



**PLANNING COMMISSION AGENDA  
CITY HALL AUDITORIUM, 250 NORTH 5TH STREET  
TUESDAY, AUGUST 13, 2013, 6:00 PM**

**Call to Order**

***Welcome. Items listed on this agenda will be given consideration by the City of Grand Junction Planning Commission. Please turn off all cell phones during the meeting.***

***Copies of the agenda and staff reports are located at the back of the auditorium.***

**Announcements, Presentations and/or Prescheduled Visitors**

**Consent Agenda**

***Items on the consent agenda are items perceived to be non-controversial in nature and meet all requirements of the Codes and regulations and/or the applicant has acknowledged complete agreement with the recommended conditions.***

***The consent agenda will be acted upon in one motion, unless the applicant, a member of the public, a Planning Commissioner or staff requests that the item be removed from the consent agenda. Items removed from the consent agenda will be reviewed as a part of the regular agenda. Consent agenda items must be removed from the consent agenda for a full hearing to be eligible for appeal or rehearing.***

**1. Minutes of Previous Meetings**

Approve the minutes from the June 11, 2013 regular meeting.

**[Attach 1](#)**

**2. Cunningham Investment Company, Inc. – Zone of Annexation**

Forward a recommendation to City Council to zone 27.73 +/- acres to R-E (Residential Estate, 1 dwelling unit/acre) zone district.

**FILE #:** GPA-2007-263  
**APPLICANT:** LL Crispell LLC  
**LOCATION:** 2098 E 1/2 Road  
**STAFF:** Scott Peterson

**[Attach 2](#)**

**3. Custom Industries CUP - Conditional Use Permit**

[Attach 3](#)

Consider a request for a Conditional Use Permit to store hazardous materials/explosives on 0.99 acres in an I-2 (General Industrial) zone district.

**FILE #:** CUP-2013-106  
**APPLICANT:** Deb Ghiloni - Ghiloni Properties LLC  
**LOCATION:** 2300 Logos Drive  
**STAFF:** Senta Costello

**\*\*\* END OF CONSENT CALENDAR \*\*\***

**\*\*\* ITEMS NEEDING INDIVIDUAL CONSIDERATION \*\*\***

**Public Hearing Items**

*On the following item(s) the Grand Junction Planning Commission will make the final decision or a recommendation to City Council. If you have an interest in one of these items or wish to appeal an action taken by the Planning Commission, please call the Planning Division (244-1430) after this hearing to inquire about City Council scheduling.*

**4. Text amendment to Sec. 21.03.030(e); 21.10.020 - Zoning Code Amendment**

[Attach 4](#)

Forward a recommendation to City Council to amend the Grand Junction Municipal Code, Section 21.03.030(e), Measurements, Lot Coverage and 21.10.020, Terms Defined, to amend the definition of Lot Coverage.

**FILE #:** ZCA-2013-313  
**APPLICANT:** City of Grand Junction  
**LOCATION:** Citywide  
**STAFF:** Lisa Cox

**5. Urban Trails Master Plan - Comprehensive Plan Amendment**

[Attach 5](#)

Forward a recommendation to City Council of a Comprehensive Plan Amendment to update the Urban Trails Master Plan and to rename to the Grand Valley Trails Master Plan.

**FILE #:** CPA-2013-224  
**APPLICANT:** City of Grand Junction  
**LOCATION:** Grand Valley including the Comprehensive Plan area  
**STAFF:** Jody Kliska

**General Discussion/Other Business**

**Nonscheduled Citizens and/or Visitors**

**Adjournment**

**Attach 1**  
**Minutes of Previous meeting**

**GRAND JUNCTION PLANNING COMMISSION**  
**JUNE 11, 2013 MINUTES**  
**6:00 p.m. to 6:07 p.m.**

The regularly scheduled Planning Commission hearing was called to order at 6:00 p.m. by Chairman Reece. The public hearing was held in the City Hall Auditorium.

In attendance, representing the City Planning Commission, were Christian Reece (Chairman), Ebe Eslami (Vice-Chairman), Reginald Wall, Loren Couch, William Wade and Steve Tolle. Commissioner Jon Buschhorn was absent.

In attendance, representing the City's Public Works and Planning Department – Planning Division, were Lisa Cox (Planning Manager), Scott Peterson (Senior Planner) and Senta Costello (Senior Planner).

Also present was Jamie Beard (Assistant City Attorney).

Lynn Singer was present to record the minutes.

There were 4 interested citizens present during the course of the hearing.

**ANNOUNCEMENTS, PRESENTATIONS AND/OR VISITORS**

Lisa Cox, Planning Manager, advised that a letter of resignation from Commissioner Keith Leonard had been received with an effective date of June 7, 2013. With Commissioner Leonard's resignation, the second alternate, Bill Wade, would move up to fill that vacancy. City Council would appoint both a first alternate and a second alternate, both of whom would also be members of the Zoning and Board of Appeals. She went on to confirm that first alternate, Steven Tolle, was filling in for Greg Williams and Bill Wade was filling in for Keith Leonard.

She also said that pursuant to correspondence from Commissioner Leonard received prior to his resignation, he noted that a statement attributed to him in the March 12, 2013 minutes, had in fact not been made by him. Ms. Cox clarified that the statement could be found on page 16 of the agenda packet and the statement was "Commissioner Leonard reiterated that he agreed with the staff aspect and the more formal process was not necessary." She stated that the reference would be deleted from the minutes. Ms. Cox stated that unless there were other changes to be made to the March 12<sup>th</sup> minutes, that the Planning Commission consider adopting the minutes with the revision noted by Commissioner Leonard.

**Consent Agenda**

**1. Minutes of Previous Meetings**

Approve the minutes of the March 12 and May 28, 2013 regular meetings.

**2. Portion of Texas and Cannell Avenue ROW Vacation - Vacation**

Forward a recommendation to City Council to vacate a portion of public right-of-way (1,048 sq. ft.) at the intersection (eastern portion) of Cannell and Texas Avenues, which is no longer needed.

**FILE #:** VAC-2013-114

**PETITIONER:** Colorado Mesa University – Kent Marsh

**LOCATION:** 901 Texas Avenue

**STAFF:** Scott Peterson

**3. Library Utility Easement Vacation - Vacation**

Forward a recommendation to City Council to vacate a utility easement retained as part of the east/west alley vacation approved with Ordinance 1467.

**FILE #:** VAC-2013-29

**PETITIONER:** Eve Tallman – Mesa County Public Library

**LOCATION:** 530 Grand Avenue

**STAFF:** Senta Costello

Chairman Reece briefly explained the Consent Agenda and invited the public, Planning Commissioners, and staff to speak if they wanted any item pulled for additional discussion or a full hearing. After discussion, there were no objections or revisions received from the audience or Planning Commissioners on the Consent Agenda.

**MOTION:(Commissioner Wall) “I move that we approve the Consent Agenda with the changes to the March 12<sup>th</sup> minutes as stated.”**

Commissioner Wade seconded the motion. A vote was called and the motion passed unanimously by a vote of 6 - 0.

**Public Hearing Items**

None.

**General Discussion/Other Business**

None.

**Nonscheduled Citizens and/or Visitors**

None.

**Adjournment**

With no objection and no further business, the Planning Commission meeting was adjourned at 6:07 p.m.

**Attach 2  
Cunningham Annexation**

**CITY OF GRAND JUNCTION  
PLANNING COMMISSION**

**MEETING DATE:** August 13, 2013  
**PRESENTER:** Scott D. Peterson

**AGENDA TOPIC:** Cunningham Investment Company Zone of Annexation – GPA-2007-263

**ACTION REQUESTED:** Forward a recommendation to City Council on a Zone of Annexation.

| BACKGROUND INFORMATION  |              |  |     |  |    |
|---|--------------|--|-----|--|----|
| <b>Location:</b>  |              | 2098 E ½ Road  |     |  |    |
| <b>Applicants:</b>  |              | LL Crispell LLC, Owner<br>City of Grand Junction, Representative                                     |     |  |    |
| <b>Existing Land Use:</b>   |              | Vacant land  |     |  |    |
| <b>Proposed Land Use:</b>   |              | N/A at this time   |     |  |    |
| <b>Surrounding Land Use:</b>                                      | <b>North</b> | Single-family detached (2+ acres)  |     |  |    |
|   | <b>South</b> | Single-family detached (5+ acres) and vacant acreage   |     |  |    |
|   | <b>East</b>  | Single-family detached (2+ acres)  |     |  |    |
|   | <b>West</b>  | Single-family detached (2+ acres)  |     |  |    |
| <b>Existing Zoning:</b>   |              | None   |     |  |    |
| <b>Proposed Zoning:</b>   |              | R-E (Residential - Estate)   |     |  |    |
| <b>Surrounding Zoning:</b>  | <b>North</b> | RSF-2 (Residential Single Family – 2 du/ac) and RSF-4 (Residential Single Family – 4 du/ac) (County) |     |  |    |
|   | <b>South</b> | RSF-2 (Residential Single Family – 2 du/ac) and RSF-4 (Residential Single Family – 4 du/ac) (County) |     |  |    |
|   | <b>East</b>  | RSF-4 (Residential Single Family – 4 du/ac) (County)   |     |  |    |
|   | <b>West</b>  | RSF-2 (Residential Single Family – 2 du/ac) (County)   |     |  |    |
| <b>Future Land Use Designation:</b>                               |              | Estate (1 – 3 acres)   |     |  |    |
| <b>Blended Residential Land Use Categories Map (Blended Map):</b> |              | Residential Low (Rural – 5 du/ac)  |     |  |    |
| <b>Zoning within density range?</b>                               |              | X  | Yes |  | No |

**PROJECT DESCRIPTION:** A request to zone the 27.7 +/- acres Cunningham Investment Company Annexation, consisting of one parcel located at 2098 E ½ Road, to R-E (Residential – Estate, 1 dwelling unit/acre) zone district.

**STAFF RECOMMENDATION:** Recommend approval to City Council.

**ANALYSIS:**

**Background:**

The existing 27.7 +/- acre parcel of land is located at 2098 E ½ Road in the Redlands. The previous property owner, Cunningham Investment Company, requested this property be annexed into the City limits in anticipation of future residential subdivision development. The property was annexed by the City on January 16, 2008, but was not zoned pending the property owner's request to amend the Growth Plan Future Land Use Map from Estate to Residential Medium Low (2 - 4 du/ac) to allow for more residential density on the property. The request to amend the Growth Plan was ultimately denied by the City Council on February 4, 2008. The Grand Junction Comprehensive Plan was adopted by City Council on February 10, 2010 which replaced the previous Growth Plan. The property is annexed but not zoned to a City zone district and has gone through two changes of ownership. In order to zone the property in accordance with the Zoning and Development Code and State Statutes, the City of Grand Junction has been working with the current property owner, LL Crispell LLC, who is requesting that the property be zoned R-E (Residential - Estate) to be consistent with the current Comprehensive Plan Future Land Use Map designation of Estate. The R-E zone district allows a minimum of a 1 acre lot size and a residential density not to exceed 1 dwelling unit per acre. No development at this time is being proposed with this zoning request.

**Neighborhood Meeting:**

A Neighborhood Meeting was held on June 17, 2013. One phone call was received by City staff and six residents of the area attended the meeting. To date, City staff has not heard any negative comments regarding the proposed zoning of R-E. In fact, all comments received were in favor of the proposed zoning.

**Consistency with the Comprehensive Plan:**

The proposed zoning of R-E (Residential - Estate) meets with Goals 1, 3 and 5 of the Comprehensive Plan by implementing land use decisions that are consistent with the Comprehensive Plan, spreading future growth throughout the community and by providing a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

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

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

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

## **Section 21.02.140 (a) of the Grand Junction Zoning and Development Code**

Zone requests must meet at least one of the following criteria for approval:

*(1) Subsequent events have invalidated the original premise and findings;*

Subsequent events have not invalidated the original premises and findings. The property was annexed in 2008 and the zoning is being triggered by the Persigo Agreement between Mesa County and the City of Grand Junction, the Zoning and Development Code and State Statutes which requires all property within the City to be zoned to a City zone district. The requested zone of R-E implements the Comprehensive Plan Future Land Use Map designation of Estate. No development at this time is being proposed with this zoning request.

This criterion has not been met.

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

The residential character of this area of the Redlands and E ½ Road is single-family detached on large acreage ranging in size from 2 + acres to 59.7 +/- acres. The character and condition of the area has not changed.

This criterion has not been met.

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

Adequate public and community facilities and services are available to the property at this time, and are sufficient to serve one single-family detached home in the R-E zone district. Ute Water is presently located within the E ½ Road right-of-way, however the property does not have access to sanitary sewer at this time. The applicant would be allowed to construct one house on the property and have a septic system to serve the proposed house in accordance with the Mesa County Health Department.

The existing E ½ Road from 20 ½ Road is unpaved and does not meet current City standards. Future development of the property that creates additional lots will require connection to the City sewer system which would have to be extended from the Highway 340, Broadway, dedication of right-of-way and pavement of minimum road access (20' paved surface) to 20 ½ Road. Xcel Energy is the electrical and gas service provider in the Redlands. Local schools are also located nearby (Redlands Middle School, Broadway and Wingate Elementary Schools). Both Xcel Energy and the school district have adequate capacity to serve a proposed residential density as identified by the R-E zone district at a maximum of one dwelling unit per acre.

This criterion has been met.

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

There is very little R-E zoning within the City because this zone district is reserved for large acreage development with a minimum of 1 acre lot size. In fact, there are only 21 lots that total 156 +/- acres that are zoned R-E within the City limits. Much of the property in this area of the Redlands is in the unincorporated area of Mesa County, therefore there is an inadequate supply of R-E land in this area of the City.

This criterion has been met.

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

The Comprehensive Plan Future Land Use Map allows the applicant to request a zoning of R-E which supports Goals 1, 3 and 5 of the Comprehensive Plan. The benefit to the area and community will be zoning of the property that will allow new residential estate development in an area that has a strong demand for that housing type, one house on large acreage.

This criterion has been met.

Alternative zone districts that implement the Estate land use designation: In addition to the zoning that the petitioner has requested, the following zone districts would also implement the Comprehensive Plan Estate land use designation for the subject property:

- a. R-R (Residential - Rural)
- b. R-1 (Residential – 1 du/ac)
- c. R-2 (Residential – 2 du/ac)
- d. R-4 (Residential – 4 du/ac)
- e. R-5 (Residential – 5 du/ac)

City Staff is recommending the R-E zone district since it allows a minimum lot size of one acre and provides for an appropriate residential density that can be served by the existing infrastructure. The R-E zone is the most appropriate zone district to serve as a transition between the nearby Neighborhood Center to the east and Residential Medium Low land use designation to the north and west.

If the Planning Commission chooses to recommend one of the alternative zone designations, specific alternative findings must be made as to why the Planning Commission is recommending an alternative zone designation the City Council.



## **FINDINGS OF FACT/CONCLUSIONS:**

After reviewing the Cunningham Investment Company Zone of Annexation, GPA-2007-263, a request to zone the property R-E (Residential – Estate, 1 dwelling unit/acre), the following findings of fact and conclusions have been determined:

1. The requested zone is consistent with the goals and policies of the Comprehensive Plan.
2. The review criteria in Section 21.02.140 (a) of the Grand Junction Zoning and Development Code, specifically criteria 3, 4 and 5 have been met.

## **STAFF RECOMMENDATION:**

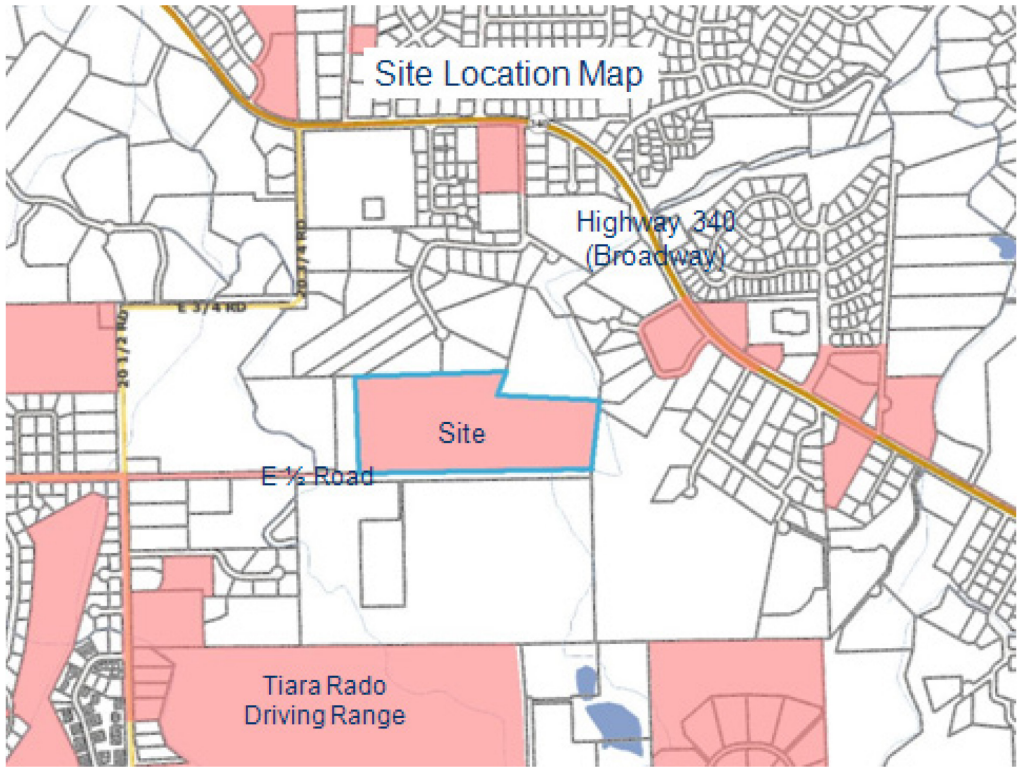
Staff recommends that the Planning Commission forward a recommendation of approval of the R-E (Residential – Estate, 1 dwelling unit/acre) zone district for file number, GPA-2007-263, to the City Council with the findings and conclusions listed above.

## **RECOMMENDED PLANNING COMMISSION MOTION:**

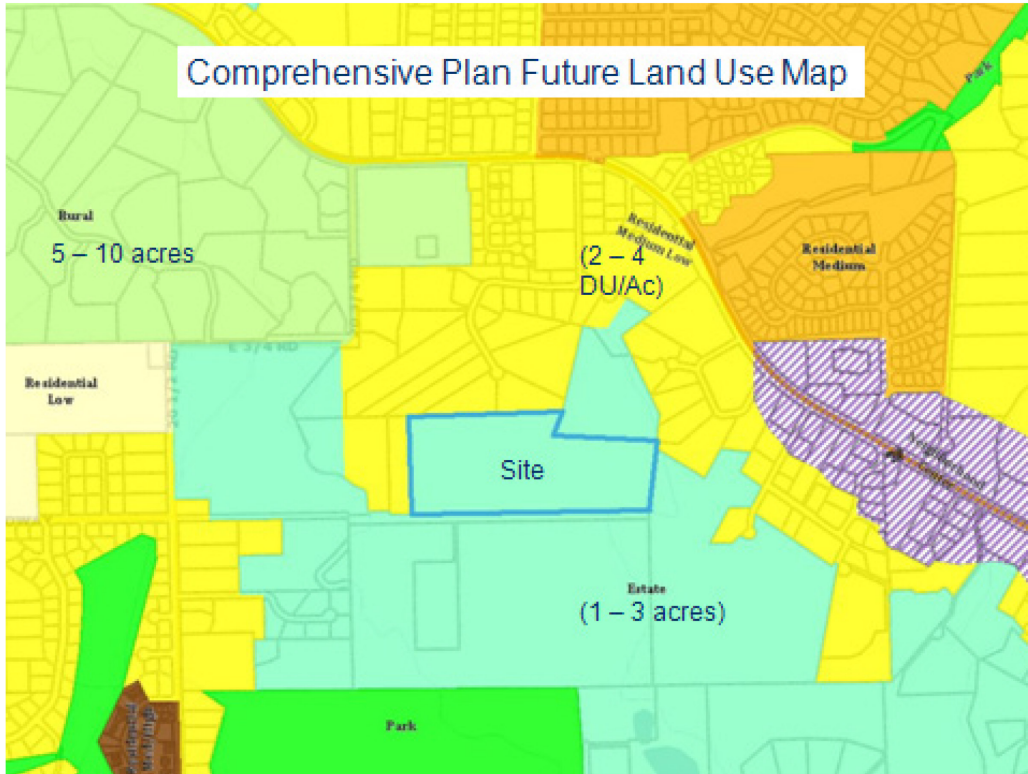
Madam Chairman, on the Cunningham Investment Company Zone of Annexation, GPA-2007-263, I move that the Planning Commission forward a recommendation of approval for the request to zone to the R-E (Residential – Estate, 1 dwelling unit/acre) with the findings of fact and conclusions identified in the staff report.

## **Attachments:**

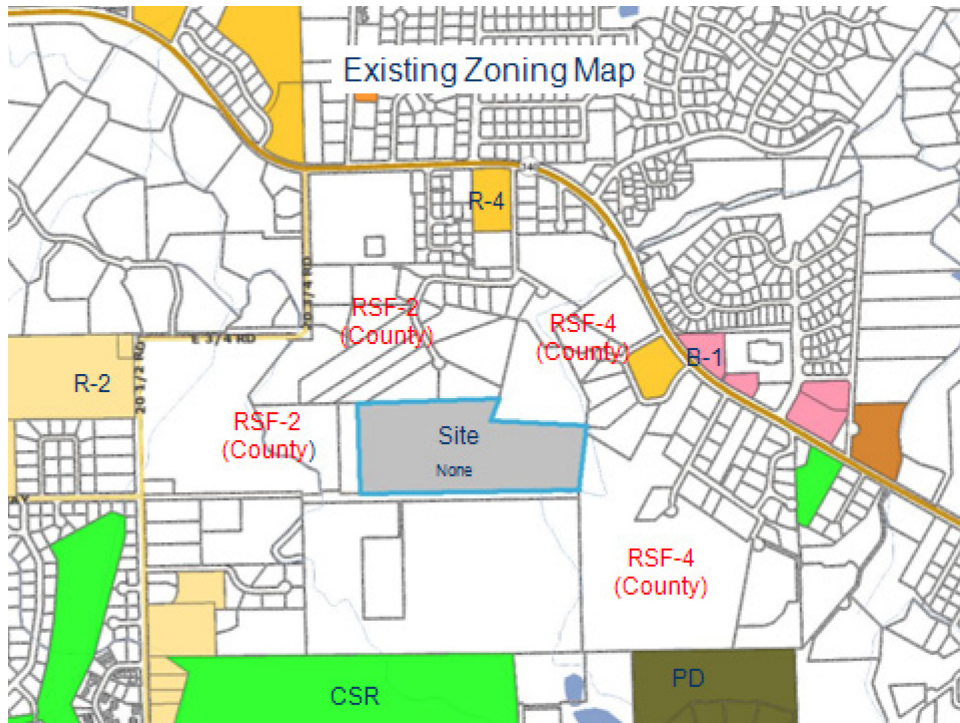
Site Location Map / Aerial Photo Map  
Comprehensive Plan Map / Existing City and County Zoning Map  
Ordinance



# Comprehensive Plan Future Land Use Map



# Existing Zoning Map



**CITY OF GRAND JUNCTION, COLORADO**

**ORDINANCE NO.**

**AN ORDINANCE ZONING THE CRISPELL PROPERTY,  
ALSO KNOWN AS THE CUNNINGHAM INVESTMENT COMPANY ANNEXATION  
(GPA-2007-263) TO THE R-E (RESIDENTIAL – ESTATE) ZONE DISTRICT**

**LOCATED AT 2098 E 1/2 ROAD**

Recitals:

The property was annexed by the City on January 16, 2008 but was unzoned pending the previous property owner's request to amend the Growth Plan Future Land Use Map from Estate to Residential Medium Low (2 - 4 du/ac) to allow for more residential density on the property. The request to amend the Growth Plan was ultimately denied by the City Council on February 4, 2008.

The property is annexed but not zoned to a City zone district and has gone through two changes of ownership. In order to zone the property in accordance with the Zoning and Development Code and State Statutes, the City of Grand Junction has been working with the current property owner, LL Crispell LLC, who is requesting that the property be zoned R-E (Residential – Estate, 1 dwelling unit/acre) to be consistent with the current Comprehensive Plan Future Land Use Map designation of Estate. The R-E zone district allows a minimum of a 1 acre lot size and a residential density not to exceed 1 dwelling unit per acre. No development at this time is being proposed with this zoning request.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of zoning the Crispell property to the R-E (Residential - Estate) zone district for the following reasons:

The R-E zone district implements the Estate land use designation shown on the Future Land Use map of the Comprehensive Plan, and meets the Comprehensive Plan's goals and policies and is generally compatible with appropriate land uses located in the surrounding area.

After the public notice and public hearing before the Grand Junction City Council, City Council finds that the R-E (Residential – Estate) zone district to be established.

The Planning Commission and City Council find that the R-E (Residential – Estate) zoning is in conformance with the stated criteria of Section 21.02.140 of the Grand Junction Municipal Code.

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

The following property shall be zoned R-E (Residential – Estate, 1 dwelling unit/acre).

A certain parcel of land located in the Southeast Quarter of the Northeast Quarter (SE 1/4 NE 1/4) of Section 22 and the Southwest Quarter of the Northwest Quarter (SW 1/4 NW 1/4) of Section 23, Township 11 South, Range 101 West of the 6th Principal Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

COMMENCING at the Southwest corner of the SE 1/4 NE 1/4 of said Section 22 and assuming the South line of the SE 1/4 NE 1/4 of said Section 22 bears N 89°30'14" W with all other bearings contained herein being relative thereto; thence from said Point of Commencement, N 89°30'14" W, along the South line of the NE 1/4 SE 1/4 of said Section 22, a distance of 476.95 feet to the POINT OF BEGINNING; thence from said Point of Beginning, along the boundary of that certain parcel of land described in Book 2566, Page 428 and Book 5188, Page 718, Public Records of Mesa County, Colorado the following seven (7) courses: (1) N 00°06'14" E a distance of 737.51 feet, (2) S 89°54'21" E a distance of 1151.54 feet, (3) S 22°12'18" W a distance of 188.16 feet, (4) S 85°08'25" E a distance of 784.87 feet, (5) S 09°06'35" W a distance of 511.79 feet to a point on the South line of the SW 1/4 NW 1/4 of said Section 23; (6) N 89°48'44" W, along the South line of the SW 1/4 NW 1/4 of said Section 23 a distance of 933.19 feet to a point being the Southwest corner of the SW 1/4 NW 1/4 of said Section 23; (7) N 89°30'14" W, along the South line of the SE 1/4 NE 1/4 of said Section 22 a distance of 849.63 feet, more or less, to the Point of Beginning.

CONTAINING 1,207,398 Square Feet or 27.71 Acres, more or less, as described.

Introduced on first reading this . day of , 2013 and ordered published in pamphlet form.

Adopted on second reading this \_\_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published in pamphlet form.

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

**Attach 3  
Custom Industries CUP**

**CITY OF GRAND JUNCTION  
PLANNING COMMISSION**

**MEETING DATE:** August 13, 2013  
**PRESENTER:** Senta Costello

**AGENDA TOPIC:** Custom Industries Conditional Use Permit – CUP-2013-106

**ACTION REQUESTED:** Approval of a Conditional Use Permit (CUP)

| BACKGROUND INFORMATION         |       |  |     |  |    |
|--------------------------------|-------|--|-----|--|----|
| Location:                      |       | 2300 Logos Drive   |     |  |    |
| Applicants:                    |       | Owner: Ghiloni Properties LLC – Deb Ghiloni<br>Representative: Vortex Engineering – Robert Jones |     |  |    |
| Existing Land Use:             |       | Outdoor storage/Vacant   |     |  |    |
| Proposed Land Use:             |       | Storage of Hazardous/Explosive Materials   |     |  |    |
| Surrounding Land Use:          | North | Oil/Gas support business   |     |  |    |
|                                | South | Warehouse  |     |  |    |
|                                | East  | Oil/Gas support business   |     |  |    |
|                                | West  | Vacant Industrial  |     |  |    |
| Existing Zoning:               |       | I-2 (General Industrial)   |     |  |    |
| Proposed Zoning:               |       | I-2 (General Industrial)   |     |  |    |
| Surrounding Zoning:            | North | I-1 (Light Industrial)   |     |  |    |
|                                | South | I-2 (General Industrial)   |     |  |    |
|                                | East  | I-2 (General Industrial)   |     |  |    |
|                                | West  | I-2 (General Industrial)   |     |  |    |
| Future Land Use Designation:   |       | Industrial   |     |  |    |
| Zoning within intensity range? |       | X  | Yes |  | No |

**PROJECT DESCRIPTION:** Consider a request for a Conditional Use Permit to store hazardous materials/explosives on 0.99 acres in an I-2 (General Industrial) zone district.

**STAFF RECOMMENDATION:** Conditional approval of the Conditional Use Permit

## **ANALYSIS:**

### 1. Background

The property was annexed in 1991 as part of the Interstate Annexation #4 and zoned I-1 (Light Industrial). The property was platted in 1981 and re-platted in 1986 and 2006. The zoning was changed to I-2 (Heavy Industrial) in 2000 to match the Industrial Growth Plan Future Land Use Designation. The I-2 zone district remains consistent with the adoption of the Comprehensive Plan in 2009, the property maintaining the Industrial Future Land Use Designation.

In 2008, the property was reviewed and approved for a phased project to include a storage yard and an office/shop building. Phase 1 has been completed and in use; with Phase II originally scheduled to start construction by June 2014. The applicant still wants to construct the office/shop portion (previous Phase II, now Phase III), but would like to have until June 2018 to do so. Staff recommends that the Planning Commission approve the CUP for the entire site, including the storage yard and the office/shop building, but give the applicant until June 2018 to install the office/shop building. Although the economy is showing signs of a slight upturn, the movement is still slow in the industrial and heavier retail sectors, so a five-year time frame is reasonable and appropriate for the office/shop part of the site. The use, for purposes of the CUP approval, would be established by the installation and use of the storage area, with the office/shop coming later.

### 2. Consistency with the Comprehensive Plan

The site is currently zoned I-2 (General Industrial) with the Comprehensive Plan Future Land Use Map identifying this area as Industrial.

This project is consistent with the following Goals and Policies of the Comprehensive Plan:

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

Policy A: City and County land use decisions will be consistent with the Comprehensive Plan Future Land Use Map.

The request is for a Conditional Use Permit (CUP) to store hazardous/explosive materials. The property is zoned I-2 and is consistent with Future Land Use designation. The proposed use is an allowed use within the I-2 zone district with a CUP.

### 3. Section 21.02.110 of the Grand Junction Municipal Code

To obtain a Conditional Use Permit, the Applicant must demonstrate compliance with the following criteria:

*(1) All applicable site plan review criteria in Section 21.02.070(g) of the Grand Junction Municipal Code (GJMC) and conformance with the SSID, TEDS and SWMM Manuals.*

The site has been reviewed by and determined to meet all required standards of the Grand Junction Municipal Code, SSID, TEDS and SWMM manuals.

This criterion has been met.

*(2) District Standards. The underlying zoning districts standards established in Chapter 21.03 GJMC, except density when the application is pursuant to GJMC 21.08.020(c) [nonconformities];*

The proposal has been reviewed and determined that all bulk standards for the I-2 zone district have been met.

This criterion has been met.

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

There aren't any use specific standards for the proposed use of the property.

This criterion has been met.

*(4) Availability of Complementary Uses. Other uses complementary to, and supportive of, the proposed project shall be available including, but not limited to: schools, parks, hospitals, business and commercial facilities, and transportation facilities.*

This property is in an industrial park and surrounded by similar uses. The area is near Mesa Mall, Canyon View Park, Highway 6 & 50 and I-70.

This criterion has been met.

*(5) Compatibility with Adjoining Properties. Compatibility with and protection of neighboring properties through measures such as:*

*(i) Protection of Privacy. The proposed plan shall provide reasonable visual and auditory privacy for all dwelling units located within and adjacent to the site. Fences, walls, barriers and/or vegetation shall be arranged to protect and enhance the property and to enhance the privacy of on-site and neighboring occupants;*

There are no residential uses near the subject property. The property is enclosed with a chain-link fence to maintain security of the site and surrounding neighborhood.

This criterion has been met.



*(ii) Protection of Use and Enjoyment. All elements of the proposed plan shall be designed and arranged to have a minimal negative impact on the use and enjoyment of adjoining property;*

The property is in an industrial park with other industrial businesses with outdoor storage including other hazardous/explosive uses. The property is surrounded by a chain-link fence to maintain security of the site and surrounding properties. All properties in the area are zoned with an Industrial zone district.

This criterion has been met.

*(iii) Compatible Design and Integration. All elements of a plan shall coexist in a harmonious manner with nearby existing and anticipated development. Elements to consider include; buildings, outdoor storage areas and equipment, utility structures, building and paving coverage, landscaping, lighting, glare, dust, signage, views, noise, and odors. The plan must ensure that noxious emissions and conditions not typical of land uses in the same zoning district will be effectively confined so as not to be injurious or detrimental to nearby properties.*

See criterion ii above

This criterion has been met.

### **FINDINGS OF FACT/CONCLUSIONS AND CONDITIONS:**

After reviewing the Custom Industries application, CUP-2013-106 for a Conditional Use Permit, I make the following findings of fact, conclusions and conditions:

1. The requested Conditional Use Permit is consistent with the Comprehensive Plan.
2. The review criteria 1-5 in Section 21.02.110 of the Grand Junction Municipal have all been met.
3. Signage allowed for the property will be as follows:
  - Logos Drive street frontage –
    - Free-Standing allowance: 46.55 sf
    - Building allowance: 224.36 sf
    - Total allowance: 224.36 sf
    - The total allowance of 224.36 sf may be split between the sign types, but neither can go over their individual allowance.
  - 23 Road street frontage –
    - Free-Standing allowance: 260.25 sf
    - Building allowance: 100 sf
    - Total allowance: 260.25 sf

- The total allowance of 260.25 sf may be split between the sign types, but neither can go over their individual allowance.
  - Interstate Avenue street frontage –
    - Free-Standing allowance: 269.72 sf
    - Building allowance: 224.36 sf
    - Total allowance: 269.72 sf
    - The total allowance of 269.72 sf may be split between the sign types, but neither can go over their individual allowance.
4. Approval of the project being conditioned upon the following.
- Site operations and stored materials must adhere to Fire Protection Engineer (FPE) report on file supplied May 28, 2013.
  - Site operations must adhere to the 2012 International Fire Code (IFC) and National Fire Protection Association (NFPA) documents.
  - Site must be inspected by Grand Junction Fire Department prior to commencement of operations.

**STAFF RECOMMENDATION:**

I recommend that the Planning Commission approve the requested Conditional Use Permit, CUP-2013-106 with the findings, conclusions and conditions of approval listed above.

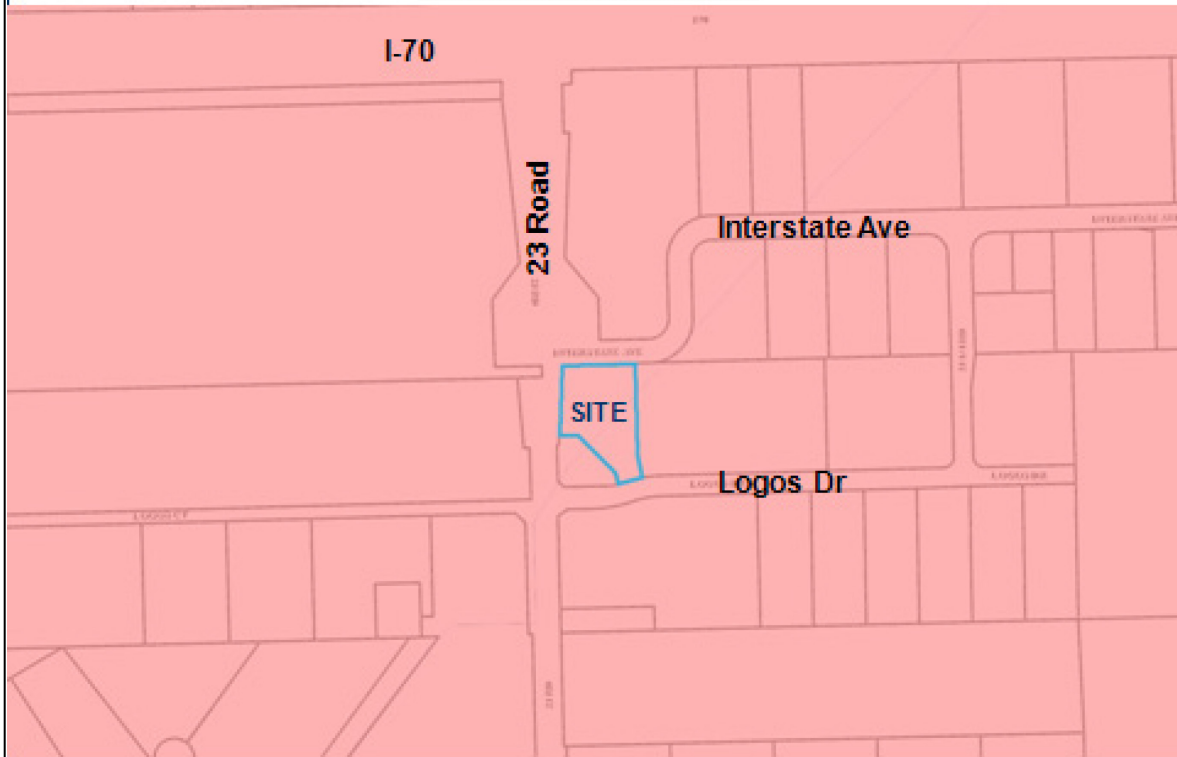
**RECOMMENDED PLANNING COMMISSION MOTION:**

Mr. Chairman, on the request for a Conditional Use Permit for Custom Industries application, number CUP-2013-106 to be located at 2300 Logos Drive, I move that the Planning Commission approve the Conditional Use Permit with the facts, conclusions and conditions listed in the staff report.

Attachments:

Site Location Map / Aerial Photo Map  
Comprehensive Plan Map / Existing Zoning Map  
Site Plan

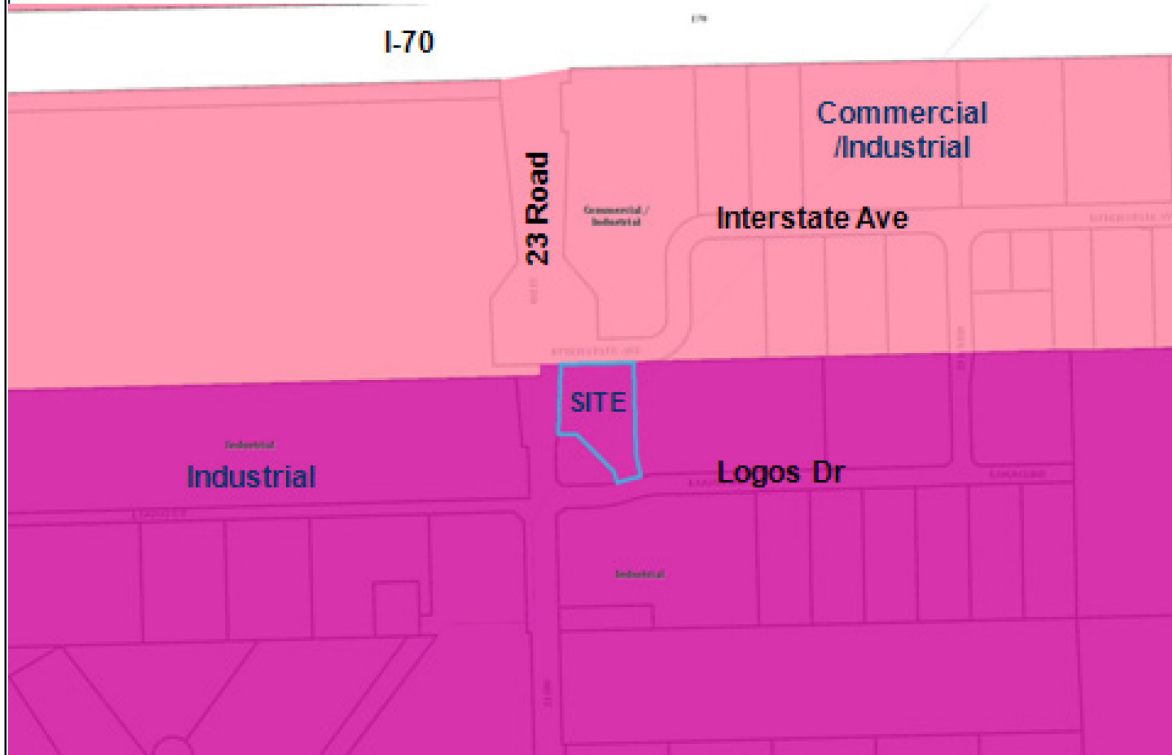
Site Location Map



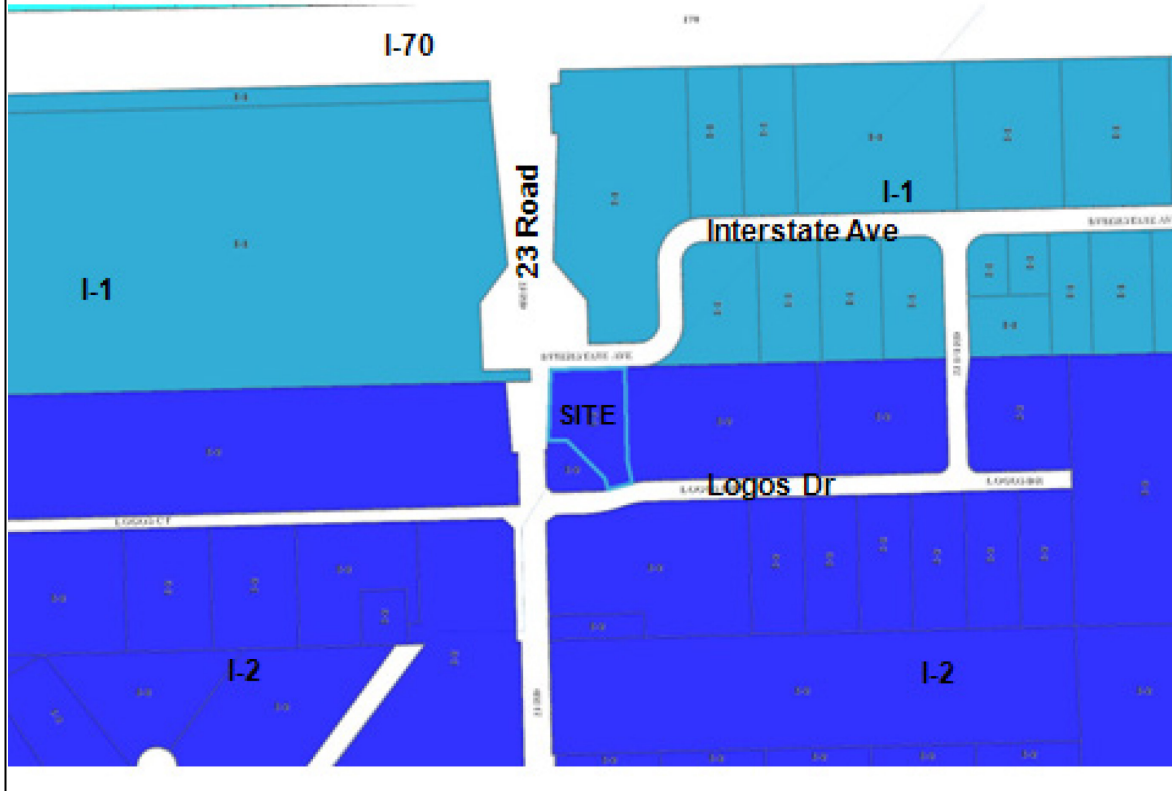
Aerial Photo Map



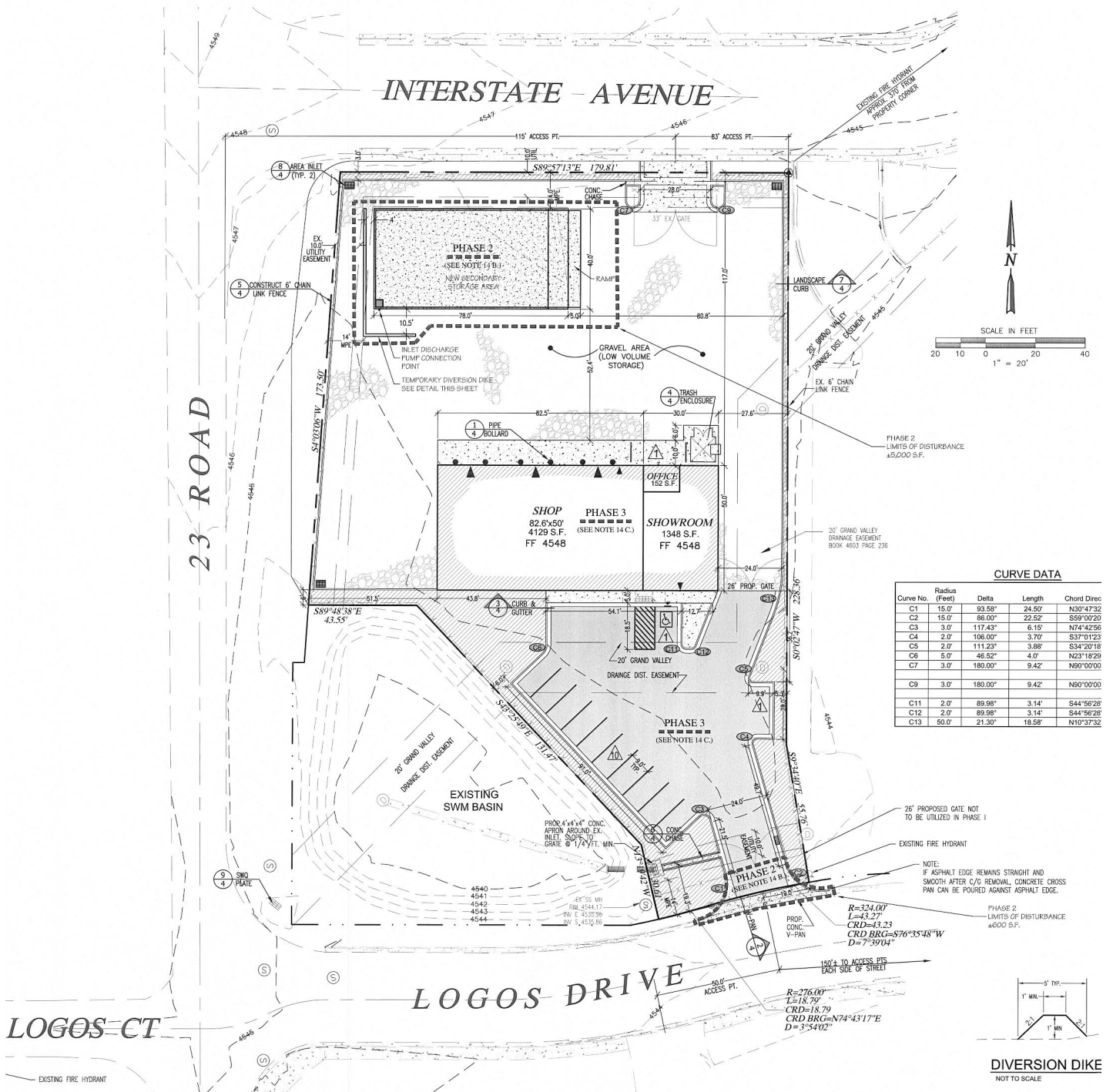
# Comprehensive Plan Future Land Use Map



# Existing Zoning Map



# Site Map



**Attach 4**  
**Text Amendment**

CITY OF GRAND JUNCTION  
PLANNING COMMISSION

MEETING DATE: Aug. 13, 2013  
PRESENTER: Lisa Cox, AICP

---

**AGENDA TOPIC:** Zoning Code Text Amendment - ZCA-2013-313

**ACTION REQUESTED:** Forward a recommendation to City Council of amendments to Sections 21.03.030(e) and 21.10.020 of the Zoning and Development Code, Title 21, of the Grand Junction Municipal Code, to revise the definition of Lot Coverage.

**RECOMMENDATION:** Recommend approval of the proposed amendments

**BACKGROUND:**

On April 5, 2010 the Grand Junction City Council adopted the updated 2010 Zoning and Development Code, codified as Title 21 of the Grand Junction Municipal Code (GJMC). City Council has requested that staff propose amendments to Title 21 as needed to maintain a dynamic, responsive Zoning Code. The proposed amendments will enhance the responsiveness of the Zoning Code to the concerns of citizens and enhance its effectiveness.

The definition of lot coverage prior to 2001 was “*Lot coverage means that area of the lot or parcel which may be occupied by principal and accessory structures.*” In 2001, the City revised the Zoning Code definition of lot coverage to include “and other impervious surfaces.” This meant that driveways, patios, tennis courts, sidewalks and RV storage pads were now included in the calculation of lot coverage. In 2010, the City revised the Zoning Code and reduced the minimum lot size in several residential zone districts which further restricted the area available for lot coverage in those districts.

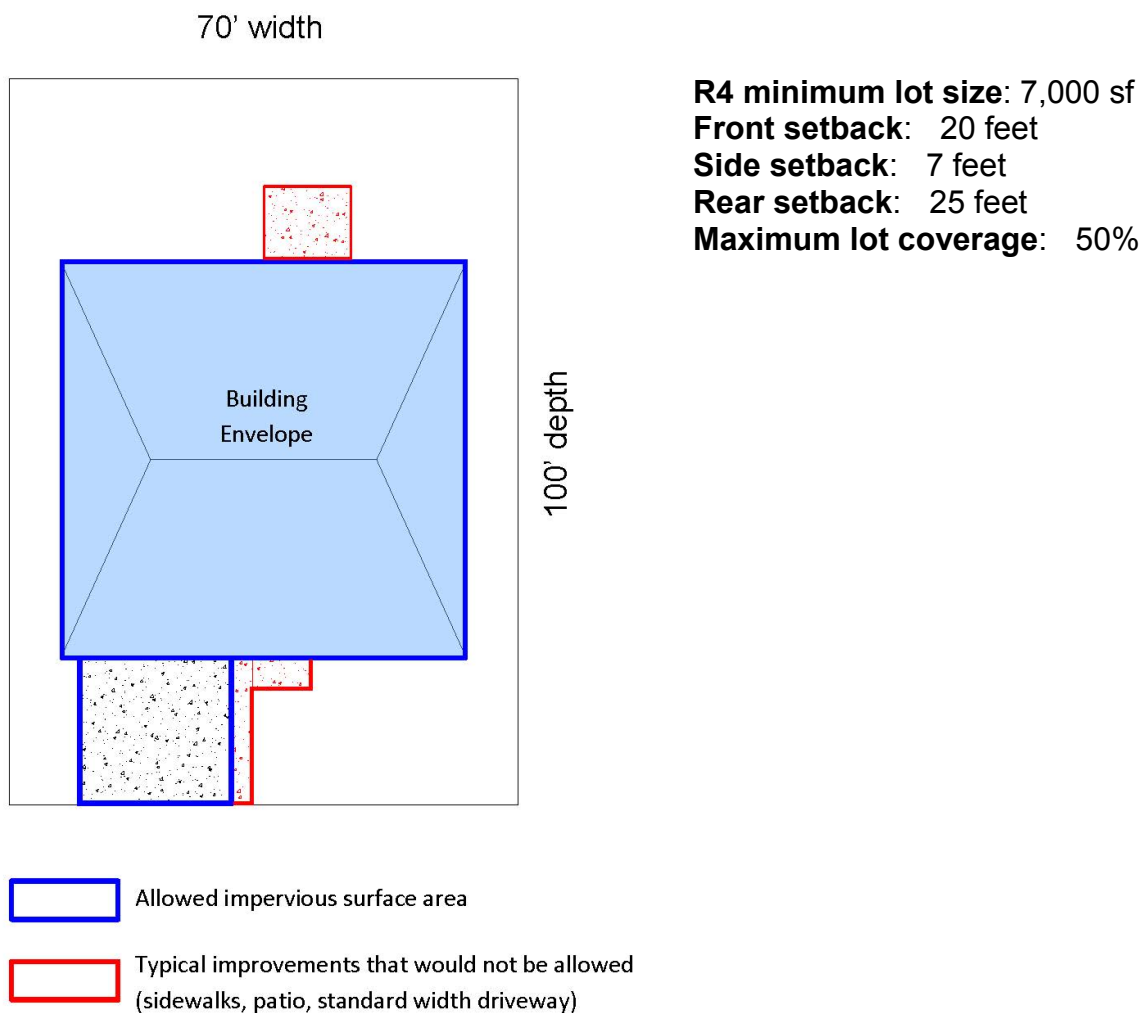
Lot coverage for nonresidential zone districts is generally not applicable because nonresidential lots are required to detain stormwater runoff on-site. Residential development utilizes on-site detention ponds, either as a separate parcel in the subdivision or in a regional detention facility, to detain runoff for the entire development (as opposed to a lot by lot basis).

The issue with the current definition of lot coverage is not defining it to include principal and accessory structures, but including “and other impervious surfaces” as part of the definition. Because maximum lot coverage requirements apply to residential lots, the more restrictive definition of lot coverage has created a problem for many residential lot owners as they seek to construct building additions, accessory structures or areas for outdoor living and recreation. The outdoor living space that often include patios, driveways, tennis courts, sidewalks, etc. that residents use and enjoy as part of their home environment is included as “other impervious surfaces” which has compounded the issue of lot coverage.

The City’s intention has been to regulate the residential built environment but not the surface environment. The two Code amendments made in 2001 and 2010 created nonconforming lots in all residential zone districts. For some residential zones, citizens

desiring to expand their outdoor living or take greater advantage of larger lots by adding accessory structures or building additions have been denied because of the more restrictive method of calculating lot coverage since 2010. Many of these residential lots were already at the maximum allowed lot coverage due to the definition encompassing not only existing structures, but all of the hardscape and existing outdoor living space. Several citizens wanting to expand their residential living area to include more outdoor living space to take advantage of the pleasant climate in the Grand Valley have also been denied, or have unknowingly installed improvements that are not compliant with the maximum allowed lot coverage and are in violation of the Zoning Code. There are many do-it-yourself residents that spend weekends constructing patios and other amenities in their yards that are unaware that a permit may be required for their projects.

The graphic below shows a typical lot for the R4 zone district and the challenges that property owners face using the current definition of lot coverage:



Even in lower density zone districts, the current definition of lot coverage creates challenges. The map below shows a neighborhood zoned R1 (Residential 1du/ac with minimum lot size of 30,000 square feet) located west of 26 ½ Road, between Stepside

Drive and Dahlia Drive. Each property shown with blue structures is over the allowed lot coverage for the R1 zone:



### Residential Lot Analysis

In an effort to analyze the impact of the current definition of lot coverage, Planning staff surveyed approximately 5.5% of all residential lots in the City (13,933 total residential lots). Of the 788 lots that were surveyed, it is estimated that at least 282 and possibly up to 357 lots are over the allowed lot coverage (between 33 to 50 percent of the sampled lots). In addition to the lots that exceed the allowed lot coverage, many residential lots were close to the maximum lot coverage and would not be allowed to add a patio or other area of impervious surface under the current definition of lot coverage.

As part of the analysis, Planning staff and the City Development Engineer also considered the potential overall impact to drainage based on the proposed amendments. The City Development Engineer stated that all new residential development in the last 15+ years have been required to detain runoff from each development on-site through a detention pond with a slow, controlled release over time. Water is treated as it is released to comply with stormwater management requirements.

Older developments tended to have larger lots with larger setbacks that allowed runoff to drain downhill to either a backyard swale or to a barrow ditch which led to a pipe or other drainage facility. The City Development Engineer does not anticipate a global or community problem with drainage for older existing development that may want to



expand their principal or accessory structures or to add other impervious areas such as patios, sidewalks or driveways if the proposed amendments are adopted. If older developments were to redevelop they would be required to detain runoff under current regulations.

If the definition of lot coverage is revised as proposed, there is a potential that residential property owners could cover up to 100% of a lot with impervious material. Staff believes that this is very unlikely because of little need or desire to do so, and the expense involved. Problems from the proposed change are expected to be minimal and isolated and can be addressed on a case by case basis if and when they arise.

## Recommendations

Staff has recently received several requests from citizens who wish to make improvements that would increase, and exceed, the allowed lot coverage which have been denied due to the current definition of lot coverage.

After analysis of the impacts of the current definition of lot coverage, staff proposes that the definition of lot coverage be revised to the pre-2001 Zoning Code definition. The proposed amendments to Sections 21.03.030(e) and 21.10.020 would revise the definition of lot coverage to read as follows with deleted text shown by strikethrough:

*Lot coverage* means that area of the lot or parcel which may be occupied by principal and accessory structures, ~~and other impervious surfaces.~~

### **CONSISTENCY WITH THE COMPREHENSIVE PLAN:**

The proposed amendment is consistent with the following goal and policy of the Comprehensive Plan:

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

Policy 5A: In making land use and development decisions, the City and County will balance the needs of the community.

The vision of the Comprehensive Plan is to become the most livable community west of the Rockies. Part of being a livable community includes taking advantage of the mild climate of the Grand Valley by providing a range of housing types and lifestyles, including outdoor living. It supports the notion that a residential property owner can create a yard that includes amenities that fits his or her lifestyle. The proposed Code amendments support the vision and goals of the Comprehensive Plan by providing a broader range of housing types and opportunities that include both indoor and outdoor living that appeal to a diverse population of people in all life cycles: singles, couples, families and retirees.

**FINDINGS OF FACT/CONCLUSIONS:**

After reviewing ZCA-2013-313, Amendments to the Zoning and Development Code (Title 21 of the GJMC) to revise the definition of lot coverage, the following findings of fact and conclusions have been determined:

1. The proposed amendments are consistent with the goals and policies of the Comprehensive Plan.
2. The proposed amendments will help implement the vision, goals and policies of the Comprehensive Plan.

**STAFF RECOMMENDATION:**

I recommend that the Planning Commission forward a recommendation of approval of the proposed amendments to the City Council with the findings and conclusions listed above.

**RECOMMENDED PLANNING COMMISSION MOTION:**

Madam Chairman, on file ZCA-2013-313, Amendments to Sections 21.03.030(e) and 21.10.020 of the Zoning and Development Code (Title 21, GJMC) to revise the definition of lot coverage, I move that the Planning Commission forward a recommendation of approval of the proposed amendments with the findings, facts and conclusions listed in the staff report.

Attachments:  
Proposed Ordinance

# CITY OF GRAND JUNCTION, COLORADO

## ORDINANCE NO.

### AN ORDINANCE AMENDING SECTION 21.03.030(e) and 21.10.020 OF THE GRAND JUNCTION MUNICIPAL CODE TO REVISE THE DEFINITION OF LOT COVERAGE

#### Recitals:

On April 5, 2010 the Grand Junction City Council adopted the updated 2010 Zoning and Development Code, codified as Title 21 of the Grand Junction Municipal Code of Ordinances.

The Grand Junction City Council encourages updating of the Zoning and Development Code in order to maintain its effectiveness and responsiveness to the citizens' best interests.

The definition of lot coverage prior to 2001 was "Lot coverage means that area of the lot or parcel which may be occupied by principal and accessory structures." In 2001, the City revised the Zoning Code definition of lot coverage to include "and other impervious surfaces." This meant that driveways, patios, sidewalks and RV storage pads were now included in the calculation of lot coverage. In 2010, the City revised the Zoning Code and reduced the minimum lot size in several residential zone districts which further restricted the area of lot coverage in those districts.

The two Code amendments made in 2001 and 2010 created nonconforming lots in all residential zone districts. For some residential zones, citizens desiring to expand their outdoor living or take greater advantage of larger lots by adding accessory structures or building additions have been denied because of the more restrictive method of calculating lot coverage since 2010. Many of these residential lots were already at the maximum allowed lot coverage due to the definition encompassing not only existing structures, but all of the hardscape and existing outdoor living space. Several citizens wanting to expand their residential living area to include more outdoor living space to take advantage of the pleasant climate in the Grand Valley have also been denied, or have installed improvements that are not compliant with the maximum allowed lot coverage and are in violation of the Zoning Code.

After analysis of the impacts of the current definition of lot coverage, staff proposes that the definition of lot coverage be revised to the pre-2001 Zoning Code definition.

After public notice and a public hearing as required by the Charter and Ordinances of the City, the Grand Junction Planning Commission recommended approval of the proposed amendments for the following reasons:

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

2. The proposed amendments will help implement the vision, goals and policies of the Comprehensive Plan.

After public notice and a public hearing before the Grand Junction City Council, the City Council hereby finds and determines that the amendments to revise the definition of lot coverage will implement the vision, goals and policies of the Comprehensive Plan and should be adopted.

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

Section 21.03.030(e) and Section 21.10.020 are amended as follows (deletions shown by strikethrough, additions are underlined):

21.030.030(e), Lot Coverage:

(e) Lot Coverage. Lot coverage is measured as the percentage of the total lot area covered by buildings ~~and other impervious surfaces~~. It is calculated by dividing the square footage of impervious surface by the square footage of the lot.

21.10.020, Terms Defined:

*Lot Coverage* means that area of the lot or parcel which may be occupied by principal and accessory structures, ~~and other impervious surfaces~~.

All other provisions of Sections 21.03.030(e) and 21.10.020 shall remain in full force and effect.

INTRODUCED on first reading the \_\_\_\_\_ day of September, 2013 and ordered published in pamphlet form.

PASSED and ADOPTED on second reading the \_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published in pamphlet form.

ATTEST:

\_\_\_\_\_  
President of the Council

\_\_\_\_\_  
City Clerk

21.03.030(e) [clean text]

(e) Lot Coverage. Lot coverage is measured as the percentage of the total lot area covered by buildings. It is calculated by dividing the square footage of impervious surface by the square footage of the lot.

21.10.020 [clean text]

*Lot Coverage* means that area of the lot or parcel which may be occupied by principal and accessory structures.

**Attach 5  
Urban Trails**

CITY OF GRAND JUNCTION  
PLANNING COMMISSION

MEETING DATE: August 13, 2013  
PRESENTER: Jody Kliska, Traffic Engineer

---

AGENDA TOPIC: Urban Trails Master Plan - CPA-2013-224

ACTION REQUESTED: Recommendation to City Council to amend the Comprehensive Plan to update the Urban Trails Master Plan and to rename to the Grand Valley Trails Master Plan

| BACKGROUND INFORMATION |   |
|------------------------|---|
| Location:              | Valley wide, Loma to Palisade, Bookcliffs to Whitewater |
| Applicants:            | Urban Trails Committee                                  |

PROJECT DESCRIPTION: Update to the Urban Trails Master Plan, which is part of the Comprehensive Plan; and renaming to Grand Valley Trails Master Plan.

RECOMMENDATION: Recommend approval of the proposed Grand Valley Trails Master Plan.

**ANALYSIS**

**Background**

In 1993, Mesa County and the City of Grand Junction, jointly adopted the Multi-Modal Transportation Study as a planning guide for bicycle, pedestrian and intermodal transportation improvements in the Mesa County/Grand Junction Metropolitan Planning Area. The formation of the MPO/MPA was required by the Federal-Aid Highway Act of 1962 for any urbanized area with a population greater than 50,000. Federal funding for transportation projects and programs are channeled through this planning process. Planning done by the MPO/MPA needs to reflect the region's shared vision for its future. The MPO is needed to facilitate collaboration of governments, interested parties, and residents in the planning process. Adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives.

The Multi-model study was prepared to effectively respond to the new mandates of the 1991 Federal Intermodal Surface Transportation Efficiency Act, (a.k.a. ISTEA) and the Statewide Transportation Planning Process. The purpose of these efforts was to plan for all types of transportation including bicycle, pedestrian, rail, bus and air, and to achieve less reliance on the traditional automobile centric planning.

The Grand Valley Trails Board, which is the current Urban Trails Committee, was created in 1994 by City Council Resolution No. 48-94 (copy attached). The Board served as the principal coordinating body for the development of a trails and pathway system through Grand Junction and identifying connections to trail systems outside of the City. One of the first work products of the Committee was the 1995 development of the Urban Trails Master Plan.

In 1997 Mesa County and the City adopted the Urban Trails Master Plan as an updated pedestrian and bicycle route plan which was in and a part of the Multi-Modal Transportation Study. Each route depicted on the Urban Trails Master Plan is conceptual, a possible route of getting from one point to another, rather than the exact location of each route. As developments occur and /or as public projects are built, the exact location of the route is established prior construction. The Multi-Modal Study as amended recognizes development or promotion of trails along canal and drainage ditch banks as follows:

“formal transportation corridors can only happen through consent, cooperation, collaboration, and the accommodation of the concerns and needs of irrigation users and operators, the drainage facility owners and operators and adjacent users and land owners.”

These issues were explored in the Grand Junction Canal Roadways Use Study commissioned in joint effort by the City of Grand Junction and five irrigation companies in July 1999.

In 1999 the Urban Trails Master Plan Map was amended jointly by Mesa County and the City of Grand Junction Planning Commissions to add an off-road trail connection between E Road south to the Riverfront Trail (north of the Colorado River) along Lewis Wash (parallel to 31 Road).

The Urban Trails Committee recognized a need to amend the Urban Trails Master Plan to meet the changing physical environment of the urbanizing area of Mesa County. As part of the permanent file there is a map showing the revisions made from the previously adopted (1997/1999) Urban Trails Master Plan. There is also a list of additional changes not shown on the map, recommended by the Grand Junction Planning Commission and both planning staffs from the City and County. These proposed changes were the result of nine months of Urban Trails Committee work, public input, an open house for the general public, meetings with the City and County staffs and a public hearing at a joint City and County Planning Commission meeting.

All current recommended revisions to the Urban Trails Master Plan include changes to designations, additions to the system and deletions to the system all as shown in the plan.

### **Prior Reviews and Revisions**

In 2002 the Urban Trails Master Plan was amended by City Resolution 13-02.

In 2004 a portion of the Urban Trails Master Plan was updated with the adoption of the Pear Park Area Plan, as part of the transportation element of that Plan.

The 2010 Comprehensive Plan incorporated the Urban Trails Master Plan in both the “A Grand Green System” and “A Balanced Transportation System” Aspects of the Comprehensive Plan.

The proposed Urban Trails Master Plan update, which is to be renamed the Grand Valley Trails Master Plan, is presented is the result of a nearly 2 ½ year process of staff, Urban Trails Committee and public review.

### **Consistency with the Comprehensive Plan**

The proposed Urban Trails Master Plan is consistent with Goals 9 and 10:

**Goal 9:** Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources.

**Goal 10:** Develop a system of regional, neighborhood and community parks protecting open space corridors for recreation, transportation and environmental purposes

The Urban Trails Master Plan is a valley wide alternative transportation plan; it is principally fashioned to accommodate pedestrians and bicyclists. By connecting existing trails, sidewalks and bicycle lanes with possible future facilities, the UTMP will help provide safer access to parks, schools and community amenities such as shopping and services. The UTMP promotes personal well-being and when implemented helps to protect air quality.

### **Relation to the 2035 Regional Transportation Plan**

In 2011, the Grand Valley Regional Transportation Committee approved the 2035 Regional Transportation Plan. Chapter 5 of the Plan covers non-motorized transportation. In general, input on the non-motorized transportation system reflected a desire for:

- increased on-street bicycle lanes and off-street paved trails;
- enhanced bicycle and pedestrian safety through lighting, signage, and driver education;
- additional bicycle connections to activity centers such as schools, parks, downtowns, and shopping areas; and
- consideration of north/south and east/west routes in the Grand Valley that serve commuting needs.

A list of non-motorized projects was prioritized based on evaluation criteria developed during the public process. In reviewing the list, it became clear to City and RTPO staff that the current Urban Trails Master Plan needed to be updated to be consistent with the public input received for the 2035 Regional Transportation Plan.



## **Section 24.48.030 Planning and design standards for bicycles**

Transportation Engineering Design Standards (TEDS) is a part of the Zoning and Development Code. By updating the Urban Trails Master Plan the City may implement the Plan by utilizing this section of the Code which States: “The Grand Junction area has adopted an Urban Trails Master Plan. The plan shows existing and future paths, off-road routes and on-street routes. All development shall comply with the plan.”

The amendments to the UTMP must be evaluated in light of §21.02.130(c)(2) of the Zoning and Development Code. The applicable Code section and the staff’s findings are shown below:

The City and County shall amend the Grand Valley Circulation Plan and Urban Trails Master Plan if:

*(i) There was an error such that then-existing facts, projects, or trends that were reasonably foreseeable were not accounted for; or*

There was no error. The Urban Trails Master Plan is being amended to anticipate and accommodate future growth patterns for the community at large.

*(ii) Subsequent events have invalidated the original premises and findings;*

The Comprehensive Plan states, “it is recommended that Grand Junction and Mesa County work toward developing a primary network of off-street multi-use pathways, complemented by on-street bike lanes where an off-street trail is not possible, to provide pedestrian and bicycle connections throughout the community including connecting where people live to the Colorado River trail system. The trails should be sited to take advantage of greenways, waterways, and natural features. Multiple use trails are the preferred type of trail from a cost/benefit perspective. Such development will require good access and connectivity to surrounding streets”

*(iii) The character and/or condition of the area have changed enough that the amendment is acceptable;*

The Urban Trails Master Plan predates the Comprehensive Plan, therefore, the Urban Trails Master Plan is being updated to reflect the Comprehensive Plan and how future development will occur.

*(iv) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment;*

In its Healthy Mesa County 2012-2017 Report, the Health Department has identified the built environment as one of its priority areas. The built environment refers to the man-made resources and infrastructure – buildings, roads, parks, mass transit and so on – that support our regular activities. The built environment also encompasses processes that determine land-use patterns and is a key determinant of health and influences the behaviors of individuals and communities. According to the Colorado

Health Foundation (2012), people who live in neighborhoods that are “walkable” are twice as likely to get enough physical activity as those who don’t. Moderate to vigorous exercise on a regular basis has been shown to decrease a person’s risk for obesity, cardiovascular disease, diabetes and hypertension, as well as have a positive effect on mental health. Additionally, the built environment impacts how safe and connected people feel in their communities. According to the Prevention Institute, 2008, a safe environment increases the likelihood of people bicycling and walking, making use of public transit, accessing parks and patronizing healthier eating venues.

*(v) The change will facilitate safe and efficient access for all modes of transportation; and*

The UTMP and the proposed amendments to it were carefully reviewed for the past two years. During that time there was public participation through the Trails Summit in March, 2013 and open meetings culminating with an open house on June 4, 2013. The Trails Summit was attended by 142 people with a breakout session specifically geared toward review of the proposed Master Plan; 102 people signed the pledge:

“There are many aspects to a vibrant, livable community, not the least of which is creating safe, efficient and enjoyable walking and bicycling opportunities. The Grand Valley’s topography and climate are ideal for bicycling and walking as a viable transportation choice and for recreation. A walkable and bike-friendly community has positive impacts on the local economy and stimulates economic development by making the area attractive for business relocation and retention and tourism, as well as for residents who enjoy a healthy, active lifestyle. Walkable/bikeable communities have been shown to improve citizens’ health, well-being and quality of life, to boost community spirit and livability, to improve traffic safety, and to reduce pollution and congestion.”

The open house was attended by more than 72 people and 54 pages of written comment were received. Those comments are attached to this report.

*(vi) The change furthers the goals for circulation and interconnectivity.*

The proposed changes among other things update areas where development has occurred and the plan has been implemented; expand the planning area to include the valley floor including the adopting and incorporating the Fruita and Palisade plans; showing trails in the Whitewater area including the Old Spanish Trails and the Gunnison River Bluffs Trail.

The table below shows existing (2013) facilities as well as a comparison of miles of planned/proposed facilities by type on the 2001 map and the proposed 2013 map:

| Existing Facilities   |               | Planned/Proposed Facilities |              |               |               |
|-----------------------|---------------|-----------------------------|--------------|---------------|---------------|
|                       | 2013          |                             | 2001         | 2013          | Total         |
|                       | Miles         |                             | Miles        | Miles         | Miles         |
| Bike-Ped Attached     | 10.33         | Detached Path               | 71.72        | 23.61         | 95.33         |
| Bike-Ped Detached     | 148.45        | Canal Path                  | 59.24        | 129.75        | 188.99        |
| Bike-Ped Soft Surface | 47.90         | Bike Route                  | 54.07        | 115.75        | 169.82        |
| Bike Route            | 71.02         | Bike Lane                   | 102.47       | 63.71         | 166.18        |
| Bike Lanes            | 128.02        | Sharrow Route               | 0.00         | 0.529         | 0.53          |
|                       | <b>405.72</b> |                             | <b>287.5</b> | <b>333.35</b> | <b>620.85</b> |

**According to Colorado law the City may lawfully plan for growth and development C.R.S. Section 31-23-206. Master Plan**

(1) It is the duty of the commission to make and adopt a master plan for the physical development of the municipality, including any areas outside its boundaries, subject to the approval of the governmental body having jurisdiction thereof, which in the commission's judgment bear relation to the planning of such municipality. The master plan of a municipality shall be an advisory document to guide land development decisions; however, the plan or any part thereof may be made binding by inclusion in the municipality's adopted subdivision, zoning, platting, planned unit development, or other similar land development regulations after satisfying notice, due process, and hearing requirements for legislative or quasi-judicial processes as appropriate. When a commission decides to adopt a master plan, the commission shall conduct public hearings, after notice of such public hearings has been published in a newspaper of general circulation in the municipality in a manner sufficient to notify the public of the time, place, and nature of the public hearing, prior to final adoption of a master plan in order to encourage public participation in and awareness of the development of such plan and shall accept and consider oral and written public comments throughout the process of developing the plan. Such plan, with the accompanying maps, plats, charts, and descriptive matter, shall, after consideration of each of the following, where applicable or appropriate, show the commission's recommendations for the development of said municipality and outlying areas, including:

(a) The general location, character, and extent of existing, proposed, or projected streets, roads, rights-of-way, bridges, waterways, waterfronts, parkways, highways, mass transit routes and corridors, and any transportation plan prepared by any metropolitan planning organization that covers all or a portion of the municipality and that the municipality has received notification of or, if the municipality is not located in an area covered by a metropolitan planning organization, any transportation plan prepared by the department of transportation that the municipality has received notification of and that covers all or a portion of the municipality;

(b) The general location of public places or facilities, including public schools, culturally, historically, or archaeologically significant buildings, sites, and objects, playgrounds,

squares, parks, airports, aviation fields, military installations, and other public ways, grounds, open spaces, trails, and designated federal, state, and local wildlife areas.

### **CRS Section 31-23-212. Jurisdiction**

The territorial jurisdiction of any commission over the subdivision of land includes all land located within the legal boundaries of the municipality and, limited only to control with reference to a major street plan and not otherwise, also includes all land lying within three miles of the boundaries of the municipality not located in any other municipality.

In 2003, Grand Valley Irrigation Company filed a complaint against the City of Grand Junction regarding designation of segments of the GVIC easement as public trails on the City's "Trails Plan." The City filed a motion to dismiss, which was granted in district court on January 22, 2004.

### **Renaming the Plan:**

The current name is the Urban Trails Master Plan. The updated plan provides more than just "urban trails". It extends into areas that are not considered urban and are not part of the urbanizing area of the Comprehensive Plan. Therefore the name of Grand Valley Trails Master Plan better identifies the Plan.

### **Supporting Documents for the Plan**

- Trail Summit Final Report
- Trails Summit Pledge
- 2035 Regional Transportation Plan
- Resolution 48-94, creating the Grand Junction Trails Board
- District Court Case No. 03 CV 588
- 1999 Canal Roadways Use Study Summary

### **FINDINGS OF FACT/CONCLUSIONS:**

After reviewing the Urban Trails Master Plan application, CPA-2013-224 for a Comprehensive Plan Amendment and to rename the plan to the Grand Valley Trails Master Plan, staff makes the following findings of fact and conclusions:

1. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan.
2. The review criteria in Section 21.02.130 of the Grand Junction Zoning and Development Code have all been met.
3. City and RTPO staff find that amending the Urban Trails Master Plan will provide a better circulation plan for the community. It will promote alternative means of active transportation for the enhancement of the health, safety and environment of the community.

4. Renaming the Urban Trails Master Plan to the Grand Valley Trails Master Plan better describes the overall plan.

**STAFF RECOMMENDATION:**

Staff recommends that the Planning Commission forward a recommendation of approval to the City Council for the requested update to the Urban Trails Master Plan, amending the Comprehensive Plan and renaming the Plan to the Grand Valley Trails Master Plan, with the findings and conclusions listed above.

**RECOMMENDED PLANNING COMMISSION MOTION:**

Madam Chairman, on the proposed update to the Urban Trails Master Plan, CPA-2013-224, I move that the Planning Commission forward a recommendation of approval to the City Council with the facts and conclusions listed in the staff report.

Link to Grand Valley Trails Master Plan (DRAFT)

[www.gjcity.org/GrandValleyTrailsMasterPlan.aspx](http://www.gjcity.org/GrandValleyTrailsMasterPlan.aspx)

Attachments:

Open House Comments

Other Public Comments by letter and email

Resolution No. 48-94

Ordinance



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

### Urban Trails Master Plan Update Comment Sheet

Many bike lanes end at intersections (such as 7th and Patterson).  
I'd like to see better road marking, and some innovative  
solutions, to make intersections safer for bikes, and to connect routes.  
We need to do a better job keeping debris out of bike  
lanes - perhaps a monthly schedule for sweeping all  
bike lanes.

A bike path through Horizon Park would be a nice  
connection between 26 1/2 and 27 road.

(Optional) Name DAVID LEHMANN  
Address 720 IVANHOE WAY  
Phone GRAND JUNCTION, CO 81506 / 242-9552

Please turn your comments in tonight or mail them to:  
Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

### Urban Trails Master Plan Update Comment Sheet

Many bike lanes end at intersections (such as 7th and Patterson).  
I'd like to see better road marking, and some innovative  
solutions, to make intersections safer for bikes, and to connect routes.  
We need to do a better job keeping debris out of bike  
lanes - perhaps a monthly schedule for sweeping all  
bike lanes.

A bike path through Horizon Park would be a nice  
connection between 26 1/2 and 27 road.

(Optional) Name DAVID LEHMANN  
Address 720 IVANHOE WAY  
Phone GRAND JUNCTION, CO 81506 / 242-9552

Please turn your comments in tonight or mail them to:  
Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

Urban Trails  
Master Plan Update  
Comment Sheet

- Please connect Fruita, GJ and Palisade safely. Specifically, please continue bike lane along Riverside Pkwy to Fruita.
- I would love to see the canal roads open to traffic. I have families in mind.
- Please re-route bike paths which "empty" cyclists into intersections.  
ex. Redlands Pkwy on Redlands side of bridge
- connect existing bikelanes ex. Orchard Mesa

Thank you for your efforts on my behalf

- Bikes and cars should be held to the same rules so everyone understands we have the same rights. I understand legislation is already written this way, but traffic laws are often not enforced for cyclists. Sadly, it needs to happen.

(Optional) Name Brittany Warden  
Address 1001 Gunnison Ave., Grand Junction, CO 81501  
Phone (970) 623-2702

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org





OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

Urban Trails  
Master Plan Update  
Comment Sheet

I'd like to be able to get to the N-W  
(airport to Fruita) easily -

mostly I am GLAD that people  
are trying to get real trails going.

(Optional) Name Sally Matchett  
Address 1601 Cortland Ct. 81504  
Phone 243-4177

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

Urban Trails  
Master Plan Update  
Comment Sheet

It is important to increase the trail system  
in Grand Junction & Mesa County.

I commute by bike and right now it's not  
really safe in many areas. There are narrow  
sidewalks, and few areas where bike and  
pedestrians are removed from traffic.

The canals would be excellent opportunity  
to create a safe place for bikes and pedestrians  
to move through the community. I have used  
the canal system in Denver and Phoenix which  
are both successful and pleasant, and create  
community cohesiveness.

Additions of parking strips or paths between  
the street parking and pedestrian and bike use  
also offers a protective barrier. Thanks for your  
consideration

(Optional) Name KARI WYMAN  
Address 1409 CEDAR AVE GRAND JUNCTION CO 81501  
Phone 970-260-2074

Good luck to all of  
us

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

I am working in support of making the Grand Valley the  
 Trails Capital of Colorado. I'd like to highlight a few  
 points that I'd like to see developed that I feel will really  
 enhance the system. A pedestrian/bike bridge at the historic  
 Black Bridge site will allow for important interconnection and  
 highlight the confluence of the Colorado and Gunnison Rivers.  
 The Grand Junction, on a number level, I believe a dedicated,  
 dedicated path for the across the Broken Bridge will be  
 an important multi-modal and resolve significant safety issues.  
 On a more general level, having a comprehensive plan  
 for expansion and maintenance and pedestrian and bike  
 routes and will allow for future opportunities.

(Optional) Name Dave Grossman  
 Address 575 Sunny Meeker Ln GT CO 81501  
 Phone 970-270-3133

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
 City of Grand Junction  
 250 N. 5th Street  
 Grand Junction, CO 81501  
 Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

### Urban Trails Master Plan Update Comment Sheet

IT MAY HELP TO COMMUNICATE  
THESE IDEAS TO ALSO PROVIDE AN  
OVERALL MAP OF EXISTING & PROPOSED  
BIKE, CANAL & SIDE WALK IMPROVEMENTS.

LOVE TO BIKE SAFELY, HOPE  
OUR COMMUNITY WILL BE ABLE  
TO MOVE MORE IN THIS POS.  
DIRECTION.

(Optional) Name JAMES K.

Address \_\_\_\_\_

Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Meza County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

To The Future and Current Citizens of GJ:

It is in the interest of the public to add safe bike lanes to schools, to work, for exercise for health and the pleasure of bikers.

GJ should be a leader in this phase of adding to the enjoyment of living here.

I support the Grand Valley Trails Master Plan. Also bike trails, jogging trails and walking trails on the irrigation canals would be enjoyed. Doesn't the public pay, through taxes, for irrigation canals? The city should support the citizens in healthy activity. Other cities open the canals - we should to!  
Thank you

(Optional) Name Dara Whitmore  
Address 1925 N. 6th St. GJ 81501  
Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

To Whom it may Concern -

OPEN THE CANALS!

I support the Grand Valley Urban Trails Master Plan.

As a mother, bike lanes to schools are incredibly important to me. One of the reasons I love the Grand Valley is the year round bikability potential and yet it is very difficult due to lack of connectivity of bike lanes. Connectivity and safety are KEY to encouraging increased use of bicycles as a form of transportation. Bike lanes provide increased

safety and reduce road rage against bikers as drivers are more able to share the road. Grand Junction should be a

leader. Fruita, Palisade too. We are known for biking in our area.

The city should reflect that. It is a source of tourism, a way to keep traffic down, increases value especially to young people, and supports health in this era of obesity. This NEEDS to happen! Please pass this Master Plan! Thank you!

(Optional) Name Kate Hart

Address 1925 N. 6th St. GJ, CO 81501

Phone 303)475-7109

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

Urban Trails  
Master Plan Update  
Comment Sheet

- 1.) Signage is sorely lacking. Many routes are not painted lanes, so they exist on obscure maps only. This should be high priority as it will have the most impact on usage + safety. (True for UT's and RT's)
- 2.) A direct link to the public users via social media (app, FB, website, etc.) would bring the trail system into the modern age + be functional for the UTC + RC. Users could find the routes on their mobile device + give live feedback with safety or other concerns.
- 3.) MAJOR SAFETY + LIABILITY IMMEDIATE CONCERN!  
29 Road River Front access is DANGEROUS!

(Optional) Name Ken Scissors  
Address 1225 Chipeta  
Phone 314-0005

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

(DM)

Little Park Road designated as bike lanes,  
which would be ideal but is unrealistic  
given the topography, private properties, etc.  
What might happen is a handful of lanes  
(installed by requirements for developers), which  
lead to nowhere + are misleading + confusing  
to bikers + cars (and a significant but  
unnecessary financial burden to developers).  
Bike "route" would be a more appropriate  
designation.





OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

Bike ~~sa~~ use is a part of every community!  
Therefore we need to afford those riding bikes  
a safe and easily accesable rout through  
our community. Not only will this boost  
safety for both bike riders and automobiles  
but promote more members of the  
community to ~~be~~ bike around. This promotes  
a more sustainable healthy mode of  
transportation!

Thank you,

*Nina*

(Optional) Name Nina Loudon  
Address 440 N. 16th St. Grand Junction, CO, 81501  
Phone 435-770-6304

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

I MAY NOT BE AN AVID BIKER, HOWEVER, WHEN I'M PEDDELING AROUND IT'S GREAT TO KNOW I'M SAFE. IN ORDER TO TRAVEL MORE ON THE BIKE I BELIEVE WE NEED MORE BIKE LANES & IMPROVED SIDE WALKS! BEING A TRANSPLANT FROM PHOENIX I KNOW HOW THE CANAL TRAILS ARE A MAJOR BENEFIT TO THE PUBLIC, CONNECTING THE COMMUNITY & IMPROVING PEOPLE'S HEALTH & WELL BEING. SEEMS SIMPLE TO ME, WE JUST NEED TO KEEP IT STRAIGHT FORWARD & CLEAR FOR ALL TO UNDERSTAND.

(Optional) Name JAMES K.

Address \_\_\_\_\_

Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

## Urban Trails Master Plan Update Comment Sheet

First off, thanks for organizing & putting forth these proposals. Thanks for listening to my comments.

- ① wall maps are confusing - similar colors denoting different things...
- ② Grand Junction has a respectable amount of "bike paths" - that's great! But I feel that the town is not bike friendly when it comes to trying to commute on your bike. Bikers have every right to the road that a car does and more education, signage & sharrons may help. Creating a city that is bike friendly will help our economy by increasing the demand of people wanting to live and recreate here. Bike friendly cities where people are not afraid to commute by bike are healthier and happier.
- ③ A specific concern - develop ~~more~~ safe bike commuter lanes that connect downtown <sup>the</sup> Reedlands, where 340 (Broadway/Grand) crosses the Colorado and the train tracks, there is no consistent bike lane - it varies from a very narrow shoulder (<3') to a wide shoulder. Only in one spot is a dotted bike lane as it crosses an "exit" ramp - it is not consistent b/c there are other turns that do not have this dotted bike line. Legally, a bike can take up a right lane going over the bridge, (Optional) Name but motorists seem not to understand this concept & get angry. Address The existing bike path that is on the N/W side of the bridge is not beneficial to a bike commuter - it Phone diverts the rider off ~~from~~ of any kind of efficient ~~path~~ commuter route.

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

Eric Marchese  
109 Gladepark Rd.  
GT CO 81507  
970 640 1552



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

Urban Trails  
Master Plan Update  
Comment Sheet

I support more urban trails + the use of canals!

The master plan looks great - I think the combo  
of bike lanes, sharrows, detached, etc. are great - lots  
of tools to get around the valley.

Thanks for the hard work + effort!

(Optional) Name Briana Board

Address 276 Coulson Dr. GJ, CO 81503

Phone 970-812-7542

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

Excellent Draft - easy to understand different types  
of trails. Not sure what the priority development  
is at 1st glance, but it is evident a lot of work  
has gone into the proposals. Thank you!

(Optional) Name P. Joslyn  
Address 276 Coulson Dr.  
Phone 970 216.1229

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

- \* OVERALL - GREAT PLAN w/ GREAT, HIGHLY USEFUL UPDATES.
- \* ENCOURAGE ADOPTION BY CITY OF GJ, MESA COUNTY, CITY OF FROTA, AND PALISADE
- \* CANAL TRAILS SHOULD BE DEVELOPED; IN MANY CASES THESE ARE PUBLICLY OWNED ROWS THAT SHOULD BE MADE AVAILABLE FOR MULTIPLE USES - INCLUDING TRAILS; MANY OTHER COMMUNITIES LARGE & SMALL HAVE WELL-DEVELOPED MULTI-USE TRAIL SYSTEMS LOCATED ADJACENT TO THEIR IRRIGATION AND FLOOD CONTROL CANALS, e.g. ALBUQUERQUE, PHOENIX, SANTA FE, TULSON.
- \* TO IMPROVE OPPORTUNITIES FOR OBTAINING FUNDS FROM SOURCES BEYOND MESA COUNTY AND THE CITIES, CONSIDER HIGHLIGHTING SOME (A FEW) GEM ROUTES OR PROJECTS, SUCH AS THE SEGMENTS OF THE MONUMENT LOOP FROM EAST GATE TO WEST GATE (S. CAMP, S. BROADWAY, BROADWAY), AND/OR PALISADE TO FROTA, ETC.

(Optional) Name DEAN BRESSLER  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_

\* THE GVTMP 2013 IS EXCELLENT, WELL THOUGHT OUT, AND WHEN IMPLEMENTED WILL ADD GREATLY TO QUALITY OF LIFE IN GRAND JUNCTION AND THE GRAND VALLEY.

Please turn your comments in tonight or mail them to:  
 Jody Kliska, Transportation Engineer  
 City of Grand Junction  
 250 N. 5th Street  
 Grand Junction, CO 81501  
 Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

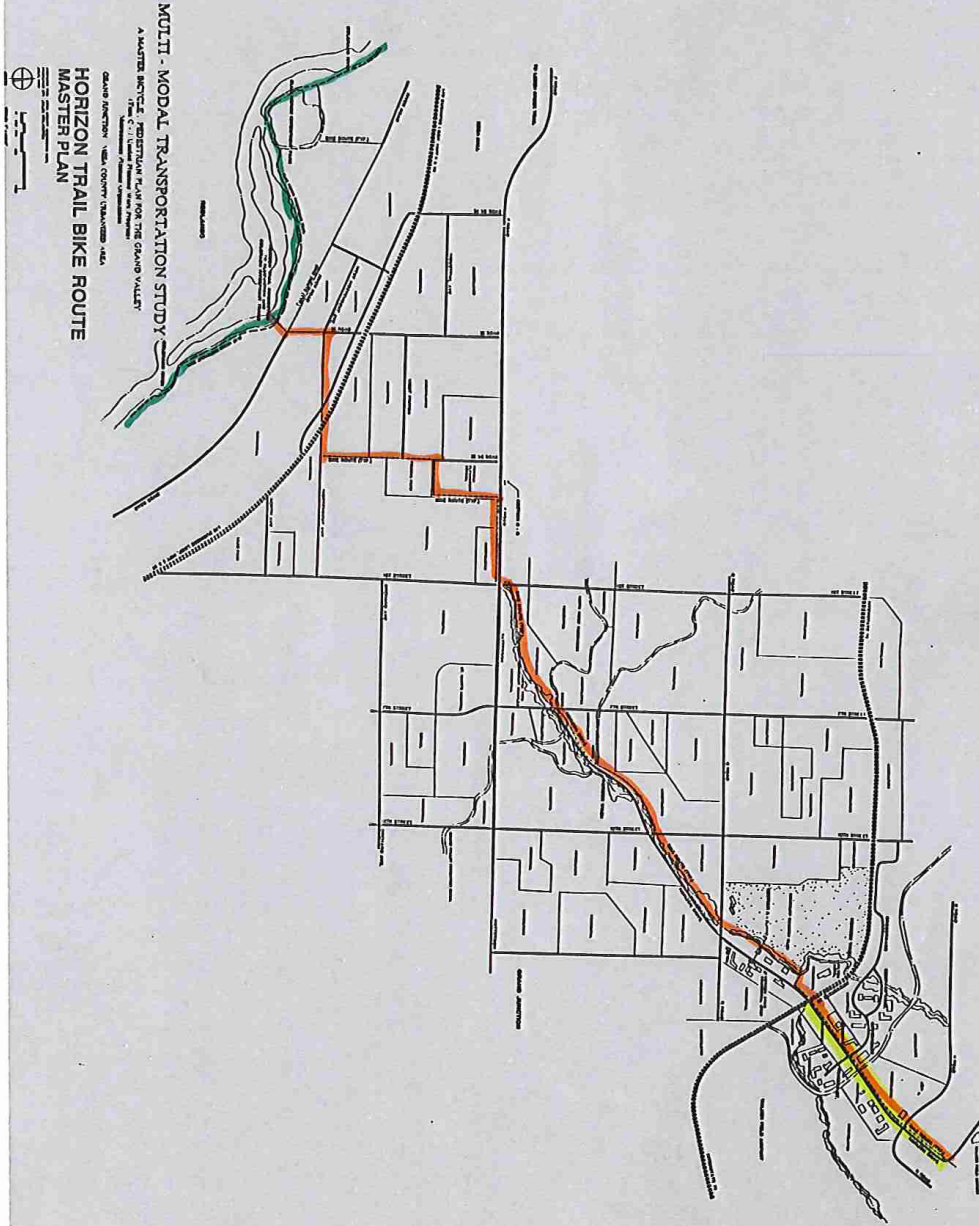
## Urban Trails Master Plan Update Comment Sheet

1. HAVE THE COUNTY & CITY ADOPT THE PLAN  
(IF THE COUNTY DOESN'T LIKE THE CANAL TRAILS  
HAVE THE CITIES ADOPT IT)
2. IMPLEMENT THE MULTI-MODAL TRAIL PLANS  
& DRAINAGE & CANAL TRAILS
3. SEE THE ATTACHED HORIZON DRIVE TRAIL  
PLAN
4. LEWIS WASH TRAIL
5. LEECH CREEK TRAIL
6. MONUMENT RD. TRAIL
7. GRAND VALLEY CANAL TRAIL  
FROM 33 RD TO RIVER BEND PARK
8. DEBEQUE CANYON TRAIL
9. OLD SPANISH TRAIL G.I. TO DELTA

(Optional) Name BENNETT BOESHEUSTEIN  
 Address 1255 OUBAU AVE, G.J.  
 Phone (970) 241-0944

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
 City of Grand Junction  
 250 N. 5th Street  
 Grand Junction, CO 81501  
 Jodyk@gjcity.org

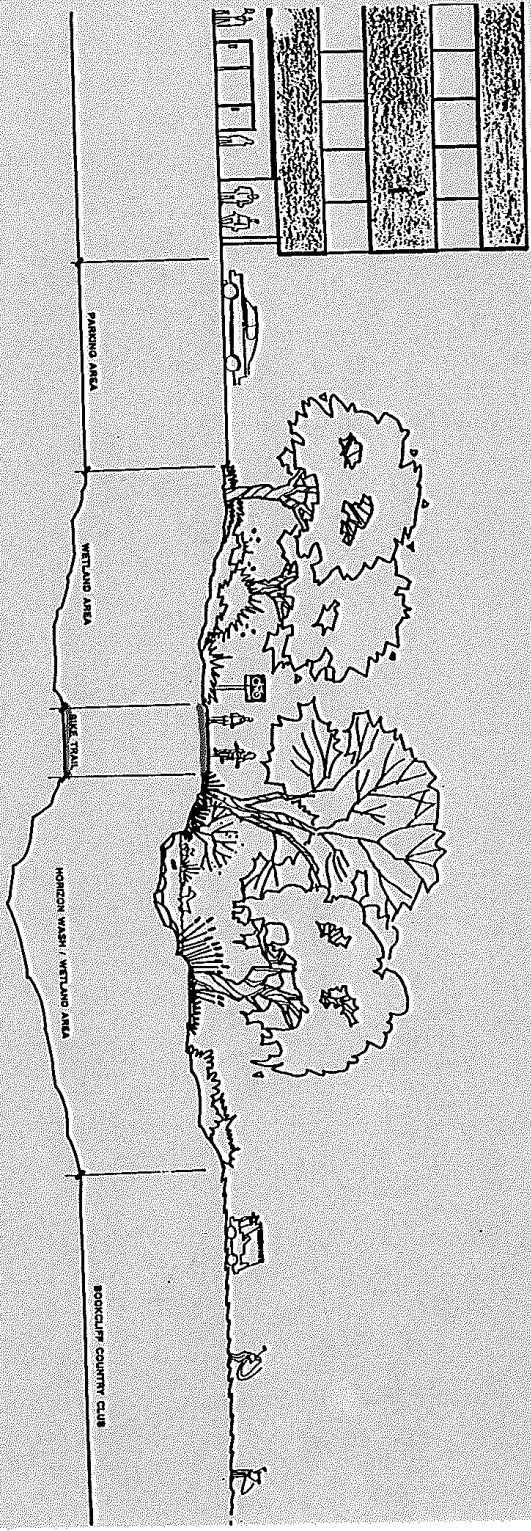


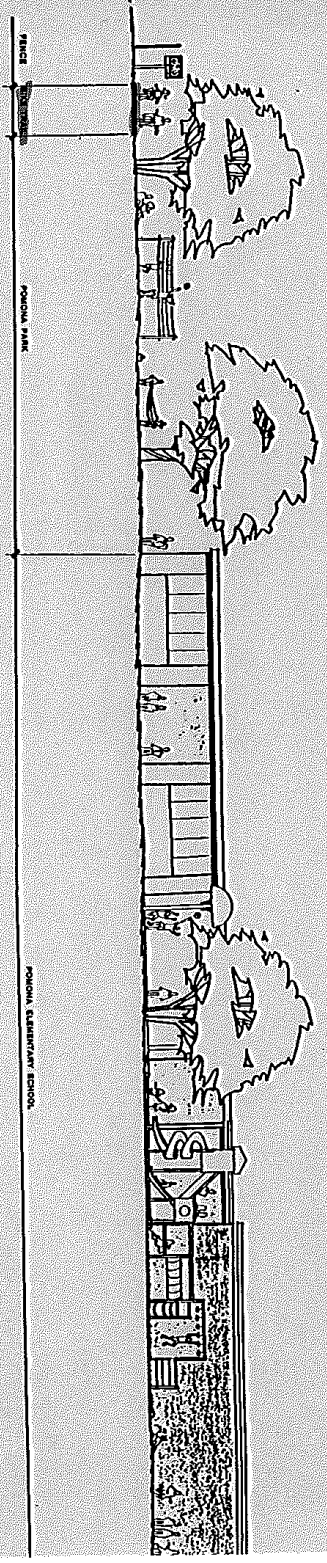
MULTI-MODAL TRANSPORTATION STUDY  
A MASTER PLAN FOR THE GRAND VALLEY  
GRAND JUNCTION VALLEY COUNTY TRANSPORTATION  
HORIZON TRAIL BIKE ROUTE  
MASTER PLAN

MM



**MULTI-MODAL TRANSPORTATION STUDY**  
A MASTER PLAN FOR THE GRAND VALLEY  
Aerial Transportation System  
GRAND ENTRANCE - 18th STREET CORNER - 48th





FENCE

POMONA PARK

POMONA ELEMENTARY SCHOOL

### SECTION B-B

SCALE: 1/8" = 1'-0"

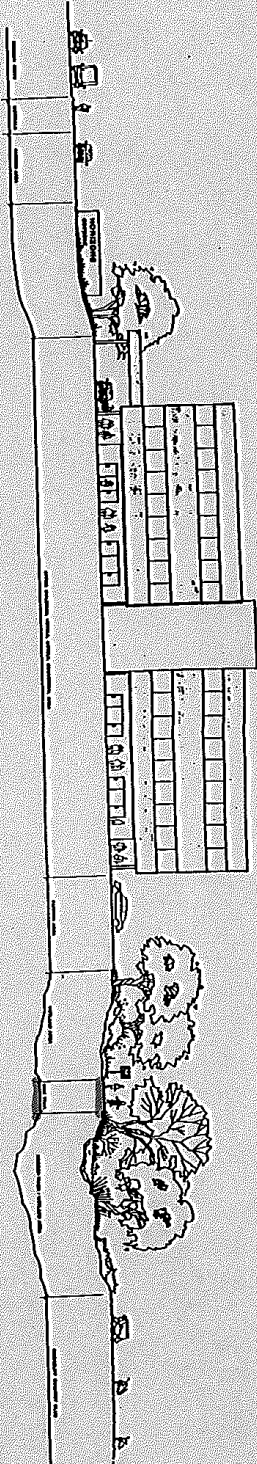
## HORIZON TRAIL AT POMONA ELEMENTARY SCHOOL

DESIGNED BY: JAMES HANSEN  
ARCHITECTS  
1975

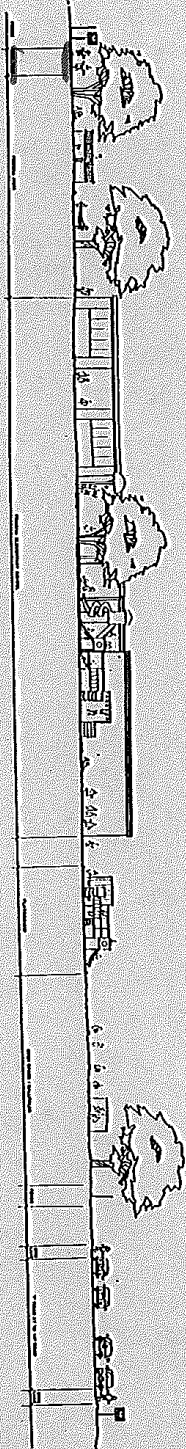
MULTI-MODAL TRANSPORTATION STUDY  
A MASTER PLAN FOR THE GRAND VALLEY

CLARK ARCHITECTS - 3634 CROFT BLVD - LOS ANGELES, CALIF.

# HORIZON TRAIL BIKE ROUTE SECTIONS



SECTION A-A  
HORIZON TRAIL AT HORIZON DRIVE



SECTION B-B  
HORIZON TRAIL AT POMONA ELEMENTARY SCHOOL  
MULTI-MODAL TRANSPORTATION STUDY  
A MASTER PLAN FOR THE HORIZON TRAIL  
DRAFT REPORT  
DRAFT SECTION - HORIZON TRAIL (DRAFTED) FILE

*Urban Trails  
Master Plan Update  
Comment Sheet*

① Monument Road  
The bike route from Hwy 340 to the entrance to the park needs to be a priority. Children travel on that road to the bike park's Lunch Loop / Three sisters area going against traffic.  
- There should be 2 options -  
dirt (single track) + a bike path.

② A direct route from Redlands to downtown also should be a priority - the current bike/pedestrian path over the river + train tracks are not ideal. Consider a separate bike path + pedestrian path that is not connected to Hwy 340. The path needs to be wide enough for both high speed bicycles + walkers.

③  
(Optional) Name Andrea Marchese  
Address 109 Glade Park Rd.  
Phone Grand Junction CO, 81507

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

Urban Trails  
Master Plan Update  
Comment Sheet

① would like to see sidewalk for  
Walnut  $\rightarrow$  west ms

② Get safe way to cross 75 rd for C<sup>1/2</sup>  $\rightarrow$   
RT trail. my idea - rd  
C<sup>1/2</sup>  $\downarrow$  sidewalk  $\rightarrow$  trail  
S  $\downarrow$   $\uparrow$  or hand up  
under bridge sidewalk

③ add future school site to matchett park

(Optional) Name W. Fernald  
Address \_\_\_\_\_  
Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

I live in the fruitvale area, North of Patterson and I fully support the proposed trails around the valley, but most notably the proposed routes I could use along F<sup>1</sup>/<sub>2</sub> rd, Darla Dr, & Hawthorne Ave that I could use to commute to CMU by bike. I often take Patterson, but the bike lane ends @ 28<sup>1</sup>/<sub>4</sub> rd and Patterson is too busy w/ cars travelling too fast for me to bike with my daughter on board.

If this is not an option for the near future I think that some maps indicating neighborhood based routes ~~would~~ could be very useful. Perhaps an online forum could be created for area residents to share their routes & experiences.

(Optional) Name Austin Hadley  
Address 3038<sup>1</sup>/<sub>2</sub> Kings Ct, GJ  
Phone (970) 948-8894

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

What about Mesa County's Plan to add sidewalks to Broadway from 19 1/2 Rd to 23 Rd? How come we can't add a bike lane along the south side of Broadway for those of us riding a loop over the Monument?

(Optional) Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

Urban Trails  
Master Plan Update  
Comment Sheet

Remove the word Future from Canal Paths. These trails already exist by "use."

There are a lot of trails on private property in the undeveloped Redlands. Are the private land owners ok with this?

We need signs on old trails in the Ridges to denote a bike path is not a roadway (its being used by trucks)

(Optional) Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



Urban Trails  
Master Plan Update  
Comment Sheet

It is so important to provide a walkable/  
bikeable community, ~~to~~ and key  
to that is connecting trails + routes  
so that we can travel safely to  
where we need to go. The proposed trails  
plan does this. It will immensely  
improve the health of our residents,  
~~and~~ our quality of life, <sup>and attract positive</sup> economic opportunities.

The canal roads also provide a  
network of trails that <sup>have the advantage of being</sup> already in  
place and they provide safe travel routes.

I fully support opening canal roads  
to the public. These should be publicly  
accessible facilities for the benefit of  
everyone. This has already been done in  
many cities (e.g. Albuquerque) so details can be  
worked out with the will and foresight of  
our community leaders.

(Optional) Name Lesley McWhirter

Address \_\_\_\_\_

Phone \_\_\_\_\_

Public <sup>transportation</sup> funds should be prioritized for  
projects that benefit safe,  
multi-modal travel. Those are  
the types of projects that will have  
a positive legacy + contribute to the economic, physical  
+ additional well-being of our residents. (OVER)

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

- The readability of the maps could be improved by labelling fewer roads, focusing on labels for roads proposed for trails + major roads.



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

I like what I see in the draft plan. I support alternative transportation. Anything to help the air quality of our little valley. It is so beautiful here it is nice to have pedestrian and bicycle access to more of it.

One area of concern that I have is safe routes to school. I support school-of-choice yet this has increased vehicular traffic at the schools at drop off and pick up. There needs to be some kind of concession made so the kids can get to school safely and not riding on the sidewalk endangering pedestrians.

And finally, the ditches are a wonderful unused ~~resource~~ resource of urban trails!

(Optional) Name Jon Rizzo  
Address 604 N 17th St Grand Junction CO 81501  
Phone 970-216-6301

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

### Urban Trails Master Plan Update Comment Sheet

First on my list is canal trails. What a great asset to our community this network would make.

The Grand Valley Trails Master Plan should be adopted. Our community needs more sidewalks, more bike lanes, and more ways to use alternative transportation like the bicycle. The health of our citizens and the economic health of our community will only benefit from more sidewalks and bike lanes.

(Optional) Name Amy Agapito  
Address 402 Bookcliff Dr GJ CO 81501  
Phone 970-255-8809

Please turn your comments in tonight or mail them to:  
Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

This is my first time learning more in depth about the master plan for urban trails in GJ and area. As a long time resident of GJ I have always thought this was a need. I am a mother of a beautiful little girl and I have been wanting to commute with her, but our neighborhood is right off patterson. It is nerve-racking enough to ride on patterson on my own let alone ride with my child on board. So my wishes are all what is proposed here.

- Routes to take alternative to MAJOR roads such as patterson and clearly marked for motorist + cyclist.

- Maps so that new comers to the valley can easily map their rt.

These two things are what I ALWAYS wish for. I think that G rd to palisade, D road, D 1/2 road, F 1/2 rd and other back roads are GREAT opportunities to build bike lanes & trails that are safe, but they all don't connect so if we can connect these routes or neighborhoods life would be AMAZING.

(Optional) Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

I support the efforts to provide safer & more user friendly access & mobility on pathways and railways around the city, county roads we all enjoy. From my home I observe many users on the Canal Road near 200 & I Roads & I believe enabling the public to have "real" access to the trail adjacent to the canals would be a huge benefit to all users in the community. I relocated here from the Washington D.C. Metro area & often used the railway system that parallels the C&O canal along the Potomac River. This is a much used pathway for walkers, hikers, bikers, sightseers & is a real asset to the city, tourism, & the communities it connects. I hope you will strongly consider public use of this byway.

(Optional) Name Cynthia Triddy  
 Address 924 Vista Ct. Grand Junction, CO 81506  
 Phone 970-314-9663 / 703-659-7283 cell

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

Legend - need wider cooler bar for 2012 proposed Facility  
Bike LANES/ROUTE/D-Path.

Plan is visionary in planning and bold in execution!

I like the presentation alot. Finally found a way to  
put all the trails onto one figure. I like how it's  
laid out in several sheets covering small "chunks" of  
EST.

I hope all the entities involved are equally committed  
to bringing the GVTMP-2013 vision into sharp focus.

(Optional) Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

Hi! First, I want to say "wow!" great job!  
A couple comments: I've noticed a proposed bike lane for 12th St. and Sparrows for 7th. I think this would be a mistake. These roads are already ~~at~~ near capacity ~~for m~~ (or seem to be) for motorized traffic. Taking lane width away for bike lanes would only aggravate drivers even more and foster more resentment. I'm so fan of cars at all, but ~~the~~ cyclists energy would be better used developing and improving alternatives for us cyclists (such as 5th St, 10th St, etc), and for us to regard these streets as being "sacrificed" to cars.  
meanwhile, I'd LOVE to see the bike lanes on Patterson extended from 28 1/4 Rd on west to Mesa Mall and 24 Road.

(Optional) Name John Hodge  
Address \_\_\_\_\_  
Phone 970.462.7119

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



Urban Trails  
Master Plan Update  
Comment Sheet

Page 25 of Draft - Yes! I hear this will be an  
underpass, <sup>(on 29th)</sup> that is greatly needed for safety. Dangerous as is.  
Excellent idea. That it joins up w/ existing trail  
on page 24. Do the underpass regardless of whether trail  
extension is possible. The underpass is greatly needed.

Page 26 - Very positive feedback for proposed trail out of  
Parkade along River

In general, route-finding signage is appreciated  
by bikers.

(Optional) Name Mary Beth

Address 1225 Chipote Ave

Phone 412 869 3025

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

This is a big step forward. Keep moving forward.

Bicycling in the Grand Valley will not reach its potential until there is a predictable law enforcement component. We don't need a police state but we do need enforced standards of cycling behavior. Without such standards the gulf of misunderstanding between cyclists and motorists will only grow. This can do nothing but hurt cycling.

(Optional) Name Ken Sublett  
Address 413 Monroe St Grand Junction 81507  
Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE  
June 4, 2013  
4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

→ JUST OFF S. CAMP

I LIVE OUT IN THE REDLANDS AND RIDE MY ROAD BIKE ALMOST EVERY DAY. I DEFINITELY WOULD LIKE TO SEE BIKE LANES ON ALL OF SOUTH CAMP ROAD. PRESENTLY, ONLY PORTIONS OF S. CAMP HAVE BIKE LANES. WITH THE DESIGNATION OF S. CAMP AS PART OF THE "MONUMENT LOOP", I THINK IT IS VITAL TO SEPARATE FASTER MOVING ROAD BIKES FROM THE SLOWER, MORE LIESURELY USERS (E.G. DOG WALKERS, FAMILIES OUT FOR A WALK, CYCLISTS ON CRUISER TYPE BIKES) THAT USE THE DETACHED PATH THAT CURRENTLY RUNS DOWN S. CAMP. I'VE NOTICED A BIG INCREASE IN THE NUMBER OF ROAD BIKE RIDERS ON S. CAMP, MONUMENT AD, ETC AND I THINK FROM A SAFETY PERSPECTIVE, BIKE LANES WOULD SEPARATE THE USER GROUPS; ROAD BIKES FROM THE MORE LIESURELY AND SLOWER USERS. S. BROADWAY, WEST OF IT'S JUNCTION WITH S. CAMP RD ALSO NEEDS BIKE LANES. THIS IS EVEN MORE CRITICAL NOW THAT PART OF S. BROADWAY IS PART OF THE "MONUMENT LOOP." THE SECTION OF S. BROADWAY THAT <sup>Goes</sup> ~~GOES~~ WEST OF THE S. CAMP JUNCTION DESPERATELY NEEDS A CONTINUATION OF THE PARTIAL BIKE LANE THAT PRESENTLY EXISTS THAT ROAD, AS IT APPROACHES WILLOWOOD BECOMES VERY NARROW, HAS NO →

(Optional) Name PAUL COWAN  
Address 371 CAPECK DRIVE G.J 81507  
Phone ~~687A~~ 435-260-1825

Please turn your comments in tonight or mail them to:  
Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

SHOULDERS, LIMITED SIGHT DISTANCE, AND A BLIND 90° CURVE,  
AND THIS IS PART OF THE NEWLY DESIGNATED "MONUMENT" LOOP  
ALSO, THERE DESPERATELY NEEDS TO BE DESIGNATED BIKE LANE  
ON C/R ROAD BETWEEN 27 1/2 & 29 ROADS. THIS IS THE  
"MISSING LINK" THAT CONNECTS THE PALISADE / COEN LAKE AREA  
WITH THE BOTANICAL PARK / CONNECTED LAKES, ETC. I RIDE THIS  
SEVERAL TIMES A WEEK AND WHILE ~~TRAFFIC~~ TRAFFIC IS NOT  
BAD, IT WOULD BE PREFERABLE TO SEPARATE AUTOS FROM BIKE.  
I DON'T THINK THIS ROAD IS WIDE ENOUGH TO BE A  
SHARROW ROUTE

I APPRECIATE THE WORK YOU'VE PUT IN TO  
THIS. I REALIZE THERE ARE ROW ISSUES, POLITICS, ETC.  
THANKS FOR LISTENING TO ME.

Paul Cowan



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

Excellent!

Urban Trails  
Master Plan Update  
Comment Sheet

We need access to roads along canals.  
Also anything that will encourage our kids  
to use their bikes - safely!  
I hike to CMU from the Ridges then at times  
up parallel to 12<sup>th</sup>. So North South access to  
bikes near 12<sup>th</sup> is necessary.

(Optional) Name Tom ACKER  
Address 2410 Sandridge Ct. G.J 81507  
Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:  
Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

### Urban Trails Master Plan Update Comment Sheet

= We would love a bike path through Lincoln Park  
(north-south golf course area)

= Bike friendly 12th Street

= Love to see detached paths on canal roads

(Optional) Name Shannon Fulton & Eric Wilson

Address 1261 White Ave

Phone (970) 216-0910

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

The East-West corridors are better than the north/south  
 corridors. Don't know how they can make crossing  
 Ute/Pitkin and north are easier - but trying would be nice.  
 Keep pounding on the canal companies.  
 I support the ~~the~~ Draft Master plan. It's difficult  
 to add bike lanes to a city built for cars.  
 Do the best you can. Be relentless - Pedestrian/  
 Bicycle trails are a MUST, use 29 rd if you can.  
 Do your best to make connections. OAK to Redlands.  
 Clifton to Palisade, Downtown to the North side etc.  
 An incremental approach seems like progress is slow -  
 but over a ~~long~~ long period of time - results are  
 surprising.

(Optional) Name PAUL NELSON  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
 City of Grand Junction  
 250 N. 5th Street  
 Grand Junction, CO 81501  
 Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

- Town of Palisade Public Works intends to designate a bike route on Elberta from 1<sup>st</sup> St south to Highway 6 in 2013
- Going forward, changes in striping & lane reduction will create more bike route per the plan
- The Town supports the development of the Reventrout Trail and actively participates in ~~its completion~~ ~~creating~~ completing the trail from Fruite to Palisade

(Optional) Name Frank Watt, Public Works Director  
 Address Po Box 128, Palisade, CO 81524  
 Phone (970) 464-5602

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
 City of Grand Junction  
 250 N. 5th Street  
 Grand Junction, CO 81501  
 Jodyk@gjcity.org





OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

*Urban Trails  
Master Plan Update  
Comment Sheet*

More bike lanes and continue bike lanes to make connections (7th St to Horizon, solve the problems: how to get to Mesa Mall on a bike, get through 1st and Grand)

Pay attention to construction planned for Broadway - the county isn't planning to widen the road and instead just install sidewalk

Leave the canal roads on the plan

Need connections to Riverfront Trail

(Optional) Name Robert Taylor  
Address 595 Bookcliff Dr. GJ 81501  
Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org





OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

It appears that there still is not going to be any sidewalk or bike lane in front of Thunder Mtn. Elementary school. Students walk on the street to  $\pm$  from school  $\pm$  most parents drive their students to school - likely due to the dangerous environment.

A detached path is indicated on the canal - however it is posted as illegal to enter that area (No Trespassing) This area does not seem to be accurately depicted.

There is also  $\pm$  a great need for bike lanes around the CMU campus. Students are hit far too often.

It does not seem as though GJ has the "bike friendly" distinction. This accolade would likely attract people  $\pm$  businesses.

Keep up the work to make connections so that people feel as though

(Optional) Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

they have the option to  
commute to work.

- Designating separate bike lanes away from streets is growing in popularity in many cities committed to promoting cycling in the community.



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

1. Existing shoulders are so full of debris they're not usable
  2. Sections of 25 Road, 24 Road (over by the rd. Riverside Pkwy) are dangerous w/o shoulders
  3. River Road needs shoulders all the way to Fruita
  4. Curb cuts, connections are needed at many locations along Riverside Pkwy to linking the bike lanes to the trail system.
  5. Detached paths are good for Peds, kids & dogs but not bikes - use shoulders.
- Master Plan looks great! I hope I live to see it.

(Optional) Name Ed Chamberlin

Address 2520 Snowmass Ct GJ

Phone 243-9355

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

**Urban Trails  
Master Plan Update  
Comment Sheet**

- Thanks for enlarged asphalt between 7th and 12th Street on N. Side G Road it's alot safer.

- Need to develop bike/ped trails on our county easements that are usually minimum 30x30 ft = 60ft<sup>2</sup> width usually only 22 ft width of asphalt leaving 38 ft. width maybe even only gravel or fines, detached

- I live along a canal that is designated. We do not condone the use of our private land for the public and will form CACT (Citizens Against Canal Trails) not only against trespass but for safety of the general public

- Keep Public Trails on Public Property, Thank U  
Alvin

(Optional) Name

Mark D. Guenther

Address

687 Glen Cove Drive, GJ, CO. 81506

Phone

970-240-1928

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

*Urban Trails  
Master Plan Update  
Comment Sheet*

Please develop a safe way  
to cross as a pedestrian to  
get into Sherwood Park.  
perhaps the flashing sign :  
crosswalk in front of the  
temporary library location  
could now be reused?

(Optional) Name Jennifer Fox-Colwell  
Address \_\_\_\_\_  
Phone 242-2274

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

Please continue to push for as many  
bike paths as possible. I enjoy  
cycling the Grand Valley and its important  
to feel safe while riding with traffic.

We need to continue to work for environmentally  
sustainable transportation and cycling is a  
major part of that. The safer you feel on  
your bike the more likely you are to  
ride.

(Optional) Name Robb Parsons  
Address 578 1/2 28 1/2 rd 65 81501  
Phone 970 250 2547

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

I think that we must continue to make our streets safe for bicyclists. WTC is a vital organization & I applaud the efforts that are being done in working with the city to improve on the pathways of Grand Junction & surrounding communities. It seems like there are more & more peddlers on the roads every year & the city needs to be pro-active in its support & planning for alternative transportation. I think more events for the community to become more aware like this one are very beneficial & should continue to be on the calendar.

(Optional) Name Jon A-Ren

Address 807 W. WTC Ave G.J. CO 81501

Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org





OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

Hello

I am hoping that Grand Junction can incorporate more bike lanes <sup>bike paths</sup> in and around the city. I live at 10/Chipeta and bike to work at 764 Horizon drive. ~~The~~ Crossing in around 12/ North is scary. In addition it would be good to have the Sharrow Route marker on the road - I have experienced motorist yelling at me to get off the road even though I have a right to be here. Also I am in support of having ~~access~~ safe access to the Riverfront trail system. The last point of concern is ~~to~~ allowing access to the canal roads for use by cyclist.

(Optional) Name Katherine Sams  
Address 953 Chipeta Ave G3 CO 81501  
Phone 970-653-0111

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE  
June 4, 2013  
4:00-6:30 PM

Mesa County Community Services  
200 S. Spruce Street

### Urban Trails Master Plan Update Comment Sheet

I fully support the long range & well thought out planning reflected on the Grand Valley Trails Master Plan. Trails are vital for the health & well being of our community as well as adding economic value.

I would ask for special attention on the addition of a bike path & sidewalks to Highway 340 from the Safeway Store to Trout. This is a heavily used road & at the present, I do not feel safe riding my bike on this section due to the lack of a rideable shoulder - You have the traffic right at your elbow.

Support for Alternative Transportation is important for our ~~community~~ continued growth & desirability of our

(Optional) Name Katie Steele  
Address 629 Rushman Drive, Grand Jct, Co. 81502  
Phone (970) 261-3118

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org

Community



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

### Urban Trails Master Plan Update Comment Sheet

\* I suggest adding an additional designated bike route headed south on 9th st and/or 12th connecting to the future Las Colonias park

\* overall, the UTC has done a fantastic job coordinating this & other efforts that are striving to make our community more walkable/bikeable and safe for pedestrians - I fully support the full adoption of this plan!

(Optional) Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

## Urban Trails Master Plan Update Comment Sheet

wonderful! I fully support  
this effort making our valley  
more bike / pedestrian friendly!  
The thought going in to long routes  
is important. Intersections like  
First & Grand need lots of  
attention. Also the irrigation  
canal roads are waiting to  
be developed. Please pursue  
that. As a start you  
should show them on your  
maps.

(Optional) Name LEE GELATT  
Address 320 country club park Rd  
Phone 970 81507 (970) 241-5287

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



OPEN HOUSE

June 4, 2013

4:00-6:30 PM

Mesa County Community Services

200 S. Spruce Street

### Urban Trails Master Plan Update Comment Sheet

SPECIFICALLY, I WOULD LIKE TO SEE THE STREETS OF GRAND JUNCTION MATCH UP TO THE CITY STANDARDS FOR BIKE ROUTES/LANES AND TO MATCH UP WITH THE MASTER PLAN.

TAKE FOR INSTANCE 15TH ST BETWEEN ORCHARD AND NORTH. THE MASTER PLAN SHOWS BIKE LANE AND ORCHARD TO ELM HAS A BIKE LANE AND ELM TO NORTH DOES NOT.

ALSO, PER THE STANDARDS FOR BIKE ROUTES, THERE SHOULD BE SIGNS THAT DESIGNATE ROUTES EVERY BLOCK, SELDOM DO THE CITY BIKE ROUTES HAVE THIS.

(Optional) Name CRAIG PARKER

Address \_\_\_\_\_

Phone 201-7942

Please turn your comments in tonight or mail them to:

Jody Kliska, Transportation Engineer  
City of Grand Junction  
250 N. 5th Street  
Grand Junction, CO 81501  
Jodyk@gjcity.org



## United States Department of the Interior

BUREAU OF RECLAMATION  
Upper Colorado Region  
Western Colorado Area Office  
2764 Compass Drive, Suite 106  
Grand Junction, CO 81506

IN REPLY REFER TO:

WCG-ASchroeder  
LND-6.00

JUN 24 2013

Ms. Jody Kliska  
Transportation Engineer  
City of Grand Junction  
250 N. 5<sup>th</sup> Street  
Grand Junction, CO 81501

Subject: Comments on the 2013 Draft Grand Valley Trails Master Plan (Grand Valley Project, Colorado)

Dear Ms. Kliska:

This letter and the enclosed comments serve as the Bureau of Reclamation's remarks on the 2013 Draft Grand Valley Trails Master Plan (Plan) as presented at the Open House on June 4, 2013. It also serves to provide you with the criteria Reclamation will use in determining whether or not a detached path is allowed along Reclamation facilities.

The Plan, as currently written, could affect several features associated with Reclamation's Grand Valley Project, including but not necessarily limited to the Government Highline Canal, and the Orchard Mesa Irrigation District Canals 1 and 2, associated drains, laterals, and operation and maintenance (O&M) roads. Reclamation's comments are enclosed.

As you may know, the Grand Valley Project is a Federal irrigation project authorized and constructed by the United States and under the jurisdiction of Reclamation. The Grand Valley Project is operated and maintained under contract by two managing entities. The Grand Valley Water Users Association (Association) operates the Government Highline Canal system and the Orchard Mesa Irrigation District (District) operates the Orchard Mesa system.

The United States holds a mixture of fee simple and easement right-of-way land interests for the Grand Valley Project and its associated facilities.

The use of Reclamation's O&M roads by anyone other than Reclamation and its managing entities may be considered a trespass. This measure is necessary for the long-term safety of the facilities, to protect the public, and to minimize liability for the United States and its managing entities.

However, Reclamation is open to trail development on or near Reclamation project lands if such development does not interfere with the operation and maintenance of the water project and does not increase liability to its managing entities and the United States. In addition, Reclamation will require the concurrence of the Association and the District before we will consider a trail on any Reclamation O&M road.

For Reclamation to consider providing public access on any O&M road associated with any of its water projects, the following provisions must be addressed by the entity requesting the access:

1. There must be an established, legal entity that assumes all responsibility and liability for the trail and all associated maintenance costs.
2. The trail entity must carry liability insurance to protect against damages and lawsuits and must agree to indemnify and hold harmless the United States, the Association, and the District.
3. The trail entity must provide plans and specifications, including necessary signs and trail head parking facilities. The plans must be approved in advance by Reclamation, the Association, and the District.
4. The trail entity must provide law enforcement.
5. The trail entity needs to obtain written consent from underlying land owners when the United States holds an easement or right-of-way for the O&M road.
6. As part of the proposal, the trail entity will need to conduct a public review process and complete any associated National Environmental Policy Act requirements that may be necessary for Reclamation to consider the request. All costs associated with these activities will be paid for by the trail entity. In addition, Reclamation's administrative expenses associated with the proposal will need to be reimbursed and a land use fee may be imposed. Payment of said costs and expenses does not guarantee approval of the request.
7. If the proposal is accepted by all parties involved, a license agreement will need to be executed between the United States and the trail entity.
8. Other provisions may include, but are not limited to, the following: Water related activities will not be allowed and all trail use shall be non-motorized. All other uses not authorized shall be prohibited.

Please contact Kathleen Ozga at 970- 248-0649 or Alan Schroeder at 970-248-0692 if you have questions or need additional information.

Sincerely,



Ed Warner  
Area Manager

Enclosure-2

cc: Mr. Max Schmidt  
Manager  
Orchard Mesa Irrigation District  
668 38 Road  
Palisade, CO 81526

Mr. Kevin Conrad  
Acting Manager  
Grand Valley Water Users Association  
1147 24 Road  
Grand Junction, CO 81505-9639 (ea w/ encl)

Comments on the 2013 Draft Grand Valley Trails Master Plan  
June 4, 2013 Open House  
by  
Western Colorado Area Office  
Bureau of Reclamation  
June 11, 2013

1. The Plan, as presented at the Open House, appears to be little more than a description of the types of trails and existing or proposed routes being considered. There is no implementation plan or priorities for implementation. There is very little information on right-of-way acquisition and concurrence processes and, what there is, is incomplete. There is no indication of who will construct, operate or maintain the facilities identified in the Plan. There was no indication of the links or relationships of the Plan to Mesa County's Master Development Plan and its various Community Development Plans or the City of Grand Junction's Comprehensive Plan. There was no identified link or other reference to the required dedication of rights-of-way or construction by developers for furtherance of adopted plans, such as this Plan, pursuant to the Mesa County Development Code and the City of Grand Junction Municipal code. There was no indication of the process by which Mesa County and the City of Grand would adopt the Plan.
2. Despite at least one reference to appendices to the Plan, no appendices were attached to the draft Plan on the Mesa County website. Is some of the information mentioned in the above item in the appendices?
3. Although Plan text in several places, indicates that the proposed detached path alignments (as shown on the maps) are general or are conceptual only, many of them follow exact alignments which, though not identified as such, include canal or irrigation drain rights-of-way, including some of Reclamation's Grand Valley Project's canals and drains. The fact that these proposed detached paths are shown following exact irrigation facility alignments suggests that the alignment is not merely conceptual.
4. Reclamation's lands were not identified on the maps.
5. Page 4 of the draft Plan duplicated a portion of Page 2.
6. On Page 2 of the draft Plan, there is a statement regarding the criteria to be met for trails/paths along Grand Valley Drainage District drains. However, there is no similar statement for the canal and irrigation companies, even though several canals and irrigation company drains are shown as proposed trail routes on the Plan's maps.



**Grand Valley Water Users Association  
Grand Valley Irrigation Company  
Orchard Mesa Irrigation District  
Redlands Water & Power Company  
Grand Valley Drainage District  
Palisade Irrigation District**

June 19, 2013

Lori Bowers, Senior Planner  
Public Works, Planning Department  
City of Grand Junction  
250 North Fifth Street  
Grand Junction, CO. 81501

Via email: [lorib@ci.grandjct.co.us](mailto:lorib@ci.grandjct.co.us)

Re: Grand Valley Trails Master Plan 2013

Dear Ms. Bowers:

Please accept this letter as the unified response of the above listed irrigation and drainage providers to the proposed Grand Valley Trails Master Plan 2013 ("Trails Plan"). Although we appreciate your work and the work of others who have contributed to the Trails Plan, we must object to specific aspects of the plan as set forth in this letter.

Grand Valley Water Users Association, Grand Valley Irrigation Company, Orchard Mesa Irrigation District, Redlands Water & Power Company, Grand Valley Drainage District and Palisade Irrigation District are responsible for the safe and efficient delivery of irrigation water and the control of drainage throughout the Grand Valley in their respective service areas. We have been here since the early settlement and development of the Grand Valley. Our services are essential to the economic success, safety and quality of life for all Grand Valley citizens including the use and enjoyment of parks, schools and other public facilities.

Since 1992, we have consistently objected to the use of our canals and ditches for public recreation. Our concerns and objections have been ignored or disputed by municipalities, organizations and persons with no knowledge or expertise in the management of systems like ours. We have seen the continued evolution of recreational trails maps locating trails on our systems. And we have experienced the repeated imposition of public trails dedications on our rights of way. The Trails Plan is the latest iteration of misguided planning in this respect.

Specifically, we object to the Trails Plan to the extent that it shows, infers or suggests any form of public recreational use on, over or under our systems, regardless of whether the plan is conditional, qualified or merely aspirational. We make this objection for the following reasons:

1. Our systems are not safe for public use. Our systems were designed and are maintained to serve a specific purpose inconsistent with public use. The history of our canals and ditches is replete with tragic accidents because of unauthorized public use. All law enforcement, health providers and first responders oppose use of canals and ditches for recreation for obvious reasons.

2. Trails plans result in forced compliance. Once adopted, trails plans are administered with the force of law. Community planning departments simply force private owners seeking any land use approval to create trails according to the trails plans even where the trails plans themselves are conditional or subject to the approval by canal and ditch companies. Any suggestion that trails plans are merely aspirational “wish lists” ignores the reality of planning department requirements.
3. Public use interferes with our operations. Experience has taught us that public use of our systems interferes with the safe operation of our equipment, increases the time to perform our jobs, creates extra work, increases incidents of vandalism and in some cases results in emergencies.
4. Public policy has led to public perceptions. We have heard the argument that since the public is not “presently” authorized to use our systems for public recreation, you don’t consider problems with the public to be related to your trails plans. However, all of the past trails plans showing trails on canals and ditches, all of the forced dedication of public uses on our easements and all of the publicized policies supporting the use of our systems for recreational trails create the *present* impression that the trails *are* in fact open to the public.
5. Public use of our system increases our liability risks. We have heard that all we are concerned with is liability. That fact is liability is a concern but certainly not the only concern. There isn’t any company or organization whether public or private that ignores liability risks especially when those risks can be mitigated regardless of the availability of insurance or statutory immunity.
6. Public use of our systems undermines cooperation. We know that the trails plans and the imposition of trails on our canals and ditches created friction with municipal interests over the years. Yet when we are asked to cooperate in public works projects for roads, bridges, etc. we still provide that cooperation. When we ask for your cooperation in eliminating trails from our systems, we have received no cooperation.
7. Public use affects private property rights. Many of our canals and ditches are easements burdening private property owners. The Trails Plan overlays these private interests with a public use without consent or authorization of the property owner. The public’s transgression onto the canals and ditches facilitated by recreational trails plans and policies has resulted in trespasses against private owners.

We do not ask that you agree with us. However, we expect you to defer to our knowledge, experience and expertise in how to run our systems safely and efficiently by eliminating them from the Trails Plan.

Very truly yours,


Grand Valley Water Users Association

By   
Mark Harris, Manager

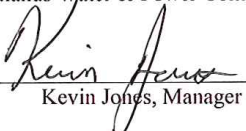
Grand Valley Irrigation Company

By   
Phil Bertrand, Superintendent

Orchard Mesa Irrigation District

By   
Max Schmidt, Manager

Redlands Water & Power Company

By   
Kevin Jones, Manager

Grand Valley Drainage District

By   
Kevin Williams, Manager

Palisade Irrigation District

By   
John Krizman, Manager

cc Board of County Commissioners of Mesa County  
City of Grand Junction Council Members  
City of Fruita Council Members  
Town of Palisade Council Members  
Tom Fisher, Mesa County Interim Administrator  
Lyle Dechant, Mesa County Attorney  
Pete Baier, Mesa County Public Works Director  
Bill Taylor, Mesa County Engineering  
Kaye Simonson, Mesa County  
Ken Simms, Mesa County  
Rich Englehart, Grand Junction City Manager  
John Shaver, Grand Junction City Attorney  
Greg Trainor, Director, Grand Junction Utilities, Street Systems & Facilities  
Lisa Cox, Grand Junction Planning Manager  
Jody Kliska, Grand Junction  
Dave Thornton, Grand Junction Planning & Development Supervisor  
Todd Hollenbeck, Grand Junction Regional Transportation Planning Dept.  
Kathy Portner, Grand Junction  
Clint Kinney, Fruita City Manager  
Jonathan Lange, Fruita Code Enforcement  
Dahna Raugh, Fruita Planning Department  
Rich Sales, Palisade Town Administrator  
Becky Levy, Palisade Community Development Director  
Larry Cleaver, Ute Water Manager  
Dale Tooker, Clifton Water Manager  
Julia Sabin, Urban Trails Committee  
David Grossman, Grand Valley Trails Alliance  
Jen Taylor, President, COPMOBA  
Katie Steele, Riverfront Commission  
Leila Reilly, Riverfront Commission



**MESA COUNTY  
HEALTH DEPARTMENT**

*Working Together for a Healthy Community*

P.O. Box 20,000  
Grand Junction, CO 81502-5033  
(970) 248-6900  
[www.health.mesacounty.us](http://www.health.mesacounty.us)

---

June 14, 2013

Ms. Lori Bowers  
Senior Planner  
City of Grand Junction  
250 N. 5<sup>th</sup> Street  
Grand Junction, CO 81501

**RE: 2013 Urban Trails Master Plan**

Dear Ms. Bowers:

I am writing to express support of the 2013 Urban Trails Master Plan for Mesa County. The role of a public health department includes helping to promote an environment that will support physical activity, safety, community-building and access to services; the Urban Trails Master Plan amply addresses these needs. A strong built environment encourages active lifestyles and allows for ease of access to various community services including those related to health care. It also optimizes economic development, as companies look for locations that support and attract high-quality employees. Your commitment to a well-planned and progressive urban-trails system will not only benefit our community today but ensure that future planning is based on a solid, long-term vision.

As you know, the process for developing this plan has been an extensive process. The Grand Valley community has had ample time to participate, review and comment on the proposed plan, and as a result, the Urban Trails Committee and City staff have been able to compile a comprehensive and well-executed planning document.

The Urban Trails Master Plan aligns with the goals of our local health plan, *Healthy Mesa County 2012-2017*, which acknowledges that, "the built environment is a key social determinant of health and plays a decisive role in influencing the behaviors of individuals and communities."

On behalf of the Mesa County Health Department, I support the 2013 Urban Trails Master Plan as a means for creating the healthiest possible environment for Grand Valley residents.

Sincerely,

Jeff Kuhr, PhD  
Executive Director

# Grand Valley Bikes

PO Box 302  
Grand Junction, CO 81502  
[grandvalleybikes@gmail.com](mailto:grandvalleybikes@gmail.com)  
[www.grandvalleybikes.org](http://www.grandvalleybikes.org)



Amy Agapito  
402 Bookcliff Drive  
Grand Junction, CO 81501

July 25, 2013

Mrs. Lori Bowers  
Senior Planner  
City of Grand Junction  
250 North 5th Street  
Grand Junction, CO 81501

RE: 2013 Grand Valley Trails Master Plan

Dear Mrs. Bowers:

As a resident of the City of Grand Junction, a mother of a middle-school student, Vice-President of Grand Valley Bikes and Local Coordinator for the Safe Routes to School program, I am writing to express my support of the 2013 Grand Valley Trails Master Plan (GVTMP).

The GVTMP, when implemented, will provide infrastructure that supports active transportation, physical activity, improved public safety, community-building, recreation, and improved access to schools and services. The GVTMP will add greatly to a strong built environment encouraging active lifestyles and allowing for ease of access to work, schools, shopping, recreation, and community services. The GVTMP will also improve our position for economic development, as companies look for locations that support and attract high-quality employees with multiple transportation choices. Additionally, bicyclists and pedestrians add more 'eyes and ears' to shopping districts, making them safer, friendlier, and more vibrant. This in turn attracts more women, families, and a diversity of customers, thereby increasing sales.

The public outreach process for developing this plan has been extensive, with a major milestone being the very well advertised and attended public open house held June 4, 2013 at the Mesa County Central Services Building. The Grand Valley community has had ample time to participate, review and comment on the proposed plan, and as a result, the Urban Trails Committee and City staff have been able to compile a comprehensive and well-executed planning document that should be adopted at all levels of local government.

Your commitment to a well-planned and progressive urban-trails system will not only benefit our community today but ensure that future planning is based on a solid, long-term vision. Please support the GVTMP as a means for adding to our quality of life in the Grand Valley and in the City of Grand Junction.

Sincerely,

Amy Agapito  
Vice President, Grand Valley Bikes  
Local Coordinator, Safe Routes to School

July 12, 2013

Lori Bowers, Senior Planner  
Public Works, Planning Department  
City of Grand Junction  
250 North Fifth Street  
Grand Junction CO 81501

RE: Grand Valley Trails Master Plan 2013

Dear Ms. Bowers,

I am writing this letter as a frequent trail user of the Mesa County trails network and also as a private property owner. My wife and I use the public trails every day, year round. We favor the trails that are more remote verses urban settings. I am impressed with the number of trails I have available to me. I applaud the Mesa County Government in developing this awesome trail network.

I am however, very concerned to find within the proposed plan that many trails are to cross private property, including mine. The plan shows two trails which cross directly through my private property. By mapping trails on irrigation ditch access roads, trails are placed on private property. I have recently looked into the ditch easement on my property. I discovered documentation executed by the Federal Government and signed by President Taft which only allows the Redlands Water and Power to install and operate the irrigation ditch. Their access is limited to ditch maintenance and head gate access for the nearby water shareholders.

I find your proposal to be violating my rights as a private property owner and I will not allow the building of these trails across my property.

I believe you are going to find much opposition with the current plan. If somehow you are able to force private property owners to allow the creation of these trails, it will anger a great deal of your citizens.

I am asking you to eliminate the trails proposed on private property and the irrigation canal system from your plan.

Respectfully Submitted,

Jon and Julie Mauch  
1989 S. Broadway  
Grand Junction CO 81507

**From:** Wendy Andrews <wendyjandrews@bresnan.net>  
**To:** <lorib@ci.grandjct.co.us>  
**Date:** 7/11/2013 5:50 PM  
**Subject:** Grand Valley Trails Master Plan 2013

Lori Bowers;

As a Redlands Water & Power water user and water share stockholder for many years, we would like to make our opinion known to you as you consider the Grand Valley Trails Master Plan. It is our understanding that you are open to public opinion.

We do not support any use of the irrigation ditches and canals for public use. Not only is it very \*dangerous\*, but it encroaches on personal property rights. Our ditches and canals run on easements in our property and they are for the purpose of irrigation. There are plenty of trails in the Grand Valley that are appropriate for public use. Irrigation ditches and canals are not intended for public use nor do they need to be used for this purpose.

Please consider property owner's rights and wishes when considering your future plans.

Thank you,  
Ken and Wendy Andrews  
2372 Broadway  
Grand Junction, CO 81507

---

**From:** "Tom Arthur" <start67@acsol.net>  
**To:** <lorib@ci.grandjct.co.us>  
**Date:** 7/15/2013 12:59 PM  
**Subject:** Recreational Use of Canal Banks

Put my wife and I down as 100% opposed to the suggestion of using irrigation ditch banks for recreational use. This is a totally unacceptable idea. You can just about hike or ride your bike all the way from Palisade to Fruita. Trails on irrigation banks are not needed and shouldn't even be considered.

The liability issue is real. Many of these canals are behind properties and in poorly lighted areas. This has the potential of causing an increase in crime with the increase in traffic. The safety issue is also real. This idea is not new. It has been killed in the past and should also be killed NOW!



July 10, 2013

Dear City Planning Department:

As a new Grand Junction community member I am writing this letter in support of the Grand Valley Trails Master Plan – 2013! Thank you to all who have been a part of the process and congratulations on a very well structured document!

I recently retired and relocated to Grand Junction from Gunnison. A huge part of my decision to move here was because of the trail system and the easy access to the trails. (Okay, and the lack of snow shoveling and cold temperatures!) Coming from a community where biking and hiking are a way of life it was important to me to maintain a healthy life style of outdoor activity especially now that I have some time to do so. The trail system here is good, but I believe the “Trails Master Plan” makes it great!

The Plan provides for more trails, bike lanes, access, and most importantly riding safely. As I have perused the plan and talked with some of the designers of the plan I have realized that the heart and sole of the plan is to simply make this community a more safe, enjoyable, and active place to be whether commuting to work or exercising. I believe the Grand Valley Trails Master Plan is an asset to existing community members as well provides a motive for others who wish to call Grand Junction home.

I encourage the decision-makers of Grand Junction and Mesa County to review the plan seriously from the perspective of helping this community to become even better!

Sincerely

Dr. Terri Wenzlaff  
New Community Member

---

**From:** Judith Hopper <jwbhopper@gmail.com>  
**To:** <lorib@ci.grandjct.co.us>  
**Date:** 7/18/2013 11:34 AM  
**Subject:** GV Trails Master Plan 2013

The Redlands & Water ditches are on private property for which the Company has a ditch easement. Homeowners cannot be expected to and do not want to be responsible for the public traipsing all over their private property. The government cannot take away private property rights and we will fight their wanting to do so. I was raised ON the 1st lift ditch and now live just below the 2nd.

Judith Hopper  
W Redlands

---

**From:** "eileen otoole" <totallyotoole@bresnan.net>  
**To:** <lorib@ci.grandjct.co.us>

**Date:** 7/19/2013 4:27 PM

July 19, 2013

Lori Bowers, Senior Planner  
Public Works, Planning Department  
City of Grand Junction  
250 North Fifth St.  
Grand Junction, CO 81501

Re: Grand Valley Trails Master Plan 2013

Dear Ms. Bowers,

Here we go again. As soon as I read about "trails planning" I knew the ditch bank issue would return. People who have almost forever wanted this trail system never give up. Just how dead do they want the horse?

I would like you to pass these remarks to everyone concerned, please ask them to think seriously about what you're asking those of us who own ditch banks to accept, and answer if it would be acceptable to them.

Presuming you all own some type of property—house, yard etc.—wherever you live would you find the following acceptable:

1. The Public may use your yard or your property any time for whatever purpose.
2. The Public may pee in your flowerbeds anytime they wish.
3. The Public may throw rocks or shoot bbs at your windows anytime they wish.
4. The Public may vandalize your property any time they wish.
5. The Public may steal or trespass any where they wish on your property.

These are ALL things I've experienced with people using my ditch bank. One former District Attorney even threatened to mace both me and my dog while he trespassed on my property.

I don't care how wonderful all of the people are who are involved in this, but the Public is not all that wonderful. My ditch bank goes through my back yard. It is my back yard. I'm not allowed to fence it because the ditch company needs access, but it is my back yard. It is no different than your back yard and I really doubt you'd let me come to your back yard uninvited to have a picnic with my friends.

In addition I'm well aware the City of Grand Junction does not allow the Public to use the ditch bank that goes through Tiara Rado Golf Course, so why would you wish to deprive me of that right?

I think the Riverfront Trail is great. I think bike paths and walking paths along roadways are great. And if the City wanted to do it, there's a lot of unused property they own connected to the Tiara Rado driving range that could provide equally terrific trails for the public. There's also space when the River's low to make trails on the south side of the river or even along the Gunnison River although you would no doubt have to buy the property. But then if you want my back yard you'd have to buy that as well even though you've all tried for so many years to talk us all into "donating" our land.

You really do need to bury this poor dead horse about ditch banks and start looking elsewhere or thinking more creatively. There's nothing wrong with "biking to work" or "walking all over the valley" but you need to start

thinking about "buying" just as you did with the Three Sisters. There's still plenty of space to buy rights-of-way along roads and across land the public already owns—by passes along the north desert for example.

Leave our ditch banks alone. Please!

Eileen O'Toole  
2023 South Broadway  
Grand Junction, CO 81507

---

To Mesa County Commissioners and Grand Junction City Council Members,

I have lived in this beautiful valley for more than 30 years. As a runner in my younger years, I enjoyed running along the canal banks. I'd sometime run from Grand Junction to Palisade and back without encountering a fence to block my way. As I aged and my knees gave out, I turned to mountain biking and again enjoyed riding along our scenic canal banks as I accessed BLM land. Every year I noticed increased attempts to keep citizens off these canal banks, efforts I view as selfish and misguided. Take a look at the fabulous biking and hiking trails Denver and other forward-thinking cities have made along canal banks. In my opinion, it is absurd for local governments to allow the ditch companies to ban citizens from using and enjoying the canal banks. Over the years they have increased their efforts to keep citizens off by means of fences, gates, signs, and trespass prosecutions. By doing so, they have endangered lives by forcing bike riders to compete with traffic on roads designed for motorized vehicles.

It doesn't take much imagination to envision the tremendous asset a public trail system along our canal banks would be. It is obvious to me that fair public use of canal banks could be accommodated without adverse impact to the use of the water for irrigation. We are wasting a valuable public asset.

Sincerely,

Frank Daniels

>>> Bennett Boeschstein 7/30/2013 3:10 PM >>>

Hi Frank,

I agree. The Audubon Section of the Colorado River Trail is a canal trail that has been in existence for 25 years. I helped negotiate the easement agreement between Redlands Water and power Company and the County when I was County Planning Director. The easement has a hold harmless clause and the County assumes all of the liability. The width of the easement is 50 feet. Other easements exist on the former Brach property for the Audubon Trail as well as the Whitewater Sand and Gravel

## Company property

The Regional Transportation office is in the process of forwarding a new version of the Mesa County Valley trails transportation plan which includes proposed canal trails throughout the valley. Needless to say the plan is opposed by the canal companies on the liability issue as well as private property rights issues and other issues. As we know all of these issues can be solved as we did with the Audubon Trail. The County Commissioners will probably ask that the canal trail proposal be taken off the map. The issue will be discussed at a joint meeting being held tomorrow at the City Hall Auditorium from 11:30-2:00 in a workshop format where generally no public comments are taken, but you are welcome to attend.

You may be aware that Judge Amanda Bailey threw out a law suit from the Grand Valley Canal Company several years ago and upholding the City's right to show canal trails on a city master plan.

The Urban Trails Committee is a strong proponent of canal trails and we are trying to keep them as shown on the transportation Plan.

The next step is to construct one or several. I have been looking at the Mesa County Price Stub Ditch, the other redlands canals, and the Highline canal as possibilities.

Thanks,  
Bennett

June 26, 2013

To Whom it May Concern:

We are writing to support the current revision of the Grand Valley Trails Master Plan. As practicing physicians actively engaged in promoting anti-obesity strategies, we applaud the effort to create more readily accessible trails and integrated exercise opportunities. We are in the midst of an obesity epidemic, with dire health consequences and healthcare costs if we as a society cannot stabilize and hopefully reverse the current trends. Obesity's relationship to increasing rates of diabetes, cardiovascular disease and even certain types of cancer are well-known but worth repeating. In coordination with numerous local health care constituents, the Mesa County Health Department has identified three key winnable healthcare battles – Obesity is one of them.

We are continually frustrated in recommending an inexpensive exercise prescription to patients due to the lack of readily accessible trails and corridors in our city. Those who are more fortunate and can afford to drive the Colorado Riverfront, or Tabeguache trailhead or Colorado National Monument are the exception, not the rule. For the majority of our citizenry we need easily accessible and integrated trail options to promote walking, biking and running. Our city and Mesa County are severely lacking in providing a safe and integrated non-motorized transportation network. Particularly glaring is the lack of safe routes to schools, and safe corridors near busy roads.

To this end we fully support having the existing irrigation canal bank routes listed on the Master Plan and make the following points:

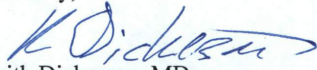
- These existing corridors would provide numerous miles of trails, and critical linkages east-west linkages to the existing on-road bicycle/non-motorized transportation routes. Ordinary folks would have a vastly increased option for easily accessible and inexpensive exercise if the irrigation corridors were formally developed and opened for exercise and transportation. Creating new linear corridors of any significant and worthwhile length is impossible and expanding non-motorized transportation lanes and sidewalks is expensive and impractical.
- While the Grand Valley irrigation companies rightfully stress that there is the potential for adverse health consequences if someone were to fall into a canal and suffer injury, numerous communities throughout the USA have figured out how to safely construct trails along waterways, not just irrigation ditches, but also canals, creeks and rivers. It is straw man argument for the various Grand Valley irrigation companies to cite safety and liability concerns as the reason to take the canal corridors off the Master Plan. The very clear benefits of increased exercise opportunities for the average citizen are well worth putting the resources into engineering the corridors for safe exercise and transportation.

In summary the citizenry and workforce of Mesa County is less fit and more diseased every year. Promotion of exercise is the foremost public health initiative to combat these trends. As a result, we support any and all efforts to make safe facilities and trails


available to the populace. Virtually every community we have ever visited has figured out how to create a reasonably safe trail system along existing waterways and water delivery networks – surely we can figure out how to do it here in the Grand Valley.

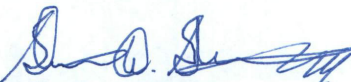
Please feel free to contact us if we can help clarify any points or provide further testimony.

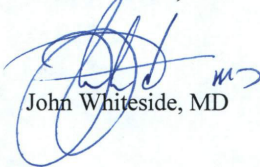
Sincerely,

  
Keith Dickerson, MD  
[Keith.dickerson@stmarygj.org](mailto:Keith.dickerson@stmarygj.org)

  
Shannon Keel, MD

  
Randall Reitz, PhD

  
Sherman Straw, MD

  
John Whiteside, MD

**RESOLUTION NO. 48-94**

**CREATING THE GRAND JUNCTION TRAILS BOARD**

WHEREAS, the residents of Grand Junction are very active and enjoy the great outdoors; and

WHEREAS, outdoor activities such as walking, jogging and bicycling are very popular and Grand Junction enjoys an ideal climate for such activities; and

WHEREAS, one of the priorities of the Parks, Recreation and Open Space Master Plan is the identification and implementation of a pedestrian/bicycle circulation system that connects various elements of the park system together; and

WHEREAS, there is a need and desire in the community for additional trails and pathways; and

WHEREAS, these trails will serve as both a transportation network and a recreational amenity; and

WHEREAS, the City has many natural and man-made features which are ideally suited for paths and trails; and

WHEREAS, the City supports the creation and expansion of a trails system throughout the community; and

WHEREAS, such a network of trails and paths will enhance the quality of life in Grand Junction,

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

1. The Grand Junction Trails Board is hereby created.
2. The Board will serve as the principal coordinating body for the development of a trails and pathway system throughout Grand Junction and connecting to trail systems outside the City.
3. The Board will act to plan, develop and promote such a path system and will help coordinate the implementation of the Multi-Modal Plan.
4. The Board will actively pursue the development of new trails both in the City and in areas which may be annexed.
5. The Board will consist of seven to eleven members who shall be appointed by the Grand Junction City Council.
5. The Board will conduct its work at the pleasure of the City Council as long as necessary to accomplish its goals.

PASSED and ADOPTED this 15th day of June, 1994.

/s/ R.T. Mantlo  
President of the Council

ATTEST:

/s/ Stephanie Nye  
City Clerk



CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. \_\_\_\_

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF GRAND JUNCTION TO ADOPT THE GRAND VALLEY TRAILS MASTER PLAN

Recitals:

In 1993, Mesa County and the City of Grand Junction, jointly adopted the Multi-Modal Transportation Study as a planning guide for bicycle, pedestrian and intermodal transportation network improvements in Mesa County and the Grand Junction Metropolitan Planning Area. The development of the Urban Trails Master Plan followed in 1995. In 1997 Mesa County and the City of Grand Junction adopted the Urban Trails Master Plan.

The adoption of the Comprehensive Plan in 2010 incorporated the Urban Trails Master Plan. This plan has been updated to further the goals and policies of the Comprehensive Plan. The 2013 plan is now called the Grand Valley Trails Master Plan to better reflect the boundaries of the plan for intra and inter connections of the urban communities.

A request for a Comprehensive Plan Amendment has been submitted in accordance with the Zoning and Development Code. The applicant has requested that the Urban Trails Master Plan be replaced by the updated Grand Valley Trails Master Plan.

In a public hearing, the City Council reviewed the request for the proposed Comprehensive Plan Amendment and determined that it satisfied the criteria as set forth and established in Section 21.02.130 (c) (2) of the Zoning and Development Code and the proposed amendment is consistent with the purpose and intent of the Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE GRAND VALLEY TRAILS MASTER PLAN IS APPROVED.

GRAND VALLEY TRAILS MASTER PLAN

INTRODUCED on first reading the \_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published in pamphlet form.

PASSED and ADOPTED on second reading the \_\_\_\_ day of \_\_\_\_\_, 2013 and ordered published in pamphlet form.

ATTEST:

---

President of the Council

---

City Clerk