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**CITY COUNCIL AGENDA
WEDNESDAY, NOVEMBER 15, 2023
250 NORTH 5TH STREET - AUDITORIUM
[VIRTUAL MEETING - LIVE STREAMED](#)
BROADCAST ON CABLE CHANNEL 191
5:30 PM – REGULAR MEETING**

Call to Order, Pledge of Allegiance, Moment of Silence

Proclamations

Proclaiming November 15 - 21, 2023 as Interfaith Awareness Week in the City of Grand Junction

Public Comments

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

The public has four options to provide Public Comments: 1) in person during the meeting, 2) virtually during the meeting (registration required), 3) via phone by leaving a message at 970-244-1504 until noon on Wednesday, November 15, 2023 or 4) submitting comments [online](#) until noon on Wednesday, November 15, 2023 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.

City Manager Report

Boards and Commission Liaison Reports

CONSENT AGENDA

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

1. Approval of Minutes

- a. Summary of the October 30, 2023 Workshop
- b. Minutes of the November 1, 2023 Regular Meeting

2. Set Public Hearings

- a. Quasi-judicial
 - i. A Resolution Referring a Petition to the City Council for the Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the Hartman Brothers Annexation of 2.96 Acres, Located at 821 21 ½ Road, and Setting a Public Hearing for December 20, 2023
 - ii. A Resolution Approving the Assessable Cost of the Improvements Made in and for Alley Improvement District No. ST-23 and Setting a Public Hearing for the Second Reading of an Ordinance Approving the Assessable Cost of the Improvements Made in and for Alley Improvement District No. ST-23 for December 20, 2023

3. Continue Public Hearings

- a. Legislative
 - i. An Ordinance Amending Title 29 of the Grand Junction Municipal Code to Repeal and Readopt the Transportation Engineering Design Standards (TEDS) - ***Continued to December 6, 2023***

4. Agreements

- a. A Memorandum of Understanding (MOU) to Protect, Restore, and Maintain Native River Corridor Habitat in Mesa and Delta Counties through the Development of Community Partnerships as a Member of the Desert Rivers Collaborative

5. Resolutions

- a. A Resolution Acknowledging Defense of Officer Brian Degrange in Civil Action No. 23-cv-01397 CSN-NRN
- b. A Resolution Supporting the Application for a Gray & Black Market Marijuana Enforcement Grant from the Department of Local Affairs
- c. A Resolution Authorizing Payment for the Acquisition of Real Property Located at 674 23 3/4 Road from 4PF GZ Impact Fund LLC and Ratifying

Actions Heretofore Taken and Directing Further Actions in Connections
Therewith

- d. A Resolution Authorizing the City Manager to Submit a Grant Request to the Department of Local Affairs for Fire Station 7
- e. A Resolution Authorizing the City Manager to Execute a Lease for the Property at 261 Ute Avenue and an Operating Agreement with United Way of Mesa County and/or Homeward Bound of the Grand Valley Resource Center for Homeless and Other Vulnerable Persons

REGULAR AGENDA

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

6. Public Hearings

- a. Quasi-judicial
 - i. A Resolution Accepting the Petition for the Annexation of 1.49 Acres of Land and Ordinances Annexing and Zoning the PERS Investments Annexation to C-2 (General Commercial), Located at 3175 D Road
- b. Legislative
 - i. An Ordinance Authorizing a Supplemental Appropriation for Funding of a Resource Center for Unhoused and Other Vulnerable Persons

7. Non-Scheduled Comments

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

8. Other Business

9. Adjournment



City of Grand Junction, State of Colorado

Proclamation

Whereas, the City Council honors and respects all religious beliefs, cultures, creeds and races and every person's right to believe, or not believe, so long as actions taken in support of those beliefs or creeds do not infringe upon the rights of others; and

Whereas, Grand Valley Interfaith Network, is an organization in Grand Junction and Mesa County that offers varied programs, projects and initiatives designed to bring faith groups together to discuss and better practice peace, harmony, cooperation and understanding among all people; and

Whereas, the members of Grand Valley Interfaith Network have been working together to support the interfaith programs and initiatives in Mesa County since 1977; and

Whereas, many Grand Junction faith groups have partnered with Grand Valley Interfaith Network to offer a series of activities and events, which are open to all people of any faith and those who are not so affiliated, in the days and weeks leading up to the annual Interfaith Awareness Week, to be followed by days of individual reflection on connection and peace.

NOW, THEREFORE, I, Anna Stout, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim November 15 - 21, 2023 as

"Interfaith Awareness Week"

in the City of Grand Junction and urge all the citizens of the City to be open minded and respect all religions, beliefs, cultures, creeds and races.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 8th day of November 2023.

A handwritten signature in black ink, appearing to read "Anna Stout", written over a horizontal line.

Mayor



GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY **October 30, 2023**

Meeting Convened: 4:01 p.m. The meeting was held in person at the Fire Department Training Room, 625 Ute Avenue, and live streamed via GoToWebinar.

City Councilmembers Present: Councilmembers Scott Beilfuss, Cody Kennedy, Jason Nguyen, Randall Reitz, Dennis Simpson and Mayor Anna Stout. Mayor Pro Tem Abe Herman was absent.

Staff present: City Manager Greg Caton, City Attorney John Shaver, Assistant to the City Manager Johnny McFarland, Director of Community Development Tamra Allen, Finance Director Emeritus Jodi Welch, Finance Director Jennifer Tomaszewski, Public Works Director Trent Prall, General Services Director Jay Valentine, Human Resources Director Shelley Caskey, Fire Chief Ken Watkins, Police Chief Matt Smith, Parks and Recreation Director Ken Sherbenou, Utilities Director Randi Kim, Visit Grand Junction Director Elizabeth Fogarty, City Clerk Amy Phillips, and Deputy City Clerk Selestina Sandoval.

1. Discussion Topics

a. Unhoused Resource Facility Concept Plans

Community Development Director Tamra Allen reported that at the September 18, City Council Workshop, City Council suggested that service providers develop proposals to address a viable option for day use and meal and service delivery for the unhoused. As part of the Unhoused Needs Assessment and the survey of Persons Experiencing Homelessness (PEH) conducted in December 2022, it was identified that a central location would be beneficial to accessing and navigating services and that bathrooms, showers, laundry facilities and access to electricity were critical.

The City received two formal proposals, one from Amos Supportive Housing Association and another one from HomewardBound in partnership with United Way of Mesa County. The full proposals were included in the agenda packet.

Both proposals provide indoor warming opportunities, connect people to services from local service providers, and offer meal and service delivery in a central location for people experiencing homelessness.

HomewardBound, in conjunction with United Way of Mesa County - The proposal included providing a day resource center including extensive indoor space for warming/cooling, meal provision, showers/restrooms, and a place that local service providers can utilize to resource individuals. They requested a capital investment of \$773,176, start-up costs of \$99,490, and annual operating costs of \$316,600 for a total first-year estimated cost of \$1,189,266. A second-year request for annual operating cost was estimated at \$316,600, for a total two-year cost of \$1,505,866.

The following is an overview of the proposal.

Objective: To establish a safe, enclosed, and supported structure in the central area

of Grand Junction where individuals formerly congregating at Whitman and other City parks can receive services, counseling, and community support to assist them in meeting their immediate needs and in moving along the path to more permanent housing.

Timeline: Assuming City approval, they believe that a site could be established by December 15th, 2023. They anticipate that the Day Center will be a 1- to 2-year project that hopefully will serve as a community catalyst for a wider solution to the area's problems of homelessness among our most vulnerable citizens.

Organizing Partners: HomewardBound of the Grand Valley & The United Way of Mesa County will assist the City in the location, design, and implementation of the project. HomewardBound will, under a Memorandum of Understanding with the City, operate the program for a maximum of two years as all partners work toward a larger solution for the community. Collaboration is critical amongst all agencies, so the organizing partners have already begun to establish a "service council" that will assist in what services are available, who offers them and how they are delivered.

Community Partners: For the Day Center to provide the results wanted, multiple agencies will need to be involved in offering service, supplies and engaging with the homeless population to ensure trust. These partners must include, but are not limited to, the following: City of Grand Junction, Mesa County, Hilltop, Catholic Outreach, The Joseph Center, Mutual Aid Partners, Solidarity not Charity, Peace and Justice, Karis, Amos Counseling and the Grand Junction Housing Authority. It is anticipated that other non-profit providers, St Mary's, Community Hospital and the Grand Valley Coalition for the Homeless will be involved as needed.

It was noted that part of the research for this project was to review possible warehouse buildings available for rent or sale, as well as potential open sites within what was defined as the central area of the City. After review, it was determined that the cost of renting or purchasing a warehouse facility was too costly, leading the team to find properties, either City owned or private, that might be available for use. Six potential sites were located. The estimates of capital, operating and start-up costs were based on locating the Day Center on one of these sites for 1 to 2 years. The annual operating cost estimates the facility would be open 7 days per week from 8:00AM to 8:00PM.

Amos Counseling proposal requested \$350,000 for the purchase of the .28 acre property which includes 1,000 square feet of existing building space.

The following is an overview of their proposal.

Organization

Amos Supportive Housing Association's "ASHA" is the non-profit arm to Amos Counseling. The mission is to create healthy environments for individuals and families by strengthening their life skills empowering them to cultivate a safe, stable, and sober environment. To achieve their mission ASHA provides services to people who are struggling with addiction, persistent mental health issues, and those who are medically fragile through comprehensive programs that support individuals in creating a solid foundation for their

recovery by aiding individuals to become independent. ASHA promotes education, economic stability, wellness, and health care, built environments, and social cohesion ASHA's programs assist individuals in overcoming addiction, poverty, mental, or physical limitations, aging, homelessness, and other circumstances. ASHA collaborates with other organizations to provide service efficiently and effectively. ASHA has been working in the supportive housing space for over five years.

Project Summary

Currently, ASHA owns the property at 1111 Ute Ave and opened “The Hangout” on October 1 which offers unhoused individuals a day/evening center from 3 pm – 7 am to cook healthy meals, shower, do laundry, rest for up to 4 hours, gain access to heat/cool, and participate in services that will support recovery, housing, mental health, medical needs, etc. to help ensure stabilization of individuals who are chronically unhoused and deemed high utilizers of criminal, medical, and emergency services. Currently, “The Hangout” can provide services for up to 37 guests and has been at capacity since opening. The site has seen both

men and women including D51 employees, single mothers with small children, and has had to maintain a sign-up sheet for napping stations, showers, and restrooms due to the consistent use. Additionally, the site has seen between 8-13 new participants daily who are

coming from encampments and the street. The site provides a dumpster, and many are bringing their trash from camps and sleeping locations. This property will also decrease the burden placed on the city's cleanup efforts through the police and fire department. “The Hangout” is fully staffed by two mental health first aid professionals. Services and staffing are primarily funded through Medicaid and Amos Counseling Services who provide wrap-around and coordinated services with other agencies to ensure that their most basic needs are being met.

Project Description

The current request of \$350,000 is for ASHA to expand these services by purchasing two additional houses on the property adjacent to its current location. Upon purchasing the 2 houses, ASHA would complete the minor improvements needed and purchase furniture within 30 days of closing. The contract is currently being negotiated, and the closing date is tentatively set for January 15, 2024, but is open to being moved up pending availability and timing of funding. The current “Hang-out” property would transition to being a men’s site, and the two additional houses would create additional spaces for up to 30 for women and children. This property is located within walking distance to many services, bus stops, major medical facilities and close to temporary employment centers. It is providing services outside of traditional hours for day centers, outreach programs, and more importantly gives a space

for overnight napping and resourcing which is eliminating the opportunities for loitering or camping in public spaces or neighborhoods.

Currently, the ending 2023 General Fund reserve is projected at \$41.7 million with \$13.1 million available above internal loans, earmarked funds, and the minimum reserve. If the project were to commence in 2024, monies could be dedicated from the proposed \$7.4 million in housing funds included in the recommended 2024 Budget which includes the \$1.6 million in remaining ARPA funds.

Discussion ensued regarding both proposals. Council requested that the Homeward Bound in partnership with United Way of Mesa County be placed on the Regular Agenda for the November 1st City Council Meeting for further discussion and possible action. Council asked ASHA to provide more information regarding their non-profit status, financials, delineation between ASHA and Amos Counseling and which of the two entities would own the property if funded.

b. 2024 Budget Workshop-Wrap Up and Discussion

Mr. Caton explained that economic development is key to the diversification and growth of the local economy. The City has devoted significant funding toward developing strategies and amenities designed to strengthen the community as a regional economic hub and attract new residents and businesses.

Economic development can be seen in three major areas of the budget. First, the City invests in economic development by delivering core services such as public safety and through capital plans that fund improvements to street infrastructure and public amenities such as parks, trails, community sports, and recreation facilities. The second is by the City supporting agencies that directly engage in economic development through their services which positively impact the community and economy and third, the City funds the Downtown Development Authority (DDA) by providing support to enhance the viability of downtown through grants, capital investment, and improvements to public amenities for a total of \$1.9 million.

The City does not have an economic development division or dedicated staff and therefore outsources the work to partners for their expertise and services. Funding for partners comes from the 0.75 percent sales tax and the vendors fee cap established in 2018.

The City's economic development partners totals \$2.3 million in the 2024 Recommended Budget. Economic Development partners are Colorado Mesa University, Grand Valley Transit, the Downtown Business Improvement District, Grand Junction Economic Partnership (GJEP), the Business Incubator, Grand Junction Area Chamber of Commerce, Industrial Development Inc., and the Western Colorado Latino Chamber of Commerce.

• Grand Junction Area Chamber of Commerce (GJ Chamber), Industrial Development Inc. (IDI), Grand Junction Regional Air Service Alliance (Air Alliance)

Candace Carnahan, CEO of GJ Chamber, presented the City funding and upcoming budget requests for GJ Chamber, IDI, and the Air Alliance. Both the GJ Chamber and IDI receive a portion of the revenue generated from the vendor's fee cap. In the 2024 Recommended Budget, \$40,000 is included for the GJ Chamber for business retention, and \$79,000 is included for IDI for job incentives.

The Air Alliance receives one percent of the three percent lodging tax passed in 2019. In the 2024 Recommended Budget, the amount is projected to be \$839,729.

- **Western Colorado Latino Chamber of Commerce (WCLCC)**
Jorge Pantoja and Sonia Guiterrez presented City funding and upcoming budget requests.
- **Downtown Development Authority (DDA), Downtown Business Improvement District (DBID)**

Brandon Stam, Executive Director, DDA and DBID presented the 2024 budgets. The DDA's budget is approved by the DDA Board and then comes to City Council for authorization of total spending. On the same schedule as the appropriation ordinance, the Council will be asked to approve a resolution funding the redevelopment projects to be consistent with the DDA Plan of Development.

The City Council annually approves the operating plan and budget of the DBID which coincides with the City Council's adoption of the City's budget in December.

- **Continued Council Discussion**

Discussion ensued regarding the Materials Recovery Facility (MRF) and its feasibility and funding, and that the County has asked that the City work with them on a composting project instead of creating its own. The differences in the scope for each project was discussed resulting in direction to staff to meet with County staff regarding joint programs that could mitigate duplication. There were questions regarding the \$750,000 budget for employee housing and how Council could be more involved in the non-profit funding.

Concluding discussion, Council would like to have an ex-officio seat on the Gand Junction Chamber Board as it sits on boards for all other economic partners.

2. City Council Communication

None

3. Next Workshop Topics

City Manager Caton reported the items for the November 13, 2023, Workshop will be:

- a. Sustainability and Adaptation Plan
- b. Zoning and Development Code
- c. Unhoused Needs Assessment

Adjournment

There being no further business, the Workshop adjourned at 8:43 p.m.

**GRAND JUNCTION CITY COUNCIL
MINUTES OF THE REGULAR MEETING**

November 1, 2023

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 1st day of November at 5:30 p.m. Those present were Councilmembers Scott Beilfuss, Cody Kennedy, Jason Nguyen, Randall Reitz, Dennis Simpson, Council President Pro Tem Abe Herman (virtual) and Council President Anna Stout.

Also present were City Manager Greg Caton, City Attorney John Shaver, Finance Director Emeritus Jodi Welch, General Services Director Jay Valentine, Principal Planner Kristen Ashbeck and Housing Specialist Lindy Hodges.

Council President Stout called the meeting to order. Student Taton Franklin led the Pledge of Allegiance, followed by a moment of silence.

Proclamations

Proclaiming November 11, 2023 as Salute to Veterans Day in the City of Grand Junction

Councilmember Reitz read the proclamation. Lieutenant Colonel Rick Petersen with the Veteran's Committee of the Western Slope accepted the proclamation.

Proclaiming November 1, 2023 as "Sister City Day" in the City of Grand Junction

Council President Stout read the proclamation. Foundation for Cultural Exchange President Nicole Kain and a representative from El Salvador, Evelyn Portillo accepted the proclamation.

Public Comments

Giggles Cambron talked about illegal drugs in the community.

Solid Waste and Sustainability Division Director for Mesa County Jennifer Richardson spoke of ongoing partnerships with the City of Grand Junction.

City Manager Report

City Manager Caton said that the City is dedicating a bench outside City Hall in memory of Bruce Lohmiller. He invited the public to a community conversation regarding the unhoused in the City Hall Auditorium on November 2, 2023, at 4:00 p.m.

Board and Commission Liaison Reports

Councilmember Beilfuss gave an update on the Commission on Arts and Culture.

Councilmember Simpson gave an update on the Riverview Technology Committee.

Council President Stout gave an update on the Transportation Planning Region Boundary Advisory Study, attended the Biennial of the Americas Summit in Santiago, Chile as a Delegate Mayor, and spoke of that experience, and also attended the Colorado Municipal League executive board meeting.

CONSENT AGENDA**1. Approval of Minutes**

- a. Summary of the October 16, 2023 Workshop
- b. Minutes of the October 18, 2023 Regular Meeting

2. Set Public Hearings

- a. Quasi-judicial
 - i. Introduction of an Ordinance Zoning Approximately 1.49 Acres to C-2 (General Commercial), Located at 3175 D Road and Setting a Public Hearing for November 15, 2023

3. Procurements

- a. Enterprise Resource Management/Human Capital Management (ERP/HCM) Software System Replacement – **Moved to the Regular Agenda**
- b. Sole Source Purchase of Mesa Mall Lift Station Replacement
- c. Sole Source Purchase of Raw Sewage Valve Actuators
- d. Purchase of 908 Device, Inc. MX908 Portable Mass Spectrometer
- e. Sole Source Purchase of RECON Interceptor Police Ebikes – **Moved to the Regular Agenda**

Councilmember Simpson asked item 3.a. be removed from the Consent Agenda and Councilmember Reitz asked item 3.e. be removed. Councilmember Kennedy moved and Councilmember Simpson seconded to adopt Consent Agenda Items 1, 2, 3b, 3c, and 3d. Motion carried by unanimous voice vote.

REGULAR AGENDA**Enterprise Resource Management/Human Capital Management (ERP/HCM) Software System Replacement – Moved from Consent Agenda**

Late in 2022, the City identified the need and began the process of replacing an aging financial system that has served the City for more than 15 years which is nearing the end of its useful life along with a human resources system plagued by manual interventions and repetitive tasks.

This project will be transformative modernizing the City with the implementation of systems that are designed to elevate the organization's operational efficiency and overall effectiveness by providing a unified platform for managing core business processes and data.

City Manager Caton answered Council's questions regarding the process in which this software was chosen.

Councilmember Nguyen moved and Councilmember Reitz seconded to adopt item 3.a. on the Consent Agenda - Enterprise Resource Management/Human Capital Management (ERP/HCM) Software System Replacement. Motion carried by a 5-2 voice vote with Councilmembers Simpson and Beilfuss voting no.

Sole Source Purchase of RECON Interceptor Police Ebikes - Moved from Consent Agenda

As a part of the Colorado Energy Office's (CEO) eCargo Bike grant, the City was awarded \$72,765.00 to support the purchase and deployment of 14 ebikes for the City. Included in the proposal was the purchase of 10 RECON Interceptor ebikes for police work. Including accessories, the total cost for City branded police department e-bikes, lights and sirens, spare battery, lock, assembly, and shipping, is \$59,369.40, with \$41,340.00 reimbursed by state funds (cost of bicycles) and the remaining \$18,029.40 to be covered by a City match. The remainder of the CEO grant will go towards other e-bikes for the City as well as related supplies such as helmets.

City Manager Caton answered Council's questions regarding this purchase.

Councilmember Reitz moved and Councilmember Kennedy seconded to adopt Consent Agenda item 3.e. - Sole Source Purchase of RECON Interceptor Police Ebikes. Motion carried by unanimous voice vote.

2022 Community Development Block Grant (CDBG) Program Year Consolidated Annual Performance and Evaluation Report (CAPER) Review

CDBG funds are a Department of Housing and Urban Development (HUD) entitlement grant to the City of Grand Junction, which became eligible for the funding in 1996. The

City received \$421,451 for the 2022 Program Year. The final decision to fund sixteen (16) projects was made by the City Council at its hearing on June 15, 2022. The City's 2022 Program Year began on September 1, 2022 and ended on August 31, 2023.

At the end of each Program Year, a Consolidated Annual Performance and Evaluation Report (CAPER) is required. Per recent HUD guidance, the City is to conduct a public hearing to solicit public comment on the accomplishments achieved, followed by a 15-day public review period during which the report is available. As advertised in the Daily Sentinel, the hearing will be conducted and, in addition to being on the City's web page, copies of the report are available at the City Clerk's Office and the Mesa County Public Library through November 17, 2023. Upon completion of the public review, the CAPER will be submitted to HUD.

Housing Specialist Lindy Hodges presented this item.

The public hearing opened at 6:24 p.m.

There were no comments.

The public hearing closed at 6:24 p.m.

There was no need for a formal action, as the purpose of this was to give the public an opportunity to comment.

A Resolution Authorizing the City Manager to Expend American Rescue Plan Act (ARPA) Funds in Support of the Joint Effort by United Way of Mesa County and Homeward Bound of the Grand Valley for a Resource Center for Unhoused and Other Vulnerable Persons

At the October 30, 2023 workshop, City Council heard a proposal presentation from the Executive Directors of United Way of Mesa County and Homeward Bound of the Grand Valley and the Chair of the Homeward Bound board for the purchase, construction and staffing of a temporary resource center to serve persons experiencing houselessness and other vulnerabilities ("Center"). When constructed the Center will operate as an ultra-low barrier to entry facility and will provide access to certain services and support; the Center will be staffed and operated by Homeward Bound, with faith-based and other service providers contributing to the delivery of services and basic needs.

City Council has indicated support of funding the Center, with \$912,400 to be expended in 2023 from the ARPA funds for capital (\$773,176), start up (\$109,490), and 1-month operating expenses (\$29,734). This resolution authorizes the City Manager to expend \$912,400 in ARPA funds in support of the Center.

The estimated annual operating costs for the next two years of \$356,600 per year will be funded in 2024 from the housing and unhoused project and services budget, and in 2025 will be included in the recommended budget with funding source to be determined

during budget development for 2025.

The public hearing was opened at 6:35 p.m.

Stephania Vasconez spoke in favor of this resolution.

The public hearing was closed at 6:38 p.m.

Conversation ensued regarding the amount of ARPA Funds remaining and how this is a positive step forward for the unhoused.

Councilmember Nguyen moved and Councilmember Kennedy seconded to adopt Resolution No. 95-23, a resolution authorizing the City Manager to expend \$912,400 in ARPA funds in support of the Center. Motion carried by unanimous roll call vote.

Introduction of an Ordinance Authorizing a Supplemental Appropriation for Funding of a Resource Center for Unhoused and Other Vulnerable Persons and Setting a Public Hearing for November 15, 2023

The budget was adopted by the City Council through an appropriation ordinance to authorize spending at a fund level based on the line-item budget. Supplemental appropriations are also adopted by ordinance and are required when the adopted budget is increased to reappropriate funds for capital projects that began in one year and need to be carried forward to the current year to complete. Supplemental appropriations are also required to approve new projects or expenditures.

This supplemental appropriation is required for spending authorization to allocate \$912,400 in American Rescue Plan Act (ARPA) funds to HomewardBound and United Way for a resource center for unhoused and other vulnerable persons. The allocation is for estimated 2023 costs including capital of \$773,176, startup costs of \$109,490, and one-month operating costs of \$29,734.

City Manager Caton summarized this item in that it gives authorization to fund the previous agenda item.

The public hearing was opened at 6:44 p.m.

There were no comments.

The public hearing was closed at 6:44 p.m.

Councilmember Kennedy moved and Councilmember Nguyen seconded to introduce an ordinance making supplemental appropriations to the 2023 Budget of the City of Grand Junction, Colorado for the year beginning January 1, 2023 and ending December 31, 2023 setting a public hearing for November 15, 2023 and order publication in pamphlet form. Motion carried by unanimous roll call vote.

Council took a break at 6:46 p.m.

The meeting resumed at 7:02 p.m.

Introducing the Appropriation Ordinance for the 2024 Budget, Presentation, First Public Hearing and Setting a Second Public Hearing for December 6, 2023

The budget is the highest expression of the City Council's policies and decision-making. It articulates the initiatives, investments, and services provided by and through elected officials and staff. The budget represents the allocation of resources to achieve the goals identified by the City's Comprehensive Plan and the City Council's Strategic Outcomes of Placemaking, Safe and Healthy, Thriving and Vibrant, Resource Stewardship, and Welcoming, Livable, and Engaging. The City Council authorizes the Annual Budget through the appropriation of spending at the fund level.

The 2024 Recommended Budget totals \$326 million (\$325,952,663), a \$90.9 million or 38.7 percent increase from the 2023 Adopted Budget of \$235.1 million. This significant increase is primarily due to the initiation of two legacy projects, including phase 1 of the expansion and improvement of the Persigo Wastewater Treatment Plant and the construction of the new Community Recreation Center. Significant increases include investment in housing and sustainability initiatives, as well as the implementation of wage and benefit increases to continue to attract and retain employees. The only change since the presentation of the City Manager's Recommended Budget on October 2 and October 16, 2023, is the addition of \$125,000 in funding for HomewardBound. Originally, in the non-profit funding process, HomewardBound requested \$400,000 with no minimum amount provided and staff's recommendation was to fund the same amount as 2023 or \$100,000. Staff received a revised request on October 20, 2023, from Rick Smith, Executive Director, and William Wade, Chair Emeritus providing a minimum funding amount of \$225,000. Therefore, staff recommends increasing the funding in 2024 from \$100,000 to \$225,000.

The 2024 Recommended Budget is balanced, and the General Fund has a surplus of \$276,060. The projected 2024 ending General Fund balance is now projected at \$39.5 million; minimum reserve of \$25.9 million; internal loans of \$4.4 million; with the remaining amount available of \$9.2 million. The budget represents the allocation of resources to achieve the goals identified by the City's Comprehensive Plan and the City Council's strategic outcomes.

The budget is developed over the course of several months and includes the projection of revenues as well as planned expenses. The 2024 Recommended Budget has been discussed with the City Council during three main budget workshops on October 2, October 16, and October 30. Economic Development funding discussions occurred at the October 16 and October 30 workshops. On October 16, there was also a budget work session of the Persigo Joint Sewer Board for presentation, review, and discussion of the 2024 Recommended Budget for the Sewer Fund.

The City organization proudly continues to serve this community within the traditional lines of public safety, engineering, transportation, parks, recreation, community development, and utilities. Beginning in 2022 and now continuing into 2024, the City's service delivery model has been significantly enhanced in the areas of affordable housing, unhoused needs, sustainability, and community engagement. The City's financial position remains strong and the 2024 budget as the annual financial plan for the City is reflective of the strategic and long-term vision of the City Council to serve the community in 2024.

City Manager Caton presented this item.

Conversation ensued regarding the budgeting for the Materials Recovery Facility, changing water usage fees to incentivize conservation, unrestricted reserve computation, Council requesting an ex-officio seat on the Grand Junction Area Chamber of Commerce Board, and the accounting of first responder funds.

The public hearing was opened at 9:04 p.m.

Solid Waste and Sustainability Division Director for Mesa County Jennifer Richardson spoke of Mesa County's compost facility and her hope that the City would continue to partner with them.

Theresa Nees thanked Council for the amount allotted to the Japanese Beetle efforts and encouraged the City to continue to partner with Mesa County for the compost facility.

Candice Carnahan expressed disappointment that their representation of small business was seen negatively.

Grand Junction Area Chamber of Commerce Chair Andrew Golike spoke of the role of the chamber to help small businesses and discouraged Council having a seat on their board.

Diane Schwenke spoke against Council having a seat on the board of the Chamber of Commerce.

The public hearing was closed at 9:17 p.m.

Councilmember Nguyen moved and Councilmember Kennedy seconded to introduce the proposed ordinance appropriating certain sums of money to defray the necessary expenses and liabilities of the City of Grand Junction pursuant to Article VII of the City Charter, and to defray the necessary expenses and liabilities of the Downtown Development Authority for the year beginning January 1, 2024, and ending December 31, 2024, and set a public hearing for December 6, 2023. Together with the documentation of the proposed revenue and expenses prepared in support of the budget and appropriation ordinance, including and pursuant to Article VII, Paragraph 57

regarding the setting of the City Manager's salary with Ordinance No. 5142 are incorporated by and made part of this ordinance by this reference as if fully set forth. Furthermore, Ordinance No. 5142, setting the salaries of the Municipal Judge and the City Attorney, is incorporated by and made part of this ordinance by reference as if fully set forth. Motion carried by 6-1 roll call vote with Councilmember Simpson voting no.

Council took a break at 9:21 p.m.

The meeting resumed at 9:32 p.m.

An Ordinance Amending Ordinance No. 5176 Concerning City Performed Construction of Public Improvement Works

On October 4, 2023, the City Council adopted and approved Ordinance No. 5176 and with that action established certain purchasing and procurement policies for the City. When Ordinance No. 5176 was adopted, the City Council discussed creating a self-performance policy. The City Council declined the staff's proposed self-performance policy and remanded the matter to the City staff for further refinement.

The City Council is considering a limited self-performance policy, and if approved, the Ordinance will amend Ordinance No. 5176 to include the self-performance policy in the Purchasing Policy Manual.

City Attorney Shaver summarized the changes.

Conversation ensued regarding self-performing projects being identified during the budget process, though other projects would not be precluded from self-performing projects throughout the year, although these would be brought to Council on a case-by-case basis.

The public hearing was opened at 9:40 p.m.

Paul Burdett spoke against the ordinance stating it lacked third party oversight.

Shanna Grieger, Executive Director for Western Colorado Contractors Association, outlined contractors' concerns.

Cory Elam stated concerns regarding the quality of work of some projects in the City.

Mike Adcock spoke of his company's relationship with the City and his concern that this policy may weaken local contractors.

The public hearing was closed at 9:51 p.m.

Councilmember Nguyen moved and Councilmember Beilfuss seconded to adopt Ordinance No. 5181, an ordinance to amend Ordinance No. 5176 concerning City self-

performed work, on final passage and ordered final publication in pamphlet form. Motion carried 6-1 by roll call vote with Councilmember Simpson voting no.

Non-Scheduled Comments

There were none.

Other Business

There was none.

Adjournment

The meeting adjourned at 9:58 p.m.



Amy Phillips, CMC
City Clerk



Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: November 15, 2023
Presented By: Timothy Lehrbach, Senior Planner
Department: Community Development
Submitted By: Tim Lehrbach, Senior Planner

Information

SUBJECT:

A Resolution Referring a Petition to the City Council for the Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the Hartman Brothers Annexation of 2.96 Acres, Located at 821 21 ½ Road, and Setting a Public Hearing for December 20, 2023

RECOMMENDATION:

Staff recommends adoption of a resolution referring the petition for the Hartman Brothers Annexation, introducing the proposed Ordinance, and setting a hearing for December 20, 2023.

EXECUTIVE SUMMARY:

The Applicant, Flavius Real Estate LLC, is requesting annexation of approximately 2.96 acres of land located at 821 21 ½ Road. The owner proposes to occupy the existing building with light industrial and retail uses on the property, which requires a zone change constituting “annexable development” in accordance with the Persigo Agreement. The request for zoning will be considered separately by City Council but concurrently with the annexation request and is currently scheduled to be heard by the City Council on December 20, 2023.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The Applicant, Flavius Real Estate LLC, requests annexation into the City of Grand Junction of approximately 2.96 acres of land located at 821 21 ½ Road. The owner proposes to occupy the existing building with light industrial and retail uses on the property, which requires a zone change constituting “annexable development” in accordance with the Persigo Agreement. A request for zoning to I-1 Light Industrial will

be considered separately by City Council, pending review and recommendation by the Planning Commission at their November 28, 2023 regular meeting.

The schedule for the annexation and zoning is as follows:

- Referral of Petition (30 Day Notice), Introduction of a Proposed Ordinance, Exercising Land Use – November 15, 2023.
- Planning Commission considers Zone of Annexation – November 28, 2023.
- Introduction of a Proposed Ordinance on Zoning by City Council – December 6, 2023.
- Acceptance of Petition and Public Hearing on Annexation and Zoning by City Council – December 20, 2023.
- Effective date of Annexation and Zoning – January 21, 2024.

The property is currently adjacent to the existing City limits in 21 ½ Road to the east of the property.

FINDINGS OF FACT

Staff finds, based on review of the petition and knowledge of applicable state law, including the Municipal Annexation Act Pursuant to C.R.S. 31-12-104 et seq., that the Hartman Brothers Annexation is eligible to be annexed because of compliance with the following:

a) A proper petition has been signed by more than 50 percent of the owners and more than 50 percent of the property described.

The petition has been signed by the owners of the one property subject to this annexation request, or 100 percent of the owners, and includes 100 percent of the property described excluding right-of-way. Please note that the annexation petition was prepared by City staff.

b) Not less than one-sixth of the perimeter of the area to be annexed is contiguous with the existing City limits.

The Hartman Brothers Annexation meets the 1/6 contiguity requirements for annexation by its adjacency to City limits in 21 ½ Road. Approximately 24.3 percent of the perimeter of the area to be annexed is contiguous with the existing City limits.

c) A community of interest exists between the area to be annexed and the City.

This is so in part because the Central Grand Valley is essentially a single demographic and economic unit and occupants of the area can be expected to, and regularly do, use City streets, parks, and other urban facilities.

d) The area is or will be urbanized in the near future.

The property has existing urban utilities available, is developed with a building suited for commercial and industrial uses, and is surrounded by developed areas occupied by other commercial and industrial uses.

e) The area is capable of being integrated with the City.
The proposed annexation area is adjacent to the City limits on the east side. Utilities and City services are available and currently serving portions of the existing urbanized areas adjacent to and near this site.

f) No land held in identical ownership is being divided by the proposed annexation. The entirety of Lot 2-B, 21 ½ Road Energy Park, is proposed for annexation. There are no adjoining properties held in identical ownership being excluded from this request.

g) No land held in identical ownership comprising 20 contiguous acres or more with an assessed valuation of \$200,000 or more for tax purposes is included without the owner's consent.
The subject property measures approximately 2.96 acres.

FISCAL IMPACT:

City services are supported by a combination of property taxes and sales/use taxes. The City's 8 mills, based on current valuation, will generate \$1,808 per year. Sales and use tax revenues will depend on retail sales for the existing business and operational spending.

Fire: Currently, this property is in the Lower Valley Fire Protection District. The Fire District collects an 8.2380 mill levy that generates \$1862.53 annually in property taxes. If annexed, the property will be excluded from the Lower Valley Fire Protection District and be served by Fire Station 3 at 580 25 ½ Road. However, in the future, the area will be served by the new Fire Station 7 located at 2351 H Road. This station is planned to open in 2025 and response times from the station to this annexation area will be within the National Fire Protection Association response time standards.

Police: Based on the proposed annexations here, the expected impact on the need for additional officers is zero to maintain our current ratio of .0021 officers (authorized)/city residents (67,000 residents) per resident of Grand Junction. The annexation will have an impact on calls for service, but it is expected the impact will be minimal based upon the commercial, light industrial uses with minimal potential crime-related calls for service for burglaries, thefts, and frauds on the commercial properties. However, considering expected population increases from other residential projects this year that increased the need for additional officers, those increases should balance with any needs of the Department from this project. NOTE: The daytime population of Grand Junction is much higher than the residential population. Grand Junction is the main transportation, shopping, and medical hub for the 155,000 residents of Mesa County and the majority of Northwestern Colorado, Southeastern Utah, and is a major vacation travel destination. Therefore, it is imperative that we maintain the current staffing levels of the police department to meet the demands of city residents, county residents, and visitors to the city. Due to the complexities of accessing and projecting Police Department personnel needs, which also impact other budgetary considerations, at the beginning of each calendar year, the Department will review all of the yearly annexation

impact analyses and compare those with expected population increases and decreases as well as any other data that may need to be considered in Department needs. In this manner, the Department will continually assess expected impacts to maintain our level of services.

Public Works/Utilities: Water and sewer services are available to this property. This property is within the Ute Water District service area. The property is currently within the Persigo 201 Sewer Service Area and sewer service is already provided to this address. No annexation impacts for sewer service.

SUGGESTED MOTION:

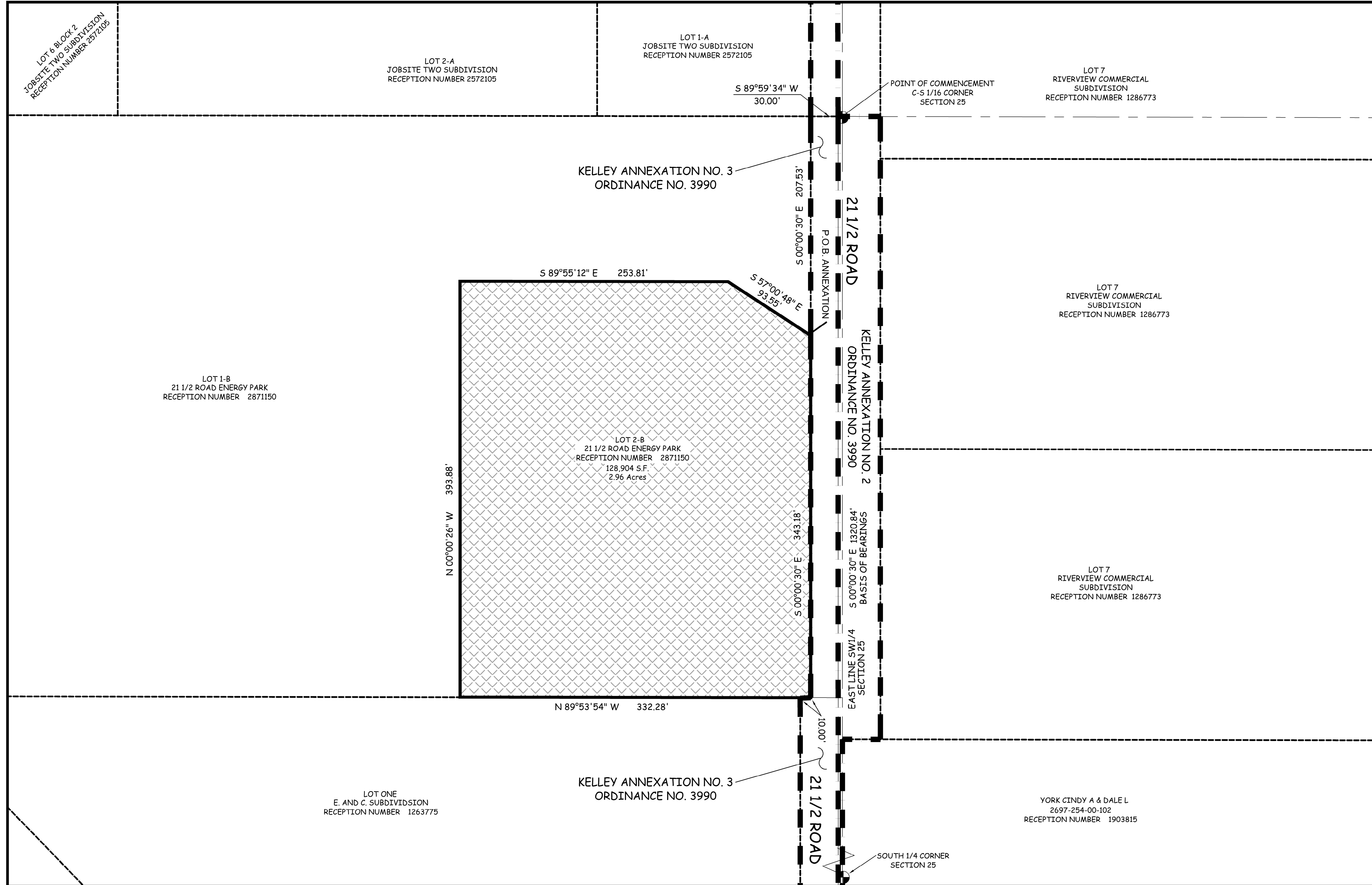
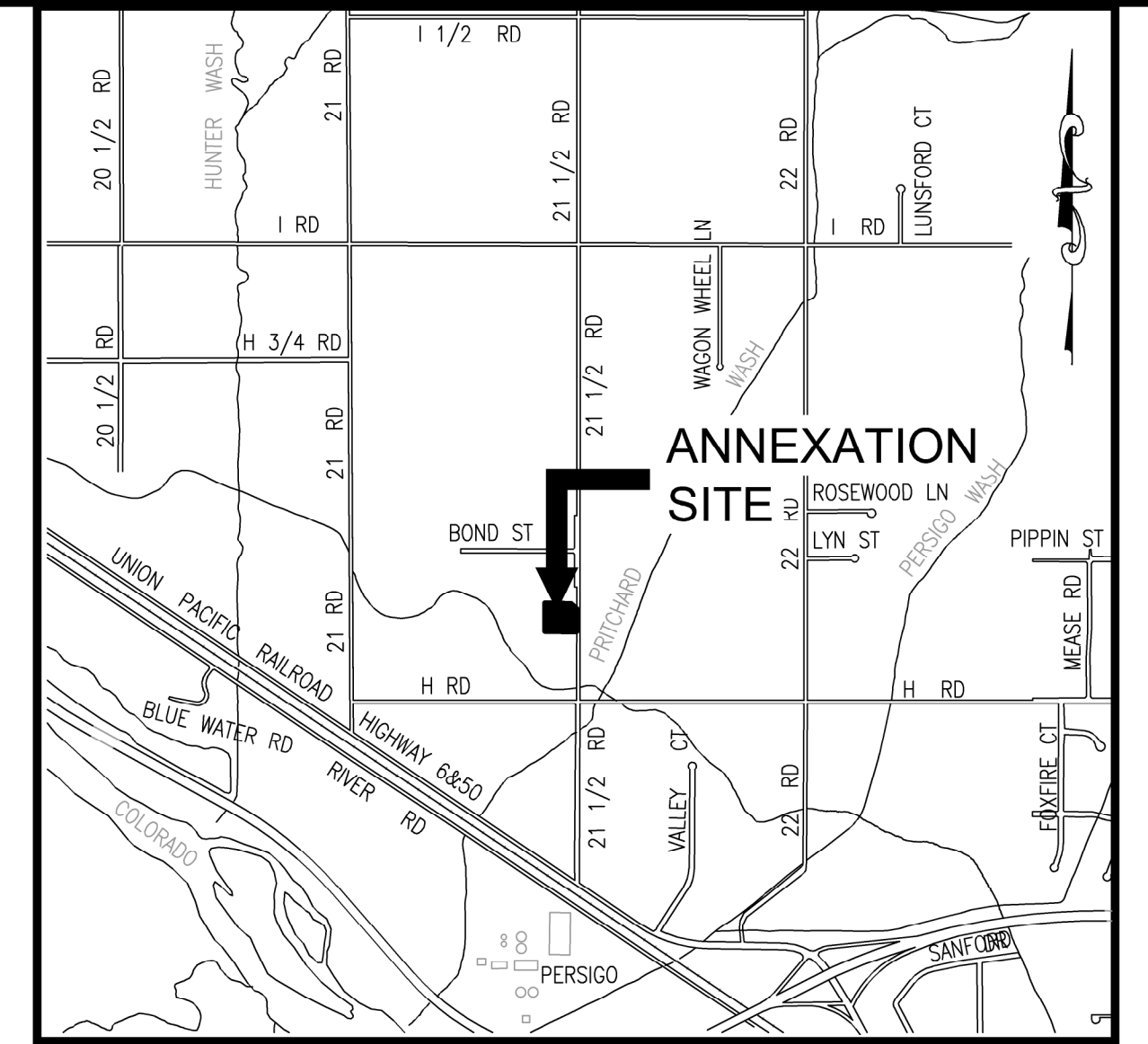
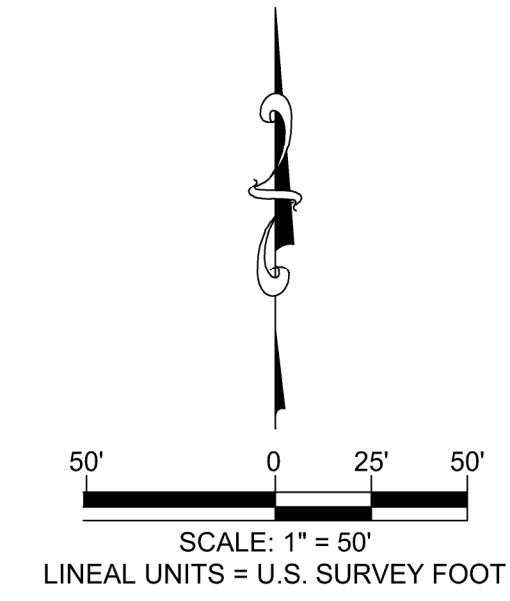
I move to (adopt/deny) Resolution No. 96-23, a resolution referring a petition to the City Council for the annexation of lands to the City of Grand Junction, Colorado, introduce an ordinance annexing territory to the City of Grand Junction, Colorado and setting a public hearing for December 20, 2023, for the Hartman Brothers Annexation, and exercising land use control over the approximately 2.96 acres, located at 821 21 ½ Road comprising said annexation.

Attachments

- 1. Exhibit 1. Annexation Plat
- 2. Exhibit 2. Schedule and Summary Table
- 3. Exhibit 3. Site Maps
- 4. Exhibit 4. Resolution - Petition Referral
- 5. ORD-Hartman Annexation 20231107

HARTMAN BROTHERS ANNEXATION

Located in the SE1/4 SW1/4 SECTION 25, TOWNSHIP 1 NORTH, RANGE 2 WEST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO



LEGAL DESCRIPTION

A parcel of land being Lot 2-B within 21 1/2 Road Energy Park subdivision (Reception Number 2871150), being more particularly described as follows; Commencing at the Center South 1/16th corner of Section 25, T.1N., R.2W. of the Ute Meridian, whence the South 1/4 corner of said Section 25 bears S00°00'30"E, a distance of 1320.84 feet, with all bearings being relative thereto; Thence S89°59'34"W, a distance of 30.00'; thence S00°00'30"E, a distance of 207.53 feet, to a point on the westerly right of way of 21 1/2 Road and the westerly line of the Kelley Annexation No. 3 (Ordinance No. 3990), said point also being the Point of Beginning;

Thence along said Kelley Annexation No. 3, S00°00'30"E, a distance of 343.18 feet; thence N89°53'54"W, a distance of 332.28 feet; thence N00°00'26"W, a distance of 393.88 feet; thence S89°55'12"E, a distance of 253.81 feet; thence S57°00'48"E, a distance of 93.55 feet to the Point of Beginning.

Said Parcel of land CONTAINING **128,904** Square Feet or **2.96** Acres, more or less.

AREAS OF ANNEXATION		LEGEND	
ANNEXATION PERIMETER	1,416.70 FT.	ANNEXATION BOUNDARY	
CONTIGUOUS PERIMETER	353.18 FT.	ANNEXATION AREA	
AREA IN SQUARE FEET	128,904 FT ²	EXISTING CITY LIMITS	
AREA IN ACRES	2.96		
AREA WITHIN R.O.W.	0.00 FT ²		
AREA WITHIN DEEDED R.O.W.	0.00 ACRES		

SURVEY ABBREVIATIONS		SQ. FT.	SQUARE FEET
P.O.C.	POINT OF COMMENCEMENT	Δ=	CENTRAL ANGLE
P.O.B.	POINT OF BEGINNING	RAD.	RADIUS
R.O.W.	RIGHT OF WAY	ARC	ARC LENGTH
SEC.	SECTION	CHD.	CHORD LENGTH
TWP.	TOWNSHIP	CHB.	CHORD BEARING
RGE.	RANGE	BLK.	BLOCK
U.M.	UTE MERIDIAN	P.B.	PLAT BOOK
NO.	NUMBER	BK.	BOOK
REC.	RECEPTION	PG.	PAGE
		HOR. DIST.	HORIZONTAL DISTANCE

ORDINANCE NO. PRELIMINARY **EFFECTIVE DATE PRELIMINARY**

NOTE:
THE DESCRIPTION(S) CONTAINED HEREIN HAVE BEEN DERIVED FROM SUBDIVISION PLAT, DEED DESCRIPTIONS & DEPOSIT SURVEYS AS THEY APPEAR IN THE OFFICE OF THE MESA COUNTY CLERK & RECORDER. THIS PLAT OF ANNEXATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY, AND IS NOT INTENDED TO BE USED AS A MEANS OF ESTABLISHING OR VERIFYING PROPERTY BOUNDARY LINES.

PRELIMINARY

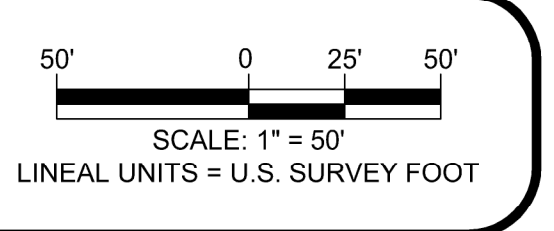
Jodie L Grein DATE
STATE OF COLORADO - P.L.S. NO. 38075
ROLLAND CONSULTING ENGINEERS
405 RIDGES BLVD. SUITE A
GRAND JUNCTION, CO. 81507

THIS IS NOT A BOUNDARY SURVEY

C:\Projects\C3407 City 6J Project Review\Hartman Brothers Annexation - ANX-2023-564\Hartman Brothers Annexation.dwg - PLOTTED 2023-10-04

NOTICE:
ACCORDING TO COLORADO LAW ANY LEGAL ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY MUST COMMENCE WITHIN THREE (3) YEARS AFTER THE DISCOVERY OF SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY BE COMMENCED MORE THAN TEN (10) YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

DRAWN BY: JLG DATE: 10/03/2023
DESIGNED BY: JLG DATE: 10/03/2023
CHECKED BY: JAM DATE: 10/03/2023



PUBLIC WORKS ENGINEERING DIVISION

HARTMAN BROTHERS ANNEXATION
Located in the SE1/4 SW1/4 SECTION 25, TOWNSHIP 1 NORTH, RANGE 2 WEST, UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO

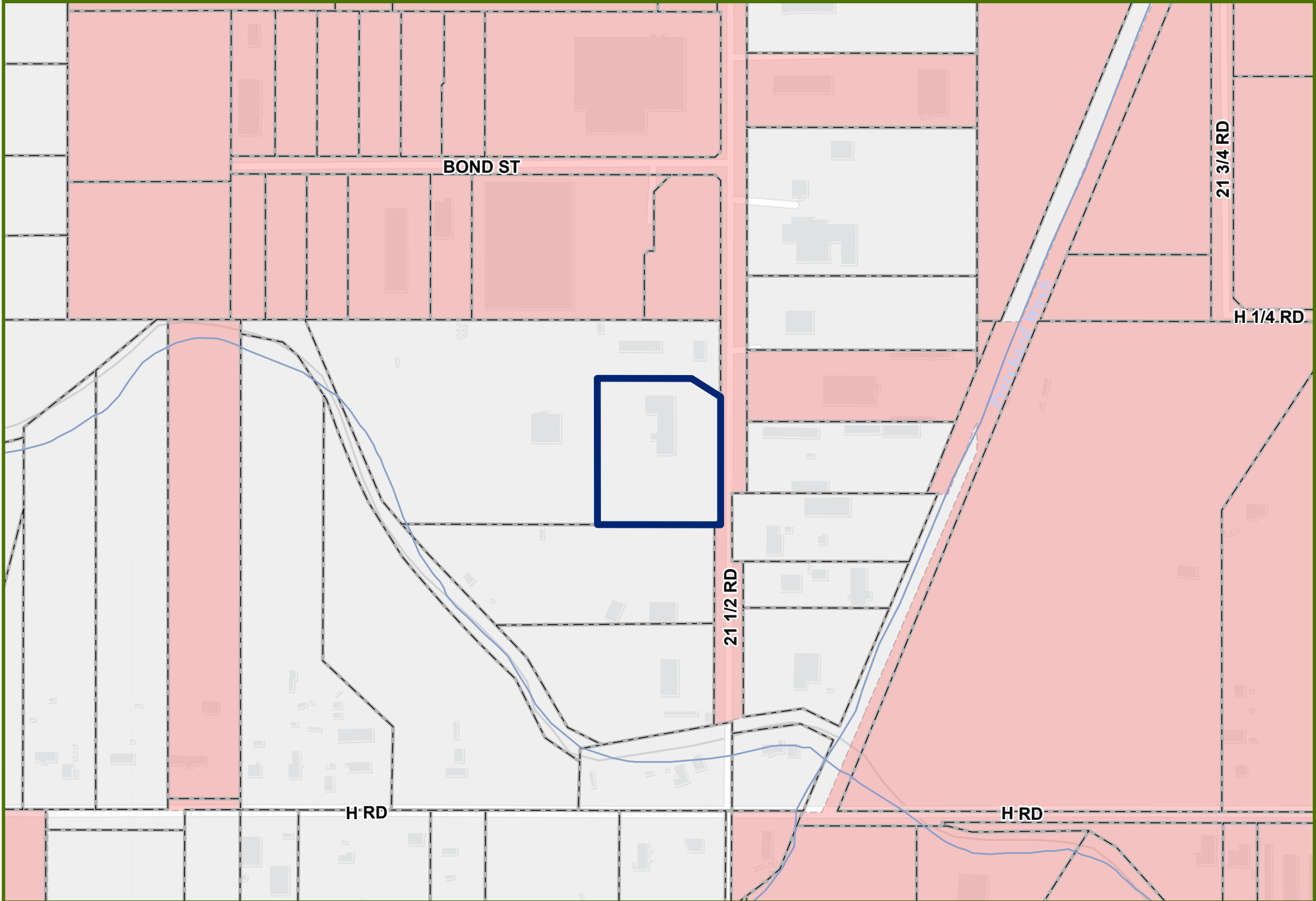
ANNEXATION SCHEDULE & SUMMARY WORKSHEET

11/15/2023	Referral of Petition, Intro Proposed Ordinance, Exercise Land Use
11/28/2023	Planning Commission Considers Zone of Annexation
12/6/2023	City Council Intro Proposed Zoning Ordinance
12/20/2023	City Council Accept Petition/Annex and Zoning Public Hearing
1/21/2024	Effective date of Annexation and Zoning

ANNEXATION SUMMARY

File Number		ANX-2023-564	
Location		821 21 ½ Rd.	
Tax ID Number(s)		2697-253-21-002	
Number of Parcel(s)		1	
Existing Population		0	
No. of Parcels Owner Occupied		0	
Number of Dwelling Units		0	
Acres Land Annexed		2.96	
Developable Acres Remaining		2.96	
Right-of-way in Annexation		n/a	
Previous County Zoning		PUD	
Proposed City Zoning		I-1 Light Industrial	
Surrounding Zoning:	North:	PUD (Mesa County)	
	South:	PUD (Mesa County)	
	East:	PUD (Mesa County), I-1 Light Industrial	
	West:	PUD (Mesa County)	
Current Land Use		Vacant	
Proposed Land Use		Industrial Services	
Surrounding Land Use:	North:	Heavy Commercial (Construction)	
	South:	Vacant	
	East:	Heavy Commercial (Homebuilder, Fence Contractor)	
	West:	Heavy Commercial (Construction)	
Comprehensive Plan Designation:		Industrial Services, Retail Sales and Service	
Zoning within Comprehensive Plan Designation:		Yes:	
Values:	Assessed	\$226,090	
	Actual	\$810,360	
Address Ranges		821 21 ½ Rd.	
Special Districts:	Water	Ute Water	
	Sewer	Persigo	
	Fire	Lower Valley Fire	
	Irrigation/Drainage	Grand Valley Irrigation/Grand Valley Drainage	
	School	School District 51	
	Pest	Upper Grand Valley Pest	
	Pest	Grand River Mosquito Control	
	Other	n/a	

Hartman Brothers Annexation

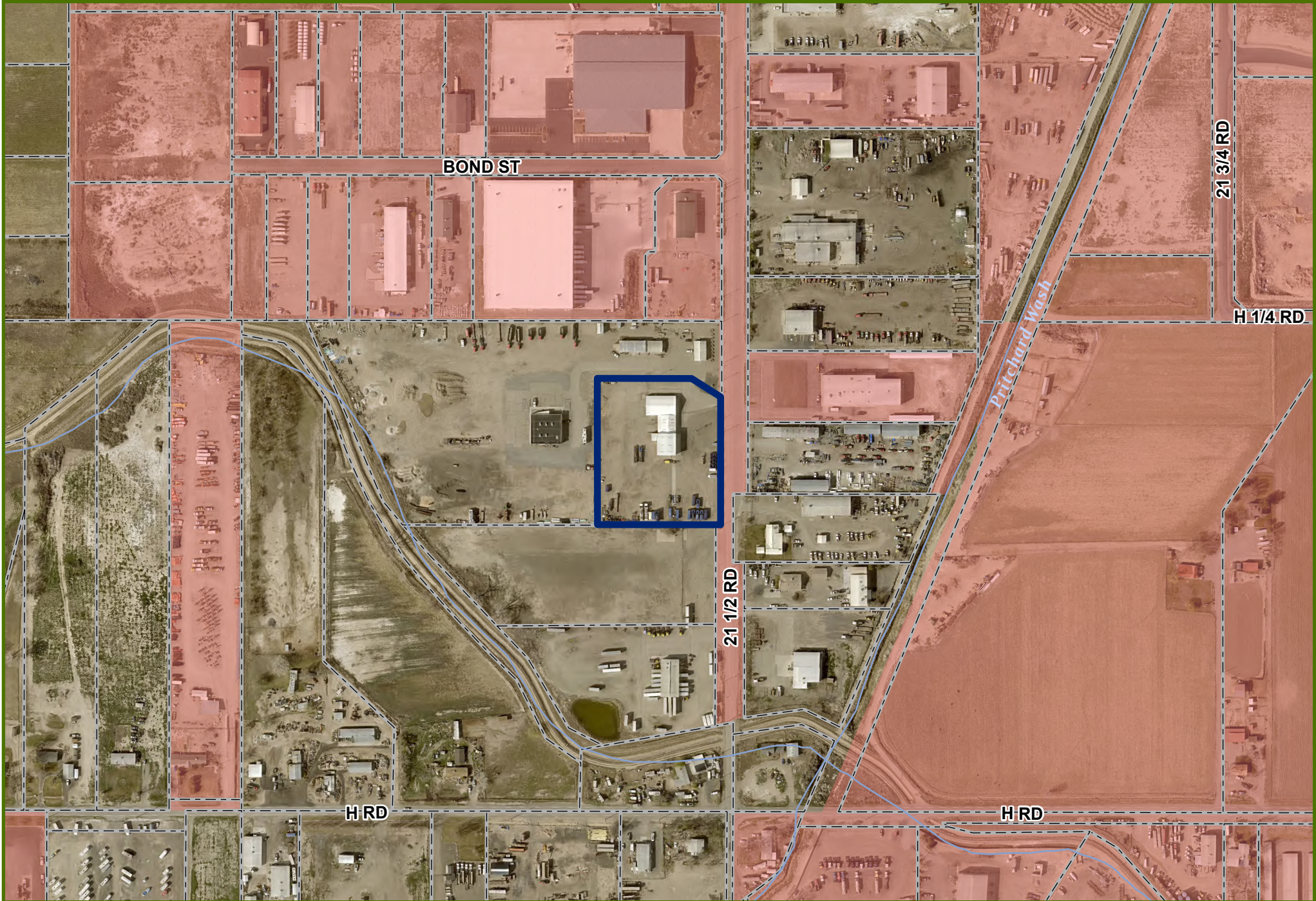


0 0.05 0.1 Miles

 Annexation Site

 City Limits

Hartman Brothers Annexation

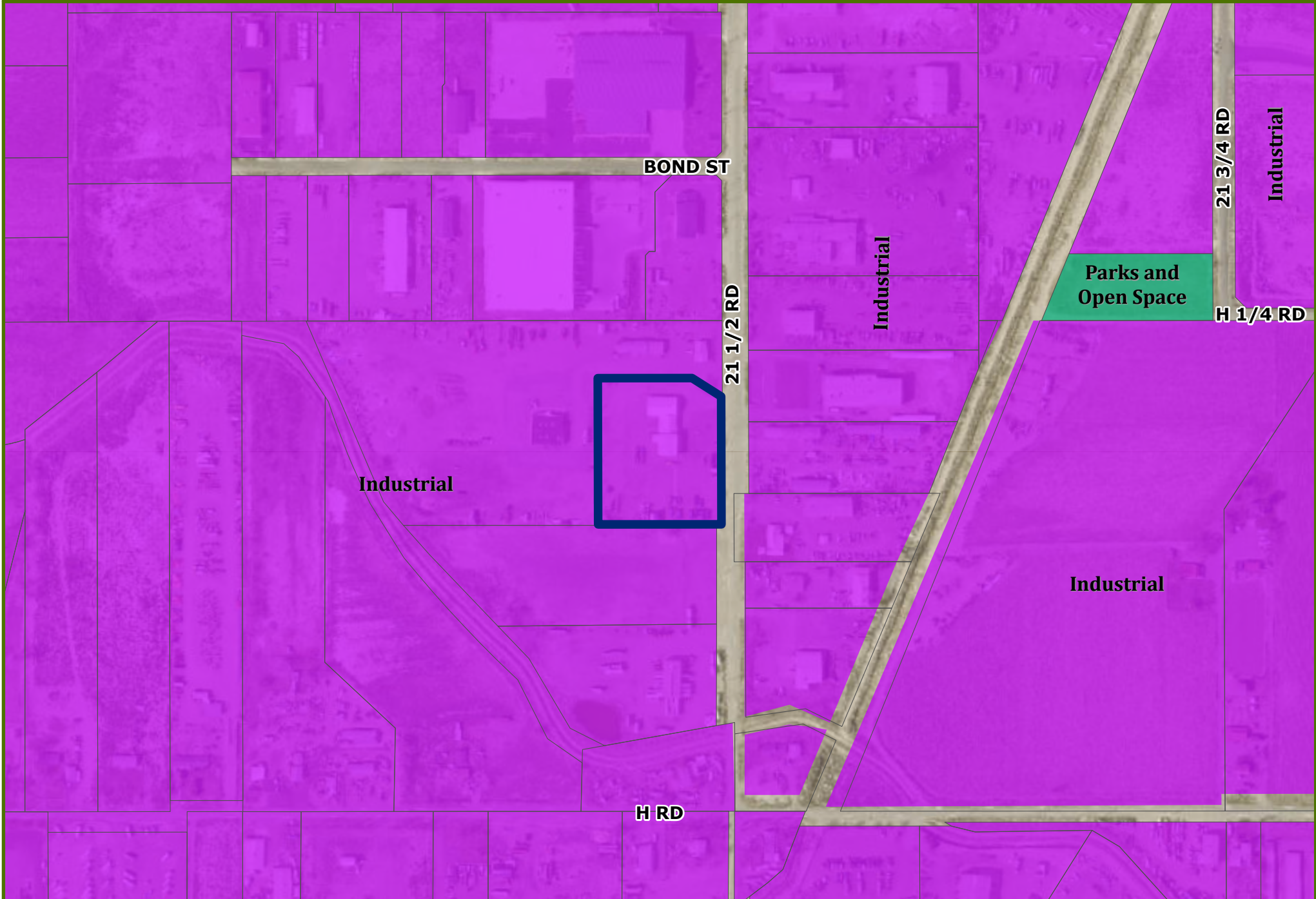


0 0.05 0.1 Miles

 Annexation Site

 City Limits

Hartman Brothers Annexation - Land Use

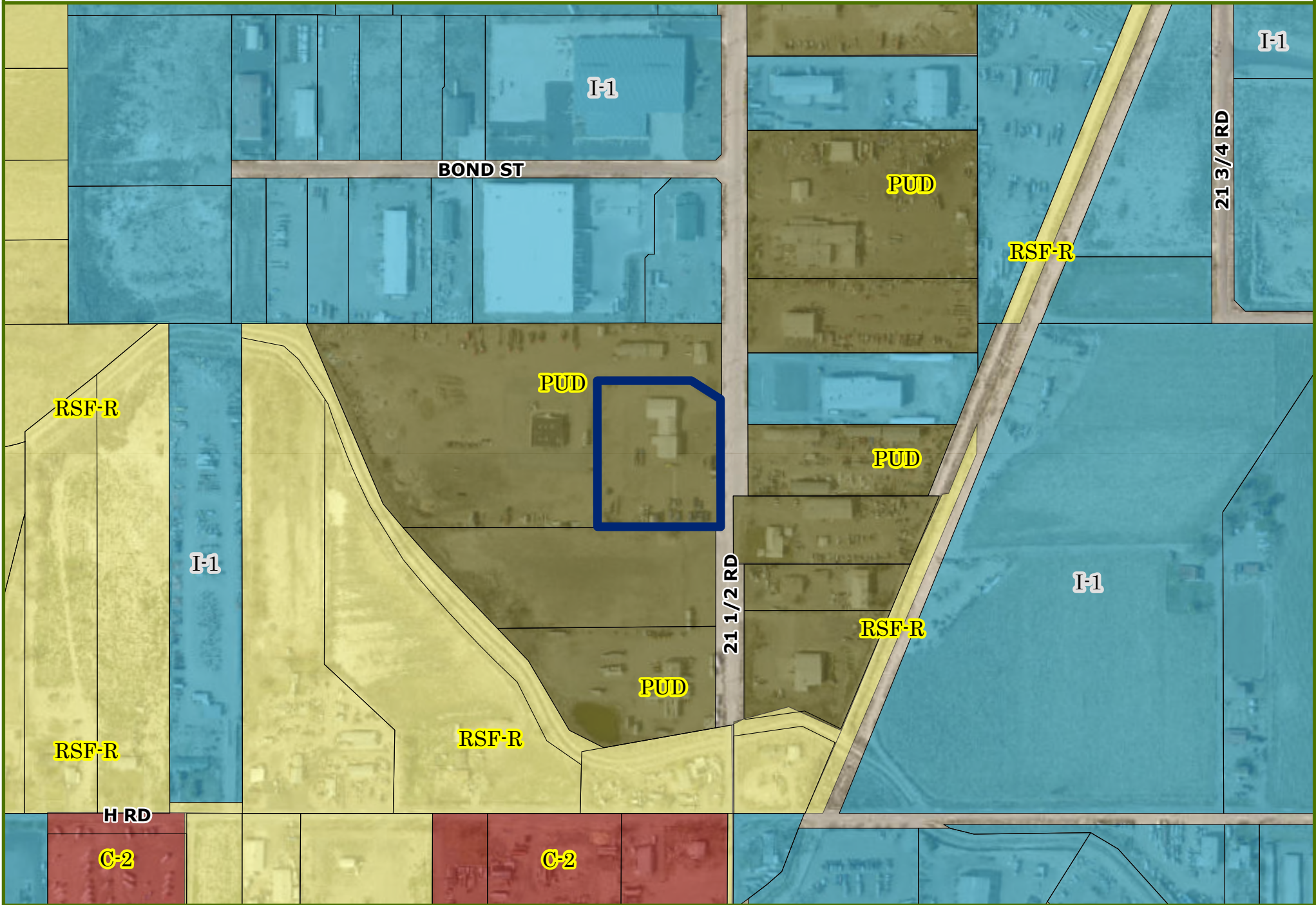


0 0.05 0.1 Miles

 Annexation Site
Packet Page 27

Date Created: 9/1/2023

Hartman Brothers Annexation - Zoning



0 0.05 0.1 Miles



Annexation Site

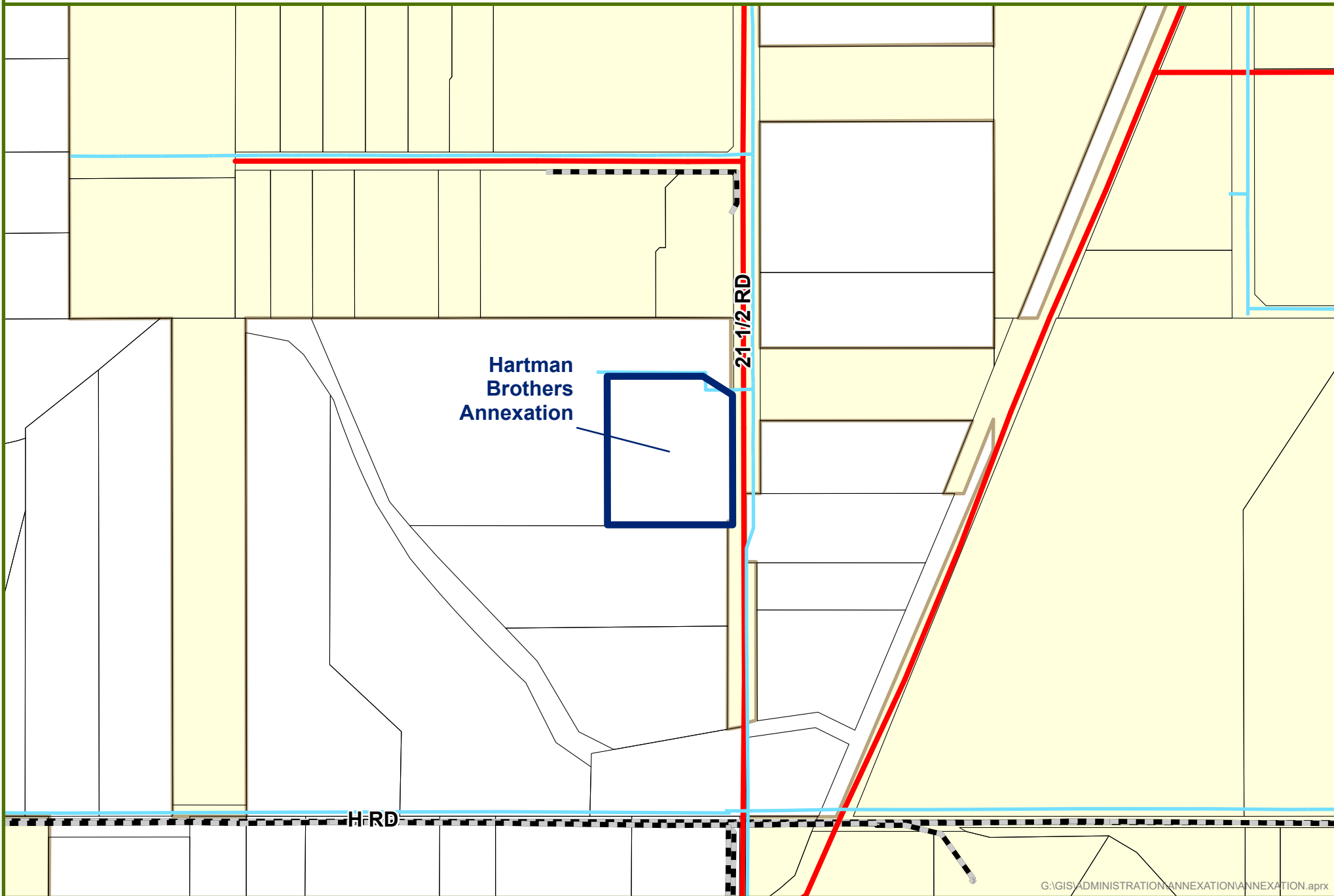
City Zoning

County Zoning

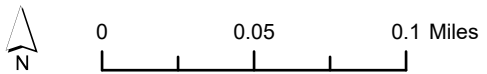
Date Created: 9/1/2023



Hartman Brothers Annexation - Utilities



G:\GIS\ADMINISTRATION\ANNEXATION\ANNEXATION.aprx



- CITY WATER
- UTE WATER
- SEWER
- CITY FIBER
- NON-CITY FIBER
- CITY LIMITS

Date Created: 9/1/2023



**NOTICE OF HEARING
ON PROPOSED ANNEXATION OF LANDS
TO THE CITY OF GRAND JUNCTION, COLORADO**

NOTICE IS HEREBY GIVEN that at a regular meeting of the City Council of the City of Grand Junction, Colorado, held on the 15th day of November, 2023, the following Resolution was adopted:

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. __-23

**A RESOLUTION
REFERRING A PETITION TO THE CITY COUNCIL
FOR THE ANNEXATION OF LANDS
TO THE CITY OF GRAND JUNCTION, COLORADO,
SETTING A HEARING ON SUCH ANNEXATION,
AND EXERCISING LAND USE CONTROL**

**HARTMAN BROTHERS
ANNEXATION**

**APPROXIMATELY 2.96 ACRES
LOCATED AT 821 21 1/2 ROAD**

WHEREAS, on the 15th day of November, 2023, a petition was referred to the City Council of the City of Grand Junction, Colorado, for annexation to said City of the following property situate in Mesa County, Colorado, and described as follows:

HARTMAN BROTHERS ANNEXATION

A parcel of land being Lot 2-B within 21 1/2 Road Energy Park subdivision (Reception Number 2871150), being more particularly described as follows;

Commencing at the Center South 1/16th corner of Section 25, T.1N., R.2W. of the Ute Meridian, whence the South 1/4 corner of said Section 25 bears S00°00'30"E, a distance of 1320.84 feet, with all bearings being relative thereto; Thence S89°59'34"W, a distance of 30.00'; thence S00°00'30"E, a distance of 207.53 feet, to a point on the westerly right of way of 21 1/2 Road and the westerly line of the Kelley Annexation No. 3 (Ordinance No. 3990), said point also being the Point of Beginning;

Thence along said Kelley Annexation No. 3, S00°00'30"E, a distance of 343.18 feet; thence N89°53'54"W, a distance of 332.28 feet; thence N00°00' 26"W, a distance of 393.88 feet; thence S89°55'12"E, a distance of 253.81 feet; thence S57°00'48"E, a distance of 93.55 feet to the Point of Beginning.

Said Parcel of land CONTAINING 128,904 Square Feet or 2.96 Acres, more or less.

WHEREAS, the Council has found and determined that the petition complies substantially with the provisions of the Municipal Annexation Act and a hearing should be held to determine whether or not the lands should be annexed to the City by Ordinance;

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

1. That a hearing will be held on the 20th day of December, 2023, in the City Hall

auditorium, located at 250 North 5th Street, City of Grand Junction, Colorado, at 5:30 PM to determine whether one-sixth of the perimeter of the area proposed to be annexed is contiguous with the City; whether a community of interest exists between the territory and the city; whether the territory proposed to be annexed is urban or will be urbanized in the near future; whether the territory is integrated or is capable of being integrated with said City; whether any land in single ownership has been divided by the proposed annexation without the consent of the landowner; whether any land held in identical ownership comprising more than twenty acres which, together with the buildings and improvements thereon, has an assessed valuation in excess of two hundred thousand dollars is included without the landowner's consent; whether any of the land is now subject to other annexation proceedings; and whether an election is required under the Municipal Annexation Act of 1965.

2. Pursuant to the State's Annexation Act, the City Council determines that the City may now, and hereby does, exercise jurisdiction over land use issues in the said territory. Requests for building permits, subdivision approvals and zoning approvals shall, as of this date, be submitted to the Community Development Department of the City.

ADOPTED the 15th day of November, 2023.

President of the Council

Attest:

City Clerk

NOTICE IS FURTHER GIVEN that a hearing will be held in accordance with the Resolution on the date and at the time and place set forth in the Resolution.

City Clerk

<i>DATES PUBLISHED</i>
November 17th, 2023
November 24th, 2023
December 1st, 2023
December 8th, 2023

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ANNEXING APPROXIMATELY 2.96 ACRES OF LAND TO THE CITY OF GRAND JUNCTION, COLORADO KNOWN AS THE HARTMAN BROTHERS ANNEXATION LOCATED AT 821 21 ½ ROAD

WHEREAS, on November 15, 2023, the City Council of the City of Grand Junction considered a petition for the annexation of the following described territory to the City of Grand Junction; and

WHEREAS, a hearing on the petition was duly held after proper notice on December 20, 2023; and

WHEREAS, the City Council determined that said territory was eligible for annexation and that no election was necessary to determine whether such territory should be annexed;

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

That the land to be annexed, situated in Mesa County, Colorado, is described to wit:

A parcel of land being Lot 2-B within 21 1/2 Road Energy Park subdivision (Reception Number 2871150), being more particularly described as follows (Parcel);

Commencing at the Center South 1/16th corner of Section 25, T.1N., R.2W. of the Ute Meridian, whence the South 1/4 corner of said Section 25 bears S00°00'30"E, a distance of 1320.84 feet, with all bearings being relative thereto; Thence S89°59'34"W, a distance of 30.00'; thence S00°00'30"E, a distance of 207.53 feet, to a point on the westerly right of way of 21 1/2 Road and the westerly line of the Kelley Annexation No. 3 (Ordinance No. 3990), said point also being the Point of Beginning;

Thence along said Kelley Annexation No. 3, S00°00'30"E, a distance of 343.18 feet; thence N89°53'54"W, a distance of 332.28 feet; thence N00°00' 26"W, a distance of 393.88 feet; thence S89°55'12"E, a distance of 253.81 feet; thence S57°00'48"E, a distance of 93.55 feet to the Point of Beginning.

Said Parcel of land comprising 128,904 Square Feet or 2.96 Acres, more or less and as the same is depicted on Exhibit A is and as described herein is and shall be by and with this Ordinance duly and lawfully annexed to the City limits of Grand Junction.

INTRODUCED on first reading on the 15th day of November 2023 and ordered published in pamphlet form.

ADOPTED on second reading the 20th day of December 2023 and ordered published in pamphlet form.

Anna M. Stout
President of the City Council

Attest:

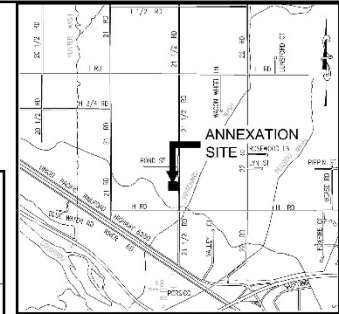
Amy Phillips
City Clerk

DRAFT

EXHIBIT A

HARTMAN BROTHERS ANNEXATION

Located in the SE 1/4 SW 1/4 SECTION 25, TOWNSHIP 1 NORTH, RANGE 2 WEST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO



LEGAL DESCRIPTION

A parcel of land being Lot 2-B within 21 1/2 Road Energy Park subdivision (Reception Number 287150), being more particularly described as follows:
Commencing at the Center South 1/16th corner of Section 25, 1.1N., R.2W. of the 1st Meridian, whence the South 1/4 corner of said Section 25 bears S89°59'34" W, a distance of 1333.84 feet, with all bearings being relative thereto; thence S89°59'34" W, a distance of 30.00'; thence S00°00'30" E, a distance of 207.53 feet, to a point on the westerly right of way of 21 1/2 Road and the westerly line of the Kelley Annexation No. 3 (Ordinance No. 3990), said point also being the Point of Beginning.
Thence along said Kelley Annexation No. 3, S00°00'30" E, a distance of 343.18 feet; thence N89°53'54" W, a distance of 332.28 feet; thence N00°00'26" W, a distance of 393.88 feet; thence S89°55'12" E, a distance of 253.81 feet; thence S87°00'48" E, a distance of 93.55 feet to the Point of Beginning.

Said Parcel of land CONTAINING 128,904 Square Feet or 2.96 Acres, more or less.

AREAS OF ANNEXATION		LEGEND	
ANNEXATION PERIMETER	1.16 70 FT	ANNEXATION BOUNDARY	---
CONTOUR PERIMETER	203.33 FT	ANNEXATION AREA	▨
AREA IN SQUARE FEET	128,904 FT ²	EXISTING CITY LIMITS	---
AREA IN ACRES	2.96		
AREA WITHIN R.O.W.	62,000 FT ²		
AREA WITHIN DEEDED R.O.W.	0.00 ACRES		

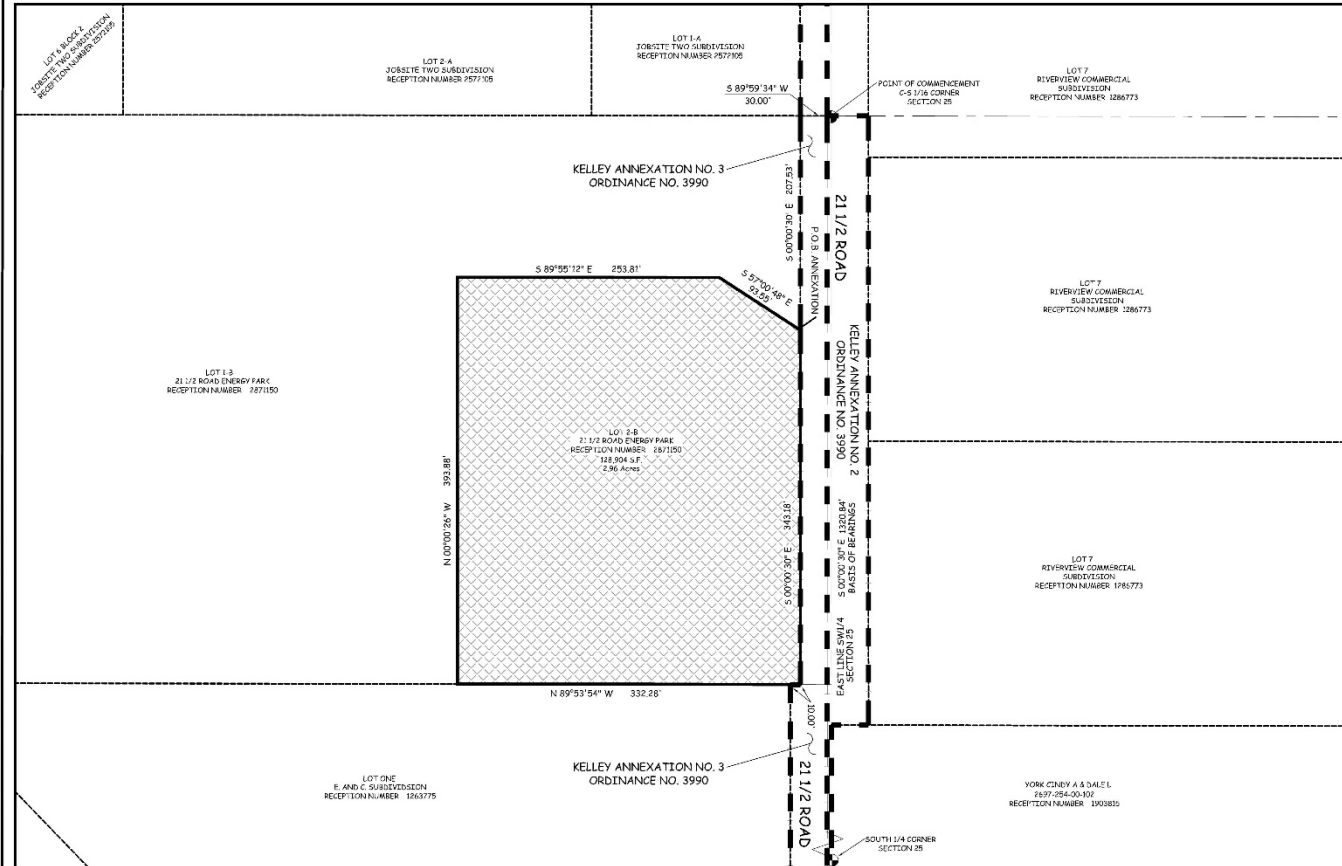
SURVEY ABBREVIATIONS		SQ. FT.	SQUARE FEET
P.O.C.	POINT OF COMMENCEMENT	AC	CENTRAL ANGLE
P.O.B.	POINT OF BEGINNING	RAD.	RADIUS
R.O.W.	RIGHT OF WAY	ARC	ARC LENGTH
SEC.	SECTION	CHD.	CHORD LENGTH
TWP.	TOWNSHIP	CHB.	CHORD BEARING
RANGE	RANGE	BLK.	BLOCK
U.M.	UTE MERIDIAN	P.B.	PLAT BOOK
NO.	NUMBER	ER.	ERROR
REC.	RECEPTION	PG.	PAGE
		REC. DIST.	HORIZONTAL DISTANCE

ORDINANCE NO. PRELIMINARY **EFFECTIVE DATE PRELIMINARY**

NOTE: THE DESCRIPTIONS CONTAINED HEREIN HAVE BEEN DERIVED FROM SUBDIVISION PLAT, DEED DESCRIPTIONS & DEPOSIT SURVEYS AS THEY APPEAR IN THE OFFICE OF THE MESA COUNTY CLERK & RECORDER. THIS "PLAT" OF ANNEXATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY, AND IS NOT INTENDED TO BE USED AS A MEANS OF ESTABLISHING OR VERIFYING PROPERTY BOUNDARY LINES.

PRELIMINARY

Jodie L. Greer DATE
STATE OF COLORADO, P.L.S. NO. 98875
ROLLAND CONSULTING ENGINEERS
400 REDBUSH BLVD, SUITE A
GRAND JUNCTION, CO 81507



THIS IS NOT A BOUNDARY SURVEY

NOTICE: ACCORDING TO COLORADO LAW ANY LEGAL ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY MUST COMMENCE WITHIN THREE (3) YEARS AFTER THE DISCOVERY OF SUCH DEFECT. NO POINT MAY BE ADJUSTED BASED UPON ANY DEFECT FOUND IN THIS SURVEY BE COMMENCED MORE THAN FIVE (5) YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

DRAWN BY: JLG DATE: 10/05/2023
DESIGNED BY: JLG DATE: 10/05/2023
CHECKED BY: JAM DATE: 10/05/2023



PUBLIC WORKS ENGINEERING DIVISION

HARTMAN BROTHERS ANNEXATION
Located in the SE 1/4 SW 1/4 SECTION 25, TOWNSHIP 1 NORTH, RANGE 2 WEST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO



Grand Junction City Council

Regular Session

Item #2.a.ii.

Meeting Date: November 15, 2023
Presented By: Trenton Prall, Public Works Director
Department: Engineering & Transportation
Submitted By: Trent Prall, Engineering and Transportation Director

Information

SUBJECT:

A Resolution Approving the Assessable Cost of the Improvements Made in and for Alley Improvement District No. ST-23 and Setting a Public Hearing for the Second Reading of an Ordinance Approving the Assessable Cost of the Improvements Made in and for Alley Improvement District No. ST-23 for December 20, 2023

RECOMMENDATION:

Accept a Resolution approving the Assessable Cost of the Improvements and to Conduct a Public Hearing, December 20, 2023, to Adopt Proposed Assessing Ordinance on Second Reading for Alley Improvement District ST-23.

EXECUTIVE SUMMARY:

Alley Improvement Districts are formed in partnership with property owners after a majority of owners petitioned the City to create the district and the corresponding alley improvements are authorized and completed. The cost is then shared between the property owners and the City.

The alley running north and south between 6th and 7th Streets and extending between Tiger Avenue and Orchard Avenue east of Grand Junction High School has been improved under this structure. The resolution approves and accepts the improvements in connection with Alley Improvement District No. ST-23 and the ordinance approves the assessable costs of the improvements made to the alley improvement district and thereby assessed to the property owners and real property.

BACKGROUND OR DETAILED INFORMATION:

People's Ordinance No. 33 authorizes the City Council to create improvement districts and levy assessments when requested by a majority of the owners of the property to be

assessed. Council may also establish assessment rates by resolution. Assessment rates for alleys are based on percentages of total assessable costs the City will contribute for three property uses: 85 percent per abutting foot for residential single-family uses, 75 percent per abutting foot for residential multi-family uses, and 50 percent per abutting foot for non-residential uses.

A petition was received by the property owners along the frontage of this particular alley with a majority in support of the alley improvements. A summary of the process that followed submittal of the petition, as well as the upcoming steps, is provided below.

Date	Steps	Action
February 1, 2023	1.	City Council passed Resolution 14-23 declaring its intent to create an improvement district. The Resolution acknowledged receipt of the petition and gave notice of a public hearing.
March 15, 2023	2.	Council conducted a public hearing and passed Resolution 29-23 creating the Improvement District. The public hearing was for questions regarding validity of the submitted petitions.
May 19, 2023	3.	City Manager approves the construction contract.
July 2023 - September 2023	4.	Construction.
October 27, 2023	5.	After completion of construction and issuance of final payment, the Engineer issues a Statement of Completion identifying all costs associated with the Improvement District.
November 15, 2023 (THIS STEP)	6.	Council passes a Resolution approving and accepting the improvements, gives notice of a public hearing concerning a proposed Assessing Ordinance, and conducts a first reading of a proposed Assessing Ordinance.
December 20, 2023	7.	Council conducts a public hearing and second reading of the proposed Assessing Ordinance. The public hearing is for questions about the assessments.
December 22, 2023	8.	The adopted Ordinance is published.

January 31, 2023	9.	The property owners have 30 days from final publication to pay their assessment in full. Assessments not paid in full will be amortized over a ten-year period. Amortized assessments may be paid in full at any time during the ten-year period.
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FISCAL IMPACT:

Expenses for this project are shared by the property owners and the City. The total cost of the project was \$446,506.78 with the owner's share being \$165,789.90 (37%) and the City's share being \$280,716.88 (63 percent). The cost for this project is included in the 2023 Sales Tax Capital Improvement Fund.

A 137 linear foot portion of the alleyway will remain incomplete until completion of the new Grand Junction High School. Utilities supporting the existing high school are in this section of the alleyway and need to remain until the high school is decommissioned. Through an agreement with the School District, the School District will construct the remaining 137' portion of the alley prior to August 2024. As a result of completing that portion of the project, the assessment amount of the School District will be credited \$22,911.90.

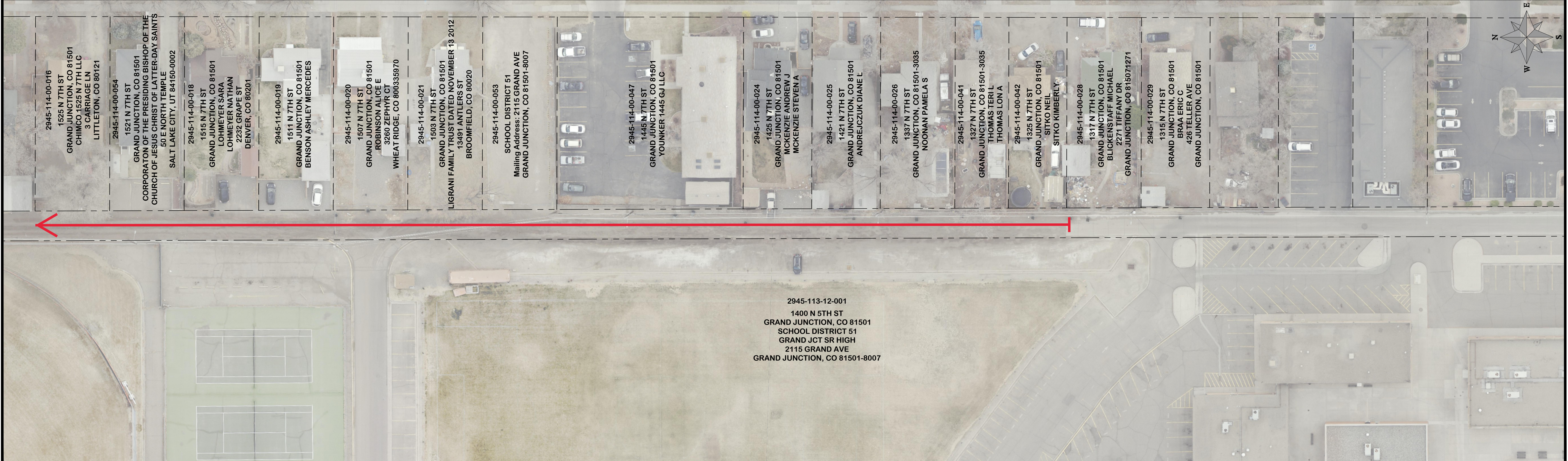
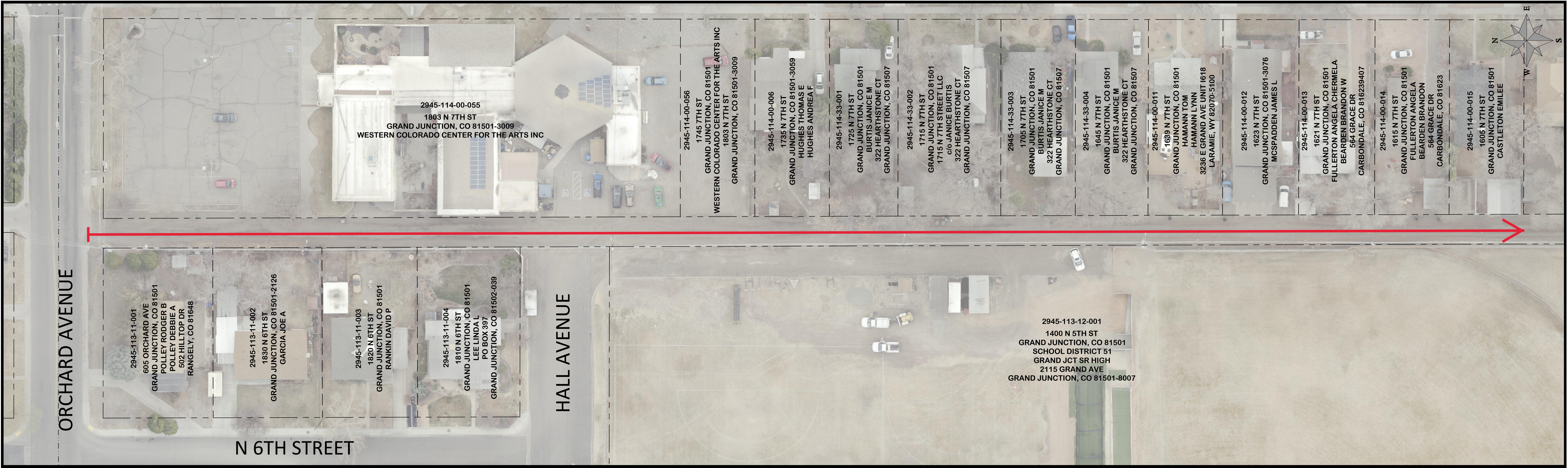
The assessment of the property owner's share can be paid in a lump sum or through annual installments for a ten-year period, at 6 percent simple interest per year which is billed and collected through the Mesa County Treasurer's Office on the property tax notice.

SUGGESTED MOTION:

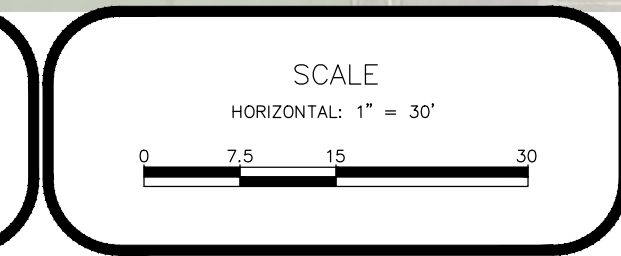
I move to adopt Resolution No. 97-23, a resolution approving and accepting the improvements connected with Alley Improvement District NO. ST-23 and to introduce an ordinance approving the assessable cost of the improvements made in and for Alley Improvement District ST-23 and set a public hearing for the second reading on December 20, 2023.

Attachments

1. Alley ID ST-23 EXHIBIT
2. AID ST-23_STATEMENT OF FINAL EXPENSES_11-07-23
3. RESOLUTION NO_AlleyImprovementDistrict_ST-23
4. ORD-Alley Improvement District ST-23



DRAWN BY HMC DATE 2022
 DESIGNED BY _____ DATE _____
 CHECKED BY _____ DATE _____
 APPROVED BY _____ DATE _____



PUBLIC WORKS
 ENGINEERING DIVISION

PROPOSED ALLEY IMPROVEMENT DISTRICT
 GRAND JUNCTION HIGH SCHOOL
 ORCHARD AVENUE ALLEY

STATEMENT OF FINAL COSTS

**ALLEY IMPROVEMENT DISTRICT ST-23
GJHS ALLEY, KENNEDY AVE. TO ORCHARD AVE.**

Actual Construction Costs	\$ 446,507
Total frontage (feet)	3,231
Cost per linear foot	\$ 138.21

Property Type	Owner Share	Cost/Foot
Residential	15%	\$ 20.73
Multifamily	25%	\$ 34.55
Commercial	50%	\$ 69.10

Owner	Tax Schedule Number	Property Address	Footage	Property Type	Owner Share	Cost per Foot	Estimated Assessment
* SCHOOL DISTRICT 51, 2115 GRAND AVE GRAND JUNCTION CO 81501-8007	2945-113-12-001	1400 N 5th St	1305	Commercial	50%	\$ 69.10	\$ 90,175.50
DENNIS L WEISSHAAR, 605 ORCHARD AVE, GRAND JUNCTION CO 81501	2945-113-11-001	605 Orchard Ave	74.5	Residential	15%	\$ 20.73	\$ 1,544.39
JAMES R GRISIER, 690 25 1/2 RD, GRAND JUNCTION CO 81505-6957	2945-113-11-002	1830 N 6th St	74	Residential	15%	\$ 20.73	\$ 1,534.02
DAVID P RANKIN, 1820 N 6TH ST, GRAND JUNCTION CO 81501	2945-113-1-003	1820 N 6th St	65.75	Residential	15%	\$ 20.73	\$ 1,363.00
LINDA L LEE, PO BOX 397, GRAND JCT 81502-0397	2945-113-11-004	1810 N 6th St	65.75	Residential	15%	\$ 20.73	\$ 1,363.00
NEIL AND KIMBERLY SITKO, 1325 N 7TH ST, GRAND JUNCTION, CO 81501	2945-114-00-042	1325 N 7th St	39	Residential	15%	\$ 20.73	\$ 808.47
TERI L THOMAS AND LON A THOMAS 1327 N 7TH ST, GRAND JUNCTION, CO 81501-3035	2945-114-00-041	1327 N 7th St	36	Residential	15%	\$ 20.73	\$ 746.28
PAMELA S NOONAN, 1337 N 7TH ST, GRAND JUNCTION, CO 81501-3035	2945-114-00-026	1337 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
AMANDA CARLIN, JONATHAN CARLIN AND KIMBERLY CARLIN, 1421 N 7TH ST, GRAND JUNCTION CO 81501	2945-114-00-025	1421 N 7th St	46	Residential	15%	\$ 20.73	\$ 953.58
ANDREW J MCKENZIE AND STEVEN A MCKENZIE, 1425 N 7TH ST, GRAND JUNCTION CO 81501	2945-114-00-024	1425 N 7th St	46	Residential	15%	\$ 20.73	\$ 953.58
YOUNKER 1445 GJ LLC, 1445 N 7TH ST, GRAND JUNCTION CO 81501	2945-114-00-047	1445 N 7th St	125	Commercial	50%	\$ 69.10	\$ 8,637.50
* SCHOOL DISTRICT 51, 2115 GRAND AVE GRAND JUNCTION, CO 81501-8007	2945-114-00-053	2945-114-00-053	50	Commercial	50%	\$ 69.10	\$ 3,455.00
LIGRANI FAMILY TRUST, 13491 ANTLERS ST, BROOMFIELD CO 80020	2945-114-00-021	1503 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
ALICE E ROBINSON, 4818 W 31ST AVE, DENVER CO 80212	2945-114-00-020	1507 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
ASHLEY MERCEDES BENSON, 1511 N 7TH ST, GRAND JUNCTION CO 81501	2945-114-00-019	1511 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
NATHAN AND SARA LOHMEYER, 2232 GRAPE ST, DENVER CO 80201	2945-114-00-018	1515 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS 50 E NORTH TEMPLE SALT LAKE CITY UT 84150-0002	2945-114-00-054	1521 N 7th St	50	Commercial	50%	\$ 69.10	\$ 3,455.00
GEORGE ALBINO GONZALES AND CATHERINE S GONZALES LIVING TRUST DATED JANUARY 24, 2022, PO BOX 342, GRAND JUNCTION CO 81502	2945-114-00-016	1525 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
EMILEE, CASTLETON, 1605 N 7TH ST, GRAND JUNCTION, CO 81501	2945-114-00-015	1605 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
BRANDON BEARDEN AND ANGELA FULLERTON, 564 GRACE DR, CARBONDALE, CO 81623	2945-114-00-014	1615 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
BRANDON BEARDEN AND ANGELA FULLERTON, 564 GRACE DR, CARBONDALE, CO 81623	2945-114-00-013	1621 N 7th St	51	Residential	15%	\$ 20.73	\$ 1,057.23
JAMES L MCSPADDEN 1623 N 7TH ST, GRAND JUNCTION CO 81501-3076	2945-114-00-012	1623 N 7th St	51	Multifamily	25%	\$ 34.55	\$ 1,762.05
TOM HAMANN AND LYNN HAMANN, 3236 E GRAND AVE UNIT 1618 LARAMIE, WY 82070-5100	2945-114-00-011	1639 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
1645 N 7TH STREET LLC c/o JANICE M BURTIS, 322 HEARTHSTONE CT GRAND JUNCTION, CO 81507	2945-114-33-004	1645 N 7th St	53.63	Multifamily	25%	\$ 34.55	\$ 1,852.92
1705 N 7TH STREET LLC, 322 HEARTHSTONE CT GRAND JUNCTION, CO 81507	2945-114-33-003	1705 N 7th St	53.62	Multifamily	25%	\$ 34.55	\$ 1,852.57
1715 N 7TH STREET LLC, 322 HEARTHSTONE CT GRAND JUNCTION, CO 81507	2945-114-33-002	1715 N 7th St	53.87	Multifamily	25%	\$ 34.55	\$ 1,861.21
1725 N 7TH STREET LLC C/O JANICE M BURTIS 322 HEARTHSTONE CT GRAND JUNCTION, CO 81507	2945-114-33-001	1725 N 7th St	53.63	Multifamily	25%	\$ 34.55	\$ 1,852.92
THOMAS E HUGHES AND ANDREA F HUGHES, 1735 N 7TH ST, GRAND JUNCTION CO 81501-3059	2945-114-00-006	1735 N 7th St	50	Residential	15%	\$ 20.73	\$ 1,036.50
WESTERN COLORADO CENTER FOR THE ARTS INC 1803 N 7TH ST GRAND JUNCTION, CO 81501-3009	2945-114-00-056	1745 N 7th St	50	Commercial	50%	\$ 69.10	\$ 3,455.00
WESTERN COLORADO CENTER FOR THE ARTS INC 1803 N 7TH ST GRAND JUNCTION, CO 81501-3009	2945-114-00-055	1803 N 7th St	387	Commercial	50%	\$ 69.10	\$ 26,741.70
		Total	3230.75				\$ 165,789.92

Estimated Cost to Construct	\$ 446,506.78
Maximum Cost to Owners	\$ 165,789.92
Estimated Cost to City	\$ 280,716.86

* Agreement in place to have School District 51 construct remaining 137' of alley prior to Aug 2024 at their sole expense. As a result, the total assessed amount of the School District will be credited \$22,911.90.
(Total School District Assessment = \$90,175.50 + \$3,455.00 - \$22,911.90 = \$ 70,718.60)

RESOLUTION NO. ____

**A RESOLUTION APPROVING AND ACCEPTING THE IMPROVEMENTS
CONNECTED WITH ALLEY IMPROVEMENT DISTRICT NO. ST-23**

WHEREAS, the City Council of the City of Grand Junction, Colorado, has reported the completion of Alley Improvement District No. ST-23; and

WHEREAS, the City Council has caused to be prepared a statement showing the assessable cost of the improvements of Alley Improvement District No. ST-23 and apportioning the same upon each lot or tract of land to be assessed for the same;

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

1. That the improvements connected therewith in said District be, and the same are hereby approved and accepted; that said statement be, and the same is hereby approved and accepted as the statement of the assessable cost of the improvements of said Alley Improvement District No. ST-23;
2. That the same be apportioned on each lot or tract of land to be assessed for the same;
3. That the City Clerk shall immediately advertise for three (3) days in the Daily Sentinel, a newspaper of general circulation published in said City, a Notice to the owners of the real estate to be assessed, and all persons interested generally without naming such owner or owners, which Notice shall be in substantially the form set forth in the attached "NOTICE", that said improvements have been completed and accepted, specifying the assessable cost of the improvements and the share so apportioned to each lot or tract of land; that any complaints or objections that may be made in writing by such owners or persons shall be made to the Council and filed with the City Clerk within thirty (30) days from the first publication of said Notice; that any objections may be heard and determined by the City Council at its first regular meeting after said thirty (30) days and before the passage of the ordinance assessing the cost of the improvements, all being in accordance with the terms and provisions of Chapter 28 of the Code of Ordinances of the City of Grand Junction, Colorado, being Ordinance No. 178, as amended.

Passed and adopted and order published in pamphlet form this ___ day of _____,
2023.

Anna M. Stout
President of the Council

Attest:

Amy Phillips
City Clerk

NOTICE
OF AN ORDINANCE APPROVING THE ASSESSABLE COST OF THE
IMPROVEMENTS MADE IN AND FOR ALLEY IMPROVEMENT
DISTRICT NO. ST-23

PUBLIC NOTICE IS HEREBY GIVEN that a hearing is scheduled for December 20, 2023, at 5:30 p.m., to hear complaints or objections of the owners of the real estate hereinafter described, said real estate comprising the Districts of lands known as Alley Improvement District No. ST-23, and all persons interested therein as follows:

Lots 1 through 5, inclusive, Block 1, High School Addition (Reception Number 450288),

AND ALSO

That portion of Hall Avenue Right-of-Way South of Block 1, High School Addition (Reception Number 450288),

AND ALSO

Block 3, High School Addition (Reception Number 450288) except that sixty (60) foot Right-of-Way deeded to the City of Grand Junction at Reception Number 551766,

AND ALSO

Lot 22, Capitol Hill Subdivision (Reception Number 28174) except the North thirty (30) feet thereof,

AND ALSO

Lots 1 through 4 inclusive, Haney Subdivision (Reception Number 2961257),

AND ALSO

Lot 21, Capitol Hill Subdivision (Reception Number 28174) except the North two hundred fifteen (215) feet thereof,

AND ALSO

Lot 20, Capitol Hill Subdivision (Reception Number 28174)

AND ALSO

Lot 19, Capitol Hill Subdivision (Reception Number 28174) except the south one hundred and fifty (150) feet thereof,

AND ALSO

Lot 1, Community First National Bank Simple Subdivision (Reception Number 2246848)

All located in the South Half of Section 11, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, Mesa County, Colorado.

That the improvements in and for said Alley Improvement District No. ST-23, which are authorized by and in accordance with the terms and provisions of Resolution No. 14-23, passed and adopted on the 1st day of February, 2023, declaring the intention of the City Council of the City of Grand Junction, Colorado, to create a local Alley improvement District to be known as Alley Improvement District No. ST-23, with the terms and

provisions of Resolution No. 29-23, passed and adopted on the 15th day of March, 2023, creating and establishing said District, all being in accordance with the terms and provisions of Chapter 28 of the Code of Ordinances of the City of Grand Junction, Colorado, being Ordinance No. 178, as amended, have been completed and have been accepted by the City Council of the City of Grand Junction, Colorado;

The City has inspected and accepted the condition of the improvements installed. The amount to be assessed from those properties benefiting from the improvements is \$165,789.92. Said amount including six percent (6%) for cost of collection and other incidentals; that the part apportioned to and upon each lot or tract of land within said District and assessable for said improvements is hereinafter set forth; that payment may be made to the Finance Director of the City of Grand Junction at any time within thirty (30) days after the final publication of the assessing ordinance assessing the real estate in said District for the cost of said improvements, and that the owner(s) so paying should be entitled to an allowance of six percent (6%) for cost of collection and other incidentals;

That any complaints or objections that may be made in writing by the said owner or owners of land within the said District and assessable for said improvements, or by any person interested, may be made to the City Council and filed in the office of the City Clerk of said City within thirty (30) days from the first publication of this Notice will be heard and determined by the said City Council at a public hearing on December 20, 2022 at 5:30 p.m. in the City Auditorium, 250 N. 5th Street, Grand Junction, Colorado, before the passage of any ordinance assessing the cost of said improvements against the real estate in said District, and against said owners respectively as by law provided;

That the sum of \$165,789.92 for improvements is to be apportioned against the real estate in said District and against the owners respectively as by law provided in the following proportions and amounts severally as follows, to wit:

ALLEY 6TH STREET AND 7TH STREET AND TIGER AVENUE TO ORCHARD AVENUE		
TAX SCHEDULE NUMBER	LEGAL DESCRIPTION	ASSESSMENT
2945-113-11-001	LOT 1 + N 18.5FT OF LOT 2 BLK 1 HIGH SCHOOL ADDITION SEC 11 1S 1W	\$1,544.39
2945-113-11-002	S 37.5FT OF LOT 2 + N 36.5FT OF LOT 3 BLK 1 HIGH SCHOOL ADDITION SEC 11 1S 1W	\$1,534.02
2945-113-11-003	S 19.5FT OF LOT 3 + N 46.25FT OF LOT 4 BLK 1 HIGH SCHOOL ADDITION SEC 11 1S 1W	\$1,363.00
2945-113-11-004	S 9.75FT OF LOT 4 + ALL LOT 5 BLK 1 HIGH SCHOOL ADDITION SEC 11 1S 1W	\$1,363.00
2945-113-12-001	ALL BLK 3 HIGH SCHOOL ADDITION SEC 11 1S 1W UM	\$90,175.50
2945-114-00-006	S 50FT OF LOT 22 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50

2945-114-00-011	S 50FT OF FOLL BEG 115FT S OF NE COR LOT 21 CAPITOL HILL SUB SEC 11 1S 1W W 132FT TO W LI LOT 21 S 150FT E 132FT N TO BEG	\$1,036.50
2945-114-00-012	N 51FT OF S 252FT OF LOT 21 CAPITOL HILL SUB SEC 11 1S 1W	\$1,762.05
2945-114-00-013	N 51FT OF S 201FT OF LOT 21 CAPITOL HILL SUB SEC 11 1S 1W	\$1,057.23
2945-114-00-014	N 50FT OF S 150FT OF LOT 21 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-015	A PT OF LOT 21 OF CAPITOL HILL SUBDIVISION SEC 11 1S 1W UM DESC AS FOLLS BEG AT PT ON E-LI OF SD LOT 21.50FT N OF SE COR SD LOT 21 W 130FT M/L TO W-LI SD LOT 21 N ALG W-LI SD LOT 21.50FT E 130FT M/L TO E-LI SD LOT 21 S TO PLACE OF BEG	\$1,036.50
2945-114-00-016	S 50FT OF LOT 21 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-018	S 50FT OF N 100FT OF LOT 20 CAPITOL HILL SEC 11 1S 1W	\$1,036.50
2945-114-00-019	S 50FT OF N 150FT OF LOT 20 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-020	S 50FT OF N 200FT OF LOT 20 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-021	S 50FT OF N 250FT OF LOT 20 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-024	N2 OF S 92FT OF LOT 20 CAPITOL HILL SUB	\$953.58
2945-114-00-025	S2 OF S 92FT OF LOT 20 CAPITOL HILL SUB	\$953.58
2945-114-00-026	N 50FT OF LOT 19 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-041	S 36FT OF N 86FT OF LOT 19 CAPITOL HILLS SUB SEC 11 1S 1W	\$746.28
2945-114-00-042	S 39FT OF N 125FT OF LOT 19 CAPITOL HILL SUB SEC 11 1S 1W	\$808.47
2945-114-00-047	S 50FT OF N 350FT & N 75FT OF S 167FT OF LOT 20 CAPITOL HILL SUB SEC 11 1S 1W	\$8,637.50
2945-114-00-053	TR IN LOT 20 CAPITOL HILL SUB BEG 250' SOUTH OF NE COR LOT 20 W 130' S 50' E 130' N TO BEG	\$3,455.00
2945-114-00-054	N 50FT OF LOT 20 CAPITAL HILL SUB SEC 11 1S 1W UM	\$3,455.00
2945-114-00-055	S 170FT OF N 200FT & N 217FT OF S 317FT OF LOT 22 CAPITOL HILL SUB SEC 11 1S 1W - 1.19AC	\$26,741.70
2945-114-00-056	N 50FT OF S 100FT LOT 22 CAPITAL HILL SEC 11 1S 1W	\$3,455.00
2945-114-33-001	LOT 1 HANEY SUBDIVISION PER PLAT RN 2961257 MESA CO CLERKS OFF SEC 11 1S 1W UM - 7114 SQ FT	\$1,852.92

2945-114-33-002	LOT 2 HANEY SUBDIVISION PER PLAT RN 2961257 MESA CO CLERKS OFF SEC 11 1S 1W UM - 7145 SQ FT	\$1,861.21
2945-114-33-003	LOT 3 HANEY SUBDIVISION PER PLAT RN 2961257 MESA CO CLERKS OFF SEC 11 1S 1W UM - 7105 SQ FT	\$1,852.57
2945-114-33-004	LOT 4 HANEY SUBDIVISION PER PLAT RN 2961257 MESA CO CLERKS OFF SEC 11 1S 1W UM - 7050 SQ FT	\$1,852.92

Dated at Grand Junction, Colorado, this _____ day of _____, 2023.

BY ORDER OF THE CITY COUNCIL,
CITY OF GRAND JUNCTION, COLORADO

By: _____

Amy Phillips
City Clerk

ORDINANCE NO. _____

AN ORDINANCE APPROVING THE ASSESSABLE COST OF THE IMPROVEMENTS MADE IN AND FOR ALLEY IMPROVEMENT DISTRICT NO. ST-23, IN THE CITY OF GRAND JUNCTION, COLORADO, PURSUANT TO ORDINANCE NO. 178, ADOPTED AND APPROVED THE 11TH DAY OF JUNE, 1910, AS AMENDED; APPROVING THE APPORTIONMENT OF SAID COST TO EACH LOT OR TRACT OF LAND OR OTHER REAL ESTATE IN SAID DISTRICTS; ASSESSING THE SHARE OF SAID COST AGAINST EACH LOT OR TRACT OF LAND OR OTHER REAL ESTATE IN SAID DISTRICTS; APPROVING THE APPORTIONMENT OF SAID COST AND PRESCRIBING THE MANNER FOR THE COLLECTION AND PAYMENT OF SAID ASSESSMENT

WHEREAS, the City Council and the Municipal Officers of the City of Grand Junction, in the State of Colorado, have complied with all the provisions of law relating to certain improvements in Alley Improvement District No. ST-23, in the City of Grand Junction, pursuant to Ordinance No.178 of said City, adopted and approved June 11, 1910, as amended, being Chapter 28 of the Code of Ordinances of the City of Grand Junction, Colorado, and pursuant to the various resolutions, orders and proceedings taken under said Ordinance; and

WHEREAS, the City Council has heretofore caused to be published the Notice of Completion of said local improvements in said Alley Improvement District No. ST-23, and the apportionment of the cost thereof to all persons interested and to the owners of real estate which is described therein, said real estate comprising the district of land known as Alley Improvement District No. ST-23, in the City of Grand Junction, Colorado, which said Notice was caused to be published in The Daily Sentinel, the official newspaper of the City of Grand Junction (the first publication thereof appearing on November 17, 2023, and the last publication thereof appearing on November 17, 2023); and

WHEREAS, said Notice recited the share to be apportioned to and upon each lot or tract of land within said Districts assessable for said improvements, and recited that complaints or objections might be made in writing to the Council and filed with the Clerk within thirty (30) days from the first publication of said Notice, and that such complaints would be heard and determined by the Council at its first regular meeting after the said thirty (30) days and before the passage of any ordinance assessing the cost of said improvements; and

WHEREAS, no written complaints or objections have been made or filed with the City Clerk as set forth in said Notice; and

WHEREAS, the City Council has fully confirmed the statement prepared by the City Engineer and certified by the President of the Council showing the assessable cost of said improvements and the apportionment thereof heretofore made as contained in that certain Notice to property owners in Alley Improvement District No. ST-23, duly

published in the Daily Sentinel, the official newspaper of the City, and has duly ordered that the cost of said improvements in said Alley Improvement District No. ST-23, be assessed and apportioned against all of the real estate in said District in the portions contained in the aforesaid Notice; and

WHEREAS, from the statement made and filed with the City Clerk by the City Engineer, it appears that the assessable cost of the said improvements is \$165,789.92; and

WHEREAS, from said statement it also appears the City Engineer has apportioned a share of the assessable cost to each lot or tract of land in said District in the following proportions and amounts, severally, to wit:

ALLEY 6TH STREET AND 7TH STREET AND TIGER AVENUE TO ORCHARD AVENUE		
TAX SCHEDULE NUMBER	LEGAL DESCRIPTION	ASSESSMENT
2945-113-11-001	LOT 1 + N 18.5FT OF LOT 2 BLK 1 HIGH SCHOOL ADDITION SEC 11 1S 1W	\$1,544.39
2945-113-11-002	S 37.5FT OF LOT 2 + N 36.5FT OF LOT 3 BLK 1 HIGH SCHOOL ADDITION SEC 11 1S 1W	\$1,534.02
2945-113-11-003	S 19.5FT OF LOT 3 + N 46.25FT OF LOT 4 BLK 1 HIGH SCHOOL ADDITION SEC 11 1S 1W	\$1,363.00
2945-113-11-004	S 9.75FT OF LOT 4 + ALL LOT 5 BLK 1 HIGH SCHOOL ADDITION SEC 11 1S 1W	\$1,363.00
2945-113-12-001	ALL BLK 3 HIGH SCHOOL ADDITION SEC 11 1S 1W UM	\$90,175.50
2945-114-00-006	S 50FT OF LOT 22 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-011	S 50FT OF FOLL BEG 115FT S OF NE COR LOT 21 CAPITOL HILL SUB SEC 11 1S 1W W 132FT TO W LI LOT 21 S 150FT E 132FT N TO BEG	\$1,036.50
2945-114-00-012	N 51FT OF S 252FT OF LOT 21 CAPITOL HILL SUB SEC 11 1S 1W	\$1,762.05
2945-114-00-013	N 51FT OF S 201FT OF LOT 21 CAPITOL HILL SUB SEC 11 1S 1W	\$1,057.23
2945-114-00-014	N 50FT OF S 150FT OF LOT 21 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-015	A PT OF LOT 21 OF CAPITOL HILL SUBDIVISION SEC 11 1S 1W UM DESC AS FOLLS BEG AT PT ON E-LI OF SD LOT 21.50FT N OF SE COR SD LOT 21 W 130FT M/L TO W-LI SD LOT 21 N ALG W-LI SD LOT 21.50FT E 130FT M/L TO E-LI SD LOT 21 S TO PLACE OF BEG	\$1,036.50
2945-114-00-016	S 50FT OF LOT 21 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-018	S 50FT OF N 100FT OF LOT 20 CAPITOL HILL SEC 11 1S 1W	\$1,036.50

2945-114-00-019	S 50FT OF N 150FT OF LOT 20 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-020	S 50FT OF N 200FT OF LOT 20 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-021	S 50FT OF N 250FT OF LOT 20 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-024	N2 OF S 92FT OF LOT 20 CAPITOL HILL SUB	\$953.58
2945-114-00-025	S2 OF S 92FT OF LOT 20 CAPITOL HILL SUB	\$953.58
2945-114-00-026	N 50FT OF LOT 19 CAPITOL HILL SUB SEC 11 1S 1W	\$1,036.50
2945-114-00-041	S 36FT OF N 86FT OF LOT 19 CAPITOL HILLS SUB SEC 11 1S 1W	\$746.28
2945-114-00-042	S 39FT OF N 125FT OF LOT 19 CAPITOL HILL SUB SEC 11 1S 1W	\$808.47
2945-114-00-047	S 50FT OF N 350FT & N 75FT OF S 167FT OF LOT 20 CAPITOL HILL SUB SEC 11 1S 1W	\$8,637.50
2945-114-00-053	TR IN LOT 20 CAPITOL HILL SUB BEG 250' SOUTH OF NE COR LOT 20 W 130' S 50' E 130' N TO BEG	\$3,455.00
2945-114-00-054	N 50FT OF LOT 20 CAPITAL HILL SUB SEC 11 1S 1W UM	\$3,455.00
2945-114-00-055	S 170FT OF N 200FT & N 217FT OF S 317FT OF LOT 22 CAPITOL HILL SUB SEC 11 1S 1W - 1.19AC	\$26,741.70
2945-114-00-056	N 50FT OF S 100FT LOT 22 CAPITAL HILL SEC 11 1S 1W	\$3,455.00
2945-114-33-001	LOT 1 HANEY SUBDIVISION PER PLAT RN 2961257 MESA CO CLERKS OFF SEC 11 1S 1W UM - 7114 SQ FT	\$1,852.92
2945-114-33-002	LOT 2 HANEY SUBDIVISION PER PLAT RN 2961257 MESA CO CLERKS OFF SEC 11 1S 1W UM - 7145 SQ FT	\$1,861.21
2945-114-33-003	LOT 3 HANEY SUBDIVISION PER PLAT RN 2961257 MESA CO CLERKS OFF SEC 11 1S 1W UM - 7105 SQ FT	\$1,852.57
2945-114-33-004	LOT 4 HANEY SUBDIVISION PER PLAT RN 2961257 MESA CO CLERKS OFF SEC 11 1S 1W UM - 7050 SQ FT	\$1,852.92

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

Section 1. That the assessable cost and apportionment of the same, as hereinabove set forth, is hereby assessed against all the real estate in said District, and to and upon each lot or tract of land within said District ST-23 (District) and against such persons in the portions and amounts which are severally hereinbefore set forth and described.

Section 2. That said assessments, together with all interests and penalties for default in payment thereof, and all cost of collecting the same, shall from the time of final publication of this Ordinance, constitute a perpetual lien against each lot of land herein described, on a parity with the tax lien for general, State, County, City and school taxes, and no sale of such property to enforce any general, State, County, City or school tax or other lien shall extinguish the perpetual lien of such assessment.

Section 3. That said assessment shall be due and payable within thirty (30) days after the final publication of this Ordinance without demand; provided that all such assessments may, at the election of the owner, be paid in installments with interest as hereinafter provided. Failure to pay the whole assessment within the said period of thirty days shall be conclusively considered and held an election on the part of all persons interested, whether under disability or otherwise, to pay in such installments. All persons so electing to pay in installments shall be conclusively considered and held as consenting to said improvements, and such election shall be conclusively considered and held as a waiver of any and all rights to question the power and jurisdiction of the City to construct the improvements, the quality of the work and the regularity or sufficiency of the proceedings, or the validity or correctness of the assessment.

Section 4. That in case of such election to pay in installments, the assessments shall be payable in ten (10) equal annual installments of the principal. The first of said installments of principal shall be payable at the time the next installment of general taxes, by the laws of the State of Colorado, is payable, and each annual installment shall be paid on or before the same date each year thereafter, along with simple interest which has accrued at the rate of 6 percent per annum on the unpaid principal, payable annually.

Section 5. That the failure to pay any installments, whether of principal or interest, as herein provided, when due, shall cause the whole unpaid principal to become due and payable immediately and the whole amount of the unpaid principal and accrued interest shall thereafter draw interest at the rate of 6 percent per annum until the day of sale, as by law provided; but at any time prior to the date of sale, the owner may pay the amount of such delinquent installment or installments, with interest at 6 percent per annum as aforesaid, and all penalties accrued, and shall thereupon be restored to the right thereafter to pay in installments in the same manner as if default had not been suffered. The owner of any piece of real estate not in default as to any installments may at any time pay the whole of the unpaid principal with interest accrued.

Section 6. That payment may be made to the City Finance Director at any time within thirty days after the final publication of this Ordinance, and an allowance of the six percent added for cost of collection and other incidentals shall be made on all payments made during said period of thirty days.

Section 7. That the monies remaining in the hands of the City Finance Director as the result of the operation and payments under Alley Improvement District No. ST-23, shall be retained by the Finance Director and shall be used thereafter for the

purpose of further funding of past or subsequent improvement districts which may be or may become in default.

Section 8. That all provisions of Ordinance No. 178 of the City of Grand Junction, as amended, being Chapter 28 of the Code of Ordinances of the City of Grand Junction, Colorado, shall govern and be taken to be a part of this Ordinance with respect to the creation of said Alley Improvement District No. ST-23, the construction of the improvements therein, the apportionment and assessment of the cost thereof and the collection of such assessments.

Section 9. That this Ordinance, after its introduction and first reading shall be published once in full in the Grand Junction Daily Sentinel, the official newspaper of the City, at least ten days before its final passage, and after its final passage, it shall be numbered and recorded in the City ordinance record, and a certificate of such adoption and publication shall be authenticated by the certificate of the publisher and the signature of the President of the Council and the City Clerk, and shall be in full force and effect on and after the date of such final publication, except as otherwise provided by the Charter of the City of Grand Junction.

Introduced on first reading this 15th day of November 2023.

Passed and adopted and order published in pamphlet form this ___ day of _____, 2023.

Anna M. Stout
President of the Council

Attest:

Amy Phillips
City Clerk



Grand Junction City Council

Regular Session

Item #3.a.i.

Meeting Date: November 15, 2023

Presented By: Trenton Prall, Public Works Director, Rick Dorris, Henry Brown, Mobility Planner, David Thornton, Principal Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

An Ordinance Amending Title 29 of the Grand Junction Municipal Code to Repeal and Readopt the Transportation Engineering Design Standards (TEDS) - ***Continued to December 6, 2023***

RECOMMENDATION:

The Planning Commission heard this request at its October 10, 2023 meeting. Five Planning Commissioners were present. The Planning Commission voted 3-2 to recommend approval with revisions, as presented, that relate to Pedestrian and Bicycle Plan references. The motion failed as the motion needed four votes to approve the motion.

The Planning Commission made two other motions that also failed, including a motion to remand the proposed draft back to staff for eight weeks to work with the community to explore all alternatives as brought forth by those who submitted comments from Industry. That motion failed by a 1-4 vote. The Planning Commission made another motion to approve the proposed final TEDS draft (without the proposed revisions to the Pedestrian and Bicycle Plan references). That motion also failed by a 0-5 vote.

EXECUTIVE SUMMARY:

The City is proposing to repeal and replace sections of the Grand Junction Municipal Code (GJMC) Title 29 to modify and clarify various provisions of the Transportation Engineering Design Standards (TEDS). The updated TEDS addresses items identified through the planning and development process and recommended by the City's Pedestrian and Bicycle Plan as a desired modernization of the required transportation standards in the Code. The TEDS applies to all transportation improvements within the public right-of-way and all private work dedicated to the public, either as right-of-way or

as an easement. The proposed Updated TEDS Manual will repeal and replace the existing TEDS Manual last adopted in 2010.

BACKGROUND OR DETAILED INFORMATION:

Summary of Planning Commission action on October 10, 2023

The Planning Commission heard this request at its October 10, 2023 meeting. Five Planning Commissioners were present. The Planning Commission voted 3-2 to recommend approval with revisions, as presented, that relate to Pedestrian and Bicycle Plan references. The motion failed as the motion needed four votes to approve a motion. The three commissioners that voted for the motion expressed their desire to move this proposal to City Council and not delay, expressing that the process of developing the standards and input from the public has been appropriate.

The Planning Commission made two other motions that also failed, including a motion to remand the proposed draft back to staff for eight weeks to work with the community to explore all alternatives as brought forth by those that submitted comments from Industry. These concerns expressed by the development community are included in their comments received by the city and attached to this staff report. This motion failed by a 1-4 vote. The Planning Commission made another motion to approve the proposed final TEDS draft (without the proposed revisions to the Pedestrian and Bicycle Plan references). This motion also failed by a 0-5 vote.

At the October 5, 2023, Planning Commission workshop, commissioners expressed concern that there was certain wording in various sections of the Manual that could be interpreted or construed as the adoption of the TEDS Manual would codify the Pedestrian and Bicycle Plan. Staff assured the Commission that was not the intent, and that staff would review the sections identified by the Commission and look for others that may need to be reworded. These changes were included in the list of conditional changes to the Pedestrian and Bicycle Plan references voted on by the Planning Commission for the recommendation of approval of the TEDS Manual.

Since the Planning Commission hearing on October 10, the proposed final TEDS draft has been updated with changes that relate to Pedestrian and Bicycle Plan references, including one additional reference found since the Planning Commission meeting. Those changes have been incorporated into the final TEDS manual that City Council will be considering.

BACKGROUND

The TEDS Manual was created and implemented in 1995. It was first adopted by reference in the City Zoning and Development Code in 2000. The Manual was updated in November 2001, September 2003, and April 2010.

The 2023 TEDS Manual establishes requirements and provides guidance to the City and developers on how streets and multimodal transportation infrastructure are to be designed within the City. It includes guidance and requirements for preparing a transportation impact study (TIS), street design standards, access control, traffic signal design, street lighting, pavement, and pedestrian, bicycle, and transit facility design

standards.

The project kicked-off in late summer 2022 and finalized updates in late summer 2023. The project team consisted of the consultants, Fehr & Peers with their subconsultant Kimley Horn, the Technical Advisory Committee (TAC), city staff, and members of the development and engineering community. The TAC is made up of representatives of different city departments, CDOT, Mesa County, the RTPO, neighboring jurisdictions, private developers and engineers, and transportation engineering consultants in the Valley that regularly use the TEDS Manual. It met six times over the course of the project at key milestones.

The process for updating the 2023 TEDS Manual involved two major phases:

1. **TEDS Manual Assessment:** In fall 2022, the team conducted a thorough assessment of the existing TEDS Manual to identify needed updates to achieve the project goals. This included guidance from the TAC and a survey that was sent to stakeholder agencies, departments, and the broader development and transportation engineering community in Grand Junction.
2. **TEDS Manual Draft Updates:** Based on the outcomes of the assessment, the project team updated the TEDS Manual. The updates were made using an iterative process with city staff and the TAC and included two drafts prior to the final updates. The second draft was developed in May 2023 and stakeholder comment was solicited on this draft in early summer. Following feedback from meetings with stakeholders in June and July, it was updated to a final draft in August.

Project Schedule

- Sept 19, 2022 - TAC meeting #1
- October - November 2022 – Fehr & Peers TEDS Assessment
- Dec 19 - TAC meeting #2 - shared TEDS Assessment
- January – February 2023 – TAC Review and Comment on TEDS Assessment
- March 6 – TEDS Draft #1 to City and TAC from Fehr & Peers
- Mar 15 – TAC meeting #3
- May 3 - TEDS Draft #2 from Fehr & Peers
- May 4 – Planning Commission Workshop
- May 10 – TEDS draft #2 Sent to TAC
- May 18 – TAC meeting #4
- May 22 through July 31st – Public Review – Listening Tour
- May 24 – WCCA
- June 1 – AMGD
- June 5 City Council Workshop
- June 7 – Development Roundtable Group Discussion
- June 8 - Planning Commission Workshop
- June 15 - GJ Realtors Association
- June 29 – TAC meeting #5
- July 12 – Urban Trails Committee (UTC)

- July 20 - Planning Commission Workshop
- July 31 – Development Roundtable Group Workshop/Discussion
- Aug 3 – TAC Meeting #6
- August 17 – Planning Commission Workshop
- Aug 18 – Final Draft due to City from Fehr & Peers
- Aug 24 thru Sept 25 – Public Review of Final TEDS document
- Aug 28 – City Council Workshop
- Sept 7 – Planning Commission Workshop
- Oct 5 – Planning Commission Workshop
 - Oct 10 - Planning Commission hearing
 - Oct 17 - City Council first reading

Over the past year, City staff worked with the project team to review and provide potential changes that consider best practices in the industry, promote and support the City’s Pedestrian and Bicycle Plan, and implement the vision of the community through that planning effort. Some aspects of the Manual are out of date, don’t meet regional and national standards, and are not reflective of current community values or current design practices being applied within the City. To keep the TEDS current and relevant, the following proposed modifications are outlined below.

Summary of Major Changes to TEDS Manual Chapters

- Reflect current design guidance from state and national sources such as the Colorado Department of Transportation (CDOT), American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), which incorporate and promote industry best practices and standards for multi-modal public infrastructure and other state and national sources.
- Update the standard street cross sections primarily to:
 - o Incorporate low-stress bicycle and pedestrian facilities in alignment with the Pedestrian and Bicycle Plan,
 - o To reflect current City design practices, and
 - o To be consistent with the current Fire Department Access standards.
- Include new requirements for Transportation Impact Studies (TIS) to:
 - o Document bicycle and pedestrian impacts (does not need to be completed by a transportation engineer), and
 - o A Traffic Assessment for mid-size developments (generating 10 to 99 peak-hour trips) in alignment with current CDOT practice may be required to assess need for turn lanes, sight distance, and pedestrian and bicycle impacts.
- Add requirements for inter-parcel connectivity between developments to:
 - o Mitigate traffic impacts on streets,
 - o Improve mobility and access for people walking and biking to and through developments, and
 - o To provide access to transit through more direct connections between developments and transit stops on the adjacent street network.

- Reduced driveway width requirement on commercial/industrial and major streets
- Made driveway spacing and offset requirements simpler and consistent with intersection spacing requirements.
- Updated block length requirement to reference Zoning and Development Code.
- Reduced the design speed of local streets from 25 mph to 20 mph to be consistent with current practice and updated the design speed of other streets to be consistent with updated street section and current practice.
- Updated traffic calming requirements on local streets to support slower design speeds and provided new example graphics.
- Removed the Fire Department Access Document and only referenced it in TEDS. TEDS Exceptions are only allowed for alternative streets.
- Modified “effective” turn radii requirements to account for streets with bike lanes and on-street parking to encourage slower design turning speeds to mitigate intersection conflicts with pedestrians and bicyclists.
- Added illuminance requirements for bicycle and pedestrian facilities.
- Updated signing and striping requirements and signal design to match current City practice.
- Updated pedestrian and bicycle design standards to match the vision and guidance in the Pedestrian & Bicycle Plan and to reflect current national best practices.
- Added design guidance on pedestrian and bicycle crossings.
- Chapters removed or with new external references:
 - o 29.24 Fire Department Access: modified to refer to the Grand Junction Fire Department Access standards and the locally adopted fire code
 - o 29.44 Traffic Signals and Construction Zones: Article II Traffic Signal Specifications were updated and removed from TEDS and now include a reference to the Traffic Signal Specifications as an external City document.
 - o 29.52 Transit Design Standards and Guidelines: This chapter of TEDS was removed and Chapter 29.48 now includes a reference to the Mesa County Transit Design Standards and Guidelines and is found online on the Mesa County’s website.
 - o 29.60 Private Streets, Shared Driveways, and Loop Lane: This chapter was removed from TEDS as it is addressed in the Zoning and Development Code.
 - o The previously developed document titled Grand Junction Pedestrian Crossing Treatment Installation Guidelines is now referenced in TEDS as a tool when considering pedestrian crossing treatments in different contexts and will be made available online on the City’s website.

Summary of Major Changes to the Standard Street Sections:

- Lane widths were updated to 11’ on arterial and collector streets.
- Sidewalk widths were updated to 6’ on local and collector streets with posted speeds less than 35 mph, and to 8’ on arterial and collector streets with posted speed greater than or equal to 35 mph.
 - o An Exception Request can be considered for sidewalks under 6’ within a constrained environment or with very low volumes of vehicle traffic.
- Detached sidewalks are standard on all arterial and major collector streets and options for detached sidewalks are included on local and minor collector street standards.

- Low-stress bicycle facilities are included on all arterial and major collector street standards consistent with the Pedestrian and Bicycle Plan.
- Narrower street cross-section options (with and without parking on one or both sides as well as sections with attached or detached sidewalks) are included for local residential streets that meet the requirements of the Fire Department Access standards.
 - Requirements for off-street parking and a fire site plan are included for narrow street standards in alignment with the Fire Department Access standards.
- The multipurpose easement was updated to 10' on street sections with a detached sidewalk, which is consistent with existing practice on major arterial streets (14' width was preserved on street sections with attached sidewalks).
- The Rural street section was removed.
- All streets are required to have a sidewalk on both sides of the street, unless there is a public walkway on the other side of houses/businesses.
- A 5' sight zone has been added behind the walk to the local street sections.
- Right-of-way width was increased on the following street sections to accommodate pedestrian and bicycle infrastructure:
 - Major Arterial – remains at 110'
 - Minor Arterial – increases from 80' to 100'
 - Major Collector – increases from 60' to 78' or 70' depending on posted speed
 - Minor Collector/Commercial – increases from 52' to 64'
 - Industrial – increases from 48' to 55'
 - Local Residential Street – standard with attached sidewalk increases from 44' to 46' (other options are provided that vary in ROW width from 38' to 63').
- G Road section was updated to include bicycle and pedestrian infrastructure with minimal changes to Right-of-Way
- Shared-Use Path name was changed to a Trail and a Pathway section was added that includes a 6' path for connections at the end of cul-de-sacs that are not a part of the Active Transportation Corridors.
- Notes were added to street sections where the sidewalk buffer (between the sidewalk and curb) may be less than 7' and the minimum sidewalk buffer width is 7' for planting trees.
- The following note was added to street sections with trails: "A trail is considered multi-use for wheeled traffic and pedestrians."

Changes to the TEDS Final Draft

The Final Draft TEDS was modified on October 5, 2023 with the following changes. Other than No. 3 regarding the storage length table, all the other changes are minor with many correcting or making verbiage consistent throughout the document. The Storage Length Table changes were requested by the engineering community.

Changes include:

1. Low Speed Major Collector section – narrow sidewalk buffer from 5' to 4.5' to make the 70' right of way correct. At 5' it is 71' of right of way.
2. Principal arterial section, top right in section view, changes to "principal arterial with trail," not "shared use path." Also change on line two in the table.
3. 29.16.110 storage length table. Change the second line (50-200) to be 40' for all columns. Change the third line (201-400) to be 40' in the first column.

- 4. Section 29.36.080(b), 29.48.040 (a)(6) change “paths” to “pathways.”
- 5. Trail/path detail
 - a. column A should be “width,” not “path.”
 - b. Column B should be titled “subgrade/base width.” Or something similar.
 - c. For a trail, column a should say “varies” instead of 10.
 - d. Change the first note to read “A Trail/Pathway shall be designed in accordance with the AASHTO “Guide for the Development of Bicycle Facilities” current edition.” Delete “Off Street paths.”
- 6. Residential and Industrial Local Street, change the first note to say “A sidewalk...only if a sidewalk, trail, or pathway...sidewalk.” This adds the word trail and changes path to pathway.

ANALYSIS

In accordance with Section 21.02.140(c), a proposed Code amendment shall address in writing the reasons for the proposed amendment. There are no specific criteria for review because a code amendment is a legislative act and within the discretion of the City Council to amend the Code with a recommendation from the Planning Commission. The purpose for proposing these updates/amendments is to better align the standards with the City’s vision established in the 2020 One Grand Junction Comprehensive Plan, the recently adopted Pedestrian and Bicycle Plan, to conform to national and regional best practices, and to modernize the Transportation Engineering Design Standards (TEDS).

Compliance with the Comprehensive Plan

The proposed TEDS update further supports and implements the 2020 One Grand Junction Comprehensive Plan. It supports Goal 4 of Plan Principle 5 “Strong Neighborhoods and Housing Choices” which reads, “Promote the integration of transportation mode choices into existing and new neighborhoods. A strategy under Plan Principle 5 addresses “Neighborhood Connections;” it reads “connect new and existing neighborhoods with features such as sidewalks, trails...to provide opportunities for interaction and strengthen a sense of community.” The TEDS update increases sidewalk widths within new subdivisions to be six feet and pathways also six feet in width connecting neighborhoods with external connections for pedestrian and bicycle use. These will provide a safe and direct connection to neighborhoods and employment centers as part of another strategy found in the Comprehensive Plan that addresses "Connectivity and Access."

NOTIFICATION REQUIREMENTS

Notice was completed as required by Section 21.02.080(g). Notice of the public hearing was published on October 1, 2023, in the Grand Junction Daily Sentinel. An online public hearing with an opportunity for public comment was held between September 19, 2023 and September 25, 2023 through the GJ Speaks platform.

FISCAL IMPACT:

The adoption of the updated Transportation Engineering Design Standards does not have direct fiscal impact. Future projects (city or private) would be designed and

constructed to the requirements in the standards. The standards for road design may increase the cost depending on the type (local, arterial, collector) and design of the roadway.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 5185, an ordinance approving the Transportation Engineering Design Standards (TEDS) Manual update on final passage and order final publication in pamphlet form.

Attachments

- 1. CityCouncil Letter II
- 2. TEDS_Manual_101223
- 3. TEDS Comments on draft July 2023
- 4. City Response to Public Comments on draft July 2023
- 5. TEDS Comments - GJSpeaks + other Public Comment - October 9, 2023
- 6. TEDS Comments - Chamber of Commerce October 10, 2023
- 7. TEDS Comments - GJARA and HBA to Planning Commission October 10, 2023
- 8. Text Changes since PC Hearing
- 9. Planning Commission Minutes - 2023 - October 10 - Draft
- 10. Comments received since Planning Commission Hearing
- 11. November 2023 - UTC Letter To Council - TEDS letter of support
- 12. ORD-2023 TEDS 20231012

Steve Carter
727 Woodridge Ct.
Grand Junction, CO 81505
steve@steveandgeorgia.net
November 9, 2023

TO: Members of the Grand Junction City Council

Please consider my public comments about the proposal on your November 15 agenda to approve the TEDS (Transportation and Engineering Design Standards) Manual. I fit into several categories: senior citizen, retiree, medium term (9 year) resident and homeowner, occasional bicycle rider.

I strongly believe that the Council should approve the proposed City's design standards without substantial modification.

One of the things that distinguish prosperous, growing cities in this state, such as Colorado Springs, Fort Collins, Boulder and even Denver from some of the less appealing and more desperate cities is the visual attractiveness and friendliness of its street infrastructure and how well it accommodates the needs of everyone, not just automobile and truck drivers.

Would you want to move to or establish a business if your most vivid impression of Grand Junction was:

- the monstrosity that is the multi-million dollar road between the Amtrak station and Mesa Mall, or
- Patterson, or
- 24-1/2 and 25 Road between Patterson and G,

These are only a few of many examples of roads which were designed solely to funnel as much car and truck traffic into a right of way without regard to the needs of anyone else, and at a minimum cost. Or, in the case of 24-1/2 and 25 road, are farm-to-market county roads overwhelmed with car traffic.

Contrast these examples with the more recent City projects: The recently completed improvements to 24 and G Road; First Street south of North Avenue, 25-1/2 Road between Independent and G Road, Orchard Avenue, and many others. These are far less intimidating to drivers, pedestrians and bicyclists, and are still useful for truckers, but they also look good; they would and will appeal to people thinking of

relocating their homes or businesses here. It is clear to me that if given the proper direction, the city public works staff is more than capable of designing streets for what we want to be a first class city we can be proud of and are glad to live in.

The arguments which claim that the proposals are too expensive are, to be generous, disingenuous. The added cost of preparing for the future and insisting that development be done right instead of passing the cost of fixing our mistakes on to our children and grandchildren is infinitesimal. The voters have already approved at least one tax increase I'm aware of to fix roads which should have been paid for when the last boom hit the city; our current steady growth is more predictable than the last oil shale boom, and is no excuse saddle our kids with the cost of repairing lack of foresight.

Again, I strongly urge the Council to approve the plan as submitted.

Steve Carter



TRANSPORTATION ENGINEERING DESIGN STANDARDS MANUAL

October 2023

Updated by:

FEHR & PEERS

With support from:

Kimley»»Horn

CITY OF GRAND JUNCTION
TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS)
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APPENDIX

Principal Arterial Street Section

Minor Arterial Street Section

Major Collector 78' ROW greater than or equal to 35 mph Street Section

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Alley Section

Pedestrian & Bicycle Analysis Worksheet

TEDS Exception Request Application

TEDS Exception Request Application Instructions

Transportation Impact Study Base Assumptions

29.01 INTRODUCTION

29.01.010 Forward

Applicability

The standards contained herein regulate all transportation improvements within the public rights-of-way, and all private work to be dedicated to the public, either as right-of-way or as an easement, and to site circulation. The standards are to be treated as law and applied to all development as defined by the Zoning and Development Code (Title 21 of the Grand Junction Municipal Code). To that extent they are imposed to provide for coordinated, modern development with safe and efficient transportation facilities for the benefit of and to serve and protect users. The standards apply within the City of Grand Junction Urban Development Boundary, which includes all areas within the city limits and portions of unincorporated Mesa County. The Urban Development Boundary can be seen on the Urban Development Boundary layer on the [Grand Junction GIS Development Map](#).

All facilities and improvements within the public rights-of-way shall be designed by or under the direct supervision of a registered professional engineer licensed to practice in the State of Colorado. All drawings, designs, sections, detail and supporting data submitted to the City or County for approval must bear the engineer's seal and signature and a statement that:

This design complies with Grand Junction Municipal Code Title 29, the current Transportation Engineering Design Standards, dated mmmm dd, yyyy.

All designs submitted shall be in accordance with the latest edition of the TEDS manual.

Some projects financed wholly or in part with state or federal funds are subject to the standards prescribed by agencies other than the City and County. Such standards may be more or less restrictive than the City of Grand Junction and Mesa County standards. The City and County require that the more restrictive standards shall be met.

The TEDS addresses frequent construction and development problems and questions. The standards by adoption and application ensure consistent transportation engineering design practices for new development and redevelopment of land within the City of Grand Junction Urban Development Boundary. Some of the material contained in this document has been drawn from standards of other cities and states and nationally established texts and publications.

The TEDS applies to all new developments except in special cases as noted, limited and defined herein or defined in the Zoning and Development Code. Infill development within the City of Grand Junction Urban Development Boundary may be constrained by existing improvements. If such a condition exists, where existing infrastructure has been built but does not meet current TEDS, the Director may allow the existing infrastructure to remain if it is adequate to serve the existing and proposed traffic (vehicle, ped, bicycle) and in good working condition. If it is in poor condition or inadequate, all requirements shall be constructed unless an affirmative waiver of TEDS is obtained in accordance with Chapter 29.64.010.

On Colorado highways within the Urban Development Boundary, the Colorado Department of Transportation (CDOT) Roadway Design Manual, the State Highway Access Code, and any corridor-specific access control plan shall apply but only if more restrictive than TEDS.

If a proposed development within the City of Grand Junction Urban Development Boundary requires access to a County roadway or work will be performed in the County right-of-way, approval from the County must first be obtained.

29.01.020 Companion Documents and Software Recommended For Use with the Transportation Engineering Design Standards

Publications

City:

- City of Grand Junction Municipal Code, Title 21 - *Zoning & Development Code* [[GJMC Title 21](#)]
- City of Grand Junction *Standard Contract Documents for Capital Improvements Construction* [[Std Contract Docs](#)]
- City of Grand Junction *Circulation Plan* [[GJMC Title 31.08](#)]
- City of Grand Junction *Pedestrian & Bicycle Plan* [[Ped/Bike Plan](#)]
- City of Grand Junction *Pedestrian Crossing Treatment Installation Guidelines* [[Crosswalk Guide](#)]
- City of Grand Junction *Fire Department Access* [[GJ Fire Access](#)]

County:

- Mesa County *Design Standards* [[County Standards](#)]
- Mesa County *Transit Design Standards and Guidelines*

State:

- Colorado Department of Transportation *Roadway Design Guide* [[CDOT Road Design](#)]
- Colorado Department of Transportation *State Highway Access Code* [[CDOT Access Code](#)]
- Colorado Department of Transportation *Pedestrian Crossing Installation Guide* [[CDOT Ped Crossing Guide](#)]

Federal:

- Transportation Research Board *Highway Capacity Manual*
- Transportation Research Board NCHRP *Guide for Roundabouts* [[TRB Roundabouts](#)]
- Federal Highway Administration *Manual on Uniform Traffic Control Devices* [[MUTCD](#)]
- Federal Highway Administration *Separated Bicycle Lane Planning and Design Guide* [[FHWA Separated Bike Lane Guide](#)]

Professional Organizations:

- Institute of Transportation Engineers *Trip Generation Guide* [[ITE Trip Gen Guide](#)]

- American Association of State Highway and Transportation Officials *A Policy on Geometric Design of Highways and Streets*
- American Association of State Highway and Transportation Officials *Guide for Bicycle Facilities*
- American Association of State Highway and Transportation Officials *Roadside Design Guide*
- American Association of State Highway and Transportation Officials *A Guide for Erecting Mailboxes on Highways*
- National Association of City Transportation Officials *Urban Bikeway Design Guide* [[NACTO Bikeway Design Guide](#)]
- National Association of City Transportation Officials *Designing for All Ages and Abilities* [[NACTO All Ages Design Guide](#)]
- National Association of City Transportation Officials *Don't Give Up at the Intersection* [[NACTO Don't Give Up At Intersection](#)]
- Colorado Asphalt Pavement Association *Guideline for the Design and Use of Asphalt Pavements for Colorado* [[CO Pavement Guidelines](#)]

Software

- *Synchro* or other software as approved by the city transportation engineer that aligns with methodologies from the latest *Highway Capacity Manual* (Signal Timing and Analysis)
- *SIDRA* or other software as approved by the city transportation engineer (Roundabout Analysis)
- AASHTO93 and M-E Design (Asphalt Pavement Design)
- *WinPAS* from American Concrete Pavement Association

29.04 STREET CLASSIFICATION AND STANDARDS

29.04.010 Street Classifications and Standards

All streets have different functions. The primary function of local streets is to serve land uses directly while the primary function of major streets is to move vehicles quickly and efficiently from one point to another. Ensuring that each street type can meet or maintain its primary function is crucial to the overall operation of the street system.

The streets in the Grand Junction urbanized area are classified according to their function in the transportation network. The major street types are Principal Arterial, Minor Arterial, Major Collector and Minor Collector. All others are local streets. The functionally classified streets have been identified on a functional classification map that has been adopted by the City of Grand Junction and accepted by Mesa County. Reference to the *Street Plan Functional Classification Map*, Figure 3 in the [Grand Junction Circulation Plan](#) and on the Grand Junction Circulation Plan and the Street Classifications layers on the [Grand Junction GIS Transportation Map](#). Different access controls and design standards apply to different roadway classifications. The purpose is to preserve or enhance safety and traffic flow.

Roadway segments with existing access management plans provide specific access control requirements on those roadways and should be referenced when applicable. The streets within the City of Grand Junction Urban Development Boundary with access control plans are shown on the Access Management Plans layer on the [Grand Junction GIS Transportation Map](#). These include:

- [The Patterson Road Access Management Plan](#)
- [The Pear Park Plan](#)
- [Access Control Plan's on CDOT Highways](#)
 - Clifton Access Control Plan
 - CO 340 Access Control Plan
 - US 50 Access Control Plan
 - US 6 and I-70B Access Control Plan

The City Council and **County Commission** have adopted standard drawings and details for the construction of streets and location for utilities. These standards include minimum right-of-way and street width requirements, and include construction details for major and local streets. These street section drawings will be referenced throughout the document and can be found in the Appendix.

The adopted Street Classification Map in the [Grand Junction Circulation Plan](#) as well as the Street and Utility Standard drawings are available online and in various formats including AutoCAD Files.

29.08 TRANSPORTATION IMPACT STUDIES

29.08.010 Transportation Impact Study

The Transportation Impact Study (TIS) will assess the impacts of proposed development on the existing and planned street system. Comprehensive and coordinated transportation planning is critical to providing a balanced transportation system. The application of sound design principles for new streets, preserving street capacities in existing areas, ensuring smooth traffic flow, accommodating all transportation modes, and preserving or increasing safety are part of the TIS. To evaluate the impacts of development proposals on the transportation system, a professionally prepared TIS shall be required. This chapter provides standards for the preparation of a TIS. In addition, the following documents shall be referenced for more detailed information:

- (a) Street Classification Map, figure 3 in the [Grand Junction Circulation Plan](#), or on the Grand Junction Circulation Plan and the Street Classifications layers on the [Grand Junction GIS Transportation Map](#).
- (b) [Mesa County Functional Classification Map](#)
- (c) [City of Grand Junction Standard Contract Documents for Capital Improvements Construction](#)
- (d) [Pedestrian & Bicycle Plan](#)
- (e) Mesa County Transit Design Standards and Guidelines
- (f) [Corridor Guidelines](#)

For Projects with direct or indirect access onto a state highway.

- (a) [CDOT State Highway Access Code](#)
- (b) [CDOT Roadway Design Manual](#)

The primary responsibility for assessing the transportation impacts associated with a proposed development rests with the developer, and including but not limited to the City, County, Colorado Department of Transportation (CDOT) or Regional Transportation Planning Office (RTPO) which operates Grand Valley Transit (GVT) serving in a review capacity.

29.08.020 Procedure

The following required steps describe the procedures required for the preparation and submittal of a TIS. This process can be altered slightly depending on the complexity of the project:

- (a) General Meeting or Pre-Application Meeting
- (b) Determination of Base Assumptions
- (c) Submittal
- (d) Review Agency Comments and Recommendations

29.08.030 General Meeting or Pre-Application Meeting

As a general rule, a TIS shall be required for all land use applications for new development in the City and as required by **Mesa County** Land Development Code. The requirement to prepare a TIS - or portions of a TIS - may be waived by the Transportation Engineer if the peak hour vehicle trip generation of the proposed project is less than 100 trips.

If the peak hour vehicle trip generation is estimated to be between 10 trips and 99 trips and the TIS requirement is waived by the Transportation Engineer, the applicant may still be required to complete a Traffic Assessment to determine if turn lanes are needed and if the proposed circulation serves pedestrians, bicyclists, and access to transit. A Traffic Assessment may include the following portions of a TIS: 1) Project Description, 2) Trip Generation, 3) Site Design and Circulation Evaluation, 4) Turn Lane Warrant Analysis, 5) Sight Distance Evaluation, and 6) Pedestrian and Bicycle Analysis.

If the applicant can demonstrate to the satisfaction of the Transportation Engineer that no other concerns exist with the transportation aspects of the proposed project, then a memo shall be prepared by the engineering consultant documenting the trip generation and safety improvements of the project and conclusions of the TIS.

The peak hour trip threshold of 100 is consistent with the Colorado Department of Transportation (CDOT) thresholds for requiring impact studies on state highways. The peak hour trip threshold of 10 – 99 for completing a Traffic Assessment is also consistent with CDOT thresholds on state highways. The methodology documented in the current edition of the [*Institute of Transportation Engineers' \(ITE\) Trip Generation Manual*](#) should be used to identify the peak hour vehicle trip generation rates for a project. The current edition of *ITE Trip Generation Manual* is adopted and incorporated by this reference.

The applicant shall provide, to the Development Engineer and the Transportation Engineer, information regarding:

- (a) The project including type of land use (single family, townhomes, multi-family, office, retail, etc.) and size (number of dwelling units, square footage, etc.).
- (b) The project site plan showing all proposed access locations and proposed land uses in relation to the accesses.
- (c) Anticipated project completion date and project phasing.
- (d) Any other information necessary or required to evaluate the project.

The appropriate agencies shall review the project information and provide comments regarding transportation issues including, but not necessarily limited to, accesses (locations/type), impacts on adjacent neighborhoods, the size of the study area and the study methodology.

29.08.040 Determination of Base Assumptions

The consultant preparing the TIS shall complete the Base Assumptions form (see Appendix). The Transportation Engineer will evaluate the TIS. The assumptions, once approved, shall confirm the base parameters and assumptions to be utilized by the traffic consultant in preparation of the TIS.

A Base Assumptions Form shall specify:

- (a) Study Area Boundaries
- (b) Study Years
- (c) Future Traffic Growth Rates
- (d) Study Intersections
- (e) Time Period for Study
- (f) Trip Generation Rates
- (g) Trip Adjustment Factors
- (h) Overall Trip Distribution
- (i) Mode Split Assumptions
- (j) Committed Roadway Improvements by other projects, CDOT, Grand Junction and Mesa County
- (k) Other Relevant Transportation Impact Studies

(I) Areas Requiring Special Study

29.08.050 Pedestrian & Bicycle Analysis

As part of the Pedestrian and Bicycle Analysis the Applicant shall complete the Pedestrian & Bicycle Analysis Worksheet (see Appendix) and document the existing conditions of adjacent pedestrian and bicycle infrastructure. The Pedestrian and Bicycle Analysis Worksheet is intended to identify impacts (if any) and potential mitigations (if needed) to existing or planned pedestrian and bicycle infrastructure by the proposed development. A transportation engineer is not required to complete the Pedestrian and Bicycle Analysis Worksheet.

Documentation of the existing pedestrian and bicycle infrastructure should include the following areas near the development:

- (a)** Pedestrian and bicycle infrastructure adjacent to the proposed development.
- (b)** Pedestrian and bicycle infrastructure between the proposed development and the nearest adequate facilities if there are no or substandard pedestrian or bicycle facilities adjacent to the development.
- (c)** Pedestrian and bicycle infrastructure to destinations within a quarter mile of the development that will likely generate pedestrian or bicycle trips (such as grocery stores, transit stops, housing, employment centers, recreational facilities, services, and schools).

As part of this analysis the Applicant shall identify missing or substandard pedestrian and bicycle infrastructure by specifically noting the following conditions for each.

For pedestrian infrastructure:

- (a)** Pavement width
- (b)** Pavement condition
- (c)** Pavement material
- (d)** Whether the walkway is attached (directly adjacent to the street), detached (separated by a landscaped or hardscaped buffer), part of a multiuse trail independent of a street, or missing.
- (e)** Width of the buffer (between the sidewalk and the street) as applicable.
- (f)** Presence of obstructions in the walkway (such as street poles, etc.).

- (g) Presence of pedestrian crossings and whether they are marked or unmarked, controlled (by a stop sign or signal) or uncontrolled.
- (h) ADA compliance of pedestrian ramps at crossings.
- (i) Number of conflicting driveways and lengths.

For bicycle infrastructure:

- (a) Presence of a bicycle facility and type of facility (Bicycle facilities are defined by the Pedestrian and Bicycle Plan and described in section 29.48 Transit, Bicycle, and Pedestrian Facilities of the TEDS Manual.)
- (b) Width of the bicycle facility and width of the buffer if applicable

Pedestrian and bicycle standard widths and buffers by street type or context can be found in Chapter 29.20 for Local, Industrial, and Commercial Streets, and 29.28 for Collector and Arterial Streets, and Trails.

The analysis shall also discuss how pedestrians and bicyclists would access the proposed project to/from the adjacent neighborhood(s), and the need for special facilities to enhance pedestrian and bicycle connectivity.

The Pedestrian & Bicycle Analysis Worksheet (which can be found in the Appendix) will also identify existing pedestrian and bicycle facilities that may be impacted by the development and the extent of the impact, such as whether those facilities will result in an improvement, degradation, or no change to pedestrian and bicycle facilities. The form will also identify whether there is a proposed bicycle facility identified in the Pedestrian & Bicycle Plan on or adjacent to the proposed development and whether the development will impact the planned bicycle facility.

The form will also identify whether the proposed development is within an existing or planned shared micromobility zone as identified by the city. If so, the applicant should identify how the proposed development will include or accommodate storage space for shared micromobility devices. Similarly, the form will identify if the proposed development is within an overlay zone and whether the site plan is within compliance of the pedestrian and bicycle elements of the overlay zone.

29.08.060 Submittal

Copies of the TIS shall be submitted to the City Community Development or **County Planning Department**, as part of the required planning information. Revisions to the TIS shall be made as required if:

- (a) Necessary to have a complete TIS; or
- (b) When changes to the development necessitate additional revisions to the study. Electronic files of capacity analyses must be submitted with the TIS.

29.08.070 Review Agency Comments and Recommendations

The review agency or designee shall analyze, evaluate and/or review the TIS according to the adopted standards. Evaluative comments concerning the TIS shall be forwarded to the Project Planner. The Project Planner shall provide all review agency comments to the applicant. As a result of the engineering review the applicant may be required to:

- (a) Perform and submit supplemental analyses and/or address specific transportation issues or;
- (b) Prepare, perform, and submit a new study. Engineering review, shall to the extent practicable, cite references to this Manual, the Code, laws, rules, or regulation deficiencies in the TIS.

Review and evaluation of TISs are, and shall be, initially and principally based on local conditions and community expectations as articulated by local government and its officials. An example of such a local expectation is that eliminating existing left-turn phasing of a traffic signal at a nearby impacted intersection would not be a satisfactory solution to improving traffic level of service at that intersection.

If the TIS is based on assumptions that conflict with local conditions, and/or community expectations which may affect the usefulness or predictions proven by the TIS, the TIS will be rejected.

29.08.080 Transportation Impact Study Report Contents

A Colorado licensed professional engineer shall prepare the TIS. The engineer shall have experience in traffic and transportation engineering. A statement of qualifications must be included in the submitted study. Certification as a Professional Traffic Operations Engineer by the [*Institute of Transportation Engineers*](#) is preferred. Each TIS shall address:

- (a) Project Description
- (b) Existing Conditions
- (c) Future Background Traffic Projections

- (d) Project Traffic
- (e) Total Traffic Projections
- (f) Future Total Traffic Projections
- (g) Site Circulation and Design Evaluation
- (h) Transportation Impact Analysis
- (i) Mitigation Measures
- (j) Neighborhood Transportation Impact Analysis
- (k) Conclusions
- (l) Recommendations
- (m) Any other information necessary or required to evaluate the project

29.08.090 Project Description

A description of the proposed project shall be prepared and include the type of land use and size of the proposed project, generally known as density and intensity. Intensity may be described in terms of floor area ratio or square footage of proposed development. Phasing plans shall be proposed, including the anticipated completion date. The proposed site plan shall be included; the site plan shall include a description of all proposed vehicular access locations, dimensions, and movements. The project description shall include how pedestrian and bicycle travel shall be accommodated. This shall include a discussion of types of sidewalks (attached/detached), pathways, trails, and connections to local and perimeter destinations.

29.08.100 Existing Conditions

The TIS shall identify the existing transportation system conditions. Existing conditions shall include a description of the surrounding roadway network, bicycle facilities, and pedestrian facilities; an evaluation of the peak hour capacity and level of service at the study intersections and traffic crash history.

29.08.110 Description of Existing Transportation System

The study description of the existing roadway network shall include, but not necessarily be limited to, the number of travel lanes, presence or lack of pedestrian and bicycle facilities, posted speed limits, and adjacent land use(s). Traffic and intersection data compiled by the City and/or County Engineering Departments may be available. All

recent (within two years) average daily traffic data that is available for the roadway network shall be shown on a figure in the study. Intersection peak hour traffic data shall be no older than one year; if new counts are necessary this is the sole responsibility of the applicant. The applicant may, at the direction of the Transportation Engineer, be required to collect data at a shorter interval. All traffic count data shall be included in an appendix to the TIS.

The TIS shall describe the existing bicycle and pedestrian facilities as defined in Section 29.48 and shall include any facilities described in Section 29.08.050.

Special attention shall be given to the bicycle and pedestrian connections to specific uses including but not limited to: schools, parks, employment centers, commercial areas, shopping, and adjacent land uses.

29.08.120 Capacity Analysis and Level of Service

The procedures set forth in the current edition of the [*Highway Capacity Manual*](#) (HCM) shall be used in analyzing the capacity and operational characteristics of vehicular, pedestrian and bicycle facilities.

HCM delay and queuing reports (such as Synchro or Sidra reports) shall be included in the appendices to the TIS report.

Roundabout analyses shall use SIDRA software or approved methodology. All worksheets shall be included in the appendices of the TIS report.

29.08.130 Future Traffic Projections

The future traffic projections shall be determined for each of the study years identified earlier as part of the base assumptions. Future traffic projections for the TIS analysis shall include:

- (a) Planned System Improvements – Capital Projects
- (b) Planned or in Process Development Projects
- (c) Background Traffic Growth

A description of project-specific planned transportation system improvements identified in City, County or CDOT capital improvement plans shall be provided. This shall include, but not be limited to: signalization, intersection improvements, roadway

widening, bicycle/pedestrian projects, and transit capital and operating/service improvements.

The future traffic analysis shall include known development projects that are within the study area and would impact the study intersections. Projects outside the study area currently being developed shall also be considered. Every project(s) and the cumulative effect shall be listed in the TIS and include location, size, and proposed land use.

The background traffic growth within the study area shall also be accounted for when determining future traffic projections. Background traffic growth is defined as the expected growth in traffic from regional changes to land use and the transportation network exclusive of the project. Growth factors suggested by the consultant in the Base Assumptions form will be reviewed by the appropriate agency prior to use in the TIS.

The resulting future peak hour traffic projections at the study intersections shall be depicted on a figure in the TIS.

29.08.140 Project Traffic

(a) The transportation impacts of the project shall be generally determined based upon the following three-step process:

- (1) Determination of Trip Generation
- (2) Determination of Trip Distribution
- (3) Assignment of Project Traffic

(b) Trip Generation.

The trips generated by the project shall be determined and provided in tabular form. The trip generation shall be determined for total build-out conditions and for any development phases. The trip generation table shall indicate the number of average daily trips and AM and PM peak hour trips and any other peak hour periods relevant to the development type.

The development of trip generation estimates for the project shall be based upon data from the current edition of the [*Institute of Transportation Engineers' - Trip Generation Manual*](#). This includes using the selection process identified in the *Trip Generation Manual* to identify the appropriate land use code and trip generate rate. However, other data sources or trip generation rate studies may be utilized if the manual does not contain data for the type of project or other reliable data exists which better reflects the trip generation characteristics of the project. The use of other trip generation sources shall be discussed with the Transportation Engineer

before being used, and if agreed, shall be memorialized in writing signed by the Transportation Engineer.

Adjustments to the standard trip generation of the proposed project may be made to account for internal site trips, pass-by trips, or other site specific/project specific characteristics of the proposed project. Adjustments for these characteristics shall be discussed with the City or **County** Transportation Engineer before use; in most cases the TIS shall follow guidelines set forth in documents such as the ITE *Trip Generation Manual*. The adjusted trip generation for the proposed project shall be provided in tabular form or illustrated on figures.

Pass-by trip percentages represent the percent of expected trips generated from the site that would have traveled along the adjacent roadway network even if the land use did not exist. The percent of pass-by trips may be deducted from the expected trip generation from a proposed development of the corresponding land use. The *ITE Trip Generation Manual* should be used to identify any applicable pass-by trip percentages.

(c) Trip Distribution.

The trip distribution for the proposed project shall be identified in the TIS. The distribution pattern shall be based upon: the project's location within the urban area, the traffic model maintained by the MPO, existing traffic volume data, project marketing data, and engineering judgment. A figure showing the percentage of site traffic on each street shall be provided as part of the traffic study graphic material.

(d) Trip Assignment.

The project traffic shall be assigned to the roadway system according to the established trip distribution. The resulting project site generated traffic shall be depicted on figures for build-out conditions and any project phases. Daily and peak hour traffic volume information shall specifically be included.

29.08.150 Total Traffic Projections

The total traffic projections shall be determined for each of the study years identified in the base assumptions. The project-related traffic shall be added to the existing peak hour traffic. The resulting total traffic projections shall be depicted on a figure in the TIS. For each of the study years, the total traffic projections shall include the future traffic plus the project-generated traffic. The future total traffic projections shall be depicted on figures for each study year.

29.08.160 Site Design and Circulation Evaluation

The project shall be analyzed to determine if the proposed circulation serves pedestrians, bicyclists and vehicles. The site design shall be evaluated to determine if facilities for vehicles, pedestrians and bicycles are consistent with the location and facility type as shown in the Pedestrian and Bicycle Plan.

The project shall be evaluated to determine if traffic flows are properly designed. Proper design shall minimize areas where motorists would tend to speed, minimize potential conflict areas between vehicles and pedestrians/bicyclists, and to establish circulation patterns that avoid unnecessary traffic congestion, cut-through traffic and conflict points. Adequate throat lengths for on-site stacking at exit points is required (see 29.16.100). At signalized driveways, the HCM 90th percentile worst lane queue model shall determine the necessary storage. Businesses with drive-thrus must conduct a queuing analysis for the drive-thru to demonstrate that the queue will not extend back onto the public street.

29.08.170 Transportation Impact Analysis

The TIS shall determine if the project creates any significant impacts at the study intersections and/or corridors within the study area boundaries. The peak hour capacity and level of service at each of the study intersections and /or corridors shall be evaluated for:

- (a) Future Background Traffic Conditions for each Study Year;
- (b) Total Existing Traffic Conditions; and
- (c) Future Total Traffic Conditions for each Study Year.

The capacity and level of service analysis for each traffic scenario and each study year needs to include mode split assumptions, if any. The findings shall be shown in the TIS in tabular form or illustrated on figures.

29.08.180 Calculations for Capacity and Level of Service

HCM delays and queues shall be calculated for signalized intersections using the current version of the Highway Capacity Manual. Synchro is the preferred software, however additional software that that utilize the current HCM methodologies may be utilized with prior approval from the Transportation Engineer. The HCM delay and queues shall be calculated for the identified peak hours for existing conditions, the projected traffic with build-out of the project, or at completion of phases of larger projects. An appropriate 15-

minute peak hour factor shall be used. The performance evaluation of signalized intersections shall include the following:

- (a) Critical movements shall be identified and must meet or exceed the threshold requirement of 35 seconds of delay or less;
- (b) No movements shall have an adverse effect on the coordinated progression of the street system as determined by an approved coordination model consistent with the methods of HCM;
- (c) HCM 90th percentile worst lane queues shall be calculated and shall not obstruct upstream intersections or major driveways;
- (d) The analysis of a signalized corridor must show a reasonable progression band, identified as a usable (unblocked) band for major traffic movements.

Unsignalized intersections shall be analyzed using the current Highway Capacity Manual methods. In the performance evaluation of stop controlled intersections, measures of effectiveness to consider include the delay, volume/capacity ratios for individual movements, average queue lengths and 95th-percentile queue lengths to make appropriate traffic control recommendations. The Highway Capacity Manual recognizes that the delay equation used in the capacity analysis procedure will predict Level of Service F for many urban intersections that allow minor-street left-turn movements, regardless of the volume of minor-street left-turning traffic. In recognition of this, the TIS should evaluate the results of the intersection capacity analysis in terms of all of the measures of effectiveness.

Roundabouts shall be analyzed using the current version of SIDRA or approved methodology.

29.08.190 Mitigation Measures

The TIS shall include feasible measures that would mitigate the project's vehicular traffic impacts. The mitigation measures shall be in addition to the required improvements necessary to preserve corridor and intersection capacity. The acceptable mitigation measure(s) shall minimize the demand for trips by single occupant vehicles and increase the use of alternative modes. Mitigation listed in order of priority includes:

- (a) Transportation Demand Management Measures
- (b) Traffic Signal Operation Improvements
- (c) Street Widening and Other Physical Improvements

29.08.200 Transportation Demand Management (TDM) Measures

Transportation Demand Management measures are designed to facilitate the use of alternate transportation modes in order to decrease demand on the roadway system by single occupant vehicles. Example of TDM measures include:

- (a) Vehicle trip reduction incentives and services offered by employers to encourage employees to utilize alternative modes of travel such as carpooling, vanpooling, riding public transit, bicycling, walking and telecommuting.
- (b) Provision of a mix of land uses in close proximity, facilitating walking, bicycling or transit trips.

A detailed description of the proposed TDM measures and implementation plan shall be included in the TIS for any project seeking TDM-related trip reductions. If the proposed TDM program is acceptable to the Transportation Engineer, the applicant shall be allowed to reduce total project vehicle trips by an amount commensurate with applicable trip reduction policies.

The intersection capacity and level of service shall be calculated to reflect the application of the proposed mitigation measures; the calculation shall show that the project-related impacts have been reduced to an acceptable delay (see thresholds identified in 29.08.180) for all movements and transportation modes (vehicle, bicycles, pedestrians). The findings shall be shown in tabular form.

29.08.220 Traffic Signal Operational Improvements

Required traffic signal operational improvements may include upgrading signals with additional signal phases and/or signalization of an unsignalized intersection, addition of turn lanes and/or construction of a roundabout.

The need for new traffic signals shall be based on warrants established in the Manual on Uniform Traffic Control Devices, [MUTCD](#). In determining the location of a new signal, traffic progression is of paramount importance. On arterial streets a spacing of one-half mile for all signalized intersections is necessary to achieve reasonable operating speed, capacity and optimum signal progression. Pedestrian movements shall be considered in the evaluation and adequate pedestrian clearance provided in the signal phasing assumptions.

The applicant shall submit an analysis addressing proposed access, proposed signals and capacity and level of service based on the City's operational practices. All assumptions shall be documented in the TIS. An approved traffic engineering analysis must be made

to properly locate all proposed accesses that may require signalization. The roadway to be analyzed for signal progression shall be established by the City or **County** and shall include all existing and proposed signalized intersections.

- (a) The progression pattern calculations must match the existing cycle length on the corridor under analysis.
- (b) Signal phasing assumptions must relate to traffic volumes in the capacity analysis of individual intersections.
- (c) Approved computerized progression analysis techniques must be of the type which utilize turning movement volume data and pedestrian clearance times in the development of timing plans.
- (d) The green time allocated to the cross street shall be considered no less than the time which is required for a pedestrian to clear the main street using [MUTCD](#) standards.
- (e) Existing timing and phasing data for City and/or County signals on the corridor(s) being analyzed will be provided to the consultant on written request.
- (f) Elimination of or substantial changes to existing phases and/or timing will not be allowed without written approval of the Transportation Engineer.
- (g) Existing signal operations shall be presumed to reflect the local conditions and community expectations as determined and directed by the Transportation Engineer.
- (h) If optimum usable bandwidth, as that term is defined by the Transportation Engineer, would be reduced if a traffic signal were installed then the intersection shall remain unsignalized and turning movements shall be limited.

29.08.230 Street Widening and Other Physical Improvements

Mitigation measures that include street widening and other physical improvements must be physically feasible and must meet minimum standards and Code(s) for both on-site and off-site improvements.

29.08.250 Conclusions

The findings of the TIS shall be provided in a summary report.

29.08.260 Recommendations

The TIS should include an executive summary including recommendations. Recommended improvements/mitigation measures to achieve standards and safety improvements shall be stated. The recommendation section of the report shall describe the location, nature, and extent of proposed improvements. A sketch of each improvement shall be provided showing the length, width, and other pertinent geometric features of the proposed improvement.

29.12 ACCESS MANAGEMENT

29.12.010 Access Management

Access management is a means to protect the safety, traffic operations, and the assigned functional purpose of the street system while considering the access needs of the various elements of the system. Access management addresses the problems of congestion, capacity loss, and accidents. Providing access to land development while simultaneously preserving the flow of traffic, bicycles, and pedestrians on the surrounding road system in terms of safety, capacity needs, and speed is the goal of access management. Access is defined as any driveway or other point of ingress/egress such as a driveway, alley, street, road, or highway that connects to the public street system.

The street system provides mobility to the traveling public. This travel may serve one of two distinct purposes. The first is to provide throughput, allowing travelers to move efficiently. The second is to provide direct access to properties. Arterial streets are traditionally designed to prioritize throughput for motor vehicles by intentionally limiting access. In contrast, local streets provide direct access to properties, but do not provide high throughput for motor vehicles. To accommodate throughput for motor vehicles on city streets, access on collectors and arterials must be intentionally managed.

However, limiting access on collector and arterial streets can also limit mobility of non-motorized and mass transit modes along those corridors. Therefore, the design of streets should consider the impacts to active transportation and transit users and how they may use the system differently. The Active Transportation Corridors defined in the Pedestrian and Bicycle Plan are along a mix of arterial, collector, and local streets, but are effectively the arterial street network for people walking and biking. Thus, travel for these users should be prioritized on these corridors. In some cases limiting access for motor vehicles can improve throughput for both motor vehicles and active transportation users, such as limiting driveways and turning movement conflicts along an arterial street. However, in other cases they may conflict. For example, long gaps in an arterial road without a traffic signal can improve throughput for motor vehicles along that corridor, but can decrease mobility for active transportation users trying to cross the street. Therefore, access control measures must be sensitive to the mobility needs of all modes of transportation.

The existing and future function of each street is critical in determining the number, location, and design of access points and access control. Access management extends beyond simply specifying the number and separation of driveways and access points. Included are roadway design, such as auxiliary lanes, medians, stopping sight distance, channelization, and land development issues such as sign standards, internal site circulation, driveway layout, and alternative travel modes.

Appropriate access management strikes a balance in preserving the functional integrity of the street and providing access. Speed, capacity, and safety are the significant reasons for instituting access management. With proper access management, the speed differential between vehicles can be minimized or separated and proper access management will reduce the number of conflict points, resulting in fewer accidents. When the traffic on the street system can travel safely and efficiently, capacity is preserved. Access management recognizes the interests of both landowners and roadway users in providing a transportation system that better meets the needs of all interests.

29.12.020 State Highways

Refer to the current edition of [The State Highway Access Code](#). Under that code, all accesses constructed on a State Highway require an access permit approved by the State. The Access Code requires owners of land adjacent to a State Highway that is being developed or redeveloped to apply for an Access Permit for each access to the State Highway if the use of the property is being changed or the existing access modified. The definition of property change is included in Section 2.6 of the Code.

29.12.030 City or County Streets

Local jurisdictions approve the design, number, and location of access points. When changes in land use occur which result in changes in the type or nature of access operation, the access shall be approved with the development plans and constructed to meet current standards.

29.12.040 Backing Into the Right-of-Way

Parking pods that require backing maneuvers **into** a public street will be allowed only on streets posted at 25 mph or less and with an ADT of 3000 vehicles or less. Parking pods shall be privately owned, or a revocable permit obtained if in public right of way, and privately maintained. Landscape islands shall be required every 8 spaces.

Backing into alleys will be allowed from normal parking stalls, regardless of land use, under the following conditions:

- (a) The parking is designed so the parking stall and aisle meet the requirements of section 21.06.090 of the Zoning and Development Code. The needed aisle width can include the existing alley.

(b) A maximum of four spaces in a row will be allowed. This standard is designed for perpendicular parking spaces and a 50' wide lot. Wider lots can create more spaces, up to a maximum of 8 spaces. Angle parking will be addressed on a case-by-case basis to achieve the intent of this standard.

29.12.050 Provision of Access

If a property has frontage on more than one street, access will be permitted only on those street frontages where design and safety standards can be met. The primary access shall be on the lower-order street. Refer to the current edition of the [State Highway Access Code](#) for access requirements off a state highway.

29.12.060 Restriction of Turning Movements

Turning movements may be limited where necessary for the safe and efficient movement of traffic, both on and off-site.

29.12.070 Number of Access Points and Joint Access

Each development applying for access to a collector or arterial street shall analyze its own internal circulation system and access points, as well as impacts to the surrounding properties and street system as part of the required TIS.

Cross-access connections and/or stub streets to abutting properties will be required between commercial and residential properties unless it can be shown that this won't facilitate better circulation or it creates safety hazards. The project site design shall include a circulation and access system that will safely and efficiently accommodate traffic from adjacent properties.

One access point per property ownership will be permitted, unless an approved site plan or TIS shows that additional access points are required to adequately handle driveway volumes and that the additional access points will not be detrimental to safety, traffic flow, and pedestrian and bicycle travel on adjacent public streets. Additional access points may also be allowed at the discretion of the director. Temporary access may be granted to accommodate phased development of a site. Temporary accesses are subject to removal, relocation, redesign or reconstruction after permanent approved access is constructed.

29.12.080 Cross-Access Corridors

Cross-access corridors shall be designed to provide common access and circulation among parcels, to assist in local traffic, pedestrian, and bicycle movement. Cross access should be designed to include the following elements:

- (a) Sufficient separation between the public street and the cross-access corridor to allow storage and circulation to occur within the site.
- (b) Sufficient width to accommodate **two-way travel** aisles designed to accommodate automobiles, service and delivery vehicles.
- (c) Stub-outs to the abutting properties that will be tied in to provide cross-access.
- (d) Linkage to other cross-access corridors in the area, if applicable.
- (e) Sidewalks and/or trails to connect pedestrians and bicycles from existing facilities to, or through, the parcel to surrounding properties that will develop in the future and/or to existing facilities in a nearby location.

Wherever a cross-access corridor is designated on a subdivision plat, site plan or other development application, the property owner shall grant and record an easement allowing cross-access to and from the other properties in the area.

29.12.090 Stub Streets

A stub street is an existing or planned street that is or will be extended to the property line(s) of a development for the purpose of future extension onto adjacent property. A stub street may be for access and/or as a part of the comprehensive circulation system.

29.12.100 Abandoned Accesses

Existing driveways shall not be abandoned, relocated, altered, or reconstructed without a permit from the appropriate agency..

29.12.110 Exclusive Turn Lanes

Exclusive turn lanes are described in detail in the [CDOT State Highway Access Code](#) and in Chapter 29.28.

29.12.120 Field Access

Field access is defined as access used solely for agricultural purposes and traffic generation does not exceed one vehicle (two trip ends) per day when averaged over one calendar year. When an agricultural property changes to a new or more intensive land use, all field accesses to the property shall be considered abandoned and access points for the new or more intensive use will be determined by the standards contained within this document.

29.12.130 Access Exceptions

Exceptions to these standards shall be allowed only as set forth in Chapter 29.64.

29.16 ACCESS DESIGN AND SITE CIRCULATION

29.16.010 Access and Site Design

Access is defined as any driveway or other point of ingress/egress such as a street, road, highway or driveway that connects to the public street system. This chapter defines the types of accesses, their locations, and geometric requirements.

Acceptable site design is achieved when three major elements – access location and design, site circulation and parking, building footprint and location – are integrated. Site circulation can directly affect the safety, traffic operations and the assigned functional purpose of the street system. Good site circulation is necessary to protect the integrity of the public streets as well as public safety within the site.

On collector and arterial streets, shared accesses will be required wherever possible to minimize the number of access points along a street. Shared access provides for safer and more efficient operation of the flow of traffic on the street and shall minimally meet the above requirements. Access easements are required.

29.16.020 Access Locations

All entrances and exits to vehicular traffic areas shall be located and constructed to minimize traffic congestion on the public street system.

29.16.030 Spacing and Offsets

On local residential streets, single-family residential driveways on the same side of the street shall be located a minimum of 5 feet, from property line, to allow for maneuvering to occur without trespass. In locations where the 5 feet minimum spacing cannot be met due to limited lot frontage or other field constraint, the Development Engineer may permit a variance from the spacing standard.

On local commercial and industrial streets, driveways on the same (spacing) or opposite side (offset) of the street shall be spaced a minimum of 50 feet apart, measured from edge of access to edge of access. On collector streets, driveways on the same or opposite side of the street shall be spaced a minimum of 150 feet apart. (see [Driveway Spacing, Width, and Offset Requirements by Street Classification](#)). On minor arterial streets where no other access to lower order streets is available, driveways on the same or opposite side of the street may be allowed but must be spaced a minimum of 150 feet apart and may be restricted to right-in, right-out movements. On principal arterial streets where no other

access to lower order streets is available, driveways on the same or opposite side of the street may be allowed but must be spaced a minimum of 300 feet apart and may be restricted to right-in, right-out movements. Greater distances may be required for left turn storage lanes.

No new residential driveways shall be allowed on arterial streets serving less than three units and allowable driveways must be designed so vehicles are not backing into the street.

29.16.050 Corner Clearance

Corner clearances are defined as the distance between the edge of a driveway (exclusive of the taper) and the edge of the nearest intersecting street. The clearance is necessary so that accesses do not interfere with street intersection operations and should provide drivers with adequate perception-reaction time to potential conflicts. On corner lots, the access location shall be on the street of lowest functional classification.

Minimum Corner Clearance (ft)
Measured from Flowline to Near Edge of Access

Street Classification Of Street Where Access Is Proposed	Clearance From Unsignalized Intersections	Clearance From Signalized Intersections	Single Family Residential Driveways
Local (\leq 300 ADT)	50'	150'	35'
Local ($>$ 300 ADT)	50'	150'	50'
Collector	150'	150'	100'
Minor Arterial	150' *	300' *	N/A*
Major Arterial	300' *	300' *	N/A*

*May be restricted to right-in, right-out only access. Single family access to arterial streets is not acceptable practice and will be permitted only in extreme hardship cases.

29.16.060 Access Design - Types of Access

Generally, all new private property access shall be designed as curb cuts. Radii type curb returns with handicap ramps will be required for accesses when the peak hour right turn entering volume exceeds 20 vehicles in the peak hour. Auxiliary lanes shall be constructed when turn volumes meet the minimum criteria in the right turn warrant chart in section 29.28.170.

29.16.070 Design Vehicles

All accesses shall be designed to accommodate the turning characteristics of the largest vehicle that will most commonly utilize the proposed access. Most residential and small commercial driveways only need to accommodate passenger cars; other commercial or industrial developments will usually require at least one access that can accommodate the efficient entry or exit of larger vehicles.

29.16.080 Curb Cut Width

The width of the curb cut for a driveway will be wider than the driveway width to accommodate the turning radius of the entering and existing vehicles. The design turning radius shall be at least 15 feet. The effective turn radius (which accounts for on-street bike lanes or parking if applicable) shall be 20 feet for multi-family residential access and 25 feet for commercial access. The effective radii for industrial uses or truck delivery accesses shall be individually designed for the type of truck that will frequently use the access, with a maximum required radius of 50 feet.

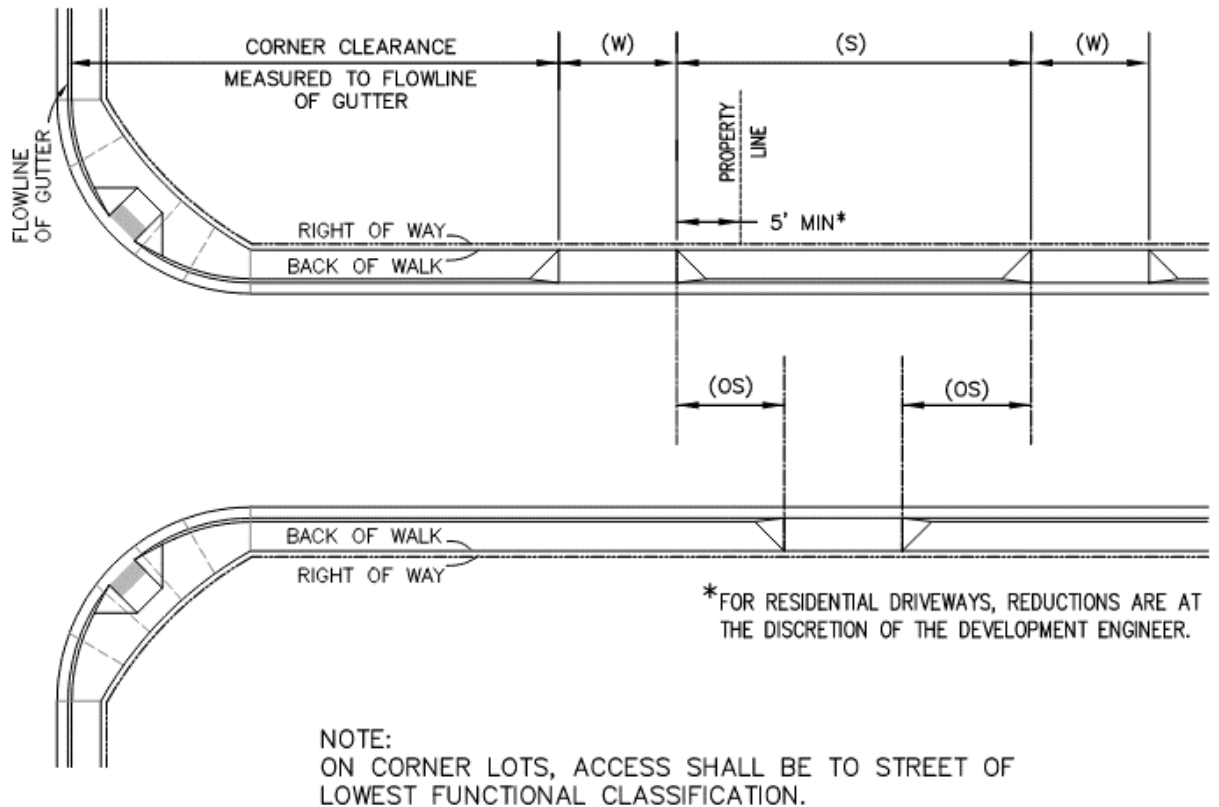
29.16.090 Driveway Width

Single-family residential driveway widths shall be between no more than 33 feet. All other access drive widths shall be between 25 feet and 36 feet. Multi-lane driveways shall be designed to accommodate a standard ingress lane of 14 feet and egress lanes of 11 feet.

Driveway Spacing, Width, and Offset Requirements by Street Classification

Street Classification (Land Use)	Driveway Spacing (S)	Driveway Width (W)	Offset (OS)
Local (Residential)	10' Min.	33' Max.	No Requirement
Local (Commercial and Industrial)	50' Min.	25' Min. 36' Max.	50' Min.*
Collector	150' Min.	25' Min. 36' Max.	150' Min.*
Minor Arterial	150' Min	25' Min. 36' Max.	150' Min.*
Principal Arterial	300' Min.	25' Min. 36' Max.	300' Min.*

* Greater offsets may be required for left turn storage lanes.



29.16.100 Throat Lengths and Vehicle Storage

Adequate vehicle storage capacity shall be provided for both inbound and outbound vehicles. Adequate storage facilitates the safe and efficient movement of vehicles between the street and the development.

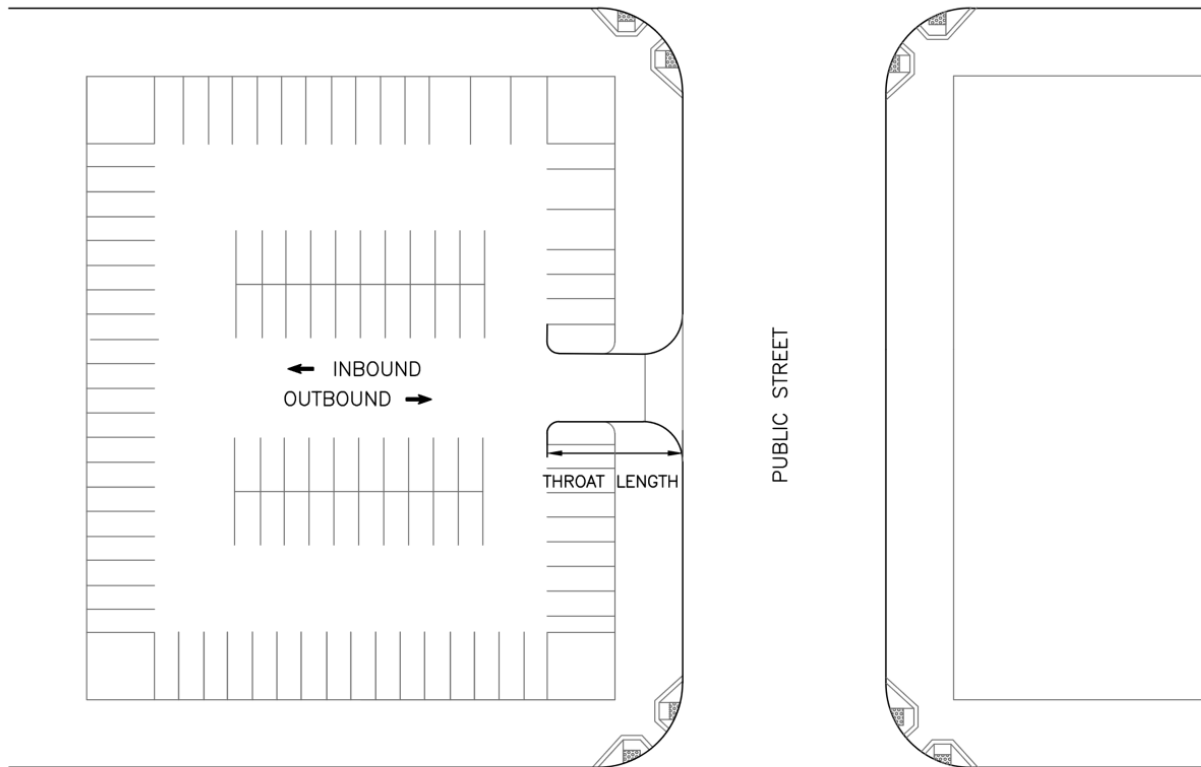
The access throat shall be of sufficient length to prevent vehicles from spilling onto the public street system. Inbound vehicle storage areas shall be of sufficient size to ensure that vehicles will not obstruct the adjacent street, sidewalk, or circulation within the facility. The throat shall be of sufficient length to provide adequate storage of outbound vehicles without them interfering with on-site circulation. Outbound vehicle storage areas shall be provided to eliminate backup and delay of vehicles within the development. At signalized intersections, adequate storage for the outbound movement must be provided to enable vehicles to exit efficiently on green.

The requirements for vehicle storage (see [On-Site Driveway Vehicle Storage Lengths](#)) in parking lots and at drive-up type facilities are generally based on a typical vehicle spacing of 20 feet, but may be increased where larger vehicles can be expected.

29.16.110 Accesses Serving Off-Street Parking Lots

On-site storage is measured from the flowline of the street to the first parking stall or aisle of a parking lot (see Throat Length Extents). Vehicle storage equivalent to or greater than the minimum distances shall be provided at accesses serving the site. The recommended distance for accesses with two approach lanes may be adjusted, subject to the TIS findings, roadway geometry, traffic volumes, and site layout.

Throat Length Extents



On-Site Driveway Vehicle Storage Lengths (feet)

Parking Spaces Per Exit Lane	Storage Length Required ¹			
	Multi-Family Residential	Retail	Office	Industrial
0-50	25	25	25	25
50-200	40	40	40	40
201-400	40	75	100	150
401-600	50	150	200	More Lanes
601-700	100	200	More Lanes	More Lanes
> 700	200	More Lanes	More Lanes	More Lanes

¹ High volume land uses or streets may necessitate greater storage lengths than shown.

Vehicle Storage Requirements for Drive-Up Facilities

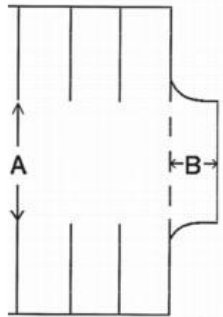
Type of Facility	Vehicle Storage
Automated Tellers	4 spaces per machine
Drive-In Bank	3 spaces per 1,000 sf
Drive-In Restaurant	Identified through TIS
Automatic Car Wash	7 spaces per wash line
Self-Service Car Wash	2 spaces per wash line
Drive-In Theater	15% of the total parking capacity
Service Stations	1 space per nozzle + 1 space/island/direction
Drive-In Liquor Store	3 spaces per window ¹
Drive-In Dry Cleaners	2 spaces per window ¹

Adapted from Table 9-4, NCHRP 348 *Access Management Guidelines for Activity Centers*

¹Measured from the pick-up window and includes the vehicle at the window.

29.16.115 Dead-End Parking Aisles

Parking stalls located at the end of a dead-end parking aisle must be provided with adequate backing and turnaround space. The required depth of the turnaround space shall be determined as follows:



Depth of Dead-End Parking Aisles

Width of Driving Aisle (A)	Depth of Turnaround Space (B)
24' or less	6'
25'	5'
26'	4'
27'	3'
28'	2'
29'	1'
30' or more	0'

29.16.120 Commercial Uses

The vehicle storage area that shall be provided for various drive-through commercial uses shall be:

- (a) Based on a 20' length vehicle and a 12' wide lane.
- (b) Separated from normal parking circulation aisles.
- (c) Designed using the appropriate design vehicle turning template.

29.16.130 Grades

Access grades shall meet the same standard grades identified for intersections in Chapter 29.28.

29.16.140 Sight Distance

Adequate sight distance (see GJMC 29.28.140) and sight zones (see GJMC 29.28.150) shall be provided at all access intersections and internal street or drive aisle intersections within a development.

29.16.150 Channelization Islands

Channelizing islands are discouraged. Use of medians to control turning movements will be required where physical conditions allow.

Channelized islands will only be allowed in situations where medians to control access are not feasible. If allowed, the islands shall not be smaller than 100 square feet and shall provide vertical curb and exposed colored aggregate or patterned concrete treatment. Patterns and color shall match those of any nearby islands or medians. Additional right-of-way or easement may be required to accommodate these designs. The ends of the islands shall typically be constructed with 2-foot flowline radii.

Refer to the Intersection Chapter (Chapter 8 in the 2023 version) of the [CDOT Roadway Design Guide](#) for additional guidance.

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. Access designs for pedestrian and bicycle facilities shall conform to Chapter 29.20 and Chapter 29.28 requirements and with the Grand Junction Standard Contract Documents for Capital Improvements Construction.

29.16.170 Transit

Where applicable, accesses shall be designed to accommodate busses or other transit vehicles in accordance with the Mesa County Transit Design Standards and Guidelines. These accommodations shall occur at shopping centers, malls, multifamily developments, or other mixed-use developments where transit vehicles may be frequent users of the on-site circulation system.

29.16.180 Emergency Vehicles

All accesses shall be designed to readily accommodate emergency vehicles that would ordinarily respond at the particular establishment (Refer to the current version of the Grand Junction Fire Department Access document and the locally adopted fire code).

29.16.190 Utilities and Lighting

Accesses shall be located to ensure that utility poles, electric boxes, and signs do not interfere with the visibility of the access or available sight distances. The design of site lighting shall maximize the visibility and location of the access.

29.16.210 Delivery and Service

Proposed development that includes truck loading/unloading shall provide adequate space for all truck operations. Adequate space minimally means that all truck operations be performed entirely on-site and off the public street system. Sufficient apron space shall be provided at all loading/unloading areas. Sufficient apron space is the area required for truck backing maneuvers. Delivery areas shall be separated from general traffic areas. Separation of delivery vehicle traffic from customer traffic shall occur entirely on-site. On-site roadways used by delivery vehicles shall be designed to accommodate the heavier payloads and turning characteristics of the largest vehicle expected to use the site.

29.16.220 Transit and Pedestrians

In larger mixed-use developments, multi-family developments, shopping centers, and malls, on-site roadways shall be designed to accommodate transit. This includes the design of pick-up/drop-off areas as well as the circulating roadways. Transit stops shall be located within a reasonable walking distance of the main building entrance while minimizing potential conflicts with circulating vehicles. Continuous pedestrian walkways and crossings that meet ADA standards and follow a direct (non-circuitous alignment) must be designed on-site and connected with each other and to the adjacent pedestrian network to reduce conflicts between pedestrians and vehicles and provide convenient access between the land uses and transit.

29.16.230 Inter-parcel Circulation

Inter-parcel circulation with shared access is required between adjacent commercial properties for vehicles, bicycles, and pedestrians. Inter-parcel circulation with shared access may be required between residential and commercial. This will be evaluated on a case-by-case basis to consider the context of the situation. This will reduce the number of curb cuts on public streets and will increase the safety and comfort for all modes of transportation on the adjacent street and capacity of the street system. Within larger development sites public streets may be required as part of a connected network to facilitate inter-parcel circulation of vehicles, pedestrians, and bicyclists.

29.16.240 Landscaping

Site landscaping requirements are detailed in the Zoning and Development Code. Landscaping at access points must meet the requirements for sight distance (see GJMC 29.28.140) and the sight zone (see GJMC 29.28.150). Landscaping islands shall also consider the same requirements.

29.20 LOCAL & MINOR COLLECTOR STREETS, LANDSCAPING & TRAFFIC CALMING

29.20.010 Street Standards

Geometric street standards have been developed to provide livability for residents, safety for both vehicular and pedestrian traffic and efficient movement. This chapter sets the minimum standards for geometric design of local and minor collector streets that provide access to residential, commercial, and industrial land uses. These streets deserve special discussion because they are the most common streets built for development. Local streets are defined as streets whose primary function is to serve the abutting land use. Design criteria for both horizontal and vertical alignments are established in this chapter. Design criteria for major collector and higher classification streets are discussed in Chapter 29.28.

29.20.020 Local and Minor Collector Streets

Streets shall conform with the adopted Street Plan Functional Classification Map, Figure 3 in the Grand Junction Circulation Plan. Minimally, the plan identifies locations where collector street connections are desired and identifies general alignments for local streets. Street layouts shall continue streets in adjoining subdivisions or their anticipated locations when adjoining property is not yet developed to provide interconnectivity.

29.20.030 Block and Lot Dimensions

Refer to the Zoning and Development Code for block and lot dimension requirements.

29.20.040 Right of Way, Street Lane Widths, and Street Lengths

The required right-of-way width for a street is stated in the Street Sections. Additional widths may be required for needed through lanes, turn lanes, speed change lanes, and where it is necessary to accommodate slopes, irrigation crossings, drainage structures, and timing of adjacent development.

29.20.050 Cul-de-Sacs and Dead End Streets

No cul-de-sac shall be more than 750 feet long, measured from the center of the intersection to the center of the turnaround.

No more than 30 single family/duplex units shall be located on a cul-de-sac street. All cul-de-sacs shall have a turnaround at the terminus point. For single or two-family residential developments that exceed 30 units, a separate and approved fire apparatus access road will be required. If it is a multi-family residential development, the number of units can exceed 30 units and the fire code will govern.

Surface drainage of a cul-de-sac shall be conveyed toward the intersecting street, if possible, and if not possible a drainage easement shall be provided leading out of the cul-de-sac.

Fire Department Access standards contain additional details to assist developers and designers in meeting the requirements of the fire department (Fire department Access B.2-5) When two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

Unless the street meets all of the requirements for a cul-de-sac, no dead end streets shall be allowed except in cases where such streets are designed to connect with future streets on adjacent land. In that case, if any lots in the subdivision are dependent upon the dead end street for access, the plat shall include a temporary turnaround easement at the terminus of the street.

A single access street system shall be allowed for a maximum 100 dwelling units. Before the 101st unit can be platted, a secondary access is required to be constructed or financially secured. This secondary access must be platted as public right-of-way and constructed to public street standards to the property line of the subdivision. A temporary turnaround shall be constructed if the stub street access is longer than 150 feet.

Pedestrian pathways or trails may be required off the end of cul-de-sacs to adjacent streets or cul-de-sacs to provide direct pedestrian and bicycle connectivity. See the Zoning and Development Code for pathway and trail connection requirements.

29.20.060 Alignments

(a) Horizontal Alignment

Designs must conform to the pattern of thoroughfares designated in the Street Plan Functional Classification Map in the Grand Junction Circulation Plan. Proposed streets align with existing or platted streets with which they are to connect.

Local streets (if not ending in a cul-de-sac) shall extend to the property lines of the project. A temporary turn around area capable of supporting a fire truck (HS-20 loading) shall be required at the end of the street improvement if a cul-de-sac is not provided and the street is longer than 150' from the flowline of the intersecting street. Proposed streets with widths different from existing streets to which they are being connected must be transitioned using the pavement transition taper standards.

(b) Curve Radii

(1) All curve designs shall be based on the Horizontal Curve Design Criteria.

Horizontal Curve Design Criteria

Design Criteria ¹	Local		Minor Collector ³
	Hillside ² / Residential	Industrial ³ / Commercial ³	
Design Speed (mph)	20	25	25
Center ⁴ Line Radius (ft)	110	200	200
Horiz. Sight Dist. (ft)	150	200	200
Reverse Curve Tangent (ft)	0	0	0
Approach ⁵ Tangent at Intersections	50	75	75

1 These criteria are to be used without super-elevation.

2 Hillside is defined as having grades of 10% or greater, as defined in section 21.06.010(f) of the City Zoning and Development code.

3 Design speeds and associated horizontal curve design criteria shown for Local Industrial/ Commercial Streets and Minor Collector Streets are typical, but may vary depending on context. In situations where design speeds are different than what is shown in the table, consult the current edition of the "A Policy on Geometric Design of Highways and Streets," AASHTO for associated design criteria.

4 Radii shown are based on the street having a crown section with a pavement cross-slope of 2% on each side of the crown.

5 Where a curved road approaches an intersection, these tangent sections must be provided on the approach to the intersection to provide for adequate sight distance for traffic control devices at the intersection. The distance shall be measured from the flowline of the through street.

- (2) Intersections shall meet the minimum effective turn radii at public street intersections (which accounts for on-street bike lanes or parking if applicable) and must meet a minimum curb return flowline radius of 15 feet.

Minimum Effective Turn Radii at Public Street Intersections

Through Street ²	Intersecting Street				
	Arterial	Collector	Local Residential	Local Commercial	Local Industrial ¹
Local Residential	30'	25'	20'		
Local Commercial	30'	30'	20'	30'	30'
Local Industrial		30'		30'	30'

- 1 Radii at intersections with industrial streets shall be designed on a case by case basis considering the turning requirements for the type of truck that will most commonly use the street.
- 2 At signalized intersections where right turn channelization islands are provided or high truck and bus volumes may use the access, a larger flowline radius may be required.
- 3 When bike lanes or parking are present consider a reduced flowline radii to match the effective flowline of the intersection, with a minimum flowline of 15'.

(c) Bulb-Outs

If on-street parking is present on minor collectors and local commercial streets, steps should be taken to prevent vehicles from parking too close to the intersection. Bulb-outs should be used to reduce the intersection width and prevent parking in the sight zone. This will result in shorter crossing distances for pedestrians, increased sight distance, and increased visibility of pedestrians especially for turning vehicles, which will increase pedestrian safety and comfort at intersections. Bulb outs are not required on local residential or industrial streets but can be used as a traffic calming device.

(d) Tangent Distance Between Curve

There is no minimum tangent distance between curves for residential or commercial street design.

(e) Superelevation

Superelevation is not allowed on residential street curves.

29.20.070 Vertical Alignment - Grades

Design grades and vertical sight distance address drainage and/or safety concerns for vehicles and pedestrians. Grades of streets shall not be less than 0.5%, nor more than 8%. In hilly terrain (defined as having grades of 10% or greater, as defined in section 21.07.020 of the City Zoning and Development code), the maximum grade for local residential streets is 12% for a maximum distance of 500 feet. To help keep the grade of gutters at a minimum of 0.5% a maximum allowable grade break of 1% is allowable in sags and on crests. See section [29.20.150](#) for requirements for grades at intersections. See GJMC 29.28.050 for design control requirements for vertical curves.

29.20.080 Cross Section

(a) Street Cross Slopes

The typical cross slope is 2% crown to provide for adequate drainage to the pavement edge. The minimum cross slope is 1% and the maximum is 4%. At the discretion of the City Engineer, the cross slope may deviate based on demonstrated physical constraints. Typical sections are shown in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

(b) Roadside Barrier and Bridge Rails

Roadside barriers shall be required in accordance with warrants, design criteria and standards for roadside barriers and bridge rails as defined in the most recent version of the AASHTO Roadside Design Guide.

29.20.090 Stopping Sight Distance

Stopping sight distance is defined as the length of roadway ahead visible to the driver. The minimum stopping sight distance available on a roadway must be sufficiently long to enable a vehicle traveling at or near the roadway design speed to stop before reaching a stationary object in its path or react to a traffic control device such as a stop sign.

The appropriate stopping sight distance (see GJMC 29.28.070) shall be provided. The distances shown assume vehicles traveling on wet pavement on flat grades. Factors that take in to account the effect of grade on stopping sight distance shall be used in determining appropriate stopping sight distance where the grades are 3% or higher.

29.20.100 Bicycle Treatments

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of bicycle facilities shall comply with Section 29.48.

29.20.110 Intersections

There are two general types of intersections: unsignalized and signalized. Each of these shall have several different configurations and levels of traffic control. A roundabout is a form of an unsignalized intersection and is specifically discussed in GJMC 29.28.220 All intersection design shall conform to the guidelines set forth in AASHTO and the MUTCD.

29.20.120 Unsignalized Intersections

There are two appropriate levels of traffic control at unsignalized intersections: two-way stop controlled and all-way stop controlled. The appropriate use of each of these is discussed in the following sections.

(a) Two-way Stop Controlled Intersections

- (1) Two-way stop controlled intersections shall be installed in new subdivisions.
- (2) STOP signs shall be installed in accordance with the MUTCD.
- (3) At intersections of two different types of roadways, a STOP sign shall be used on the minor street to stop the lesser flow of traffic. STOP signs will generally be used at all intersections that do not meet the all-way stop control or traffic signal warrants.

(b) All-way Stop Controlled Intersections

An all-way or “multi-way” stop installation shall be used only as warranted in Part II of the MUTCD.

29.20.130 Signalized Intersections

Signals will not normally be considered for residential streets or commercial streets. Where signals may be warranted, the criteria in GJMC 29.28.130 shall be followed, and documented in a Transportation Impact Study (see Chapter 29.08).

29.20.140 Angles

Public streets shall intersect at 90° angles or as close to 90° as topography permits, in any event no less than 80°. Intersections on horizontal curves shall be avoided.

When an intersection is on a curve the center line of the intersection must be radial to the curve.

29.20.150 Grades At Intersections

Intersections shall be on grades as flat as practical. At unsignalized intersections, the maximum allowable grade in the intersections is 4% and extends a minimum of 50 feet in each direction from the outside edge of the traveled way of the intersecting street. At signalized intersections, the maximum grade is 2% within the intersection and extends 200 feet in each direction from the centerline of intersecting roadway. Grades above 4% will only be allowed on local and collector streets in areas with steep topography or other unusual circumstances that prevent a flatter grade, and must be documented as a design exception (see Chapter 29.64).

When intersecting with State Highways, refer to Section 4 of the State Highway Access Code.

29.20.160 Spacing and Offsets

(a) Commercial Streets

Four legged intersections shall be spaced at least 300 feet apart from centerline to centerline. Where T-intersections are used, the centerlines of streets not in alignment shall be offset a minimum of 150 feet and be 150 feet from the nearest four-legged intersection. If the left turn storage requirements for adjacent intersections overlap, the minimum spacing must be increased to provide adequate left turn storage in both directions. If exclusive turn lanes are required, the design shall conform to the criteria in GJMC 28.28.170.

(b) Local Residential Streets

Four legged intersections shall be spaced at least 300 feet apart from centerline to centerline. Where T-intersections are used, the centerlines of streets not in alignment shall be offset a minimum of 150 feet.

29.20.170 Intersection Sight Distance

Street intersections and private access to public streets shall be planned and located to provide as much sight distance as possible. At a minimum, there must be sufficient sight distance for the driver on the minor street or driveway to cross or turn onto the intersecting street. Minimum sight distance values are provided (see GJMC 29.28.140) for passenger cars turning left or right from a minor street. When grades are steeper than 3.0%, adjustment factors must be applied.

The operating speed on each approach is assumed to be, in order of desirability, a) the 85th percentile speed, b) the posted speed if based on an engineering study, or c) in the case of a new facility, 80 percent of the design speed.

29.20.180 Sight Zones

The location of sight zones at intersections are identified in GJMC 29.28.140 and sight zones along streets are identified in the Street Sections (see appendix). Within the sight zone there shall be no sight obscuring sign, wall, fence, berming, or other object higher than 30 inches, or in the case of trees, no foliage lower than 8 feet (trees of any diameter may be planted as long as no foliage is lower than 8 feet). Vertical measurement shall be made from the flowline of the adjacent gutter or, if no gutter exists, from the edge of the nearest traveled way. Objects that may be located in the sight zones are items such as hydrants, utility poles, and traffic control devices. These shall be located to minimize visual obstruction.

29.20.190 Pedestrian Treatments

In order to provide pedestrian safety, comfort, and access, accommodations for pedestrians shall be designed into all intersections per Section 29.28.110; including sidewalks, crosswalks, pedestrian refuge islands and accessible ramps. The design shall conform to the standards set forth by the Americans with Disabilities Act and meet the details specified in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

29.20.200 Landscaping – Site Distance at Intersections

Any landscaping in the sight distance triangles at intersections shall be low growing, and shall meet the sight distance requirements in Section 29.20.180.

29.20.210 Traffic Calming

According to the Institute of Traffic Engineers (ITE), “Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.” This differs from standard traffic control devices such as stop signs, which are regulatory. Traffic calming strategies are engineered to be self-enforcing physical measures.

This section provides guidance for appropriate applications of traffic calming on the existing street system, as well as the application of traffic calming measures during the planning and design stages of new sub-divisions. Refer to ITE’s Traffic Calming Measures for additional guidance on design and considerations of each traffic calming tool.

29.20.220 Methods to Divert Traffic from Residential Streets

Residents frequently complain that their residential street is being used by high speed and/or cut through traffic. One treatment of the traffic is the use of closures, diverters, and one-way treatments. Multiple treatments can be implemented on one street as part of a formal “Slow Streets Program” along with supporting signage such as “Local Traffic Only.”

(a) Street Closure

Streets may be fully or partially closed from one end to give drivers no choice but to travel another route, with vehicle access provided from the end that is not closed. A street closure is the most drastic form of traffic calming and shall be carefully considered before implementation. Street closures can lead to increased traffic on nearby streets as drivers are re-routed to other routes. Closures should be made passable by pedestrians and bicyclists.



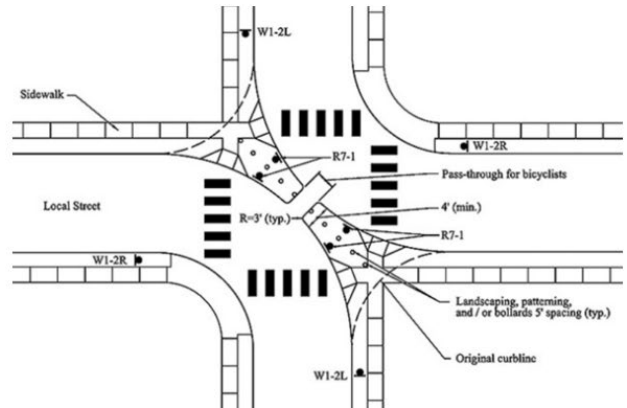
Permanent Partial Closure



Retrofit Partial Closure

(b) Diagonal Street Diverters

A diagonal street diverter can also be considered a partial street closure. With a diverter, traffic traveling in one direction is not given access to a street. As with street closures, implementation of diverters may shift traffic to another street where access is not regulated. Street diverters should provide cut throughs for pedestrians and bicyclists.



Source (drawing): Delaware Department of Transportation

(c) One-Way Streets

One-way streets may be effective in decreasing the number of vehicles traveling on a given roadway. Traffic patterns shall be assessed to determine the effects of a one-way street on a given circulation pattern. Although traffic volumes are generally decreased by one-way treatments, speeds can often increase as drivers are channelized through the street.

29.20.230 Methods to Slow Traffic on Residential Streets

Where speed is the recognized problem, the following methods can be effective in slowing existing traffic on residential and collector streets. These treatments are appropriate on streets where the block length is at least 600 feet. For blocks less than 600 feet traffic circles at the intersections are the preferred traffic calming tool.

(a) Chokers

Research has shown that traffic moves slower on narrow streets. Chokers reduce the width of a street by narrowing the road at a 'choke point'. Depending on the road segment length, one or several chokers can be used.



Permanent Choker
 (source: City of Ann Arbor, Michigan)



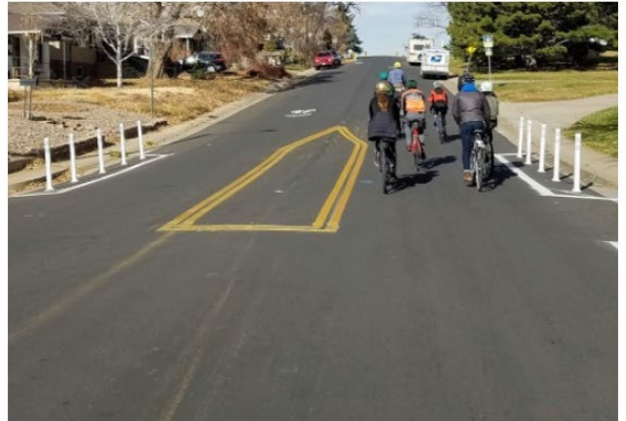
Retrofit Choker
 (source: City of Denver, Colorado)

(b) Medians

A median can be installed on a street where width tends to encourage speed. Medians narrow the lanes, reducing the comfort of the driver while driving at higher speeds. Median treatments are particularly effective with landscaping.



Permanent Median
 (source: James Barrera, Harrocks New Mexico)



Retrofit Median
 (source: City of Denver, Colorado)

(c) Chicanes

A chicane is essentially half of a choker. A chicane is placed on one side of the road to narrow a lane of traffic. A chicane can be used singly but is usually placed as a series on both sides of the road.



Permanent Chicane
 (source: City of Denver, Colorado)

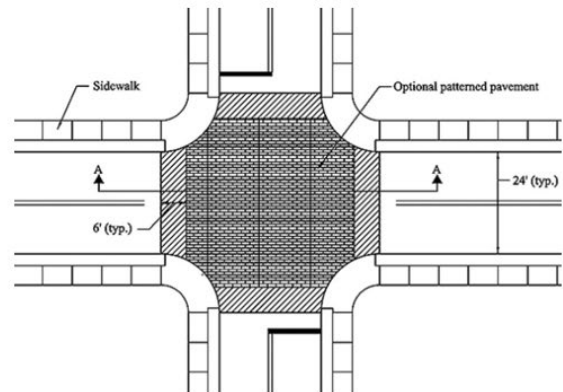


Retrofit Chicane

29.20.240 Methods to Slow Traffic at Intersections

(a) Raised Intersections

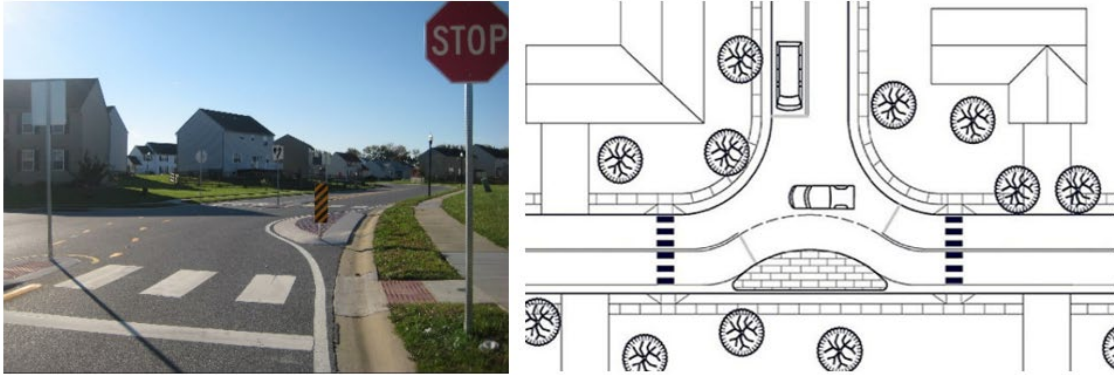
Raised intersections are flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section.



Source: (photo) Chuck Huffine, Phoenix AZ; (drawing) Delaware Department of Transportation

(b) Realigned Intersections

Realigned intersections are changes in alignment that convert T-intersections with straight approaches into curving streets meeting at right angles – a straight shot along the top of the T becomes a turning movement.



Source: Delaware Department of Transportation

(c) Traffic Circles

Traffic circles are set in the center of a three- way (driveways excluded) or four- way intersection to slow traffic coming from each direction. A traffic circle can be effective in creating a neighborhood gateway by providing a unique feature that can be creatively landscaped. This includes mini traffic circles which can be applied as a retrofit to existing STOP controlled intersections.



Example of a mini traffic circle

(d) Bulb-Out/Corner Extension

A bulb-out or corner extension is the horizontal extension of the sidewalk and curb at an intersection, typically in place of on-street parking, resulting in a narrower roadway. Bulb-outs are most feasible on streets with on-street parking and are effective at narrowing the crossing distance for pedestrians, increasing visibility of pedestrians, slowing turning vehicles, and preventing drivers from parking too close to an intersection and blocking sight lines and/or the crosswalk.



Permanent Bulb-Out



Retrofit Bulb-Out

(source: City of Denver, Colorado)

(e) Other Methods

Other methods may be considered (such as hardened center lines) as approved by the jurisdiction.

29.20.250 Traffic Calming in New Developments

Long, wide streets with limited parking will generally increase speeds. 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. In large developments and developments that connect to existing residential streets, designs to control speeds and volumes are required. Design features such as curvilinear streets, T-intersections and entry treatments can reduce the need for traffic calming devices such as speed humps and chokers. Generally, horizontal calming measures will provide greater efficiency and livability in new developments.

The design speed of residential streets shall be 20 MPH. The design of local streets shall include positive traffic calming measures and devices. They are required when a straight street exceeds 600 feet in length. Horizontal curves used for traffic calming must achieve an offset of at least five feet (half the width of the lane - which equates to a length of curve of at least 35 feet assuming the minimum horizontal radius is used) and be consistent with the [Horizontal Design Criteria Table](#) in 29.20.060(b)(1). Such measures and devices shall be sufficient to minimize the ability of the average motorist to exceed 20 MPH. Narrow streets may not need specific measures.

29.24 FIRE DEPARTMENT ACCESS

29.24.010 Fire Department Access

The Grand Junction Fire Department responds to a multitude of emergencies in various types of buildings and occupancies. To provide effective fire-fighting operations, the Fire Department must be able to reach all structures by way of approved access. Thus, street design and access must meet the requirements established in the current version of the Grand Junction Fire Department Access standards and the locally adopted fire code. The only potential exceptions to the requirements identified in Fire Department Access standards that would be considered are modifications of the Alternative Street Designs (see Chapter 29.68).

29.28 ARTERIAL AND MAJOR COLLECTOR DESIGN, INCLUDING ROUNDABOUTS

29.28.010 Geometric Standards

Geometric standards have been developed to provide adequate safety for the traveling public. This chapter sets the minimum standards for geometric design of streets classified as major collector and above, as shown on the Street Plan Functional Classification Map, Figure 3 in the Grand Junction Circulation Plan. These streets are intended for higher traffic volumes and throughput than the local streets and minor collector streets discussed in Chapter 29.20. They function in transition from direct land use access to movement of traffic.

Roundabouts provide safety improvements, less delay than other forms of control, community enhancement and increased traffic circulation at some intersections. Roundabouts can efficiently handle many intersections with decreased delay and greater efficiency than traffic signals. This section defines the roundabout and provides a link to general design criteria.

29.28.020 Arterial and Collector Streets

(a) Arterial Streets

Principal arterials shall be designed to provide a high degree of mobility and serve longer trips, implying a higher operating speed and level of service. These streets are designated on the Street Plan Functional Classification Map in the Grand Junction Circulation Plan. Minor arterial streets interconnect with and augment the Principal arterial system. These streets accommodate trips of shorter lengths and may also serve more access functions than principal arterial streets.

(b) Collector Streets

Collector streets provide both land access and movement within residential, commercial and industrial areas. Operating speeds are lower than arterial streets.

(c) Pedestrians and Bicyclists

Pedestrians and bicyclists are users of the street system and street design needs to include consideration for them. The adopted Pedestrian & Bicycle Plan shows existing and future pedestrian and bicycle facilities.

29.28.030 Right of Way, Street Lane Widths, and Street Lengths

The required right-of-way width for a street is indicated in the Street Sections located in the Appendix. Additional widths may be required for needed through and turn lanes, and where it is necessary to accommodate slopes and drainage structures.

29.28.040 Alignments - Horizontal Alignment

Streets shall extend to the boundary lines of the land to be subdivided. Proposed streets with widths different from existing streets to which they are being connected must be transitioned using [pavement transition taper standards](#).

All designs shall be based on the [Horizontal Curve Design Criteria](#).

Horizontal Curve Design Criteria

Design Criteria	Major Street ¹		
	Low Speed Collector	Collector/ Arterial	Arterial
Min. Design Speed (mph)	30	35	40
Min. Center Line Radius ² (ft)	335	510	SEE ⁴
Min. Horizontal Sight Distance (ft)	200	250	325
Min. Reverse Curve Tangent (ft)	0	200	200
Min. Approach Tangent at Intersections ³	100	200	300

1 These criteria are to be used without super-elevation.

2 Radii shown are based on the street having a crown section with a pavement cross-slope of 2% on each side of the crown. For minimum radii required for other cross-slopes or where super-elevation is provided and approved, see Table 3-13 in "A Policy on Geometric Design of Highways and Streets," AASHTO, 2018 Edition or most current edition.

3 Where a curved road approaches an intersection, these tangent sections must be provided on the approach to the intersection to provide for adequate sight distance for traffic control devices at the intersection.

4 The maximum super-elevation rate allowed is e=6%. Where super-elevation is used, runoff lengths shall conform to Table 3-9 in "A Policy on Geometric Design of Highways and Streets," AASHTO, 2018 Edition or most current edition.

29.28.050 Alignment - Vertical Alignment - Grades

[Grades, curve length and vertical sight distance](#) shall be designed to ensure proper drainage, sight distance and safety for vehicles and pedestrians. Grades of streets shall

not be less than 0.5%. The grade of a street may be reduced only when matching existing streets or property. Maximum street grades shall be 8%. For algebraic differences of 0.5% or less, grade breaks shall be required for adequate drainage.

Design Controls for Vertical Curves

Design Speed MPH	Stopping Sight Distance (feet)	Crest “K” Values	Sag “K” Values
20	115	7	17
25	155	12	26
30	200	19	37
35	250	29	49
40	305	44	64
45	360	61	79
50	425	84	96
55	495	114	115
60	570	151	136

From Table 5-3, AASHTO A Policy on Geometric Design of Highways and Streets, 2018

1 All minimum stopping sight distances for vertical curves with crests must be shown on the construction plans. Sight distances are based on design speeds.

29.28.060 Clearance of Structures

A minimum of 17.5 feet shall be provided for all overhead sign structures. The clearance shall be measured from the crown of the street to the lowest portion of the structure. A minimum vertical clearance of 16.5 feet for all other structures shall be provided on all arterial streets and designated truck routes. A minimum clearance of 14.5 feet may be allowed on collector streets per CDOT 2018 Roadway Design Guide.

29.28.070 Stopping Sight Distance

Stopping sight distance is defined as the length of roadway ahead visible to the driver. The minimum stopping sight distance available on a roadway must be sufficiently long to enable a vehicle traveling at or near the roadway design speed to stop before reaching a stationary object in its path or react to a traffic control device such as a stop sign.

The appropriate [stopping sight distance](#) shall be provided. The distances shown assume vehicles traveling on wet pavement on flat grades. Factors that take in to account the [effect of grade on stopping sight distance](#) shall be used in determining appropriate stopping sight distance where the grades are 3% or higher.

Minimum Stopping Sight Distance

Design Speed (MPH)	Stopping Sight Distance (Ft.)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570

Based on Table 5-3, AASHTO A Policy on Geometric Design of Streets and Highways, 2018

Effect of Grade on Stopping Sight Distance

Design Speed (MPH)	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495

From Exhibit 3-2, AASHTO A Policy on Geometric Design for Highways and Streets, 2018

29.28.080 Cross Section

(a) Cross Slopes

The typical cross slope is 2% crown to provide for adequate drainage to the pavement edge. The maximum cross slope on the tangent sections shall not exceed 4%. The minimum cross slope shall be 1%.

(b) Super-elevation

Super-elevation shall be designed in accordance with the [Horizontal Curve Design Criteria](#).

(c) Clear Zones

All roadways shall meet clear zone requirements as set forth in the current edition of the [AASHTO](#) Roadside Design Guide. Where under-improved streets are constructed (for example, a half-street construction), the minimum shoulder width shall be provided.

(d) Roadside Barrier and Bridge Rails

Roadside barriers shall be required in accordance with warrants, design criteria and standards for roadside barriers and bridge rails as defined in the current edition of the [AASHTO](#) Roadside Design Guide.

29.28.090 Tapers and Transitions- Road Width Transition Tapers

When constructing a roadway that will connect with an existing roadway of a different width, a transition taper is required. These ratios are not to be used in the design of [exclusive turn lanes](#).

Minimum Road Width Transition Tapers

Design Speed (MPH)	Transition Run/Offset (Ft/Ft)
30 or less	15 / 1
35	20 / 1
40	25 / 1
45	45 / 1
50	50 / 1
55	55 / 1
60	60 / 1

Table based on Section 3B-8, MUTCD.

29.28.100 Bicycle Treatments

Bicycle facilities are required as shown on the Pedestrian and Bicycle Plan and the street sections included in the Appendix. Provisions for bicycle facilities and crossings shall be in accordance with the [AASHTO](#) Guide for Development of Bicycle Facilities. Refer to Chapter 28.48 for design guidance on bicycle facility types, and minimum adherence standards. Refer to the [Pedestrian and Bicycle Plan](#) for additional guidance on designing bikeway facilities and bikeway crossings.

29.28.110 Intersections

Generally, there are two types of intersections: unsignalized and signalized. Each of these may have several different configurations and levels of traffic control. A roundabout is a form of an unsignalized intersection and is specifically discussed in [Section 29.28.220](#). All intersections shall conform to the guidelines set forth in [AASHTO](#) and the [MUTCD](#). For streets with bicycle facilities, refer to Chapter 29.48 for additional guidance on bicycle intersection treatments as well as the street sections located within the Appendix.

29.28.120 Unsignalized Intersections

There are three acceptable levels of traffic control at unsignalized intersections: yield controlled, two-way stop controlled and all-way stop controlled. The appropriate use of each of these is discussed in the following sections.

(a) Yield Controlled Intersections

Yield controlled intersections will not generally be allowed, except at roundabouts.

(b) Two-way Stop Controlled Intersections

Stop signs shall be used in accordance with the [MUTCD](#).

(c) All-way Stop Controlled Intersections

An all-way or “multi-way” stop installation shall be used only where the criteria of the [MUTCD](#) are met.

29.28.130 Signalized Intersections

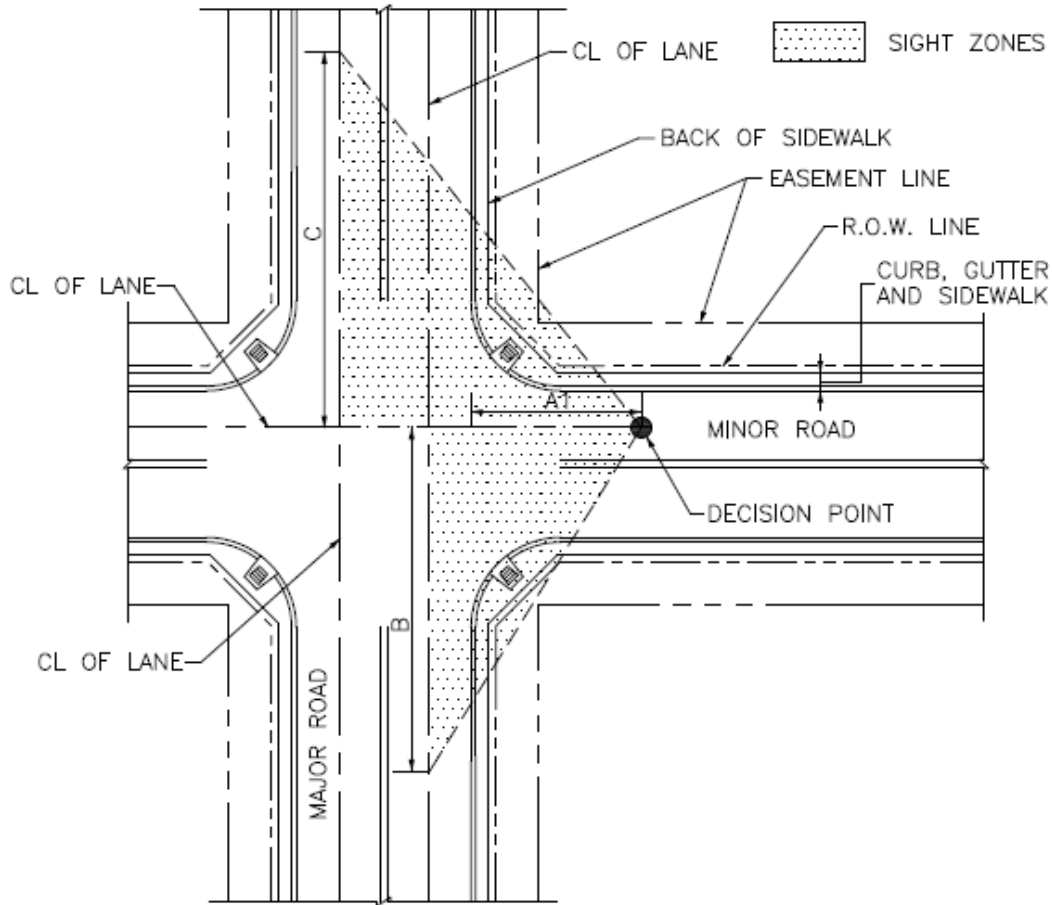
A signalized intersection shall only be installed after a careful analysis and engineering study of the roadway and traffic conditions at the intersection and on the corridor. When a signal is proposed on a corridor where signals are coordinated, the TIS (see Chapter 29.08) shall analyze the impacts to the progression of traffic on the corridor and on surrounding land uses. This analysis shall include the progression bandwidth, efficiency and level of service determinations, signal timing and phasing including pedestrian movements, and an analysis of the storage queue lengths for exclusive turn lanes. Signal installations shall meet the spacing criteria in [Section 29.28.200](#). Traffic signal warrants and design criteria are thoroughly discussed in the [MUTCD](#), Part IV.

29.28.140 Sight Distance

Street intersections and private access to public streets shall be planned and located to provide as much sight distance as possible. At a minimum, there must be sufficient sight distance for the driver on the minor street or driveway to cross or turn onto the intersecting street. Minimum sight distance values are provided for passenger cars turning left or right from a minor street. When grades are steeper than 3.0%, [adjustment factors](#) must be applied.

The operating speed on each approach is assumed to be, in order of desirability, a) the 85th percentile speed, b) the speed limit if based on an engineering study, or c) in the case of a new facility, 80 percent of the design speed.

Minimum Sight Distance for Left and Right Turns onto Major Street by Passenger Cars at Stop-Controlled Intersections



APPROACH SPEED	B	C
15 MPH	145 FT	170 FT
20 MPH	195 FT	225 FT
25 MPH	240 FT	280 FT
30 MPH	290 FT	335 FT
35 MPH	335 FT	390 FT
40 MPH	385 FT	445 FT
45 MPH	430 FT	500 FT
50 MPH	480 FT	555 FT

*BASED ON AASHTO FIGURE 9-15

NOTES:

SIGHT ZONE SHOULD BE EVALUATED FOR ALL APPROACHES.

A1 IS 18' MEASURED FROM THE MAJOR ROAD LIP OF GUTTER. IN CONSTRAINED SCENARIOS, A1 MAY BE REDUCED TO A MINIMUM OF 14.5' WITH CITY APPROVAL.

DISTANCE B MAY BE UTILIZED WITH CITY APPROVAL, WHEN THE INTERSECTION CONTROL ONLY ALLOWS RIGHT TURNS OUT FROM THE MINOR LEG.

Factors for the Effect of Grade on Sight Distance

Approach Grade (%)	Design Speed (MPH)									
	15	20	25	30	35	40	45	50	55	60
-6	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.2
-5	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
-4	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1
-3 to +3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
+4	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9
+5	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9
+6	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9

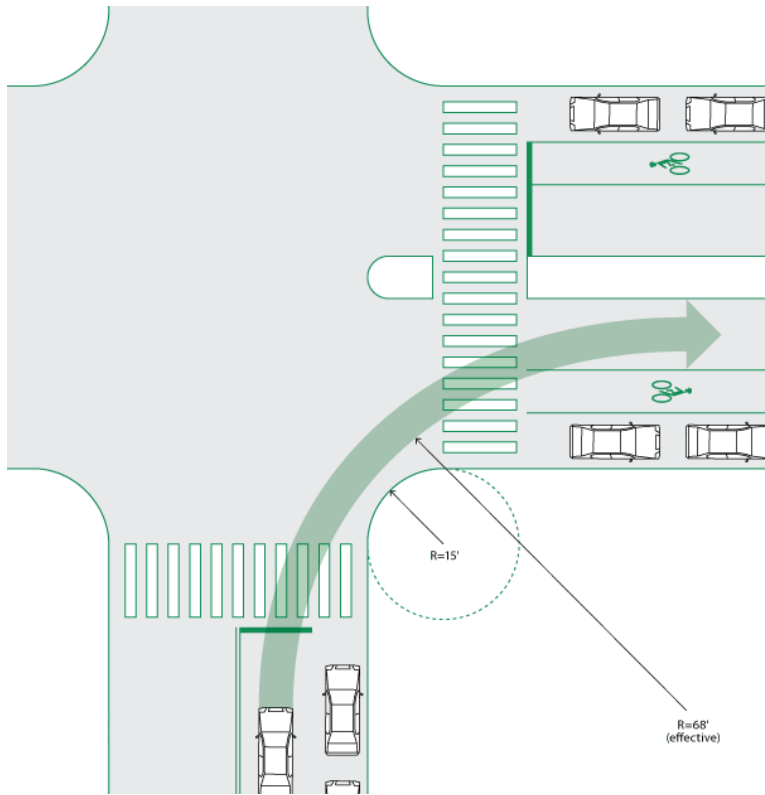
Based on Table 9-5, AASHTO A Policy on Geometric Design for Highways and Streets, 2018.

29.28.150 Sight Zones

The location of sight zones at intersections are identified in GJMC 29.28.140 and sight zones along streets are identified in the Street Sections (see appendix). Design requirements within the sight zone for major collector and arterial streets are the same as for local and minor collector streets. Refer to GJMC 29.20.180.

29.28.160 Intersection Radii

[Minimum intersection effective radii](#) must be maintained at public street intersections and a 15 foot minimum flowline radius is required to allow for proper drainage in situations where flowline radii is less than the effective radii. The “effective” radius is different than the flowline radius in that effective radius accounts for on-street parking or bike lanes which can cause the effective radius for a turning vehicle to be much larger than the flowline radius. An effective turn radius that is too large can encourage drivers to maintain a high speed while turning, which can compromise the comfort and safety of pedestrians crossing in the crosswalk. The [NACTO Urban Street Design Guide](#) recommends design corner radii to limit turning speeds to 15 mph to support a comfortable pedestrian environment. Thus, when a bike lane or parking lane is present on one or both of the intersecting streets, either a bulb-out (see 29.28.165) should be provided to maintain the desired effective radii or the flowline radius should be designed to be less than the minimum intersection effective radius in order to encourage slower turning vehicle speeds.



Example of “Effective” Turn Radius (source: NACTO Urban Street Design Guide)

Minimum Intersection Effective Radii

Through Street ²	Intersecting Street				
	Arterial	Collector	Local Residential	Local Commercial	Local Industrial ¹
Arterial	35'	30'	30'	30'	30'
Collector	30'	30'	25'	30'	30'

- 1 Radii at intersections with industrial streets shall be individually designed based on the turning requirements for the type of truck that will most commonly use the street.
- 2 At signalized intersections where right turn channelization islands are provided or high truck and bus volumes may use the access, a larger flowline radius may be required.
- 3 When bike lanes are present consider a reduced flowline radii to match the effective flowline of the intersection, with a minimum required flowline radius of 15 feet.

29.28.165 Bulb-Outs

If on-street parking is present, steps should be taken to prevent vehicles from parking too close to the intersection. Bulb-outs should be used to reduce the intersection width and prevent parking in the sight zone. This will result in shorter crossing distances for pedestrians, increased sight distance, and increased visibility of pedestrians especially for turning vehicles, which will increase pedestrian safety and comfort at intersections.

29.28.170 Lane Requirements

Lane design through an intersection shall be consistent with the lane design of the streets forming the intersection.

(a) Lane Widths

Lane widths shall be consistent with the cross-sections as shown in the City Standard Street Details.

(b) Exclusive Turn Lanes.

- (1) The purpose of an exclusive turn lane is to expedite the movement of through traffic, increase intersection capacity, permit the controlled movement of turning traffic, and promote the safety of all traffic. The provision of left-turn lanes is essential from both capacity and safety standpoints where left turns would otherwise share the use of a through lane. Right-turn lanes remove the speed differences in the main travel lanes, reducing the frequency and severity of rear-end collisions.
- (2) Separate right turn lanes shall be required in accordance with the [right turn warrant chart](#). Separate left turn lanes shall be required at all new signal locations and at unsignalized locations in accordance with the [left turn warrant chart](#).

**Warrants for Right Turn Lanes
Two Lane Roadways
Number of Peak Hour Turning Vehicles**

DDHV¹ (vph)	≤ 35 MPH	40 MPH	45 MPH	50 MPH	55 MPH
200				73	35
300			120	41	24
400	200	200	50	30	19
500	150	125	35	25	16
600	75	50	25	20	14
800	50	30	15	15	11
1000	25	25	15	11	9
1200	20	20	15	9	8

¹ DDHV – Directional Design Hourly Volume; volume of vehicles in the design hour using the through lane adjacent to which the right turn lane is to be constructed.

**Warrants for Right Turn Lanes
Four Lane Roadways
Number of Peak Hour Turning Vehicles**

DDHV ¹ (vph)	≤ 35 MPH	40 MPH	45 MPH	50 MPH	55 MPH
300					75
400			145	75	40
500			95	57	32
600	170	160	65	42	26
800	80	70	37	28	19
1200	50	25	20	18	14
1600	20	15	14	13	10
2000	15	10	9	9	8

1 DDHV – Directional Design Hourly Volume; volume of vehicles in the design hour using the through lane adjacent to which the right turn lane is to be constructed.

Charts developed based on studies conducted by Kansas Department of Transportation and University of Nebraska

**Warrants for Left Turn Lanes
Number of Peak Hour Turning Vehicles**

DDHV	30-35 MPH	40 + MPH
100	30	14
200	15	12
300 +	12	12

DDHV – Directional Design Hourly Volume; volume of vehicles in the design hour using the through lane adjacent to which the right turn lane is to be constructed.

- (3) Construction of turn lanes on state highways shall be determined in accordance with the [State Highway Access Code](#).
- (4) Dual left turn lanes at signalized intersections shall be considered when the peak hour left turn volume exceeds 300 vehicles/hour. An analysis of the signal timing is required to measure the effects of the protected movement on the rest of the intersection movements. Intersection geometry shall allow for the operation of dual lefts. Permissive dual left turns are prohibited.

(c) Left and Right Turn Lane Design

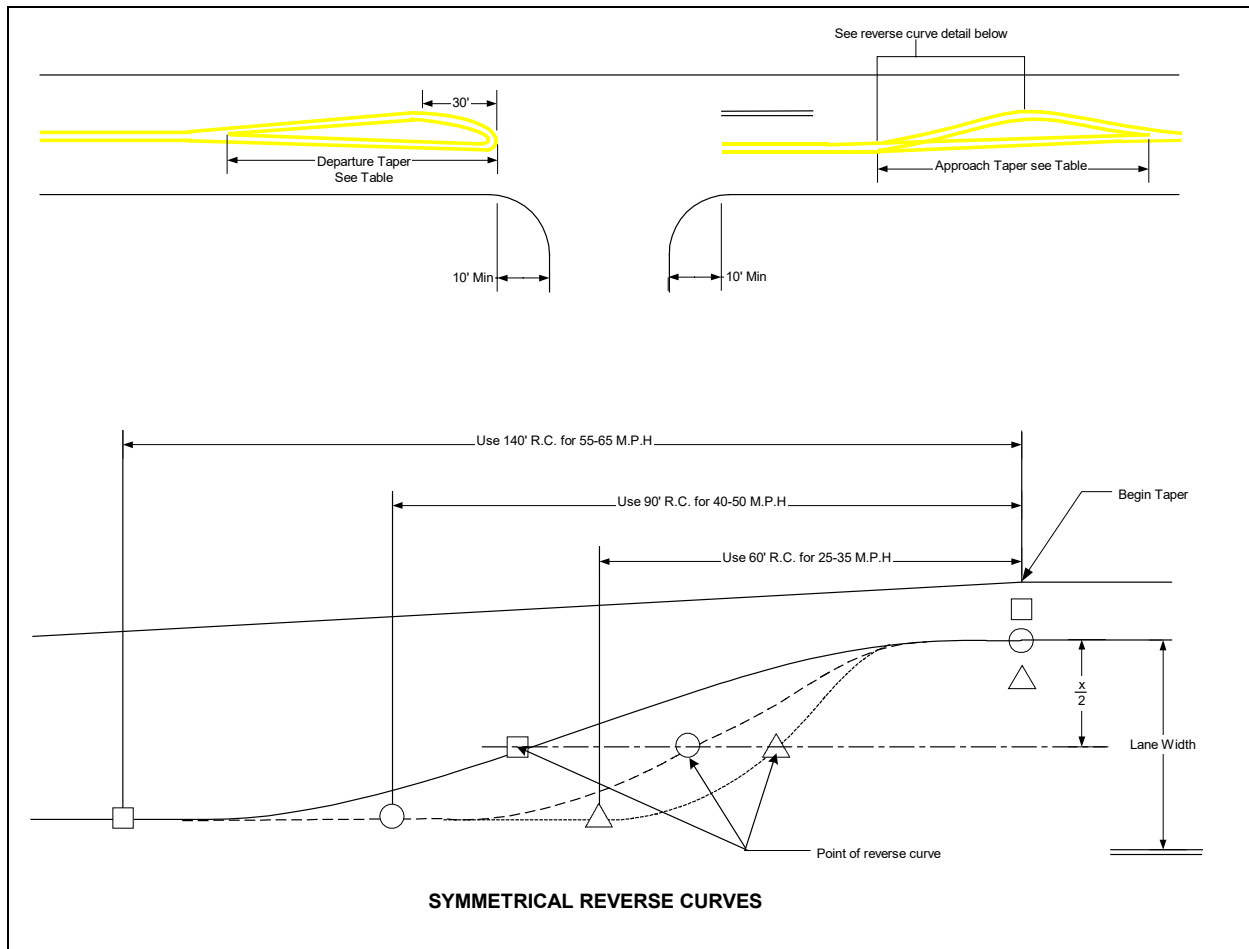
- (1) The components of a left turn lane consist of a taper and the full width lane for storage as shown in the [turn lane elements](#) and design criteria. Right turn lanes shall be 11’ in width (not including the gutter pan) and two-way left turn lanes shall be 12’ in width.

Minimum Left-Turn Tapers for Redirecting Through Lanes

Design Speed (MPH)	Tapers
25	10:1
30	15:1
35	20:1
40	30:1
45	45:1
50	50:1
55	55:1
60	60:1

Based on Table 4-9 CDOT Access Code

- (2) Use the same ratio for both approach and departure tapers.
- (3) Bay tapers shall be symmetrical reverse curves in accordance with the following:
 - i. Use 60' Reverse Curve for 25-35 MPH
 - ii. Use 90' Reverse Curve for 40-50 MPH
 - iii. Use 140' Reverse Curve for 55-65 MPH



- (4) Storage lengths for turn lanes at signalized intersections shall be determined based on a signal timing analysis that predicts the 90% queue length required for the turn lane. At unsignalized intersections, the turn lane storage will be determined in accordance with the [storage length table](#). Tapers for right turn lanes shall be designed in accordance with the right-turn lane [taper table](#). Use of the reverse curve is encouraged as part of the taper length to allow vehicles to decelerate in the full lane width. If used, the difference in length between the required taper and the reverse curve shall be added to the required storage length of the turn lane.

Minimum Storage Lengths for Unsignalized Turn Lanes

Turning VPH	≤60	100	200	300
Required Storage Length	50	100	175	250

Based on Table 9-7 CDOT Design Guide

Minimum Right-Turn Tapers

Design Speed (MPH)	Tapers
25	7.5:1
30	8:1
35	10:1
40	12:1
45	13.5:1
50	15:1
55	18.5:1
60	25:1

Excerpted from Table 4-6, CDOT Access Code

- (5) Standards for State Highway right turn and left turn speed change lanes are found in the [State Highway Access Code](#).

29.28.180 Angles

Proposed public streets must intersect at 90° angles or as close to 90° as topography permits (no less than 80°). Intersections on sharp horizontal curves shall be prohibited based on sight distance and viewing angle for the driver.

29.28.190 Grades at Intersections

See GJMC 29.20.150 for design requirements for grades at intersections.

29.28.200 Spacing and Offsets of Intersections

(a) Principal Arterials

Signalized intersections shall be spaced at ½ mile intervals. Unsignalized intersections must be T-intersections spaced at least 600 feet apart, measured centerline to centerline. Unsignalized four legged intersections may be allowed on arterial streets provided that the design of the intersection precludes left turns onto and through movements across the arterial. If the overlap of left turn storage requirements for two T-intersections exceeds 600 feet, the minimum spacing must be increased to provide adequate left turn storage in both directions.

(b) Minor Arterials and Major Collectors

Signalized intersections shall be spaced no closer than 1/4 mile intervals. Unsignalized four-legged intersections must be spaced at least 300 feet apart. When T-intersections are used, the centerlines of streets not in alignment shall be offset a minimum of 150 feet and be 150 feet from the nearest four-legged intersection. If the left turn storage requirements for adjacent intersections overlap, the minimum spacing must be increased to provide adequate left turn storage in both directions. For spacing and offset requirements of driveways see GJMC 29.16.030.

29.28.210 Pedestrian Treatments

Accommodations for pedestrians must be designed into all intersections. Pedestrian accommodations include, but are not limited to sidewalks, crosswalks, pedestrian refuge islands, and accommodations for disabled pedestrians. Sidewalks are an integral part of urban streets and shall be included in the intersection design. Refer to the Bicycle and Pedestrian plan or city staff recommendations for detailed improvements at identified intersections. The Grand Junction Standard Contract Documents for Capital Improvements Construction shall be followed in designing and constructing pedestrian facilities. The intersection design shall conform to the standards set forth in the Americans with Disabilities Act. More information on the requirements can be found at <http://www.access-board.gov/>. Design of pedestrian facilities should also adhere to the latest guidance according to the U.S. Access Board's Public Right-of-Way Accessibility Guidelines ([PROWAG](#)). Where sidewalks are provided, accessible ramps must also be provided. Utility boxes, drainage inlets, signs, and other fixed objects shall not be located within the path defined by ramp. The ramp shall align with the sidewalk and must be located entirely within the marked crosswalk area.

(a) Crosswalks

Crosswalks shall be marked at signalized intersections and designed as part of the markings for the traffic signal. All crosswalk markings must conform to [MUTCD](#) standards. Crosswalks at un-signalized intersections or mid-block locations will only be considered when an engineering study is conducted in accordance with [Institute of Traffic Engineers](#) guidelines and indicates crosswalks would increase pedestrian safety. Refer to the current edition of the Grand Junction Pedestrian Crossing Treatment Installation Guidelines for guidance on applicability of pedestrian crossing treatments in different contexts, including at uncontrolled crossings. Refer to CDOT's [Pedestrian Crossing Installation Guide](#) for uncontrolled pedestrian crossings on state highways.

(b) Pedestrian Refuge Islands

Pedestrian refuge islands may be constructed where mid-block crosswalks are proposed. Islands should be at least 6' wide and 6' length in advance and departing of crosswalk. All Islands must conform to the minimum standards established in the [MUTCD](#), and must meet the design criteria for curbing and medians.

29.28.220 Roundabouts

(a) Design Criteria

A roundabout brings together conflicting traffic streams, allows the streams to safely merge and traverse the roundabout, and exit in the desired directions. The geometric elements of the roundabout provide guidance to drivers approaching, entering, and traveling through a roundabout.

Good roundabout design places a high priority on speed reduction and speed consistency. Low vehicle speed provides safety benefits including reduced numbers and severity of crashes; more time for entering drivers to judge, adjust speed for and enter a gap in circulating traffic; and safer merging. Roundabout intersections typically operate with lower vehicle delays than other intersection control types.

A capacity analysis of any proposed roundabout shall be conducted in accordance with Highway Capacity methods. The analysis shall include consideration for the largest motorized vehicle likely to use the intersection.

Roundabouts shall be designed in conformance with the guidelines set forth in the [NCHRP 1043 Guide for Roundabouts](#). All roundabout design is unique and the City will require review of the preliminary geometry prior to final design.

(b) Signing, Striping, and Pavement Markings

All signing, striping, and pavement markings shall follow the [MUTCD](#) standards.

(c) Lighting

Adequate lighting is essential for drivers to perceive the general layout and operation of the intersection in time to make the appropriate maneuvers. A lighting plan will be required as part of the construction drawings for roundabouts.

(d) Landscaping

Landscaping in the central island, the splitter islands and along the approaches is a benefit to both public safety and community enhancement. Landscaping shall follow these general principles:

- (1) Make the central island more conspicuous;
- (2) Improve the aesthetics of the area while complementing surrounding streetscaping as much as possible;
- (3) Avoid obscuring the form of the roundabout or the signing to the driver;
- (4) Maintain adequate sight distances;
- (5) Clearly indicate to the driver that they cannot pass straight through the intersection;
- (6) Discourage pedestrian movements through the center of the roundabout.

29.28.230 Landscaping – General Requirements

All new developments must provide landscaping that meets the requirements of the City’s Zoning and Development Code. Any landscaping in the sight distance triangles at intersections shall meet the sight distance requirements in the [Sight Distance](#) detail.

29.32 PAVEMENTS & TRUCK ROUTES

29.32.010 Design Methods and Procedures

The following pavement design methods and procedures shall be followed to create a consistent pavement thickness design throughout the urban area.

This chapter references the Truck Route map developed for the urban area of the City and County (see [Grand Junction GIS Transportation Map](#)). The truck route map must be consulted prior to beginning pavement design to assure that the design will accommodate anticipated truck loading.

29.32.010 Pavement Types

Pavement types which may be used for construction of City and County streets include asphalt concrete (AC) for flexible pavement design and plain jointed (JCP), jointed reinforced (JRCP), and continuously reinforced (CRCO) concrete pavements for rigid pavement design. The City and/or County shall approve in advance the type of pavement.

29.32.020 Design Input Variables

Parameters that must be evaluated in order to design an adequate pavement structure include subgrade soil properties, surface and sub-surface drainage, materials properties, environmental factors and traffic loading over the analysis period.

The minimum traffic analysis period to be used for the design of pavements for City streets is 30 years. Traffic growth rates vary depending upon the street classification, zoning location and other variables. Growth rates for most major streets are available from the Mesa County Regional Transportation Planning Organization, phone (970) 244-1830.

Traffic distribution by vehicle type shall be determined from, actual traffic counts and projections based on land uses and future build-out of area serviced by the road. Classification of vehicles derived from traffic counts are available for most major streets from the City of Grand Junction, Transportation Engineering Division, phone (970) 256-4110.

All other pavement design parameters including 18 kip equivalency factors, lane distribution factors, Resilient Modulus (M_R) conversion equations, drainage coefficients, reliability factors and serviceability indices shall be determined in accordance with the *Guideline for the Design and Use of Asphalt Pavements for Colorado Roadways* published by the Colorado Asphalt Pavement Association.

29.32.040 Pavement Design Procedures

(a) Flexible Pavement Design Procedure

Flexible pavement design includes asphalt concrete (AC) surfaces and surface treatments (ST). Flexible pavements shall be designed in accordance with the principles and procedures illustrated in the [AASHTO](#) Guide for Design of Pavement Structures (current edition). The computer software for the AASHTO guide is AASHTO Ware are DARWin in 3.1 Pavement Design and Analysis System. All use of flexible pavement should have a design life of at least 30 years. Perpetual pavements may be used where appropriate. Perpetual pavement design should follow the recommendations of [CDOT M-E Pavement Design Manual 2021, 6.3.2](#).

(b) Rigid Pavement Design Procedure

Rigid pavement design includes plain jointed (JCP), jointed reinforced (JRCP), and continuously reinforced (CRCO) concrete pavements. Rigid pavements shall be designed in accordance with the principles and procedures illustrated in the [AASHTO](#) Guide for Design of Pavement Structures (latest edition). Approved software for design of rigid pavement includes AASHTOWare [DARWin 3.1](#) and [WinPAS](#) developed by the American Concrete Pavement Association. All use of rigid payment should have a design life of at least 30 years.

29.32.050 Truck Routes

Primary and secondary trucks routes are shown on the Truck Route layer of the [Grand Junction GIS Transportation Map](#), additional information on truck routes can be found [here](#).

29.36 STREET LIGHTING, UTILITIES, AND MAILBOXES

29.36.010 Requirements

This chapter outlines the requirements for street lighting, including whether lighting is required, installation, maintenance responsibilities, and acceptable poles and luminaries. Utilities are discussed for their placement in the rights-of-way.

29.36.015 Telecommunication Facilities

Small cell telecommunication facilities shall be designed and implemented in accordance with the Grand Junction Small Cell Infrastructure Standards.

29.36.020 Street Lighting

Street lighting shall be installed on all new public streets at the expense of the developer. Streetlights shall be designed, furnished and installed by the utility company responsible for supplying electrical power to the development or area. The location of all streetlights shall be shown on the traffic plan or street plan, or other design drawings as required by the City or **County**. All street lighting must conform to city ordinances on [Dark Sky requirements](#).

29.36.030 Luminance Requirements

Street lighting shall provide average illuminance in accordance with [Table 29.36-1](#). A lighting plan is required for all street designs with the exception of local residential streets.

Table 29.36-1 Average Maintained Illuminance (Foot Candles) on Public Streets

Street Classification	Area Classification		
	Commercial	Intermediate	Residential
Arterial	1.7	1.3	0.9
Collector	1.2	0.9	0.6
Local	0.9	0.7	*

* On local residential streets, a standard light shall be located at each street intersection, at or near the throat of each cul-de-sac, and at a maximum spacing of 250 feet measured along the centerline of the roadway. Additional lights may be required on horizontal curves and at other locations.

29.36.040 Acceptable Poles and Luminaires

The standard streetlights are shown in [Table 29.36-2](#).

Table 29.36-2 Standard Street Lights

Street Light Style	Used on Street Classification	Wattage	Pole Color
GE Salem Luminaire Full-Cutoff	Local Residential, Residential Collector	N/A	Black
Cobra Head Full-Cutoff – Flat Lens	Collectors, Arterials, Commercial	250-400	Black
Cobra Head Full-Cutoff – Flat Lens	Arterials (for existing overhead power), State Highways	100-400	Black, Silver, Galvanized or existing wood pole

Height and wattage shall be determined by Utility Company in accordance with current IES standards. Where these standards conflict with existing lighting, design consideration will be given to consistency in the area. Supply chain or other circumstances may require substitutions which must be approved by the City.

29.36.050 Pedestrian and Bikeway Lighting

When required, lighting for detached public pedestrian and bicycle pathways and trails shall be designed, furnished and installed by the utility company responsible for supplying electrical power to the development or area. The lighting standard shall be the cutoff luminaire style that meets the illuminance requirements. Commercial grade solar lighting may be an option when A/C power is cost prohibitive.

Lighting for pedestrian walkways and bikeways should be considered in the following scenarios:

- Stairs and access ramps
- Pedestrian underpasses
- Conflict points along pathways
- Other locations depending on the context of the situation

Lighting levels can be set based on the level of pedestrian activity in the area as indicated in [Table 29.36-3](#).

Table 29.36-3 Pedestrian and Bicycle Pathways and Trails Illuminance Standards

Conflict Type	Average Horizontal Illuminance (fc)	Average Vertical Illuminance	Horizontal Uniformity (avg:min)
Average illuminance with anticipated pedestrian activity (typically > 10 pedestrians per hour)	0.5	0.2	4
Average illuminance with minimal pedestrian activity (typically < 10 pedestrians per hour)	0.2	0.1	10

Based on Section 2.2.8 of the CDOT Light Design Guidelines.

Refer to section 2.2.8 of the [CDOT Light Design Guidelines](#) for additional guidance and best practices on lighting applications for pedestrian walkways and bikeways.

Pedestrian lighting is not considered in street light illuminance calculations. Attached sidewalk lighting is often provided by adjacent street lighting. On streets where there is a sidewalk only on one side, lighting must be provided on that side of the street. The need for pedestrian lighting should be considered as part of the lighting process.

Pedestrian lighting is not normally required in residential subdivisions. The primary exception is along pedestrian pathways, typically located mid-block or at cul-de-sacs that provide pedestrian connectivity to adjacent streets. On these pathways pedestrian-scale bollard lighting may be required to enhance safety and visibility at night. Street lights are recommended at each end where a pathway meets the street.

Bollard lighting is only required in the following locations along these pathways:

- Locations where the pathway is greater than 100 feet in length from where the pathway meets a street. This assumes a street light is present at at least one end.
- Locations where there is a bend or horizontal curvature in the pathway.
- Locations where there is insufficient adjacent street lighting where the pathway meets the street.

When required along pedestrian pathways, bollard lighting should provide an average illuminance consistent with the standards set in [Table 29.36-3](#) for minimal pedestrian activity. Commercial grade solar powered bollard lights are considered acceptable so long as they are demonstrated to reliably meet the illuminance standards.

Pedestrian lighting that is installed for decorative purposes or is along pathways (connecting cul-de-sacs or adjacent streets) that are not along a designated Active

Transportation Corridor (see the Active Transportation Corridor layer on the [Grand Junction GIS Transportation Map](#)) shall be the responsibility of the homeowner's association or private developers for installation, cost of utilities, and maintenance.

29.36.060 Breakaway Structures and Lateral Clearances

All fixed objects such as utility, street light poles, fire hydrants, telephone junction boxes, installed in the right-of-way shall be of the breakaway type meeting [AASHTO](#) construction specifications regardless of roadway classification, with the exception of locations with high pedestrian activity. The breakaway type of design may not be appropriate in contexts with high pedestrian activity. In locations where required, if breakaway type construction cannot be provided, a minimum of 10 feet horizontal clearance shall be provided between the flowline of the street (or the edge of the paved traveled way) and any new or relocated non-breakaway structure in excess of 4 inches in height. For local streets, a 5-foot lateral clearance is recommended. If sufficient right-of-way or easement is not available for the 10-foot clear zone, all installations must be placed "as near as practical" to the edge of the public right-of-way. This policy is applicable to all local and collector roadways whose posted speed limit is in excess of 30 miles per hour and is intended to provide minimum standards for the purpose of protecting the public health, safety, and welfare. Dynamic performance for breakaway objects shall be evaluated in accordance with current [AASHTO](#) specifications. Arterial and major collector classifications should evaluate clear zone requirements per current AASHTO clear zone standards.

29.36.070 Utilities

All utilities shall be placed in the roadway section as set forth in the City of Grand Junction Standard Contract Documents for Capital Improvements Construction.

29.36.080 Mailboxes - Location

- (a) Mailboxes may be located within public rights-of-way so as not to obstruct pedestrian or vehicular traffic.
- (b) In no case shall a mailbox obstruct a sidewalk, the traveled way of a roadway, the road shoulder, or impede maintenance activities associated with the facility. Mailboxes shall not be permitted within sidewalks, pathways, or roadside ditches.
- (c) On roads without a curb, the mailbox face shall be located a minimum of eight feet from the traveled way and adequate shoulder areas shall be provided for mail pickup and delivery.

- (d) Streets with a curb and detached sidewalk: the mailbox face shall be located a minimum of 2 foot behind the curb face. Mailboxes must not pose an obstruction to the site zone. The mailbox should have a rear-facing door to facilitate mail removal without stepping into the street. Streets with attached sidewalk: the mailbox face shall be located a minimum of 2 foot behind back of walk.
- (e) Group, gang mailboxes, or neighborhood box units shall not be placed in the area designated for sight distance or sight zone. Neighborhood mailboxes shall be considered a commercial location and must maintain the required driveway setback from intersections. Neighborhood mailboxes shall be shown on the utility composite and road plans. Group mailboxes should be placed a minimum of 2ft behind the sidewalk. Group mailboxes shall be illuminated by a streetlight.

29.36.090 Mailbox Construction Standards

Mailboxes erected on public right-of-way shall be of light sheet metal or plastic construction conforming to the requirements of the U.S. Postal Service. Construction of supports and details shall be in accordance with the current [CDOT standards](#).

29.36.100 Mailbox Support Standards

- (a) A single 4-inch x 4-inch square wooden post embedded no more than 36 inches into the ground; a single 4½ inch diameter wooden post embedded no more than 36 inches into the ground; a single metal post with a strength no greater than a 2-inch standard strength steel pipe (2 3/8" O. D.) and embedded no more than 24 inches into the ground will be acceptable as a mailbox support.
- (b) A metal post shall not be fitted with an anchor plate, but it should have an anti-twist device that extends no more than 10 inches below the ground surface.
- (c) Supports shall not be set in concrete unless the support design has been shown to be safe by crash tests when so installed.
- (d) The post-to-box attachment details should be of sufficient strength to prevent the box from separating from the post top if a vehicle strikes the installation.
- (e) No more than two mailboxes may be mounted on a support structure unless the support structure and mailbox arrangement have been shown to be safe by crash testing, or meet the requirements set forth in the above [AASHTO](#) guidelines.
- (f) Mailbox support designs that differ from the [AASHTO](#) guidelines are subject to the exception process outlined in Chapter 14.

- (g) Lightweight newspaper boxes may be mounted below the mailbox on the side of the mailbox support. Newspaper delivery boxes shall be of light sheet metal or plastic construction of minimum dimensions suitable for holding a newspaper.

29.40 STRIPING AND SIGNING

29.40.010 Signs and Markings

Signs and markings must communicate to the users a clear and definitive message. Signs and markings must conform to industry standards given in the [MUTCD](#). Modifications to signing and striping on the Colorado State Highway System shall be submitted to the [Colorado Department of Transportation](#) for approval.

29.40.020 Signing and Striping Plan

Preparation of a detailed traffic control plan, showing the locations of all traffic control devices, is required as part of the development plans. A signing and striping plan is required for all public street improvements. The signing and striping plan must be clear and it must contain all relevant information. Example striping plans may be found in the [CDOT M & S Standards](#).

29.40.030 Signing Specifications.

All roadway signs shall conform to the latest edition of the [MUTCD](#) and any Colorado supplement. See [attached illustration](#) for street name sign specifications.

29.40.040 Materials Specifications:

(a) All Signs

All signs shall be retroreflectorized sheeting on .125” thick tempered and anodized aluminum with radius corners. Letters and background shall faithfully reproduce their respective colors when illuminated at night.

(b) All Other Signs:

- (1) Shall conform to MUTCD standard sign sizes
- (2) Shall be High Prismatic grade materials

(c) Posts:

- (1) 12' length 3#/foot U channel posts shall be used for:
 - i. Single signs less than 7 sq. ft. wind loading area

- ii. Double post mounting for signs 8 sq. ft. wind loading area
- (2) 14' length 3#/foot U channel posts shall be used for:
- i. Warning sign assembly (2 signs) up to 9 sq. ft. wind loading area
 - ii. Single square or diamond shaped signs 9 sq. ft. wind loading area
 - iii. Double post mounting for all signs 10 - 16 sq. ft. wind loading area
- (3) 8' length 3#/foot U channel posts shall be used for:
- i. End of road markers
 - ii. Object markers
- (4) All other signs use MUTCD lateral clearance specifications. See 29.40.050 Installation Specifications: c) Lateral Clearance Restriction

(d) Fasteners:

(1) Street Name Signs:

- i. 180-degree or 90-degree U-Channel Post Cap: cast aluminum 12" length & 5/16" set screws, attached to channel post with 1"x 5/16" bolts
- ii. 90-degree cross cast aluminum 12" L x .875" D x .200" W with 5/16" set screws
 - 1. Cantilever Wing Bracket: 16.5" L x 8.25" H x 2" W. For attaching to wood utility/light pole use 2" x 5/16" lag bolts and flat washer. *Each sign requires an individual bracket (i.e. Two signs requires two brackets).*



(2) All other Signs:

- i. 3/8", grade 5 bolts with nylon lock nuts and flat washers. The bolt shall protrude beyond the lock nut by a full thread after assembly.

(e) Street Name Sign Specifications: MUTCD Sign Code D3-1; D1-1; D1-2

- (1) Logo:** All street name signs (D3-1) shall have the City Logo or the Private Logo on the left side of the sign blank. D1-1 and D2-1 do not have logo. *Logos are provided by the City of Grand Junction Traffic Department for City owned signs. Privately owned signs shall not display the City Logo.*

(2) Color & Font:

- i. Sign blank is White High Prismatic Sheeting
- ii. Background is 3M Blue 1175 C.
- iii. Border is White, ½” thickness.
- iv. Font is White FHWA Series C2000EX.
- v. Font size on post mounted D3-1 & D1-1: 9” sign blank is 6” tall upper & lower case letters with 4” abbreviation.
- vi. Font size on post mounted D3-1 & D1-1: 12” sign blank is 8” tall upper & lower case letters with 6” abbreviation.
- vii. Font size on post mounted D1-2 18” sign blank is 6” tall upper & lower case letters with 4” abbreviation.
- viii. Font size on overhead 24” sign blank is 12” tall upper & lower case letters with 10” abbreviation.

(3) Sign Blank Size:

- i. Post mounted on local residential and collector streets: 9” X 24”-30”-36”-42”-48”-54”
- ii. Post mounted on Arterials and Multi Lane Roads with speed limits greater than 40 MPH: 12” X 30”-36”-42”-48”-54”-
- iii. Overhead signs 24” X 48” up to a maximum of 120” L
- iv. Exceptions may be made on longer street names with approval from the Traffic Supervisor.

(4) Abbreviations:

Avenue; Av Boulevard; Blvd Circle; Cir Court; Ct Drive; Dr
Road; Rd Street; St Way; Way Run; Run Trail; Trl

29.40.050 Installation Specifications

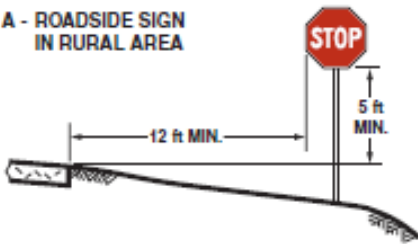
- (a) Minimum driven depth of post shall be 30 inches for all sign installation.
- (b) **Mounting Height Restrictions:** The mounting height is measured from the bottom of the sign to the top of the curb, or in the absence of curb, to the elevation of the near edge of the traveled way: See [MUTCD Chapter 2A Figure 2A-2-C](#).
 - (1) Street Name Signs (D3-1); Dead End Placard (W14-1a) & No Outlet Placard (W14-2a): 9ft min., 9.5ft max.
 - (2) End of Road Markers: 4ft min., 5ft max.

(3) All other signs: 7ft min., 7.5ft max.

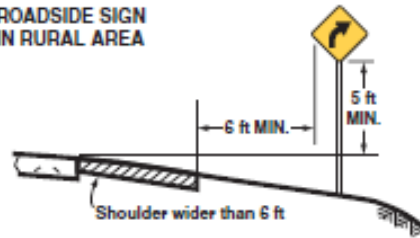
- (c) **Lateral Clearance Restriction:** The near edge of sign shall not be less than 2 feet behind the face of curb or edge of sidewalk. Exceptions may be made on roads with a landscape strip with the approval of the Traffic Supervisor. On roads without curb, the near edge of sign shall not be less than 6 feet from the shoulder or 12 feet from the travel way. See [MUTCD Chapter 2A Figure 2A-2 & 2A-3](#)
- (d) To maintain sign uniformity, no substitute or decorative materials will be allowed. The use of concrete for mount stabilization will not be allowed. If a stable mount cannot be achieved at the minimum driven depths, greater depths must be used in conjunction with longer posts. Minimum sign heights shall be maintained.
- (e) All signs (other than street name signs) shall be mounted on the wide, or open, side of the channel post. Care should be taken when tightening the bolts so as not to create a "dimple" in the aluminum sign.
- (f) At least two 'end of road' markers "OM4-2" signs shall be used where there is no alternate vehicular path. More than two markers may be required. Where a hazard exists such as an open ditch, the engineer may require permanent Type III Barricades to mark the roadway terminus. The design criteria for the permanent Type III barricade shall be the most recent [Colorado Department of Transportation Standard Plan No. S-630-2](#)
- (g) The developer shall bear all expenses for the fabrication and installation of permanent barricades and/or signs for implementing the approved project design (*i.e.* one way, no parking, dead end and private drive).

Figure 2A-2. Examples of Heights and Lateral Locations of Sign Installations

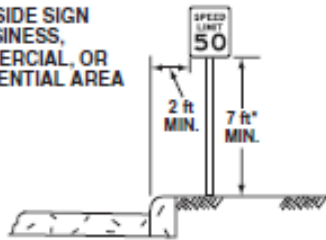
A - ROADSIDE SIGN IN RURAL AREA



B - ROADSIDE SIGN IN RURAL AREA

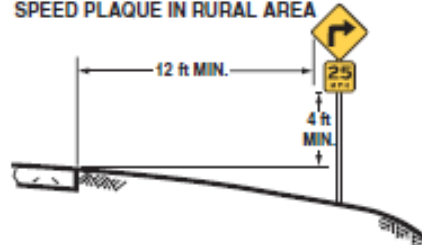


C - ROADSIDE SIGN IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREA

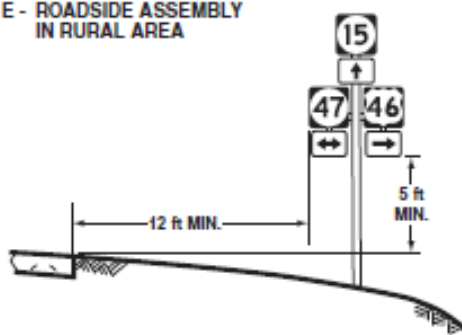


*Where parking or pedestrian movements are likely to occur

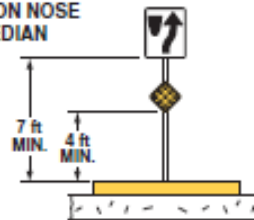
D - WARNING SIGN WITH ADVISORY SPEED PLAQUE IN RURAL AREA



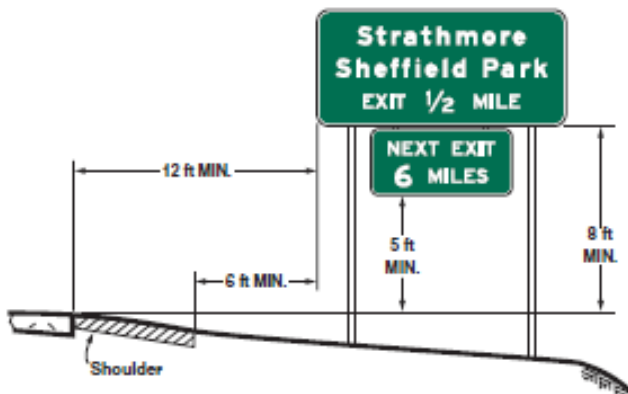
E - ROADSIDE ASSEMBLY IN RURAL AREA



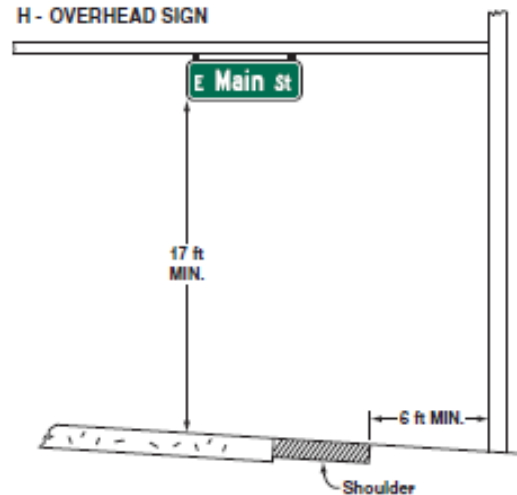
F - SIGN ON NOSE OF MEDIAN



G - FREEWAY OR EXPRESSWAY SIGN WITH SECONDARY SIGN



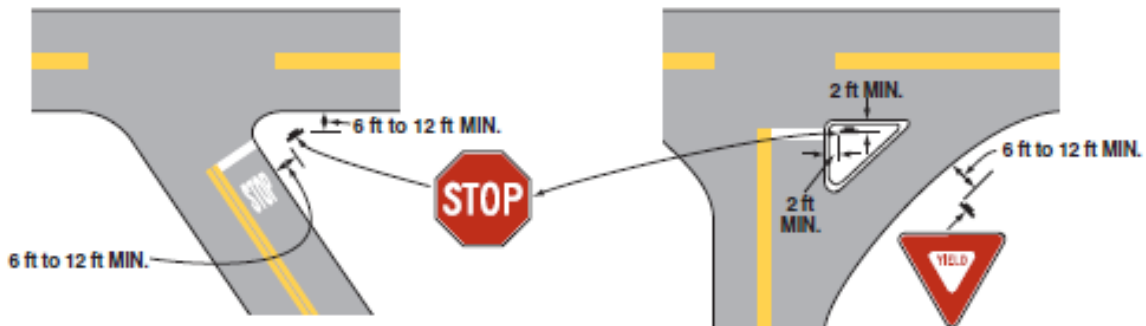
H - OVERHEAD SIGN



Note:

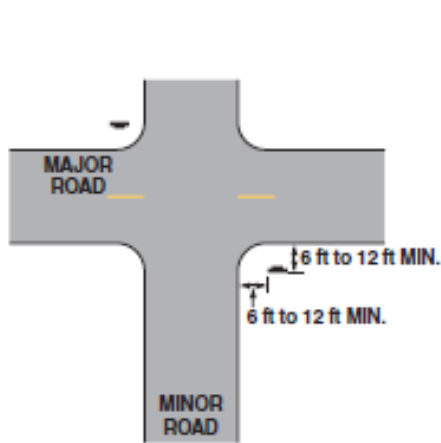
See Section 2A.19 for reduced lateral offset distances that may be used in areas where lateral offsets are limited, and in business, commercial, or residential areas where sidewalk width is limited or where existing poles are close to the curb.

Figure 2A-3. Examples of Locations for Some Typical Signs at Intersections

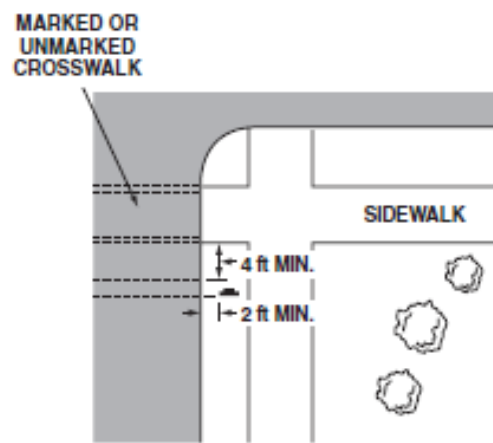


A - ACUTE ANGLE INTERSECTION

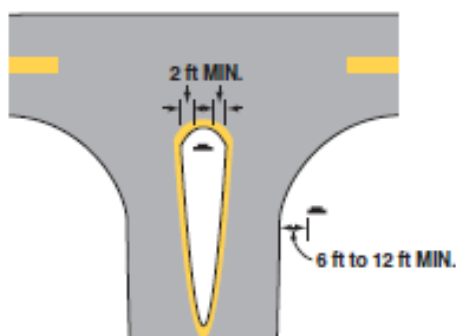
B - CHANNELIZED INTERSECTION



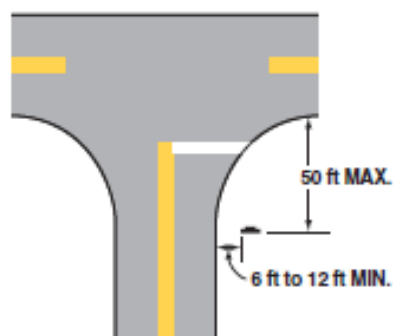
C - MINOR CROSSROAD



D - URBAN INTERSECTION



E - DIVISIONAL ISLAND



F - WIDE THROAT INTERSECTION

Note: Lateral offset is a minimum of 6 feet measured from the edge of the shoulder, or 12 feet measured from the edge of the traveled way. See Section 2A.19 for lower minimums that may be used in urban areas, or where lateral offset space is limited.

29.40.060 Striping Specifications

All striping shall conform to the latest edition of the [MUTCD](#) and any Colorado supplement.

All words, letter, symbol and arrow markings shall be installed in accordance with the design details in the Pavement Markings chapter of the latest edition of the “Standards Highway Signs and Markings” book adopted by the Federal Highway Administration.

(a) Striping and Marking Materials

- (1) All painted lines shall be applied at a minimum thickness of 15 mils, with 6-8 pounds of reflective glass beads applied per gallon of paint.
- (2) All permanent markings such as elongated arrows, stop lines, yield lines, crosswalks, preferential and bike lane markings must be an approved type thermoplastic material, applied a minimum of 125 mils thickness.

(b) Colors

Markings shall be yellow, white, red, blue, black or purple. The colors for markings shall conform to the standard highway colors.

WHITE: Longitudinal lane lines, edge lines along the right side of the roadway or any ramp, transverse lines (except for cross-hatching markings in medians or safety zones separating opposing traffic flows or in left shoulders). Arrows, words and symbol markings (except the special interstate route shield symbol marking). Speed hump markings and parking space markings.

YELLOW: Centerlines separating lanes traveling in opposing directions. Edge lines along the left edge of a one-way roadway or one-way ramp. Cross-hatching markings in medians or safety zones separating opposing traffic flows or in left shoulders.

BLACK: Black in conjunction with one of the standard colors shall be a usable color where a light-colored pavement or concrete does not provide sufficient contrast with the markings. When used in combination with other colors, black is not considered a marking color, but only a contrast-enhancing system for the markings.

BLUE: Used for special markings that supplement white markings in a parking space specifically designated as reserved for the disabled. Blue raised pavement markers used to indicate the location of a fire hydrant adjacent to the road. Exception is for interstate route shield pavement markings, which is red, white, and blue.

RED: The only markings that are red are special raised pavement markers that are placed to be visible to “wrong-way” drivers. These special markers warn drivers not to enter one-way roadways or one-way ramps in the wrong direction.

PURPLE: Shall supplement lane line or edge line markings for toll plaza approach lanes that are restricted to use only by vehicles with registered electronic toll collection accounts.

GREEN: Interim approval for bike lanes.

(c) Re-Striping

When the removal of pavement striping or markings is necessary, the old striping/markings must be ground off, sand-blasted or covered with a chip-seal. Covering the markings with black paint is prohibited.

29.44 TRAFFIC SIGNALS AND CONSTRUCTION ZONES

29.44.010 Installation/Relocation of Traffic Signals

New traffic signal installations and relocations of existing signal equipment may be required in the developer's public improvement agreement. New signals will be installed only when warranted as specified in the [MUTCD](#) and when the new signal will not have a detrimental effect on the traffic flow. The need for a traffic signal will be addressed in the Transportation Impact Studies (see Chapter 29.08) and be designed in accordance with the criteria in GJMC 29.28.130.

The installation, modification or relocation of a traffic signal must follow the specifications defined in the City of Grand Junction Traffic Signal Specifications document.

29.44.020 Signal Design Plans

Signal design plans shall be submitted as part of the development plans. The design of the traffic signal shall follow the [ITE Manual of Traffic Signal Design](#) and the [MUTCD](#) standards. The signal design shall follow the Traffic Signal Specifications of the City.

Signal design plans shall contain all necessary information. Typical traffic signal installation and design details are included in the City of Grand Junction Traffic Signal Specification.

New signals or improvements to existing signals shall be required to install conduit for fiber optic cable and all necessary fiber optic equipment to connect to adjacent signals on streets as shown on the Signal Communications Plan.

29.44.030 Traffic Control Plans for Construction Zones

All maintenance of traffic plans for construction areas shall be submitted to and approved as part of the permitting process for work in the public right of way. All plans shall conform to the [MUTCD](#) and be prepared by a certified traffic worksite supervisor. On State Highways, the [Colorado Department of Transportation](#) shall approve work area traffic control signing and detour plans.

29.48 TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES

29.48.010 Planning and Implementation

Transit, bicycle, and pedestrian facilities are an integral part of the transportation system. This chapter establishes how to plan and implement these facilities.

29.48.020 Transit Facilities

All transit facilities shall conform to the latest version of the Mesa County RTPO Transit Design Standards and Guidelines. As part of the development review process, the city may require the developer to accommodate transit. Transit facilities could include provision of infrastructure for bus stop amenities including concrete pads, sign posts, and easements in order to allow for the installation of benches, shelters, bike and micro-mobility parking, and other similar amenities. If a bus pullout is needed to accommodate transit, the city may require the developer to provide the pullout and/or related easements, or additional right-of-way.

29.48.030 Planning and Design Standards for Bicycles

Refer to the current version of bicycle facility design guides from [AASHTO](#), [NACTO](#), and [FHWA](#) to address planning and design of bike facilities. Presently that includes the AASHTO Guide for the Development of Bicycle Facilities, the NACTO Urban Design Guide, the FHWA Separated Bike Lane Planning and Design Guide, as well as NACTO [Designing for All Ages and Abilities](#), and [Don't Give Up At The Intersection](#), which provides guidance on low-stress corridor and intersection design, and may be applicable when implementing bike facilities in Grand Junction.

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of the bicycle facilities shall comply with Section 29.48.

29.48.040 Facility Type

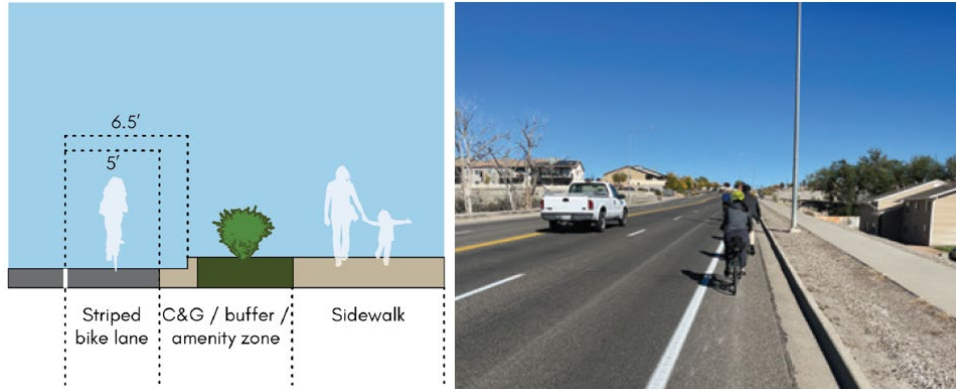
(a) The Pedestrian and Bicycle Plan identifies six bicycle facility types. They are:

(1) **Bicycle Boulevard.** A street which is officially designated and marked [by signage and/or sharrow markings in the pavement] as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated. A bicycle boulevard may include other traffic calming features to mitigate the speed and volume of motor vehicle traffic on the street to create a more comfortable environment for bicyclists, such as curb extensions, mini roundabouts, speed humps, and traffic diverters. Generally, streets designated as bike boulevards should be designed for 15 to 20 mph, and the average daily traffic volume should not exceed 1,000 vehicles per day.

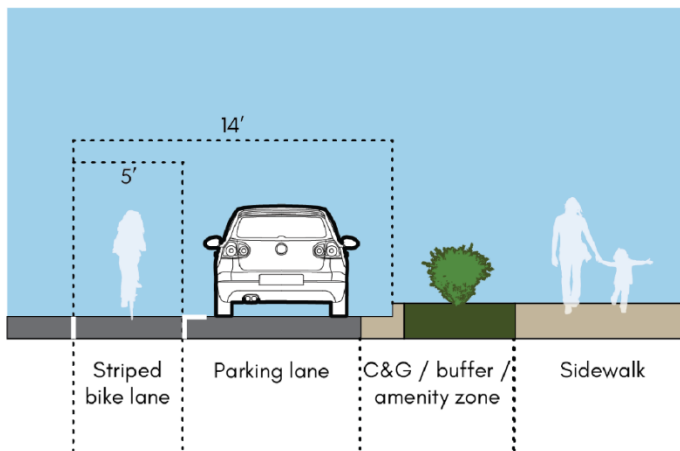


Mini roundabout on a Bicycle Boulevard

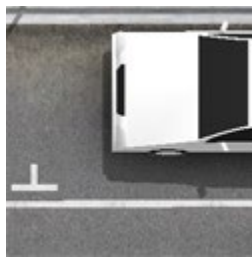
(2) **Bike Lane.** A portion of street, which has been designated (by pavement markings and signage) for use by bicyclists. The bike lane is typically 5 feet wide, measured from the lip of gutter pan when adjacent to the curb and is 6.5 feet wide when measured from the face of the curb. When adjacent to a parking lane (and on the outside of the parking lane) the outside stripe of the bike lane is typically 14 feet from the face of the curb (and a minimum of 12.5 feet from the lip of the gutter pan). A buffer between the parking lane and the bike lane may also be implemented when there is a heightened “door zone” concern either through the use of a separate solid lane at least 18 inches from the bike lane or parking “Ts” to delineate parking spaces.



Bike lane adjacent to a curb

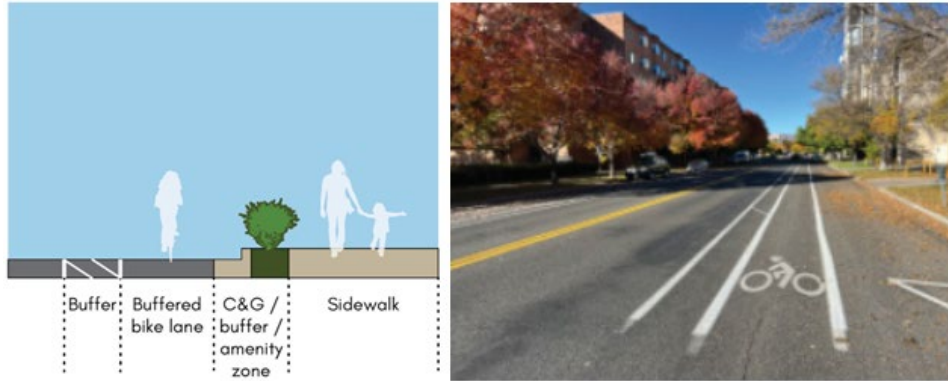


Bike lane adjacent to a parking lane

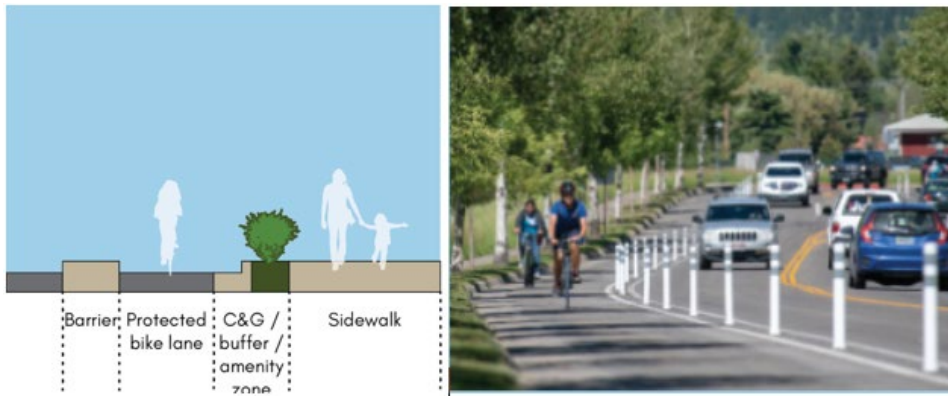


Example of a Parking "T" adjacent to a bike lane (source: NACTO)

- (3) **Buffered Bike Lane.** A portion of street, which has been designated (pavement markings and signage) for use by bicyclists with a painted buffer between a general purpose travel lane and the bike lane. The buffer width is typically 3 feet.



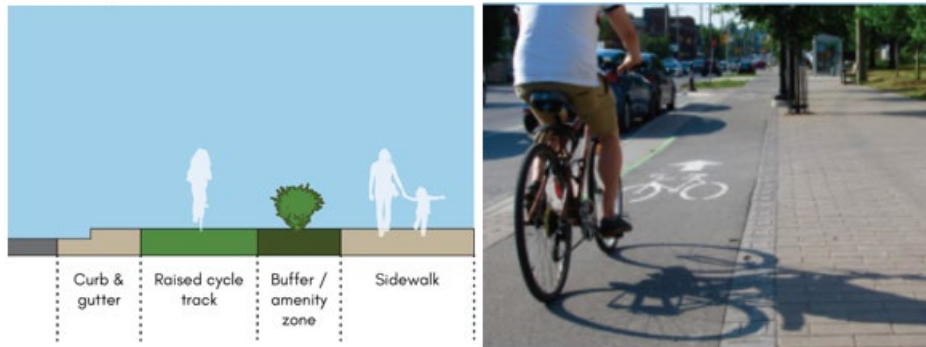
(4) **Protected Bike Lane.** A portion of street, which has been designated (by paint stripe, pavement markings, and signage) for use by bicyclists with a physical buffer between the general purpose travel lanes and the bike lane. The physical buffer may be delineator posts, planters, rigid bollards, a parking strip (parked cars), or a concrete barrier. The lane is typically 6.5 feet wide from the curb and the buffer is typically 3 feet.



(5) **Multi-use Trail.** A separate two-way trail from which motor vehicles are prohibited and which is for the shared use of bicycles and pedestrians. The trail is typically 10 feet wide but may be 12' wide to meet anticipated demand and to mitigate conflicts between bicyclists and pedestrians. The width can be greater than 12 feet where bicycle and pedestrian demand warrants or conflicts between pedestrians and bicyclists are more frequent, for example, the Riverfront Trail.



- (6) **Raised Cycle Track.** A separate trail or pathway from which motor vehicles are prohibited, and raised from the general purpose travel lanes, and which is for the exclusive use of bicycles and other allowable micro-mobility devices (such as electric scooters). The trail is typically 6.5 feet wide or wider.



- (b) The design standards for bike lanes and multiuse trails are contained in the [AASHTO](#) manual and additional design guidance for these facilities are contained in the NACTO Urban Bikeway Design Guide and FHWA Separated Bike Lane Planning and Design Guide provide hot link. Typical widths and locations of bicycle facilities on the street are also provided in the street sections in Chapters 29.20 and 29.28. The list below are the minimum bicycle facility design standards to be provided:

- (1) Uniformity in on-street facility design, signage, and pavement markings for bicyclist and motorist safety.
- (2) Absolute minimum widths are 4 feet on an open shoulder and 5 feet against a curb or guardrail or next to a parking lane. Bike lanes must provide at a minimum 4 feet of width from lip of gutter when adjacent to the curb. When adjacent to a parking lane the outside painted line of the bike lane must be at

least 12 feet from the edge of the curb. Minimum widths should not be the default, but should only be applied in environments with constrained right-of-way. On most street segments, typical widths will be provided.

- (3) Cross railroad tracks perpendicular to direction of bike travel with appropriate treatment to ensure smooth and safe crossings.
- (4) On-street bicycle facilities shall provide bicycle-safe curb inlet grates.
- (5) Avoid diagonal on-street parking on streets with a striped bike lane (unless the bike lane is between the parking lane and the curb).
- (6) Implement bicycle detection at all traffic signal approaches with an existing or planned on-street bicycle facility at an actuated signal.
- (7) Carry the bike lane through all intersections to the extent that is feasible.

29.48.045 Bicycle Intersection Treatments

Refer to the [AASHTO Guide for the Development of Bicycle Facilities](#), as well as the [NACTO Urban Bikeway Design Guide](#), and [Don't Give Up At The Intersection](#) for guidance on designing bicycle facilities through intersections. Effective treatments may include [bike boxes](#), [intersection crossing markings](#), [two-stage turn queue boxes](#), [median refuge islands](#), or other paint, signage, or vertical elements. Active transportation corridors and bike routes will likely require context sensitive treatments.

- (a) **Trail Crossings.** Where multiuse trails intersect driveways or side-street STOP controlled minor streets, trails should bend away so that they are set back from the major street. The total setback from the edge of the travel lane (or bike lane if present) to the edge of the trail should be 15 to 25 feet (one vehicle length).

29.48.050 Pedestrian Facilities

Pedestrian facilities are required as a part of the street cross-section, as detailed in the Grand Junction [Standard Contract Documents for Capital Improvements Construction](#) and street cross section in Chapters 29.20 and 29.28. Additional guidance on pedestrian design is included in the [Pedestrian and Bicycle Plan](#) and reflected in the typical street cross sections. Detached walkways that are constructed must conform to these details as well.

Environmental factors that contribute to the walking experience and therefore to the perceived level of service include:

- (a) Comfort factors that include weather protection, climate control, transit shelters, and other pedestrian amenities.
- (b) Convenience factors such as walking distances, walkway directness, grades, sidewalk ramps, directional signing, directory maps and other features that make pedestrian travel easy and uncomplicated.
- (c) Safety that is provided by separation of pedestrians from vehicular traffic, or traffic control devices that can provide for time separation of pedestrian and vehicular traffic.
- (d) Security features include lighting, open lines of sight, and the degree and type of street activity.
- (e) Economy aspects related to user-costs associated with travel delays and inconvenience, and to the rental value and retail development as influenced by the pedestrian environment.

The quality of the pedestrian environment should be evaluated in three broad areas:

- (a) Walking along the street – includes continuity, capacity, and comfort.
- (b) Crossing the street – includes safety, sufficient space, delay, and route deviation.
- (c) Some place to walk to – in terms of travel time on foot, destinations, and how much of an area can be reached within a reasonable time or distance.

The Pedestrian and Bicycle Plan includes pedestrian design recommendations for sidewalk and buffer widths in different street contexts to provide sufficient space and separation from traffic in order to achieve a high level of pedestrian comfort given the speed and volume of traffic. These recommendations are reflected in the typical street sections included in Chapters 29.20 and 29.28.

29.48.060 Pedestrian Intersection Treatments

All pedestrian crossings shall comply with the Grand Junction [Standard Contract Documents for Capital Improvements Construction](#) and be designed in accordance with the Americans with Disabilities Act, including accessible ramps, accessible push buttons when applicable, detectable surfaces, and other universal design features. Refer to the current edition of the Grand Junction Pedestrian Crossing Treatment Installation Guidelines for guidance on applicability of pedestrian crossing treatments in different contexts, including at uncontrolled crossings. Refer to CDOT’s [Pedestrian Crossing Installation Guide](#) for uncontrolled pedestrian crossings on state highways.

Potential pedestrian treatments at uncontrolled crossings may include:

(a) Advance Warning Signage and Striping

See Chapter 2C of the MUTCD for guidance on advance warning pedestrian crossing signs and Chapter 3B for yield line pavement markings.



(b) High Visibility Marked Crosswalks

According to FHWA [high-visibility crosswalks](#) use patterns such as bar pairs, continental, or ladder that are visible from farther distances to drivers and pedestrians. Additionally, consider using inlay or thermoplastic tape instead of paint for highly reflective markings.

(c) Raised Crossings

A raised mid-block crossing or raised intersection treatment may be installed as a treatment to slow vehicle traffic and function as an extension of the sidewalk to allow a pedestrian to cross the street at a constant grade. According to [FHWA](#) raised crossings are typically a candidate on 2-lane or 3-lane roads with speed limits of 30 mph or less and AADTs below 9,000.

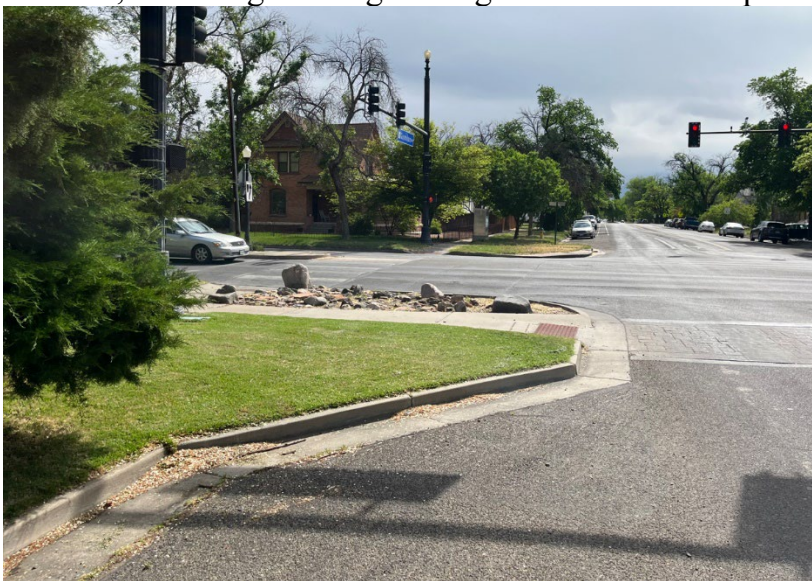
(d) Pedestrian Refuge Medians

A pedestrian refuge median is a location in the middle of a pedestrian crossing where a pedestrian can take refuge, thereby separating their crossing into two steps and must include some type of raised median. Additional design guidance can be found in the Grand Junction Pedestrian Crossing Treatment Installation Guidelines.



(e) Bulb-Outs

A bulb-out (or corner extension) is a roadway edge treatment where a curb line is bulged out toward the middle of the roadway to narrow the width of the street. Bulb-outs are often used at the location of a pedestrian crosswalk to minimize the distance and time that a crossing pedestrian must be in the roadway and are typically implemented on streets with on-street parking. Bulb-outs also increase visibility of pedestrians waiting to cross and are an effective means to slow vehicles, including slowing turning vehicles when implemented at intersections.



(f) Rapid Rectangular Flashing Beacons (RRFB)

RRFBs are small rectangular yellow flashing lights that are deployed with pedestrian crossing warning signs. They are typically actuated by a pedestrian push button and flash for a predetermined amount of time, to allow a pedestrian to

cross the roadway, before going dark. RRFBs are warning devices and do not themselves create a legal requirement for a vehicle to stop when they are flashing. Guidance on the appropriate context for RRFBs are provided in the Grand Junction Pedestrian Crossing Treatment Installation Guidelines.



(g) Pedestrian Hybrid Beacons (also known as HAWK beacons)

A pedestrian hybrid beacon is used to both warn and control traffic at a pedestrian crossing. It is actuated by a pedestrian push button and uses a combination of circular yellow and red traffic signal displays to first warn motorists of a pedestrian that is about to cross the street, then require the motorist to stop for the pedestrian crossing, and then release the motorist to proceed once the pedestrian has cleared the crossing. The Beacon is a hybrid between a pedestrian traffic signal and a stop sign.



(h) Traffic Signals

Depending on factors defined in the Grand Junction Pedestrian Crossing Treatment Installation Guidelines, such as vehicle traffic volume, vehicle speed, and the number of lanes, or other contextual factors (such as pedestrian volume, crash history, or adjacent land use), it may be appropriate to signalize a pedestrian crossing.

29.56 ALLEY STANDARDS

29.56.010 Alley Construction

Alleys are a useful alternative for accessing properties, especially in the Central Business District (CBD). The construction of new alleys shall follow the design standards defined in the standard detail for alleys located in the Appendix. Any variation from the specifications defined in this drawing must go through the design exception process.

29.64 DESIGN EXCEPTIONS

29.64.010 Design Exceptions

This manual establishes standards for the construction of transportation and infrastructure improvements in the City and within the Urban Development Boundary. There may be certain circumstances where those standards do not adequately meet the public's needs. The public needs, as defined by these standards, may conflict with constraints on the property or a new or innovative development proposal.

This chapter describes an exception process. It may be that an exception is a one-time event or it may be that the Manual will be revised to incorporate the exception.

The [flowchart](#) depicts the design exception process.

The burden in the development process shall be on the applicant to demonstrate that the proposed exception, if granted, will not result in a dangerous condition as determined by the City or **County**. No exception shall be allowed if the resulting design is dangerous or otherwise fails to meet the fundamental needs of the community. The fundamental needs of the community shall be determined by the City or **County**, but primarily are the provision of safe, efficient and effective transportation.

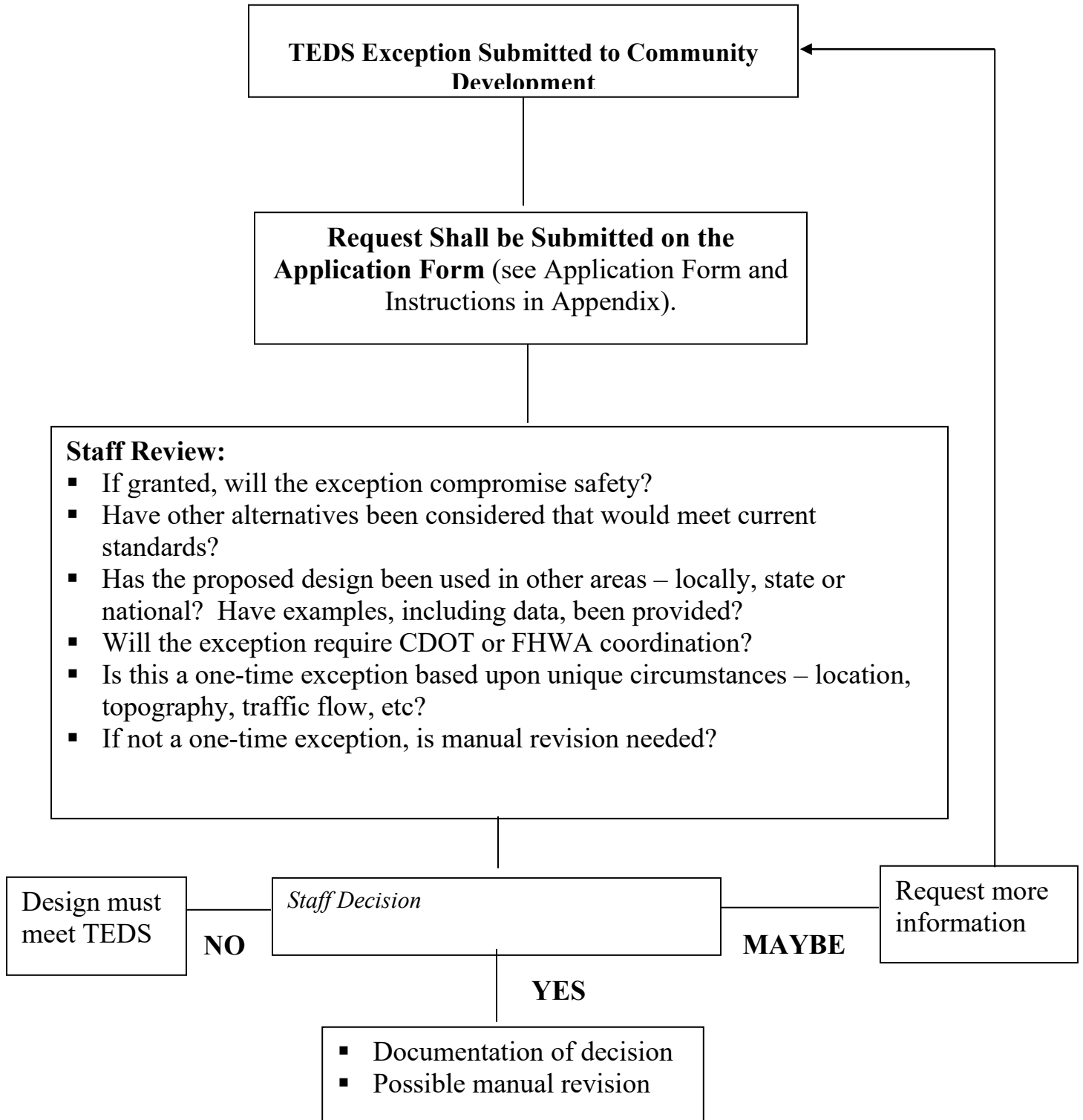
Any exceptions to the TEDS manual should be clearly proposed as early as possible in the project development and review process. Exceptions to TEDS should be identified no later than preliminary plan submittal.

If a design exception is to be a permanent modification to the TEDS Manual, it will be the responsibility of the City and **County** staff to update TEDS and disseminate the change to CDOT, other municipal or county departments and the development community.

When geometric standards or other design criteria are not specifically addressed in the City or **County** standards, then the latest editions of the following standards and criteria shall govern the design.

- Colorado State Highway Access Code
- CDOT Roadway Design Manual
- Institute of Transportation Engineers (ITE) Traffic Engineering Handbook
- American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets

Design Exception Process



29.68 ALTERNATE STREET STANDARDS

29.68.010 Intent of Provisions

The intent of this chapter is to provide flexibility in the creation, approval and use of public street infrastructure that varies from the cross-sectional standards provided in Chapter 29.20, and to accommodate such proposals under administrative approval procedures. This resulting alternate street standard may be used to create neighborhood character, enhance visual appeal, and to accommodate unique topographical or site features. Further, implementation of these standards should result in “a better solution,” allowing alterations to the standard street section that produce benefit to the community.

29.68.020 Performance Criteria

All public streets considered for alternate cross-sections shall meet certain minimum performance-based standards and meet all intent for function of a public right-of-way. Each proposal must be framed within the specific context of the use.

(a) Horizontal Geometry

- (1) The horizontal geometry of street, pathway, and trail layouts must meet TEDS requirements elsewhere herein. The design must accommodate large vehicles such as fire trucks, trash trucks and semi-trucks at an appropriate level of service.
- (2) A minimum pavement width of 20 feet, from flow line of gutter to flow line of gutter, is required for all streets. Pathway and trail widths or pedestrian walkways shall meet minimum widths as required in the Standard Contract Documents for Capital Improvements Construction by pathway and trail classification.
- (3) Horizontal curb radii must be 15 feet minimum for chicanes, parking bulb-outs and other similar features to maintain proper drainage (see GJMC 29.28.160).
- (4) Intersection geometry is as required elsewhere herein.

(b) Vertical Geometry

The vertical geometry of street, pathway, and trail layouts must meet TEDS requirements elsewhere herein and ADA requirements.

(c) Sight Distance

The design must achieve all sight distance requirements listed elsewhere in TEDS.

(d) Connectivity

- (1) Minimum connectivity requirements remain unchanged, including pedestrian and bicycle connectivity. Provision of access to adjacent parcels is required. Additional inter- or intra-parcel connectivity may be necessary where reduced street width is considered.
- (2) Example: One case where narrow streets and the concept of “queuing” are frequently and successfully used is in older downtown neighborhoods across the country. The streets typically have a grid layout, short block length, and possibly an alley, all providing a high-degree of connectivity, thus allowing a narrow street with fairly high density and high use of on-street parking to function satisfactorily.

(e) Parking

- (1) Adequate parking must be provided both on- and off-street. Zoning and development code minimums are required on-site. The on-street parking range is required at 0.5 to 1.5 on-street parking spaces per dwelling unit (see the Local Street Section Notes in Chapter 29.20). Higher density development will demand on-street parking in the upper end of that range.
- (2) Clustering of on-street parking in pods is encouraged where full on-street parking is not provided. The provision of on-street parking shall consider availability of parking for long vehicles or vehicles with trailers.
- (3) Adequate parking outside of the travel lane must be provided. On the other hand, excessive availability of parking contributes to higher speeds due to width of travel lane available as well as to increased construction and maintenance costs.

(f) Pedestrian Facilities

- (1) The design must provide adequate pedestrian facilities equal to or better than existing adopted street sections. Detached walk and additional walk width are encouraged.
- (2) Sidewalk is required to create continuous pedestrian walkways parallel with the public roadway. Generally, if lots front both sides of the street, sidewalk will be required on both sides of the street.

(g) Drainage

- (1) Curb and gutter is generally considered necessary. However, in limited instances, other options may be considered. Examples include an inverted crown as typically used in concrete alley applications and areas where attached curb and gutter may not be practical due to certain soil conditions. In these cases, adequate drainage facilities must be provided per the Stormwater Management Manual ([GJMC Title 28](#)). Alternate drainage facilities must not require additional maintenance effort above conventional facilities.
- (2) Surface drainage at bulb-outs and chicanes is preferred along a continuous gutter without drain troughs or otherwise inaccessible sections of gutter.
- (3) Narrower street sections will not carry the same amount of water as the standard street sections. Analysis of the street stormwater carrying capacity by use of the SWMM nomographs will not be permitted.

(h) Surfacing and Construction Requirements

Hard surfacing (Portland cement concrete or asphalt pavement) is required and shall meet the structural design requirements contained in Chapter 29.32 GJMC. Gravel surfacing is not allowed. Construction requirements are contained in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

(i) Right-of-Way and Multi-Purpose Easements

- (1) Right-of-way and infrastructure dimension and configuration must provide adequate room for all necessary public facilities including, but not limited to, storm drainage; water lines and meters; sanitary sewer lines; electrical, natural gas, cable, telephone supply lines, service lines, pedestals and appurtenances; traffic control signage; irrigation supply and drainage; cut or fill slopes; and other public utility lines and appurtenances.
- (2) The standard 14-foot multi-purpose easement may be reduced in width if adequate space is shown to exist within the right-of-way. The standard multi-purpose easement width on streets with a buffer between the sidewalk and the curb is 10-feet.
- (3) Right-of-way configuration must provide adequate access to public utilities. Fencing of easement areas is discouraged as it reduces access to utilities and improvements.

(j) Private Streets, Shared Drives and Alleys.

- (1) Nothing in this section shall expressly prohibit the use of private streets and shared drives, as allowed elsewhere herein, to be used in conjunction with alternate standard streets.
- (2) The use of alleys is likewise permitted and may be used in conjunction with alternate standard streets to achieve utility service delivery, alternate access to off-street parking or enhance connectivity.

(k) Traffic Calming

Traffic calming requirements are the same as required elsewhere herein. Elements of narrowed streets may be considered part of the traffic calming system.

(l) Other Right-of-Way Elements

All elements of the function of the right-of-way must be considered in the design process.

- (1) **Mail Receptacles.** Streets shall include design elements necessary to meet USPS requirements for access to mail receptacles. Mail receptacles will not be permitted within sight distance triangles at intersections or located such that they interfere with the safe and normal function of the street. Parking shall be provided adjacent to the mail receptacle.
- (2) **Urban Trails.** Where urban trails, primary school walk routes, bike lanes, or other non-motorized transportation routes are indicated on adopted City, school district, or other plans, these elements must be incorporated into the design. The design must meet all requirements of City, State and federal standards, including ADA.

29.68.030 Application

The process for an alternative street request is similar to the Design Exception Process depicted on the flowchart in Chapter 29.64. The applicant shall submit a written report requesting alteration of the standard as a part of a pre-application conference, preliminary plan or other application process. The applicant is encouraged to make this application as early in the process as feasible. The report and plan shall contain the following:

- (a) A specific request for alteration of the standard, detailing elements of the standard that are altered and the proposed alternative.
- (b) A narrative explaining the reasons for requesting the alteration and proposed benefits.
- (c) A narrative, individually addressing each criterion in the performance criteria above.

- (d) A site plan showing limits and extents of proposed alterations.
- (e) A site plan indicating proposed density, approximate lot size and frontage, access locations, street network, and other pertinent elements. Approximate horizontal and vertical geometry may be required, dependent on topography or other site constraints.
- (f) A parking plan demonstrating on-street and off-street parking to demonstrate conformance with parking standards listed above.
- (g) A fire site plan demonstrating that a fire truck can negotiate the development with the proposed on-street parking from both directions.

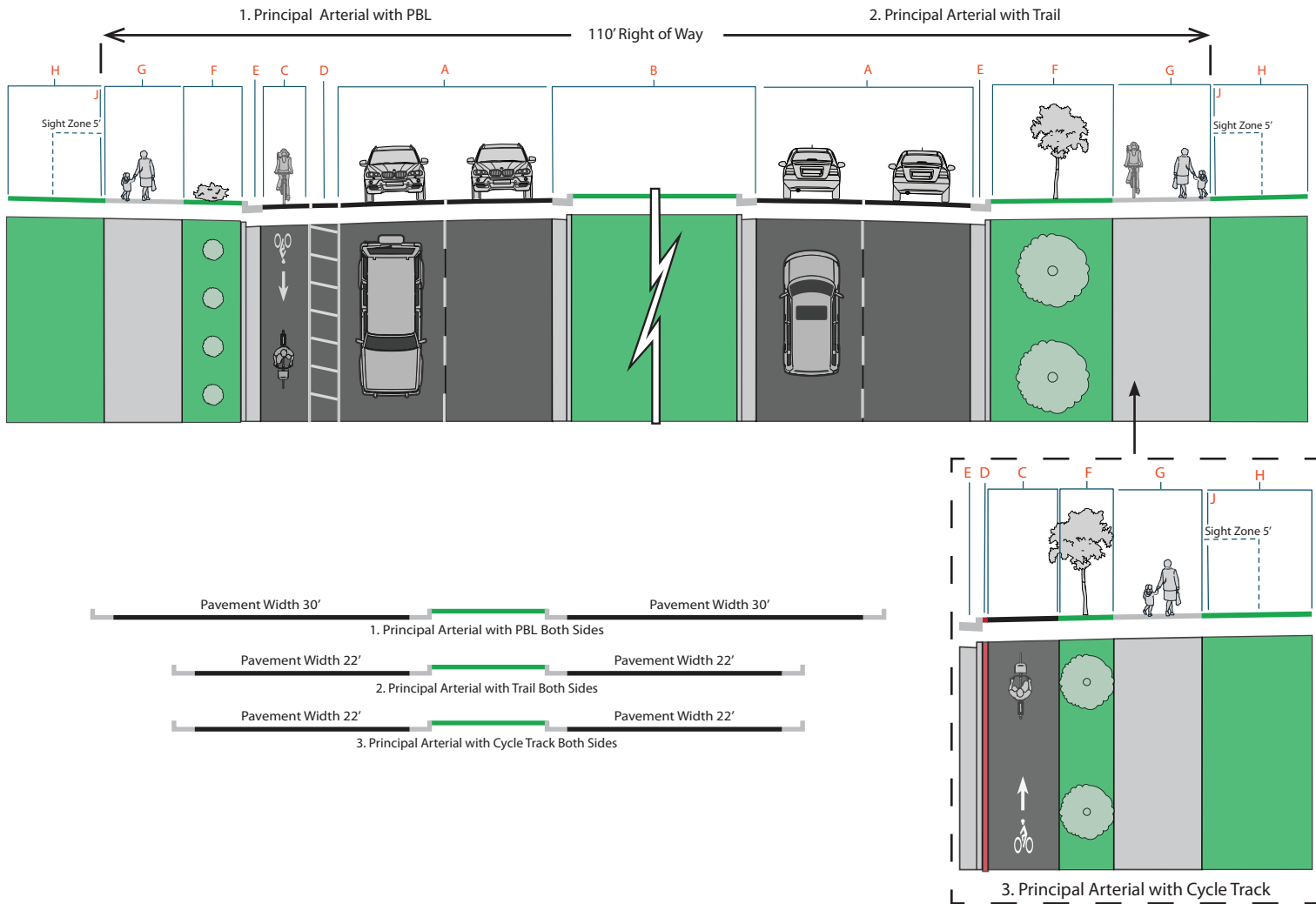
29.68.040 Approval

The Director or his/her assigned representative(s) shall make a final determination of adequate conformance to these criteria and have the authority to approve or reject each proposed alternative. Staff or agency members may provide comment or modification to the proposal. The Director may consult with or delegate review and approval authority to City Staff, outside review agencies, or outside consultants.

Where the proposed alternate may affect utility placement, approval of the Utility Coordinating Committee is required prior to the consideration by the Director or his designee.

Deviation from the standard street cross-sections may continue to be accomplished through a variance or a planned development procedure as permitted in the zoning and development code.

Principal Arterial



Principal Arterial ROW 110'										
	A	B	C		D	E	F	G	H	J
Type	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer*	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
1. Principal Arterial with PBL	11	17	5		3	2	6	8	10	.5
2. Principal Arterial with Trail	11	17			0	2	12	10	10	.5
3. Principal Arterial with Cycle Track	11	17		6.5	.5	2	7	8	10	.5

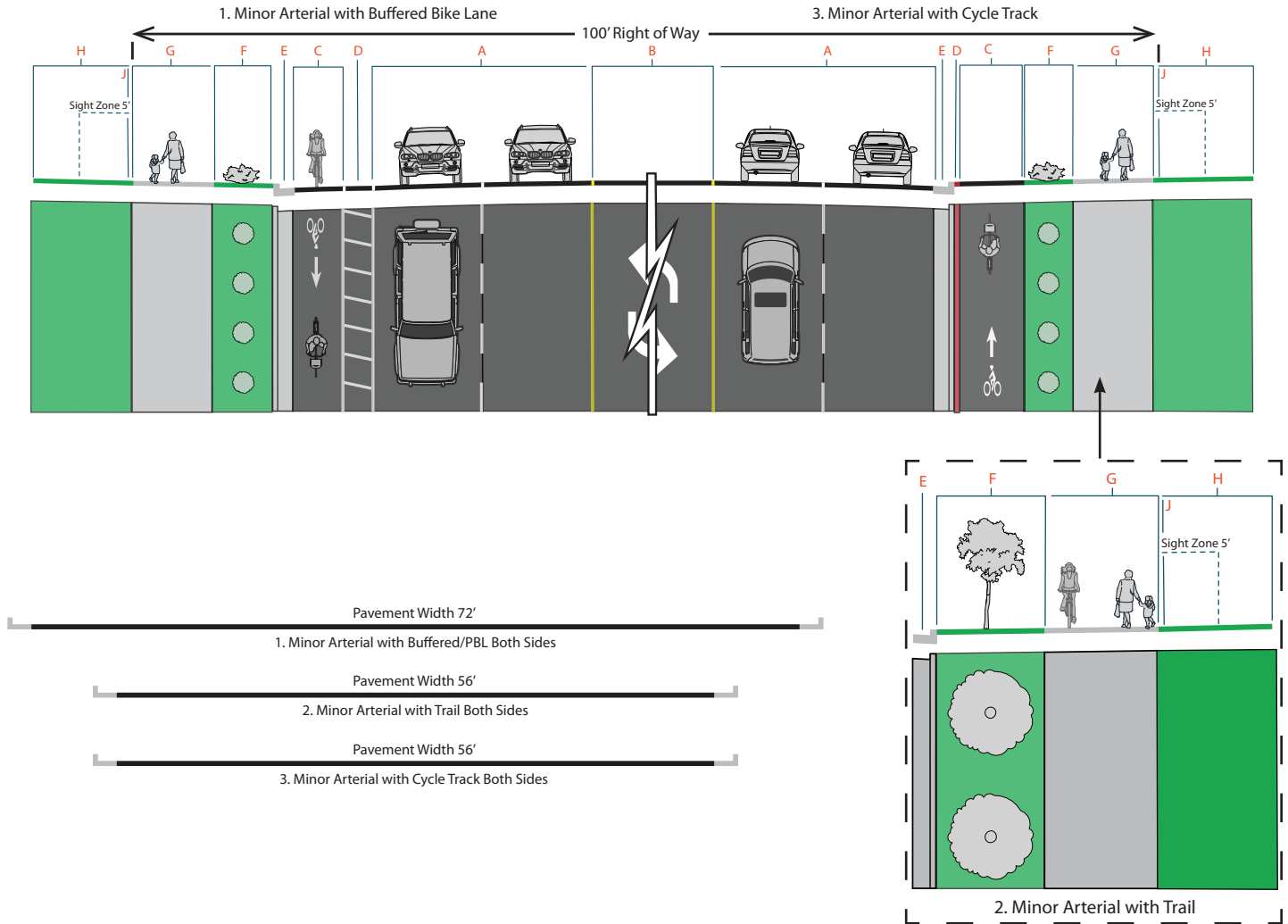
*The Sidewalk Buffer allows space for landscaping, street furniture (benches, bike, racks), and utility polls

Principal Arterial

Notes

- See Grand Junction Urbanized Area Functional Classification Map for principal arterial street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all arterial streets.
- Attached sidewalks may be approved where existing development precludes construction of detached sidewalks.
- All arterial streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is \Rightarrow 40 mph. Buffered bike lane (without vertical elements) may be acceptable when $<$ 40 mph.
- Vertical separators would only be used between intersections.
- The standard design for a street with a trail includes a 10' trail on both sides of the street. In situations where there are ROW constraints, higher bicycle demand on one side, or differing land uses on one side, an 8' sidewalk can be provided on one side with a 12' or 14' trail on the other side.
- The standard design for a street with buffered bike lanes or a cycle track includes a one-way bikeway on both sides of the street. In some contexts where land use or other constraints dictate a two-way bikeway on one side of the street can be implemented. Refer to the NACTO Urban Bikeway Design Guide and the FHWA Separated Bike Lane Planning and Design Guide for special design considerations, particularly at driveways and intersections, when designing two-way protected bikeways.
- A trail is considered multi-use for wheeled traffic and pedestrians.
- The minimum sidewalk buffer width is 7 feet for planting trees.

Minor Arterial



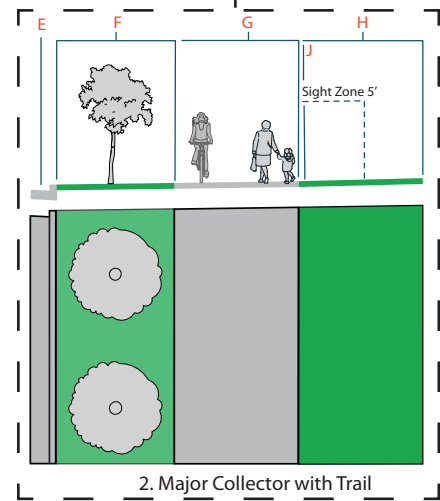
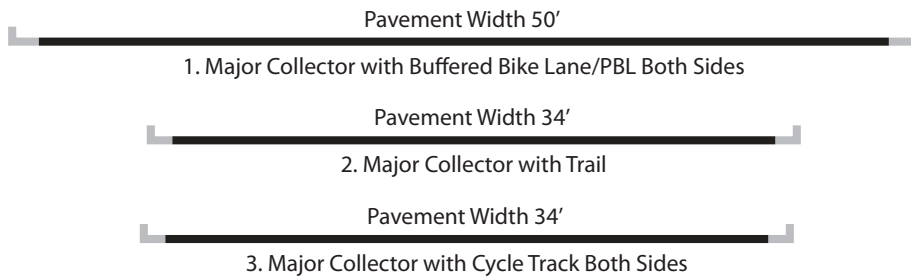
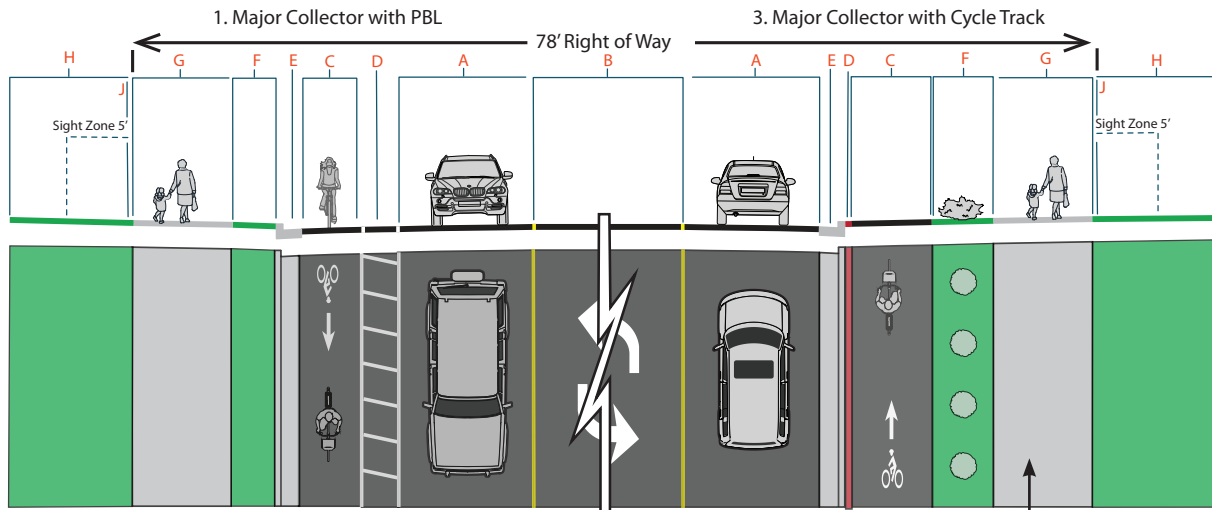
Minor Arterial ROW 100'											
Type	# of Travel Lanes	A	B	C		D	E	F	G	H	J
		Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
1. Minor Arterial with Buffered Bike Lane/ PBL	4	11	12	5		3	2	3.5	8	10	.5
2. Minor Arterial with Trail	4	11	12			0	2	9.5	10	10	.5
3. Minor Arterial with Cycle Track	4	11	12		6.5	.5	2	4.5	8	10	.5

Minor Arterial

Notes

- See Grand Junction Urbanized Area Functional Classification Map for minor arterial street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all arterial streets.
- All arterial streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Vertical separators can be added to a buffered bike lane where additional cyclist protection is deemed necessary to achieve Level of Traffic Stress standards.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is \Rightarrow 40 mph. Buffered bike lane (without vertical elements) may be acceptable when $<$ 40 mph.
- Vertical separators would only be used between intersections.
- The standard design for a street with a trail includes a 10' trail on both sides of the street. In situations where there are ROW constraints, higher bicycle demand on one side, or differing land uses on one side, an 8' sidewalk can be provided on one side with a 12' or 14' trail on the other side.
- The standard design for a street with buffered bike lanes or a cycle track includes a one-way bikeway on both sides of the street. In some contexts where land use or other constraints dictate a two-way bikeway on one side of the street can be implemented. Refer to the NACTO Urban Bikeway Design Guide and the FHWA Separated Bike Lane Planning and Design Guide for special design considerations, particularly at driveways and intersections, when designing two-way protected bikeways.
- When necessary, the two way left turn lane can be a raised median.
- The minimum sidewalk buffer width is 7 feet for planting trees.
- A trail is considered multi-use for wheeled traffic and pedestrians.

Major Collector 78' ROW ≥35 MPH



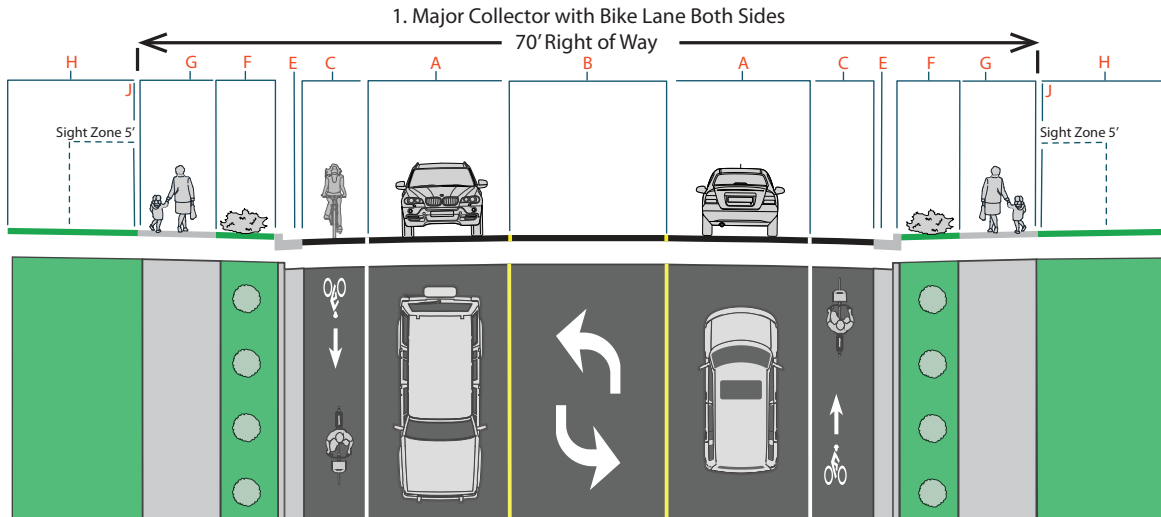
Major Collector ROW 78' ≥35MPH										
	A	B	C		D	E	F	G	H	J
Type	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
1. Major Collector with Buffered Bike Lane/PBL	11	12	5		3	2	3.5	8	10	.5
2. Major Collector with Trail	11	12	0		0	2	9.5	10	10	.5
3. Major Collector with Cycle Track	11	12		6.5	.5	2	4.5	8	10	.5

Major Collector 78' ROW ≥35 MPH

Notes

- See Grand Junction Urbanized Area Functional Classification Map for collector street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all collector streets.
- Attached sidewalks may be approved where existing development precludes construction of detached sidewalks.
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Vertical separators can be added to a buffered bike lane where additional cyclist protection is deemed necessary to achieve Level of Traffic Stress standards.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph.
- Vertical separators would only be used between intersections.
- The standard design for a street with a trail includes a 10' trail on both sides of the street. In situations where there are ROW constraints, higher bicycle demand on one side, or differing land uses on one side, an 8' sidewalk can be provided on one side with a 12' or 14' trail on the other side.
- The standard design for a street with buffered bike lanes or a cycle track includes a one-way bikeway on both sides of the street. In some contexts where land use or other constraints dictate a two-way bikeway on one side of the street can be implemented. Refer to the NACTO Urban Bikeway Design Guide and the FHWA Separated Bike Lane Planning and Design Guide for special design considerations, particularly at driveways and intersections, when designing two-way protected bikeways.
- In segments of the street where there is lower left turn demand (at low volume intersections, low volume driveways, or where there are no driveways) the center turn lane can be removed and replaced with a painted buffer between the bike lane and the travel lane to provide additional comfort to bicyclists and/or the pavement width can be narrowed and the buffer between the sidewalk and curb widened.
- The minimum sidewalk buffer width is 7 feet for planting trees.
- A trail is considered multi-use for wheeled traffic and pedestrians.

Low Speed Major Collector 70' ROW < 35MPH



Major Collector ROW 70' < 35 MPH

		A	B	C		D	E	F	G	H	J
Type	Criteria	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Frontage
1. Major Collector with Bike Lane Both Sides	<35 MPH	11	12	5		0	2	4.5	6	10	.5

Pavement Width 44'

1. Major Collector with Bike Lane Both Sides

Low Speed Major Collector 70' ROW < 35MPH

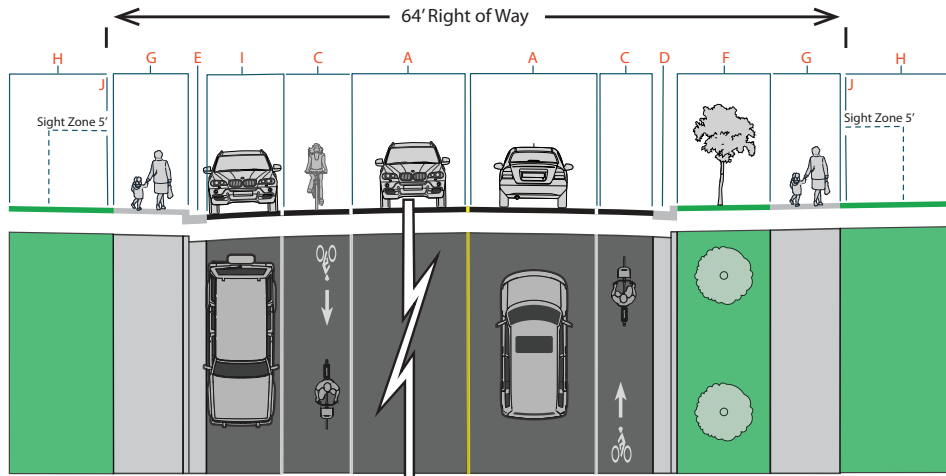
Notes

- See Grand Junction Urbanized Area Functional Classification Map for collector street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all collector streets.
- Attached sidewalks may be approved where existing development precludes construction of detached sidewalks.
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- In segments of the street where there is lower left turn demand (at low volume intersections, low volume driveways, or where there are no driveways) the center turn lane can be removed and replaced with a painted buffer between the bike lane and the travel lane to provide additional comfort to bicyclists and/or the pavement width can be narrowed and the buffer between the sidewalk and curb widened.
- If the Major Collector street corridor has a posted speed of 35 mph or higher within a mile of a particular location design may need to meet the standards of the Major Collector 78' ROW.
- The minimum sidewalk buffer width is 7 feet for planting trees.

Minor Collector

1. Minor Collector with Bike Lane and Parking and Attached Sidewalk

2. Minor Collector with Bike Lane and No Parking and Detached Sidewalk



Minor Collector ROW 64'

Minor Collector ROW 64'												
		A	B	C		D	E	F	G	H	I	J
Type	Criteria	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Parking	Frontage
1. Minor Collector with Bike Lane with Parking and Attached Sidewalk	≤30 MPH	11	0	5		0	2	0	6	14	7.5	.5
2. Minor Collector with Bike Lane No Parking and Detached Sidewalk	≤30 MPH	11	0	5		0	2	7.5	6	10	0	.5

Pavement Width 47'

1. Minor Collector with Bike Lane and Parking on Both Sides

Pavement Width 32'

2. Minor Collector with Bike Lane Both Sides (No Parking)

Minor Collector

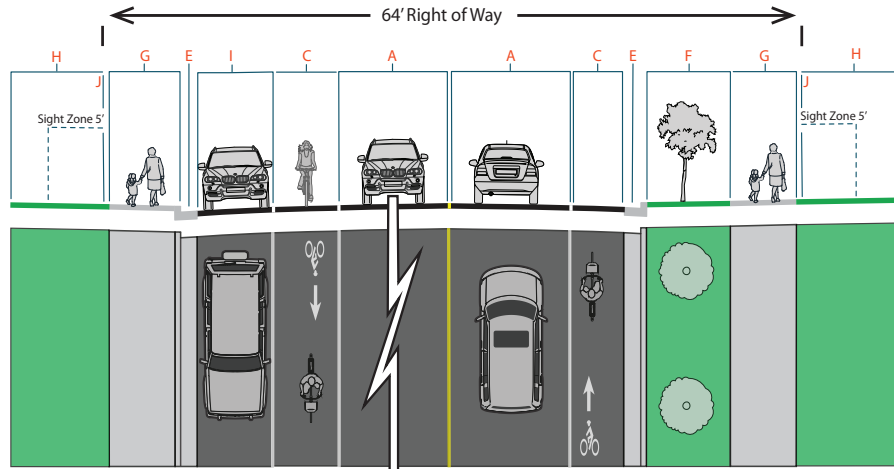
Notes

- If the street classification changes, efforts should be made maintain the facility type for the entire length of the corridor.
- See Grand Junction Urbanized Area Functional Classification Map for collector street designation.
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- When a bike lane is adjacent to a parking lane, separation may be provided between the bike lane striping and parking boundary by marking the parking spaces to mitigate conflicts by bikers with the "door zone" of parked cars.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- On Street parking may be prohibited as required to provide left turn lanes at intersections.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.

Local Commercial

1. Local Commercial with Bike Lane and Parking and Detached Sidewalk

2. Local Commercial with Bike Lane and No Parking and Attached Sidewalk



Local Commercial ROW 64'

	A	B	C	D	E	F	G	H	I	J	
Type	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Parking	Frontage
1. Local Commercial with Bike Lane with Parking and Attached Sidewalk	11	See note	5		0	2	0	6	14	7.5	.5
2. Local Commercial with Bike Lane No Parking and Detached Sidewalk	11	See note	5		0	2	7.5	6	10	0	.5

Pavement Width 47'

1. Local Commercial with Bike Lane and Parking on Both Sides

Pavement Width 32'

2. Local Commercial with Bike Lane Both Sides (No Parking)

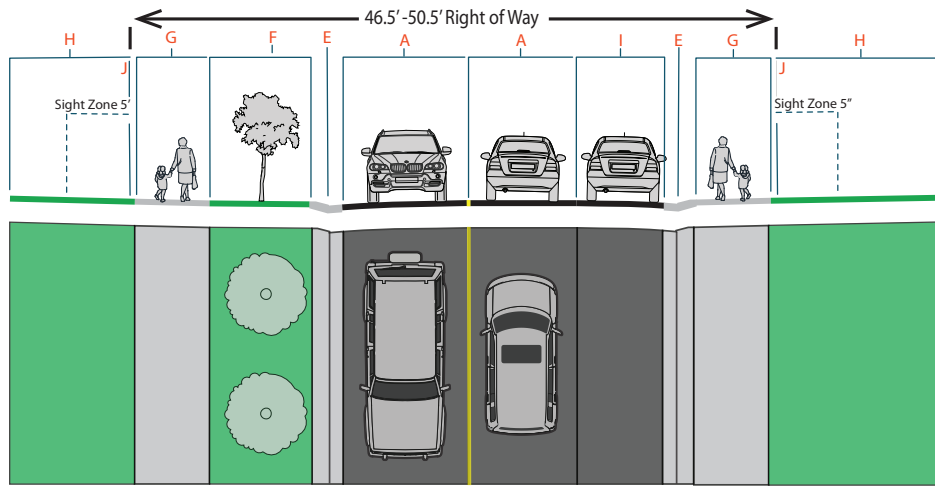
Local Commercial

Notes

- See Grand Junction Urbanized Area Functional Classification Map for collector street designation
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC). All pavement shall be designed in accordance with the AASHTO Guide for Design of Pavement Structures.
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- (On Street) parking may be prohibited as required to provide left turn lanes at intersections.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Parking may be prohibited on streets with high traffic volumes, or based on other contextual factors.
- If turn lanes are warranted, they will be 11 feet in width for right turn lanes (exclusive of the gutter pan) and 12 feet for left turn lanes.

Residential and Industrial Local Street

4. Residential with Parking One Side Attached Sidewalk



Residential Street ROW 38' - 63'

			A	E	F	G	H	I	J	
Type	Criteria	# of Travel Lanes	Travel Lanes	Drive Over Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Parking	Frontage	ROW
1. Residential No Parking Attached Sidewalk	<1000 ADT, ≤ 20 MPH	2	10	2.5	0	6	14	0	.5	38
2. Residential with Parking One Side Attached Sidewalk	<1000 ADT, ≤ 20 MPH	2	8.5	2.5	0	6	14	7	.5	42
3. Residential Attached Sidewalk	<1000 ADT, ≤ 20 MPH	2	7	2.5	0	6	14	7	.5	46
4. Residential Attached Sidewalk 1 Side Detached Sidewalk 1 Side	<1000 ADT, ≤ 20 MPH	2	8	3	4-8 One Side	6	10 and 14	7 One Side	.5	45.5-49.5
5. Residential Detached Sidewalk	<1000 ADT, ≤ 20 MPH	2	7	3	4-8	6	10	7	.5	55-63

Local Industrial ROW 53'

6. Local Industrial Attached Sidewalk		2	12	Vertical Curb 2	0	6	10	7	.5	55
---------------------------------------	--	---	----	-----------------	---	---	----	---	----	----

ROW Width 38', Pavement Width 20'

1. Residential No Parking

ROW Width 42', Pavement Width 24'

2. Residential Parking On One Side

ROW Width 46', Pavement Width 28'

3. Residential Attached Sidewalk

ROW Width 45.5-49.5', Pavement Width 23'

4. Residential Attached Sidewalk 1 Side Detached Sidewalk 1 Side

ROW Width 55'-63', Pavement Width 28'

5. Residential Detached Sidewalk

ROW Width 55', Pavement Width 38'

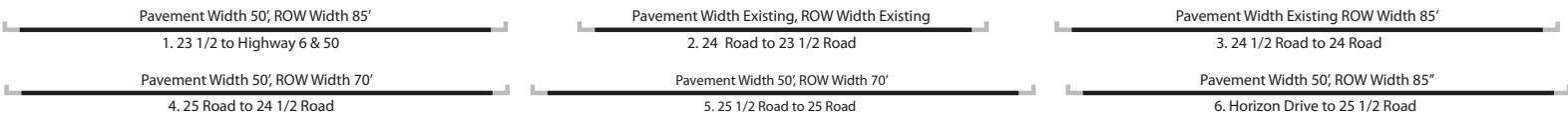
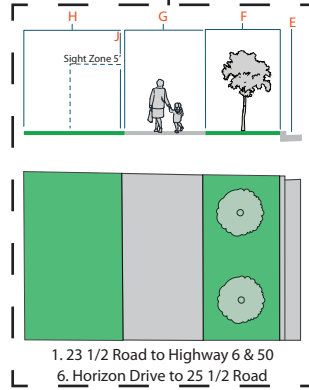
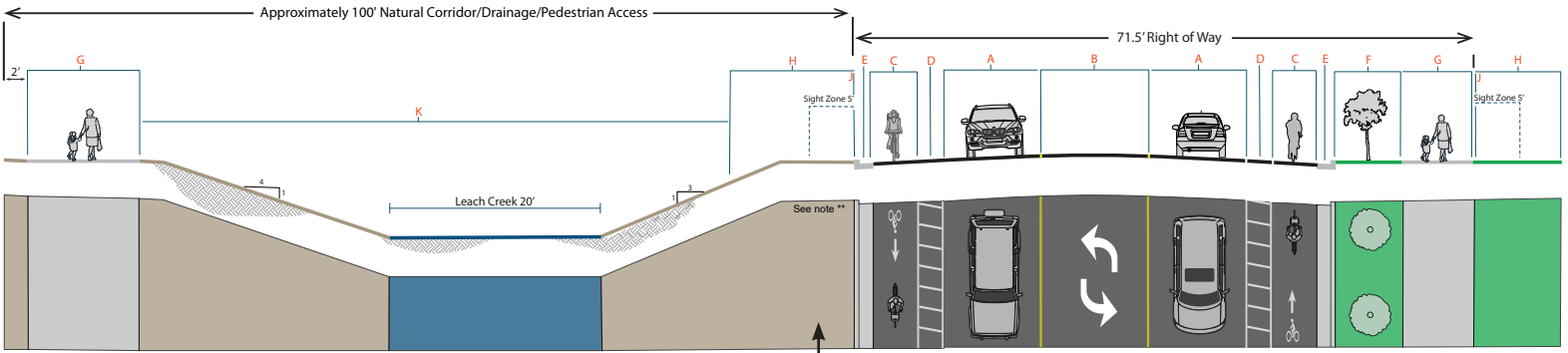
6. Local Industrial Street

Residential and Industrial Local Street

Notes

- A sidewalk can be provided on only one side of the street only if a sidewalk, trail, or pathway is located behind the houses/businesses on the side of the street without a sidewalk.
- If an attached sidewalk is included on a side of the street with no on-street parking the street must be designed for speeds of 20 mph or less and have less than 1,000 average vehicles per day.
- When parking is restricted, an off-lot parking plan (showing on-street and parking pods) is required. When density is R-4, 0.5 off lot parking spaces are required per unit, R-5 requires 1.0 space per unit, and R-8 requires 1.5 spaces per unit.
- When asphalt width is narrower than 28', a fire site plan is required demonstrating designated GJFD design apparatus can maneuver the site with on-street parking.
- Drive over curb, gutter and sidewalk shall be installed only on urban residential streets with less than 1,000 A.D.T.
- Vertical curb and gutter can be used instead of drive over, but driveway cuts must be built with the subdivision and efforts should be made to maintain grade at sidewalks.
- Street sections can be changed to include detached sidewalks using the buffer in street section 5. Right of way width will change accordingly.
- The minimum sidewalk buffer width is 7 feet for planting trees.
- An Exception Request can be considered for sidewalks under 6 ft. width within a constrained environment and/or where low volume of 10 peak hour (vehicular) trips or less can be shown and no through access is provided or planned.
- Where driveways cross detached sidewalks, sidewalks shall be 6" thick concrete for residential and 8" thick concrete for industrial.

G Road



G Road ROW 70' - 85'										
	A	B	C	D	E	F	G	H	J	K
Type	Travel Lanes	Median/ Turn Lane	Bike Lane	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Trail/ Sidewalk	Multi-Purpose Easement	Frontage	Stream Channel/ Drainage
1. 23 1/2 Road to Highway 6 & 50	11	12	5	3	2	7 minimum both sides	8 both sides	10	0.5	0
2. 24 Road to 23 1/2 Road	24 road to 23 1/2 road is newly constructed. Only requirement is to install meandering sidewalk, along the North side of 24 road to 23 3/4 road mimicking the sidewalk to the west.									
3. 24 1/2 Road to 24 Road	Newly Constructed						Existing on North, 12 on South side of Leach Creek see note*	14 South 10 North	0.5	20' stream channel with 4:1 slope on non-roadway side and 3:1 on roadway side

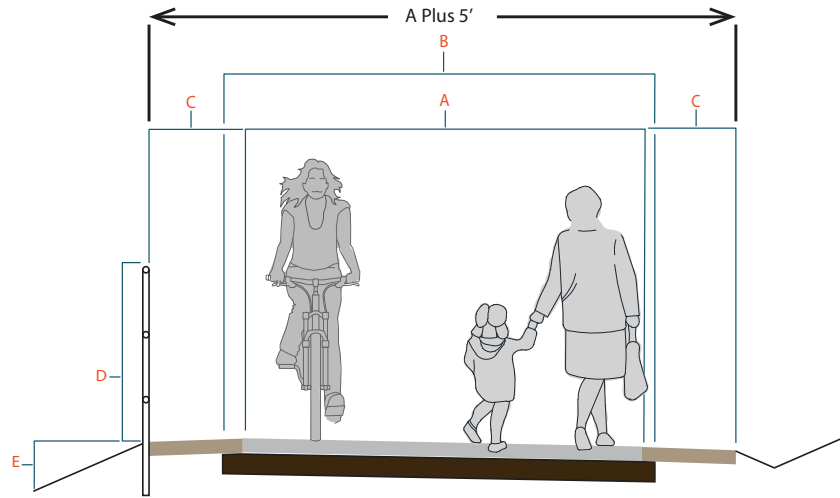
G Road

G Road ROW 70' - 85'										
	A	B	C	D	E	F	G	H	J	K
Type	Travel Lanes	Median/ Turn Lane	Bike Lane	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Trail/ Sidewalk	Multi-Purpose Easement	Frontage	Stream Channel/ Drainage
4. 25 Road to 24 1/2 Road	11	12	5	3	2	7 minimum North side	8 on North side, 12 on the South side, of Leach Creek.	14 South 10 North	0.5	20' stream channel with 4:1 slope on non-roadway side and 3:1 on roadway side
5. 25 1/2 Road to 25 Road	11	12	5	3	2	7 minimum North side	8 on North side, 12 along Leach Creek	14 South 10 North	0.5	Developable land
6. Horizon Drive to 25 1/2 Road	11	12	5	3	2	7 minimum both sides	8 both sides	10	0.5	0

Notes

- G Road is classified as a minor arterial but will be built to a modified major collector section as depicted herein.
- Vertical curbs, gutters and sidewalks are required on both sides of all collector streets
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- From 23 1/2 road to Highway 6 & 50, the ditch along the North side will need to be piped.
- 24 road to 23 1/2 road is existing. Only requirement is to install meandering sidewalks, along the North side of 24 road to 23 3/4 road mimicking the sidewalk to the west.
- 25 1/2 to 25 has developable ground in place of the channel.
- As ROW varies in G road segments so does the width of the vegetated buffer.
- The trail on the South side of Leach Creek is part of the active transportation corridor.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph or a parallel trail with a width of 10 feet or more is provided.
- * At approximately 24 1/4 road Leach Creek moves South, the detached sidewalk is required on the South side of G road.
- ** Where Leach Creek is adjacent to G Road, the south right of right-of-way line shall be established 6" north of the top of the bank.

Trail/Pathway



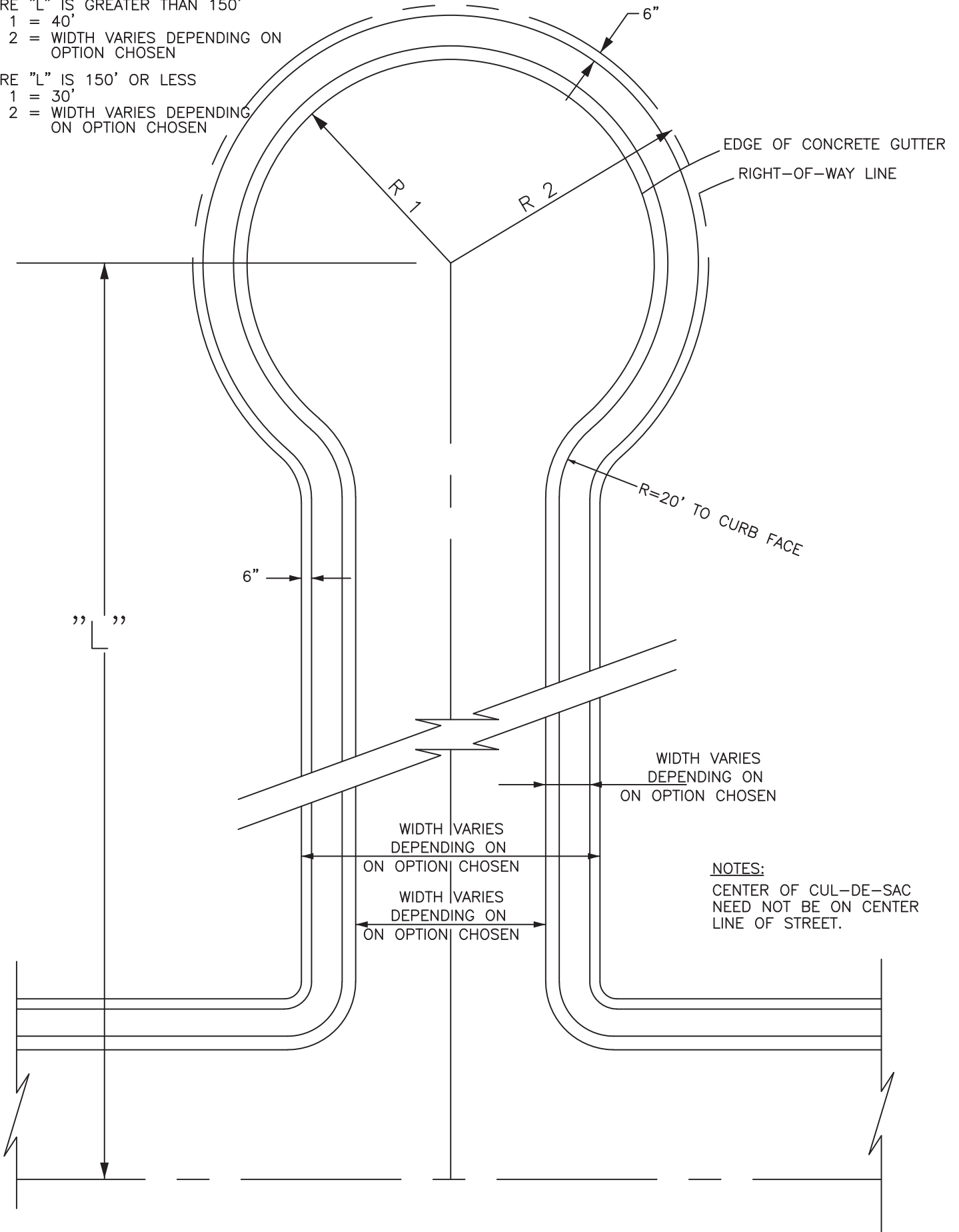
Trail/Pathway					
		A	B	C	D
Type	Ownership	Width	Subgrade/Base Width	Shoulder	Railing
Trail	Right of Way, Tract, or Public Easement	Varies	Width of Trail + 12"	2.5 Base Course or Landscaping	42" High
Pathway	HOA Tract with Public Easement	6	7	2.5 Base Course or Landscaping	42" High

Notes

- A Trail/Pathway shall be designed in accordance with the AASHTO "Guide for the Development of Bicycle Facilities" current edition.
- A minimum width of 8' may be allowed were physical constraints preclude the standard width.
- Trail/pathway has a maximum slope of 2%.
- Shoulder has a max slope of 6:1.
- Where slopes exceed 3:1 and $E > 2'$ a railing is required.
- Drainage should be designed for 2 year storm.
- If the trail/pathway is along an Active Transportation Corridor or is near a high volume destination like a school or hospital, a 12 foot width may be required to meet demand and mitigate conflicts between bicyclists and pedestrians..
- Refer to Zoning and Development Code for fencing requirements.
- Trails/pathway shall be a minimum of 4" of concrete on 6" of class 6 base course on 6" of reconditioned subgrade.

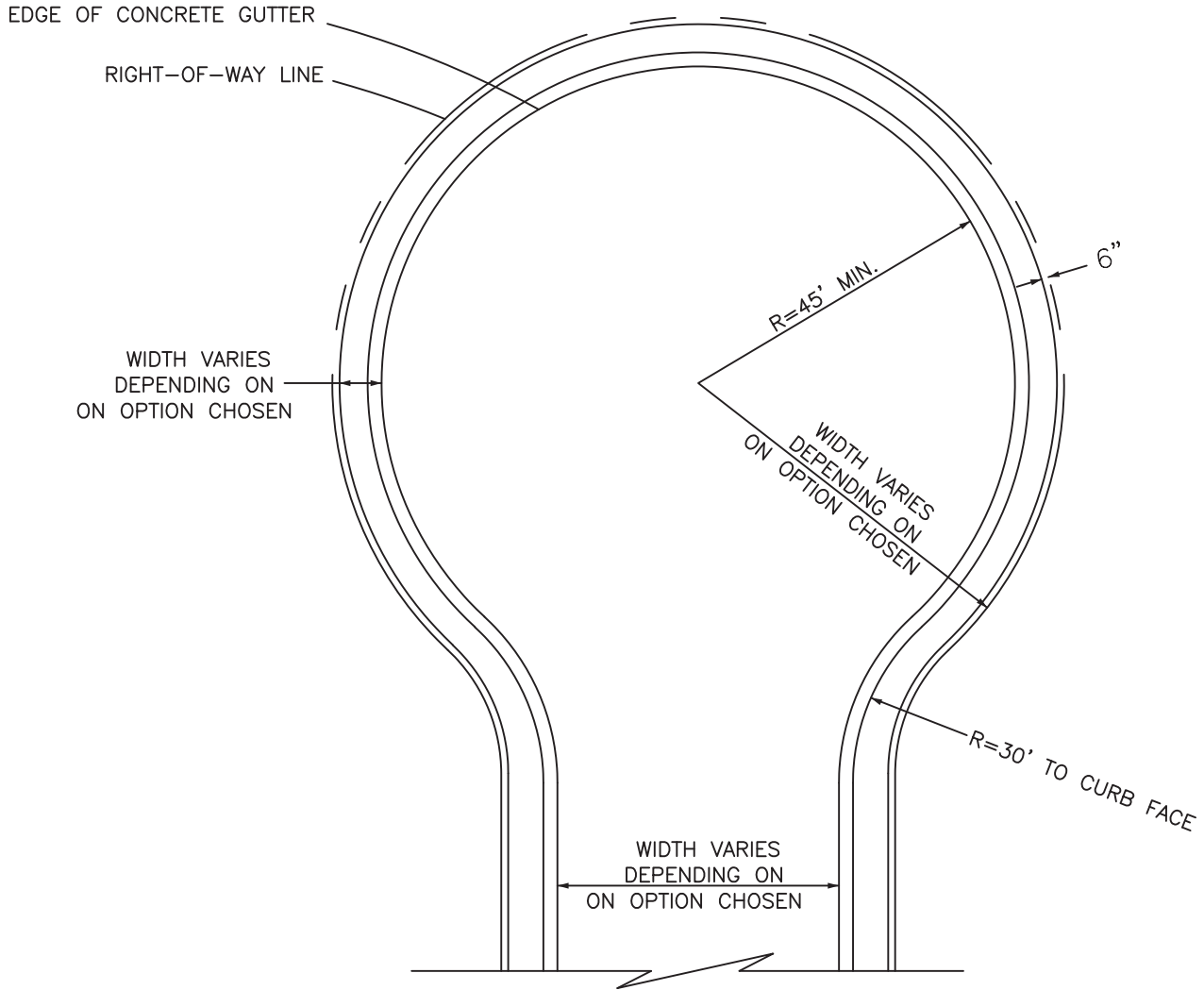
WHERE "L" IS GREATER THAN 150'
 R 1 = 40'
 R 2 = WIDTH VARIES DEPENDING ON
 OPTION CHOSEN

WHERE "L" IS 150' OR LESS
 R 1 = 30'
 R 2 = WIDTH VARIES DEPENDING
 ON OPTION CHOSEN

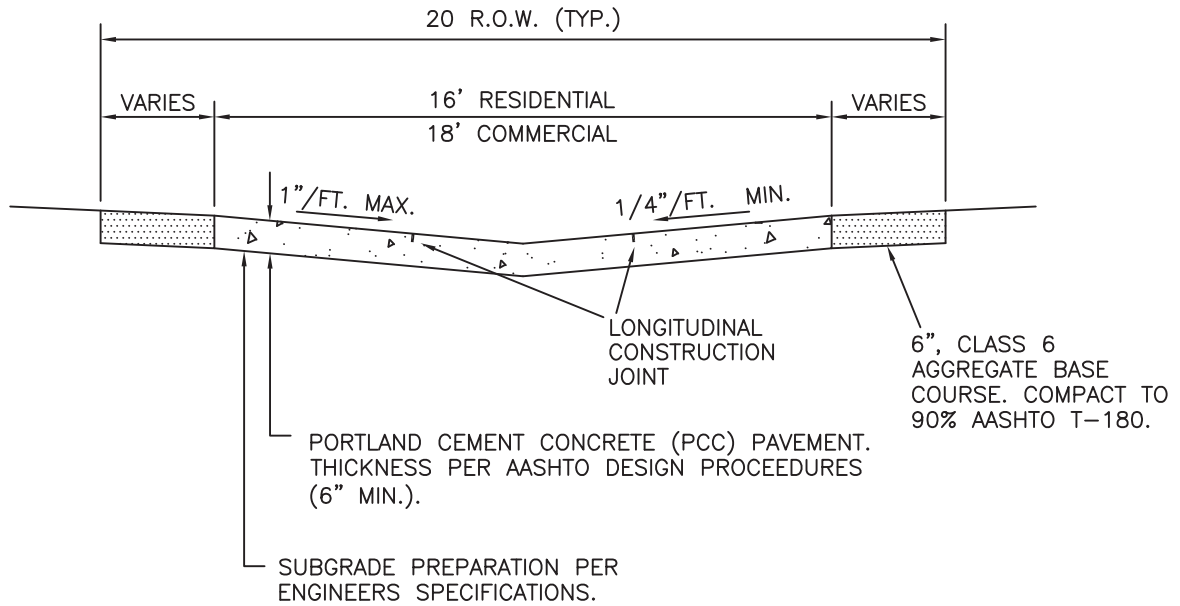


CUL-DE-SAC TURN AROUND - RESIDENTIAL COURT

NOTES:
CENTER OF CUL-DE-SAC
NEED NOT BE ON CENTER
LINE OF STREET.



CUL-DE-SAC TURN AROUND - MIN. DIMENSIONS - COMMERCIAL/INDUSTRIAL COURT



THE NOTES BELOW PERTAIN TO THE STANDARD CONTRACT DOCUMENTS FOR CAPITAL IMPROVEMENTS CONSTRUCTION:

- ① SAW CUT LONGITUDINAL CONTRACTION JOINTS SPACED AT 1/3 PAVEMENT WIDTH. (SEE DETAIL ON PAGE C-29)
- ② SAW CUT TRANSVERSE CONTRACTION JOINTS AT 10' SPACING (SEE DETAIL ON PAGE C-29)
- ③ SEE PAGE C-06 FOR EXPANSION JOINT SPACING.
- ④ ALL EXPANSION AND CONTRACTION JOINTS SHALL BE SEALED IN ACCORDANCE WITH DETAILS ON PAGE C-28.
- ⑤ PCC PAVEMENT SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.

ALLEY

PEDESTRIAN & BICYCLE ANALYSIS WORKSHEET

IMPACTED PEDESTRIAN & BICYCLE FACILITIES

Question	Yes/No	If answered YES, please describe.	Identify mitigations (where applicable)
Does the proposed land use change existing pedestrian or bicycle facilities?			
Is the land use on or adjacent to a proposed bicycle facility identified in the Pedestrian & Bicycle Plan?			
Does the project conflict with a proposed bicycle facility identified in the Pedestrian & Bicycle Plan?			
Is the site within an existing or proposed shared micromobility zone? If so, does the site plan include dedicated space for storage of shared bicycles and scooters?			
Is the project within an overlay zone? If so does it comply with pedestrian and bicycle elements of the overlay zone?			

DATE:

TRANSPORTATION PLANNER/ENGINEER:

APPLICATION
Transportation Engineering Design Standards (TEDS) Exception
Request

City File No.: TED- _____ (To be filled in by City Staff)

Project: _____

Site Address: _____

Applicant: _____

Representative: _____

Date: _____

Parent Project:

Project Name: _____

City File No.: _____

1. Referenced chapter in TEDS and a brief description of the request(s)

Request #1 -

Request #2 -

Request #3 -

2. Site Description

REQUEST #1 -

A. Description:

B. Exception Considerations

1. How will the exception affect safety?

2. Have other alternatives been considered that would meet the standard?
3. Has the proposed design been used in other areas?
4. Will the exception require CDOT or FHWA coordination?
5. Is this a one-time exception or a request to change the TEDS manual?

REQUEST #2 -

A. Description:

B. Exception Considerations

1. How will the exception affect safety?
2. Have other alternatives been considered that would meet the standard?
3. Has the proposed design been used in other areas?
4. Will the exception require CDOT or FHWA coordination?
5. Is this a one-time exception or a request to change the TEDS manual?

REQUEST #3 -

A. Description:

B. Exception Considerations

1. How will the exception affect safety?

2. Have other alternatives been considered that would meet the standard?
3. Has the proposed design been used in other areas?
4. Will the exception require CDOT or FHWA coordination?
5. Is this a one-time exception or a request to change the TEDS manual?

APPLICATION INSTRUCTIONS

Transportation Engineering Design Standards (TEDS) Exception Request

Submit the application and associated drawings, in electronic format, using the following instructions.

City File No.: _____ (To be filled in by City Staff)

Project: _____ Fill in all lines in this section unless otherwise noted

Site Address: _____

Applicant: _____

Representative: _____

Date: _____

Parent Project:

Project Name: _____

City File No.: _____

1. Referenced chapter in TEDS and a brief description of the request(s)

Cite the section of TEDS for which the exception is being sought and briefly state what the request is. Examples are shown below:

Request #1 - Chapter 29.12.040 - Allow backing into the right of way

Request #2 - Chapter 29.20.060(b)- Reduce the centerline radius of a street

Request #3 - Chapter -.

2. Site Description

Describe the site in detail as necessary to explain the project and the TEDS exception request(s). Include a description of surrounding properties and access points when necessary. There should be plenty of detail in this section. Better to include too much than not enough.

Include pictures and drawings as necessary. NOTE: aerial pictures from the City's GIS system, including contours, can be copied and pasted into the document. www.gjcity.org

For each TEDS exception request, please complete A and B below

REQUEST #1

A. Description

Describe the request in detail using the applicable section(s) of the TEDS. Why should this request be granted? What does it do for the project? Describe problems created by not granting the TEDS exception; Why can't the TEDS requirement be met? Describe benefits created by granting the TEDS exception.

B. Exception Considerations

1. How will the exception affect safety?
Do you believe the exception will compromise safety? If not, explain why and be specific.
2. Have other alternatives been considered that would meet the standard?
Show as many alternatives as possible including those that meet TEDS. This is critical. Think out of the box. The committee will ask questions like "Can they buy an adjoining parcel and design it to meet TEDS requirements?"

Include pictures and drawings.

Any applications submitted without examples will be returned. Only in rare instances are there requests that don't have alternatives.

3. Has the proposed design been used in other areas?
Describe how this request has been used in other areas; here or in other locales. Be sure to describe the advantages or disadvantages seen in these areas. Pictures and drawings would be helpful.
4. Will the exception require CDOT or FHWA coordination?
"No" or "Yes" and a description of what the agency will be looking for.
5. Is this a one-time exception or a request to change the TEDS manual?
Explain if this is a one-time exception or if you think the TEDS manual should be modified to allow this request permanently.

REQUEST #2 –Provide complete information for each request as shown for REQUEST #1 above.

**TRANSPORTATION IMPACT STUDY
BASE ASSUMPTIONS**

Project Information				
Project Name				
Project Location				
TIS Assumptions				
Study Area Boundaries	North:		South:	
	East:		West:	
Study Years				
Future Traffic Growth Rate				
Study Intersections	1.All Access Drives		2.	
	3.		4.	
	5.		6.	
	7.		8.	
Time Period For Study	AM	PM	Sat Noon	
Trip Generation Rates				
Trip Adjustment Factors	Pass by:		Captive Market:	
Overall Trip Distribution	North	South	East	West
Mode Split Assumptions				
Committed Roadway Improvements				
Other Traffic Studies				
Areas Requiring Special Study				

DATE:

TRANSPORTATION ENGINEER:



City of Grand Junction Community Development Department,

Thank you for the opportunity to comment on the proposed TEDS revision. We greatly appreciate the extension of the original public comment period, which provided valuable time to formulate constructive feedback in support of the highest quality outcome for the public.

We commend the department's efforts to create increased flexibility in the plan, modernize standards, and implement the bike and pedestrian plan.

As representatives of the Grand Junction Area Realtors Association and Housing and Building Association of Western Colorado, we represent a coalition of over 300 design, engineering, and development professionals and over 900 real estate professionals collectively employing thousands of local citizens.

We're confident that the inclusion of technical expertise informed by this depth of experience will help guide adoption of a plan that functions as intended in fully implementing the core values identified through the planning process. It is our shared vision to facilitate the enactment of standards consistent with the spirit of those guiding principles.

After our initial review, we've prepared comments on a number of items in the current TEDS draft as practical considerations that would fortify the plan, protect against the potential for unforeseen consequences, and ultimately ensure successful implementation for the benefit of our present and future community.

We place particular emphasis on three elements of the draft TEDS plan:

- Right of Way Size Regulations, Parameters, and Variances
- Minimum Access Standards
- Traffic Study Requirements

Two additional elements also warrant consideration:

- Pathway Illumination Standards
- Sidewalk Specification Requirements

The proposed form of each of these elements reflects efforts to achieve commendable goals, but also presents concerns of technical feasibility, outcomes counter to the identified values, and negative impacts on housing affordability.

In each instance, our comments identify alternatives or the need for further clarity to address these concerns while preserving the original ambition of the goals.

Public Comments

Right of Way Size Regulations, Parameters, and Variances

Concerns

- Reduces quantity of land available for the creation of housing inventory, which will increase costs, decrease density, and contribute to sprawl with traffic and commuter impacts.
- Although we appreciate the flexibility provided by the several potential variances, their use would essentially shift interior boundaries.
- Implementing this standard is impractical in scope and lacks technical feasibility. Implementation in existing, developed corridors would require substantial and costly land acquisitions, particularly for infill, and will reduce existing housing inventory.

Comment

- We would like to see further review of the right of way requirements in consideration of emerging trends, as this proposal would benefit from clarity and data benchmarked to standards, impacts, and outcomes adopted by comparable communities.

Minimum Access Standards

Concerns

- These standards need general clarification regarding the definition of minimum access and what specifications are required to meet the stated goal of connectivity.

Comment

- Additional technical clarity is required, and references to similar levels of required access in comparable jurisdictions would serve as a useful point of reference.
- For most infrastructure development, there is a tier based system to determine the size of streets, waterlines, etc. A tier based system should also be established for pathways based on the size of the development, particularly in areas where connectivity is already achieved and secondary access has been established for fire vehicles.

Public Comments (continued)

Traffic Study Requirements

Concerns

- The proposed requirement for traffic impact studies (TIS) of developments that generate between 10 and 99 ADUs is needlessly low, and the lower threshold of 10 peak hour trips could easily be achieved by a single home with one house multiple drivers or bicyclists, which will increase development costs and decrease affordability.

Comment

- The current traffic study requirements in the existing TEDS should be maintained, but with an addendum for estimating impacts to bicycle and pedestrian traffic. This would incorporate bike and pedestrian considerations while mitigating higher costs.

Pathway Illumination Standards

Concerns

- The draft proposes an uncommon management structure in which responsibilities are assigned to HOAs, private development, or not defined clearly.
- HOAs are unlikely to reliably manage illumination, while assigning responsibility to development in perpetuity is unusual and exceeds the role of private development.
- This structure is likely to create an inconsistent variety of lighting types and specifications.

Comment

- Apply the current system for local street lighting to pathway illumination to ensure reliability, simplicity, and consistency in type of lighting.

Public Comments (continued)

Sidewalk Specifications

Concerns

- The proposed standard requiring sidewalks 6 feet in width and on both sides of the street will remove excessive amounts of already limited land available for the creation of housing inventory, with minimal additional utility for multimodal usage.

Comment

- The six foot sidewalk requirement should be modified to be required only at higher vehicular volumes and on only one side of the street, with an emphasis on connectivity. This will lower costs in the creation of housing and also the City's long-term maintenance costs, leading to the creation of more affordable housing stock while still accommodating multimodal usage.

Additional Feedback

The incorporation of this professional feedback will meaningfully improve the quality of the plan thanks to your gracious extension. That said, TEDS is a complex document that has not undergone a revision for many years, and the outcome would benefit from further review and refinement. We understand it may be challenging but with a plan of this magnitude, it's worth taking the extra time to get it right. We appreciate your collaboration to date, but respectfully request that you consider additional time for review.

If this additional time is granted, it will allow our professional community to provide several and more thorough contributions.. For example, we would:

- Explore how the new proposed standards complement or conflict with the latest trends in context-based development.
- Investigate experimentations and comparative models underway in front range communities that have already or previously incorporated multimodal uses and other additional values into their roadways and systems, so as for our Grand Junction to benefit from the best available data and practices as we tailor the right variables for our own community.

Additionally, we suggest that it would be mutually beneficial to convene a workshop between city staff and industry practitioners to further discuss our comments and opportunities to refine these standards.

Thank you again for offering these feedback opportunities to date. Please don't hesitate to contact our team with any questions, and we would be happy to serve as a resource throughout the remainder of the process.

We look forward to your response, and thank you for your consideration.

Submitted on behalf of the Grand Junction Area Realtors Association and Housing and Building Association of Western Colorado

The following are comments compiled and received by the City via email from the development community and interested parties.

From Keith Ehlers on 6-29-23 via email

I've shared this with a few of you in conversation recently, but I hadn't done so in writing yet so here it is. The top two items at this stage that I'd like to see further vetting for in regards to the draft TEDs manual are:

1. Current development impact fees were influenced by the calculated cost of the existing cross sections and improvement requirements for roads, BUT if the new TEDS manual gets adopted before any responsible vetting of the additional cost implications of the expanded improvements being required is completed the TIF fees will automatically be out of alignment with every calculation that went into the 2019 nexus study and ultimately guided the impact fee implementation schedule that was approved by council and is utilized by the city manager and public works for budgetary planning. There are repeated comments about concern that the impact fees are currently only 75% of what is needed (based on the cost assessment of existing road cross sections), but the adoption of this TEDS policy would amplify the related budget shortfall. Can someone discuss this issue with me in detail please to help me understand what the thinking is and educate me on anything I may be missing?
2. If the new cross sections are consuming more right of way and requiring a detachment of sidewalks away from the vehicular activity then do we still need the same level of expensive landscape strips, buffers, and screening requirements that we currently require in our code? Perhaps there is a trade-off to be found here in which the private property owner may have to give up more land for ROW, but gets that's developable ground back through the relief of required landscape strips wherever detached walks are required since they inherently create a landscape strip between the roadway and the sidewalk. Does this question get addressed in the code update project or the TEDS project?

Thanks for your time on this.

-Keith

From Kevin Bray on 6-14-23

Rick, Trent, and Dave,

I like the idea of a drive lane that accommodates 2 way traffic. Its traffic calming and also keeps the space available for the fire trucks. I'm not sure I totally understand Fire's need for a second access. I thought we designed streets to have two firetrucks drive by each other at the same time. In that case one can be dropping a hose while the other is passing to drop the next. The 2nd access, if it was a path, would not need to be 20' width because there is not a hydrant or a home to service from that so whatever emergency vehicle would use it would then dump onto the residential road that had the proper width for the above scenario to unfold. Maybe you have a better explanation but I thought it would be a good trade-off if we are going to do a path(700' block rule) connection this should allow us to have some flexibility on longer cul-de-sacs and meeting second access requirements. In the example below, you can see that the drive lane is intended for two way traffic but I think it would/may require queuing. The presentation also brings up some good points about reducing the amount of asphalt/concrete that must be maintained.

For a good example of context-based multimodal street design I think the section of Mariposa that goes through residential neighborhood is a good example. A joint drive lane that does not have a middle stripe, allows for parking on the sides, and when pedestrians are in the street there is no psychological resistance to crossing the centerline and giving peds and bikers a wide space. I don't think that design is necessarily the best for mariposa as it serves very few residential homes and has a high design speed and more of a collector context, however, this was a practical and cost-effective approach to providing some traffic calming and mitigating uncomfortable ped/bike/car relationship. Notice the local residential Pleateau drive is 35' wide and has many private signs up and down the street "Kids at play" "please slow down". I think we have an opportunity to explore whether sidewalks in residential neighborhoods create safety or if they create a contextual assumption that people are on the side, and the drivelane is a speedway for cars. We all grew up on streets with no sidewalks or narrow sidewalks. We played football and basketball in them, we rode our bikes in them, we walk in them comfortably. Is it possible that the separation is the problem? The street I live on is full 44' with sidewalk on both sides, its over 1,000' long with more lots than are currently allowed in a dead-end cul-de-sac. There is very little traffic but the cars that come through there are usually doing mach 10. It's a design issue. We should build neighborhoods that people drive through like campgrounds.

Also, see his email with embedded photos and a powerpoint presentation.

From Kevin Bray on 7-17-23

Thanks Rick, I did hear Steve address the fire truck need in a roundtable I attended. Steve did a pretty thorough job and articulated well the need for the two lanes which I understand. I think the path would qualify as its not intended or needed to

provide the ability for two trucks to pass. I think you can come to the same conclusion or get with Steve if you need to. My comment is only to provide flexibility where it makes sense and can save the City and the consumer unnecessary costs.

From Mark Austin on 7-13-23

TEDS Plan Comments from ACG:

1. This is just a general comment, but the Ped and Bike Plan is now significantly impacting the cost for projects. The concern I have is the vast majority of “input” and involvement on this plan was provided from the bicycle community and was it really a representation of the entire community? The bicycle community just scored a huge win because they really aren’t having to pay for any of these improvements. It would seem to me that before fully embracing this Bike and Ped Plan, there needs to be a cost analysis study to determine the cost to implement this plan and method that funds the construction and maintenance of the plan. The reality is the City is the agency that is ultimately going to have to pay for these improvements because the vast majority are on collector-type streets. If the community really wants to fully embrace this plan, they must also provide the funding to do it. This is really no different than what the City just did for the Rec Center. All of the planning documents and “surveys” from the community said they wanted a Rec Center. However, the City didn’t move forward with this until there was a way to pay for it. Why isn’t this same approach being taken for the Bike and Ped plan?
2. Section 29.08.030 – 1st Paragraph, last sentence and Paragraph 2. This should state 100 PEAK HOUR trips, not 100 trips (this would be 10 houses).
3. Section 29.12.040, part B. A maximum of 4 parking spaces without an island is unrealistic, or even 8 spaces. Why is a landscape island needed in an alley? This is not the place for a landscape island. Please look at the Catholic Outreach projects along alleys in the 200 and 300 blocks south of Ute. Also look at 951 Main Street.
4. I’m concerned all of the new street sections and various ROW widths will be difficult to determine when and how much additional ROW a site plan approval project must dedicate. For the most part, most of the existing commercial lots already have curb and gutter along them and are generally located along a street that is a collector street and above. When the site wants to develop, is the City now going to require additional ROW dedication along these streets and then require the sidewalks for instance to be detached? Maybe this isn’t an

issue for the sidewalk because it's a collector street, but which ROW section for a collector street will the developer have to follow? If it's up to them, it will be the one that has to give up the least amount of ROW.

5. The TIS requirement to do for Bike and Ped analysis is silly. Most of the streets and sidewalks don't have much ped or bike traffic, so why are we trying to measure this? It isn't going to tell anyone anything and what is going to be the basis to project future bike and ped usage? All this does is cost projects another \$2,000 for traffic study consultants that provides no real useful information. Every question on this checklist can be answered by the City's development engineer.
6. I can assure you the general public will use the Ped and Bike Analysis Worksheet to oppose every project that has a ped or bike facility along a collector roadway. A good example is the C-1/2 Road Gravel Pit. This project is currently pushed out by the Planning Commission because of the neighbors' complaints about inadequate bike and ped routes on C-1/2 Road. I can assure you the public will use the "stress" table maps to push their point once they understand how much this bike and ped plan drives the level of improvements required for a project approval.
7. Every project that has opposition will always raise the concerns that their roadways are too congested and can't handle the additional traffic, and the kids playing in the streets will be killed from the additional traffic generated by the proposed development. At least with a Traffic Study you can use ADT numbers to show the street has additional capacity to handle the development, but even with a Stamped Traffic Report, Planning Commission members will cave on this with enough public opposition at a hearing. Now you are going to have to say that it's ok that the kids playing in the street can't walk safely without a sidewalk and a bicycle can't travel down the road safely without having more pavement. We are setting ourselves up to get killed in public hearings, and the City will be the one getting yelled at because the streets are collectors.
8. Requiring individual lighting plans for all streets is another \$1,500 burden on EVERY SINGLE PROJECT. All that needs to be done is do the lighting analysis for the various street sections and you should be able to determine a "typical" light pole spacing to provide the lighting levels needed. This is even more ridiculous because Xcel Energy is the one providing and installing the light types and I seriously doubt they check to make sure the lighting analysis light fixture details and deflectors match the equipment they install and maintain. This is just not a realistic expectation.
9. Section 29.20.030 Providing pedestrian lighting on all ped paths and trails is extremely expensive for all projects.

10. Expecting HOA's to maintain pedestrian level lighting in subdivision projects is unrealistic. They can barely handle getting irrigation water to their homeowners, now you want to have them maintain and operate pedestrian level lights for the entire public to use on their property and they are the ones that have to pay for them? This makes no sense. If the lights are provided, they need to be turned over to the City to maintain and operate, just like the lights along the street. Pedestrian and Bike trails are now considered "multi-modal" and therefore they should be treated just like a public street lighting system for vehicles.
11. It would seem to me the street options need to include the low stress vs high stress design requirements from the ped and bike plan. I still don't know what that means, but from what I understand, we have to now assess the Bike and Ped plan to determine the stress level, which then drives the required sections required.
12. I was not part of the ped and bike plan, but how did the low stress vs high street analysis in the bike and ped plan get developed? This level of stress analysis is now significantly impacting the cost to develop street sections, and most of these street sections are paid for by the City through taxes. Has anyone thought about how this is really going to be paid for?
13. Section 29.20.060 (c)– Bulb outs. Just about every local street section has street parking. Does this now mean that bulb outs are now required at every intersection on local streets?
14. Section 29.20.070 (B)– Why can't this be a 2% to 2%? Requiring vertical curves at Stop Control intersections is ridiculous. Anyone driving across a typical crowned street drives up and down a 2% crown all the time without a safety issue. All the vertical curve does is create complexities in construction that aren't needed.
15. Private driveway access locations should not be restricted to a maximum 4% grade.
16. Section 29.20.210/ 29.28.250 – Traffic Calming. The City enforced this in the mid 2000 with chokers and tabletops in subdivisions. The reality is these really didn't do anything and so over time, this "requirement" went away. Is it now back? Did we not learn anything from the last time this was required?
17. G Road Section – 70-ft ROW. Why is it acceptable for G Road to have a narrower Bike Lane but it's not acceptable for a Low-Speed Collector road, or

even a local commercial street or lower volume local streets?

18. Two Way Shared Use off Street Path – I'm not seeing where dimension E, slope information, is defined?
19. Two Way Shared Use Paths – Canyonview park has multiple 8-ft paths and is highly used in the community. These paths typically don't have 2-ft gravel shoulders, but some paths have a 3-ft soft surface path for people who don't want to walk on hard surfaces. Several of the paths have no shoulder and transition into the adjacent grass. Why isn't this an acceptable section for everyone else?
20. What is driving the requirement that all paths have to be concrete? Again, Canyonview has several soft surface paths and in many locations, such as Redlands 360, concrete paths are not practical in open space areas.

From Ron Abeloe on 7-14-23

To: Trent Prall

Rick Doris

Thank you for the presentations of the proposed update of the TEDS along with the opportunity to provide comments from a Land Development and Housing Provider perspective.

My comments are mostly focused around the multimodal, Bike and Ped portions of the update. These portions of the update will add thousands of dollars of additional cost to each new housing unit that is produced under these proposed standards. That alone is not a reason to not propose them if the proposal eliminates a serious safety issue that is resulting in high numbers of injury or death.

It is however a reason to gather the information and statistics to support not only the new standards but also where they are warranted based on the significantly negative impact they will have on all new housing types.

Increasing new housing costs drives additional inflationary pressure on new home prices to the consumer. More troubling than this is the fact that new home price inflation is tied directly to increased prices on lower cost housing units as well. New home prices move in tandem with all other housing groups as a rule. These lower priced housing units are what the lower income level buyers and renters are using for shelter. These units are our work force housing stock.

Based on these facts it seems very important to take the time to identify where these new standards will have a safety impact large enough to warrant the significant negative impacts on housing prices, and where they will only serve to increase costs without much benefit.

In addition, adding concrete and asphalt in places where it is not necessary seems environmentally irresponsible and inefficient for future City Maintenance as well as the development itself. Considering the amount of carbon needed to produce concrete and asphalt along with the significant heat generated year after year for every additional square foot of these surfaces that are required to be installed, it seems prudent to make sure that it is truly needed.

I have heard the term quality of life or a more comfortable experience when referring to these improvements, I would ask you to keep in mind that there are few quality-of-life issues that are more important than being able to provide housing for yourself and your loved ones, and it is quite an uncomfortable experience when you can't afford to do that.

From Ron Abeloe on 7-17-23

Rick I wanted to backup our conversation on the costs associated with the TEDS update, specifically the requirement for 6 foot wide sidewalks in new residential subdivisions. I am estimating that on a 60 foot wide lot this will add approximately \$2,000.00 of cost to each lot. This cost is being proposed without any compelling reason to do so. The pedestrian traffic inside of most subdivisions is so extremely low and a significant part of that traffic is single user which will receive almost no benefit from a wider walk. This cost may be warranted on high volume higher speed streets but inside of new residential subdivisions what we are currently required to provide seems more than adequate. I say this because in the 30 years I have been developing residential subdivisions of various densities along with the hundreds of homes I have built and sold I have yet to have heard a single complaint or even a comment regarding the width of the City Sidewalks inside the subdivision. As a matter of fact, the standard entry walk to the front door of our homes is 4 feet wide, and again, I have never received a comment or complaint about this standard either. Now I know that this is not a scientific study but it does lead me to believe that if a 4 foot wide sidewalk width was an issue of concern, I certainly would have heard about it by now. I would simply request that if the City truly believes that this is worth the additional burden on the home buying public that you should work with our industry to determine where this burden is truly warranted based on real data and where it is unnecessary. I would remind you that the cost of new homes is directly related to the market price of new homes and more importantly that as new home prices rise, that all other housing prices follow including rents. This is a well-documented market reaction, therefore additional cost should be very carefully and thoroughly investigated prior to any requirement that ends in that additional cost. I realize the City has no control over market forced but that in no way relieves the City from the those additional cost items that it does have direct control over

unless there is a truly compelling reason that has been proven out through thoughtful and thorough research.

Thank You for your consideration,
Ron Abeloe
Chaparral West Inc.

From Andy Gingerich on 7-14-23

I agree with the basic concept, Rick, that gov't agencies would build them on the main roadways, and developers would build them on the others. In reality that's what would happen. I just don't know if roadway classification is the best guideline. From the examples I gave, North Ave is a minor arterial, Rimrock is a major collector, 24 3/4 Rd and Market St are local roads. I suspect that North Ave is covered by the North Ave Overlay. But in the other examples it looks like it's based more on a traffic flow issue, trying to prevent traffic back up at intersections, etc. These were decisions made before my time, so I am making some assumptions.

How is it determined which roadways TCP funds will be used for vs which roadways developers will build? Maybe that's a decent guideline to determine areas where developers would and wouldn't be required to build a pullout. I'm just thinking that if a developer is building a roadway and sidewalks, and it's determined that a pullout is needed, they should build it along with everything else. In reality, bus pullouts are unlikely to be needed in local and lower classified roads in most situations.

There is a decision tree in the current Transit Design Standards and Guidelines that determines stop locations and whether or not a bus pullout is needed. I don't think this decision tree has been closely followed over the years, and should be updated to reflect more recent practices. But I think it's the right place for these standards to be located.

Response to Public Comments received on the Draft Transportation Engineering Design Standards (TEDS) Update Manual

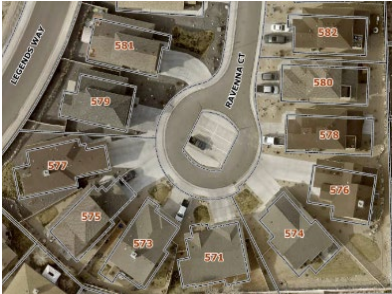

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
1	<p>Sidewalk specification requirement – proposed 6’ versus current 4’ on local streets.</p> <ul style="list-style-type: none"> • Pedestrian volume is low and the public doesn’t complain to builders about 4’ wide sidewalks. • Require only at higher volume locations. This lowers cost in housing and city long term maintenance costs. • Perhaps only require the wider width on one side of the street. • Proposal exceeds CDOT minimum 5’ sidewalk standard. • What is the additional benefit of the 6’ sidewalk and is it worth the added home cost? • Continued interest in narrower sidewalk widths, even with 200’ passing area. • Want more options based on volumes. Create a hierarchy of standards. 	<p>The Pedestrian and Bicycle Plan establishes that local streets should provide a 6’ wide sidewalk to provide for an acceptable (LOS) level of traffic stress of 2 or less on all local streets and low speed collector streets.</p>	<ul style="list-style-type: none"> • Level of acceptable traffic stress was key in the Pedestrian and Bicycle Plan (PBP) study. This was determined through public engagement and industry standards. • It is difficult for two people side by side, a pedestrian to pass a wheelchair or baby stroller, etc. on a 4’ sidewalk. • Sidewalk encroachments such as landscaping and side mirrors on vehicles often reduce the effective area of the sidewalk width. • In addition, the PBP proposes 6’ based on NACTO to meet the LOS 2 criterium. • The TEDS update proposes multiple street options that provide the ability for narrower streets. • Constructing different Sidewalk widths will be troublesome during construction. • Pedestrian volume will remain low as long as the facilities are substandard (a width where citizens choose to not use them due to the level of stress). • The expected minimum standard is 6’, however a developer can request an exception and narrow to 5’ sidewalks in a constrained environment if justified. • A note has been added to the residential street section saying an exception request can be considered for sidewalks under 6’ width within a constrained environment and/or where low volume of 10 peak hour vehicular trips or less can be shown and no through access is provided or planned.
2	<p>Issue: Right-of-Way size regulations and parameters.</p> <ul style="list-style-type: none"> • Want further review and benchmark comparable cities. • Concern this reduces available land contributing to sprawl and decreases density. 	<p>Most street sections will see a wider roadway. However, for local streets, many options are available.</p> <ul style="list-style-type: none"> • Local Street (currently 44’) – options vary between 38’ to 63’ in total ROW width. 	<ul style="list-style-type: none"> • City researched peer cities. Proposed Sections are now benchmarked to peer Cities, see graph below:

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE																								
	<ul style="list-style-type: none"> How do we know which ROW to give on Maj. Collector? Speed criteria +/- 35MPH Current Impact Fee structure does not reflect these sections. 	<ul style="list-style-type: none"> Minor Collector (currently 52')/ Local Commercial (currently 52') – change to 64' ROW width. Industrial Street (currently 48') – change to 55'. Collector (currently 60') – change to 70'-78' ROW width. Minor Arterial (currently 80') – change to 100' ROW width. Principal Arterial (currently 110') – no change, continues to be 110' ROW width. 	<p>ROW Widths - Summary</p> <table border="1"> <thead> <tr> <th>Street Type</th> <th>Current (ft)</th> <th>Proposed (ft)</th> <th>Another Proposed (ft)</th> </tr> </thead> <tbody> <tr> <td>Local (residential)</td> <td>52</td> <td>64</td> <td>52</td> </tr> <tr> <td>Minor Collector</td> <td>48</td> <td>55</td> <td>60</td> </tr> <tr> <td>Major Collector</td> <td>60</td> <td>70-78</td> <td>60</td> </tr> <tr> <td>Minor Arterial</td> <td>80</td> <td>100</td> <td>80</td> </tr> <tr> <td>Principal Arterial</td> <td>110</td> <td>110</td> <td>110</td> </tr> </tbody> </table> <ul style="list-style-type: none"> At General Meeting staff will determine Major vs Minor Street section for proposed development. The current impact fee structure does not reflect these sections, however the City will study impact fees in 2024. Flexibility of zoning code requirements will minimize the reduction of any density limitations for new development. 	Street Type	Current (ft)	Proposed (ft)	Another Proposed (ft)	Local (residential)	52	64	52	Minor Collector	48	55	60	Major Collector	60	70-78	60	Minor Arterial	80	100	80	Principal Arterial	110	110	110
Street Type	Current (ft)	Proposed (ft)	Another Proposed (ft)																								
Local (residential)	52	64	52																								
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Major Collector	60	70-78	60																								
Minor Arterial	80	100	80																								
Principal Arterial	110	110	110																								
3	<p>Concern with what is required for Minimum Access to new development and what those standards will be.</p> <ul style="list-style-type: none"> Can paths be used for fire access. Concern about ownership of these paths. Will fencing be restricted along path corridors? 	<p>Requirement for a 6' path between subdivisions when existing or proposed street connections are greater than 750' apart. Path connections may occur off the end of cul-de-sacs.</p>	<ul style="list-style-type: none"> The path will be called "pathway" and has been reduced in width from 10' to 6', and the easement width has been reduced from 15' to 11'. Fencing along pathways will be regulated by the Zoning and Development Code. Pathways will be constructed in tracts owned by the HOA. This is already established practice. The new 11' easement width will accommodate the ability to replace concrete in the future, a concern raised by the Technical Advisory Committee. The Block length and pedestrian block length are being removed from TEDS and will become part of the ZDC. 																								

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
4	<p>Traffic Study Requirements</p> <ul style="list-style-type: none"> Knowing the information upfront is most helpful – add as an agenda item on General Mtg. Clearly identify what level of effort is required on each question so the checklist does not become subject to interpretation. Incorporate ped/bike analysis only and clarify that the pedestrian/bike evaluation does not need to be completed by a traffic engineer. 	<p>New traffic assessment for between 10 and 100 peak hour trips.</p>	<ul style="list-style-type: none"> The assessment is for peak hour trips which is a minimum of 10 houses. The language has been changed from “shall” to “may require” the assessment. Approach is not to require a study if it won’t tell anything new. The proposed checklists have been revised for clarification. Staff will identify what is required and the level of effort with the applicant at the general meeting. The pedestrian/bike evaluation does not need to be performed by a traffic engineer.
5	<p>Pathway illumination Standards</p> <ul style="list-style-type: none"> Handle like normal streetlights. What are the spacing requirements between lights? Need a standard. In practice, this likely creates an inconsistent variety of lighting types. HOA’s are often unreliable for maintenance, and this exceeds the role of private development. Make solar lighting an option. Request dedicating tract to City for city to maintain pedestrian lighting. 	<p>HOA to install and maintain bollard type lights for pathways.</p>	<ul style="list-style-type: none"> City pays for regional trail facilities. It is not uncommon for an HOA to be responsible for lighting within their subdivisions. Note, Mesa County requires the HOA to pay for street lighting. The installation of commercial grade Solar lights is permissible and may be a good option. Strategically orienting streetlights to illuminate pathways or portions of pathways can help reduce costs. Establishing a citywide standard for light spacing may actually cost more for a proposed development than creating a site-specific lighting plan for a that development.
6	<p>Increase the current Cul-de-sac length from 750 feet to 1000 feet.</p>	<p>The TEDS update proposes keeping the maximum Cul-de-sac length at 750’.</p>	<p>This standard has been left at 750’. The developer can always request a TEDS exception. This allows context evaluation. After discussing with the development community, they are okay with keeping this as it has been.</p>

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
7	Can the number of dwelling units on a Shared Drive be expanded from 5 to 7?	Not in TEDS, include in Zoning and Development Code Update.	The number of dwelling units accessing a shared driveway is set forth in the Zoning and Development Code (ZDC). Staff is now proposing as part of the ZDC update to eliminate the number of units but keep the length of the shared drive at 150'. Parking pods may be required as part of the development of homes on a shared drive.
8	What is the expected width of Paths and Trails, 10' or 12', 8' if constrained?	Pathways and trails are pedestrian and bicycle facilities for connections between subdivisions, the end of cul-de-sacs and neighboring streets, etc. and for Active Transportation Corridors (ATC).	The pathway has been separated out from trails and therefore the TEDS Update is now establishing trails at 10', except 12' in high volume areas. The minimum width is 8' in constrained areas. The 10' width standard is needed to accommodate the multi-use of bikes, rollers and pedestrians sharing the trail. These standards apply to all ATC's. Pathways connect subdivisions to surrounding streets and in some cases from the end of a cul-de-sac, they are now proposed to be 6' in width.
9	<p>What is the policy for upgrading existing infrastructure? TEDS does not address this.</p> <ul style="list-style-type: none"> • Will new developments have to remove attached sidewalk and install detached sidewalk when developing a new a site along an existing street when the street section requires it? • Or have to expand sidewalk width of an existing sidewalk when the street section calls for it? 	This is specifically addressed in the introduction of TEDS, Section 29.01.010 Forward under Applicability.	Generally recent street construction within new development would be expected to remain as it was constructed prior to the adoption of this revised TEDS. To formalize these conditions the TEDS manual has established language permitting the City to issue a deviation. TEDS Section 29.01.010 Forward under Applicability states "Infill development within the City of Grand Junction Urban Development Boundary may be constrained by existing improvements. If such a condition exists an affirmative waiver of TEDS shall be required in accordance with Chapter 29.64.010. The City and County may approve a deviation from these standards only when and if the deviation is shown to be warranted and safe."
10	Allow for the construction of streets in new development without sidewalks on local streets.	The TEDS update requires sidewalk along all local streets within new development.	<ul style="list-style-type: none"> • The Pedestrian and Bicycle Plan recommends a minimum of 6 feet for sidewalk infrastructure for all new local streets constructed. • Sidewalks provide accessibility and greater safety for all users. • The level of traffic stress is reduced when sidewalks are constructed at 6' widths permitting all users including pedestrians, rollers and bicycles to use them.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
13	Increased cost and impact on affordable/attainable housing, shouldn't a cost/benefit analysis be conducted?	TEDS doesn't address the cost/benefit of development infrastructure with the cost of housing.	<ul style="list-style-type: none"> • The Pedestrian and Bicycle Plan (PBP) provided the analysis of community need for safe/low stress pedestrian and bicycle facility needs in the community. Participants in the planning process provided input on what they saw as the important needed infrastructure that would permit them to utilize nonmotorized transportation, thus reducing their personal transportation costs. • Reduce the number of cars a household has to maintain can reduce transportation costs if other nonmotorized modes of travel are available, safe and doable. • Typically, a person spends approx. ¼ of personal income on Transportation. • Providing citizens with transportation options helps lower personal transportation costs which helps them in meeting their housing costs. • See discussion from local survey, (next row).
14	Traffic Calming, previous implementation of this in new development was not effective.	Required if a straight street is longer than 600'.	<ul style="list-style-type: none"> • Narrower street options will help limit speed without specific measures. • Bulb outs, chokers, and mini roundabouts are effective if done well. Local examples (Spanish Trail subdivision) bear this out. • Curvilinear streets can be used to help slow traffic. • Recommend densely parking on only one side of street for narrower street section to lower speeds and costs. This can be accomplished using some of the local street sections permitted.
15	Why require landscaping islands in parking pods located off alleys?	A parking lot endcap landscape island has been required.	The TEDS update proposes to remove the requirement of an endcap for parking along alleys.
16	All paths have to be concrete	All Active Transportation Corridors (ATCs), sidewalks, and pathways shall be constructed with concrete.	A development can propose paths within their own HOA open space system that are not concrete. It is only ATCs, sidewalks within the public ROW, and pathways connecting between streets and from cul-de-sacs, for public use, that are required to be concrete. Other treatment types on surfaces areas such as asphalt have not fared as well with buckling and general maintenance is a larger issue.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
17	Landscaping in cul-de-sacs/parking pods	Not in TEDS, include in Zoning and Development Code Update.	<div style="display: flex; justify-content: space-around;">   </div> <p data-bbox="1266 527 1560 560">Example 1 (The Legends)</p> <p data-bbox="1665 527 1948 560">Example 2 (Summerhill)</p> <p data-bbox="1266 600 1974 836">Two general sizes have occurred in the city with Example 1 (The Legends subdivision example) fitting within a standard cul-de-sac and Example 2 (Summerhill Subdivision example) needing a larger area for the parking area. Proposed to not require landscaping for Example 1 and to require landscaping for Example 2. These options will be proposed with the Zoning and Development Code Update.</p>

David Thornton

From: Grand Junction Speaks <no-reply@gjspeaks.org>
Sent: Monday, October 9, 2023 3:03 PM
To: David Thornton
Cc: Jacob Kaplan
Subject: [Grand Junction Speaks] Comment submitted for: TEDS Manual Update

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



The following comment has been submitted for TEDS Manual Update by Maeve Goodbody:

Hello, I am a downtown Grand Junction resident writing in support of the updates to the TEDS manual. In adopting the Pedestrian and Bicycle Plan the City advanced values that are integral to our community. Grand Junction residents want to live in a community that is safe, welcoming, and enjoyable for people using all modes of transportation. From my review of the public materials, updating the TEDS manual seems like the imperative next step, after adopting the Ped and Bike Plan. I recently finished reading *The Architecture of Happiness* by Alain de Botton. The book examines architecture, and urban planning as a whole, through the human lens of how structures make us feel. In the book, de Botton wrote extensively about Le Corbusier, the visionary Swiss-French architect and designer. At one point Le Corbusier drew plans for a massive overhaul of Paris, and proposed eighteen uniform high rise towers to house most of the population in the French capital. He proposed eliminating roads in the city, and envisioned only high-speed thoroughfares bypassing the city-center. De Botton commented on this illogical vision saying "In his haste to distinguish cars from pedestrians, Le Corbusier also lost sight of the curious codependence of these two apparently antithetical forces. He forgot that without pedestrians to slow them down, cars are apt to go too fast and kill their drivers, and that without the eyes of cars on them, pedestrians can feel vulnerable and isolated." He went on to comment on the joys of living in a walkable community, "But whereas we may leave the house with the ostensible object of consulting a book in the library, we may nevertheless be delighted on the way by the sight of the fishmonger laying out his startled, bug-eyed catch on sheets of ice, by workmen hoisting patterned sofas into apartment blocks, by leaves opening their tender green palms to the spring sunshine, or by a girl with chestnut hair and glasses reading a book at the bus stop. De Botton's language may be flowery, but his beautiful prose can be easily distilled: life is simply better when you don't go everywhere in a car. My toddler shrieks with joy every time he

sees a bus. My older children love the days when I have time to walk them to school, and are thrilled by the prospect of being old enough to bike to a friend's or the park on their own. Afternoon walks home from my office in the spring and fall are some of my most cherished quiet moments that break up work chaos from home chaos. Our community should support all modes of transportation, which it already has by approving the Pedestrian and Bicycle Plan. Updating the TEDS manual is the logical next step and I appreciate Planning's time and attention to this important issue.

You can approve or reject the comment [here](#).

This email was delivered by gispeaks.org

Teds comments:

I was an initial member of the TEDS committee, but unfortunately was not able to dedicate the time and participate at a consistent level. I was present at some community discussions and there are two particular issues regarding the pedestrian amenities I am commenting on today.

The first issue is the proposed increase of sidewalk width on all local roads from 4 feet to 6 feet, and sidewalk widths in general. We have been presented arguments that increasing sidewalk widths everywhere will reduce the "level of stress" and increase pedestrian activity by allowing multiple people to pass on sidewalks without as much inconvenience. This may be true, but scant technical evidence was presented to support this case, and zero engineering evidence was presented at all. I would suggest before increasing the initial cost, long term cost and associated environmental impacts of increased CO2 and heat sink based on subjective evidence, this width bump and similar pedestrian amenity increases be subject to engineering practice such as trip generation and peak hour capacity analysis. Smaller paths and sidewalks should feed into larger based on engineering practices similar to local roads feeding to collector roads that feed into arterial roads as trips increase. This lack of engineering and a one-size-fits-all to increasing sidewalk widths justified a pause on this particular issue.

The other issue that is broader, is the priority of building disconnected and disparate large side pedestrian facilities on future collector upgrades while old roads like Patterson from 1st to 7th have inadequate pedestrian alternatives. In other greater communities like Salt Lake, Denver, Phoenix, there has been an emphasis on connectivity that has resulted in the ability to get to places off the heavily traveled roads. If you traverse these areas, you will find that trail widths vary, likely based on the available land and constraints as projects developed. Back our TEDS proposals, these facilities in TEDS will be large and wide but will be **highly** unlikely to create connectivity, which essentially is lowering the stress and increasing multi-modal transportation. Rather than spend massive amounts of funding on the new TEDS standards, I would prefer to see pedestrian connect from 7th to 1st street via Horizon Place, Community Lane, right-of-way acquisition from Juniper Ridge School, and bumping out on Northridge. This also connects to the trail on Horizon on a narrower sidewalk with a stoplight. This connectivity would not be the ideal path everywhere as it would vary in width and detached vs attached, but it would provide a safer, lower stress option now. And this project could be engineered and built by the end of next year if prioritized. I would suggest a pause in prioritizing future perfection over near term connectivity.

Thanks!

Ivan Geer
Principal



October 9, 2023

City of Grand Junction Planning Commission
CC: Diane Schwenke, Schwenke Solutions
Andrew Golike, GJACC Chair of the Board
Tamra Allen, Director of Community Development
Trent Prall, Director of Public Works

Good afternoon City of Grand Junction Planning Commission,

I am writing on behalf of the Grand Junction Chamber of Commerce to express our concerns regarding the proposed Transportation and Engineering Design Standards (TEDS) update which is before you for review. While we understand the need for prudent development standards, we are deeply concerned about the potential adverse impact that certain requirements may have on the cost of development in our city. This, in turn, could exacerbate the challenges in attaining affordable workforce housing, a pressing issue for our community.

The Grand Junction Chamber of Commerce is committed to promoting economic growth and prosperity in our city. We recognize that responsible planning and infrastructure standards are crucial to achieving this goal. However, it is equally important to strike a balance between maintaining high-quality standards and ensuring that the cost of development remains reasonable.

We believe that the proposed TEDS update, as currently presented, will place an undue burden on developers and, by extension, potential homebuyers and renters. In particular, we are concerned about the impact of these proposed standards on affordable workforce housing projects, which are already facing significant challenges in our area. By increasing the cost of development, we risk making it even more difficult for our workforce to access housing that is both safe and affordable.

We kindly request that the Planning Commission consider conducting additional work and analysis on the proposed TEDS update to assess its potential impact on the cost of development and, by extension, its implications for affordable housing. We believe that a more thorough examination of these standards, their necessity, and their potential alternatives will be instrumental in striking a balance between growth and affordability in our city.

We are eager to collaborate with the Planning Commission, share our insights, and work together to find practical solutions that benefit our community as a whole. We understand that the TEDS update aims to enhance the quality of our city's infrastructure, and we share that objective. However, it is vital that we also consider the broader economic and social implications of these standards to ensure that Grand Junction remains a place where both businesses and residents can thrive.

Thank you for your attention to this matter. We look forward to the opportunity to engage in constructive dialogue and contribute to the development of transportation and engineering design standards that serve the best interests of our city.

With regards,

A handwritten signature in black ink that reads 'Candace Carnahan'.

President & CEO

Grand Junction Area Chamber of Commerce
candace@gjchamber.org | 970-263-2919



TEDS Comments

Below are some of the comments that will be contained in our presentation before the Planning Commission on Tuesday, October 10th. These cover major speaking points but do not include all of the comments that will be made as individual speakers are still working on their part of the presentation.

We applaud the City for undertaking the task of updating these standards which have been used for the past eighteen years and we appreciate the greater flexibility that has been incorporated into some of the street design elements along with extending the comment period to allow us to provide more feedback during the process.

However, incorporating the bicycle and pedestrian plan into TEDS has created significant cost burdens on potential home owners and city taxpayers. Recent estimates are that this will result in a 32% increase in construction costs for the City and will add thousands of dollars to the price of a home at a time when 64% of Grand Junction Area households are already priced out of purchasing a median priced home of \$399,000 (2022). Contrary to the supposition that more multimodal options will drive down household transportation costs so families can take on more debt, the lending community will still only prequalify individuals for home loans of up to 30% of their gross income. And the City has its own budget issues to deal with. Our city manager was quoted in the October 4th edition of the Grand Junction Daily Sentinel saying, "There are more needs than we have resources," Caton said. "And it is a matter of preference."

Most residents would prefer to own their own home, followed by having pedestrian and bicycle amenities but it is not our intent to pit the goal of affordable housing against the goal of more multimodal opportunities, as both were identified in the comprehensive plan as important. There is a way to incorporate elements of the bicycle and pedestrian plan in the TEDS without breaking the bank.

As it is currently written the TEDS is overbuilt and overpriced. By working together with stakeholders there are ways to bring down costs while still maintaining safe streets, sidewalks and trails. More time is needed to examine these alternatives and provide a cost analysis of the potential savings as only the document in front of you has been given a price tag.

One example of where there may be cost savings without sacrificing safety has to do with the sidewalk requirements. The requirement for six-foot sidewalks in all areas including residential neighborhoods is not needed. We submitted a suggestion for five-foot sidewalks early during the comment stage. This was based on the ADA minimum requirements are for three-foot sidewalks with turnouts every 200 feet. And the following information from CDOT:

"CDOT Roadway Design Guide Chapter 12, page 9-10

Pedestrian Access Route Technical Requirements A pedestrian access route (PAR) is a continuous and unobstructed path of travel intended to provide accessibility for pedestrians with disabilities. A pedestrian access route shall be provided where a prepared surface has been constructed for pedestrian travel within the right-of-way. Examples of areas that may be considered a PAR include:

- Crosswalks at intersections
- Curb ramps
- Pedestrian overpasses and underpasses
- Sidewalks
- Shared-use paths
- Elevators
- Doorways

- Parking access aisles.

The following describes the common requirements of the PAR. Continuous Width (R302.3) - The continuous width of the PAR shall be 4 feet minimum, exclusive of the curb. Where a pedestrian access route makes a 90 degree turn, it should be widened to 5 feet to accommodate the continuous passage of a wheelchair (i.e. pedestrian design vehicle). CDOT projects should provide 5-foot sidewalks unless unique constraints are present. If the clear width of the PAR is less than 5 feet, passing spaces shall be provided at a maximum of 200-foot intervals. If passing spaces are 10 provided they shall be 5 feet by 5 feet minimum. The clear width of a pedestrian refuge island shall be 5 ft.”

Since that time, we have also discovered another resource, A **Checklist for Accessible Sidewalks and Street Crossings**, produced by the Bicycle Pedestrian Information Center which is supported by the Federal Highway Administration. In that document they state,

“SIDEWALKS U A new sidewalk should be wider than the minimum accessible travel width of 36 inches (915 mm). Additional maneuvering space is necessary for a pedestrian using a wheelchair to turn, to pass by other pedestrians, to operate and pass through an entrance door, to use a sidewalk telephone or to activate a pedestrian crossing button. A 60-inch (1525-mm) minimum width can accommodate turns and passing space and is recommended for sidewalks adjacent to curbs in order to provide travel width away from the drop-off at street edge; a 48-inch width can accommodate side-by-side travel with a service animal. “

The Bicycle and Pedestrian Plan itself did not advocate for a one size fits all approach and did not advocate for sidewalks at all in subdivisions of less than ten home or 100 average daily trips. That plan also identified priorities for where sidewalks and trails were constructed to improve connectivity. TEDS mandates these elements for every new street constructed.

Other ways to bring down costs could include reducing the instances of requiring illuminance of bike/ped plans to only those facilities with high anticipated usage at night. This change would better align with our dark skies goals held by the community. We might also consider eliminating tree requirements that are driving the landscape strip width and in as many street classifications or non-vital corridors as possible to reduce the costs associated with right of way width, landscaping, irrigation, and unintended future access conflicts with trees. This change would be in alignment with the “water management” goals held by the community.

There may also be some good alternatives regarding the COLLECTOR AND ARTERIAL CROSS SECTION Many Collector and Arterial streets will require a landscape buffer in addition to the ROW between any developed use on the adjacent property and there are Landscaping requirements within the LDC to provide a aesthetic landscaping corridor, so that should make pedestrian separation from fast moving vehicles the priority factor of design since landscaping will still be provided outside of the right of way. Knowing that the following should be considered:

- Reduce landscape strip to as little as 2’ when a bike lane+bike buffer+curb/gutter will provide as much as 9’ of separation from the vehicles (and reduce right of way width accordingly).
- Reduce sidewalk to 5’ width on Minor Collectors (and some Major Collectors), and reduce to 6’ width on Arterial roads when there is a bikelane+bike buffer+curb/gutter that will provide a minimum of 11’ of separation from the vehicles if the landscape reduction contemplated above is implemented (and reduce right of way width accordingly).
- If the proposed landscape buffer and sidewalk widths remain as proposed the multipurpose easement should be within the right of way under the bike/ped facilities instead of being an additional encumbrance on the private property beyond the right of way (this may mean removing trees from within the right of way to accommodate utilities).

The bottom line is that the cost estimates for the TEDS plan before you only recently were determined. Now that we know what they are it is prudent to begin looking at ways to lower costs while still meeting our goals rather than adopting a standard that has been shown to be expensive and exceeds what is truly needed.

We ask that you delay adopting TEDS as presented and work with a stakeholder group to look at less expensive options and alternatives. We can do better!

Proposed changes After Planning Commission Hearing
10-11-23

Below is the language that was changed to remove any codification references to the Pedestrian and Bicycle Plan. Prior to these changes and in the previous draft these sections read to imply that the Pedestrian and Bicycle Plan was being codified, which it is not. The TEDS Manual will be codified. The Pedestrian and Bicycle Plan continues as a reference document, as a long range plan.

29.04.010 Street Classifications and Standards - Paragraph 3

Staff recommend deleting this section.

29.08.050 Pedestrian & Bicycle Analysis (paragraph after list “*For bicycle infrastructure*”)

For bicycle infrastructure:

(a) Presence of a bicycle facility and type of facility as shown and defined in the Pedestrian and Bicycle Plan) (Bicycle facilities are defined by the Pedestrian and Bicycle Plan and described in section 29.48 Transit, Bicycle, and Pedestrian Facilities of the TEDS Manual.)

(b) Width of the bicycle facility and width of the buffer if applicable

Pedestrian and bicycle standard widths and buffers by street type or context can be found in Chapter 29.20 for Local, Industrial, and Commercial Streets, and 29.28 for Collector and Arterial Streets, and Trails.

29.08.110 Description of Existing Transportation System - Paragraph 3

The TIS shall describe the existing bicycle and pedestrian facilities as defined in Section 29.48 (Transit, Bicycle and Pedestrian Facilities) and shall include any facilities described in Section 29.08.050.

Section 29.08.160 Site Design and Circulation Evaluation.

The project shall be analyzed to determine if the proposed circulation serves pedestrians, bicyclists and vehicles. The site design shall be evaluated to determine if facilities for vehicles, pedestrians and bicycles are consistent with the location and facility type as shown in the Pedestrian and Bicycle Plan.

Section 29.08.160 Site Design and Circulation Evaluation - the last sentence of the first paragraph

The project shall be analyzed to determine if the proposed circulation serves pedestrians, bicyclists and vehicles and if traffic flows are properly designed. Proper design shall minimize areas where motorists would tend to speed, minimize potential conflict areas between vehicles and pedestrians/bicyclists, and to establish circulation patterns that avoid unnecessary traffic congestion, cut-through traffic, and conflict points. Adequate throat lengths for on-site stacking at exit points is required (see 29.16.100). At signalized driveways, the HCM 90th percentile worst lane queue model shall determine the necessary storage. Businesses with drive-thrus must conduct a queuing analysis for the drive-thru to demonstrate that the queue will not extend back onto the public street.

29.20.030 Block and Lot Dimensions.

Refer to the Zoning and Development Code for block and lot dimension requirements.

29.20.100 Bicycle Treatments

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of the bicycle facilities shall comply Section 29.48.

29.20.190 Pedestrian Treatments

In order to provide pedestrian safety, comfort, and access, accommodations for pedestrians shall be designed into all intersections per Section 29.28.110; including sidewalks, crosswalks, pedestrian refuge islands and accessible ramps. The design shall conform to the standards set forth by the Americans with Disabilities Act and meet the details specified in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

29.48.010 Planning and Implementation

Transit, bicycle, and pedestrian facilities are an integral part of the transportation system. This chapter establishes how to plan and implement these facilities.

29.48.030 Planning and Design Standards for Bicycles

Refer to the current versions of bicycle facility design guides from AASHTO , NACTO , and FHWA to address planning and design of bike facilities. (Presently, that includes the AASHTO Guide for the Development of Bicycle Facilities, the NACTO Urban Bikeway Design Guide, FHWA Separated Bike Lane Planning and Design Guide, as well as NACTO's Designing for All Ages and Abilities, and Don't Give Up At The Intersection, which provide guidance on low-stress corridor and intersection design, and may be applicable when implementing bike facilities in Grand Junction.)

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of the bicycle facilities shall comply with Section 29.48.

GRAND JUNCTION PLANNING COMMISSION
October 10, 2023, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:30 p.m. by Commissioner Teske.

Those present were Planning Commissioners; Shanon Secrest, Kim Herek, Melanie Duyvejonck, and Keith Ehlers.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Supervisor), Dave Thornton (Principal Planner), Tim Lehrbach (Senior Planner), Rick Dorris (Development Engineer), Trent Prall (Engineering and Transportation Director), Henry Brown (Mobility Planner), Madeline Robinson (Planning Technician), and Jacob Kaplan (Planning Technician).

There were 10 members of the public in attendance, and 2 virtually.

CONSENT AGENDA

1. Approval of Minutes

Minutes of Previous Meeting(s) from August 22, 2023, and September 12, 2023.

REGULAR AGENDA

1. Brookwillow Village Filing 6 Rezone

RZN-2023-160

Consider a request by Senergy Builders, LLC to zone 0.23 acres from PD (Planned Development) to R-12 (Residential – 12 du/ac) located at the intersection of Brookwillow Loop and Orion Way, Parcel #2945-041-25-002 – WITHDRAWN

2. PERS Investments Annexation

ANX-2023-439

Consider a request from PERS Investments, LLC to zone 1.49 acres of property within the PERS Investments Annexation to C-2 (General Commercial) located at 3175 D Road.

Staff Presentation

Tim Lehrbach, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Tracy States with River City Consultants was present on behalf of the applicant.

Questions for staff

Commissioner Teske asked Staff why they felt Criteria 1 had not been met. Tim responded that because there was not currently a city zoning, there were not subsequent events to invalidate the original findings.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, October 3, 2023, via www.GJSpeaks.org.

There were no comments from the public or from online attendees.

The public comment period was closed at 5:44 p.m. on October 10, 2023.

Discussion

No discussion occurred between the commissioners.

Motion and Vote

Commissioner Secrest made the following motion “Consider a request from PERS Investments, LLC to zone 1.49 acres of property within the PERS Investments Annexation to C-2 (General Commercial) located at 3175 D Road.”

Commissioner Herek seconded; motion passed 5-0.

3. TEDS Manual Update

TEDS-M-2023-461

Consider a Request by the City of Grand Junction (City) to Amend Title 29 of the Grand Junction Municipal Code to modify and clarify various provisions of the Transportation Engineering Design Standards (TEDS).

Staff Presentation

Dave Thornton, Principal Planner, introduced exhibits into the record and the team behind the TEDS Manual update.

Director Trent Prall provided context for the TEDS Manual update in relation to the 2020 Comprehensive Plan and the Ped Bike Plan. He elaborated on the costs associated with road improvements in the past and what to expect in the future.

Development Engineer Rick Dorris presented a history of the TEDS Manual Update.

Mobility Planner Henry Brown presented on the summary of an analysis of cities and their street sections and right-of-way widths.

Questions for staff

Commissioner Ehlers asked about the variables used when comparing Grand Junction to the peer cities Henry mentioned. He asked what would happen if the width of sidewalks was reduced to five feet instead of six. He asked how much of the Ped Bike Plan’s high priority connections would be created via the proposed road improvements per the TEDS Manual update. He asked

about the requirements for landscape strips and if the detached walks would trigger additional landscaping requirements. He expressed concerns that the increased infrastructure costs to accommodate multimodal transport would impact housing affordability. Lastly, he asked why there weren't more members from private sectors on the Technical Advisory Committee (TAC) for the TEDS rewrite.

Commissioner Secret clarified that the TEDS Manual and the Zoning and Development Code served as the implementation of the Regional Transportation Plan, the Ped and Bike Plan, and the 2020 Comprehensive Plan. He asked why a section of the TEDS Manual pertaining to the City's GIS Map had been removed from the draft. He expressed concerns that elements of the Ped and Bike Plan would be codified through adoption of the new TEDS Manual. He asked what the increased cost per year would be to implement the proposed road improvements.

Commissioner Herek asked what alternatives were considered pertaining to pedestrian connectivity when drafting the TEDS Manual.

Commissioner Duyvejonck asked about the potential benefits to public health with the TEDS update. She shared some statistics from the Mesa County Community Health Needs Assessment.

Commissioner Ehlers further asked about the difference in health benefits between a five-foot and a six-foot sidewalk.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, October 3, 2023, via www.GJSpeaks.org.

Tom McClousky made comment about the issue between the five-foot versus a six-foot sidewalk and it's clear that the six-foot sidewalk width is more beneficial. Commissioner Ehlers then asked the citizen what he would prioritize more with affordable housing or transportation functionality.

Members of the WCCA requested denial of the TEDS Manual update because it is not ready. They elaborated that the major concerns were the increased cost to homeowners due to development requiring increased infrastructure. They stated that not enough alternatives had been considered and that the plan just needed a bit more time before it was ready.

Ron Abeloe stated that there were variables that were not considered when evaluating the costs associated with the road improvements. He noted that housing costs would increase too because additional infrastructure would be needed during development.

David Niemen is an avid cyclist and drives a vehicle, is in favor of the TEDS update to pass.

Andy Gingerich made comment that he is proof that owning a vehicle would be more detrimental to his finances than having better connectivity in the city where he didn't need a vehicle.

Garret Davis commented that people were moving to the Grand Valley because of the lower cost of living and that the increased infrastructure costs proposed in the TEDS Manual would prevent that.

Jane Quimby agreed that the plan is not ready.

The public comment period was closed at 8:11 p.m. on October 10, 2023.

Trent Prall made a response to the public's comments that they utilized several different entities to comprise the TEDS update and reached out to members of the public for several months.

Commissioner Secrest asked Trent what changes could be made to the plan if it did not pass tonight. Trent responded that the alternative was to reduce the buffer between pedestrians and traffic but then the plan would be unnecessary and would not represent the goals outlined in the 2020 Comp Plan.

Commissioner Herek asked if the Ped Bike Plan had specific language about transitioning to a Stress Level 2 per Trent's presentation. She clarified that if the TEDS Manual were to be changed based on the preceding comments and discussion, it would no longer meet the goals of the recently adopted Ped and Bike Plan.

Commissioner Ehlers argued that the Ped Bike Plan is broad in its definitions of how to meet the outlined goals and that the draft TEDS Manual could be modified to reduce costs while still meeting the expectations as outlined. He further questioned how many stakeholders were involved during the draft period and what alternatives were proposed. He questioned the quality of the plan if it is going to take 100 years for the plan to be paid for.

Commissioner Teske asked for clarification on what effort had been made to evaluate the differences between a 5 ft and a 6 ft sidewalk. Additionally, he wanted clarification about context sensitivity in regards to lighting for pedestrians using pathways.

Discussion

Commissioner Secrest commented that the TEDS update will eventually pass, but right now may not be the time.

Commissioner Duyvejonck made comment that she is in full favor of passing the plan tonight as is.

Commissioner Herek agreed with Commissioner Duyvejonck and that a lot of research has gone into making this update.

Commissioner Ehlers stated seeking balance is still needed before passing the TEDS update.

Commissioner Teske emphasized that it is the responsibility of the Planning Commission to determine whether the plan as presented is adequate to accomplish the goals outlined, not to arbitrate on the fiscal aspects of accomplishing the plan. He stated he has a concern that everyone has stated the plan could be better, but not stating how it could be better.

Motion and Vote

Commissioner Ehlers made the following motion “On this topic of the TEDS Manual update we remand it back to Staff for a maximum of 8 weeks in which time they should receive all proposed alternatives and give it due diligence to understand what those impacts are and if the visions of the Bike and Ped Plan and all of the principles or as many principles as possible of the Comp Plan can be achieved with various alternatives and understanding those costs.”

Commissioner Secrest seconded; motion failed 1-4.

Commissioner Herek made the following motion “Mr. Chairman, on the adoption of the updated Transportation Engineering Design Standards (TEDS), TEDS-M-2023-461, I move that the Planning Commission forward a conditional recommendation of approval to include the proposed changes related to the Pedestrian and Bicycle Plan references with the findings as listed in the staff report.”

Commissioner Duyvejonck seconded; motion failed 3-2.

Commissioner Ehlers made the following motion “Chair Teske, on the adoption of the updated Transportation Engineering Design Standards (TEDS), TEDS-M-2023-461, I move that the Planning Commission forward a recommendation of approval with the findings as listed in the staff report.”

Commissioner Duyvejonck seconded; motion failed 0-5.

The plan will move forward to City Council. The conclusion of this hearing is the Planning Commission did not recommend that the City Council adopt the 2023 TEDS Manual.

OTHER BUSINESS

ADJOURNMENT

Commissioner Ehlers moved to adjourn the meeting.
The vote to adjourn was 5-0.

The meeting adjourned at 9:45 p.m.



Citizen Comment Form

Submitted On:

Oct 17, 2023, 03:30PM MDT

City Clerk's Office

Full Name	First Name: Orin Last Name: Zyvan
Phone Number - Please include if you would like to receive a call back regarding your comments.	
Citizen Comments (please include meeting date and agenda number if applicable)	<p>Regarding City Council meeting on October 18th, Consent Agenda 2-a.</p> <p>City Council,</p> <p>It is with much appreciation that I see the updated Transportation Engineering and Design Standards (TEDS) before you this week. As a six year member and two term chair of the Grand Junction Urban Trails Committee, volunteer focus group member of the latest Safe Routes To School branding and smartphone app rollout, Chipeta Elementary Parent Teacher Organization Chair, Downtown GJ resident, parent of two 6 and 8 year old children, and 12 year resident of Grand Junction, I feel well situated in expressing my support for approving the TEDS update. Grand Junction has bolstered its staff in the multimodal realm and this excellent team with the assistance of an outside expert and extensive public input created our first pedestrian and bicycle plan. As you know, the plan reflects the community needs and desire for effective and well executed improvements to our communities multimodal and vehicular infrastructure. After looking through the proposed updated TEDS, attending a Planning Commission workshop and watching the latest Planning Commission meeting, it is abundantly clear to me that staff and consultant did an excellent job of blending our community needs and the guidance of our Pedestrian and Bicycle Plan with national standards and best practices of comparable communities. As mentioned at both the workshop and meeting, this current TEDS revision certainly improves the City's level of service for vehicles, pedestrians, and cyclists, but it doesn't yet us bring us to the forefront of similar peer communities. As this is our first post pedestrian/bike plan revision, I can see the benefit in implementing the plan in phased TEDS rollouts. Let's revisit TEDS in the years to come and ask if there is a way to bring our TEDS up to a "Tier 1 level of service" for all transportation types.</p> <p>I write this letter while out of town and I apologize that my tardiness makes it a little late in getting to you. However, being away from town has allowed me perspective on the comments against a TEDS update, namely that added expense will just push up the burden on</p>

tax payers and increase housing costs without any benefit. I feel compelled to say that this is quite near sighted, and completely overlooks the value a well built, thoughtfully designed and accessible urban landscape can bring to a community. The life our community asked for happens on wide sidewalks and slow streets with dynamic landscaping and active multimodal users. All streets must necessarily be inviting and accessible to multiple modalities traveling in different directions. Wide, preferably detached sidewalks and paths, and narrower traffic lanes are key to accomplishing this. Not to mention they increase safety for all, including vehicles. I very much applaud the process that compared GJ to and learned from our peers across the USA whom have already had successes in their urban designs. Let's borrow from them as appropriate and better their ideas where we can. Adopting these revised TEDS will be a step towards implementing the desires of the community, bring up the quality of life for everyone, and reflect highly on the values of our community.

Sincerely,
Orin Zyvan



November 9, 2023

Mayor Stout and Members of Council,

The Urban Trails Committee (UTC) is fortunate to focus its attention on multimodal transportation in our community, which is the passion of its members. Over its history, UTC has advised City Staff and Council on infrastructure, policy, and program recommendations, which culminated in the adoption of the Grand Junction's first Pedestrian and Bicycle Plan (PBP) earlier this calendar year. This plan compiles the desires of our community, as gathered in one of the most extensive, comprehensive, and successful community outreach campaigns led by the City in recent history.

After over 2,000 touch points with community members, the PBP establishes five specific goals towards realizing the vision that Grand Junction can be "a city where people of all ages and abilities can safely and conveniently walk, roll, and bike on a connected network of well-maintained facilities for transportation or recreation." The common theme between these five goals is that each of the streets in our network should be designed to conveniently serve all road users, instead of just serving those traveling in automobiles. Much like a traditional "level of service" quantifies how well a road functions for automobile throughput, the PBP categorizes how well a corridor meets these goals by their "Level of Stress" on the user.

On the 4-point scale of Level of Stress, a corridor like the Riverfront Trail earns a "1" for being a very safe and comfortable facility which invites community members of all ages and abilities to travel at human-scale. At the other end of the spectrum, roads like Patterson Road, North Avenue, and 24 Road bridge over I-70 Business Loop earn a "4" for making even the boldest pedestrians and cyclists question their choices. Our existing Traffic and Engineering Design Standards (TEDS) establish standard designs for collector and arterial roads which would typically earn a level 3 for pedestrian stress and level 4 for bicyclist stress.

Is Patterson Road the vision of user experience we want on new roads built in this City? All road users have benefitted from Staff decisions to stray away from these standards in recent decades by striping bicycle lanes and buffering those when feasible, detaching sidewalks where space allows, and narrowing driving lanes to reduce the prevalence of unsafe speeding.

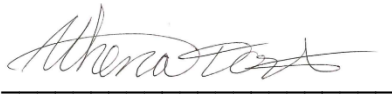
In addition to codifying these recent conventions, we are pleased that the proposed TEDS document also incorporates and standardizes the "minimum facilities needed to create a high-comfort environment" for all road users (per PBP), via updated standard street sections. This is a commendable attempt to rectify the FHWA observation that existing infrastructure underserves $\frac{1}{2}$ - $\frac{2}{3}$ of our population (see Attachment 1).

We support elements such as more pedestrian connectors between cul-de-sac areas to let people move around their neighborhood. We encourage the proposed changes that codify and standardize previously granted exceptions, which leaves flexibility and creativity to reduce the Right of Way below today's minimum standards, while providing a lower level of stress for its users. These improvements could reduce the cost and environmental impact of future development by increasing the minimum street spacing to offset the added road widths needed. And most importantly, they will reduce tax burden and city budgets needed for Staff investment in retrofitting these roads after they've been built.

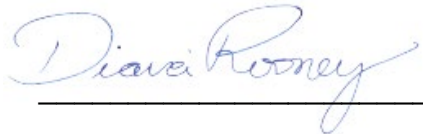
In summary, on behalf of the Urban Trails Committee, it is our pleasure to endorse and recommend adoption of the proposed TEDS update.

Sincerely,

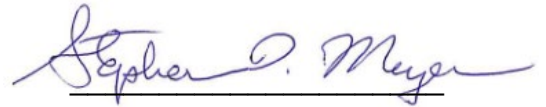
City of Grand Junction Urban Trails Committee



Athena Fouts
Chair Elect

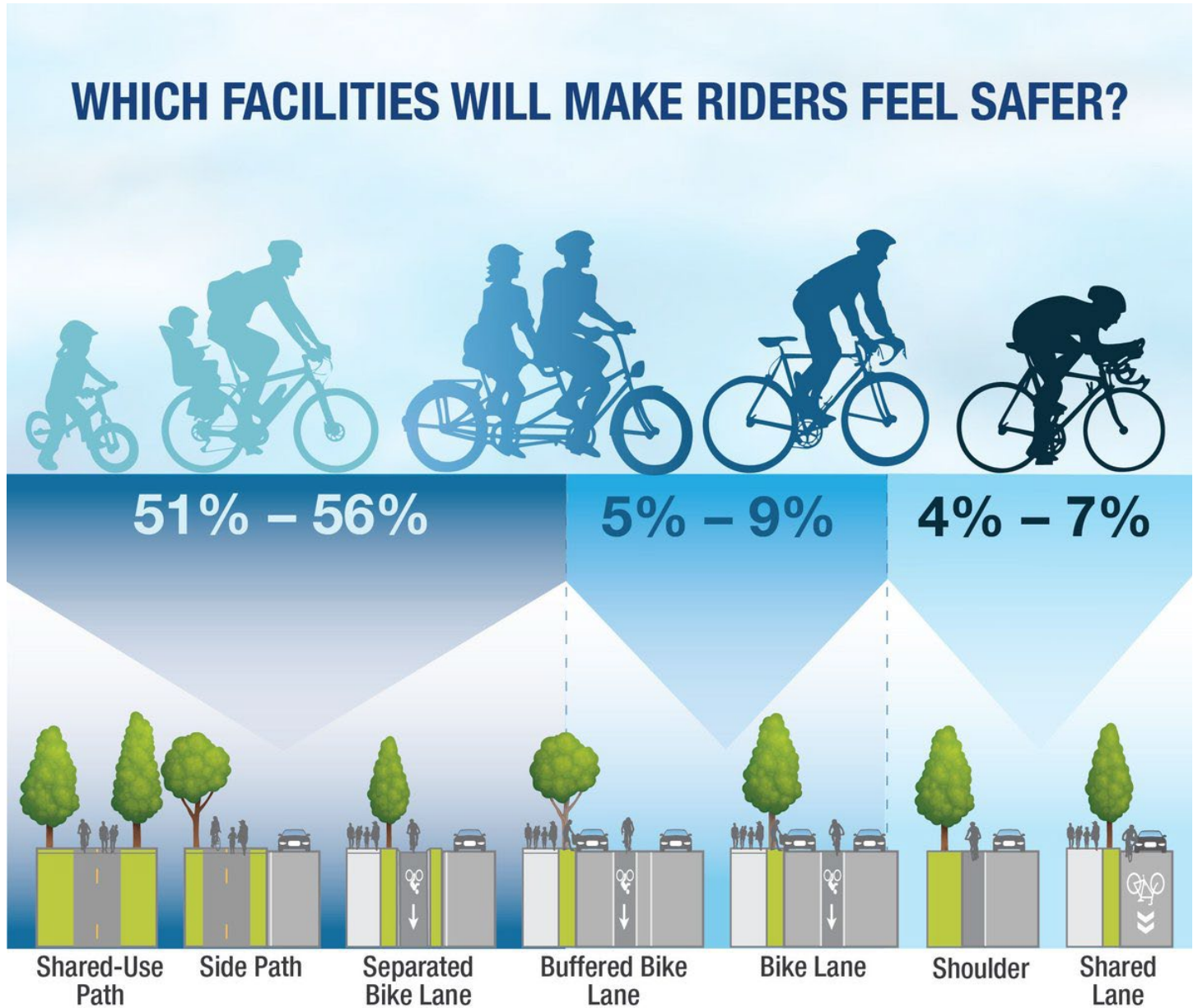


Diana L. Rooney
Chair Emeritus



Stephen Meyer
Vice Chair

Attachment 1: Who is served by our infrastructure?



Note: Percentages represent the level of comfort that people feel bicycling, according to peer-reviewed surveys as recently as 2016.
Source: FHWA Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
 For more information, please visit FHWA's Bicycle and Pedestrian Program webpage: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE REPEALING AND REPLACING THE 2010 TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS) MANUAL WITH THE 2023 TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS) MANUAL FOR USE IN THE CITY'S URBAN DEVELOPMENT BOUNDARY (UDB) LOCATED GENERALLY BETWEEN 21 ROAD ON THE WEST, J ROAD ON THE NORTH, 32 ROAD ON THE EAST AND A SOUTH BOUNDARY APPROXIMATELY ONE-QUARTER OF A MILE NORTH OF THE MESA COUNTY LANDFILL, AND AS THE UDB MAY CHANGE, IN THE CITY OF GRAND JUNCTION, COLORADO AND AUTHORIZING THE 2023 TEDS MANUAL TO BE PUBLISHED IN PAMPHLET FORM

Recitals

The City Public Works Department Traffic Engineering Division and Community Development Department have completed a comprehensive update to the Transportation Engineering Design Standards (TEDS) Manual.

The TEDS Manual was first adopted by reference in Chapter 6 of the Zoning and Development Code on March 7, 2000. The Manual was amended in November 2001, September 2003, and April 2010.

Over the past year, City staff have worked with Fehr & Peers, a consultant firm, and a selected technical advisory committee (TAC) to review and improve the TEDS Manual. That work, and the changes proposed in the 2023 TEDS Manual consider best practices in the industry, will when adopted promote and support the City's Pedestrian and Bicycle Plan, and implement the vision of the community resulting from that planning effort. Some aspects of the current TEDS Manual are out of date and not reflective of current community values and/or current design practices being applied within the City.

The 2023 TEDS Manual has been referred to various public and private agencies and design consultation and engineering firms for review and comment. Many of the comments have been incorporated and the Manual revised as appropriate.

The 2023 TEDS Manual reflects current community values for multimodal transportation including for pedestrians, bicyclists, and transit users; incorporates current state and national design standards; is more useable because of the many graphics, diagrams, tables, and descriptions included in manual which help to clarify the required engineering standards; supports implementation of the vision of the recently adopted Pedestrian and Bicycle Plan. Importantly, the 2023 TEDS Manual supports and implements the Pedestrian and Bicycle Plan by making changes to City transportation

infrastructure, which include but are not limited to increasing sidewalk and roadway width to improve and increase bicycle and pedestrian safety.

Furthermore, the 2023 TEDS Manual implements the 2020 One Grand Junction Comprehensive Plan by promoting the integration of transportation mode choices into existing and new neighborhoods, providing opportunities for interaction, and strengthening a sense of community.

The Planning Commission is charged with the legal duty to prepare and recommend for adoption to City Council master plans for the City and consistent with that authority the the Planning Commission held a public hearing to consider the 2023 TEDS Manual. At the conclusion of that hearing the Planning Commission did not recommend that the City Council adopt the 2023 TEDS Manual.

With approval of this Ordinance by the City Council the 2023 TEDS Manual will repeal and replace the 2010 TEDS, and the 2023 TEDS Manual and the policies, rules, and regulations thereof, all of which are for the purposes of protecting the public interest shall be in effect.

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

1. The foregoing Recitals are incorporated and adopted, and in accordance with and pursuant to this Ordinance, the City Council of the City of Grand Junction repeals and replaces the 2010 Transportation Engineering Design Standards (TEDS) Manual with the 2023 Transportation Engineering Design Standards (TEDS) Manual, attached hereto, and incorporated by this reference as if fully set forth.
2. The 2023 Transportation Engineering Design Standards (TEDS) Manual shall become effective and be applied when and after this Ordinance becomes effective as provided by the City Charter.
3. This Ordinance and the 2023 Transportation Engineering Design Standards (TEDS) Manual adopted hereby and herewith is necessary to protect the public health, safety, and welfare of the residents of the City and covers matters of local concern. If any provision is found to be unconstitutional or illegal, such finding shall only invalidate that part or portion found to violate the law. All other provisions shall be deemed severed or severable and shall continue in full force and effect.
4. In accordance with paragraph 51 of the Charter of the City of Grand Junction, the full text of this Ordinance, including the text of the 2023 Transportation Engineering Design Standards (TEDS) Manual shall be published in pamphlet form with notice published in accordance with the Charter.
5. Following the effective date of this Ordinance the City Clerk is directed to amend Title 29 of the Grand Junction Municipal Code to codify the 2023 Transportation

Engineering Design Standards (TEDS) Manual in an appropriate and customary manner as determined in her discretion.

INTRODUCED on first reading the 18th day of October 2023 and ordered published in pamphlet form.

ADOPTED on second reading the ____ day of _____, 2023 and ordered published in pamphlet form.

Anna M. Stout
President of the City Council

ATTEST:

Amy Phillips
City Clerk

DRAFT



Grand Junction City Council

Regular Session

Item #4.a.

Meeting Date: November 15, 2023
Presented By: Trenton Prall, Public Works Director, David Thornton, Principal Planner
Department: Community Development
Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

A Memorandum of Understanding (MOU) to Protect, Restore, and Maintain Native River Corridor Habitat in Mesa and Delta Counties through the Development of Community Partnerships as a Member of the Desert Rivers Collaborative

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

Request from the Desert Rivers Collaborative for the City to sign a Memorandum Of Understanding (MOU) with other entities and agencies for further collaboration with the mission to protect, restore, and maintain native river corridor habitat in Mesa County and Delta County through the development of community partnerships. The current MOU was signed by the City in 2013.

BACKGROUND OR DETAILED INFORMATION:

The mission of the Desert Rivers Collaborative (“DRC” or “Collaborative”) is to protect, restore, and maintain native river corridor habitat in Mesa and Delta Counties through the development of community partnerships. The DRC’s geographic focus area is the Colorado River and its associated tributaries from the eastern boundary of Mesa County, CO west to the Utah border, and the Gunnison River and its associated tributaries from the city of Delta, CO to the river’s confluence with the Colorado River in Grand Junction.

The DRC was established in 2012 to serve as a coordinated platform to conduct riparian restoration and address invasive non-native plant species impacts. Stakeholders include state and federal agencies, municipal governments, private

landowners, interested residents, and non-profit organizations. All parties recognize that the challenge of restoring areas impacted by non-native plant species can be more easily met through a coordinated, comprehensive effort that draws upon local and regional skills and expertise.

Riparian habitat along the Colorado and Gunnison rivers, like along many other western rivers, has been degraded by several factors, including colonization by invasive plant species. The main invasive plant species of concern to the DRC are tamarisk (*Tamarix* sp), Russian olive (*Elaeagnus angustifolia*), Siberian elm (*Ulmus pumila*), and other herbaceous species. Along many stretches of the rivers, native plant communities have become displaced, are poorly developed, or are at risk due to non-native plant establishment. Invasive non-native plant infestations often diminish fish and wildlife habitat, decrease water resources, impede recreational use, negatively impact agricultural production, and increase wildfire hazards. Although native trees in riparian areas can use a similar amount of water, they do not grow as densely as tamarisk and Russian olive. Further, these non-native trees spread beyond the riparian floodplain into zones typically dominated by xeric vegetation.

The objectives of the DRC are to:

- Encourage and support collaborative riparian restoration efforts for the benefit of overall river health, improved local communities, and enhanced opportunities for recreation, education, and economic benefit.
- Provide a platform for partners to better leverage resources and improve ecological conditions at a landscape scale.
- Share information, lessons learned, and resources, to the extent that partners are comfortable, to improve restoration outcomes.

A memorandum of Understanding (MOU) was last signed by the City in 2012. There are not any significant changes between the 2012 MOU and the proposed MOU. There has been DRC feedback requesting acknowledgment of restoration activities that have been taking place along the smaller tributaries and near the headwaters at higher elevations. The 2012 MOU wording had language that was more focused on the riparian areas along the Gunnison and Colorado rivers. The change is a nod to those projects that are using vegetation removal methods that the 2012 MOU highlighted and/or other process-based techniques (such as reducing erosion through grade control) that the proposed updated MOU now alludes to. The purpose was to be more inclusive of projects that DRC partners are working on in the watershed and be more specific about the geographic scope of the DRC.

These minor changes include the following wording shown as underlined:

"The mission of the Desert Rivers Collaborative ("DRC" or "Collaborative") is to protect, restore, and maintain native river corridor habitat in Mesa and Delta Counties through the development of community partnerships. The DRC's geographic focus area is the Colorado River and its associated tributaries from the eastern boundary of Mesa County, CO west to the Utah border, and the Gunnison River and its associated tributaries from the city of Delta, CO to the river's confluence with the Colorado River in

Grand Junction, CO. Prioritize sites to determine where restoration could confer the greatest long-term cost benefit through the control of non-natives, water quality improvement projects, or other associated restoration techniques."

The Collaborative operates on the following principles:

1. Collaborative is inclusive; participation is voluntary.
2. Landowner goals are respected and supported; expectations for landowners and land managers should be clearly outlined.
3. Information sharing and maximization of resources is a priority.
4. Outreach and community awareness should be fostered and promoted.
5. Projects should be implemented based on a prioritization scheme that promotes a high return on invested funds.

By signing, the City agrees to collaborate to provide information and expertise, develop objective and acceptable strategies to meet the objectives of the Collaborative, and share knowledge of best management practices. Signers of the MOU include City of Fruita, City of Grand Junction, Clifton Sanitation District, Colorado Canyons Association, Colorado Department of Agriculture Palisade Insectary, Colorado Parks and Wildlife (CPW), Colorado State University Extension (CSU Extension), Colorado West Land Trust, Delta County, Eureka! McConnel Science Museum, Grand Valley Audubon Society (GVAS), Mesa Conservation District, Mesa County, Natural Resources Conservation Service (NRCS), One Riverfront (ORF), Southwest Chapter River Management Society, RiversEdge West, Ruth Powell Hutchins Water Center at Colorado Mesa University, Town of Palisade, Two Rivers Wildfire Coalition, US Bureau of Land Management (BLM), US Bureau of Reclamation (USBR), US Fish & Wildlife Service (USFWS), Western Colorado Conservation Corps (WCCC), Western Colorado Landscape Collaborative (WCLC), Western Colorado Wildlife Habitat Association (WCWHA), Western Slope Conservation Center (WSCC), and other interested parties.

Nothing in the MOU obligates the City to obligate or transfer funds. The partnership does not pre-empt, override, or dictate management on any federal, state, local governments, or private lands, nor does it have the power to alter existing public land management prescriptions of the area. Changes in land management prescriptions are subject to federal, state, and local land use planning, policy, and decision-making procedures.

The current or previous MOU expired in 2018 after five years from when the MOU was executed in 2013 by most of the signees. There were a few entities that signed it in 2014, 2015 and the last in 2016 which raises the question whether the MOU was valid through 2021. It is presumably an issue of the DRC losing track of this agreement through staff transitions. Despite an expired MOU, the DRC has never dissolved and partnership meetings are held regularly and many projects have been completed collaboratively. Rivers Edge West, the partner organization that is administering the update of this MOU has provided that moving forward new signatures will not be accepted, therefore not extending the life of the MOU past five years. This will help avoid lapses from occurring in the future, as well as a more concerted effort by the DRC

to cycle the MOU and its signing every five years. Regardless, the previous MOU is no longer valid and this new proposed MOU will take its place.

In the MOU it states that the City's role is to provide project management/oversight assistance where applicable, and provide collaboration in the application for grant funds from the State or Federal Government to assist the Collaborative in Mesa County when applicable. This MOU will take effect on the date of final signature and will be in force and effect for a period of five (5) years from the last date signed. The MOU may be modified in writing by mutual agreement and signature of all parties.

FISCAL IMPACT:

There is no direct fiscal impact related to this request. However, the City dedicates per year approximately 15 to 20 staff hours to project development, project execution, and general meetings about potential improvements and volunteer assistance. These dedicated City staff hours often result in leveraging far more total work hours from volunteers and grant funded staff hours (eg. tamarisk / fire mitigation grant work).

SUGGESTED MOTION:

I move to authorize the City Manager to execute the Memorandum of Understanding (MOU) with the Desert Rivers Collaborative.

Attachments

- 1. Desert Rivers Collaborative 2023 MOU - City Council
- 2. 2013 MOU Signed by Collaborative

MEMORANDUM OF UNDERSTANDING

To:

Protect, restore, and maintain native river corridor habitat in Mesa & Delta counties through the development of community partnerships

This Memorandum of Understanding (MOU) is made and entered into by the following parties (“Parties”):

City of Fruita, City of Grand Junction, Clifton Sanitation District, Colorado Canyons Association, Colorado Department of Agriculture Palisade Insectary, Colorado Parks and Wildlife (CPW), Colorado State University Extension (CSU Extension), Colorado West Land Trust, Delta County, Eureka! McConnel Science Museum, Grand Valley Audubon Society (GVAS), Mesa Conservation District, Mesa County, Natural Resources Conservation Service (NRCS), One Riverfront (ORF), Southwest Chapter River Management Society, RiversEdge West, Ruth Powell Hutchins Water Center at Colorado Mesa University, Town of Palisade, Two Rivers Wildfire Coalition, US Bureau of Land Management (BLM), US Bureau of Reclamation (USBR), US Fish & Wildlife Service (USFWS), Western Colorado Conservation Corps (WCCC), Western Colorado Landscape Collaborative (WCLC), Western Colorado Wildlife Habitat Association (WCWHA), Western Slope Conservation Center (WSCC), and other interested parties.

[Space intentionally blank to list additional parties]

I. Background & Objective

The mission of the Desert Rivers Collaborative (“DRC” or “Collaborative”) is to protect, restore, and maintain native river corridor habitat in Mesa and Delta Counties through the development of community partnerships. The DRC’s geographic focus area is the Colorado River and its associated tributaries from the eastern boundary of Mesa County, CO west to the Utah border, and the Gunnison River and its associated tributaries from the city of Delta, CO to the river’s confluence with the Colorado River in Grand Junction, CO.

The DRC was established in 2012 to serve as a coordinated platform to conduct riparian restoration and address invasive non-native plant species impacts. Stakeholders include state and federal agencies, municipal governments, private landowners, interested residents, and non-profit organizations. All parties recognize that the challenge of restoring areas impacted by non-native plant species can be more easily met through a coordinated, comprehensive effort that draws upon local and regional skills and expertise.

Riparian habitat along the Colorado and Gunnison rivers, like along many other western rivers, has been degraded by several factors, including colonization by invasive plant species. Principal invasive plant species of concern to the DRC are tamarisk (*Tamarix sp*), Russian olive (*Elaeagnus angustifolia*), Siberian elm (*Ulmus pumila*), and other herbaceous species. Along many stretches of the rivers, native plant communities have become displaced, are poorly developed, or are at-risk due to non-native plant establishment. Invasive non-native plant infestations often diminish fish and wildlife habitat, decrease water resources, impede recreational use, negatively impact agricultural production, and increase wildfire hazards. Although native trees in riparian areas can use a similar amount of water, they do not

grow as densely as tamarisk and Russian olive. Further, these non-native trees spread beyond the riparian floodplain into zones typically dominated by xeric vegetation.

The objectives of the DRC are to:

- Encourage and support collaborative riparian restoration efforts for the benefit of overall river health, improved local communities, and enhanced opportunities for recreation, education, and economic benefit.
- Provide a platform for partners to better leverage resources and improve ecological conditions at a landscape scale.
- Share information, lessons learned, and resources, to the extent that partners are comfortable, to improve restoration outcomes.

II. Authority

The Bureau of Land Management may enter into this MOU under the Federal Land Policy and Management Act of 1976, as amended (43 U.S.C. 1737, Sec 307), the National Environmental Policy Act of 1969 (42 U.S.C. 1737), and the Wyden Amendment (16 U.S.C. Sec 1011 (ca)).

The U.S. Fish and Wildlife Service may enter into this MOU under the authority contained in the Partners for Fish and Wildlife Act (Public Law 109-294), the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), and the Fish and Wildlife Act of 1956 (16 U.S.C. 742 a-j), as amended.

The Natural Resources Conservation Service may enter into this MOU under the Soil Conservation and Domestication Allotment Act of 1935 (16 U.S.C. 590 a-f, 590q).

Mesa County may enter into this MOU under Colorado Revised Statutes 29-1-203 (2010).

III. Statement of Mutual Benefits

It is the intent of the Parties to work together to develop and implement a comprehensive approach to:

1. Prioritize sites to determine where restoration could confer the greatest long-term cost benefit through the control of non-natives, water quality improvement projects, or other associated restoration techniques;
2. Control tamarisk, Russian olive, and other invasive species that directly impact riparian areas;
3. Re-vegetate impacted areas with appropriate vegetation;
4. Monitor outcomes;
5. Identify long-term maintenance strategies;
6. Structure educational efforts, conduct outreach and education meetings, workshops, and demonstrations to engage private landowners, partners, and funding sources;
7. Identify research needs;
8. Identify potential funding opportunities, help secure funding to support partnership activities;
9. Complete work in a coordinated manner that maximizes resource sharing and information exchange

The Collaborative operates on the following principles:

1. Collaborative is inclusive; participation is voluntary

2. Landowner goals are respected and supported; expectations for landowners and land managers should be clearly outlined
3. Information sharing and maximization of resources is a priority
4. Outreach and community awareness should be fostered and promoted
5. Projects should be implemented based on a prioritization scheme that promotes a high return on invested funds

By signing, Parties agree to collaborate to provide information and expertise, develop objective and acceptable strategies to meet the objectives of the Collaborative, and share knowledge of best management practices.

Nothing in this MOU shall obligate the signatory or their agencies, communities, and organizations to obligate or transfer funds. The partnership does not pre-empt, override, or dictate management on any federal, state, local governments, or private lands, nor does it have the power to alter existing public land management prescriptions of the area. Changes in land management prescriptions are subject to federal, state, and local land use planning, policy, and decision-making procedures.

IV. Roles & Responsibilities

All Signatories will:

- Support the goals and objectives of the DRC as set forth in this MOU and any future plans, as drafted by the Collaborative;
- Work to increase awareness and support for DRC's objectives (e.g., letter of endorsement, funding proposals, participation in media activities, public support via print and digital marketing materials, etc.);
- Secure support of DRC through any public media or other education/outreach efforts;
- Allow use of individual parties' logo on DRC printed and web materials as allowed in the policies and procedures of each party;
- Participate in regularly scheduled meetings of the DRC and associated committees that may be formed;
- Share expertise, lessons learned, and wherever appropriate, resources. Equipment will be the property of individual members, rather than having DRC own equipment; and
- Hold sensitive and/or proprietary information in confidence.

Individual parties can continue to fundraise independently but will regularly share with the Collaborative information about independent fundraising efforts that relate to DRC goals and objectives.

Below are listed all signatories to the MOU; in some cases, specific roles are discussed:

- City of Fruita can provide:
 - Support as a Collaborative partner with the application for grant funding from public and private sources to the extent possible.
- City of Grand Junction can provide:
 - Project management/oversight assistance where applicable and appropriate;
 - Collaboration in the application for grant funds from the State or Federal Government to assist the Collaborative in Mesa County when applicable.
- Clifton Sanitation District can provide:

- Support as a Collaborative partner with the application for grant funding from State and Federal sources to the extent possible.
- Colorado Canyons Association can provide:
 - Support in Collaborative efforts and assist in securing future capacity for restoring and protecting the Gunnison and Colorado Rivers with a focus on areas within McInnis Canyons, Dominguez-Escalante and Gunnison Gorge National Conservation Areas.
- Colorado Parks and Wildlife (CPW) can provide:
 - Space to store shared DRC assets.
- Colorado State University Extension (CSU Extension) can provide:
 - Assistance in formulating and producing deliverables such as fact sheets, webinars, press releases;
 - Provide site visits to help landowners design a management 'plan' (identify resource, make a plan, recommend prescriptions, help with revegetation design, etc.);
 - Promote the program through a variety of outlets including mail lists, press, etc.;
 - Provide additional technical expertise to help guide landowners through projects.
- Colorado West Land Trust can provide:
 - Coordination in the inclusion of permanently conserved, private properties in Collaborative objectives;
 - Support in funding acquisition efforts such as providing letters of support and collaborative grant development;
 - Assistance in hosting meetings.
- Delta County can provide:
 - Assistance with access to private land;
 - Collaboration in grant funding;
 - Identification of treatment areas.
- Mesa County can provide:
 - Assistance with private land access issues;
 - Training for weed identification and pesticide safety, selection, calibration and application for Collaborative participants;
 - Project management/oversight assistance where applicable and appropriate;
 - Collaboration in the application for grant funds from the State or Federal Government to assist the Collaborative in Mesa County when applicable.
- One Riverfront (ORF) can provide:
 - Media and other outreach on behalf of the Collaborative;
 - Support in funding acquisition efforts of the Collaborative.
- RiversEdge West can provide:
 - Facilitation, planning, coordination, and documentation for the partnership;
 - Technical assistance as appropriate to implement restoration strategies and assess control technologies;
 - Coordination to conduct various training events with relevance to the Collaborative.
- Ruth Powell Hutchins Water Center at Colorado Mesa University (CMU) can provide:
 - Support in networking, outreach, education and dialogue;
 - Act as a liaison to CMU for any potential faculty and student collaborations.
- Town of Palisade can provide:
 - A template for bank revetment and subsequent re-vegetation;
 - Training for monitoring well installation for collaborative participants;

- Collaboration in the application for grant funds from the State or Federal Government to assist the Collaborative in Mesa County when applicable.
- US Bureau of Land Management (BLM) can provide:
 - Funding for the BLM/RiversEdge West partner position.
- US Fish & Wildlife Service (USFWS) can provide:
 - Technical assistance with Endangered Species Act issues;
 - Technical assistance with private land projects;
 - Technical assistance with fish and wildlife habitat improvement projects.
- Western Colorado Conservation Corps (WCCC) can provide:
 - Labor to accomplish goals of the Collaborative;
 - Non-traditional models (Strike Team and Monitoring Team) to accomplish goals.
- Western Slope Conservation Center (WSCC) can provide:
 - Water monitoring assistance;
 - Education and outreach;
 - Assistance with river restoration projects;
 - Knowledge of Gunnison Basin issues.

V. Decision Making/Allocation of Resources

Decisions on where and how to fund projects, whether from private or public sources, will be made on a consensus basis using best available knowledge of site, best applicable technology or human resource, and within the guidelines that may have been given by funding agency or granting foundation.

The Collaborative will meet on a biannual basis to review projects and progress towards goals.

VI. Term of Agreement

This MOU shall take effect on the date of final signature and shall be in force and effect for a period of five (5) years from the last date signed. This MOU may be modified in writing by mutual agreement and signature of all parties.

VII. Termination

Any of the parties, in writing, may terminate the instrument in whole, or in part, at any time before the date of expiration. The MOU continues in full force and effect between all remaining parties.

VIII. Required Clauses

Civil Rights—During the performance of this MOU, the participants will not discriminate against any person because of race, color, religion, national origin, disabilities, religion, age or sex (including sexual orientation and gender identity). The participants will take affirmative action to ensure that applicants are employed without regard to their race, color, religion, national origin, disabilities, religion, age or sex (including sexual orientation and gender identity).

Promotions—The participants will not publicize or otherwise circulate promotional materials which state or imply endorsement of a product, service, or position of this MOU by any participant.

Publications of Results of Studies—No party will unilaterally publish a joint publication without consulting the other parties. This restriction does not apply to popular publication of previously published technical matter. Publications pursuant to this MOU may be produced independently or in collaboration with others; however, in all cases proper credit will be given to the efforts of those parties'

publication or interpretation of the results, any one party may publish data after due notice and submission of the proposed manuscripts to the others. In such instances, the party publishing the data will give due credit to the cooperation but assume full responsibility for any statements on which there is a difference of opinion.

Non-Fund Obligating Document--This instrument is neither a fiscal nor a funds obligation document. Any endeavor or transfer of anything of value involving reimbursement of contributions of funds between the parties to this instrument will be handled in accordance with applicable laws, regulations, and procedures including those for Government procurement and printing. Such endeavors will be outlined in separate agreements that shall be made in writing by representatives of the parties and shall be independently authorized by appropriate statutory authority. This instrument does not provide such cooperators of any contract or other agreement. Any contract or agreement for training or other services must fully comply with all applicable requirements for competition.

Responsibilities of Parties—Cooperating parties and their respective agencies will handle their own activities and utilize their own resources, including the expenditures of their own funds, in pursuing these objectives. Each party will carry out its separate activities in a coordinated and mutually beneficial manner.

Establishment of Responsibility—This instrument is not intended to, and does not create, any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity, by a party against the United States, its agencies, its officers, or any person.

Anti-deficiency Act- Nothing in this Agreement shall be construed as requiring a Party to expend funds in violation of the Federal Anti-deficiency Act codified at 31 U.S.C. § 1341

Assurance Regarding Felony Conviction or Tax Delinquent Status for Corporate Entities- By entering into this agreement, corporate entities acknowledge: (1) that it does not have a Federal tax delinquency, meaning that it is not subject to any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, **and** (2) that it has not been convicted of a felony criminal violation under any Federal law within 24 months preceding the award, unless a suspending and debarring official of the USDA has considered suspension or debarment of the recipient corporation based on these convictions and/or tax delinquencies and determined that suspension or debarment is not necessary to protect the interests of the Government. If the recipient fails to comply with these provisions, the agency will annul this agreement and may recover any funds the recipient has expended in violation of the above cited statutory provisions.

IX. Signatures

Authorized Representatives—By signature below, the cooperating parties certify that the individuals listed in this document, as representatives of the cooperators, and are authorized to act in their respective areas for matters related to this instrument.

X. Principal Contacts

The principal contact for this instrument is: Joe Leonhard

RiversEdge West
PO Box 1907
Grand Junction, CO

970.256.7400

Jleonhard@riversedgewest.org

XI. Non-Binding Intent

It is clearly understood by the Parties that this MOU sets forth an agreement in principle only, is not binding on the parties hereto, may not be relied upon as the basis for an agreement by estoppels, and that no party shall be bound except through their specific project grant agreements. The Parties further understand and acknowledge that the Parties' guiding boards, commissions and councils must approve any specific project, work plan, funding agreement and/or budget, etc.

In no event shall the term "Partners" OR "Partnership" mean a legal partnership, created or implied.

IN WITNESS HEREOF, the parties hereto have executed this MOU on the dates set forth below.

City of Fruita

Printed Name:

Title:

City of Grand Junction

Printed Name:

Title:

Clifton Sanitation District

Printed Name:

Title:

Colorado Canyons Association

Printed Name:

Title:

Colorado Department of Agriculture Palisade Insectary

Printed Name:

Title:

Colorado Parks and Wildlife

Printed Name:

Title:

Colorado State University Extension

Printed Name:

Title:

Colorado West Land Trust

Printed Name:

Title:

Delta County

Printed Name:

Title:

Eureka! McConnel Science Museum

Printed Name:

Title:

Grand Valley Audubon Society

Printed Name:

Title:

Mesa Conservation District

Printed Name:

Title:

Mesa County

Printed Name:

Title:

Natural Resources Conservation Service

Printed Name:

Title:

One Riverfront

Printed Name:

Title:

River Management Society Southwest Chapter

Printed Name:

Title:

RiversEdge West

Printed Name:

Title:

Ruth Powell Hutchins Water Center at Colorado Mesa University

Printed Name:

Title:

Town of Palisade

Printed Name:

Title:

Two Rivers Wildfire Coalition

Printed Name:

Title:

US Bureau of Land Management

Printed Name:

Title:

US Bureau of Reclamation

Printed Name:

Title:

US Fish & Wildlife Service

Printed Name:

Title:

Western Colorado Conservation Corps

Printed Name:

Title:

Western Slope Conservation Center

Printed Name:

Title:

MEMORANDUM OF UNDERSTANDING

To:

Protect, restore, and maintain native river corridor habitat in Mesa & Delta counties through the development of community partnerships

This Memorandum of Understanding (MOU) is made and entered into by the following parties:

City of Fruita, City of Grand Junction, Clifton Sanitation District, Colorado Canyons Association, Colorado Parks and Wildlife (CPW), Colorado Riverfront Commission (CRC), Colorado State University Extension (CSU Extension), Delta County, Grand Valley Audubon Society (GVAS), Mesa County, Natural Resources Conservation Service (NRCS), River Restoration Adventures for Tomorrow (RRAFT), Southwest Chapter River Management Society, Tamarisk Coalition (TC), Town of Palisade, US Bureau of Reclamation (USBR), US Fish & Wildlife Service (USFWS), Water Center at Colorado Mesa University, Western Colorado Conservation Corps (WCCC), Western Colorado Landscape Collaborative (WCLC), Western Colorado Wildlife Habitat Association (WCWHA), Western Slope Conservation Center (WSCC), and other interested parties.

[Space intentionally blank to list additional partners]

I. Background & Objective

The mission of the Desert Rivers Collaborative (DRC or “Collaborative”) is to protect, restore, and maintain native river corridor habitat in Mesa and Delta Counties through the development of community partnerships. The Collaborative will focus on the Colorado River from the eastern boundary of Mesa County, west to the Utah border; the group will also encompass the Gunnison River from the city of Delta to the river’s confluence with the Colorado River in Grand Junction.

Over the last several years, stakeholders in Mesa and Delta Counties, including local communities, state and federal agencies, and non-profits, have been undertaking measures to improve lowland riparian areas. While many of these efforts have proven successful, all parties recognize that the challenge of restoring areas impacted by non-native plant species can be more easily met through a coordinated, comprehensive effort that draws upon local and regional skills and expertise.

Riparian habitat along many western Colorado rivers, including the Colorado and Gunnison Rivers, has been degraded by several factors, including colonization by invasive plant species, including tamarisk, Russian olive, Siberian elm, and other herbaceous species. Along many stretches of rivers, native plant communities have become displaced or are poorly developed in the advent of non-native plant establishment. Exotic plant infestations often diminish fish and wildlife habitat, decrease water resources, negatively impact recreational use and experiences, and increase wildfire hazards. Although native trees in riparian areas can use more or less the same amount of water, they do not grow as densely as tamarisk and Russian olive. Further, these non-native trees spread beyond the riparian floodplain into zones typically dominated by xeric vegetation.

II. Authority

The Bureau of Land Management may enter into this MOU under the Federal Land Policy and Management Act of 1976, as amended (43 U.S.C. 1737, Sec 307), the National Environmental Policy Act of 1969 (42 U.S.C. 1737), and the Wyden Amendment (16 U.S.C. Sec 1011 (ca)).

The U.S. Fish and Wildlife Service may enter into this MOU under the authority contained in the Partners for Fish and Wildlife Act (Public Law 109-294), the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), and the Fish and Wildlife Act of 1956 (16 U.S.C. 742 a-j), as amended.

The Natural Resources Conservation Service may enter into this MOU under the Soil Conservation and Domestication Allotment Act of 1935 (16 U.S.C. 590 a-f).

Mesa County may enter into this MOU under Colorado Revised Statutes 29-1-203 (2010).

III. Statement of Mutual Benefits

It is the intent of the Parties to work together to develop and implement a comprehensive approach to:

1. Prioritize sites to determine where restoration could confer the greatest long-term cost benefit through the control of non-natives or water quality improvement projects;
2. Control tamarisk, Russian olive, and other invasive species that directly impact riparian areas;
3. Re-vegetate impacted areas with appropriate vegetation;
4. Monitor outcomes;
5. Identify long-term maintenance strategies;
6. Determine data gaps, if any, in water quality monitoring;
7. Structure educational efforts, conduct outreach and education meetings, workshops, and demonstrations to engage private landowners, partners, and funding sources;
8. Identify research needs;
9. Identify potential funding opportunities, help secure funding to support partnership activities;
10. Complete work in a coordinated manner that maximizes resource sharing and information exchange

The Collaborative operates on the following principles:

1. Collaborative is inclusive; participation is voluntary
2. Landowner goals are respected and supported; expectations for landowners and land managers should be clearly outlined
3. Information sharing and maximization of resources is of priority
4. Outreach and community awareness should be fostered and promoted
5. Projects should be implemented based on a prioritization scheme that promote a high return on invested funds

By signing Parties agree to collaborate to provide information and expertise, develop objective and acceptable strategies to meet the objectives of the Collaborative, and share knowledge of best management practices.

Nothing in this MOU shall obligate the signatory or their agencies, communities, and organizations to obligate or transfer funds. The partnership does not pre-empt, override, or dictate management on any federal, state, local governments, or private lands, nor does it have the power to alter existing public

land management prescriptions of the area. Changes in land management prescriptions are subject to federal, state, and local land use planning, policy, and decision making procedures.

IV. Roles & Responsibilities

A. All Signatories will:

- Support the goals and objectives of the DRC as set forth in this MOU and any future plans, as drafted by the Collaborative
- Work to increase awareness and support for DRC's objectives (e.g., letter of endorsement, funding proposals, participation in media activities, public support via print and digital marketing materials, etc.);
- Secure support of DRC through any public media or other education/outreach efforts;
- Allow use of in the individual partners' logo on DRC printed and web materials as allowed in the policies and procedures of each partner
- Participate in regularly scheduled meetings of the DRC and associated committees that may be formed
- Share expertise, lessons learned, and wherever appropriate, resources. Equipment will be the property of individual members, rather than having DRC own equipment; and
- Hold sensitive and/or proprietary information in confidence.

Individual partners can continue to fundraise independently, but will regularly share with the Collective information about independent fundraising efforts that relate to DRC goals and objectives.

B. Below are listed all signatories to the MOU; in some cases specific roles are discussed:

- City of Fruita can provide:
 - Support as a Collaborative partner with the application for grant funding from state and Federal sources to the extent possible.
- City of Grand Junction can provide:
 - Project management/oversight assistance where applicable and appropriate; and
 - Collaboration in the application for grant funds from the State or Federal Government to assist the Collaborative in Mesa County when applicable.
- Clifton Sanitation District can provide:
 - Support as a collaborative partner with the application for grant funding from State and Federal sources to the extent possible.
- Colorado Canyons Association can support:
 - Current efforts and assist in securing future capacity for restoring and protecting the Gunnison and Colorado Rivers with a focus on areas within McInnis Canyons, Dominguez-Escalante and Gunnison Gorge National Conservation Areas
- Colorado Parks and Wildlife (CPW)
- Colorado Riverfront Commission(CRC)
- Colorado State University Extension (CSU Extension) can:
 - Help formulate and produce deliverables such as fact sheets, webinars, press releases
 - Provide for site visits to help landowners design a management 'plan' (identify resource, make plan, recommend prescriptions, help with revegetation design, etc.)
 - Promote the program through variety of outlets including mail lists, press, etc.

- Provide additional technical expertise to help guide landowners through projects
- Delta County
- Grand Valley Audubon Society (GVAS)
- Mesa County can provide:
 - Assistance with private land access issues;
 - Training for weed identification and pesticide safety, selection, calibration and application for Collaborative participants;
 - Project management/oversight assistance where applicable and appropriate; and
 - Collaboration in the application for grant funds from the State or Federal Government to assist the Collaborative in Mesa County when applicable.
- Natural Resources Conservation Service (NRCS)
- River Restoration Adventures for Tomorrow (RRAFT)
 - Providing rafts and volunteers to work on ecological restoration efforts on remote stretches of the affected rivers (incl: invasive species control, planting, trash clean-up, campsite maintenance);
 - Providing rafts and volunteers to help support monitoring efforts along larger sections of the riparian corridors;
 - Working with DRC members to develop on-river education lessons for local schools (these curriculum plans can be executed in the classroom and on the river);
 - Working with DRC members to plan and carry out education, assessment, and fundraiser floats with donors, partners, and community groups
- Southwest Chapter River Management Society
- Tamarisk Coalition will provide:
 - Facilitation, planning, coordination, and documentation for the partnership.
 - Technical assistance as appropriate to implement restoration strategies and assess control technologies.
 - Coordination to conduct various training events with relevance to the Collaborative.
- Town of Palisade can provide:
 - A template for bank revetment and subsequent re-vegetation;
 - Training for monitoring well installation for collaborative participants; and
 - Collaboration in the application for grant funds from the State or Federal Government to assist the Collaborative in Mesa County when applicable.
- US Bureau of Reclamation (USBR)
- US Fish & Wildlife Service (USFWS) can:
 - Provide technical assistance with Endangered Species Act issues
 - Provide technical assistance with private land projects
 - Provide technical assistance with fish and wildlife habitat improvement projects
- Water Center at Colorado Mesa University (CMU)
 - Can provide support in networking, outreach, education and dialogue
 - Can act as a liaison to CMU for any potential faculty and student collaborations
- Western Colorado Conservation Corps (WCCC) can provide:
 - Labor to accomplish goals of the Collaborative
- Western Colorado Landscape Collaborative
- Western Colorado Wildlife Habitat Association (WCWHA)
- Western Slope Conservation Center (WSCC) can provide:
 - Water monitoring assistance
 - Education and outreach

- Assistance with river restoration projects
- Knowledge of Gunnison Basin issues

V. Decision Making/Allocation of Resources

Decisions on where and how to fund projects, whether from private or public sources, will be made on a majority /consensus vote basis using best available knowledge of site, best applicable technology or human resource, and within the guidelines that may have been given by funding agency or granting foundation.

A quorum constitutes a minimum of five partner organizations. Partners will be informed of meetings to discuss funding decisions via email; voting can be done via email, or through proxy representation.

The Collaborative will meet on a quarterly basis to review projects and progress towards goals.

VI. Term of Agreement

This MOU shall take effect on the date of final signature and shall be in force and effect for a period of five (5) years from the last date signed. This MOU may be modified in writing by mutual agreement and signature of all parties. Any partners may join at any time by signing this MOU.

VII. Termination

Any of the parties, in writing, may terminate the instrument in whole, or in part, at any time before the date of expiration. The MOU continues in full force and effect between all remaining parties.

VIII. Required Clauses

Civil Rights—During the performance of this MOU, the participants will not discriminate against any person because of race, color, religion, sex, or national origin. The participants will take affirmative action to ensure that applicants are employed without regard to their race, color, sexual orientation, national origin, disabilities, religion, age or sex.

Promotions—The participants will not publicize or otherwise circulate promotional materials which state or imply endorsement of a product, service, or position of this MOU by any participant.

Publications of Results of Studies—No party will unilaterally publish a joint publication without consulting the other parties. This restriction does not apply to popular publication of previously published technical matter. Publications pursuant to this MOU may be produced independently or in collaboration with others; however, in all cases proper credit will be given to the efforts of those parties publication or interpretation of the results, any one party may publish data after due notice and submission of the proposed manuscripts to the others. In such instances, the party publishing the data will give due credit to the cooperation but assume full responsibility for any statements on which there is a difference of opinion.

Non-Fund Obligor Document--This instrument is neither a fiscal nor a funds obligation document. Any endeavor or transfer of anything of value involving reimbursement of contributions of funds between the parties to this instrument will be handled in accordance with applicable laws, regulations, and procedures including those for Government procurement and printing. Such endeavors will be outlined in separate agreements that shall be made in writing by representatives of the parties and shall be independently authorized by appropriate statutory authority. This instrument does not provide such

cooperators of any contract or other agreement. Any contract or agreement for training or other services must fully comply with all applicable requirements for competition.

Responsibilities of Parties—Cooperating parties and their respective agencies will handle their own activities and utilize their own resources, including the expenditures of their own funds, in pursuing these objectives. Each party will carry out its separate activities in a coordinated and mutually beneficial manner.

Establishment of Responsibility—This instrument is not intended to, and does not create, any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity, by a party against the United States, its agencies, its officers, or any person.

IX. Signatures

Authorized Representatives—By signature below, the cooperating parties certify that the individuals listed in this document, as representatives of the cooperators, and are authorized to act in their respective areas for matters related to this instrument.

X. Principal Contacts

The principal contact for this instrument is:

Stacy Beaugh
Tamarisk Coalition
PO Box 1907
Grand Junction, CO


970.256.7400
sbeaugh@tamariskcoalition.org

XI. Non-Binding Intent

It is clearly understood by the Partners that this MOU sets forth an agreement in principle only, is not binding on the parties hereto, may not be relied upon as the basis for an agreement by estoppels, and that no party shall be bound except through their specific project grant agreements. The Partners further understand and acknowledge that the Partners' guiding boards, commissions and councils must approve any specific project, work plan, funding agreement and/or budget, etc.

In no event shall the term "Partners" OR "Partnership" mean a legal partnership, created or implied.

IN WITNESS HEREOF, the parties hereto have executed this MOU on the dates set forth below.




City of Fruita
Printed Name: LORI BUCIC
Title: MAYOR

10-17-13
Date



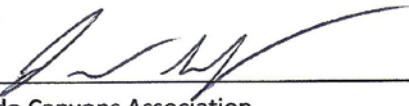
City of Grand Junction
Printed Name: Sam Susuro
Title: Mayor

9/20/2013
Date



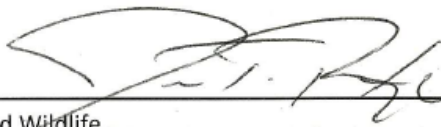
Clifton Sanitation
Printed Name: Brian Woods
Title: manager

7/18/13
Date



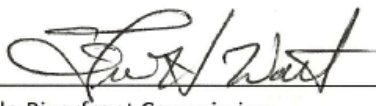
Colorado Canyons Association
Printed Name: Joe Neuhof
Title: Executive Director

7-19-2013
Date



Colorado Parks and Wildlife
Printed Name: J. Romatzke
Title: Area Wildlife Manager

8-26-13
Date



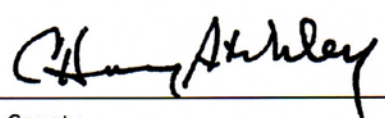
Colorado Riverfront Commission
Printed Name: Frank H. Watt
Title: Co-Chair, Riverfront Commission

9-17-2013
Date



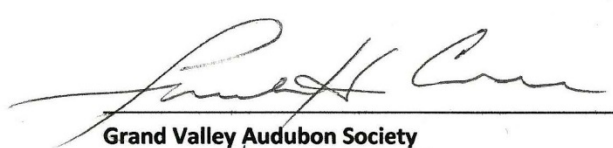
Colorado State University Extension
Printed Name: JOHN RIZZA
Title: WESTERN REGION SMALL ACREAGE MANAGEMENT SPECIALIST

8/6/13
Date



Delta County
Printed Name: C. Doug Atchley
Title: CHAIR, DELTA BOARD of County Commissioners

10/1/13
Date



Grand Valley Audubon Society
Printed Name: Frank Coons
Title: President

5/17/16
Date



Mesa County
Printed Name: Steve Acquafresca
Title: Chair, Board of County Commissioners

8.12.2013
Date



Natural Resources Conservation Service
Printed Name: RANDOLPH RANDALL
Title: ACTING STC


23 JUL 2013
Date


River Restoration Adventures for Tomorrow
Printed Name: Dan Omasta
Title: Co-Founder

11/7/2014
Date


Robyn L. Ceurvorst
Southwest Chapter River Management Society
Printed Name: Robyn Ceurvorst
Title: Southwest Chapter RMS President

08-20-2013
Date



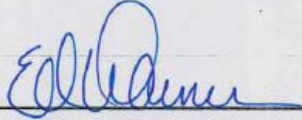
Tamarisk Coalition
Printed Name: Stacy Beagh
Title: Executive Director

7/22/2013
Date



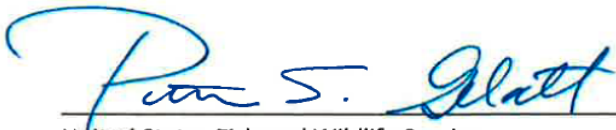
Town of Palisade
Printed Name: Roger Granat
Title: Mayor of Palisade

8/7/2013
Date



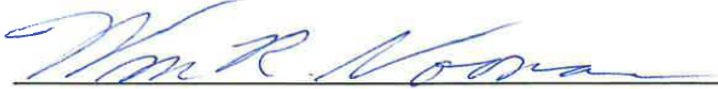
United States Bureau of Reclamation
Printed Name: Ed Warner
Title: Area Manager, U.S. Bureau of Reclamation

11-19-15
Date



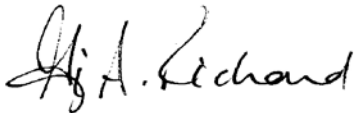
United States Fish and Wildlife Service
Printed Name: Patty Gelatt
Title: Western Colorado Supervisor, Ecological Services

8/8/13
Date



United States Fish and Wildlife Service – Partners for Fish and Wildlife
Printed Name: Bill Noonan
Title: Coordinator, Colorado Partners for Fish and Wildlife Program

8-8-2013
Date



Water Center at Colorado Mesa University
Printed Name: Gigi Richard
Title: Faculty Director

9/5/2013
Date



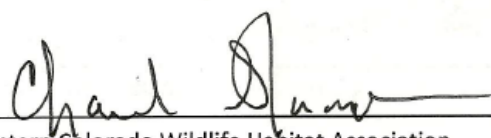
Western Colorado Conservation Corps
Printed Name: Trevor Wickersham
Title: Director, Western Colorado Conservation Corps

7/16/2013
Date




Western Colorado Landscape Collaborative
Printed Name: Jim Ventrello
Title: President

7/18/2013
Date



Western Colorado Wildlife Habitat Association
Printed Name: Charlie Shannon
Title: Manager

09/30/13
Date



Western Slope Conservation Center
Printed Name: Sarah Sauter
Title: Executive Director

6/19/2014
Date



Grand Junction City Council

Regular Session

Item #5.a.

Meeting Date: November 15, 2023
Presented By: John Shaver, City Attorney
Department: City Attorney
Submitted By: John Shaver

Information

SUBJECT:

A Resolution Acknowledging Defense of Officer Brian DeGrange in Civil Action No. 23-cv-01397 CSN-NRN

RECOMMENDATION:

Approve and adopt the resolution acknowledging defense of Officer Briad DeGrange in Civil Action No. 23-cv-01397 CSA-NRN

EXECUTIVE SUMMARY:

A Federal District Court action has been filed alleging violation of a citizen's rights by an employee of the Grand Junction Police Department, Brain DeGrange. The court action alleges misconduct by Officer DeGrange in the conduct of an investigation and issuance of a citation to the Plaintiff in the case. The lawsuit names Officer DeGrange individually as well as Mesa County School District 51 and two employees thereof; however, the City is not named.

Under certain sections of Colorado law, the City has indemnification obligations, and it may, if it determines by resolution adopted at an open public meeting that it is in the public interest to do so, defend a public employee against punitive damages claim or pay or settle any punitive damage claim against a public employee. The Plaintiff has asserted claims that Officer DeGrange violated the Plaintiff's civil rights and maliciously prosecuted the Plaintiff. The Officer denies the allegations.

BACKGROUND OR DETAILED INFORMATION:

The Colorado Governmental Immunity Act ("Act") 24-10-101 *et. seq.* C.R.S. primarily covers public entities for actions in tort or that could lie in tort and its provisions also extend to public employees. The Act extends to public employees so long as the conduct that is the subject of the lawsuit was (i) within the performance of his duties, (ii)

within the scope of his employment and (iii) not done willfully or wantonly.

Because Officer DeGrange is named individually, the City presumes that the Plaintiff is intending to state punitive damage claims against him and, accordingly, with approval of the Resolution the City Council acknowledges that the City will provide the defense and indemnification as provided therein.

The lawsuit alleges the Officer generally violated the Plaintiffs' 1st Amendment rights, and that the Plaintiff was subjected to malicious prosecution when he was cited for conduct in violation of 18-9-111 C.R.S. and when he was asked to limit his contact with D51 officials and to conduct his protest activities at/from designated locations.

Officer DeGrange has been named in the lawsuit based on and because of his employment by the City as a police officer; the claims made against the Officer arise out of and in the scope of his employment.

The Professional Standards Section of the GJPD conducted an investigation of the allegations set forth in the complaint and the Chief of Police initially determined that the Officer had a good faith and reasonable belief that his actions were lawful. The Chief of Police's determination, based on the Professional Standards investigation, is that Officer DeGrange not only had a good faith and reasonable belief his actions were lawful, but that his actions were lawful.

13-21-131(4)(a) C.R.S. requires a peace officer's employer to indemnify its peace officers for any liability incurred by the peace officer for any judgment or settlement arising out of state law claims made in this lawsuit against Officer DeGrange. This indemnification requirement is contingent upon a finding by the employer that the peace officer acted with good faith and reasonable belief that his actions were lawful and that the officer was not convicted of a crime for the same matter which brings the civil claims. If Officer DeGrange is found to have not acted with a good faith and reasonable belief his actions were lawful, he is subject to personal liability of up to 5 percent or twenty-five thousand dollars; however, the Chief of Police has initially determined that Officer DeGrange acted lawfully based on the Professional Standards investigation. Furthermore, Officer DeGrange was never charged with or convicted of a crime arising out of this incident.

In the event the lawsuit is settled, or civil judgment is entered against the Officer, the Chief of Police will review the investigation and any additional information obtained from the lawsuit that he believes may be relevant to the determination of good faith, including judicial determinations, evidence from trial or hearing, and discovery exchanges between the parties to the lawsuit.

Officer DeGrange denies the allegations made against him in the complaint and reasonably believes that his conduct was reasonable, lawful and in good faith.

The City has no basis to conclude that Officer DeGrange acted willfully and

wantonly. He should not have to withstand the claims made against him without the protection of the City.

FISCAL IMPACT:

While there is no direct fiscal impact with adoption of the resolution, the City will incur costs for defense of the lawsuit and possible resolution.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution 100-23, a resolution acknowledging defense of Officer Briad DeGrange in Civil Action No. 23-cv-01397 CSA-NRN

Attachments

- 1. RES-DeGrange Indemnification 20231105

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. __-23

ACKNOWLEDGING DEFENSE OF OFFICER BRIAN DEGRANGE IN CIVIL ACTION
NO. 23-cv-01397 CSN-NRN

RECITALS:

A Federal District Court action (“Complaint”) has been filed alleging violation of a citizen’s rights by an employee of the Grand Junction Police Department, Brian DeGrange (“Officer” or “Officer DeGrange”). The Complaint alleges misconduct by Officer DeGrange in the conduct of an investigation and issuance of a citation to the Plaintiff Mr. Kyle Lewis. Mr. Lewis’ Complaint names Officer DeGrange individually as well as Mesa County School District 51 and two employees thereof.

Under the provisions of the Colorado Governmental Immunity Act, specifically sections 24-10-110 and 24-10-118 C.R.S., and 13-21-131(4)(a) C.R.S. the City has certain indemnification obligations, and it may, if it determines by resolution adopted at an open public meeting that it is in the public interest to do so, defend a public employee against punitive damages claim or pay or settle any punitive damage claim against a public employee. The Plaintiff has asserted claims that Officer DeGrange violated the Plaintiff’s civil rights and maliciously prosecuted the Plaintiff. The Officer denies the allegations.

The Colorado Governmental Immunity Act (“Act”) 24-10-101 *et. seq.* C.R.S. primarily covers public entities for actions in tort or that could lie in tort and its provisions also extend to public employees. The Act extends to public employees so long as the conduct that is the subject of the lawsuit was (i) within the performance of his duties, (ii) within the scope of his employment and (iii) not done willfully or wantonly.

Because Officer DeGrange is named individually, the City presumes that the Plaintiff is intending to state punitive damage claims against him and accordingly with this Resolution the City Council acknowledges and provides the defense and indemnification as provided herein.

The lawsuit alleges the Officer generally violated the Plaintiffs 1st Amendment rights to speak out against Mesa County School District 51 (“D51”) regarding the Plaintiff’s child’s education, and that the Plaintiff was subjected to malicious prosecution when he was cited for conduct in violation of 18-9-111 C.R.S. and when he was asked to limit his contact with D51 officials and conduct his protest activities at/from designated locations.

Over the course of his interaction with the Plaintiff Officer DeGrange was a Colorado certified peace officer duly employed by the Grand Junction Police Department and the Plaintiff has named Officer DeGrange individually in the complaint based on and because of his employment by the City. Without question the claims made against the Officer arise out of and in the scope of his employment.

The Professional Standards Section of the GJPD conducted an investigation of the allegations set forth in the complaint and the Chief of Police has initially determined that the Officer had a good faith and reasonable belief that his actions were lawful. That determination, based upon a

preponderance of the evidence, considered the following standard: the Officer acted in good faith and upon a reasonable belief that his actions were lawful as the Officer's actions were objectively reasonable based on the totality of the circumstances and consistent with the Department's policy and training. The Chief of Police has presumed that the Officer's actions were objectively reasonable as there is no evidence of intent to violate constitutional rights, or a reckless disregard to violate constitutional rights. The Chief of Police's determination, based on the Professional Standards investigation, is that Officer DeGrange not only had a good faith and reasonable belief his actions were lawful, but that his actions were lawful.

13-21-131(4)(a) C.R.S. requires a peace officer's employer to indemnify its peace officers for any liability incurred by the peace officer for any judgment or settlement arising out of state law claims made in this lawsuit against Officer DeGrange. This indemnification requirement is contingent upon a finding by the employer that the peace officer acted with a good faith and reasonable belief that his actions were lawful, and that the officer was not convicted of a crime for the same matter which brings the civil claims. If Officer DeGrange is found to have not acted with a good faith and reasonable belief his actions were lawful, he is subject to personal liability of up to 5% or twenty-five thousand dollars; however, the Chief of Police has initially determined that Officer DeGrange acted lawfully based on the Professional Standards investigation. Furthermore, Officer DeGrange was never charged with or convicted of a crime arising out of this incident.

In the event the lawsuit is settled, or civil judgment is entered against the Officer, the Chief of Police will review the investigation and any additional information obtained from the lawsuit that he believes may be relevant to the determination of good faith, including judicial determinations, evidence from trial or hearing, and discovery exchanges between the parties to the lawsuit.

Officer DeGrange denies the allegations made against him in the complaint and reasonably believes that his conduct was reasonable, lawful and in good faith.

The City has no basis to conclude that Officer DeGrange acted willfully and wantonly. He should not have to withstand the claims made against him without protection of the City.

Although it is unlikely that punitive damage claims will be sustained, it is right and proper to adopt this Resolution defending Officer DeGrange from the personal claims and liability that may arise out of or under any claim except any that is found to be willful, wanton, or criminal as defined by Colorado law or any violation that was not within the scope of his employment.

Because the City Council has reason to find that Officer DeGrange acted within the scope of his employment and because to do otherwise would send a wrong message to the employees of the City, *i.e.*, that the City may be unwilling to stand behind them when an employee is sued for the lawful performance of his/her duties, the City Council adopts this resolution.

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

The City shall pay no judgment or settlement of claim(s) by Officer DeGrange where the claim has been compromised or settled without the City's consent.

The City's legal counsel and insurance defense counsel shall serve as counsel to Officer DeGrange unless it is credibly determined by such counsel that the interests of the City and the Officer may be adverse. In that event the Officer may select separate counsel to be approved in writing by the City Council. The Officer shall reasonably cooperate with the City in its defense of the claims.

By the adoption of this Resolution the City does not waive any defense of sovereign immunity as to any claim(s) or action(s).

The adoption of this Resolution shall not constitute a waiver by the City of insurance coverage with respect to any claim or liability arising out of or under 23-cv-01397 CSN-NRN or any matter covered by the Resolution.

The purpose of this Resolution is to protect Officer DeGrange against personal liability for his lawful actions taken on behalf of and in the best interest of the City.

The Officer has read and does affirm the foregoing averments. Consequently, the City Council hereby finds and determines at an open public meeting that it is the intention of the City Council that this Resolution be substantially construed in favor of protection of Officer DeGrange, and together with legal counsel, that the City defend against the claims against Officer DeGrange in accordance with 24-10-110 C.R.S. and 13-21-131(4)(a) C.R.S and/or to pay or to settle any punitive damage claims in accordance with law arising out of case 23-cv-01397 CSN-NRN.

PASSED and ADOPTED this 15th day of November 2023.

Anna M. Stout
President of the City Council

ATTEST:

Amy Phillips
City Clerk



Grand Junction City Council

Regular Session

Item #5.b.

Meeting Date: November 15, 2023
Presented By: Matt Smith, Chief of Police
Department: Police
Submitted By: Matt Smith

Information

SUBJECT:

A Resolution Supporting the Application for a Gray & Black Market Marijuana Enforcement Grant from the Department of Local Affairs

RECOMMENDATION:

Staff recommends adoption of the resolution.

EXECUTIVE SUMMARY:

The Colorado Department of Local Affairs Gray & Black Market Marijuana Enforcement Grant is a formula grant opportunity intended to fund local enforcement efforts involving gray and black marijuana. Past grants have funded supplies, equipment, training, and overtime during illegal marijuana investigations. The purpose of this item is to consider an application for the FY 2023 - 2024 grant cycle.

BACKGROUND OR DETAILED INFORMATION:

This is an opportunity to apply for the Colorado Department of Local Affairs Gray and Black Market Marijuana Enforcement grant, which requires assurance of community priority. Applications cannot be submitted unless approved by the city council. The grant has previously been an open process but has since become a formula grant based on population, number of applications received, and total dollars available.

In the FY 2022 - 2023 cycle, the Grand Junction Police Department was awarded \$26,321.60 out of \$900,000 in total available dollars. For this year's grant cycle, the Colorado Department of Local Affairs again has total funding of \$900,000 available. City staff estimates that we will receive an award in the range of \$20,000 - \$30,000 based on historical allocation percentages of the total funding available. Historically, these grant dollars have been spent on supplies, equipment, training, and overtime

during illegal marijuana investigations. If funded in this cycle, staff would utilize these dollars towards similar expenditures.

FISCAL IMPACT:

The cost for expenses are included in the 2024 Recommended Budget, therefore, if City Council authorizes the grant application and it is awarded, the grant dollars will replace other revenues intended to pay for the expenses.

SUGGESTED MOTION:

I move to adopt Resolution No. 98-23, a Resolution authorizing the City Manager to submit a grant request to the Department of Local Affairs (DOLA) for the Gray and Black Market Marijuana Enforcement Program.

Attachments

None

RESOLUTION NO. _____

A RESOLUTION SUPPORTING THE APPLICATION FOR A GRAY & BLACK MARKET MARIJUANA ENFORCEMENT GRANT FROM THE DEPARTMENT OF LOCAL AFFAIRS

Recitals:

City Council has considered and for the reasons stated, authorizes an application for a grant to provide financial assistance to the Grand Junction Police Department for the enforcement of gray and black market marijuana.

GJPD has been awarded this grant numerous times and would like to apply for the Gray and Black Market Marijuana Enforcement grant for the current cycle, which requires assurance of community priority. Applications cannot be submitted unless approved by the city council.

The Colorado Department of Local Affairs has total funding of \$900,000 available (including program operations.) Although it is unknown at this time how much of the total \$900,000 the City would be awarded, the fiscal impact of this grant will allow for personnel/overtime costs, equipment & supplies, travel, medical expenses related to injury or exposure during a marijuana investigation, and the purchase of information or evidence to be reimbursed to the City of Grand Junction.

In the last grant period for the Gray and Black Market Marijuana Enforcement Program, City of Grand Junction Police Department was awarded \$26,321.60 to it as a formula calculation based off of the number of applicants and the population of City of Grand Junction. Staff estimates that this cycle will result in an approximate allocation of \$20,000 - 30,000 in formula grant award to help with the enforcement of illegal marijuana activities.

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

- 1: The City Council of the City of Grand Junction strongly supports the application to DOLA to obtain funds needed to complete the Project. The City Manager is authorized and directed to work to finalize and timely submit such DOLA grant application.
- 2: If the grant is awarded, the City Council of the City of Grand Junction strongly supports the completion of the Project, and authorizes the City Manager to sign an appropriate grant agreement on behalf of the City as grantee of the DOLA grant.

This Resolution shall be in full force and effect from and after its passage and adoption.

Passed and adopted this ____ day of _____, 2023.

Anna Stout
President, Grand Junction City Council

ATTEST:

Amy Phillips
City Clerk



Grand Junction City Council

Regular Session

Item #5.c.

Meeting Date: November 15, 2023
Presented By: Ashley Chambers, Housing Manager
Department: Community Development
Submitted By: Ashley Chambers, Housing Manager

Information

SUBJECT:

A Resolution Authorizing Payment for the Acquisition of Real Property Located at 674 23 3/4 Road from 4PF GZ Impact Fund LLC and Ratifying Actions Heretofore Taken and Directing Further Actions in Connections Therewith

RECOMMENDATION:

Staff recommends approval of this resolution.

EXECUTIVE SUMMARY:

The City Council approved Resolution 13-23 that provided a \$750,000 cash match for a \$2,250,000 Affordable Housing Innovative Housing Grant for the acquisition of 15-acres of property for the future development by Grand Junction Housing Authority for up to 300 units serving 80 percent AMI and 60 percent AMI or less. This resolution authorizes the City Manager to expend \$3,000,000 to pay for the purchase of the property located at 674 23 3/4 Road, Grand Junction, Colorado.

BACKGROUND OR DETAILED INFORMATION:

In 2022, the Grand Junction City Council allocated \$1,000,000 to support implementation of the adopted housing strategies. In the 2023 adopted budget City Council carried forward the \$1,000,000 for utilization for housing strategy implementation. Of those funds, the City has set aside \$750,000 to be utilized for a cash match for the Department of Local Affairs (DOLA) Innovative Affordable Housing Incentive Grant. The City subsequently applied for an Innovative Affordable Housing Incentives Grant ("Grant") and received notification of a grant award of \$2,250,000 to assist with the purchase of a 15-acre property for Grand Junction Housing Authority ("GJHA") for future affordable housing construction ("Project").

The Project includes the acquisition of 15 acres for future development by the GJHA

("Property"). The GJHA will utilize the Property to construct approximately 300 rental units in three different phases with two-thirds of the units serving 60 percent AMI and below, and the other one-third serving 80 percent AMI and below. The target construction start date of Phase 1 would be in 2025. The Property is in the 24 Road corridor, which is a high-growth area of the City and near major employers, including Community Hospital and Mesa Mall. The location is within walking distance to Canyon View Regional Park, City Market grocery store and Community Hospital's childcare facility. The area currently has very limited housing options.

The contracted purchase price of the Property is \$2,950,000 with additional closing and due diligence costs, architecture, and engineering services. The grant award and the City grant match of \$750,000 in support of the Project will need to be expended to acquire the Property. With approval of this Resolution, the City will acquire the Property and immediately convey it to the GJHA for development.

This resolution authorizes the City Manager to expend \$3,000,000 to pay for the purchase of the property located at 674 23 ¾ Road, Grand Junction, Colorado, subject to and on condition that Grand Junction Housing Authority assigns the contract as provided therein and that the Grand Junction Housing Authority pays any and all additional costs to close the purchase and sale transaction for the purchase and sale of the Property to the City. At the closing, the City will convey the Property by Special Warranty Deed to the Grand Junction Housing Authority at no cost so that the Property may be developed for the purposes described in this Resolution.

FISCAL IMPACT:

In 2022, the Grand Junction City Council allocated \$1,000,000 to support implementation of the adopted housing strategies. Unused in 2022, the \$1,000,000 was rebudgeted for housing strategy implementation. The City Council approved the use of \$750,000 through Resolution 13-23 for a City cash match of \$750,000 for a \$2,250,000 Department of Local Affairs (DOLA) Innovative Affordable Housing Incentive Grant. With the award of the grant, the additional spending authority of \$2,250,000 was authorized with the supplemental appropriation ordinance adopted in April 2023.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 99-23, a Resolution authorizing the City Manager to expend \$3,000,000 to pay for the purchase of the property located at 674 23 ¾ Road, Grand Junction, Colorado, subject to and on condition that Grand Junction Housing Authority assigns the contract as provided therein and that the Grand Junction Housing Authority pays any and all additional costs to close the purchase and sale transaction for the purchase and sale of the Property to the City.

Attachments

- 1. RES-GJHA 674 23.75 Road 110723

1 RESOLUTION NO. __-23

2 A RESOLUTION AUTHORIZING PAYMENT FOR THE ACQUISITION OF REAL PROPERTY
3 LOCATED AT 674 23 ¾ ROAD FROM 4PF GZ IMPACT FUND LLC AND RATIFYING ACTIONS
4 HERETOFORE TAKEN AND DIRECTING FURTHER ACTIONS IN CONNECTION THEREWITH

5 RECITALS:

6 In 2022 the Grand Junction City Council allocated \$1,000,000 to support
7 implementation of the adopted housing strategies. In the 2023 adopted budget City
8 Council carried forward the \$1,000,000 for utilization for housing strategy
9 implementation. Of those funds, the City has set aside \$750,000 to be utilized for a cash
10 match for the Department of Local Affairs (DOLA) Innovative Affordable Housing
11 Incentive Grant. On January 31, 2023 the City applied for an Innovative Affordable
12 Housing Incentives Grant ("Grant").

13 On May 17, 2023, the City was awarded a Grant in the amount of \$2,250,000 to assist
14 with the purchase of a 15-acre property for Grand Junction Housing Authority ("GJHA")
15 for future affordable housing construction ("Project").

16 The Project includes the acquisition of 15 acres for future development by the GJHA
17 ("Property"). The GJHA will utilize the Property to construct approximately 300 rental
18 units in three different phases with two-thirds of the units serving 60% AMI and below,
19 and the other one-third serving 80% AMI and below. The target construction start date
20 of Phase 1 would be in 2025.

21 The Property is in the 24 Road corridor which is a high growth area of the City and near
22 major employers including Community Hospital and Mesa Mall. The location is within
23 walking distance to Canyon View Regional Park, City Market grocery store and
24 Community Hospital's childcare facility. The area currently has very limited housing
25 options.

26 The contracted purchase price of the Property is \$2,950,000 with additional closing and
27 due diligence costs and architecture, and engineering services. The Grant award and
28 the City grant match of \$750,000 in support of the Project will need to be expended to
29 acquire the Property. With approval of this Resolution the City will acquire the Property
30 and immediately convey it to the GJHA for development.

31 NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Grand Junction in
32 consideration of the Innovative Affordable Housing Incentive Grant award of \$2,250,000
33 and the City cash match of \$750,000 approved by Resolution 13-23 does hereby
34 authorize the City Manager to expend \$3,000,000 for the purchase of the Property for
35 the purposes described herein. The City Council deems the purchase of the Property

36 necessary and proper and that doing so will advance the public health, safety, and
37 welfare.

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

- 40 1. That the City Council hereby authorizes the City Manager to expend
41 \$3,000,000 to pay for the purchase of the property located at 674 23 ¼ Road,
42 Grand Junction Colorado (Lot 1 of Centennial Commercial Center,
43 Reception No. 2438433), subject to and on condition that Grand Junction
44 Housing Authority assigns the contract as provided therein and that the
45 Grand Junction Housing Authority pays any and all additional costs to close
46 the purchase and sale transaction for the purchase and sale of the Property
47 to the City.
48
- 49 2. At the closing and with satisfaction of the foregoing paragraph, the City will
50 convey the Property by Special Warranty Deed to the Grand Junction
51 Housing Authority at no cost so that the Property may be developed for the
52 purposes described in this Resolution.
53
- 54 3. The purchase of the Property is for and on behalf of Grand Junction Housing
55 Authority and the subsequent development thereof will benefit the City.
56
- 57 4. Accordingly, and in consideration of the foregoing Recitals and enumerated
58 paragraphs, the City Council finds that all actions heretofore taken by the
59 officers, employees and agents of the City relating to the Property, which are
60 consistent with the provisions of the attached Contract to Buy and Sell Real
61 Estate, the Assignment of the Contract, this Resolution, and Resolution 13-23
62 are ratified, approved, and confirmed and expenditure by the City Manager
63 of \$3,000,000 for these purposes is hereby directed.
64

65 PASSED and ADOPTED this 15th day of November 2023.

66 _____
67 Anna M. Stout
68 President of the City Council
69

70
71 _____
72 Amy Phillips
73 City Clerk



Grand Junction City Council

Regular Session

Item #5.d.

Meeting Date: November 15, 2023
Presented By: Ken Watkins, Fire Chief
Department: Fire
Submitted By: Ken Watkins, Fire Chief

Information

SUBJECT:

A Resolution Authorizing the City Manager to Submit a Grant Request to the Department of Local Affairs for Fire Station 7

RECOMMENDATION:

Adopt the resolution authorizing the City Manager to submit a \$1,000,000 grant request to the Colorado Department of Local Affairs (DOLA) for Fire Station 7.

EXECUTIVE SUMMARY:

The construction of Fire Station 7 will complete the third new fire station funded by the First Responder Tax. This station will provide fire and emergency medical service to the northwest area of the community, including both the City of Grand Junction and Grand Junction Rural Fire Protection District service areas. Land has been acquired and the construction cost of \$7.5 million is currently included in the 2024 Budget funded by the First Responder Tax.

On November 1, 2023 DOLA opened a third funding cycle of the Energy Impact Assistance Fund Grant program. There is \$25 million available in the current round with applications due December 1st and final awards announced in March 2024. Prior to this announcement, staff originally planned to apply for support of Fire Station 7 in the Spring 2024 round but is now recommending pursuing this earlier opportunity. The timing aligns well with the construction of the station and future City projects.

BACKGROUND OR DETAILED INFORMATION:

In April 2019, City of Grand Junction voters approved a First Responder Sales Tax to fund expansion of public safety services for the City of Grand Junction. A portion of this revenue will pay for the construction of a new fire station to be located at 2351 H Road. The design will be consistent with Fire Stations 3, 6, and 8, consisting of approximately

10,000 square feet, three drive-through apparatus bays housing a fire engine, ambulance, and sleeping quarters for eight personnel. Land for Fire Station 7 was purchased in August 2023, construction is planned for 2024.

FISCAL IMPACT:

This grant request is for \$1,000,000, and if awarded, would be budgeted accordingly in 2024.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 102-23, a resolution authorizing the City Manager to submit a grant request to the Department of Local Affairs' Energy and Mineral Impact Assistance Program for Fire Station 7.

Attachments

1. RES-DOLA Grant App CC 20231115



**CITY OF GRAND JUNCTION, COLORADO
RESOLUTION NO. ____-23**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT
REQUEST TO THE COLORADO DEPARTMENT OF LOCAL AFFAIRS (DOLA)
ENERGY AND MINERAL IMPACT ASSISTANCE PROGRAM FOR FIRE STATION 7**

RECITALS.

Recitals:

In 2008, the Grand Junction Fire Department conducted an extensive study to determine future fire station locations and coverage areas. Research identified the need for a fire station to serve the northwest area of the City and areas in the Grand Junction Rural Fire Protection District that the City serves by contract. In June 2023, the site at 2351 H Road was selected as best suited to provide coverage and meet National Fire Protection Association response time standards. That land was acquired in August 2023, and construction costs of \$7,500,000 are included in the 2024 Budget set to be adopted by City Council on December 6, 2023.

After due consideration, the City Council of the City of Grand Junction supports the construction of Fire Station 7 and desires the City to submit a DOLA grant application in the amount of \$1,000,000 to obtain the necessary funding, and if the grant is awarded, to enter into such further agreements as are necessary and proper to complete the project.

**NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE
CITY OF GRAND JUNCTION THAT:**

1. The City Council of the City of Grand Junction strongly supports the application to DOLA to obtain funds needed to complete the construction of Fire Station 7. The City Manager is authorized and directed to work to finalize and timely submit such DOLA grant application.
2. If the grant is awarded, the City Council of the City of Grand Junction strongly supports the construction of Fire Station 7 and authorizes the City Manager to sign an appropriate grant agreement on behalf of the City as grantee of the DOLA grant.

This Resolution shall be in full force and effect from and after its passage and adoption.

Passed and adopted this ____ day of _____, 2023.

Anna Stout
President of the City Council

ATTEST:

Amy Phillips
City Clerk



Grand Junction City Council

Regular Session

Item #5.e.

Meeting Date: November 15, 2023

Presented By: Greg Caton, City Manager, John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

A Resolution Authorizing the City Manager to Execute a Lease for the Property at 261 Ute Avenue and an Operating Agreement with United Way of Mesa County and/or Homeward Bound of the Grand Valley Resource Center for Homeless and Other Vulnerable Persons

RECOMMENDATION:

Approve the resolution authorizing the City Manager to execute a lease and, as necessary, an operations and maintenance agreement(s) for and regarding the use of the real and personal property to be sited and operated as the United Way of Mesa County and Homeward Bound of the Grand Valley Resource Center, all as further described in the Resolution 95- 23, Ordinance 5182 and this Resolution, all in furtherance of the purposes of the Resource Center.

EXECUTIVE SUMMARY:

With approval of this Resolution, the City Council will authorize the City Manager to execute a lease and, as necessary, an operations and maintenance agreement(s) for and regarding the use of City property at 261 Ute Avenue for the United Way of Mesa County and Homeward Bound of the Grand Valley Resource Center.

BACKGROUND OR DETAILED INFORMATION:

With the City Council's adoption of Resolution 95-23 and Ordinance 5182 the City made funds available to United Way of Mesa County and Homeward Bound of the Grand Valley for the construction and operation of a temporary resource center to serve persons experiencing houselessness and other vulnerabilities ("Center").

The Center, and the services provided there, are consistent with the Council's direction for the use of ARPA funds and, as approved in Resolution 95-23 and Ordinance 5182

the funds will be expended for capital acquisition for the Center to be located temporarily on City property at 261 Ute Avenue ("Property"). By and with this Resolution, the City Manager, in consultation with the City Attorney, is authorized to enter into a lease/license agreement for the Center to be located on the Property for a term not to exceed two years. The lease shall, among other terms, provide the Center structure shall be erected so that it is temporary and not a fixture on the site, and that the restroom and shower trailer to be placed on the Property shall be suitably plumbed, operated, and maintained as required by applicable health and sanitation codes.

FISCAL IMPACT:

Adoption and approval of the Resolution has no separate fiscal impact. The fiscal impact is included within the impact of Resolution 95-23 authorizing the City Manager to expend American Rescue Plan Act funds in support of the joint effort by United Way of Mesa County and Homeward Bound of the Grand Valley for a resource center for unhoused and other vulnerable persons and the related Ordinance 5182 which is authorizing the spending in the 2023 budget through the supplemental appropriation being considered on this same agenda.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution 103-23, a resolution authorizing the City Manager to execute a lease and as necessary an operations and maintenance agreement(s) for and regarding the use of City property at 261 Ute Avenue for the United Way of Mesa County and Homeward Bound of the Grand Valley Resource Center.

Attachments

1. RES-RESOURCE CENTER 20231113

1 RESOLUTION __-23

2 AUTHORIZING THE CITY MANAGER TO EXECUTE A LEASE FOR THE PROPERTY AT 261 UTE
3 AVENUE AND AN OPERATING AGREEMENT WITH UNITED WAY OF MESA COUNTY AND/OR
4 HOMEWARD BOUND OF THE GRAND VALLEY RESOURCE CENTER FOR HOMELESS AND
5 OTHER VULNERABLE PERSONS

6 RECITALS:

7 With the City Council's adoption of Resolution 95-23 and Ordinance 5182 the City made
8 funds available to United Way of Mesa County and Homeward Bound of the Grand
9 Valley for the construction and operation of a temporary resource center to serve
10 persons experiencing houselessness and other vulnerabilities ("Center").

11 When constructed the Center will operate as an ultra-low barrier to entry facility and will
12 provide access to certain services and support; the Center will be staffed and
13 operated by Homeward Bound, with faith-based and other service providers
14 contributing to the delivery of services and basic needs.

15 The Center, and the services provided there, are consistent with the Council's direction
16 for use of ARPA funds and as approved in Resolution 95-23 and Ordinance 5182 the
17 funds will be expended for capital acquisition for the Center to be located temporarily
18 on City property at 261 Ute Avenue ("Property"). By and with this Resolution the City
19 Manager, in consultation with the City Attorney, is authorized to enter into a
20 lease/license agreement for the Center to be located on the Property for a term not to
21 exceed two years. The lease shall, among other terms, provide the Center structure
22 shall be erected so that it is temporary and not a fixture on the site, and that the
23 restroom and shower trailer to be placed on the Property shall be suitably plumbed,
24 operated, and maintained as required by applicable health and sanitation codes.

25 Furthermore, the City Manager is authorized and directed to execute an operations
26 and maintenance agreement with United Way of Mesa County and/or Homeward
27 Bound of the Grand Valley regarding the use of the Property and other matters
28 regarding the proposed operations and services of the Center occurring on the
29 Property.

30 NOW THEREFORE, as provided in this Resolution, the City Council of the City of Grand
31 Junction authorizes the City Manager to execute a lease and as necessary an
32 operations and maintenance agreement(s) for and regarding the use of the real and
33 personal property to be sited and operated as the United Way of Mesa County and
34 Homeward Bound of the Grand Valley Resource Center, all as further described in the
35 Resolution 95- 23, Ordinance 5182 and this Resolution, all in furtherance of the purposes
36 of the Resource Center.

37 _____
38 Anna M. Stout
39 President of the City Council

40
41 ATTEST:
42
43 _____
44 Amy Phillips
45 City Clerk

46
47

DRAFT



Grand Junction City Council

Regular Session

Item #6.a.i.

Meeting Date: November 15, 2023
Presented By: Timothy Lehrbach, Senior Planner
Department: Community Development
Submitted By: Tim Lehrbach, Senior Planner

Information

SUBJECT:

A Resolution Accepting the Petition for the Annexation of 1.49 Acres of Land and Ordinances Annexing and Zoning the PERS Investments Annexation to C-2 (General Commercial), Located at 3175 D Road

RECOMMENDATION:

Staff recommends adoption of a resolution accepting the petition for the PERS Investments annexation, and approval of the annexation and zone of annexation ordinances. The Planning Commission heard the zoning request at its October 10, 2023 meeting and voted (5-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

The Applicant is requesting annexation of land and a zone of annexation to C-2 (General Commercial) for the PERS Investments Annexation. The approximately 1.49-acre annexation is located at 3175 D Road. The subject property is undeveloped.

The property is Annexable Development per the Persigo Agreement. The Applicant is requesting annexation into the city limits. Annexation is being sought in anticipation of developing this property. The proposed zone district of C-2 is consistent with the Commercial Land Use category of the Comprehensive Plan. The request for annexation is being considered concurrently by City Council with the zone of annexation request. Both are included in this staff report.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

Annexation Request

The Applicant, PERS Investments, LLC, has requested annexation into the City of Grand Junction of its approximately 1.49 acres of land located at 3175 D Road. The

property is presently vacant. The applicant anticipates future development on the property, which constitutes “annexable development” under the Persigo Agreement.

Zone of Annexation Request

The Applicant is requesting a zone district of C-2 (General Commercial). The subject property is Lot 12 of the “D” Road Commercial Park subdivision and is currently zoned PUD (Planned Unit Development) in Mesa County. The other properties within the “D” Road Commercial Park subdivision remain outside of the City limits and are zoned County PUD. Nearby properties within the City limits include the R-8 (Residential-8 du/ac) zoned Townhomes at the River Park subdivision located across D Road to the north and the C-2 zoned Pipe Trades subdivision located across an adjacent driveway to the west.

The annexation area has all urban services available to the property. The subject property abuts D Road, identified as a minor arterial on the Grand Junction Circulation Plan. The subject property is located within Tier 2 on the Intensification and Growth Tiers Map of the Comprehensive Plan. The goal to “encourage infill and redevelopment to leverage existing infrastructure” supports the Applicant’s intent to develop the property and request of a zone of annexation of C-2.

The C-2 requested zoning implements the Comprehensive Plan’s commercial land use category. The purpose of the C-2 (General Commercial) zone district is to provide for commercial activities such as repair shops, wholesale businesses, warehousing and retail sales with limited outdoor display of goods and even more limited outdoor operations.

In addition to the C-2 zoning requested by the petitioner, the following zone districts would also be consistent with the proposed Comprehensive Plan designation of Commercial:

- a. Mixed Use (M-U)
- b. Business Park (B-P)
- c. Industrial/Office Park (I-O)
- d. Light Commercial (C-1)
- e. Mixed Use Residential (MXR-8)
- f. Mixed Use General (MXG-3, 5, 8)
- g. Mixed Use Shopfront (MXS-3, 5, 8)

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting regarding the proposed Annexation and Zoning was held virtually on May 30, 2023, in accordance with Section 21.02.080(e) of the Zoning and Development Code. Property owners within 500 feet of the subject property were notified of the meeting by mail sent May 17, 2023. There were two attendees, including Tracy States of River City Consultants, representing the applicant, and Dave Thornton, Principal Planner, representing the City of Grand Junction. No members of the public attended the meeting.

Notice was completed consistent with the provisions in Section 21.02.080(g) of the City's Zoning and Development Code. The subject property was posted with application signs on August 9, 2023. 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 September 28, 2023. The notice of the Planning Commission public hearing was published October 1, 2023, in the Grand Junction Daily Sentinel. An online hearing with an opportunity for public comment was held between October 3, 2023, and October 9, 2023, through the GJSpeaks.org platform. No public comment was received. A public hearing was held at the October 10, 2023 Planning Commission meeting. No public comment was received.

ANALYSIS

Annexation Analysis

Staff finds, based on review of the petition and knowledge of applicable state law, including the Municipal Annexation Act Pursuant to C.R.S. 31-12-104 et seq., that the PERS Investments Annexation is eligible to be annexed because of compliance with the following:

A proper petition has been signed by more than 50 percent of the owners and more than 50 percent of the property described. The petition has been signed by the owner of the one property subject to this annexation request, or 100 percent of the owners, and includes 100 percent of the property described excluding right-of-way. Please note that the annexation petition was prepared by City staff.

- a. Not less than one-sixth of the perimeter of the area to be annexed is contiguous with the existing City limits. The PERS Investments Annexation is meeting the 1/6 contiguity requirements for annexation by its adjacency to City limits on and across D Road. Approximately 19.7 percent of the perimeter of the area to be annexed is contiguous with the existing City limits.
- b. A community of interest exists between the area to be annexed and the City. This is so in part because the Central Grand Valley is essentially a single demographic and economic unit and occupants of the area can be expected to, and regularly do, use City streets, parks, and other urban facilities.
- c. The area is or will be urbanized in the near future. The property has existing urban utilities available and is surrounded by developed areas, including commercial parks and established residential neighborhoods. The Applicant proposes the development of the subject property with a mini-warehouse facility.
- d. The area is capable of being integrated with the City. The proposed annexation area is adjacent to the City limits on the north side. Utilities and City services are available and currently serving portions of the existing urbanized areas adjacent to and near this site.
- e. No land held in identical ownership is being divided by the proposed annexation. The entirety of Lot 12, "D" Road Commercial Park, is proposed for annexation. There are no adjoining properties held in identical ownership being excluded from this request.

- f. No land held in identical ownership comprising 20 contiguous acres or more with an assessed valuation of \$200,000 or more for tax purposes is included without the owner's consent. The subject property measures approximately 1.49 acres.

Zone of Annexation Analysis

Section 21.02.160(f) provides that land annexed to the City shall be zoned to a district that is consistent with the adopted Comprehensive Plan in accordance with the criteria for zoning map amendments set forth in Section 21.02.140(a). At least one such criterion must be met. These criteria and staff's findings are as follows:

(1) Subsequent events have invalidated the original premises and findings; and/or The property owners have requested to annex and zone the property to C-2 which is compatible with the Comprehensive Plan Land Use Map designation of Commercial. When a property annexes into the City, the assumptions and facts used to assign county zoning are no longer valid. County zoning is not carried forward into the City and by Colorado Statute municipal zoning must be assigned to the property within 90 days of the effective date of annexation. The property currently has 'no zoning designation' within City limits. Therefore, there are no original premises and findings which must be invalidated. Staff finds that this criterion is not applicable.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or
The "D" Road Commercial Park was platted in 1982 and has remained heavily commercial in nature since its initial development. Additional commercial and residential development has occurred to the west and north, respectively, of the subject property. Specifically, the Pipe Trades Subdivision to the west added commercially zoned lands to the City in 2001 and has developed with heavy commercial use in the intervening years. The further development of the "D" Road Commercial Park over time has likewise been heavy commercial, consistent with the Plan. Therefore, Staff finds that this criterion is met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or
Adequate public and community facilities and services are available to the property and are sufficient to serve land uses associated with the C-2 zone district. The site fronts D Road, identified in the Grand Junction Circulation Plan as a minor arterial. Clifton Water and City of Grand Junction sanitary sewer are presently available to the site in D Road and Roberts Court. Xcel Energy serves the area with electric and gas. The expected impact of the proposed development on emergency services, parks, and schools is minimal. In general, staff has found public and community facilities are adequate to serve the type and scope of the commercial land use proposed. Therefore, Staff finds that this criterion is 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

There is limited property in this area that has been incorporated into the City. Lands to the north of D Road are predominantly unincorporated residential development. South of D Road, the subject property is surrounded by other commercially and industrially developed properties. There is not a demonstrated lack of commercially zoned property in this area or in the City altogether which would necessitate the addition of this property to commercial zoning. Therefore, Staff finds this criterion is not met.

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

Annexation and zoning of the property will create additional land within the City limits for growth and help to fill in the patchwork of unincorporated and/or urban area that is adjacent to the City limits. The annexation and appropriate zoning of the property are also consistent with the City and County 1998 Persigo Agreement, which provides for the orderly urbanization of undeveloped land within the boundary subject to the Agreement. This area was reviewed as a part of the 2020 One Grand Junction Comprehensive Plan and it was determined that this subdivision area be changed to Commercial from Commercial/Industrial. Therefore, Staff finds that this criterion is met.

Consistency with the Comprehensive Plan

Section 21.02.160 (f) of the Grand Junction Zoning and Development Code provides that the zoning of an annexation area shall be consistent with the adopted Comprehensive Plan.

- Land Use Plan: Relationship to Existing Zoning

Requests to rezone properties should be considered based on the Implementing Zone Districts assigned to each Land Use Designation. As a guide to future zoning changes, the Comprehensive Plan states that requests for zoning changes are required to implement the Comprehensive Plan.

The 2020 Comprehensive Plan provides the subject property with a land use designation of Commercial. The C-2 zone district implements the Commercial designation. While there are additional implementing districts for the Commercial land use designation, the C-2 zone district provides for a range of allowed uses most consistent with existing development and development standards most appropriate to the location of the subject property along D Road, opposite residential development.

- Plan Principle 3: Responsible and Managed Growth

Where We are Today: Maintaining Quality – The Comprehensive Plan raises concerns about the unsightly development patterns resulting from the patchwork of City and unincorporated areas and expresses the community’s desire to see continued improvements to the built environment. The annexation and appropriate zoning of property within this developed commercial and industrial area ensures the

implementation and monitoring of City of Grand Junction standards for construction and property maintenance.

- Plan Principle 8: Resource & Stewardship

How We Will Get There – Part of properly managing the City’s resources and being good stewards of the environment is to promote sustainable development. This can be done by maximizing existing infrastructure. The subject property is located adjacent to improved rights-of-way with existing water and sewer lines available to the site.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the PERS Investments Annexation and Zone of Annexation, ANX-2023-439, requests for the property located at 3175 D Road to zone to City C-2 (General Commercial), the following findings of fact have been made:

1. Based on review of the petition and knowledge of applicable state law, including the Municipal Annexation Act Pursuant to C.R.S. 31-12-104, staff finds the PERS Investments Annexation is eligible to be annexed because of compliance with the seven (7) criteria (a through g) found in the Statutes.
2. The request conforms with Section 21.02.140 of the Zoning and Development Code.
3. The request is consistent with the vision (intent), goals, and policies of the Comprehensive Plan.

The Planning Commission heard the zoning request at its October 10, 2023 meeting and voted (5-0) to recommend approval of the zone of annexation request.

FISCAL IMPACT:

City services are supported by a combination of property taxes and sales/use taxes. The City's 8 mills based on current valuation will generate \$398 per year. If the property develops as proposed for use as a mini warehouse/storage facility this amount would increase based on the value of the development. Sales and use tax revenues will be dependent on construction activity and consumer spending on City taxable items for residential and commercial uses.

Fire: Currently this property is in the Clifton Fire Protection District. The Fire District collects a 11.5520 mill levy that generates \$575.29 per year in property taxes. If annexed, the property will be excluded from the Clifton Fire Protection District. This area will be served by Fire Station 8 at 441 31 Road. From that location, response times are within National Fire Protection Association guidelines and the station has the capacity to handle calls for service resulting from this annexation.

Parks: No foreseen impact.

Police: Based on the proposed annexation, the expected impact on the need for

additional officers is zero to maintain the current ratio of .0021 officers per (authorized) city resident (67,000 residents). The annexation will have an impact on calls for service, but it is expected the impact will be minimal based on the size and use (1.5 acres, commercial). However, considering expected population increases from other residential projects this year that increased the need for additional officers, those increases should balance with any needs of the Department from this project.

Engineering and Transportation: There is no adjacent right-of-way being annexed as part of this annexation and therefore no additional infrastructure to be maintained. D Road is classified as a minor arterial and already has an eastbound deceleration and acceleration lane on either side of Mesa County's Roberts Ct along with curb and gutter. Per the City's Zoning and Development Code, additional improvements to the minor arterial D Road, such as a sidewalk, would be the City's responsibility as part of a future street improvement.

Utilities: The property is within the Persigo 201 Service Area. There are sewer lines in D Road and Roberts Ct. If the development requires sewer service, the Plant Investment Fee will be assessed. The property is within the Clifton Water District service area.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 101-23, a resolution accepting a petition to the City Council for the annexation of lands to the City of Grand Junction, Colorado, the PERS Investments Annexation, approximately 1.49 acres, located at 3175 D Road.

I move to (adopt/deny) Ordinance No. 5183, an ordinance annexing territory to the City of Grand Junction, Colorado, PERS Investments Annexation, approximately 1.49 acres, located at 3175 D Road, on final passage and order final publication in pamphlet form.

I move to (adopt/deny) Ordinance No. 5184, an ordinance zoning the PERS Investments Annexation to C-2 (General Commercial) zone district, on final passage and order final publication in pamphlet form.

Attachments

- 1. Exhibit 1. Development Application
- 2. Exhibit 2. Schedule and Summary Table
- 3. Exhibit 3. Annexation Plat
- 4. Exhibit 4. Site Maps
- 5. Exhibit 5. Neighborhood Meeting Notes
- 6. Exhibit 6. Resolution 87-23
- 7. Exhibit 7. Planning Commission Minutes 20231010 - Draft
- 8. Exhibit 8. Resolution - Accepting Petition
- 9. Exhibit 9. Annexation Ordinance
- 10. Exhibit 10. Zone of Annexation Ordinance

Development Application

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

Petition For:

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

Existing Land Use Designation <input type="text" value="Planned Unit Development"/>	Existing Zoning <input type="text" value="County PUD"/>
Proposed Land Use Designation <input type="text" value="Commercial"/>	Proposed Zoning <input type="text" value="C-2"/>

Property Information

Site Location: <input type="text" value="3175 D Road, Grand Junction, CO 81504"/>	Site Acreage: <input type="text" value="Approx. 1.49 Acres"/>
Site Tax No(s): <input type="text" value="2943-221-03-012"/>	Site Zoning: <input type="text" value="Proposed C-2"/>
Project Description: <input type="text" value="To Annex and Zone 1.49 acres located in the County and in the Persigo Boundary, with a future land use of Commercial to C-2 into the City of Grand Junction limits"/>	

Property Owner Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Applicant Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Representative Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

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

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

Signature of Person Completing the Application <input type="text" value="Tracy States"/>	<small>Digitally signed by Tracy States Date: 2023.05.22 15:15:12 -06'00'</small>	Date <input type="text" value="May 22, 2023"/>
Signature of Legal Property Owner <input type="text" value="Eric Flukey"/>		Date <input type="text" value="7/10/2023"/>

General Project Report

Annexation/Zoning

3175 D Road, Grand Junction, CO

Parcel No. 2943-221-03-012

June 8, 2023

Prepared for:

City of Grand Junction

250 N. 5th Street, Grand Junction, CO 81501

Prepared by:



215 Pitkin, Grand Junction, CO 81501

Grand Junction, CO 81506

Phone: (970) 241-4722

info@rccwest.com

A. Project Description

1) Location: The project is located at 3175 D Road (Parcel No. 2943-221-03-012).

2) Acreage: The subject parcel contains approximately 1.65 acres.

3) Proposed Use: This submittal is for the Annexation and zoning of this parcel. The proposed zoning is C-2 (Commercial). The future land use is Commercial. The proposed C-2 zoning meets the intent of the 2020 Comprehensive Plan with regards to density and use.

B. Public Benefit

The proposed Annexation and zoning would provide a commercial site in an area designated for commercial development. Subsequent development would provide jobs and tax revenue to the City of Grand Junction. It is proposed to construct storage units on the site.

C. Neighborhood Meeting

A neighborhood meeting was held virtually via a zoom on May 30, 2023. A summary of the meeting is included with this submittal.

D. Project Compliance, Compatibility, and Impact

1) Adopted plans and/or policies:

The proposed Annexation and zoning are in conjunction with the 2020 Comprehensive Plan, and will comply with the adopted codes, plans and requirements for the property. The C-2 zoning is an appropriate district for the Commercial category of the Comprehensive Plan.

2) Land use in the surrounding area:

The uses contained within the surrounding area include commercial, medium and low density residential.

3) Site access and traffic patterns:

Access and traffic patterns will be determined upon subsequent development.

4) Availability of utilities, including proximity of fire hydrants:

The subject parcel is served by the following:

Clifton Water
City of Grand Junction Sanitary and Storm Sewer
Grand Valley Drainage District
Grand Valley Irrigation District
Xcel Energy
City of Grand Junction Fire – Station 8
Spectrum/Charter
CenturyLink/Lumen

A Fire Flow Form has been obtained and is included with this submittal.

5) Special or unusual demands on utilities:

There will be no unusual demand on utilities as a result of the Annexation and zoning.

6) Effects on public facilities:

The Annexation and zoning will have no adverse effect on public facilities.

7) Hours of operation:

To be determined upon development.

8) Number of employees:

Not applicable.

9) Signage:

Not applicable.

10) Site Soils Geology:

Not applicable.

11) Impact of project on site geology and geological hazards:

None are anticipated.

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

Section 21.02.070 (6) of the Zoning and Development Code:

General Approval Criteria. No permit may be approved unless all of the following criteria are satisfied:

(i) Compliance with the Comprehensive Plan and any applicable adopted plan.

The Annexation/Zoning request is in compliance with the newly adopted 2020 Comprehensive Plan.

(ii) Compliance with this zoning and development code.

The Annexation and zoning request is in compliance with the zoning and development code.

(iii) Conditions of any prior approvals.

There are no conditions of prior approvals.

(iv) Public facilities and utilities shall be available concurrent with the development.

All public facilities and utilities will be available concurrent with the Annexation and zoning.

(v) Received all applicable local, State and federal permits.

All applicable permits will be obtained for this project.

Section 21.02.140 Code Amendment and Rezoning:

(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 proposed Annexation and zoning request to the C-2 zone district will bring the parcel into compliance with the newly adopted 2020 Comprehensive Plan. The parcel is within the Persigo 201 boundary and must annex and zone within the City limits in order to develop.

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

The amendment is consistent with the Comprehensive Plan and the requirement to annex due to the parcel's location within the 201 boundary. Medium density development exists in the immediate area. The parcel is located in Tier 2 of the Tiered Growth Plan

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

Public and community facilities are existing, adequate and will support commercial development.

(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

There is an inadequate supply of commercial development parcels in this area, that haven't already been developed.

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

The area will benefit with the eventual commercial development and the addition of storage units.

Section 21.02.160 Annexation:

Approval Criteria. The application shall meet all applicable statutory and City Administrative requirements:

a) A proper petition has been signed by more than 50% of the owners and more than 50% of the property described.

This will be complied with in conjunction with City staff.

b) Not less than one-sixth of the perimeter of the area to be annexed is contiguous with the existing City limits.

The one-sixth contiguous requirement is met.

c) A community of interest exists between the area to be annexed and the City.
The project is located within Tier 2 of the Tiered Growth Plan. The parcel must annex in order to develop. This creates a community of interest between the City and the property owner.

d) The area is or will be urbanized in the near future.
The area is urbanized. This is an infill parcel.

e) The area is capable of being integrated with the City.
All services and utilities are provided to integrate this parcel with the City.

f) No land held in identical ownership is being divided by the proposed annexation.
No land held in identical ownership is being divided by the proposed annexation.

g) No land held in identical ownership comprising 20 contiguous acres or more with an assessed valuation of \$200,000 or more for tax purposes is included without the owner's consent.
Not applicable for this project.

F. Development Schedule

Not applicable for this submittal.

**PERS INVESTMENTS 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: 3175 D Road, Grand Junction, CO 81504
Tax ID #: 2943-221-03-012

LOT 12 D ROAD COMMERCIAL PARK SEC 22 1S 1E COUNTY OF MESA, STATE OF COLORADO. 1.49 AC

This foregoing description describes the parcels; the perimeter boundary description, for purposes of the Annexation Act, is shown on the attached "Perimeter Boundary Legal Description, PERS Investments 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.

PERS Investments, LLC
NAME

362 Main Street, Suite B, Grand Junction, CO
ADDRESS



SIGNATURE
Eric Flukey, Member

8/8/21

DATE

(PERS Investments Annexation Petition)

STATE OF COLORADO

SS

AFFIDAVIT

COUNTY OF MESA

Eric Flakey, Member, 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.

Eric Flakey

Subscribed and sworn to before me this 8th day of August, 2023.

Witness my hand and official seal.

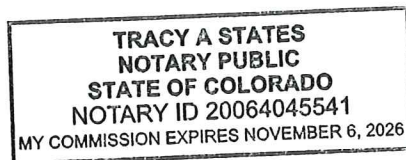
Tracy A. States

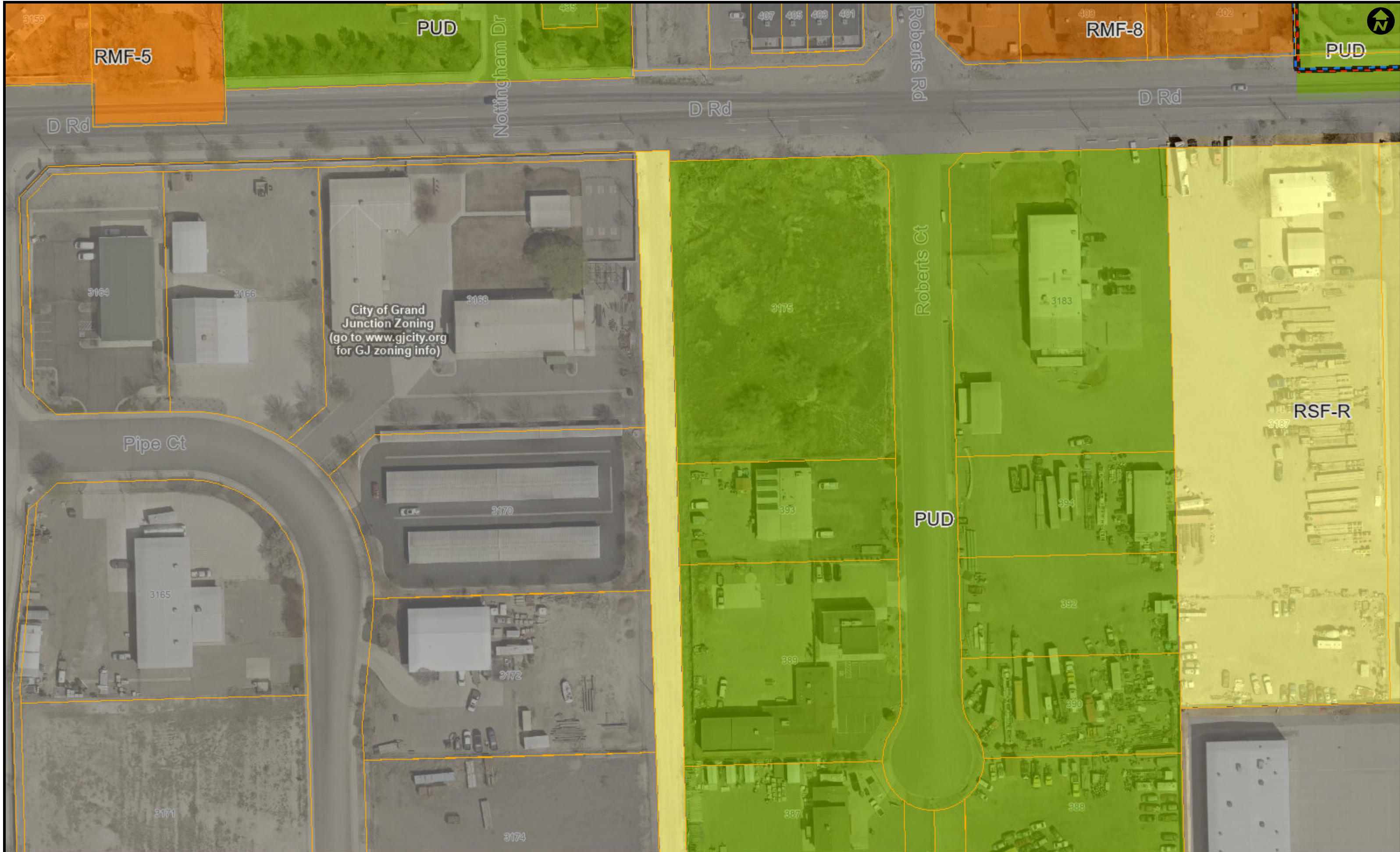
Notary Public

466 Duffy Drive
Grand Junction, CO 81504

Address

My commission expires: 11/06/2026

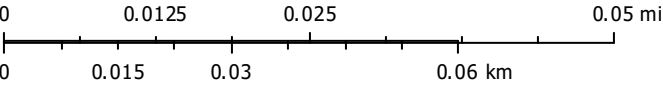




City of Grand Junction Zoning
 (go to www.gjcity.org for GJ zoning info)

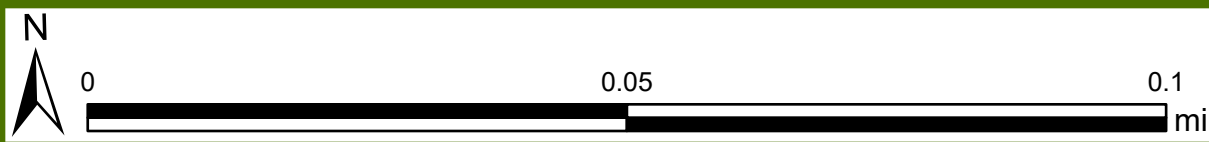
County Zoning Map

Print Date: May 30, 2023
 Packet Page 302



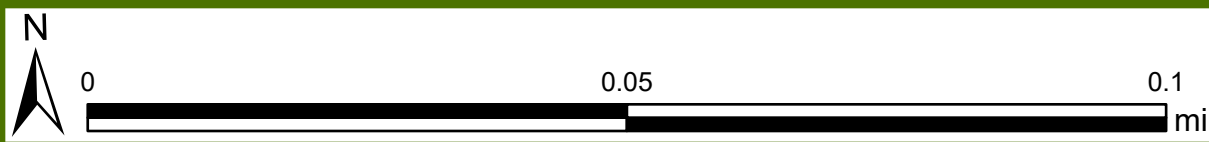
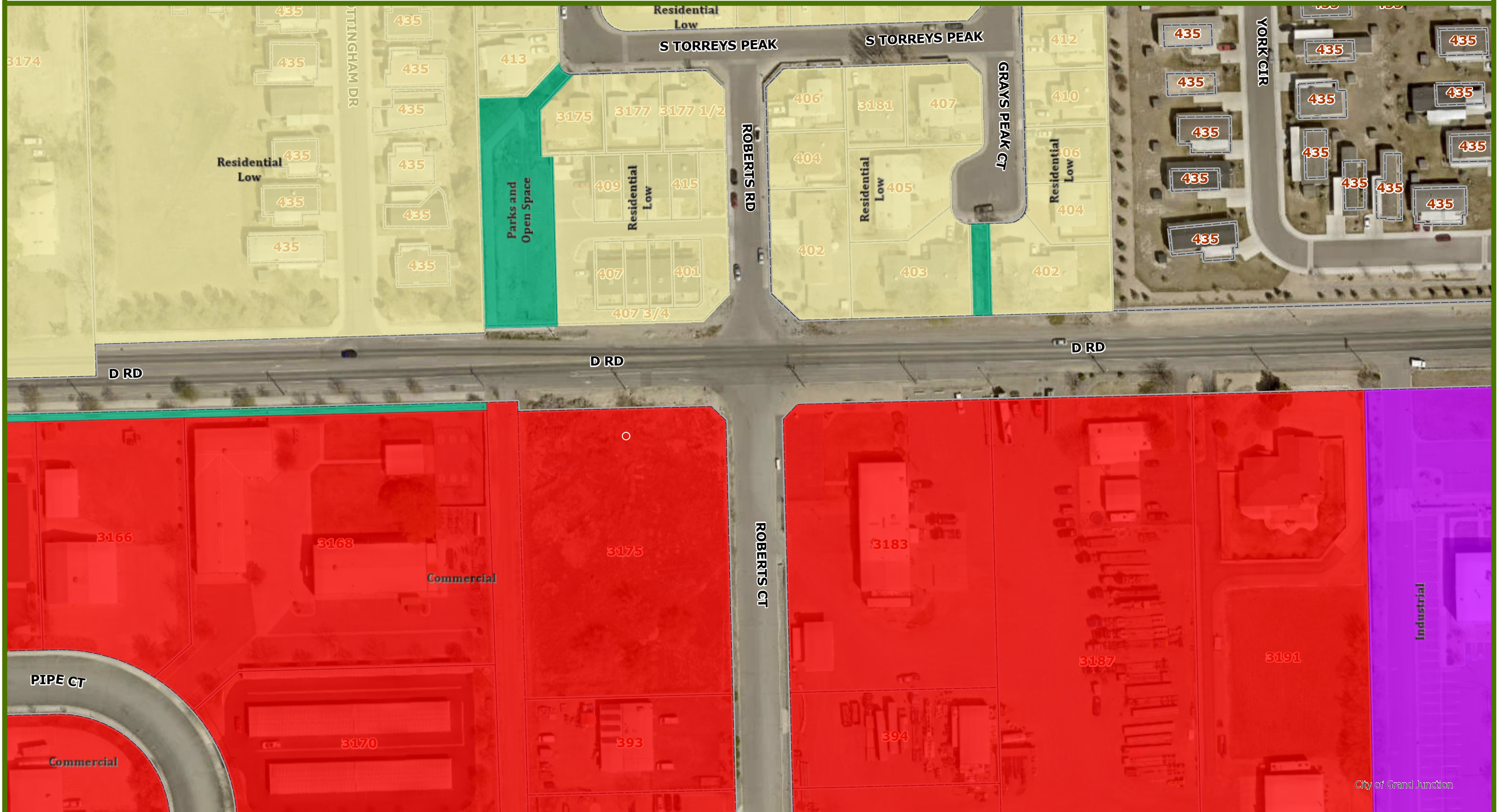
The Geographic Information System (GIS) and its components are designed as a source of reference for answering inquiries, for planning and for modeling. GIS is not intended or does not replace legal description information in the chain of title and other information contained in official government records such as the County Clerk and Recorder's office or the courts. In addition, the representations of location in this GIS cannot be substituted for actual legal surveys. The information contained herein is believed accurate and suitable for the limited uses, and subject to the limitations set forth above. Mesa County makes no warranty as to the accuracy or suitability of any information contained herein. Users assume all risk and responsibility for any and all damages, including consequential damages, which may flow from the user's use of this information.

City Zoning Map



Printed: 5/30/2023
1 inch equals 94 feet
Scale: 1:1,128

2020 Comprehensive Plan



Printed: 5/30/2023
1 inch equals 94 feet
Scale: 1:1,128

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) PERS Investments, LLC ("Entity") is the owner of the following property:

(b) 3175 D Road, Grand Junction, CO 81504

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) 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) Annexation/Zone of Annexation

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: *Eric Flukey*

Printed name of person signing: Eric Flukey, Member

State of Colorado)

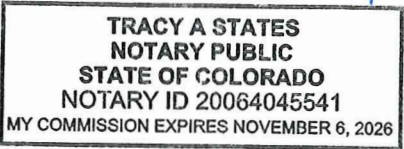
County of Mesa) ss.

Subscribed and sworn to before me on this 10th day of July, 20 23

by Eric Flukey, Member

Witness my hand and seal.

My Notary Commission expires on 11/06/2026



Tracy A. States
Notary Public Signature

Document Fee: \$21.80

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, dated 19th day of May, 2023, is made between **SCF Partners, LLC, a Colorado Limited Liability Company** ("Grantor"), duly organized and existing under the laws of the State of Colorado

AND

PERS Investments, LLC, a Colorado Limited Liability Company ("Grantee"), duly organized and existing under the laws of the State of Colorado, whose legal address is 633 Fletcher Ln, Grand Junction, CO 81505

WITNESS, that the Grantor(s), for and in consideration of TWO HUNDRED SEVENTEEN THOUSAND NINE HUNDRED FIFTY AND 00/100 DOLLARS (\$217,950.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, and convey unto the Grantee, and the heirs, successors and assigns of the Grantee forever, all the real property, together with fixtures and improvements located thereon, if any, situate, lying and being in the County of **Mesa** and State of Colorado, described as follows:

**Lot 12 of
D ROAD COMMERCIAL PARK,
County of Mesa, State of Colorado**

ALSO KNOWN AS: **3175 D Road, Grand Junction, CO 81504**

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 thereof, 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 the appurtenances, unto the Grantee, and the heirs, successors and assigns of the Grantee forever. The Grantor, for the Grantor and the heirs, successors and assigns of the Grantor, warrants title to the same against all persons claiming by, through or under the Grantor, subject to the Statutory Exceptions

EXECUTED AND DELIVERED by Grantor on the date first set forth above.

**SCF Partners, LLC, a Colorado Limited Liability Company by
Smart Choice RES. LLC, a Nevada Limited Liability Company, as Member**


Raymond Beville, Member

State of : **Colorado**

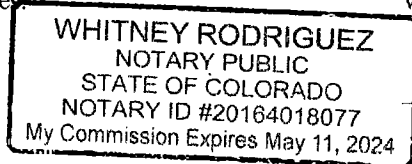
ss.
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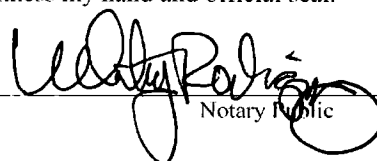
County Of **Mesa**

The foregoing instrument was subscribed, sworn to, and acknowledged before me this **May 19, 2023**, by **Raymond Beville as Member of Smart Choice RES. LLC, a Nevada Limited Liability Company as Member of SCF Partners, LLC, a Colorado Limited Liability Company**

My Commission expires

Witness my hand and official seal.




Notary Public

****If tenancy is unspecified, the legal presumption shall be tenants in common (C.R.S. 38-31-101)**

STATEMENT OF AUTHORITY

This Statement of Authority concerns an entity named:
PERS Investments, LLC

and is executed on behalf of the entity pursuant to the provisions of Section 38-30-172,
C.R.S.

The type of entity is: Limited Liability Company

The entity is formed under the laws of the State of Colorado

The mailing address for the entity is: 362 Main Street, Suite B
Grand Junction, CO 81501

The name and position of each person authorized to execute instruments conveying,
encumbering, or otherwise affecting title to real property on behalf of the entity is:
Sara Carlisle, Member, OR Paul Clement, Member, OR Ronald Walz, Member,
OR Eric Flukey, Member

The authority of the foregoing person(s) to bind the entity is (not limited) (limited as
follows):
not limited

Other matters concerning the manner in which the entity deals with interests in real
property:

Executed this 10th day of July, 2023.

Eric Flukey
Signature (Type or Print Name Below)

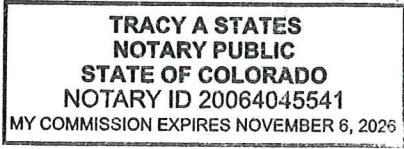
Eric Flukey, Member

STATE OF COLORADO)
)ss.
COUNTY OF Mesa)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____, by Eric Flukey (insert name of individual) as Member (insert office held or role (President, Vice President or member, manager or managing member for LLCs) for PERS Investments LLC (insert name of corporation or LLC).

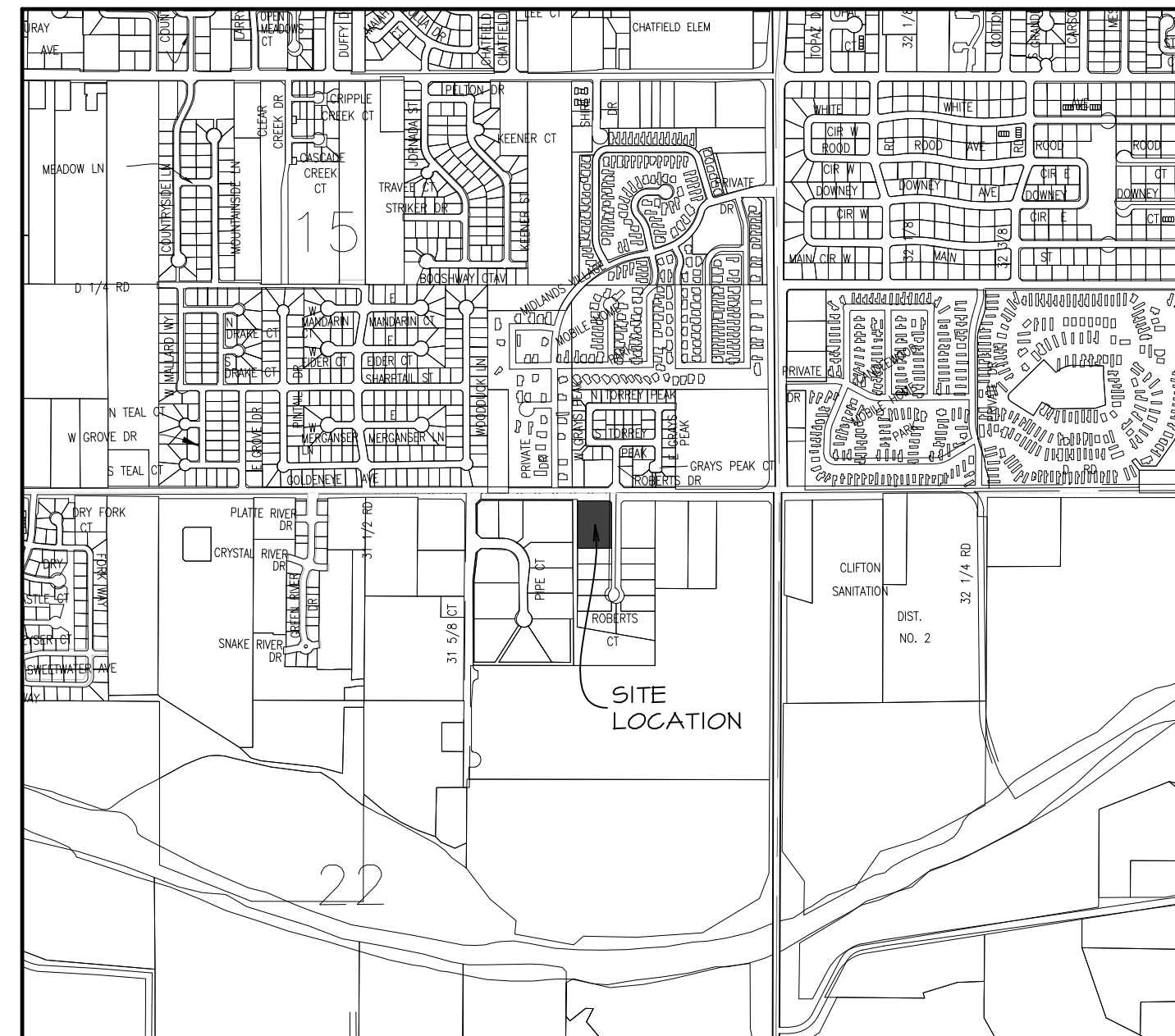
Witness my hand and official seal.
My commissioner expires: 11/06/2026

Tracy A. States
Notary Public



IMPROVEMENT SURVEY PLAT

Mesa County Parcel Number 2943-221-03-012
 Northeast Quarter of the Northeast Quarter of Section 22,
 Township 1 South, Range 1 East, Ute Meridian
 Mesa County, Colorado



VICINITY MAP 1:1000'

PROPERTY DESCRIPTION (as recorded at reception number 3046818).
 Lot 12 of D Road Commercial Park.

1.41 acres more or less.

BASIS OF BEARINGS

The bearings herein are grid bearings of the Mesa County Local Coordinate System, GVA, as defined at http://emap.mesacounty.us/gps_survey/GVAZONE.htm, determined by GPS observation of the west line of Lot 12 of "D" Road Commercial Park, the southwest corner of said Lot 12 being a 1.5" aluminum cap marked PLS 38274 on a #5 rebar, whence the northwest corner of said Lot 12 being a 1.5" aluminum cap marked PLS 38274 on a #5 rebar, bears North 00°06'30" East, as shown hereon.

Lineal Units of Measurement are U.S. Survey Foot.

MCLCS ZONE "GVA"
 TRANSVERSE MERCATOR PROJECTION
 POINT OF ORIGIN (SNO) AND CENTRAL MERIDIAN:
 LATITUDE: 39°06'22.72746N
 LONGITUDE: 108°32'01.43552W
 NORTHING: 50,000 FT
 EASTING: 100,000 FT
 SCALE FACTOR: 1.000218181798
 PROJECT/SCALE FACTOR HEIGHT: 4644 FT (NAVD88)

This plat is a graphical representation of the professional opinion of the undersigned surveyor of the location of the property as described in the title documents referenced. The bearings of the boundary lines on the drawing represent the title description rotated to grid north of the Mesa County Local Coordinate System (MCLCS) noted above. The geometric integrity of the lines has been preserved except where they yield to record monuments and/or senior or controlling lines.

This survey plat does not constitute a title search by the undersigned surveyor or River City Consultants, Inc. and no certification as to title or ownership of any parcels shown hereon is made by either. All recorded and apparent rights-of-way and easements shown hereon were researched by the professional land surveyor, other documents may exist which would affect this property.

#5 rebar found and accepted hereon shall be affixed with a 1.5" aluminum cap marked PLS 38274.

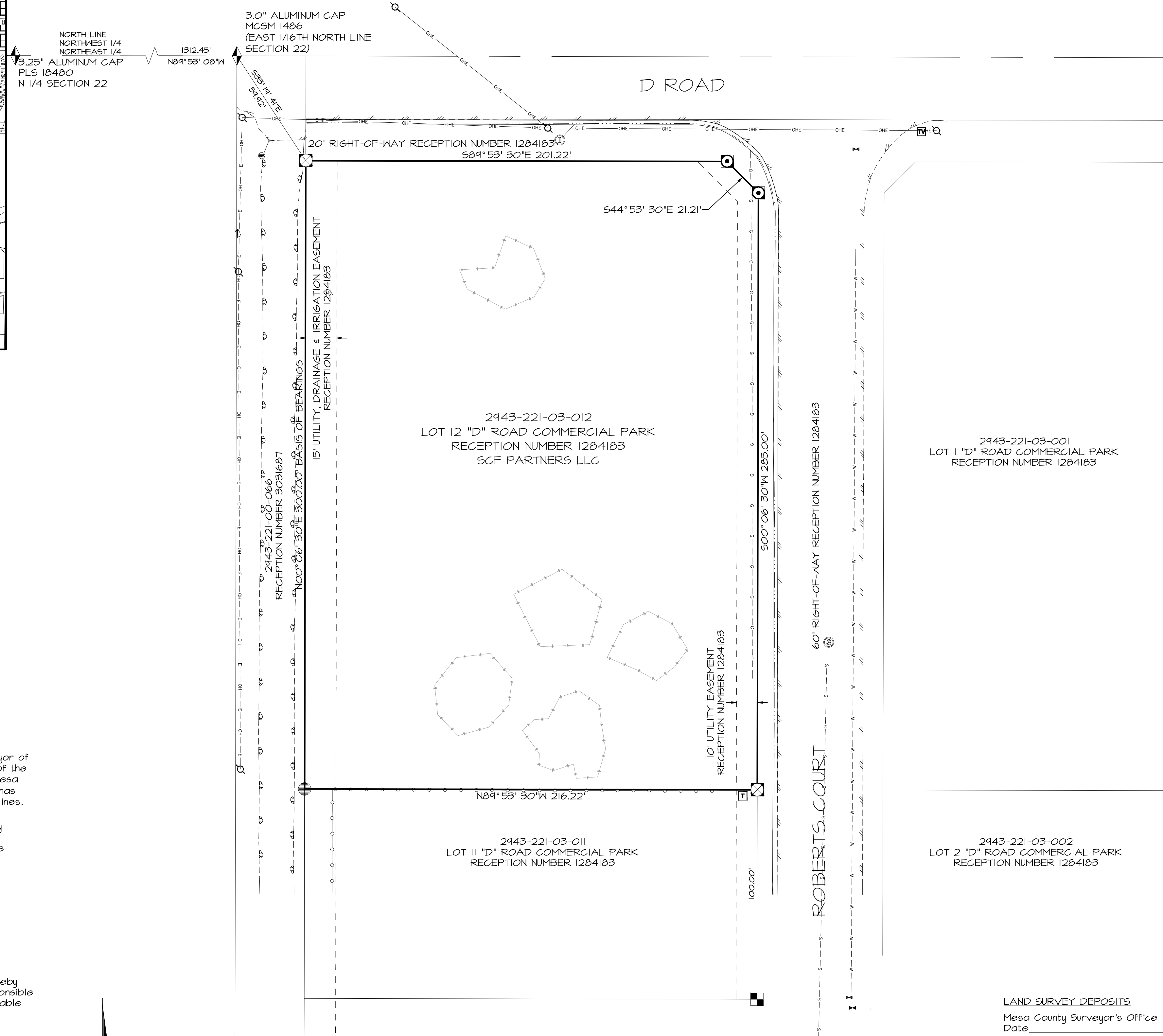
SURVEYOR'S STATEMENT

I, Alec K Thomas, a registered Professional Land Surveyor in the State of Colorado, do hereby state: the Improvement Survey represented hereon was performed by me or under my responsible charge; it is based upon my knowledge, information and belief; it is in accordance with applicable standards of practice. This statement is not a guaranty, either expressed or implied.

Alec K Thomas,
 Colorado PLS 38274



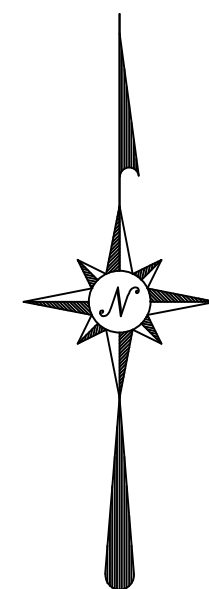
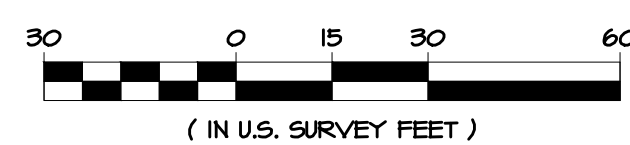
NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.



LEGEND

- FOUND 2" ALUMINUM CAP, MOUNTED ON #5 REBAR, L5 20677, DH SURVEYS INC.
- FOUND 1.25" PLASTIC CAP, MOUNTED ON #5 REBAR, L5 9460, PARAGON
- FOUND REBAR
- SET 1.5" ALUMINUM CAP ON # 5 REBAR PLS 38274
- FOUND ALIQUOT MONUMENT AS NOTED
- SANITARY MANHOLE
- IRRIGATION MANHOLE
- WATER METER
- WATER VALVE
- CABLE TV PEDESTAL/PULL BOX
- TELEPHONE PEDESTAL
- EASEMENT LINE
- PARCEL LINE
- EDGE OF ASPHALT
- EDGE OF GRAVEL
- EDGE OF CONCRETE
- FLOWLINE
- TREE MASS
- GAS LINE
- WATER LINE
- OVERHEAD ELECTRIC LINE
- SANITARY LINE
- CHAIN LINK/IRON FENCE
- POWER POLE
- GUY ANCHOR
- SIGN
- INTERSECTION SIGN

SCALE



LAND SURVEY DEPOSITS

Mesa County Surveyor's Office
 Date _____
 Deposit Number _____



215 Pitkin Avenue, Unit 201
 Grand Junction, CO 81501
 Phone: 970.241.4722
 Fax: 970.241.8841
 www.rcwest.com

IMPROVEMENT SURVEY PLAT

Mesa County Parcel Number 2943-221-03-012
 Northeast Quarter of the Northeast Quarter of
 Section 22,
 Township 1 South, Range 1 East, Ute Meridian
 Mesa County, Colorado

Sheet 1 of 1	Date: 8/7/23	Job No. 1959-004
Surveyed: SLG	Drawn: BC	Checked: AKT
Drawing name: S:\PROJECTS\1959 Pitkin Investment Group\004 SITE D Road\Survey\DWG\1959-004 boundary.dwg		

ANNEXATION SCHEDULE & SUMMARY WORKSHEET

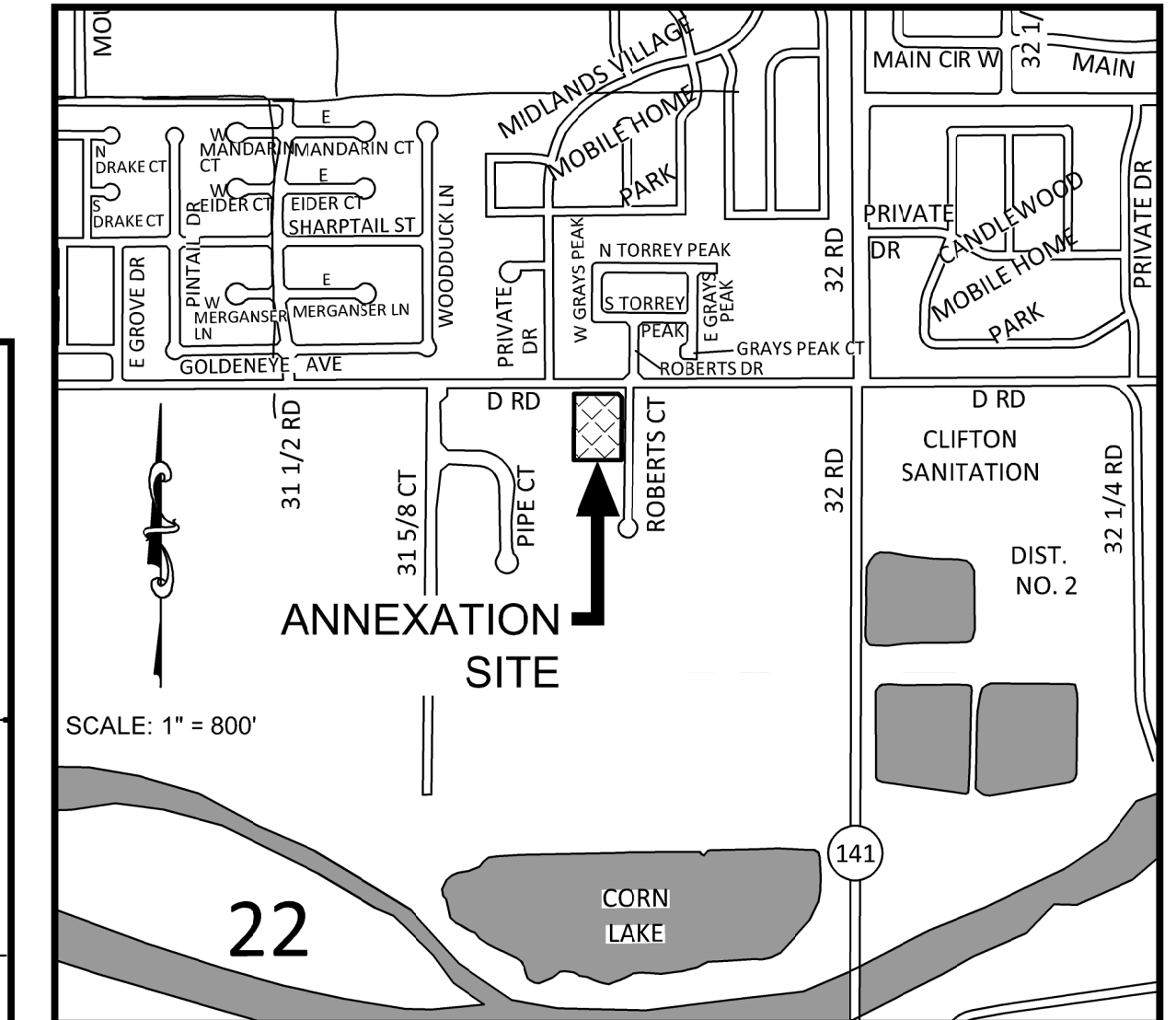
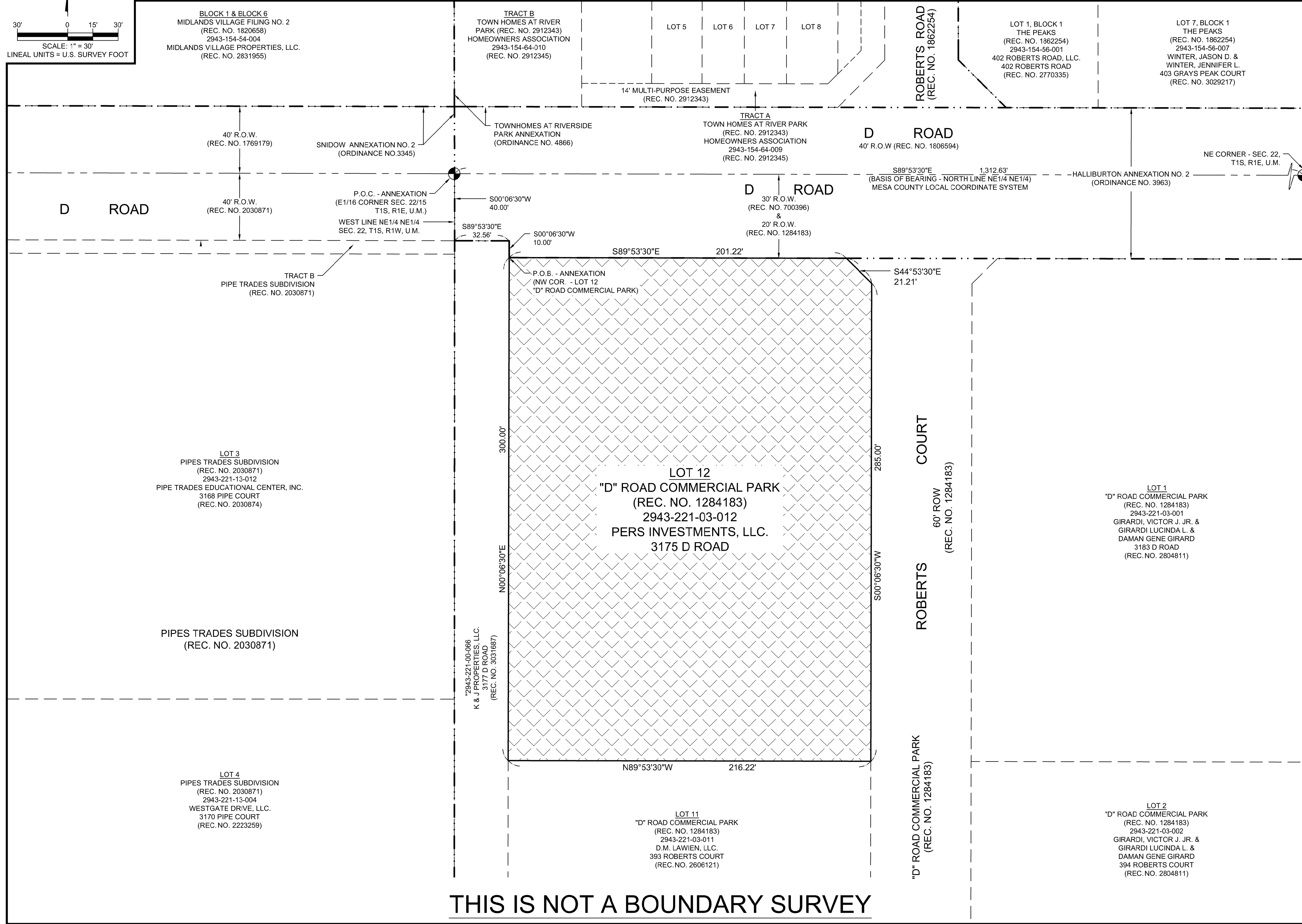
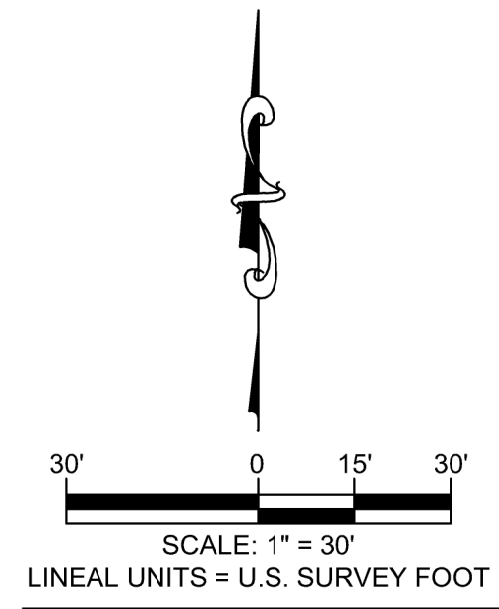
10/4/2023	Referral of Petition, Intro Proposed Ordinance, Exercise Land Use
10/10/2023	Planning Commission Considers Zone of Annexation
11/1/2023	City Council Intro Proposed Zoning Ordinance
11/15/2023	City Council Accept Petition/Annex and Zoning Public Hearing
12/17/2023	Effective date of Annexation and Zoning

ANNEXATION SUMMARY

File Number		ANX-2023-439	
Location		3175 D Road	
Tax ID Number(s)		2943-221-03-012	
Number of Parcel(s)		1	
Existing Population		0	
No. of Parcels Owner Occupied		0	
Number of Dwelling Units		0	
Acres Land Annexed		1.486441	
Developable Acres Remaining		1.486441	
Right-of-way in Annexation		n/a	
Previous County Zoning		PUD	
Proposed City Zoning		C-2 General Commercial	
Surrounding Zoning:	North:	R-8	
	South:	PUD (Mesa County)	
	East:	PUD (Mesa County)	
	West:	RSF-R (Mesa County)	
Current Land Use		Vacant	
Proposed Land Use		Mini-Warehouse	
Surrounding Land Use:	North:	Multifamily Residential	
	South:	Light Commercial (HVAC)	
	East:	Heavy Commercial (Towing)	
	West:	One-family Residential (Access Drive)	
Comprehensive Plan Designation:		Commercial	
Zoning within Comprehensive Plan Designation:		Yes:	No:
Values:	Assessed	\$49,800	
	Actual	\$178,490	
Address Ranges		3175 D Road	
Special Districts:	Water	Clifton	
	Sewer	Grand Junction	
	Fire	Clifton	
	Irrigation/Drainage	Grand Valley Irrigation/Grand Valley Drainage	
	School	School District 51	
	Pest	Grand River Mosquito District	

PERS INVESTMENTS ANNEXATION

Located in the NE1/4 NE1/4, SECTION 22, TOWNSHIP 1 SOUTH, RANGE 1 EAST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO



LEGAL DESCRIPTION

A parcel of land being Lot 12, "D" ROAD COMMERCIAL PARK same as recorded at Reception No. 1284183, located in the Northeast Quarter of the Northeast Quarter (NE 1/4 NE 1/4) of Section 22, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the East Sixteenth Corner on the north line of said Section 22, whence the Northeast Corner of said Section 22 bears S89°53'30"E, a distance of 1,312.63 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence S00°06'30"W, a distance of 40.00 feet along the West line of said Northeast Quarter of the Northeast Quarter to a point on the Southerly line of Halliburton Annexation No. 2, Ordinance 3963; thence along said Southerly line of Halliburton Annexation for the following two (2) courses: 1) S89°53'30"E, a distance of 32.56 feet; 2) S00°06'30"W, a distance of 10.00 feet to the Northwest Corner of said Lot 12, "D" ROAD COMMERCIAL PARK being the Point of Beginning; thence the following courses along the perimeter of said Lot 12, "D" ROAD COMMERCIAL PARK, S89°53'30"E along the Southerly line of Halliburton Annexation, a distance of 201.22 feet; thence S44°53'30"E, a distance of 21.21 feet; thence S00°06'30"W, a distance of 285.00 feet; thence N89°53'30"W, a distance of 216.22 feet; thence N00°06'30"E 300.00 feet to the Point of Beginning.

Said Parcel of land CONTAINING 64,753 Square Feet or 1.49 Acres, more or less.

AREAS OF ANNEXATION		LEGEND	
ANNEXATION PERIMETER	1,023.65 FT.	ANNEXATION BOUNDARY	
CONTIGUOUS PERIMETER	201.22 FT.	ANNEXATION AREA	
AREA IN SQUARE FEET	62,753 FT ²	EXISTING CITY LIMITS	
AREA IN ACRES	1.49		
AREA WITHIN R.O.W.	0.00 FT ²		
AREA WITHIN DEEDED R.O.W.	0.00 FT ²		
	0.000 ACRES		

SURVEY ABBREVIATIONS		SQ. FT.	SQUARE FEET
P.O.C.	POINT OF COMMENCEMENT	Δ=	CENTRAL ANGLE
P.O.B.	POINT OF BEGINNING	RAD	RADIUS
R.O.W.	RIGHT OF WAY	ARC	ARC LENGTH
SEC.	SECTION	CHD	CHORD LENGTH
T.	TOWNSHIP	CHB	CHORD BEARING
R.	RANGE	BLK.	BLOCK
U.M.	UTE MERIDIAN	P.B.	PLAT BOOK
NO.	NUMBER	BK.	BOOK
REC.	RECEPTION	PG.	PAGE
		HOR. DIST.	HORIZONTAL DISTANCE

ORDINANCE NO. PRELIMINARY

EFFECTIVE DATE PRELIMINARY

NOTE:
THE DESCRIPTION(S) CONTAINED HEREIN HAVE BEEN DERIVED FROM SUBDIVISION PLAT, DEED DESCRIPTIONS & DEPOSIT SURVEYS AS THEY APPEAR IN THE OFFICE OF THE MESA COUNTY CLERK & RECORDER. THIS PLAT OF ANNEXATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY, AND IS NOT INTENDED TO BE USED AS A MEANS OF ESTABLISHING OR VERIFYING PROPERTY BOUNDARY LINES.

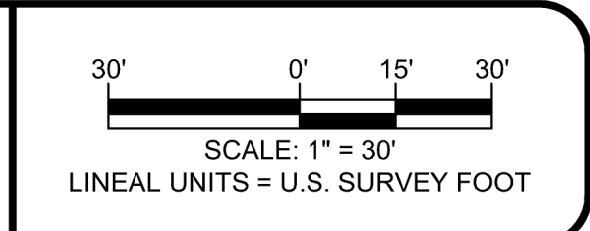
PRELIMINARY

RENEE BETH PARENT
STATE OF COLORADO - P.L.S. NO. 33266
FOR THE CITY OF GRAND JUNCTION
244 NORTH 7TH STREET
GRAND JUNCTION, CO. 81501

C:\Data\SURVEY\Annexations\2023\PERS Investments\2023\PERS Investments Annexation.dwg - PLOTTED 2023-08-25

NOTICE:
ACCORDING TO COLORADO LAW ANY LEGAL ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY MUST COMMENCE WITHIN THREE (3) YEARS AFTER THE DISCOVERY OF SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY BE COMMENCED MORE THAN TEN (10) YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

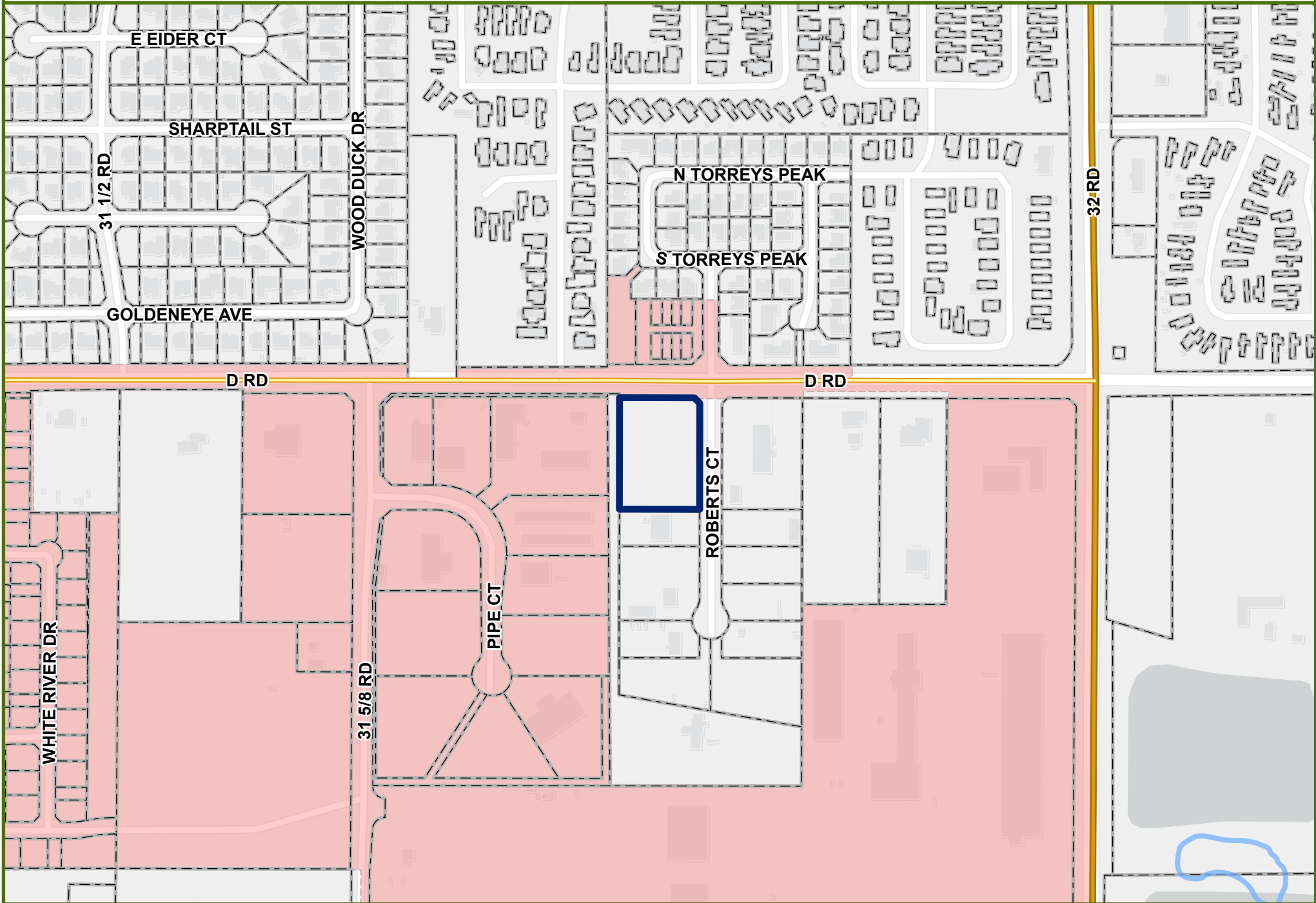
DRAWN BY: MJH/NCW DATE: 07/20/2023
DESIGNED BY: RBP DATE: 07/20/2023
CHECKED BY: RBP/NCW DATE: 08/23/2023
APPROVED BY: RBP DATE: 08/25/2023



PUBLIC WORKS ENGINEERING DIVISION
244 N. 12th Street - Grand Junction, CO. 81501

PERS INVESTMENTS ANNEXATION
Located in the NE1/4 NE1/4, SECTION 22,
TOWNSHIP 1 SOUTH, RANGE 1 EAST, UTE MERIDIAN,
COUNTY OF MESA, STATE OF COLORADO

PERS Investments Annexation



0 0.05 0.1 Miles

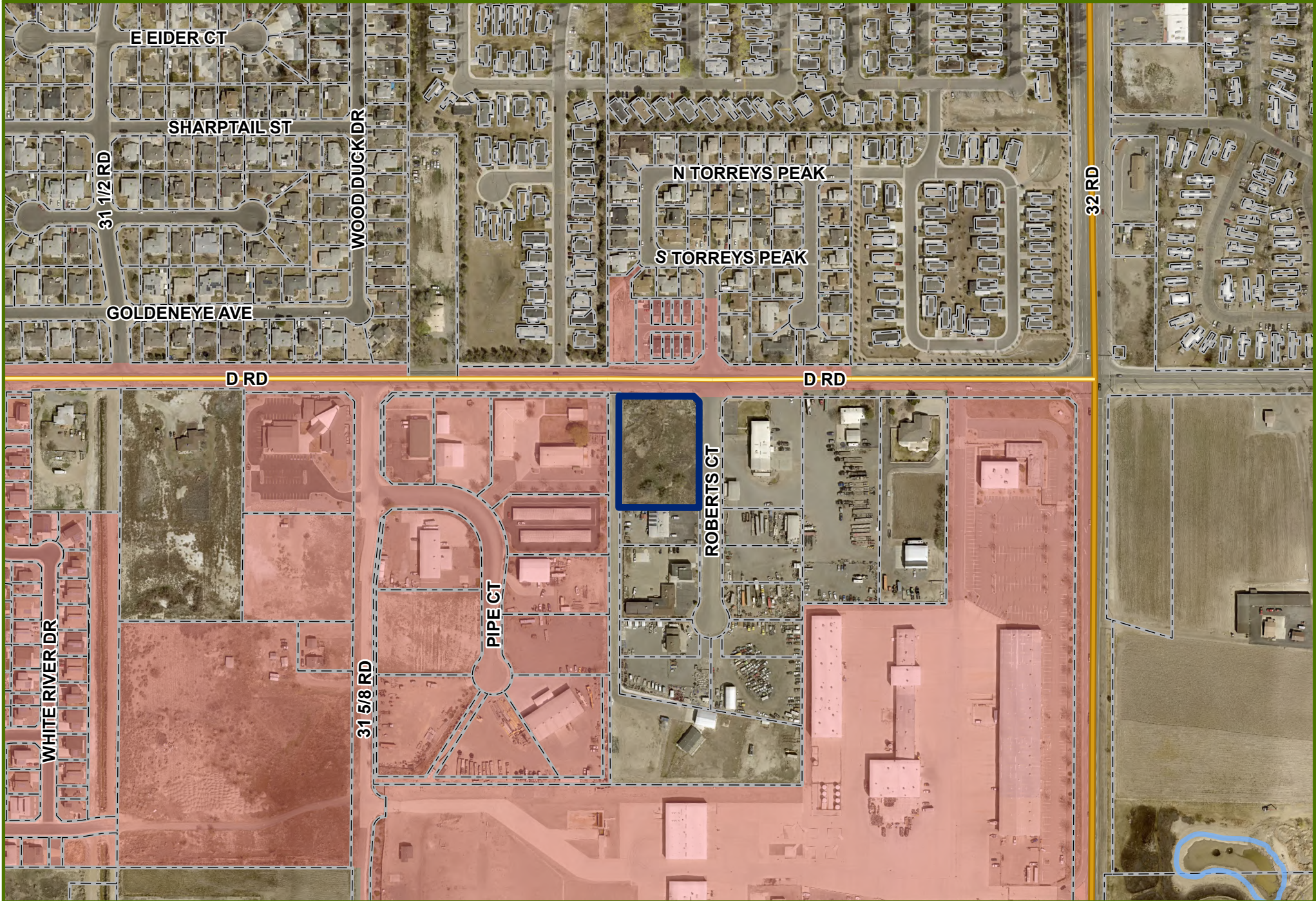


Annexation Site



City Limits

PERS Investments Annexation



0 0.05 0.1 Miles

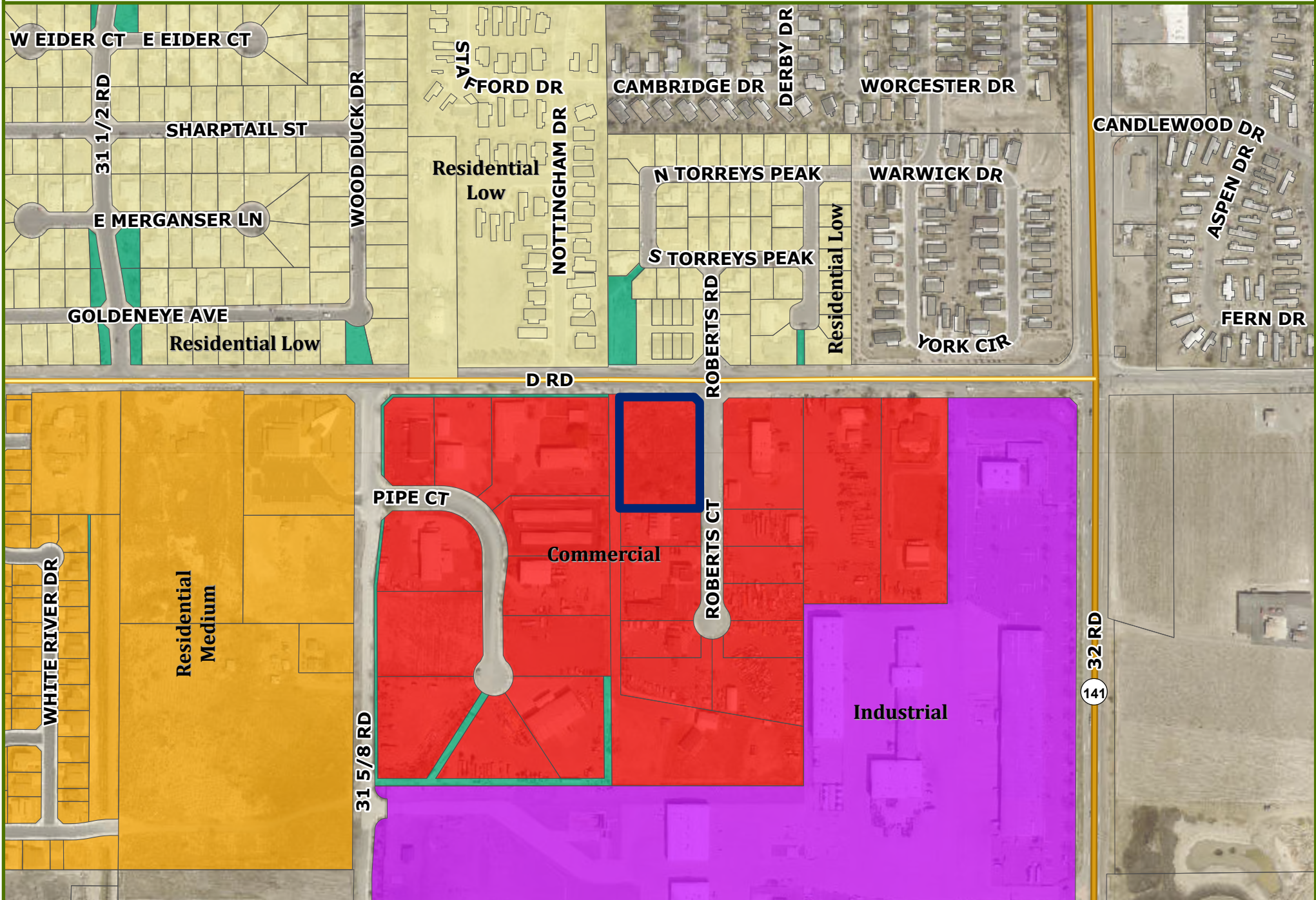


Annexation Site



City Limits

PERS Investments Annexation - Land Use

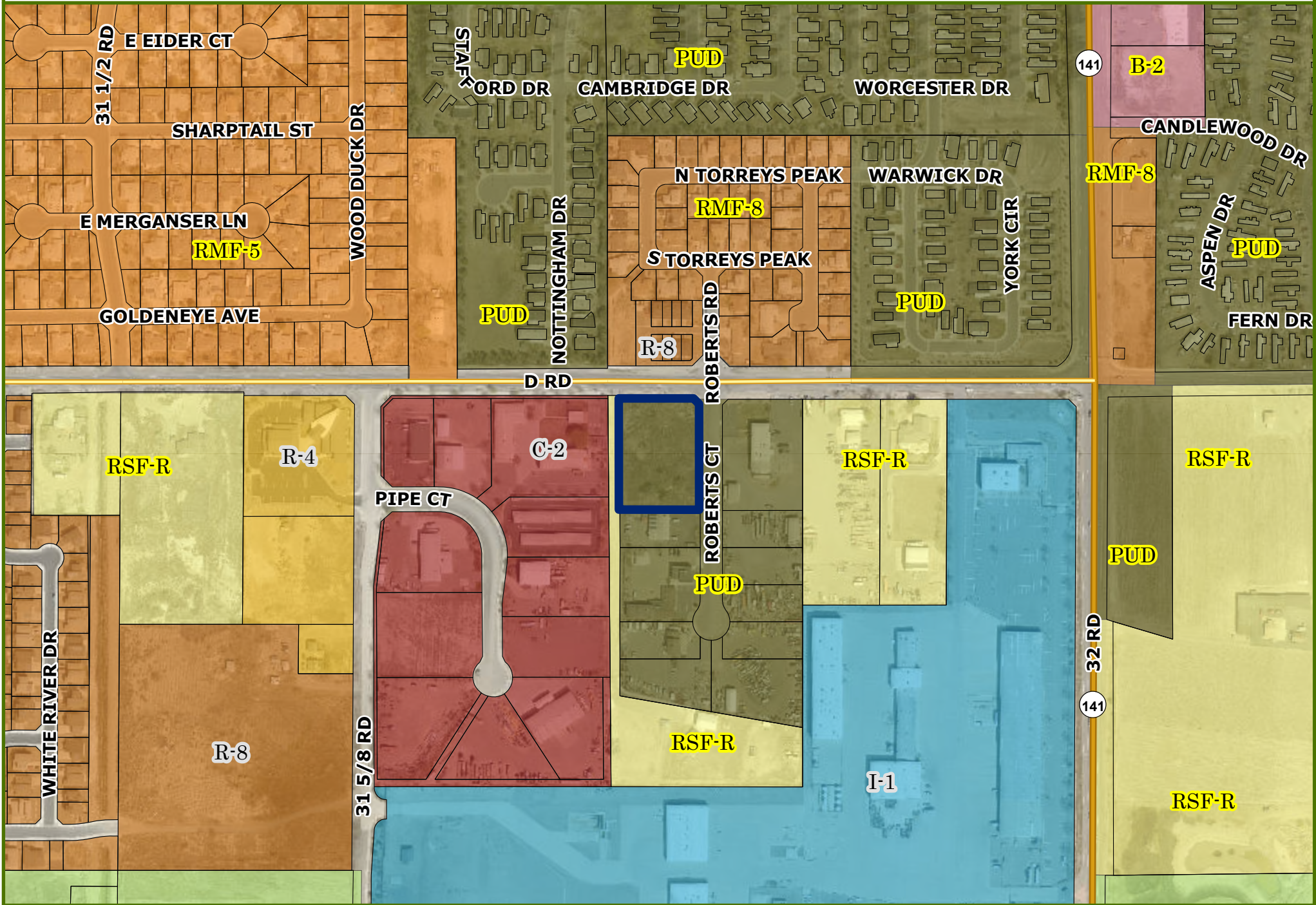


0 0.05 0.1 Miles

 Annexation Site
Packet Page 313

Date Created: 9/1/2023

PERS Investments Annexation - Zoning



0 0.05 0.1 Miles



Annexation Site

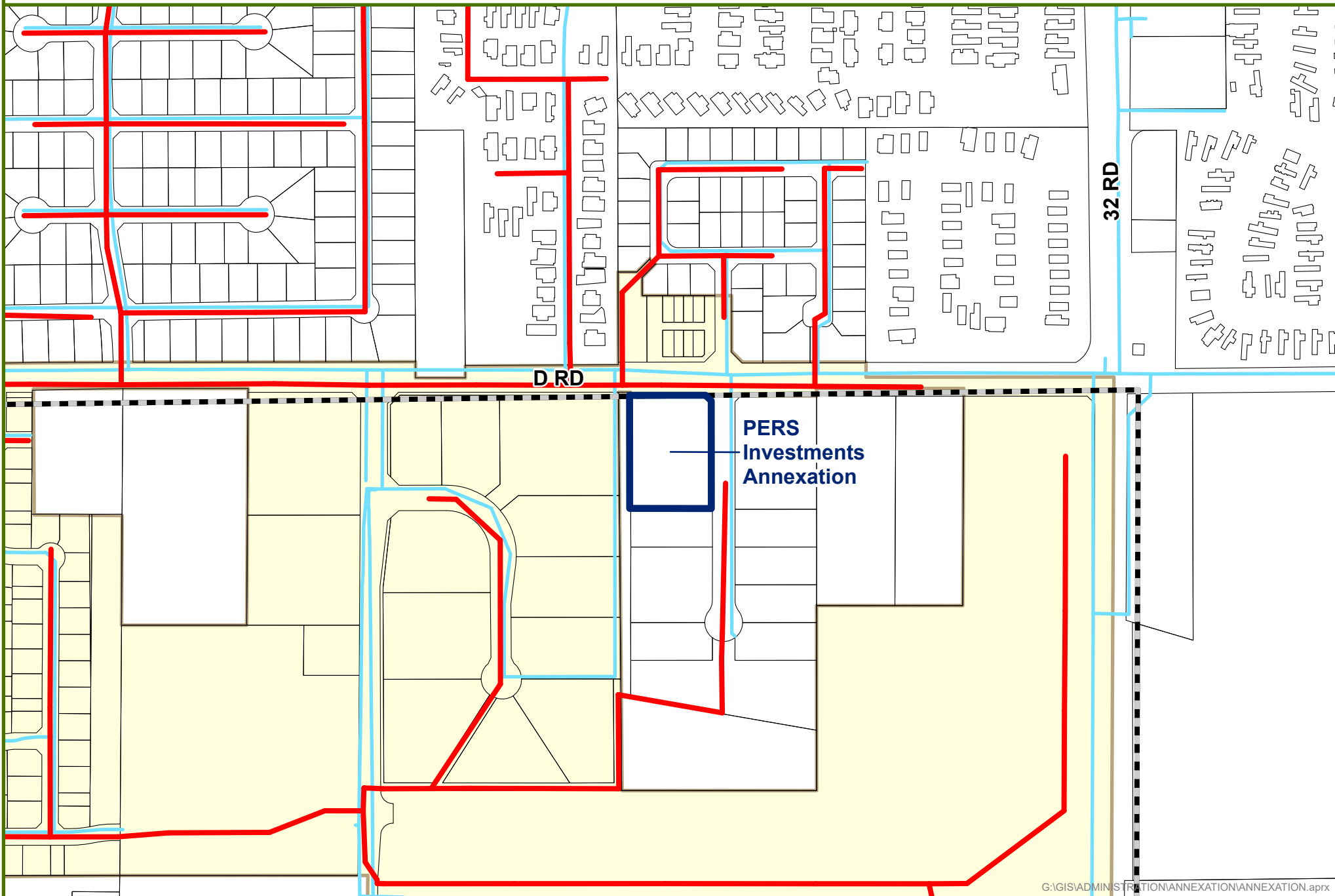
City Zoning

County Zoning

Date Created: 9/1/2023



PERS Investments Annexation - Utilities



G:\GIS\ADMINISTRATION\ANNEXATION\ANNEXATION.aprx



0 0.05 0.1 Miles

- CITY WATER
- CLIFTON WATER
- SEWER
- CITY FIBER
- NON-CITY FIBER
- CITY LIMITS



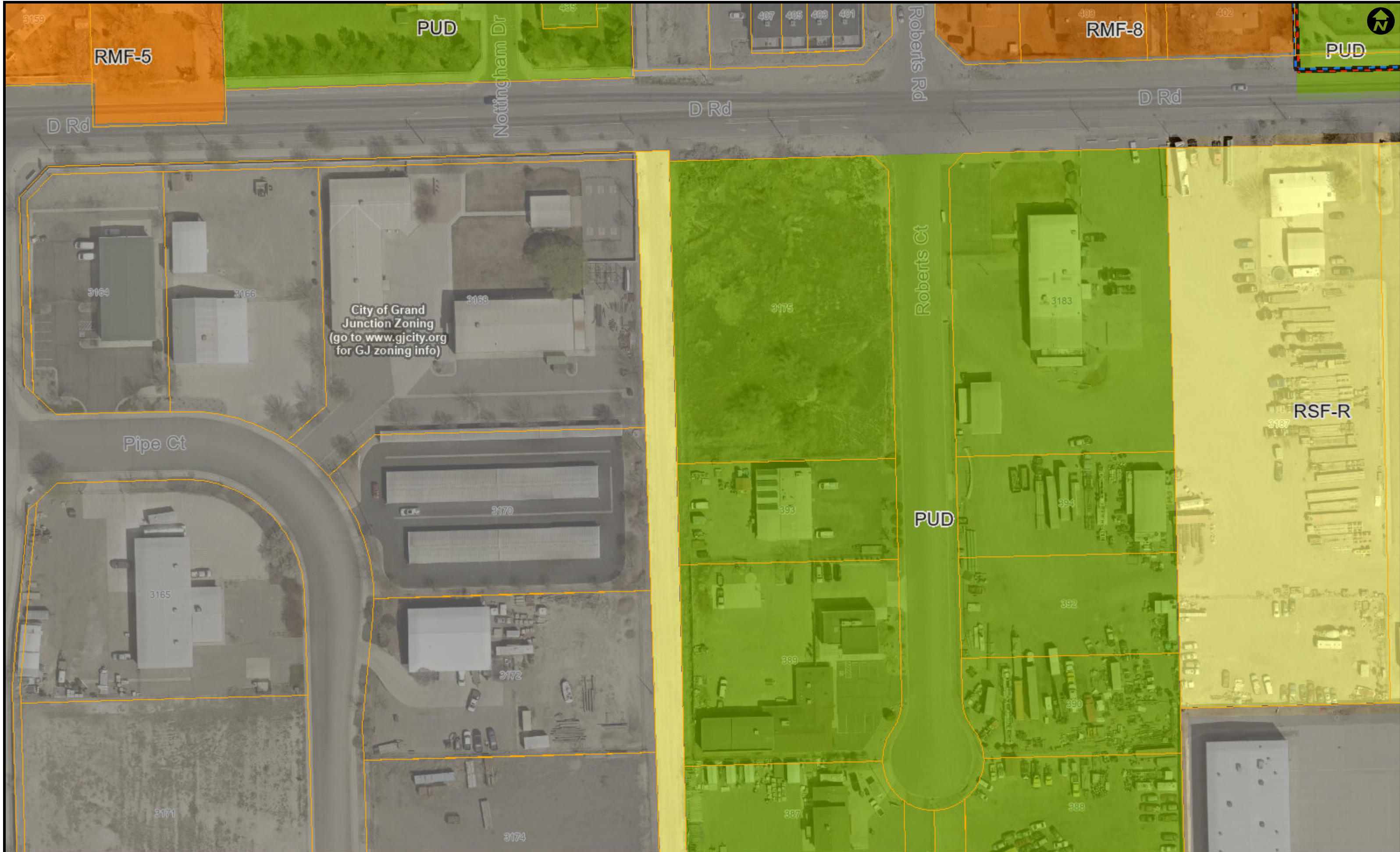
**3175 D Road, ANNEXATION/REZONE
(Parcel No. 2943-221-03-012)**

**SUMMARY OF VIRTUAL NEIGHBORHOOD MEETING
TUESDAY, MAY 30, 2023, @ 5:30 PM
VIA ZOOM**

A virtual neighborhood meeting for the above-referenced Annexation and Rezone, was held Tuesday, May 30, 2023, via Zoom, at 5:30 PM. The initial letter notifying the neighboring property owners within the surrounding 500 feet was sent on May 17, 2023, per the mailing list received from the City of Grand Junction. There were two attendees including Tracy States, Project Coordinator, with River City Consultants and David Thornton, Senior Planner with the City of Grand Junction. There was no one from the public in attendance.

The meeting began at approximately 5:30 PM. After it was determined that no one from the public was going to attend, Tracy shared with David the maps that would have been presented and that the plan was to construct storage units. No site plan was available for presentation at the time.

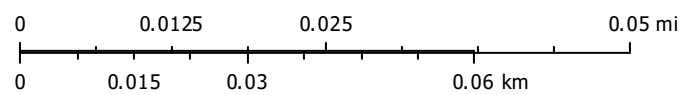
The meeting adjourned at approximately 5:45 PM.



The Geographic Information System (GIS) and its components are designed as a source of reference for answering inquiries for planning and for modeling. GIS is not intended or does not replace legal description information in the chain of title and other information contained in official government records such as the County Clerk and Recorder's office or the courts. In addition, the representations of location in this GIS cannot be substituted for actual legal surveys. The information contained herein is believed accurate and suitable for the limited uses, and subject to the limitations, set forth above. Mesa County makes no warranty as to the accuracy or suitability of any information contained herein. Users assume all risk and responsibility for any and all damages, including consequential damages, which may flow from the user's use of this information.

County Zoning Map

Print Date: May 30, 2023
 Packet Page 318

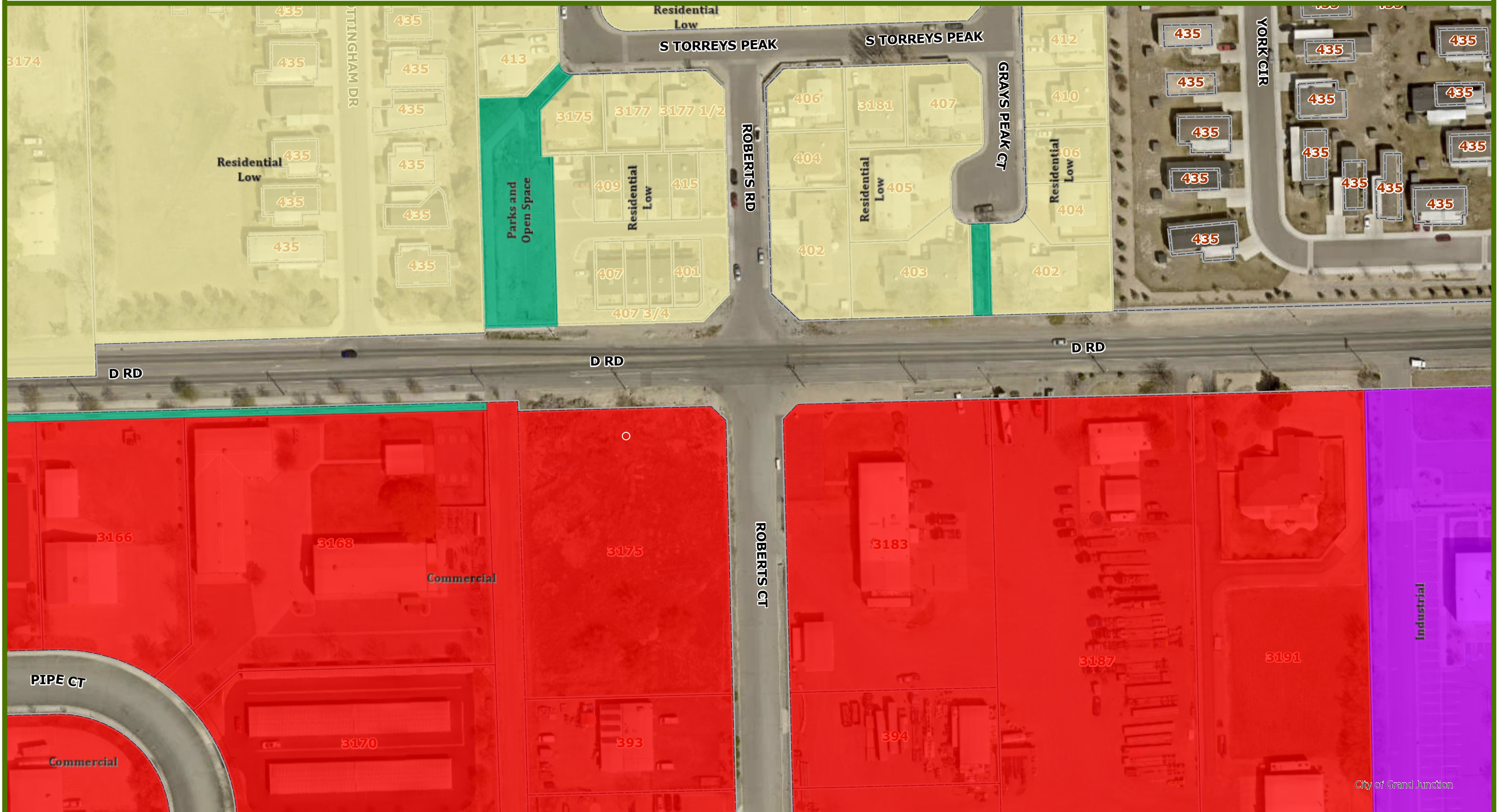


City Zoning Map



Printed: 5/30/2023
1 inch equals 94 feet
Scale: 1:1,128

2020 Comprehensive Plan



City of Grand Junction



Printed: 5/30/2023
1 inch equals 94 feet
Scale: 1:1,128





May 17, 2023

RE: Neighborhood Meeting for the Annexation and Zoning of 3175 D Road. A request for Annexation and Zoning into the City of Grand Junction of 3175 D Road, Grand Junction, CO. The 2020 Comprehensive Plan identifies the future land use of this parcel as Commercial. The parcel is located in the Persigo 201 boundary (sewer boundary) and must annex into the City of Grand Junction limits in order to develop. The proposed zoning is C-2 (General Commercial). The parcel is approximately 1.49 acres in size.

Once annexed and zoned into the city limits of Grand Junction, it is proposed to develop the parcel with a self storage unit facility. A separate submittal will be processed as an administrative review through the City of Grand Junction for the storage unit Major Site Plan application. Plans are currently being developed but may not be available in time for the meeting.

Dear Neighbor:

This letter is to inform you that a neighborhood meeting will be held regarding the above mentioned project virtually on Tuesday, May 30, 2023, at 5:30 PM. You can access the meeting by following the instructions below:

Go to zoom.us and click on Join Zoom Meeting, then enter the Meeting ID and follow the instructions on your screen. If your computer does not have audio, you can call in using the numbers listed.

Join Zoom Meeting

<https://us06web.zoom.us/j/82117789232?pwd=a2FCZkcxVlorSGY1NU9MeUJpVFVNQT09>

Meeting ID: 821 1778 9232

Passcode: 486577

One tap mobile

+17193594580,,82117789232#,,,,*486577# US

+17207072699,,82117789232#,,,,*486577# US (Denver)

Find your local number: <https://us06web.zoom.us/j/82117789232?pwd=a2FCZkcxVlorSGY1NU9MeUJpVFVNQT09>

The meeting is designed to provide as much information as possible and address any questions or concerns to the best of our ability.

Sincerely,

Tracy States
Project Coordinator
tstates@rccwest.com

402 ROBERTS ROAD LLC
682 30 RD
GRAND JUNCTION CO 81504-5558

AKERS RONALD W
AKERS MELINA A
415 W GRAYS PEAK
GRAND JUNCTION CO 81504-7166

BERRY BILLY R
3181 N TORREYS PEAK
GRAND JUNCTION CO 81504-7163

CHAMBERS VICKY LYNNE
CHAMBERS GEORGE STEVEN
435 32 RD UNIT 564
CLIFTON CO 81520-9136

CITY OF GRAND JUNCTION
SCOTT PETERSON
250 N 5TH ST
GRAND JUNCTION CO 81501-2628

CLIFTON/THE PEAKS PROPERTIES
LLC
3182 MESA AVE UNIT B
GRAND JUNCTION CO 81504-6239

CONFIDENTIAL OWNER
3178 S TORREYS PEAK
GRAND JUNCTION CO 81504-7160

COUNTS JACOB
3184 S TORREYS PEAK
GRAND JUNCTION CO 81504-7169

D M LAWIEN LLC
393 ROBERTS CT
GRAND JUNCTION CO 81504-6155

DEVRIES DARIUS W
LEEYLA JUNE DEVRIES FAMILY TRUST
3149 C RD
GRAND JUNCTION CO 81503-9682

DORES ROBERT G
413 W GRAYS PEAK
GRAND JUNCTION CO 81504-7166

ECHER ALEX S
ECHER CANDACE L
435 32 RD UNIT 574
CLIFTON CO 81520-9169

EDGAR JANICE K
EDGAR TAMMY R
435 32 RD UNIT 570
CLIFTON CO 81520-9136

EDWARDS JAYSON T
3177 1/2 S TORREYS PEAK
GRAND JUNCTION CO 81504-7168

GALLUCCIO VINCENT
325 OAK LN
ASPEN CO 81611-2186

GENOVESE JULIE RAE
435 32 RD UNIT 569
CLIFTON CO 81520-9136

GIBSON STEVEN W
GIBSON ROSEMARIE M
PO BOX 1283
CLIFTON CO 81520-1283

GIRARDI VICTOR J III
GIRARDI SUZANNE R
3191 D RD
GRAND JUNCTION CO 81504-6185

GIRARDI VICTOR J JR
GIRARDI LUCINDA L, GIRARDI DAMAN
G
3183 D RD
GRAND JUNCTION CO 81504-6185

GJ PARTNERS LLC
1660 17TH ST STE 300
DENVER CO 80202-1282

GONZALES-QUINTERO DANIEL
GONZALES-QUINTERO KHRISTEN
414 W GRAYS PEAK
GRAND JUNCTION CO 81505-7166

GRAHAM AMANDA
405 ROBERTS RD
GRAND JUNCTION CO 81504-7197

GREENFIELD WILLIAM COREY
GREENFIELD ANDREA MARIE
401 ROBERTS RD
GRAND JUNCTION CO 81504-7197

GUEVARA ANGELA MARIE
435 32 RD UNIT 572
CLIFTON CO 81520-9136

HERRING RENEE K
HERRING JOHN M
4565 BLUE SAGE DR
WHITEWATER CO 81527-9427

HOLLIS CAROLYN
410 GRAYS PEAK CT
GRAND JUNCTION CO 81504-7167

HOUSER KARL STEVEN
435 32 RD UNIT 567
CLIFTON CO 81520-9136

HUTCHISON CHARLES D
387 ROBERTS CT
GRAND JUNCTION CO 81504-6155

J & A SERVICES LLC
3166 PIPE CT
GRAND JUNCTION CO 81504-6237

JEFFREY DELL R
FORD DEBRA F
435 32 RD UNIT 571
CLIFTON CO 81520-9136

JGM LLP
PO BOX 2440
COLORADO SPRINGS CO 80901-2440

JOE E SEGREST FAMILY TRUST
12534 TRAP CLUB RD
ECKERT CO 81418-8421

K&J PROEPRTIES LLC
516 FRUITVALE CT UNIT B
GRAND JUNCTION CO 81504-5767

KIRK THOMAS L
KIRK DEANNA L
3181 S TORREYS PEAK
GRAND JUNCTION CO 81504-7161

LEATHERMON LAWRENCE
LEATHERMON SHIRLEY
435 32 RD UNIT 575
CLIFTON CO 81520-9169

LEDEZMA MARIANO
407 ROBERTS RD
GRAND JUNCTION CO 81504-7197

LOCKWOOD SEAN JOSEPH
435 32 RD UNIT 573
CLIFTON CO 81520-9176

LUFF BRIAN
3186 S TORREYS PEAK
GRAND JUNCTION CO 81504-7169

MAGEE JERRY RALPH
MAGEE HELEN JOANN
417 W GRAYS PEAK
GRAND JUNCTION CO 81504-7166

MAY ANNIE LOUISE
LEES BABBETTE MARIE
435 32 RD UNIT 563
CLIFTON CO 81520-9136

MCCRUM DUANE ROGER
PO BOX 147
GRAND JUNCTION CO 81502-0147

MESA COUNTY
PO BOX 20000
GRAND JUNCTION CO 81502-5002

MIDLANDS VILLAGE PROPERTIES LLC
PO BOX 239
MONTROSE CO 81402-0239

MURDOCK MACKENZIE
403 ROBERTS RD
GRAND JUNCTION CO 81504-7197

NCN PROPERTIES LLC
PO BOX 480
FARMINGTON NM 87499-0480

OFFENDER SERVICES INC
359 COLORADO AVE #204
GRAND JUNCTION CO 81501-2478

PIPE TRADES EDUCATIONAL CENTER
INC
3168 PIPE CT
GRAND JUNCTION CO 81504-6294

PRODUCTION OPERATING &
DEVELOPMENT CO INC
DBA PRODCO INC
383 CASCADA DR
GRAND JUNCTION CO 81507-2629

RIVER CITY CONSULTANTS INC
TRACY STATES
215 PITKIN AVE STE 201
GRAND JUNCTION CO 81501-7805

ROBERTS GARR R
383 CASCADA DR
GRAND JUNCTION CO 81507-2629

ROMERO JONATHAN J
ROMERO OLGA L
PO BOX 3972
AVON CO 81620-3972

SCF PARTNERS LLC
ERIC FLUKEY
2695 PATTERSON RD STE 2-265
GRAND JUNCTION CO 81506-8814

SCHNEIDER CAROL LAURIAN
435 32 RD UNIT 76
CLIFTON CO 81520-9106

SMITH JUDITH A
435 32 RD UNIT 565
CLIFTON CO 81520-9136

SOUICIE VERNE A
SOUICIE LINDA D, DEAN JUDITH T
3446 F 3/4 RD
CLIFTON CO 81520-8423

SPACH GRANT
SPACH SAVANAH
415 ROBERTS RD
GRAND JUNCTION CO 81504-7197

TAVERY MARY ANN
3296 N RALEIGH ST
DENVER CO 80212-1708

TOWNHOMES AT RIVER PARK
HOMEOWNERS ASSOCIATION
452 35 RD
PALISADE CO 81526-9517

V&S HOLDINGS LLC
3191 D RD
GRAND JUNCTION CO 81504-6185

VITALE GLEE LIVING TRUST
280 CHENANGO CIR
ENGLEWOOD CO 80113-6821

WAGNER JAMES MONROE
WAGNER BONITA JEANNE
435 32 RD UNIT 566
CLIFTON CO 81520-9136

WARD SUSAN J
416 W GRAYS PEAK
GRAND JUNCTION CO 81504-7166

WESTGATE DRIVE LLC
1204 N 7TH ST UNIT 200
GRAND JUNCTION CO 81501-3074

WILMOT AARON
406 ROBERT RD
GRAND JUNCTION CO 81504-7158

WINTER JASON D
WINTER JENNIFER L
403 GRAYS PEAK CT UNIT A
GRAND JUNCTION CO 81504-7167

WIPF JACOB
WIPF CAMELITA
441 AVENAL LN
GRAND JUNCTION CO 81507-2507

ZIMMERMAN-BICE PAULA J
BICE DARIN E
407 GRAYS PEAK CT
GRAND JUNCTION CO 81504-7167

**NOTICE OF HEARING
ON PROPOSED ANNEXATION OF LANDS
TO THE CITY OF GRAND JUNCTION, COLORADO**

NOTICE IS HEREBY GIVEN that at a regular meeting of the City Council of the City of Grand Junction, Colorado, held on the 4th day of October 2023, the following Resolution was adopted:

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. 87-23

**A RESOLUTION REFERRING A PETITION TO THE
CITY COUNCIL FOR THE ANNEXATION OF LANDS
TO THE CITY OF GRAND JUNCTION, COLORADO,
SETTING A HEARING ON SUCH ANNEXATION,
AND EXERCISING LAND USE CONTROL**

**PERS INVESTMENTS
ANNEXATION**

**APPROXIMATELY 1.49 ACRES
LOCATED AT 3175 D ROAD**

WHEREAS, on the 4th day of October 2023, a petition was referred to the City Council of the City of Grand Junction, Colorado, for annexation to said City of the following property situate in Mesa County, Colorado, and described as follows:

PERS INVESTMENTS ANNEXATION

A parcel of land being Lot 12, "D" ROAD COMMERCIAL PARK same as recorded at Reception No. 1284183, located in the Northeast Quarter of the Northeast Quarter (NE 1/4 NE 1/4) of Section 22, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the East Sixteenth Corner on the north line of said Section 22, whence the Northeast Corner of said Section 22 bears S89°53'30"E, a distance of 1,312.63 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence S00°06'30"W, a distance of 40.00 feet along the West line of said Northeast Quarter of the Northeast Quarter to a point on the Southerly line of Halliburton Annexation No. 2, Ordinance 3963; thence along said Southerly line of Halliburton Annexation for the following two (2) courses: 1) S89°53'30"E, a distance of 32.56 feet; 2) S00°06'30"W, a distance of 10.00 feet to the Northwest Corner of said Lot 12, "D" ROAD COMMERCIAL PARK being the Point of Beginning; thence the following courses along the perimeter of said Lot 12, "D" ROAD COMMERCIAL PARK, S89°53'30"E along the Southerly line of Halliburton Annexation, a distance of 201.22 feet; thence S44°53'30"E, a distance of 21.21 feet; thence S00°06'30"W, a distance of 285.00 feet; thence N89°53'30"W, a distance of 216.22 feet; thence N00°06'30"E 300.00 feet to the Point of Beginning.

Said Parcel of land is comprised of 64,753 Square Feet or 1.49 Acres, more or less.

WHEREAS, the Council has found and determined that the petition complies substantially with the provisions of the Municipal Annexation Act, and a hearing should be held to determine whether or not the lands should be annexed to the City by Ordinance;

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

1. That a hearing will be held on the 15th day of November, 2023, in the City Hall auditorium, located at 250 North 5th Street, City of Grand Junction, Colorado, at 5:30 PM to determine whether one-sixth of the perimeter of the area proposed to be annexed is contiguous with the City; whether a community of interest exists between the territory and the city; whether the territory proposed to be annexed is urban or will be urbanized in the near future; whether the territory is integrated or is capable of being integrated with said City; whether any land in single ownership has been divided by the proposed annexation without the consent of the landowner; whether any land held in identical ownership comprising more than twenty acres which, together with the buildings and improvements thereon, has an assessed valuation in excess of two hundred thousand dollars is included without the landowner's consent; whether any of the land is now subject to other annexation proceedings; and whether an election is required under the Municipal Annexation Act of 1965.
2. Pursuant to the Municipal Annexation Act, the City Council determines that the City may now, and hereby does, exercise jurisdiction over land use in the described territory. Requests for building permit(s), subdivision approval(s) and zoning approval(s) shall, as of this date, be submitted to the City Community Development Department.

ADOPTED the 4th day of October 2023.



Ann M. Stout
President of the City Council

Attest:



Selestina Sandoval
Deputy City Clerk

NOTICE IS FURTHER GIVEN that a hearing will be held in accordance with the Resolution on the date and at the time and place set forth in the Resolution.


Selestina Sandoval
Deputy City Clerk

<i>DATES PUBLISHED</i>
October 6, 2023
October 13, 2023
October 20, 2023
October 27, 2023

GRAND JUNCTION PLANNING COMMISSION
October 10, 2023, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:30 p.m. by Commissioner Teske.

Those present were Planning Commissioners; Shanon Secrest, Kim Herek, Melanie Duyvejonck, and Keith Ehlers.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Supervisor), Dave Thornton (Principal Planner), Tim Lehrbach (Senior Planner), Rick Dorris (Development Engineer), Trent Prall (Engineering and Transportation Director), Henry Brown (Mobility Planner), Madeline Robinson (Planning Technician), and Jacob Kaplan (Planning Technician).

There were 10 members of the public in attendance, and 2 virtually.

CONSENT AGENDA

1. Approval of Minutes

Minutes of Previous Meeting(s) from August 22, 2023, and September 12, 2023.

REGULAR AGENDA

1. Brookwillow Village Filing 6 Rezone

RZN-2023-160

Consider a request by Senergy Builders, LLC to zone 0.23 acres from PD (Planned Development) to R-12 (Residential – 12 du/ac) located at the intersection of Brookwillow Loop and Orion Way, Parcel #2945-041-25-002 – WITHDRAWN

2. PERS Investments Annexation

ANX-2023-439

Consider a request from PERS Investments, LLC to zone 1.49 acres of property within the PERS Investments Annexation to C-2 (General Commercial) located at 3175 D Road.

Staff Presentation

Tim Lehrbach, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Tracy States with River City Consultants was present on behalf of the applicant.

Questions for staff

Commissioner Teske asked Staff why they felt Criteria 1 had not been met. Tim responded that because there was not currently a city zoning, there were not subsequent events to invalidate the original findings.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, October 3, 2023, via www.GJSpeaks.org.

There were no comments from the public or from online attendees.

The public comment period was closed at 5:44 p.m. on October 10, 2023.

Discussion

No discussion occurred between the commissioners.

Motion and Vote

Commissioner Secrest made the following motion “Consider a request from PERS Investments, LLC to zone 1.49 acres of property within the PERS Investments Annexation to C-2 (General Commercial) located at 3175 D Road.”

Commissioner Herek seconded; motion passed 5-0.

3. TEDS Manual Update

TEDS-M-2023-461

Consider a Request by the City of Grand Junction (City) to Amend Title 29 of the Grand Junction Municipal Code to modify and clarify various provisions of the Transportation Engineering Design Standards (TEDS).

Staff Presentation

Dave Thornton, Principal Planner, introduced exhibits into the record and the team behind the TEDS Manual update.

Director Trent Prall provided context for the TEDS Manual update in relation to the 2020 Comprehensive Plan and the Ped Bike Plan. He elaborated on the costs associated with road improvements in the past and what to expect in the future.

Development Engineer Rick Dorris presented a history of the TEDS Manual Update.

Mobility Planner Henry Brown presented on the summary of an analysis of cities and their street sections and right-of-way widths.

Questions for staff

Commissioner Ehlers asked about the variables used when comparing Grand Junction to the peer cities Henry mentioned. He asked what would happen if the width of sidewalks was reduced to five feet instead of six. He asked how much of the Ped Bike Plan’s high priority connections would be created via the proposed road improvements per the TEDS Manual update. He asked

about the requirements for landscape strips and if the detached walks would trigger additional landscaping requirements. He expressed concerns that the increased infrastructure costs to accommodate multimodal transport would impact housing affordability. Lastly, he asked why there weren't more members from private sectors on the Technical Advisory Committee (TAC) for the TEDS rewrite.

Commissioner Secret clarified that the TEDS Manual and the Zoning and Development Code served as the implementation of the Regional Transportation Plan, the Ped and Bike Plan, and the 2020 Comprehensive Plan. He asked why a section of the TEDS Manual pertaining to the City's GIS Map had been removed from the draft. He expressed concerns that elements of the Ped and Bike Plan would be codified through adoption of the new TEDS Manual. He asked what the increased cost per year would be to implement the proposed road improvements.

Commissioner Herek asked what alternatives were considered pertaining to pedestrian connectivity when drafting the TEDS Manual.

Commissioner Duyvejonck asked about the potential benefits to public health with the TEDS update. She shared some statistics from the Mesa County Community Health Needs Assessment.

Commissioner Ehlers further asked about the difference in health benefits between a five-foot and a six-foot sidewalk.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, October 3, 2023, via www.GJSpeaks.org.

Tom McClousky made comment about the issue between the five-foot versus a six-foot sidewalk and it's clear that the six-foot sidewalk width is more beneficial. Commissioner Ehlers then asked the citizen what he would prioritize more with affordable housing or transportation functionality.

Members of the WCCA requested denial of the TEDS Manual update because it is not ready. They elaborated that the major concerns were the increased cost to homeowners due to development requiring increased infrastructure. They stated that not enough alternatives had been considered and that the plan just needed a bit more time before it was ready.

Ron Abeloe stated that there were variables that were not considered when evaluating the costs associated with the road improvements. He noted that housing costs would increase too because additional infrastructure would be needed during development.

David Niemen is an avid cyclist and drives a vehicle, is in favor of the TEDS update to pass.

Andy Gingerich made comment that he is proof that owning a vehicle would be more detrimental to his finances than having better connectivity in the city where he didn't need a vehicle.

Garret Davis commented that people were moving to the Grand Valley because of the lower cost of living and that the increased infrastructure costs proposed in the TEDS Manual would prevent that.

Jane Quimby agreed that the plan is not ready.

The public comment period was closed at 8:11 p.m. on October 10, 2023.

Trent Prall made a response to the public's comments that they utilized several different entities to comprise the TEDS update and reached out to members of the public for several months.

Commissioner Secrest asked Trent what changes could be made to the plan if it did not pass tonight. Trent responded that the alternative was to reduce the buffer between pedestrians and traffic but then the plan would be unnecessary and would not represent the goals outlined in the 2020 Comp Plan.

Commissioner Herek asked if the Ped Bike Plan had specific language about transitioning to a Stress Level 2 per Trent's presentation. She clarified that if the TEDS Manual were to be changed based on the preceding comments and discussion, it would no longer meet the goals of the recently adopted Ped and Bike Plan.

Commissioner Ehlers argued that the Ped Bike Plan is broad in its definitions of how to meet the outlined goals and that the draft TEDS Manual could be modified to reduce costs while still meeting the expectations as outlined. He further questioned how many stakeholders were involved during the draft period and what alternatives were proposed. He questioned the quality of the plan if it is going to take 100 years for the plan to be paid for.

Commissioner Teske asked for clarification on what effort had been made to evaluate the differences between a 5 ft and a 6 ft sidewalk. Additionally, he wanted clarification about context sensitivity in regards to lighting for pedestrians using pathways.

Discussion

Commissioner Secrest commented that the TEDS update will eventually pass, but right now may not be the time.

Commissioner Duyvejonck made comment that she is in full favor of passing the plan tonight as is.

Commissioner Herek agreed with Commissioner Duyvejonck and that a lot of research has gone into making this update.

Commissioner Ehlers stated seeking balance is still needed before passing the TEDS update.

Commissioner Teske emphasized that it is the responsibility of the Planning Commission to determine whether the plan as presented is adequate to accomplish the goals outlined, not to arbitrate on the fiscal aspects of accomplishing the plan. He stated he has a concern that everyone has stated the plan could be better, but not stating how it could be better.

Motion and Vote

Commissioner Ehlers made the following motion “On this topic of the TEDS Manual update we remand it back to Staff for a maximum of 8 weeks in which time they should receive all proposed alternatives and give it due diligence to understand what those impacts are and if the visions of the Bike and Ped Plan and all of the principles or as many principles as possible of the Comp Plan can be achieved with various alternatives and understanding those costs.”

Commissioner Secrest seconded; motion failed 1-4.

Commissioner Herek made the following motion “Mr. Chairman, on the adoption of the updated Transportation Engineering Design Standards (TEDS), TEDS-M-2023-461, I move that the Planning Commission forward a conditional recommendation of approval to include the proposed changes related to the Pedestrian and Bicycle Plan references with the findings as listed in the staff report.”

Commissioner Duyvejonck seconded; motion failed 3-2.

Commissioner Ehlers made the following motion “Chair Teske, on the adoption of the updated Transportation Engineering Design Standards (TEDS), TEDS-M-2023-461, I move that the Planning Commission forward a recommendation of approval with the findings as listed in the staff report.”

Commissioner Duyvejonck seconded; motion failed 0-5.

The plan will move forward to City Council. The conclusion of this hearing is the Planning Commission did not recommend that the City Council adopt the 2023 TEDS Manual.

OTHER BUSINESS

ADJOURNMENT

Commissioner Ehlers moved to adjourn the meeting.
The vote to adjourn was 5-0.

The meeting adjourned at 9:45 p.m.

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. _____

**A RESOLUTION ACCEPTING A PETITION
FOR THE ANNEXATION OF LANDS
TO THE CITY OF GRAND JUNCTION, COLORADO,
MAKING CERTAIN FINDINGS,
AND DETERMINING THAT PROPERTY KNOWN AS THE
PERS INVESTMENTS ANNEXATION**

**APPROXIMATELY 1.49 ACRES
LOCATED AT 3175 D ROAD IS ELIGIBLE FOR ANNEXATION**

WHEREAS, on the 4th day of October 2023, a petition was referred to the City Council of the City of Grand Junction, Colorado, for annexation to said City of the following property situate in Mesa County, Colorado, and described as follows:

PERS INVESTMENTS ANNEXATION

A parcel of land being Lot 12, "D" ROAD COMMERCIAL PARK same as recorded at Reception No. 1284183, located in the Northeast Quarter of the Northeast Quarter (NE 1/4 NE 1/4) of Section 22, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the East Sixteenth Corner on the north line of said Section 22, whence the Northeast Corner of said Section 22 bears S89°53'30"E, a distance of 1,312.63 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence S00°06'30"W, a distance of 40.00 feet along the West line of said Northeast Quarter of the Northeast Quarter to a point on the Southerly line of Halliburton Annexation No. 2, Ordinance 3963; thence along said Southerly line of Halliburton Annexation for the following two (2) courses: 1) S89°53'30"E, a distance of 32.56 feet; 2) S00°06'30"W, a distance of 10.00 feet to the Northwest Corner of said Lot 12, "D" ROAD COMMERCIAL PARK being the Point of Beginning; thence the following courses along the perimeter of said Lot 12, "D" ROAD COMMERCIAL PARK, S89°53'30"E along the Southerly line of Halliburton Annexation, a distance of 201.22 feet; thence S44°53'30"E, a distance of 21.21 feet; thence S00°06'30"W, a distance of 285.00 feet; thence N89°53'30"W, a distance of 216.22 feet; thence N00°06'30"E 300.00 feet to the Point of Beginning.

Said Parcel of land CONTAINING 64,753 Square Feet or 1.49 Acres, more or less.

WHEREAS, a hearing on the petition was duly held after proper notice on the 15th day of November, 2023; and

WHEREAS, the Council has found and determined and does hereby find and determine that said petition is in substantial compliance with statutory requirements therefore, that one-sixth of the perimeter of the area proposed to be annexed is contiguous with the City; that a community of interest exists between the territory and the City; that the territory proposed to be annexed is urban or will be urbanized in the near future; that the said territory is integrated or is capable of being integrated with said City; that no land held in identical ownership has been divided without the consent of the landowner; that no land held in identical ownership comprising more than twenty acres which, together with the buildings and improvements thereon, has an assessed valuation in excess of two hundred thousand dollars is included without the landowner's consent; and that no election is required under the Municipal Annexation Act of 1965.

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

The said territory is eligible for annexation to the City of Grand Junction, Colorado, and should be so annexed by Ordinance.

ADOPTED the 15th day of November, 2023.

Anna M. Stout
President of the Council

ATTEST:

Amy Phillips
City Clerk

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE ANNEXING TERRITORY TO THE
CITY OF GRAND JUNCTION, COLORADO
PERS INVESTMENTS ANNEXATION**

**LOCATED AT 3175 D RD
APPROXIMATELY 1.49 ACRES**

WHEREAS on the 4th day of October 2023, the City Council of the City of Grand Junction considered a petition for the annexation of the following described territory to the City of Grand Junction; and

WHEREAS a hearing on the petition was duly held after proper notice on the 15th day of November 2023; and

WHEREAS the City Council determined that said territory was eligible for annexation and that no election was necessary to determine whether such territory should be annexed;

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

That the property situated in Mesa County, Colorado, and described to wit:

A parcel of land being Lot 12, "D" ROAD COMMERCIAL PARK same as recorded at Reception No. 1284183, located in the Northeast Quarter of the Northeast Quarter (NE 1/4 NE 1/4) of Section 22, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the East Sixteenth Corner on the north line of said Section 22, whence the Northeast Corner of said Section 22 bears S89°53'30"E, a distance of 1,312.63 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence S00°06'30"W, a distance of 40.00 feet along the West line of said Northeast Quarter of the Northeast Quarter to a point on the Southerly line of Halliburton Annexation No. 2, Ordinance 3963; thence along said Southerly line of Halliburton Annexation for the following two (2) courses: 1) S89°53'30"E, a distance of 32.56 feet; 2) S00°06'30"W, a distance of 10.00 feet to the Northwest Corner of said Lot 12, "D" ROAD COMMERCIAL PARK being the Point of Beginning; thence the following courses along the perimeter of said Lot 12, "D" ROAD COMMERCIAL PARK, S89°53'30"E along the Southerly line of Halliburton Annexation, a distance of 201.22 feet; thence S44°53'30"E, a distance of 21.21 feet; thence S00°06'30"W, a distance of 285.00 feet; thence N89°53'30"W, a distance of 216.22 feet; thence N00°06'30"E 300.00 feet to the Point of Beginning.

Said Parcel of land comprised of 64,753 Square Feet or 1.49 Acres, more or less, and depicted in Exhibit A is duly and lawfully annexed to the City of Grand Junction, Colorado.

INTRODUCED on first reading on the 4th day of October 2023 and ordered published in pamphlet form.

ADOPTED on second reading the 15th day of November 2023 and ordered published in pamphlet form.

Anna M. Stout
President of the City Council

Attest:

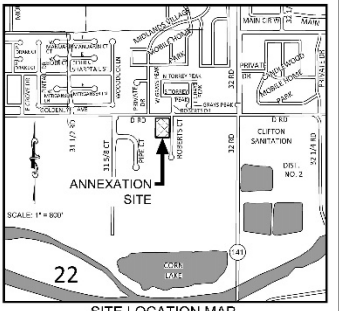
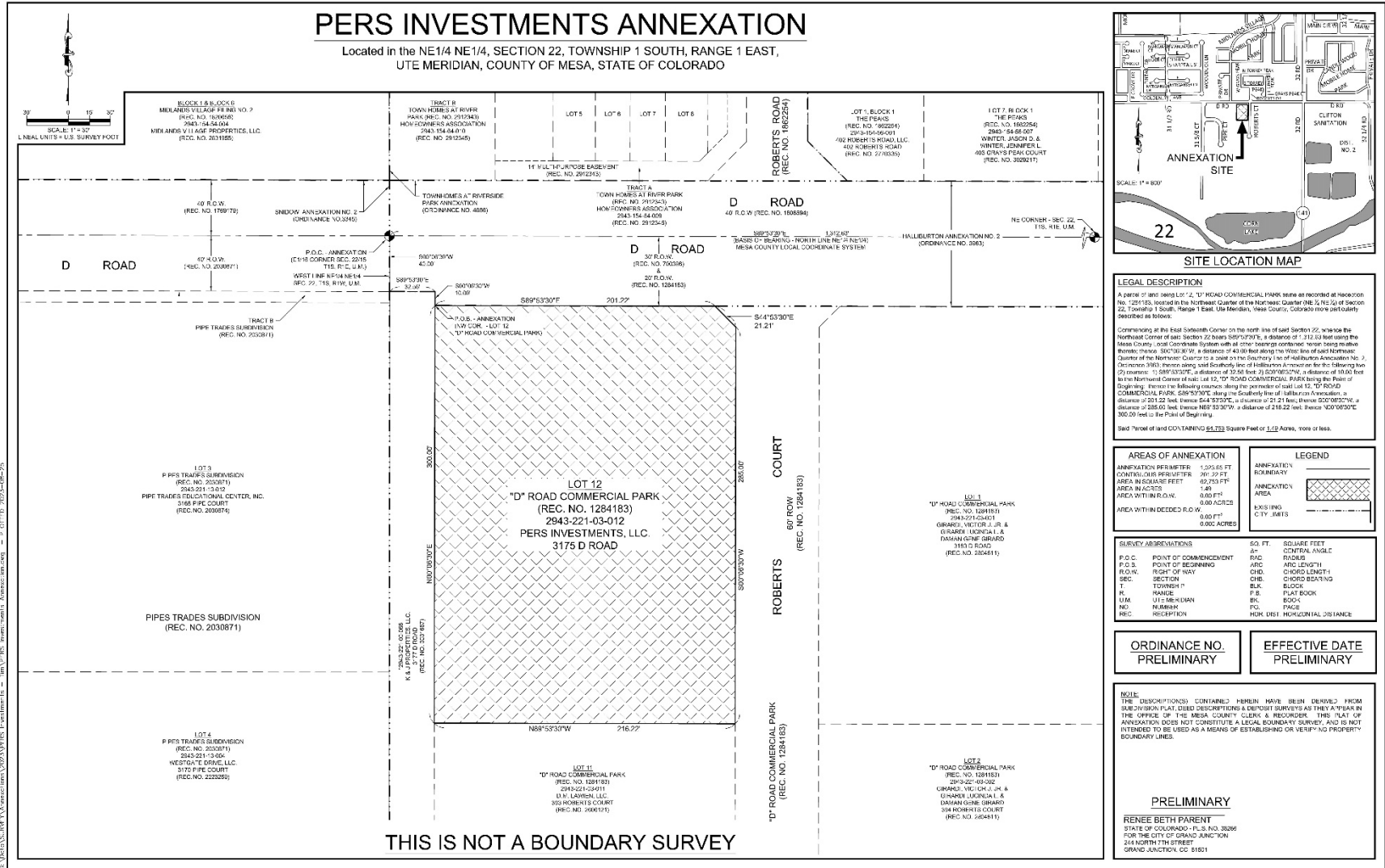
Amy Phillips
City Clerk

DRAFT

EXHIBIT A

PERS INVESTMENTS ANNEXATION

Located in the NE 1/4 NE 1/4, SECTION 22, TOWNSHIP 1 SOUTH, RANGE 1 EAST, UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO



LEGAL DESCRIPTION

A parcel of land being Lot 12, 1/4 "D" ROAD COMMERCIAL PARK here as recorded at Mapbook No. 1291183, located in the Northeast Quarter of the Northeast Quarter (NE 1/4 NE 1/4) of Section 22, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the East-Southwest Corner on the north line of said Section 22, thence the Northeast Corner of said Section 22 bears S89°50'30"E, a distance of 312.03 feet using the Mesa County - 2011 Coordinate System with all other bearings and distances nearest to the same; thence S89°50'30"W, a distance of 43.00 feet along the West line of said Northeast Quarter of the Northeast Quarter to a point on the Southerly line of Halliburton Annexation No. 2, Ordinance 3943; thence along said Southerly line of Halliburton Annexation No. 2 for the following two (2) courses: 1) S89°53'30"E, a distance of 208.00 feet (2) S89°53'30"W, a distance of 18.00 feet to the Northeast Corner of said Lot 12, "D" ROAD COMMERCIAL PARK being the Point of Beginning; thence the following courses along the perimeter of said Lot 12: "D" ROAD COMMERCIAL PARK, S89°53'30"W, along the Southerly line of Halliburton Annexation, a distance of 218.22 feet, thence S44°53'30"E, a distance of 21.21 feet, thence S20°52'30"W, a distance of 236.00 feet, thence N61°33'30"W, a distance of 218.22 feet, thence N00°05'30"E, 300.00 feet to the Point of Beginning.

Said Parcel of land CONTAINING 64,723 Square Feet of 1.19 Acres, more or less.

AREAS OF ANNEXATION		LEGEND	
ANNEXATION PERIMETER	1,575.85 FT	ANNEXATION BOUNDARY	[Symbol]
CONTIGUOUS PERIMETER	261.22 FT	ANNEXATION AREA	[Symbol]
AREA IN SQUARE FEET	64,723 FT ²	EXISTING CITY LIMITS	[Symbol]
AREA IN ACRES	1.49		
AREA WITHIN R.O.W.	0.00 FT ²		
AREA WITHIN DECEDED R.O.W.	0.00 ACRES		

SURVEY ABBREVIATIONS		SURVEY ABBREVIATIONS	
P.O.C.	POINT OF COMMENCEMENT	SQ. FT.	SQUARE FEET
P.O.B.	POINT OF BEGINNING	ARC	ARC LENGTH
R.O.W.	RIGHT OF WAY	CHD.	CHORD LENGTH
SEC.	SECTION	CHK.	CHECK BEARING
T.	TOWNSHIP	BLK.	BLOCK
R.	RANGE	P.B.	PLAT BOOK
U/M	UTAH-MERIDIAN	BL.	BOOK
REC.	RECORD	PL.	PLAT
		HOR. DIST.	HORIZONTAL DISTANCE

ORDINANCE NO. PRELIMINARY

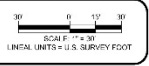
EFFECTIVE DATE PRELIMINARY

PRELIMINARY

RENEE BETH PARENT
STATE OF COLORADO - FILE NO. 30398
FOR THE CITY OF GRAND JUNCTION
24 NORTH 7TH STREET
GRAND JUNCTION, CO 81501

NOTICE: ACCORDING TO CO ORDINANCE 100 ANY FLOW ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY MUST COMMENCE WITHIN THREE (3) YEARS AFTER THE DISCOVERY OF SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY BE COMMENCED MORE THAN TEN (10) YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

DRAWN BY: M.J.HINDY DATE: 03/25/2023
DESIGNED BY: RBP DATE: 03/25/2023
CHECKED BY: RBP DATE: 03/25/2023
APPROVED BY: RBP DATE: 03/25/2023



PUBLIC WORKS ENGINEERING DIVISION
241 X 12th Street - Grand Junction, CO 81501

PERS INVESTMENTS ANNEXATION
Located in the NE 1/4 NE 1/4, SECTION 22, TOWNSHIP 1 SOUTH, RANGE 1 EAST, UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE ZONING PERS INVESTMENTS ANNEXATION
TO C-2 (GENERAL COMMERCIAL) ZONE DISTRICT**

LOCATED AT 3175 D ROAD

Recitals:

The property owner has petitioned to annex their 1.49 acres into the City limits. The annexation is referred to as the "PERS Investments Annexation."

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Grand Junction Planning Commission recommended zoning the PERS Investments Annexation consisting of 1.49 acres from County PUD (Planned Unit Development) to C-2 (General Commercial) finding that both the C-2 zone district conforms with the designation of Commercial as shown on the Land Use Map of the Comprehensive Plan and conforms with its designated zone with 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 C-2 (General Commercial) zone district is in conformance with at least one of the stated criteria of Section 21.02.140 of the Grand Junction Zoning & Development Code for the parcel as designated.

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

ZONING FOR THE PERS INVESTMENTS ANNEXATION

The following parcel in the City of Grand Junction, County of Mesa, State of Colorado is hereby zoned as follows:

A parcel of land being Lot 12, "D" ROAD COMMERCIAL PARK same as recorded at Reception No. 1284183, located in the Northeast Quarter of the Northeast Quarter (NE 1/4 NE 1/4) of Section 22, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the East Sixteenth Corner on the north line of said Section 22, whence the Northeast Corner of said Section 22 bears S89°53'30"E, a distance of 1,312.63 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence S00°06'30"W, a distance of 40.00 feet along the West line of said Northeast Quarter of the Northeast Quarter to a point on the Southerly line of Halliburton Annexation No.

2, Ordinance 3963; thence along said Southerly line of Halliburton Annexation for the following two (2) courses: 1) S89°53'30"E, a distance of 32.56 feet; 2) S00°06'30"W, a distance of 10.00 feet to the Northwest Corner of said Lot 12, "D" ROAD COMMERCIAL PARK being the Point of Beginning; thence the following courses along the perimeter of said Lot 12, "D" ROAD COMMERCIAL PARK, S89°53'30"E along the Southerly line of Halliburton Annexation, a distance of 201.22 feet; thence S44°53'30"E, a distance of 21.21 feet; thence S00°06'30"W, a distance of 285.00 feet; thence N89°53'30"W, a distance of 216.22 feet; thence N00°06'30"E 300.00 feet to the Point of Beginning.

Said parcel of land CONTAINING 64,753 Square Feet or 1.49 Acres, more or less.

Said parcel shall hereby be zoned C-2 (General Commercial).

INTRODUCED on first reading this 1st day of November 2023 and ordered published in pamphlet form.

ADOPTED on second reading this 15th day of November 2023 and ordered published in pamphlet form.

Anna M. Stout
President of the Council

ATTEST:

Amy Phillips
City Clerk



Grand Junction City Council

Regular Session

Item #6.b.i.

Meeting Date: November 15, 2023
Presented By: Jodi Welch, Finance Director Emeritus
Department: Finance
Submitted By: Jodi Welch, Finance Director Emeritus

Information

SUBJECT:

An Ordinance Authorizing a Supplemental Appropriation for Funding of a Resource Center for Unhoused and Other Vulnerable Persons

RECOMMENDATION:

Staff recommends approval of Ordinance 5182, an ordinance making supplemental appropriations to amend the 2023 City of Grand Junction Budget and ordering publication in pamphlet form.

EXECUTIVE SUMMARY:

The budget was adopted by the City Council through an appropriation ordinance to authorize spending at a fund level based on the line item budget. Supplemental appropriations are also adopted by ordinance and are required when the adopted budget is increased to reappropriate funds for capital projects that began in one year and need to be carried forward to the current year to complete. Supplemental appropriations are also required to approve new projects or expenditures.

This supplemental appropriation is required for spending authorization to allocate \$912,400 in American Rescue Plan Act (ARPA) funds to HomewardBound and United Way for a resource center for unhoused and other vulnerable persons. The allocation is for estimated 2023 costs including capital of \$773,176, start up costs of \$109,490, and one-month operating of \$29,734. The resolution authorizing the support of the resource center is also on this agenda.

BACKGROUND OR DETAILED INFORMATION:

The American Rescue Plan Fund (Fund 114) accounts for the direct distribution of ARPA federal funds to the City of Grand Junction. A total of \$10.4 million has been received by the City and in 2022, City Council authorized the distribution of \$1,387,130

to Visit Grand Junction, Air Alliance, and Sports Commission for lodging revenue loss, leaving a remaining \$9,012,870 available for distribution. Grand Junction City Council appointed an Advisory Committee (Committee) to make recommendations about how the funds will be spent. To date, City Council has authorized the allocation of \$5,873,337 million in ARPA funds; \$1,500,000 to Grand Valley Catholic Outreach, \$1,000,000 to Com Act (Housing Resources of Western Colorado), \$3,373,337 for the Land and Building Acquisition Program, 996,006 to CEC, and \$947,704 to the Joseph Center which leaves \$1,195,823 available for allocation. This amount is before any earned interest on ARPA funds.

At the time of the adoption of the 2023 budget, City Council had not heard the recommendations from the Committee, nor made any decisions on grant awards. Therefore, distribution of monies from the ARPA Fund was not budgeted or appropriated. Therefore, a supplemental appropriation is required in the ARPA Fund (Fund 114) of \$912,400. The supplemental appropriation authorizes the budget for the spending authority. The actual spending will be accounted for in the ARPA Fund.

FISCAL IMPACT:

The supplemental appropriation ordinance is presented in order to ensure sufficient appropriation by fund to defray the necessary expenses of the City of Grand Junction. The appropriation ordinance is consistent with, and as proposed for adoption, reflective of lawful and proper governmental accounting practices and supported by the supplementary documents incorporated by reference above.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 5182, an ordinance making supplemental appropriations to the 2023 Budget of the City of Grand Junction, Colorado for the year beginning January 1, 2023 and ending December 31, 2023 for a resource center for unhoused and other vulnerable persons.

Attachments

1. 2023 Resource Center Supplemental Appropriation 1st Reading November 1, 2023

ORDINANCE NO. ____

AN ORDINANCE MAKING SUPPLEMENTAL APPROPRIATIONS TO THE 2023 BUDGET OF THE CITY OF GRAND JUNCTION, COLORADO FOR THE YEAR BEGINNING JANUARY 1, 2023 AND ENDING DECEMBER 31, 2023 FOR A RESOURCE CENTER FOR UNHOUSED AND OTHER VULNERABLE PERSONS

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

That the following sums of money be appropriated from unappropriated fund balance and additional revenues to the funds indicated for the year ending December 31, 2023 to be expended from such funds as follows:

Fund Name	Fund #	Appropriation
American Rescue Plan Fund	114	\$ 912,400

INTRODUCED AND ORDERED PUBLISHED IN PAMPHLET FORM this 1st day of November, 2023.

TO BE PASSED AND ADOPTED AND ORDERED PUBLISHED IN PAMPHLET FORM this ____ day of _____, 2023.

President of the Council

Attest:

City Clerk