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**CITY COUNCIL AGENDA
WEDNESDAY, JUNE 3, 2026
250 NORTH 5TH STREET - AUDITORIUM
5:30 PM – REGULAR MEETING**

Call to Order, Pledge of Allegiance, Moment of Silence

Public Comments

Individuals may comment during this time on any item except those listed under Public Hearings on this agenda.

The public has four options to provide Public Comments: 1) in person during the meeting, 2) virtually during the meeting (registration required), 3) via phone by leaving a message at 970-244-1504 until noon on Wednesday, June 3, 2026 or 4) submitting comments [online](#) until noon on Wednesday, June 3, 2026 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.

City Manager Report

Boards and Commission Liaison Reports

CONSENT AGENDA

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

1. Approval of Minutes

- a. Summary of the May 18, 2026, Workshop
- b. Minutes of the May 20, 2026, Regular Meeting

2. Set Public Hearings

- a. Quasi-judicial

- i. A Resolution Referring a Petition to the City Council for Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the Bennett Annexation of 18.96 Acres, Located at the South End of 23 Road and Setting a Hearing for July 15, 2026

3. Procurements

- a. 2026 Purchase of 3/8" Aggregate Chips for the Chip Seal Program
- b. Sole Source Procurement – Fire Rover Fire Detection and Suppression System for the Material Recovery Facility (MRF)

4. Resolutions

- a. A Resolution Adjusting Parking Citation Escalation Schedule
- b. A Resolution Supporting Submission of a Grant Application for the 22 Road Railroad Crossing / West Side Safety Improvements Project

REGULAR AGENDA

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

5. Public Hearings

- a. Legislative
 - i. An Ordinance Amending Section 21.02.070 of the Zoning and Development Code Related to And Concerning Development Impact Fees and Authorization to Issue Refunds of New Fee Schedule Differences Between January 1, 2026 and the Effective Date of this Ordinance
 - ii. An Ordinance Amending GJMC 12.04.060 and 12.04.08 Regarding the Prohibition of Enforcement of Camping on Public Property When No Overnight Shelter is Available
 - iii. An Ordinance Amending and Renewing Code Related to Rules for the River Front Trail and Adjacent Areas

6. Non-Scheduled Comments

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

7. Other Business

8. Adjournment



Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: June 3, 2026
Presented By: Daniella Acosta, Principal Planner
Department: Community Development
Submitted By: Daniella Acosta, Principal Planner

Information

SUBJECT:

A Resolution Referring a Petition to the City Council for Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the Bennett Annexation of 18.96 Acres, Located at the South End of 23 Road and Setting a Hearing for July 15, 2026

RECOMMENDATION:

Staff recommends adoption of a resolution referring the petition for the Bennett Annexation, introducing the proposed annexation Ordinance, and setting a hearing for July 15, 2026.

EXECUTIVE SUMMARY:

The Applicant, Redlands Three Sixty, LLC, is requesting annexation of approximately 18.96 acres located at the southern end of 23 Road. The subject property will be incorporated into the larger Redlands 360 development.

The 18.96 acres consist of one parcel located at the southern end of 23 Road, Parcel Number 2945-172-00-183. The subject property is currently vacant, containing only overhead powerlines and a network of soft-surface trails.

The property is Annexable Development per the Persigo Agreement. Annexation is requested to allow for inclusion into the larger Redlands 360 property, the forthcoming PD amendment, and future development of a residential subdivision. The request for zoning will be considered separately by City Council, but concurrently with the annexation request, and will be heard in a future Council action.

BACKGROUND OR DETAILED INFORMATION:

ANNEXATION REQUEST

The applicant, Redlands Three Sixty, LLC, is requesting annexation of approximately 18.96 acres located at the southern end of 23 Road. The subject property is occupied by a single-unit residence and accessory structures. Annexation is requested to zone, incorporate the property into the larger Redlands 360 Development and subdivide the property for residential development. The property is Annexable Development per the Persigo Agreement. The request for zoning will be considered separately by City Council, but concurrently with the annexation request, and will be heard in a future Council action.

A Neighborhood Meeting regarding the proposed Annexation and Zoning was held at the Monument Baptist Church located at 486 30 Road on October 21, 2025. The applicants and their representative, City staff, and 25 members of the public attended.

FINDINGS OF FACT

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

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

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

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

The proposed annexation complies with the contiguity requirements of Colorado Revised Statutes, as not less than one-sixth of the perimeter of the area proposed for annexation is contiguous with the existing City limits. The total annexation perimeter is approximately 3,893.83 linear feet, with approximately 1,849.35 linear feet contiguous to existing City boundaries. This represents approximately 47.5 percent contiguity, exceeding the statutory minimum requirement.

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

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

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

The subject property is currently vacant; however, the annexation is proposed to facilitate future development as part of the Redlands 360 project. The property is adjacent to existing City limits and is anticipated to urbanize in the near future through the extension of municipal services and planned development.

e) The area is capable of being integrated with the City.

The proposed annexation area is adjacent to the city limits along 23 Road to the west and has direct access to 23 Road. Urban services are available to and can be extended to serve the subject property for future development.

f) No land held in identical ownership is being divided by the proposed annexation.
The annexation consists of one property and is owned by the applicant.

g) No land held in identical ownership comprising 20 contiguous acres or more with an assessed valuation of \$200,000 or more for tax purposes is included without the owner's consent.
The petitioners have granted consent to the City to annex the property.

Staff recommends approval of this request.

FISCAL IMPACT:

Annexation affects City revenues, services, and expenditures. A fiscal impact statement will be provided with the staff report for the second reading and public hearing for the annexation ordinance.

SUGGESTED MOTION:

I move to adopt Resolution No. 48-26, a resolution referring a petition to the City Council for the annexation of lands to the City of Grand Junction, Colorado, setting a hearing on such annexation, and exercising land use control over the Bennett Annexation, approximately 18.96 acres, located at the southern end of 23 Road, as well as introduce a proposed ordinance annexing territory to the City of Grand Junction, Colorado, Bennett Annexation, approximately 18.96 acres, located at the end of 23 Road, and set a public hearing for July 15, 2026.

Attachments

- 1. Legal Description
- 2. Neighborhood Comment Meeting Documentation
- 3. Site Maps
- 4. Annexation Petition
- 5. Annexation Plat Map
- 6. Development Application
- 7. Resolution - Petition Referral (Land Use Control)
- 8. Annexation Ordinance

A parcel of land located in the SW1/4 of the NW1/4 of Section 17, Township 1 South, Range 1 West, of the Ute Meridian, Mesa County, Colorado, more particularly described as:

Beginning at the W1/4 of Section 17, whence the CW1/16 of Section 17 bears N89°54'43"E 1322.07 feet according to the Mesa County Local Coordinate System for the Grand Valley Area. Running thence along the west line of said Section 17 N00°02'39"W 527.27 feet; thence N89°55'24"E 199.86 feet; thence N00°03'32"W 146.83 feet to the south line of the Redlands First Lift Canal, as shown on Mesa County Survey Deposit 7040-24; thence along said south line the following seven (7) courses:

1. Along a non-tangent curve concave to the northwest 263.65 feet (Curve data: Radius = 225.00 feet, Delta = 67°08'13", Chord bears N47°43'22"E 248.82 feet)
2. Thence along a tangent curve concave to the south 191.31 feet (Curve data: Radius = 100.00 feet, Curve = 109°36'39", Chord bears N68°57'42"E 163.44 feet)
3. Thence S56°13'53"E 223.54 feet
4. Thence S49°55'24"E 179.16 feet
5. Thence S45°06'06"E 490.80 feet
6. Thence S37°19'22"E 162.46 feet
7. Thence S24°18'00"E 41.78 feet to the east line of the SW1/4NW1/4

Thence along said east line S00°03'38"W 145.10 feet to the CW1/16 of Section 17; thence along the south line of the SW1/4NW1/4 S89°54'43"W 1322.07 feet to the W1/4 corner of Section 17 and the Point of Beginning.

Said parcel contains 18.96 acres, more or less, as described.

Description by:

Alexandre B. Lheritier, PLS 38464

City of Grand Junction

244 North 7th Street

Grand Junction, CO 81501



Redlands 360 Development – ODP Amendment/Annexation of 19 Acre Parcel

SUMMARY OF NEIGHBORHOOD INFORMATION MEETING TUESDAY, OCTOBER 21, 2025, FROM 5:30 PM TO XXXPM MONUMENT BAPTIST CHURCH, 486 23 ROAD, GRAND JUNCTION, CO

A neighborhood information meeting for the above-referenced projects was held Tuesday, October 21, 2025, at Monument Baptist, from 5:30 pm to 7:00 pm. The initial letter notifying the neighboring property owners within the surrounding 500 feet was sent on October 8, 2025, per the mailing list received from the City of Grand Junction. There were approximately 37 people in attendance, including representatives from LaPlata Communities/Redlands 360; Jane Quimby, Project Manager, Doug Quimby, Cody Humphrey and Don Gravette. The City of Grand Junction was represented by Jessica Johnson, Zoning Supervisor. Also in attendance was Tracy States, Project Coordinator with River City Consultants, Inc.

Jane Quimby made introductions and explained the purpose of the meeting was to identify new areas being brought into the ODP/PD (Outline Development Plan/Planned Development zoning) and changes to the 2022 approved ODP. She then introduced Cody who gave a power point presentation.

Cody Humphrey began his presentation, a copy of which is included as an attachment to this summary. Cody showed the original ODP and the areas to be brought into the ODP. He stated the total area was approximately 628 acres, including Renaissance and Canyon Rim. Cody talked about the density, 1,300 – 1,750 units, with 6 acres of commercial and approximately 35 acres of parks.

Cody gave a summary of the submittal and made the following points:

- Will be amending the approved ODP to incorporate the additional 29 acres (two 5 acre parcels already in the city limits and one 19 acre parcel in the county, to be annexed into city limits).
- The ODP provides zoning and anticipates land use.
- The phasing and graphics will be updated.
- Implementation of outdoor lighting policy/dark sky lighting, limiting streetlights, etc.
- Would like to mimic what exists in Redlands Mesa.

Cody then showed the current approved plan and the new parcels in relation to the approved ODP. He explained that the density of the development is medium density, up to 12 units per acre. He explained that the “bubbles” shown on the approved ODP don’t necessarily equate to development. The topography is very challenging and 12 units or higher density would work better on flatter ground, like the attached dwelling units in Filing 2. He said that the 29 acres would lean more toward single family detached product because of the topography. Questions/comments ensued.

The conversation had very little to do with the ODP Amendment/Annexation.

- Complaint about S. Broadway one-way street.
- How does traffic flow work?
 - Cody and Jane explained that there will be two roundabouts and turn lanes to calm traffic flow.
- Is 19 acre parcel next to S. Broadway?
 - No – separated by the ditch and a piece of land.
- Will there be access to the slide show?
 - Part of neighborhood meeting summary/public record.
- Project is too dense. Where are the buyers coming from?
 - Some out of state, some from other parts of Colorado. The original ODP was approved four years ago and was a very long process with many opportunities for public comment.
 - Jane noted that the project is an infill project and the City wanted higher density. This is a 25-year project to build out. The project may struggle to get to the minimum required density of 1,300 dwelling units.
- How much of the wetlands on the corner parcel are retained?
 - All.

Cody began to wrap up his presentation and the conversation shifted to traffic mitigation with the three added parcels. Cody explained that the added parcels don't generate enough traffic to change the existing traffic impact studies. Jane talked about current traffic mitigation including the roundabout at 23 Road and Broadway, planned left turn lanes and the planned internal round about, all of which will mitigate traffic and create a safer environment.

Questions about the annexation of roadways and what is the eventual plan for Hwy 340. Cody and Jane explained that the 340 roundabout will start as one lane but can accommodate two lanes based on the design. The City's ultimate plan is for 340 to become four lanes from Ridges Blvd. to Redlands Parkway. When the roadway is widened to four lanes, the roundabout will also be modified to accommodate two lanes of traffic.

Question about how irrigation will be handled. It was explained that the overall project has 75+ irrigation shares and only the common areas will be irrigated. It was also explained that the project will keep most of the trails and maintain current hillsides. The recent 500-year storm event and drainage issues were discussed. Drainage for county residents is an issue and they were advised to talk to the county about the existing issues.

The attendees brought up the power outages that are still regularly occurring. Jane explained that they had notifications of regular outages with regards to the irrigation pumps. She noted that the development is required to install infrastructure as they go, including transformers, lines, etc. The outages tend to occur when it is very windy or hot.

The conversation shifted back to the ODP Amendment and dark sky policy. Cody reiterated that the phasing plan will likely change. He and Jane advised they are working with the city on the dark sky definition. Jane added that most existing residences are in the county and that the Redlands 360 development has to try and find a compromise that meets city code while providing a safe environment without overexposing. Redlands Mesa is a good example. The attendees wanted to know if there will be lighting limits on retail areas and the response was yes.

Final questions:

- Recap common areas/open space?
 - There are 11 parks, 7 trailheads or about 1/3 of the total acreage.
- When will construction of Filing 2 begin.
 - February 2026
- Filings 3 and 4?
 - About the same time.

The meeting adjourned at 7 PM.

Tuesday, October 21, 2025
Redlands 360 Proposed Annexation and Amended PD ODP
Adding approximately 29 acres (10 already in the City limits and 19 to be annexed)
Neighborhood Information Meeting – 5:30 PM
Monument Baptist Church
Located at 486 23 Road, Grand Junction, CO

Name	Address	Phone/Email
1. Lynn & Tyler	399 MIRADA CT	LYNN_MAWAHAN@hotmail.com
2. JACK Rogan	434 Athens Way	john.frogan@yahoo.com
3. Kristl Hottz	2285 S. Arriba Cr. GJ	kristlhtz16@yahoo.com
4. Kathy Weida	392 Caprock Ct	LasVegasKat36@hotmail.com
5. Denise & Sarah	204 Easter Hill Dr	denthom1958@msn.com
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Tuesday, October 21, 2025

Redlands 360 Proposed Annexation and Amended PD ODP

Adding approximately 29 acres (10 already in the City limits and 19 to be annexed)

Neighborhood Information Meeting – 5:30 PM

Monument Baptist Church

Located at 486 23 Road, Grand Junction, CO

Name	Address	Phone/Email
1. Ron & Brenda Winters	2305 S BROADWAY	970-210-9900
2. Sarah + Mark Caldwell	2281 Holy Cross Ct	972-998-5716
3. Wendy Beckius	203 Easter Hill Dr.	970-379-2155
4. Douglas Scott	2219 RENAISSANCE BLVD	402-479-3268
5. Ham & Craig Tate	2225 Redlands PKWY	970-618-5445
6. Tom & Diana Baumgarten	2307 S. Broadway	970-241-1798
7. Carol Coburn	108 Columbine Ct	970-778-1209
8. Steve & Natalie Husch	2284 Holy Cross Ct.	
9. Betty Balby	120 MESA GRANDE DR.	970-260-8032
10. Jimmy Gipple	442 Montero	970-477-3343
11. Doug Quimby	422 E Vermijo, Colorado Springs	
12. Sue Smith	2217 Renaissance Blvd	
13. Tracy Stokes - RCC		
14. Jan Quimby		
15. Jessica Johnson City of GJ		
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Tuesday, October 21, 2025

Redlands 360 Proposed Annexation and Amended PD ODP

Adding approximately 29 acres (10 already in the City limits and 19 to be annexed)

Neighborhood Information Meeting – 5:30 PM

Monument Baptist Church

Located at 486 23 Road, Grand Junction, CO

Name	Address	Phone/Email
1. Cheryl Cable	403 Mirada Ct.	
2. Doug O'Neil	214 Easter Hill Dr.	
3. Steve Casle	403 Mirada Ct.	
4. Britthey Archie	2220 Da Vinci	
5. Rip Archie	2220 Da Vinci	
6. Jim Di Girolamo	2282 Holy Cross Ct	
7. Dan & LaDonna Salame	2290 S Broadway	
8. Don Gravette	422 E Wernije Ln	don.gravette@one to plus.com
9. Melissa Connor	2219 Renaissance Blvd	
10.		
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2 EMBS TRUST
120 MESA GRANDE
GRAND JUNCTION CO 81507

2241 S BROADWAY LLC
1985 1/2 S BROADWAY
GRAND JUNCTION CO 81507

ABBOTT WILLIAM ALLEN
ABBOTT ROBERTA JEAN
435 RENAISSANCE CT
GRAND JUNCTION CO 81507

ALDOUS ZOE
449 S CAMP RD
GRAND JUNCTION CO 81507

ALLEN TODD
ALLEN KARI J
2140 SLOPE CREEK AVE
GRAND JUNCTION CO 81505

ANDERSON THOMAS MICHAEL
ANDERSON LINDSAY NICOLE
3393 FLORENCE WAY
DENVER CO 80238

ANDREWS WILLIAM M
ANDREWS ELENA J, HART LEANNE G &
CALABRESE KERRY J GRANTEE
BENEFICIARIES
375 CAPROCK DR
GRAND JUNCTION CO 81507

ANN W LEWIS UTA DATED APR 30 2015
SARGENT DALE
370 TEEGAN CT
GRAND JUNCTION CO 81507

APP TRUST
2216 DA VINCI PL
GRAND JUNCTION CO 81507

ARCHIE KIP DAVID
ARCHIE BRITTNEY NICOLE
2220 DA VINCI PL
GRAND JUNCTION CO 81507

ATCHLEY WILLIAM W
402 ALTAMIRA CT
GRAND JUNCTION CO 81507

ATKINS MITCHELL TALMADGE
ATKINS TRACY TWINN
221 ALCOVE DR
GRAND JUNCTION CO 81507

BAKER MICHAEL L
354 TEEGAN CT
GRAND JUNCTION CO 81507

BARGSTEN TOM S
BARGSTEN DIANA L
2307 S BROADWAY
GRAND JUNCTION CO 81507

BEAN JARED LEE
BEAN JAMI F
113 E ALCOVE DR
GRAND JUNCTION CO 81507

BECKIUS JOHN M
BECKIUS WENDY K
203 EASTER HILL DR
GRAND JUNCTION CO 81507

BELATTI DANIEL A
BELATTI HEIDI L
447 RENAISSANCE CT
GRAND JUNCTION CO 81507

BENNETT BETTY C
2324 S BROADWAY
GRAND JUNCTION CO 81507

BENNETT MICHAEL P
BENNETT TARA G
2270 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

BERGUER ALEXANDRA
COYLE BENJAMIN T
2199 S BROADWAY
GRAND JUNCTION CO 81507

BIGUM ALFRED BUSBY
BIGUM EDITH MARIE
432 ATHENS WAY
GRAND JUNCTION CO 81507

BIRD WILLIAM
BIRD MEREDITH K
200 EASTER HILL DR
GRAND JUNCTION CO 81507

BLAYLOCK CLINT
BLAYLOCK DANYIELLE
404 MIRADA CT
GRAND JUNCTION CO 81507

BLM
2815 H RD
GRAND JUNCTION CO 81506

BOARDWINE GWEN A
2287 HOLY CROSS CT
GRAND JUNCTION CO 81507

BOGART JASON
BOGART SARAH
212 EASTER HILL DR
GRAND JUNCTION CO 81507

BONAN-HAMADA CATHERINE M
BONAN-HAMADA EDWARD K
432 MONTERO ST
GRAND JUNCTION CO 81507

BOOTH ROBERT L
BOOTH ANDREA A
394 MIRADA CT
GRAND JUNCTION CO 81507

BRIGHTSTAR GOLF REDLANDS MESA
LLC
2325 W RIDGES BLVD
GRAND JUNCTION CO 81507

BROOM JEFFREY
2308 S BROADWAY
GRAND JUNCTION CO 81507

BUBAR RONNIE D
2333 S BROADWAY
GRAND JUNCTION CO 81507

BUTLER BRADLEY E
BUTLER BARBARA R, KMAIGIATTD TRST
DTD NOV 22 2019 GRANTEE BENEFICIARY
429 RIO VISTA RD
GRAND JUNCTION CO 81507

BUTSON JOSHUA LINCOLN
BUTSON TARA MAE
358 CAPROCK DR
GRAND JUNCTION CO 81507

CABLE STEVEN W
CABLE CHERYL A
403 MIRADA CT
GRAND JUNCTION CO 81507

CALDWELL SARAH DEW
CALDWELL JOHN MARK
2281 HOLY CROSS CT
GRAND JUNCTION CO 81507

CAMELOT INVESTMENTS LLC
809 LAKESIDE DR
CARBONDALE CO 81623

CHMURA BRUCE T
CHMURA SHARON F
437 MEADOWS WAY
GRAND JUNCTION CO 81507

CITY OF GRAND JUNCTION
JESSICA JOHNSEN
250 N 5TH ST
GRAND JUNCTION CO 81501

CLUB VILLAS HOMEOWNERS
ASSOCIATION INC
2325 W RIDGES BLVD
GRAND JUNCTION CO 81507

COFFELT CHRIS
COFFELT MELANIE
2283 CULEBRA PEAK CT
GRAND JUNCTION CO 81507

COHAN WILLIAM T
COHAN A R
2293 BROADWAY
GRAND JUNCTION CO 81507

COHEE JONATHAN LEE
COHEE STEFANIE ANN
2318 LONETREE
GRAND JUNCTION CO 81507

COHEN SETH HOWARD
COHEN JEANNE LYNETTE
2266 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

COLE MATTHEW W
477 23 RD
GRAND JUNCTION CO 81507

COLEMAN TYLER L
MILLOY HANNAH E
2286 HOLY CROSS CT
GRAND JUNCTION CO 81507

CONFIDENTIAL OWNER
CONFIDENTIAL OWNER
356 CAPROCK DR
GRAND JUNCTION CO 81507

CONFIDENTIAL OWNER
CONFIDENTIAL OWNER
440 RUST CT
GRAND JUNCTION CO 81507

CONFIDENTIAL OWNER
CONFIDENTIAL OWNER
445 ATHENS WAY
GRAND JUNCTION CO 81507

CONFIDENTIAL OWNER
CONFIDENTIAL OWNER
446 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

CONNOR & SCOTT LIVING TRUST
DATED AUG 8 2019
2219 RENAISSANCE BLVD
GRAND JUNCTION CO 81507

COPELAND JEFFREY T
COPELAND KATHLEEN M
448 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

COPPLE JAMES
9299 GYPSUM CREEK RD
GYPSUM CO 81637

CRUM STEVEN C
CRUM SANDRA K
383 CAPROCK DR
GRAND JUNCTION CO 81507

CULLINANE FAMILY LIV TRST U/A DTD
JAN 6 2022
2216 TUSCANY AVE
GRAND JUNCTION CO 81507

CUMMINGS RONALD R
CUMMINGS NANCY ELLEN
449 RENAISSANCE CT
GRAND JUNCTION CO 81507

CUNNINGHAM BARRY K
HURST KAREN J
2221 TUSCANY AVE
GRAND JUNCTION CO 81507

DATRI EDWARD JR
DATRI CECILIA
2289 CULEBRA PEAK CT
GRAND JUNCTION CO 81507

DEMUTH MICHAEL J
DEMUTH GRETCHEN D
2281 S BROADWAY
GRAND JUNCTION CO 81507

DERE BRIAN
DERE JENNIFER
1173 23 1/2 RD
GRAND JUNCTION CO 81505

DESROSIERS DON C
455 WILDWOOD DR
GRAND JUNCTION CO 81507

DISTINCTIVE DESIGN BUILD LLC
566 W CRETE CIR UNIT 4
GRAND JUNCTION CO 81505

DIX LAUREN
THOMPSON STEPHEN L
366 CAPROCK DR
GRAND JUNCTION CO 81507

DONALDSON KURTZ LIVING TRUST
DATED JUN 2 2017
2214 CANYON RIM DR
GRAND JUNCTION CO 81507

DUNCAN DARRELL LANE
DUNCAN MICHELE MARIE
449 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

DURHAM CHRISTOPHER SCOTT
DURHAM JEANETTE MARIE
396 MIRADA CT
GRAND JUNCTION CO 81507

ERB ROCKY
ANN ERB LORI
444 MONTERO ST
GRAND JUNCTION CO 81507

FITZGERALD STEPHEN J
FITZGERALD SHERYL S
441 ATHENS WAY
GRAND JUNCTION CO 81507

FIXTURE STUDIO CONSTRUCTION &
DEVELOPMENT LLC
600 ROOD AVE STE 301
GRAND JUNCTION CO 81501

FORD SCOTT
FORD SHANNA
386 TEEGAN CT
GRAND JUNCTION CO 81507

FOWLER MICHAEL H
440 MONTERO ST
GRAND JUNCTION CO 81507

FREEMAN DANIEL ADAM
FREEMAN KATHERINE
2879 MESA AVE
GRAND JUNCTION CO 81501

FREEMAN DOUGLAS
FREEMAN ANUPAMA
438 RENAISSANCE CT
GRAND JUNCTION CO 81507

GAASCHE GLENN
GAASCHE BARBARA
2286 S BROADWAY
GRAND JUNCTION CO 81507

GALLEGOS-MARTINEZ ALLISON
AMBRIZ AMBRIZ DANIEL
424 LOIS ST
CLIFTON CO 81520

GARRISON DANIEL ALAN
BELL SARAH ANNE
2217 TUSCANY AVE
GRAND JUNCTION CO 81507

GAURMER ZACKARY D
GAURMER JAIME A
103 ALCOVE DR
GRAND JUNCTION CO 81507

GECHTER CHARLIE
ECHTER WENDI
218 EASTER HILL DR
GRAND JUNCTION CO 81507

GEE VICTORIA L
BOERNER SEAN
2289 HOLY CROSS CT
GRAND JUNCTION CO 81507

GIALLANZA CHARLES A
GIALLANZA TRISHA A
2223 TUSCANY AVE
GRAND JUNCTION CO 81507

GNEISS HOME LLC
611 24 RD UNIT 1
GRAND JUNCTION CO 81505

GODS COUNTRY HOMES LLC
1173 23 1/2 RD
GRAND JUNCTION CO 81505

GOETZMANN CUSTOM HOMES INC
PO BOX 331
MONUMENT CO 80132

GOETZMANN PHILIP A
7595 WINDING OAKS DR
COLORADO SPRINGS CO 80919

GONYEAU JAY E
GONYEAU LEAH L, GONYEAU BRADFORD
JAY GRANTEE BENEFICIARY
381 CAPROCK DR
GRAND JUNCTION CO 81507

GONZALES JEROME
364 TEEGAN CT
GRAND JUNCTION CO 81507

GONZALEZ ERIC A
GONZALEZ ERICA
985 MARTINGROVE CT
WESTERVILLE OH 43081

GOODWILL MICHAEL E
GOODWILL CLIFFORD L
437 RUST CT
GRAND JUNCTION CO 81507

GRAND JUNCTION LAND COMPANY
LLC
600 HOPKINS AVE STE 303
ASPEN CO 81611

GRAND VALLEY INVESTMENT GROUP
LLC
1755 TELSTAR DR STE 109
COLORADO SPRINGS CO 80920

GRAND VALLEY INVESTMENT GROUP LLC
REDLANDS THREE SIXTY LLC, JANE
QUIMBY
422 E VERMIJO AVE STE 100
COLORADO SPRINGS CO 80903

GUNTER THOMAS A
GUNTER JUANITA
451 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

GUSTAFSON BRYCE
106 1/2 EASTER HILL DR
GRAND JUNCTION CO 81507

GUTHRO JAMES P
GUTHRO NICOLEENA M
380 CAPROCK DR
GRAND JUNCTION CO 81507

HALL SCOTT T
HALL LAUREN E
2215 TUSCANY AVE
GRAND JUNCTION CO 81507

HALLIDAY STEVAN W
DALLAGO REGINA A
395 MIRADA CT
GRAND JUNCTION CO 81507

HAMON STANLEY A
HAMON PAMELA H
434 RUST CT
GRAND JUNCTION CO 81507

HARAWAY JAMES A
MARTHA C HARAWAY
377 CAPROCK DR
GRAND JUNCTION CO 81507

HARMELING MICHAEL B
HARMELING CASSIE C
103 N EASTER HILL DR
GRAND JUNCTION CO 81507

HARRIS DANIEL L
HARRIS JENNIFER C
396 CAPROCK CT
GRAND JUNCTION CO 81507

HARRIS JUSTIN D
2225 TUSCANY AVE
GRAND JUNCTION CO 81507

HARSHA MARK
HARSHA DANEEN M
376 CAPROCK DR
GRAND JUNCTION CO 81507

HARTSFIELD ELLEN ATHENA
211 OAK DR
DURANGO CO 81301

HASTY TINA
HASTY SHAWN
2287 BROADWAY
GRAND JUNCTION CO 81507

HAUER KYLA ANN
470 23 RD
GRAND JUNCTION CO 81507

HECKEL TIMOTHY L
HECKEL CLAUDIA L
445 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

HEMSTAD ERIK A
393 MIRADA CT
GRAND JUNCTION CO 81507

HERBERT & LAURIE AM HOLZBAUER
LIV TRST DTD AUG 29 2017
506 BLEVINS RD
GRAND JUNCTION CO 81507

HERRERA JUAN ESPINOZA
ESPINOZA LILY
2299 BROADWAY
GRAND JUNCTION CO 81507

HILL KIM
2276 HOLY CROSS CT
GRAND JUNCTION CO 81507

HOAGLUND ROGER M
HOAGLUND DELORES J
2239 S BROADWAY
GRAND JUNCTION CO 81507

HOFFMAN MICHAEL R
GOAD DOLORES S
401 MIRADA CT
GRAND JUNCTION CO 81507

HOLTZ PETER G
3204 RAYBURN ST
LAS VEGAS NM 87701

HOOPER DANIEL JR
HOOPER CARRIE
2269 HOLY CROSS WAY
GRAND JUNCTION CO 81507

HOSKIN GREGORY K
HOSKIN DOROTHY D
411 RIO VISTA RD
GRAND JUNCTION CO 81507

HOUK RICHARD D
HOUK THERESE L
398 CAPROCK CT
GRAND JUNCTION CO 81507

HOWARD CRAIG A
HOWARD LAURA A
2292 S ARRIBA CIR
GRAND JUNCTION CO 81507

HOWARD JOHN V JR
HOWARD VALERIE MARIE
360 CAPROCK DR
GRAND JUNCTION CO 81507

HUSCH STEVEN C
HUSCH NATALIE A
2284 HOLY CROSS CT
GRAND JUNCTION CO 81507

HYATT FAMILY TRUST DATED
09/21/2004
2262 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

HYDE DUSTIN
2296 BROADWAY
GRAND JUNCTION CO 81507

JANE CLEVINGER FAMILY TRUST
2536 RIMROCK DR #319
GRAND JUNCTION CO 81505

JEFFREY A SMITH & SUE A MITCHELL-
SMITH REV TRST APR 19 2017
RESTATEMENT
2217 RENAISSANCE BLVD
GRAND JUNCTION CO 81507

JIMTOWN ENTERPRISES LLC
2500 BROADWAY UNIT B PMB 235
GRAND JUNCTION CO 81507

JLC MAGNUS LLC
2125 BUTTERFIELD DR #225
TROY MI 48084

JOHNSON EMERY C
JOHNSON DARLENE
2325 1/2 S BROADWAY
GRAND JUNCTION CO 81507

JOHNSON FAMILY TRUST DATED OCT
29 2018
4006 CAMINITO TERVISIO
SAN DIEGO CA 92122

JOHNSON KYLE R
JOHNSON TRICIA L F
437 RENAISSANCE CT
GRAND JUNCTION CO 81507

JORGENSEN GARY JOHN
JORGENSEN COLLEEN KAY
385 CAPROCK DR
GRAND JUNCTION CO 81507

JOY AMY
434 MEADOWS WAY
GRAND JUNCTION CO 81507

KEMPA RICHARD P
STRINGHAM FERN M
2309 BROADWAY
GRAND JUNCTION CO 81507

KENAGY RICHARD T
KENAGY ALLYSON R
2288 S BROADWAY
GRAND JUNCTION CO 81507

KENDALL DONALD E
KENDALL JULIE D
360 TEEGAN CT
GRAND JUNCTION CO 81507

KERSHAW GARY J
KERSHAW LAURIE K
1205 W 11TH CT
BROOMFIELD CO 80020

KILLE NANCY L
KILLE RANDALL GENE
433 RUST CT
GRAND JUNCTION CO 81507

KINNICK RAYMOND THOMAS JR
206 EASTER HILL DR
GRAND JUNCTION CO 81507

KINSEY FAMILY TRUST DATED APR 6
2016
356 TEEGAN CT
GRAND JUNCTION CO 81507

KINTZ DANIEL C
KINTZ KIMBERLY M
436 MONTERO ST
GRAND JUNCTION CO 81507

KLINETOBE DONALD
KLINETOBE LEANN
447 ATHENS WAY
GRAND JUNCTION CO 81507

KOLLAR STEVEN W
THON-KOLLAR LISA ANN
433 RENAISSANCE CT
GRAND JUNCTION CO 81507

LAIBLE JASON
436 ATHENS WAY
GRAND JUNCTION CO 81507

LAPLANTE JOHN B
LAPLANTE LAURIE L
404 MONTERO ST
GRAND JUNCTION CO 81507

LECRONE SCOTT W
LECRONE CAROL L
2327 S BROADWAY
GRAND JUNCTION CO 81507

LEONARD DARIN J
367 TEEGAN CT
GRAND JUNCTION CO 81507

LESJAK TEGAN J
LESJAK KELLEY M
2297 BROADWAY
GRAND JUNCTION CO 81507

LEWTON JAMES B
LEWTON SHANNON M
106 EASTER HILL CT
GRAND JUNCTION CO 81507

LIBERTY BAPTIST CHURCH
450 S CAMP RD
GRAND JUNCTION CO 81507

LIKOVICH STEVEN
LIKOVICH SUSAN J
445 RENAISSANCE CT
GRAND JUNCTION CO 81507

LITTEN GREGORY
LITTEN BRIDGET
2288 HOLY CROSS CT
GRAND JUNCTION CO 81507

LOPEZ CHRISTINA
LOPEZ RENNATO
2271 HOLY CROSS WAY
GRAND JUNCTION CO 81507

LOWER VALLEY HOSPITAL
ASSOCIATION
300 W OTTLEY AVE
FRUITA CO 81521

LUCERO CATHERINE S
SCHULTZ DEZJAX GRANTEE
BENEFICIARY
437 ATHENS WAY
GRAND JUNCTION CO 81507

MAEZ SHIELA
MAEZ THOMAS, SIMPLEMAN JOYCE D,
SIMPLEMAN ROBERT J
2231 MOWRY DR
GRAND JUNCTION CO 81507

MANAHAN LYNN R
399 MIRADA CT
GRAND JUNCTION CO 81507

MANN KRISTIN
2243 S BROADWAY
GRAND JUNCTION CO 81507

MANZANAREZ MONICA J
MANZANAREZ JOSEPH A
2214 TUSCANY AVE
GRAND JUNCTION CO 81507

MARCHAL BERTRAND
MARCHAL LAURA
PO BOX 2347
TELLURIDE CO 81435

MARILYN KAY SCHIVELEY FAMILY TRST
DTD MAR 22 2005
DOWLING-STEINBACH TRUST DATED OCT 6
2006
1067 LEDGESTONE DR
FOLSOM CA 95630

MARK THOMAS STOLTE REV TRST
DTD JUN 7 2022
2297 LONETREE
GRAND JUNCTION CO 81507

MARTINEZ JUAN
2305 BROADWAY
GRAND JUNCTION CO 81507

MATTFAM MARITAL TRUST
MATTFAM FAMILY TRUST
2525 DOTTIE LN UNIT B
GRAND JUNCTION CO 81506

MATTHEW KENT & JOANNA MARIE
DIERS LIVING TRUST
537 36 3/4 RD
PALISADE CO 81526

MATTHEWS LARRY I
COLLIER VANESSA L
8919 RUM RUNNER PL
BRADENTON FL 34212

MAVES CONSTRUCTION INC
2524 W PINYON AVE STE A
GRAND JUNCTION CO 81505

MBJ FAMILY LLC
2347 S RIM DR
GRAND JUNCTION CO 81507

MCILNAY DAVID
MCILNAY LORNA
438 ATHENS WAY
GRAND JUNCTION CO 81507

MCKISSEN JANET L
MCKISSEN JERRY L
217 EASTER HILL DR
GRAND JUNCTION CO 81507

MCLEMORE ERIN E
411 MIRADA CT
GRAND JUNCTION CO 81507

MEADOWLARK ON BROADWAY LLC
424 E MAYFIELD DR
GRAND JUNCTION CO 81507

MESTAS LANCE A
CADAVAL MARGIE B
445 S CAMP RD
GRAND JUNCTION CO 81507

MINNICK TYLER J
MINNICK ANDREA P
359 TEEGAN CT
GRAND JUNCTION CO 81507

MITCHELL ROBIN R
2295 LONETREE
GRAND JUNCTION CO 81507

MJCL3 LLC
451 S CAMP RD
GRAND JUNCTION CO 81507

MONROE STUART R
MONROE LOIS R
1102 GOLDENROD CIR
BROOMFIELD CO 80020

MONTALBANO TONY
MONTALBANO HEATHER MARIE
2536 RIMROCK AVE STE 400-344
GRAND JUNCTION CO 81505

MONUMENT BAPTIST CHURCH
PO BOX 1327
GRAND JUNCTION CO 81502

MORGAN DIANA L
MORGAN RICKY E
198 EASTER HILL DR
GRAND JUNCTION CO 81507

MUSEUM OF WESTERN COLORADO
PO BOX 20000-5020
GRAND JUNCTION CO 81502

NEELY JAMES M
WHITEFIELD-NEELY SUSAN K
435 ATHENS WAY
GRAND JUNCTION CO 81507

NESTE MICHAEL
WOODMORE KIRRILY
726 MALACHI ST
GRAND JUNCTION CO 81507

NEWITT MARK D
NEWITT TAMEE J
2291 BROADWAY
GRAND JUNCTION CO 81507

NEWMAN SHARRON L
ALLEN LOGAN
391 MIRADA CT
GRAND JUNCTION CO 81507

NORRIS PATRICK
MANDERSCHIED ANGELA
444 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

NOVAK MARY S
NOVAK ANGELA M
443 ATHENS WAY
GRAND JUNCTION CO 81507

NUTTALL MICHAEL J
NUTTALL MARY JO
2327 1/2 S BROADWAY
GRAND JUNCTION CO 81507

OCONNOR WILLIAM J
OCONNOR SUSAN A
438 RUST CT
GRAND JUNCTION CO 81507

ODONNELL FAMILY TRUST
379 CAPROCK DR
GRAND JUNCTION CO 81507

ONECOLORADO LTD
300 MAIN ST STE 302
GRAND JUNCTION CO 81501

O'NEIL BEVERLY C
214 EASTER HILL DR
GRAND JUNCTION CO 81507

OTT SARAH L
THOMPSON DENISE M
204 EASTER HILL DR
GRAND JUNCTION CO 81507

PARSONS GREG T
2219 TUSCANY AVE
GRAND JUNCTION CO 81507

PAUL ERIC
PAUL LAURA E
447 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

PEARSON JOSHUA D
2298 BROADWAY
GRAND JUNCTION CO 81507

PETERMAN NOAH J
439 RUST CT
GRAND JUNCTION CO 81507

PETERSON ALICE L
PETERSON BRIAN
1503 W COLLEGE DR
CHEYENNE WY 82007

PIATANESI JOHN W
PIATANESI DAWN M
374 CAPROCK DR
GRAND JUNCTION CO 81507

PLIENESS RYAN CHARLES
PLIENESS STEPHANIE MARIE
210 EASTER HILL DR
GRAND JUNCTION CO 81507

PODOLL JOSHUA S
2228 S BROADWAY
GRAND JUNCTION CO 81507

POLLARD COURTNEY KIERSTEN
SHEMONSKI MICHAEL ANTHONY
2254 N EASTER HILL DR
GRAND JUNCTION CO 81507

POTYONDY ISTVAN
POTYONDY MARTHA M
452 ATHENS WAY
GRAND JUNCTION CO 81507

PRICE JAY A
PRICE BARBARA E; ROSSMAN JENNIFER S,
PRICE JOSEPH A & ELIZABETH G GRANTEE
BENEFICIARIES
436 RUST CT
GRAND JUNCTION CO 81507

PRUETT HOMES LLC
3313 E IMPALA AVE
MESA AZ 85204

PRUITT LORRAINE MARIE
PRUITT RONALD RALPH
2285 HOLY CROSS CT
GRAND JUNCTION CO 81507

RAMSEY GREGORY
RAMSEY DANETTE
208 EASTER HILL DR
GRAND JUNCTION CO 81507

RATTAN LINDA C
2226 S BROADWAY APT #1
GRAND JUNCTION CO 81507

REDLANDS 360 METROPOLITAN
DISTRICT NO 9
REDLANDS THREE SIXTY LLC
9540 FEDERAL DR STE 200
COLORADO SPRINGS CO 80921

REDLANDS 360/GJLC
KRISTEN ASHBECK
380 SORREL ST
GRAND JUNCTION CO 81501

REDLANDS COMMUNITY CHURCH
2327 BROADWAY
GRAND JUNCTION CO 81507

REDLANDS PENTECOSTAL CHURCH OF
GOD
COLORADO DISTRICT PENTECOSTAL
CHURCH OF GOD
100 VISTA GRANDE RD
GRAND JUNCTION CO 81507

REDLANDS WATER & POWER
COMPANY
2216 S BROADWAY
GRAND JUNCTION CO 81507

REID SCOTT E
REID ELLEN A
440 RENAISSANCE CT
GRAND JUNCTION CO 81507

RENAISSANCE 360 HOMEOWNERS
ASSOCIATION
1755 TELSTAR DR STE 211
COLORADO SPRINGS CO 80920

RHEIN JASON A
RHEIN KATHY D
202 EASTER HILL DR
GRAND JUNCTION CO 81507

RILEY DAVID K
101 ALCOVE DR
GRAND JUNCTION CO 81507

RISKEY KENNETH W
RISKEY KATHLEEN C
409 MIRADA CT
GRAND JUNCTION CO 81507

RITCHIE ANDREW J
VANDERBUSH DANI J
2307 BROADWAY
GRAND JUNCTION CO 81507

ROBERT M RICKETTS & DONNA A
SCHULTZ FAMILY TRUST
446 MONTERO ST
GRAND JUNCTION CO 81507

ROBERT S & KATRINIA D BRISTOL
TRSTEES OF ROBERT S & KATRINA D
BRISTOL REV LIV TRST DTD 2/16/2019
448 ATHENS WAY
GRAND JUNCTION CO 81507

ROBERTS MICHAEL D
2336 MERIDIAN CT
GRAND JUNCTION CO 81507

ROGAN FAMILY LIVING TRUST
ROGAN JOHN F & JUDITH L
TRUSTEES
434 ATHENS WAY
GRAND JUNCTION CO 81507

ROSELYNN HUGHES LIVING TRUST
2229 REDLANDS PKWY
GRAND JUNCTION CO 81507

ROSENBERG FAMILY TRUST
365 TEEGAN CT
GRAND JUNCTION CO 81507

ROSS TERRY
439 MEADOWS WAY
GRAND JUNCTION CO 81507

SALAMUN DANIEL L
SALAMUN LADONNA F
2290 S BROADWAY
GRAND JUNCTION CO 81507

SASSO JOHN A
SASSO BONNIE J
2268 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

SAYLOR CLARENCE MICHAEL
SAYLOR JODI E
2222 RENAISSANCE BLVD
GRAND JUNCTION CO 81507

SCHEDLER SHERRY A KIM
431 RENAISSANCE CT
GRAND JUNCTION CO 81507

SCHNELL RICHARD H
SCHNELL CATHRYN E
2288 1/2 S BROADWAY
GRAND JUNCTION CO 81507

SCHWEIZER RICHARD J
SCHWEIZER VICKI A
397 S CAMP RD
GRAND JUNCTION CO 81507

SCULLY DAVID C
HARKNESS CHRISTINE R
444 RENAISSANCE CT
GRAND JUNCTION CO 81507

SEAGREN THOMAS
SEAGREN SHARI
454 ATHENS WAY
GRAND JUNCTION CO 81507

SHANNON WILLIAM M
CRICKMER ANNA M
110 COLUMBINE CT
GRAND JUNCTION CO 81507

SHAPIRO ESTHER M
CARLIN JOAN DOROTHY
435 RUST CT
GRAND JUNCTION CO 81507

SHEA JAMES K
SHEA THERESA O
438 MEADOWS WAY
GRAND JUNCTION CO 81507

SIKULE DAVID M
SIKULE JESSICA D
453 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

SIMMERMAN OTTO
SIMMERMAN MELANIE
9946 ETLING DR
MARSHALLVILLE OH 44645

SISSON WILLIAM TODD
397 MIRADA CT
GRAND JUNCTION CO 81507

SKY VIEW PROPERTIES
588 GRAND CASCADE WAY
GRAND JUNCTION CO 81501

SMITH PEGGY A
SMITH SILAN D; SMITH SHANNON D &
SPALDING HEATHER S GRANTEE
BENEFICIARIES
378 CAPROCK DR
GRAND JUNCTION CO 81507

SPANGLER MICHAEL A
SPANGLER NANCY J
450 ATHENS WAY
GRAND JUNCTION CO 81507

STARLIETH LLC
2879 1/2 NAVAJO WAY
GRAND JUNCTION CO 81506

STEELE MATTHEW M
STEELE HEATHER H
413 MIRADA CT
GRAND JUNCTION CO 81507

STELMACH LAWRENCE JOSEPH
STELMACH JOLENE ANN
2221 DA VINCI PL
GRAND JUNCTION CO 81507

SUMNER JOSEPH LORENZO
HAGERMAN NANCY ADAMS
2282 CULEBRA PEAK CT
GRAND JUNCTION CO 81507

SUSCO SHANNAN
SUSCO NICHOLAS S III
354 CANYON RIM TRAIL
GRAND JUNCTION CO 81507

SWARTZ KYLE
SWARTZ JENELLE
444 ATHENS WAY
GRAND JUNCTION CO 81507

TATE CRAIG L
TATE PAMELA A
2225 REDLANDS PKWY
GRAND JUNCTION CO 81507

TAYLOR DEAN A
2295 BROADWAY
GRAND JUNCTION CO 81507

THOMPSON DAVID A
THOMPSON MEGAN J
423 RIO VISTA RD
GRAND JUNCTION CO 81507

THOMPSON DONALD L
THOMPSON MARILYN A
443 MONTERO ST
GRAND JUNCTION CO 81507

TOMAS CELAYETA TRUST DATED JUN
15 2016
1155 20 RD
FRUITA CO 81521

TRUNZO DONALD
TRUNZO DEBORAH L
388 CAPROCK CT
GRAND JUNCTION CO 81507

TRUST AGREEMENT #1 JAN DI
GIROLAMO
2282 HOLLY CROSS CT
GRAND JUNCTION CO 81507

TURNER STEVEN
TURNER KELLEY
2292 S BROADWAY
GRAND JUNCTION CO 81507

UTE WATER CONSERVANCY DISTRICT
PO BOX 460
GRAND JUNCTION CO 81502

VANDERVIJREN DAVID
442 ATHENS WAY
GRAND JUNCTION CO 81507

VANSICKLE RICHARD
PEARSON ANNE
353 CANYON RIM TRAIL
GRAND JUNCTION CO 81507

VAT LAM
2219 DA VINCI PL
GRAND JUNCTION CO 81507

VESELY KENNETH D
VESELY CONNIE J
2294 BROADWAY
GRAND JUNCTION CO 81507

WACKER MARTIN
PRUITT RIE
117 EASTER HILL DR
GRAND JUNCTION CO 81507

WALKER DONALD A
MILLER LORELEI J
408 MIRADA CT
GRAND JUNCTION CO 81507

WARNER MICHAEL S
407 MIRADA CT
GRAND JUNCTION CO 81507

WARR RYAN J
WARR LAVINIA I
2274 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

WATERS RONALD G
WATERS BRENDA; WATERS ANGIE R &
CLINTON J GRANTEE BENEFICIARIES
2305 S BROADWAY
GRAND JUNCTION CO 81507

WEBB DEE ANN
WEBB MARK H
105 N EASTER HILL DR
GRAND JUNCTION CO 81507

WEBER ERIN KATHERINE
WEBER MARY
2296 S BROADWAY
GRAND JUNCTION CO 81507

WEIDA P MARK
WEIDA KATHLEEN A
392 CAPROCK CT
GRAND JUNCTION CO 81507

WELCH JOHN T
COBURN CAROL A
108 COLUMBINE CT
GRAND JUNCTION CO 81507

WHITCOMB JOHN F
WHITCOMB NUALA P, MAEZ SHIELA &
THOMAS, WERTZ SHERRY L
484 22 1/4 RD
GRAND JUNCTION CO 81507

WHITESIDE GRIFFIN
WHITESIDE PATRICIA
2272 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

WIBBELSMAN CHRISTOPHER
JOSEPH
WIBBELSMAN CHERIE JEAN
370 CAPROCK DR
GRAND JUNCTION CO 81507

WIBBELSMAN RICHARD D
WIBBELSMAN JUDITH ANN
446 ATHENS WAY
GRAND JUNCTION CO 81507

WILBOURN MICHAEL R
WILBOURN DOROTHY W
2294 S BROADWAY
GRAND JUNCTION CO 81507

WILKEY MARTIN F
WILKEY VICKI LOUISE
2273 HOLY CROSS WAY
GRAND JUNCTION CO 81507

WILLIAM G & KAYE F BUXMAN REV
TRST DTD 12/7/96
2269 N EASTER HILL DR
GRAND JUNCTION CO 81507

WILLIAMS CHRISTOPHER S
WILLIAMS ERIN K
104 N EASTER HILL DR
GRAND JUNCTION CO 81507

WILLIAMS CLIFFORD M
WILLIAMS CYNTHIA G
358 TEEGAN CT
GRAND JUNCTION CO 81507

WILLIAMS J BRIAN
WILLIAMS AIMEE A
364 CAPROCK DR
GRAND JUNCTION CO 81507

WILLIS MICHELE MARIE
WILLIS SIMON MATT
361 TEEGAN CT
GRAND JUNCTION CO 81507

WINEGARDNER TIMOTHY O
WINEGARDNER KAREN E
504 CODY DR
GRAND JUNCTION CO 81507

WITSMAN DEBORAH LYNN
213 EASTER HILL DR
GRAND JUNCTION CO 81507

WOODROW SCOTT C
WOODROW PAMELA
436 MEADOWS WAY
GRAND JUNCTION CO 81507

WOODS HARLAN D
WOODS HANNAH R
197 EASTER HILL DR
GRAND JUNCTION CO 81507

WRIGHT MICHAEL DEREK
WRIGHT ATHENA DARLENE
2218 TUSCANY AVE
GRAND JUNCTION CO 81507

YANOWICH STEPHEN ALAN
YANOWICH TAMMIE SPEAR
215 EASTER HILL DR
GRAND JUNCTION CO 81507

YATER RON
YATER JANE
2302 S BROADWAY
GRAND JUNCTION CO 81507

YOLANDA MITCHELL-OVIATT TRST
DTD & AMNDD ON 2/25/2021
441 S CAMP RD
GRAND JUNCTION CO 81507

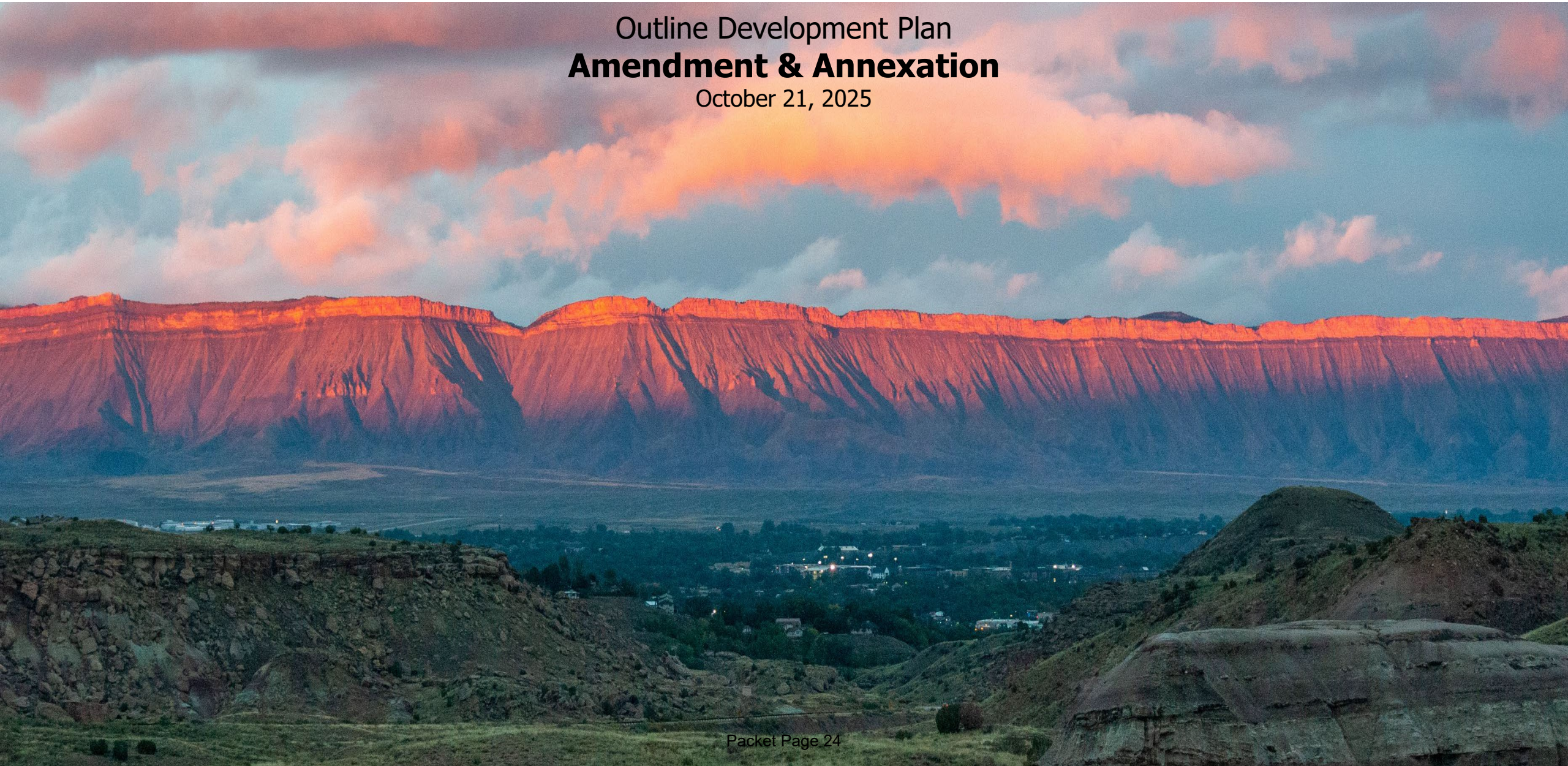
YOUNG WILLIAM JOHN
101 COLUMBINE DR
GRAND JUNCTION CO 81507

YOUNGER DAVID LAWRENCE
YOUNGER TOBIAS
105 ALCOVE DR
GRAND JUNCTION CO 81507

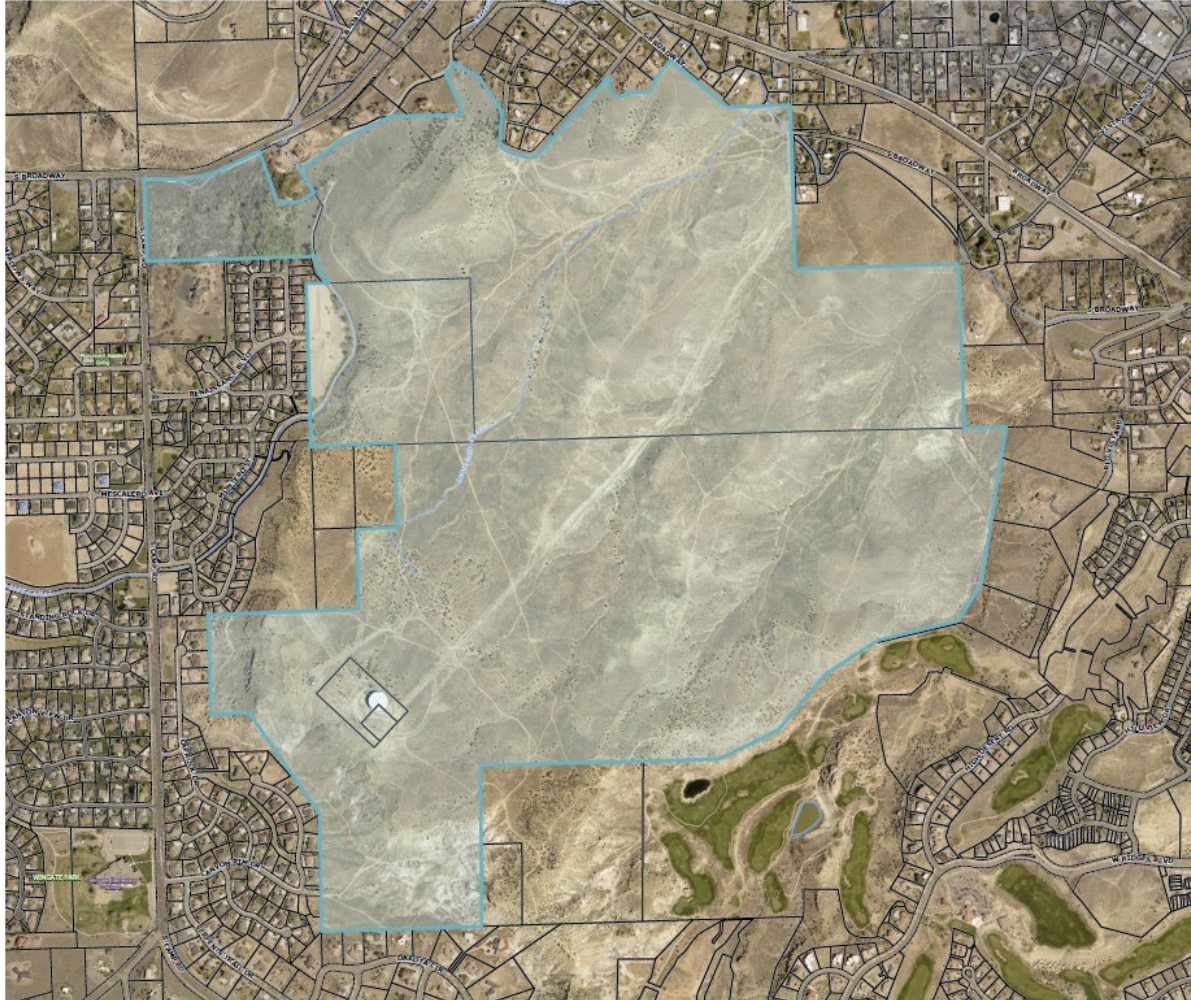
YUNIS OMAR
STRAIGHT ALEXANDRA E
2281 CULEBRA PEAK CT
GRAND JUNCTION CO 81507



Outline Development Plan
Amendment & Annexation
October 21, 2025



Project Overview



- The property, consisting of 628.9 acres (including Renaissance 360 & Canyon Rim 360), will be developed with a spectrum of residential products and a variety of active and passive recreational opportunities.
- A range of 1,300 to 1,750 residential units are planned for the community creating an approximate gross density range of 2.16 to 2.92 dwelling units per acre.
- Six acres of commercial/mixed use property are also planned for the community.
- A minimum of 35 acres of traditional parks and 150 acres of unique parks and open space totaling 30% of the total acreage will be built and open to the public. The City code requires 10% of the land be dedicated as park/open space.

Redlands 360 Outline Development Plan (ODP) Amendment & Annexation Summary

- Amend the currently approved Redlands 360 ODP to incorporate +/- 29 acres of land recently acquired by Redlands Three-Sixty, LLC.
 - Two 5-acre parcels and a 19-acre parcel
- Update the ODP with these three parcels of land which will depict single family detached land use for the zoning for each parcel with a preliminary estimate of 74 lots on 29 acres.
- The ODP Development Progression Plan (phasing plan) will also be updated with what has currently been completed as well as changes to the phasing based on current development and market information for the project.
- All Redlands 360 ODP graphics that do not currently show these parcels included will need to be updated.
- An ODP Outdoor Lighting policy and graphic will be added to the ODP amendment. This policy will adopt dark sky standards for street and pedestrian lighting that will apply solely to this community and applied outside of the City's current lighting code.
- The 19-acre parcel is currently outside the City limits and will be annexed into the City as part of this process.

Adjacent Land Purchases

Purchases:

- Ms. Bennet – 19.0 ac
- Mr. Lippoth – 5.0 ac
- Mr. Oberto – 5.0 ac



LAND USE PLAN LEGEND

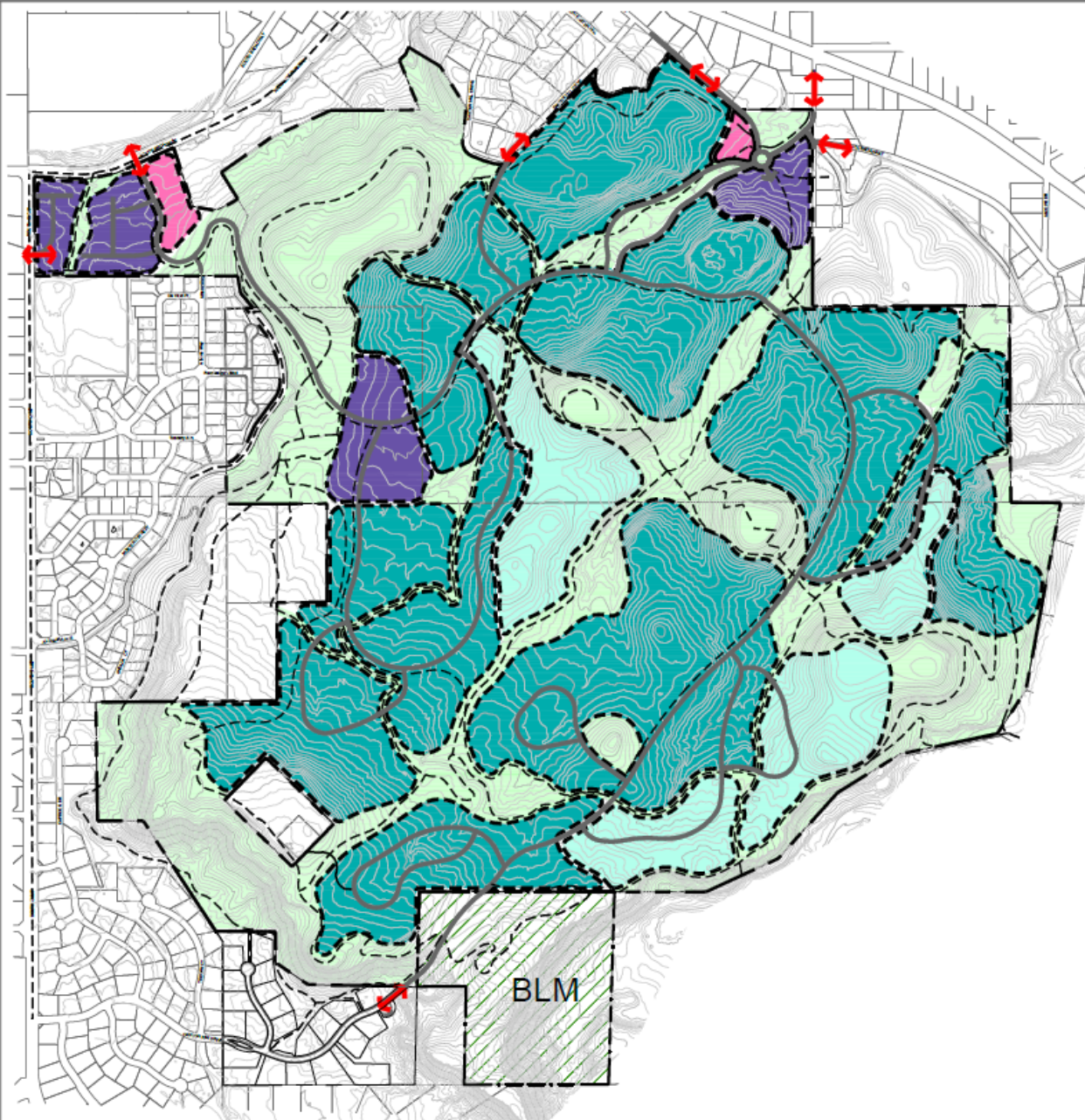
- PROJECT BOUNDARY LINE
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MULTI-FAMILY/HIGH DENSITY
- COMMERCIAL
- OPEN SPACE
- ROAD NETWORK
- TRAILS
- ACCESS POINTS

TABLE 1
DEFAULT STANDARDS

Dimensional Summary Table	Low Density Residential	Medium Density Residential	Multi Family & High Density	Commercial B-1	Open Space CSR
City Default Zone Criteria	R-4	R-12	R-16	B-1	CSR
Lot Area (min. ft.)	0	0	0	0	0
Width (min. ft.)	60	30	20	0	0
Frontage (min. ft.)	20	20	20	0	0
Frontage on cul-de-sac (min. ft.)	0	0	0	0	0
Setback Principal Structure					
Front (min. ft.)	20	20	20	0	15
Side (min. ft.)	5	5	5	5	0
Side - abutt residential (min. ft.)	0	0	0	10	10
Rear (min. ft.)	25	10	10	0	10
Accessory Structure					
Front (min. ft.)	20	25	25	25	15
Side (min. ft.)	3	3	3	0	0
Side - abutt residential (min. ft.)	0	0	0	0	5
Rear (min. ft.)	5	5	5	0	10
Bulk / Other Dimensional					
Lot coverage (max.)	50%	75%	75%	100%	100%
Height (max. ft.)	40	40	50	50	65
Density (min. units per acre)	0	2	5.5	0	0
Density (max. units per acre)	4	12	16	18	0
Cluster allowed	No	No	No		

TABLE 2

LAND USE	AREA	MINIMUM DENSITY	MAXIMUM DENSITY
LOW DENSITY RESIDENTIAL	MIN 60 ACRES	60 UNITS	240 UNITS
MEDIUM DENSITY RESIDENTIAL	MIN 298 ACRES	596 UNITS	3576 UNITS
MULTI FAMILY/HIGH DENSITY	MAX 32 ACRES	384 UNITS	512 UNITS
COMMERCIAL / MIXED USE	UP TO 6 ACRES	0 UNITS	100 UNITS
OPEN SPACE/CSR	NO LESS THAN 185 ACRES	-----	-----
PLANNED DEVELOPMENT RANGE		1300 UNITS	1750 UNITS



LAND USE PLAN LEGEND

- PROJECT BOUNDARY LINE
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MULTI-FAMILY/HIGH DENSITY
- COMMERCIAL
- OPEN SPACE
- ROAD NETWORK
- TRAILS
- ACCESS POINTS

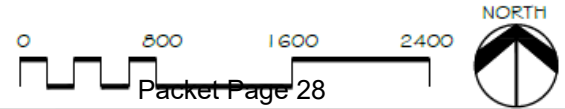
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Frontage (min. ft.)	20	20	20	0	0
Frontage on cul-de-sac (min. ft.)	0	0	0	0	0
Setback					
Principal Structure					
Front (min. ft.)	20	20	20	0	15
Side (min. ft.)	5	5	5	5	0
Side - abutt residential (min. ft.)	0	0	0	10	10
Rear (min. ft.)	25	10	10	0	10
Accessory Structure					
Front (min. ft.)	20	25	25	25	15
Side (min. ft.)	3	3	3	0	0
Side - abutt residential (min. ft.)	0	0	0	0	5
Rear (min. ft.)	5	5	5	0	10
Bulk / Other Dimensional					
Lot coverage (max.)	50%	75%	75%	100%	100%
Height (max. ft.)	40	40	50	50	65
Density (min. units per acre)	0	2	5.5	0	0
Density (max. units per acre)	4	12	16	18	0
Cluster allowed	No	No	No		

TABLE 2

LAND USE	AREA	MINIMUM DENSITY	MAXIMUM DENSITY
LOW DENSITY RESIDENTIAL	MIN 60 ACRES	60 UNITS	340 UNITS
MEDIUM DENSITY RESIDENTIAL	MIN 298 ACRES	596 UNITS	3576 UNITS
MULTI FAMILY/HIGH DENSITY	MAX 32 ACRES	384 UNITS	512 UNITS
COMMERCIAL / MIXED USE	UP TO 6 ACRES	0 UNITS	100 UNITS
OPEN SPACE/CSR	NO LESS THAN 185 ACRES	-----	-----
PLANNED DEVELOPMENT RANGE		1300 UNITS	1750 UNITS

**Redlands 360 Outline Development Plan
Exhibit 3: Land Use and Default Zones**



Clavonne, Roberts & Associates, Inc.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com
970-241-0745 (P) 970-241-0765 (FX)



LAND USE PLAN LEGEND

- PROJECT BOUNDARY LINE
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MULTI-FAMILY/HIGH DENSITY
- COMMERCIAL
- OPEN SPACE
- ROAD NETWORK TRAILS ACCESS POINTS

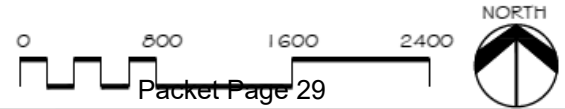
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DEFAULT STANDARDS**

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Frontage (min. ft.)	20	20	20	0	0
Frontage on cul-de-sac (min. ft.)	0	0	0	0	0
Setback					
Principal Structure					
Front (min. ft.)	20	20	20	0	15
Side (min. ft.)	5	5	5	5	0
Side - abutt residential (min. ft.)	0	0	0	10	10
Rear (min. ft.)	25	10	10	0	10
Accessory Structure					
Front (min. ft.)	20	25	25	25	15
Side (min. ft.)	3	3	3	0	0
Side - abutt residential (min. ft.)	0	0	0	0	5
Rear (min. ft.)	5	5	5	0	10
Bulk / Other Dimensional					
Lot coverage (max.)	50%	75%	75%	100%	100%
Height (max. ft.)	40	40	50	50	65
Density (min. units per acre)	0	2	5.5	0	0
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COMMERCIAL / MIXED USE	UP TO 6 ACRES	0 UNITS	100 UNITS
OPEN SPACE/CSR	NO LESS THAN 185 ACRES	-----	-----
PLANNED DEVELOPMENT RANGE		1300 UNITS	1750 UNITS

**Redlands 360 Outline Development Plan
Exhibit 3: Land Use and Default Zones**



CLAVONNE, ROBERTS & ASSOCIATES, INC.
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222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com
970.241.0745 (P) 970.241.0755 (FX)

SITE PLAN LEGEND



Commercial



Multi-family



Townhome



Duplex



Single-family Detached Lot



Custom Home Lot



Park Amenity



Detention Pond



Irrigation Pond



Trailhead















Park Space

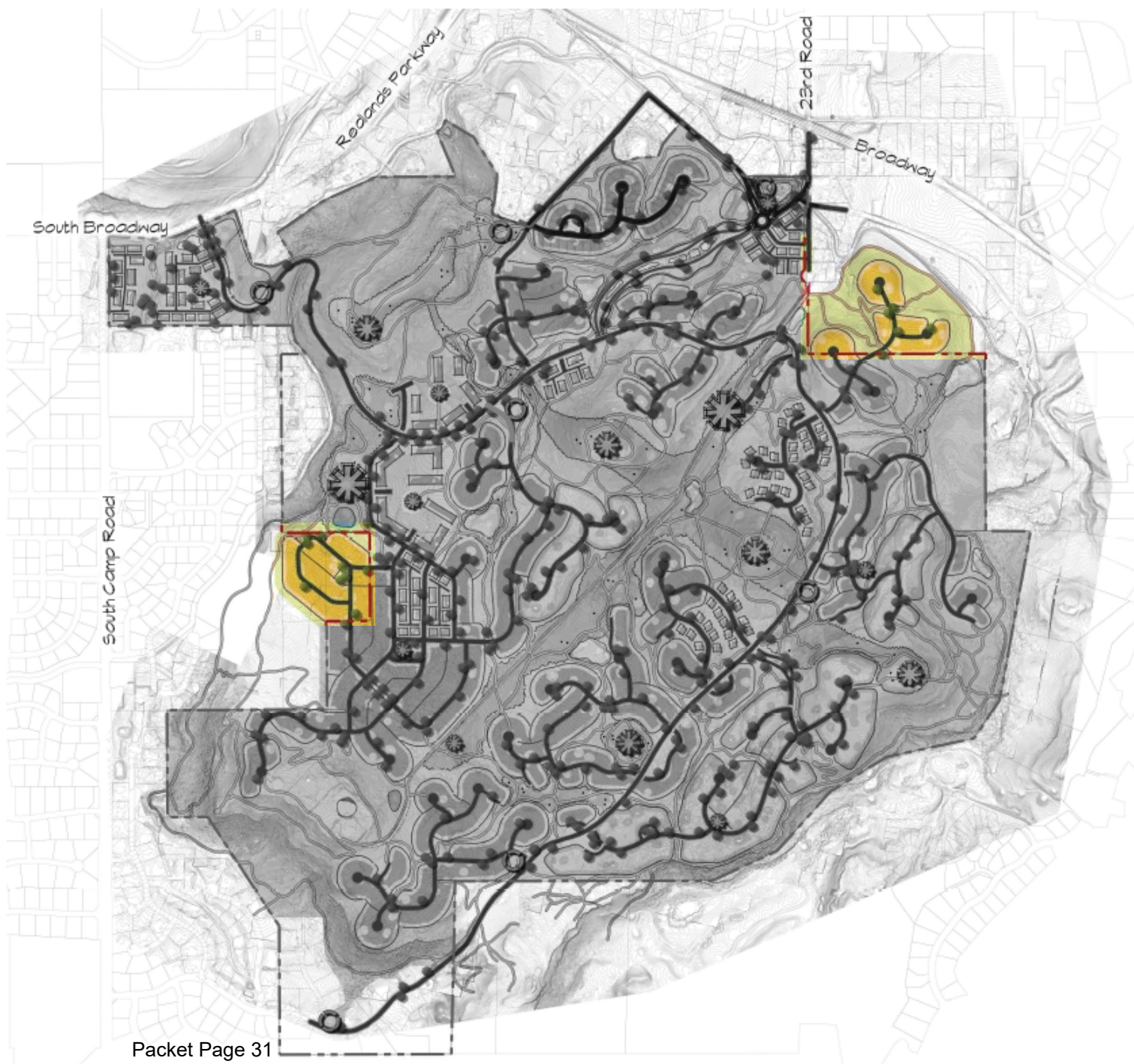


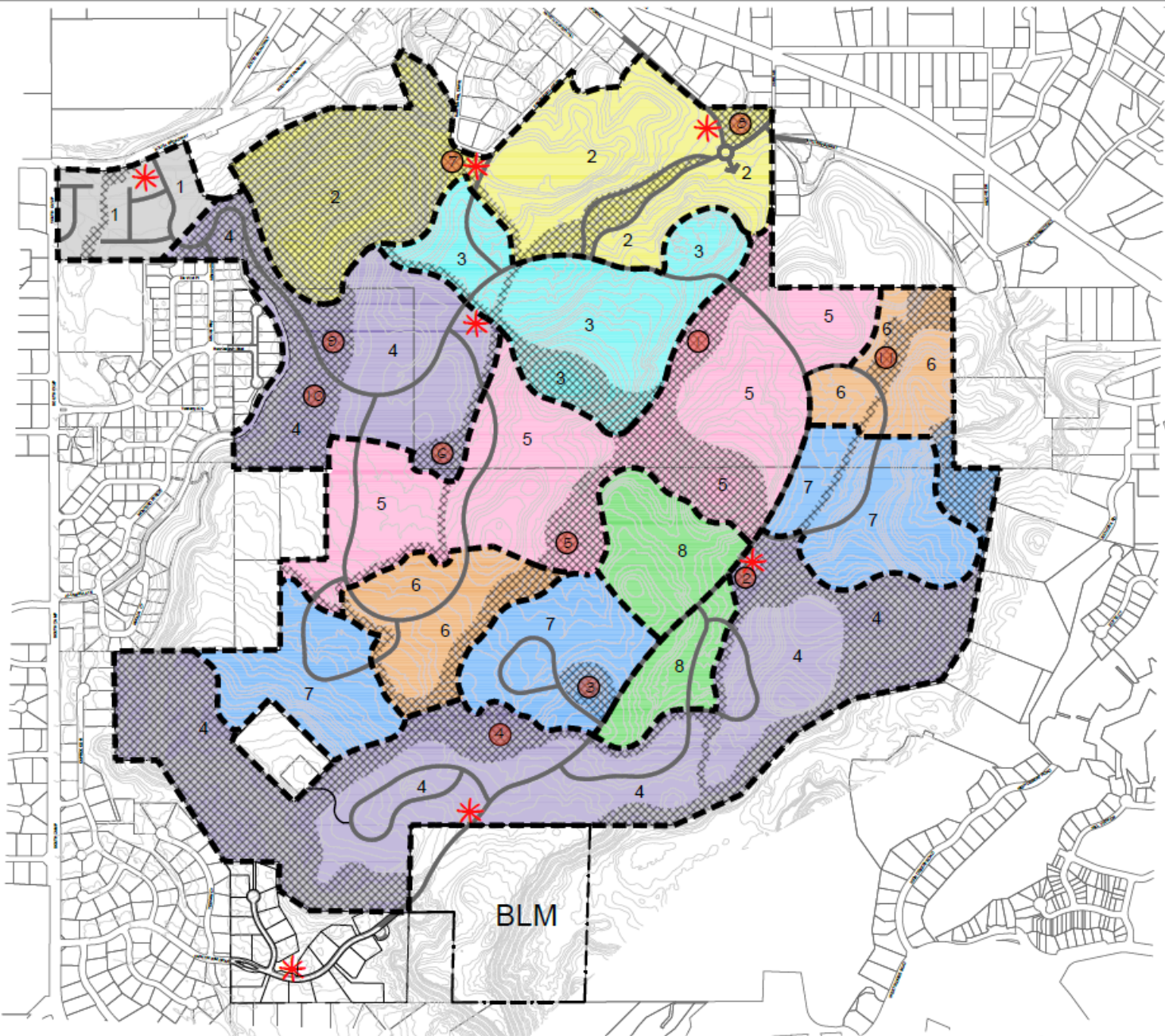
Trails



SITE PLAN LEGEND

-  Commercial
-  Multi-family
-  Townhome
-  Duplex
-  Single-family Detached Lot
-  Custom Home Lot
-  Park Amenity
-  Detention Pond
-  Irrigation Pond
-  Trailhead
-  Park Space
-  Trails





DEVELOPMENT PROGRESSION SCHEDULE

- 1 - TARGETED START 2022
- 2 - TARGETED START 2025
- 3 - TARGETED START 2028
- 4 - TARGETED START 2031
- 5 - TARGETED START 2034
- 6 - TARGETED START 2037
- 7 - TARGETED START 2040
- 8 - TARGETED START 2043
- OPEN SPACE; SEE EXHIBIT 2
- TRADITIONAL PARK; SEE EXHIBIT 2
- TRAILHEAD - SEE EXHIBIT 2

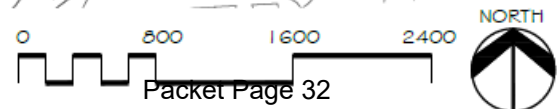
CITY COUNCIL REPORT SCHEDULE

PHASE #	ESTIMATED DATE OF COMMENCEMENT
PHASE 1	2022
PHASES 2-7	UPDATE MEETINGS WITH CITY COUNCIL: 2027, 2032, 2037, 2042
PHASE 8	2043














Disclaimer: This Progression Plan is conceptual in nature and is our best estimate at this point as to how the master plan will be developed into the future. Factors such as market trends, product mix, etc., will dictate future decisions on how the community will be developed with future phases.



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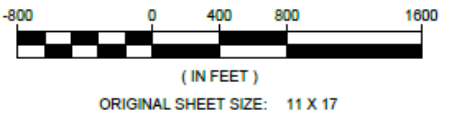
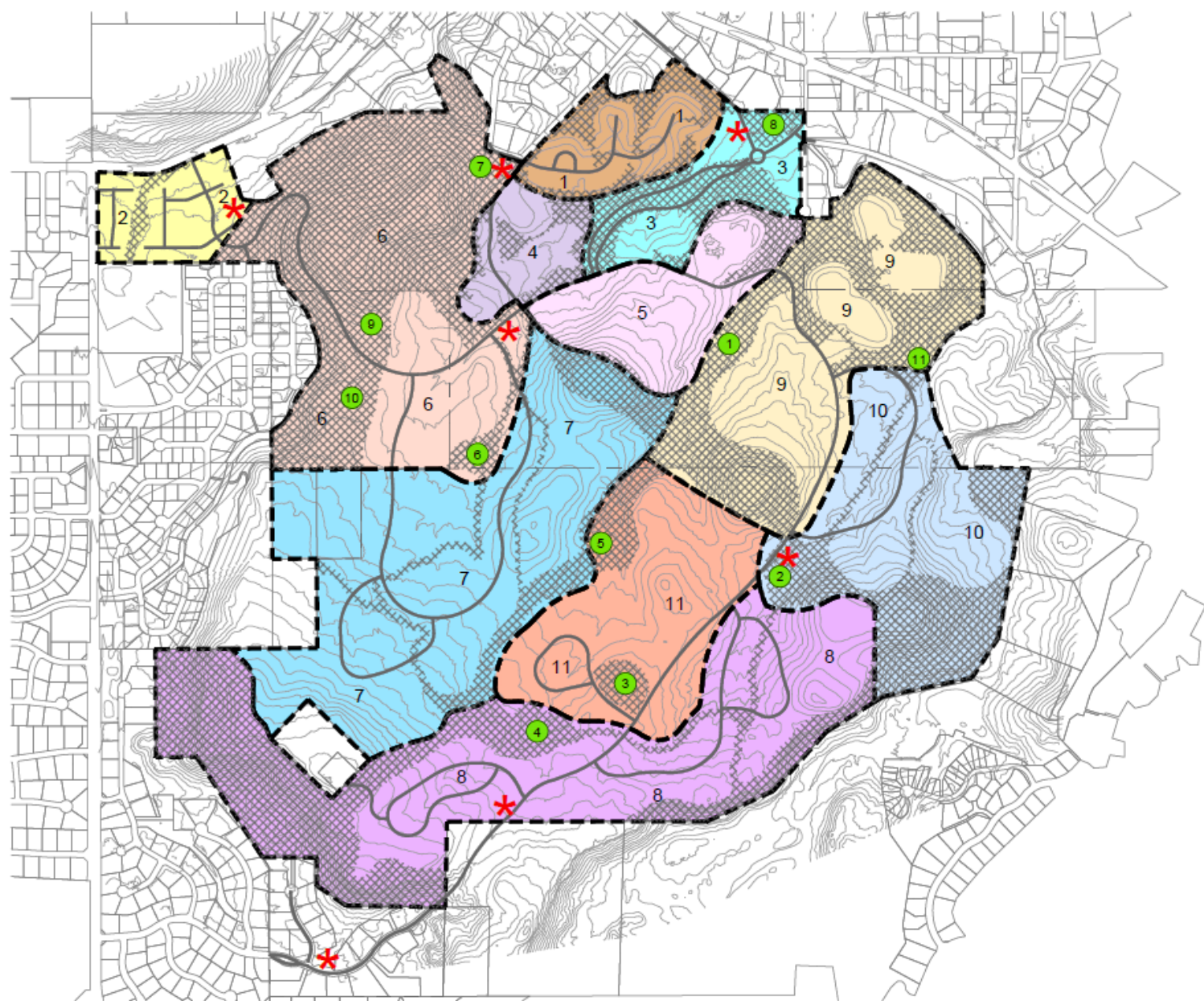
DEVELOPMENT PROGRESSION SCHEDULE

-  1 - COMPLETE
-  2 - TARGETED START 2025
-  3 - TARGETED START 2025
-  4 - TARGETED START 2026
-  5 - TARGETED START 2026
-  6 - TARGETED START 2029
-  7 - TARGETED START 2032
-  8 - TARGETED START 2032
-  9 - TARGETED START 2034
-  10 - TARGETED START 2037
-  11 - TARGETED START 2040
-  OPEN SPACE; SEE EXHIBIT 2
-  1 TRADITIONAL PARK; SEE EXHIBIT 2
-  TRAILHEAD, SEE EXHIBIT 2

CITY COUNCIL REPORT SCHEDULE

PHASE #	ESTIMATED DATE OF COMMENCEMENT
PHASES 2-7	UPDATE MEETINGS WITH CITY COUNCIL 2027 2032
PHASES 8-11	2037 2042

Disclaimer: This Progression Plan is conceptual in nature and is our best estimate at this point as to how the master plan will be developed into the future. Factors such as market trends, product mix, etc., will dictate future decisions on how the community will be developed with future phases.



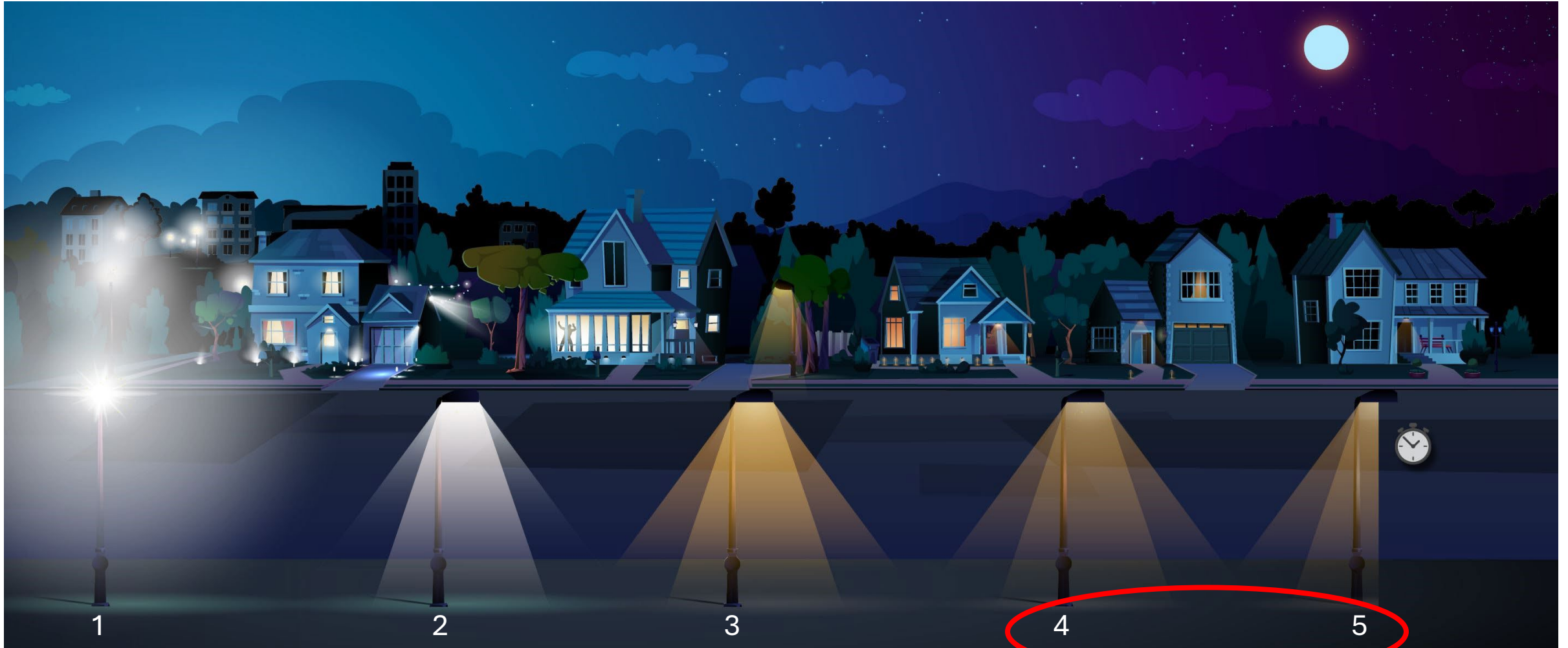
Redlands 360 Outline Development Plan

Exhibit 5: Development Progression Plan

Outdoor Lighting Policy



Outdoor Lighting Policy



Outdoor Lighting Policy

Street Lighting



Pedestrian Lighting

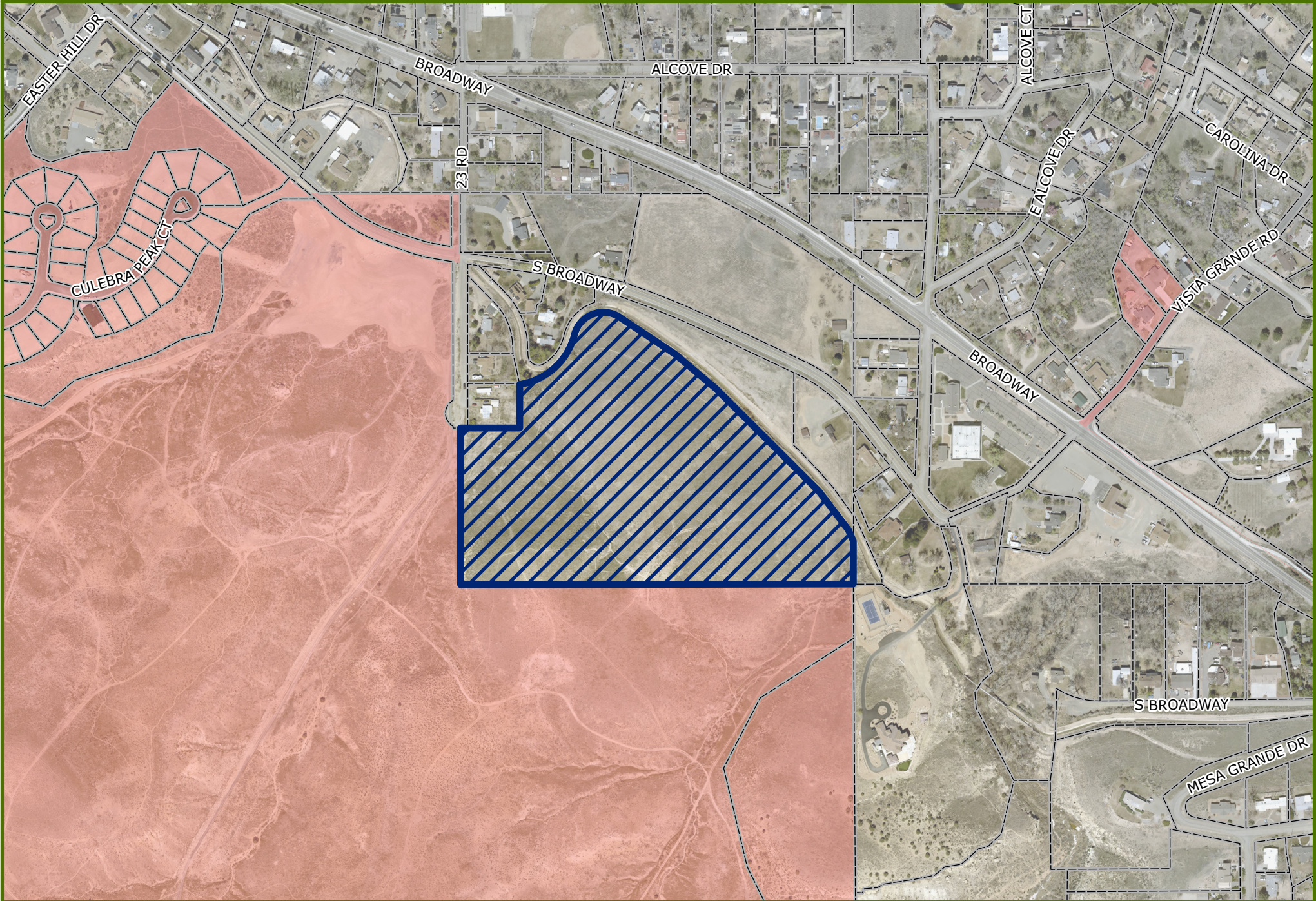




Thank you
Questions?



Bennett Annexation



0 125 250 500 Feet

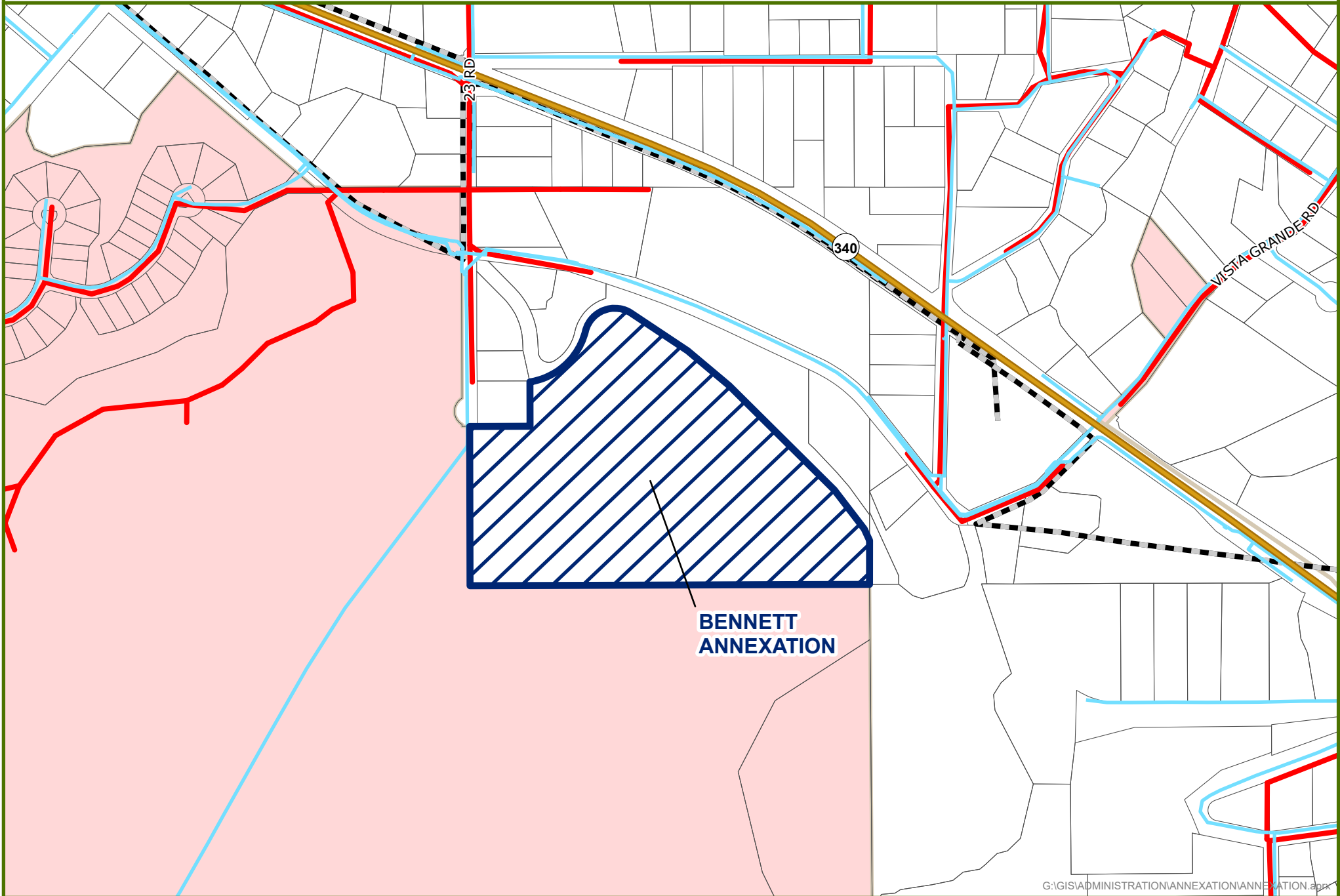


Annexation Site



City Limits

Bennett Annexation - Utilities



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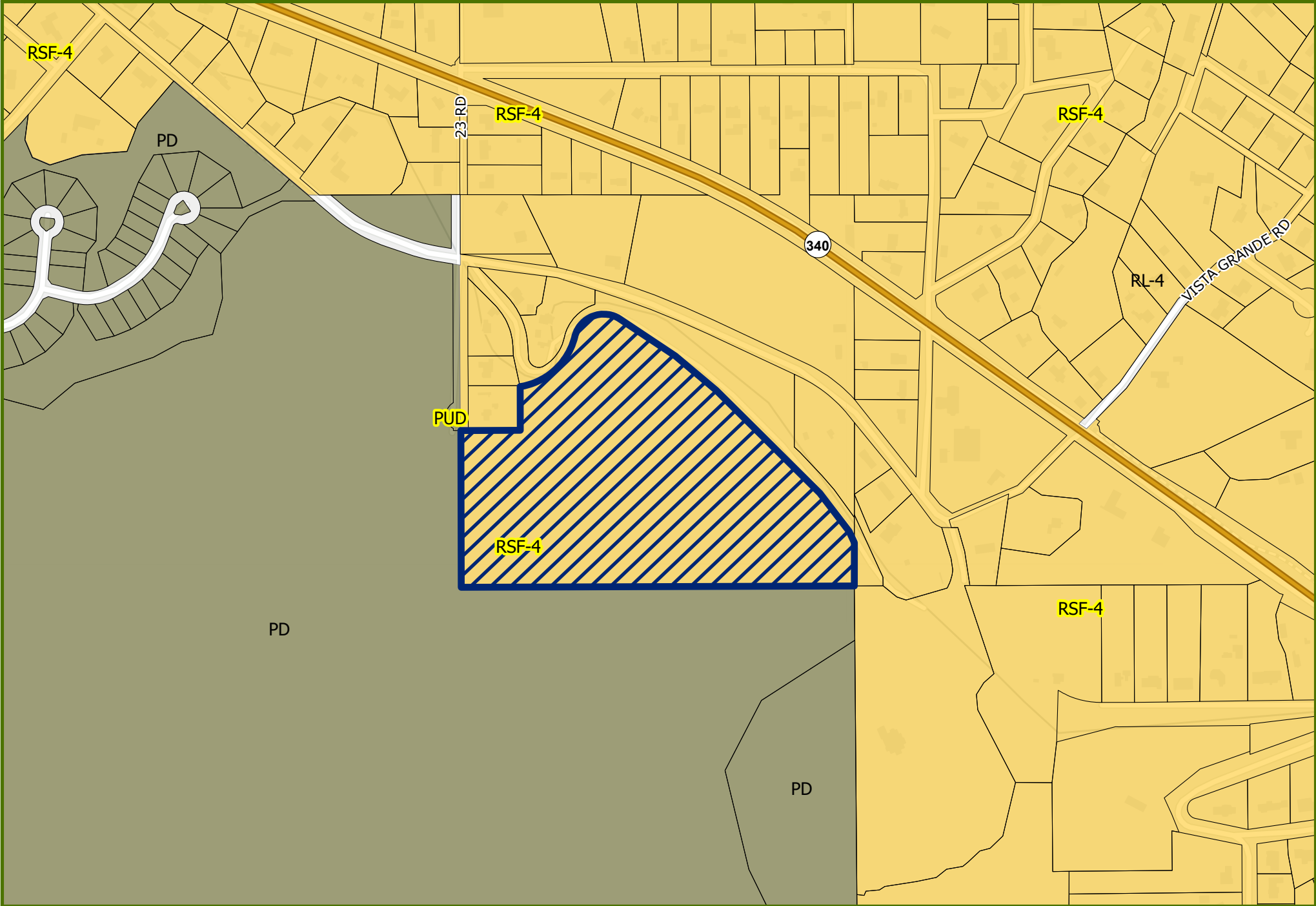
0 250 500 Feet

— UTE WATER

— SEWER

--- NON-CITY FIBER

Bennett Annexation - Zoning



0 125 250 500 Feet



Annexation

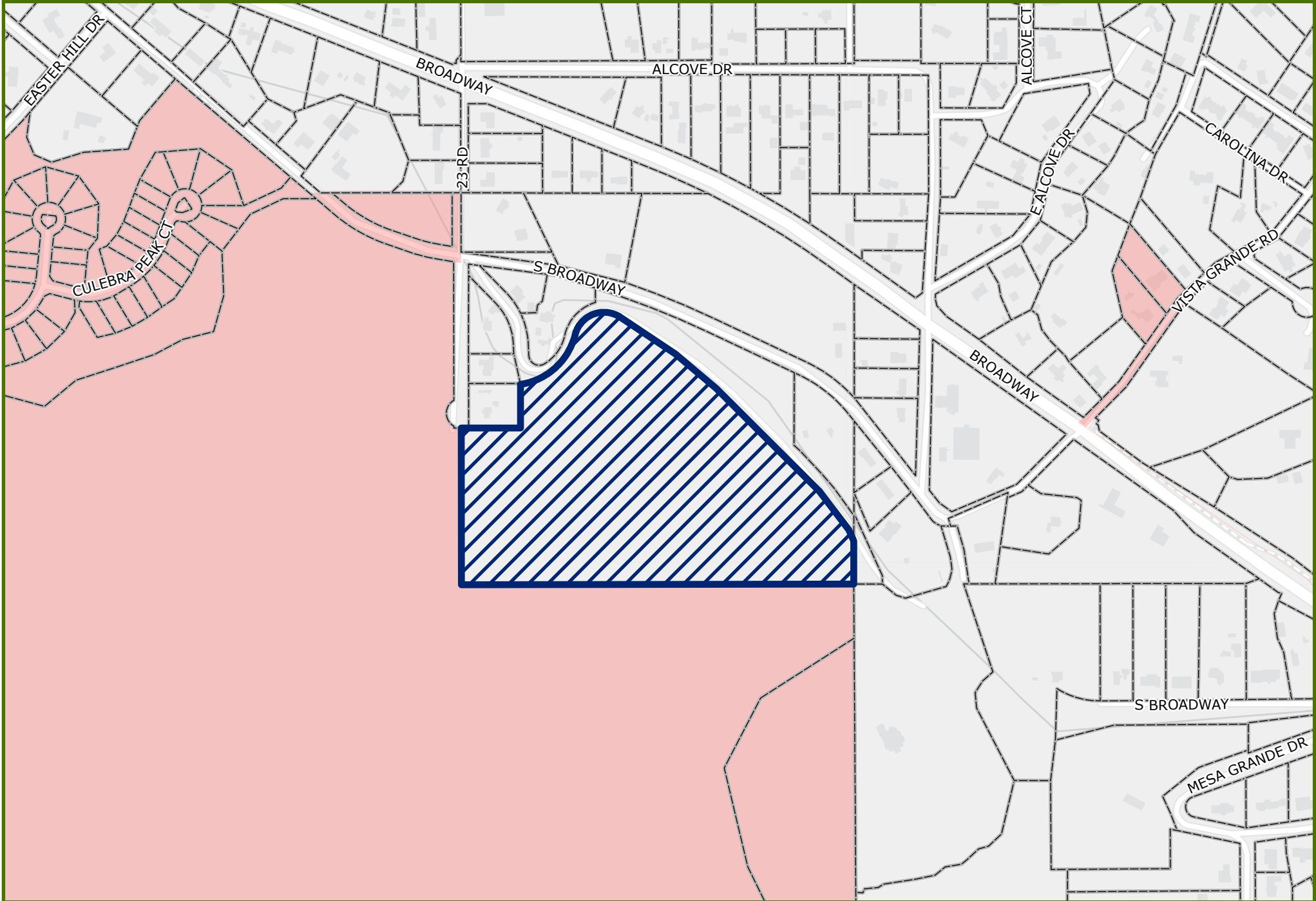
City Zoning

County Zoning

Date Created: 5/13/2026



Bennett Annexation



0 125 250 500 Feet

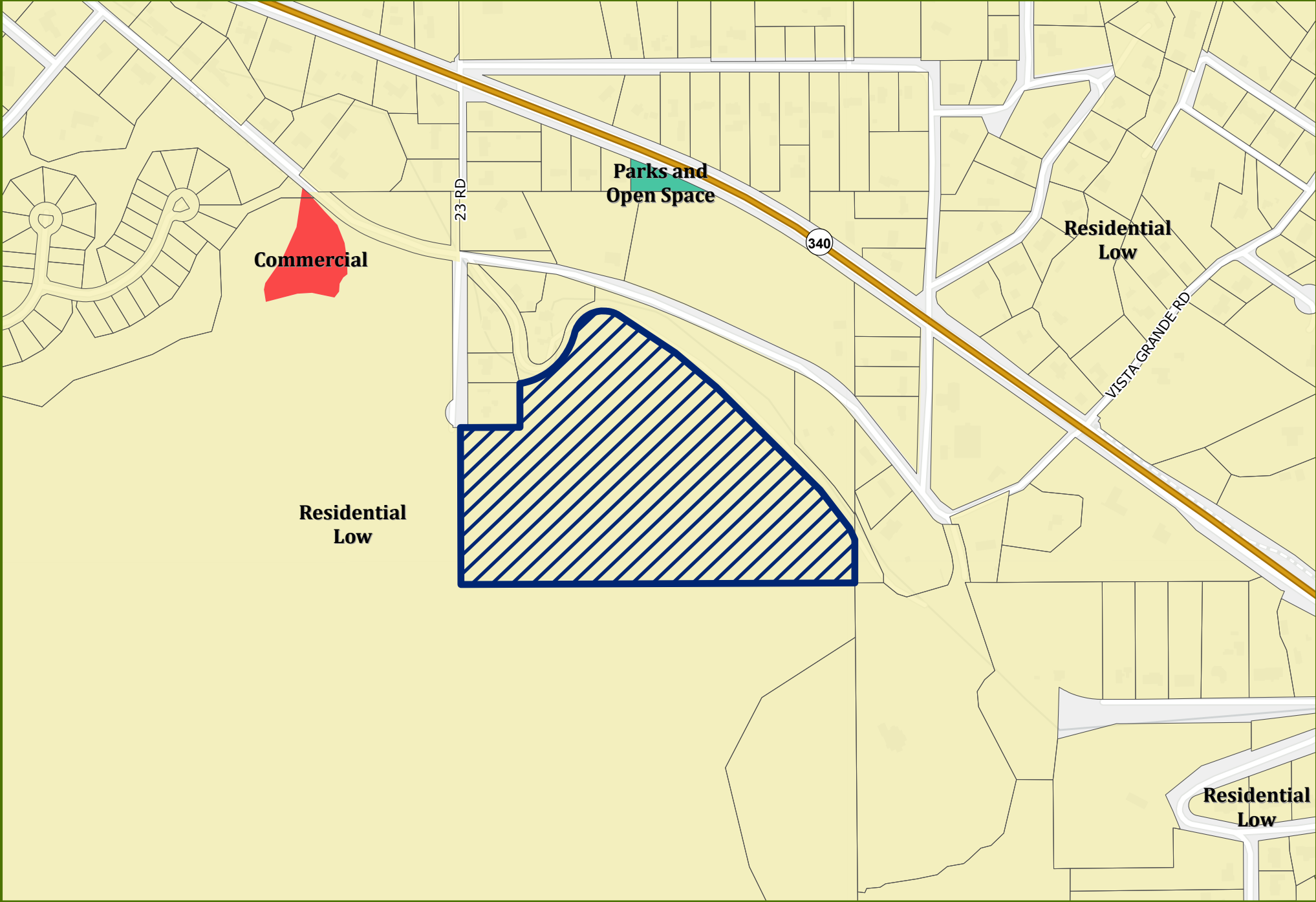


Annexation Site



City Limits

Bennett Annexation - Land Use



Commercial

Parks and Open Space

Residential Low

Residential Low

Residential Low



0 125 250 500 Feet

 Annexation Site
Packet Page 42

Date Created: 5/13/2026



STATE OF COLORADO

SS

AFFIDAVIT

COUNTY OF MESA

B. Douglas Quimby, of lawful age, being first duly sworn, upon oath, deposes and says:

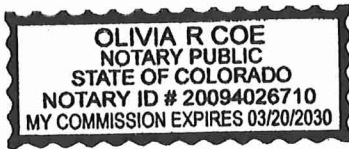
That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.

B. Douglas Quimby

Subscribed and sworn to before me this 13 day of May, 2026.

Witness my hand and official seal.



Olivia R Coe

Notary Public

250 N 5th st Grand Junction, CO. 81501
Address

My commission expires: 03/20/2030

REDLANDS 360 BENNETT PARCEL ANNEXATION
PETITION FOR ANNEXATION

WE THE UNDERSIGNED do hereby petition the City Council of the City of Grand Junction, State of Colorado, to annex the following described parcels to the said City:

A parcel of land located in the SW1/4 of the NW1/4 of Section 17, Township 1 South, Range 1 West, of the Ute Meridian, Mesa County, Colorado, more particularly described as:

Beginning at the W1/4 of Section 17, whence the CW1/16 of Section 17 bears N89°54'43"E 1322.07 feet according to the Mesa County Local Coordinate System for the Grand Valley Area. Running thence along the west line of said Section 17 N00°02'39"W 527.27 feet; thence N89°55'24"E 199.86 feet; thence N00°03'32"W 146.83 feet to the south line of the Redlands First Lift Canal, as shown on Mesa County Survey Deposit 7040-24; thence along said south line the following seven (7) courses:

1. Along a non-tangent curve concave to the northwest 263.65 feet (Curve data: Radius = 225.00 feet, Delta = 67°08'13", Chord bears N47°43'22"E 248.82 feet)
2. Thence along a tangent curve concave to the south 191.31 feet (Curve data: Radius = 100.00 feet, Curve = 109°36'39", Chord bears N68°57'42"E 163.44 feet)
3. Thence S56°13'53"E 223.54 feet
4. Thence S49°55'24"E 179.16 feet
5. Thence S45°06'06"E 490.80 feet
6. Thence S37°19'22"E 162.46 feet

Thence S24°18'00"E 41.78 feet to the east line of the SW1/4NW1/4
Thence along said east line S00°03'38"W 145.10 feet to the CW1/16 of Section 17; thence along the south line of the SW1/4NW1/4 S89°54'43"W 1322.07 feet to the W1/4 corner of Section 17 and the Point of Beginning.

Said parcel contains 18.96 acres, more or less, as described.

This foregoing description describes the parcel; the perimeter boundary description, for purposes of the Annexation Act, is shown on the attached "Perimeter Boundary Legal Description, Redlands 360 Bennett Parcel Annexation."

As grounds therefore, the petitioner respectfully state that annexation to the City of Grand Junction, Colorado is both necessary and desirable and that the said territory is eligible for annexation in that the provisions of the Municipal Annexation Act of 1965, Sections 31-12-104 and 31-12-105 CRS 1973 have been met.

This petition is accompanied by four copies of a map or plat of the said territory, showing its boundary and its relation to established city limit lines, and said map is prepared upon a material suitable for filing.

Your petitioners further state that they are the owners of more than fifty percent of the area of such territory to be annexed, exclusive of streets and alleys; that the mailing address of the signer and the date of signature are set forth hereafter opposite the name of the signer, and that the legal description of the property owned by the signer of said petition is attached hereto.

WHEREFORE, these petitioners pray that this petition be accepted and that the said annexation be approved and accepted by ordinance. These petitioners by his/her/their signature(s) acknowledge, understand and agree that if any development application concerning the property which is the subject hereof is denied, discontinued or disapproved, in whole or in part, that the annexation of the property to the City of Grand Junction shall proceed.

B. Douglas Quimby as President 422 E. Vermijo Ave. #100
NAME of La Plata Communities, Inc., Manager of Redlands Three Sixty, LLC ADDRESS Colorado Springs, Co 80903
B. Douglas Quimby May 13, 2026
SIGNATURE DATE

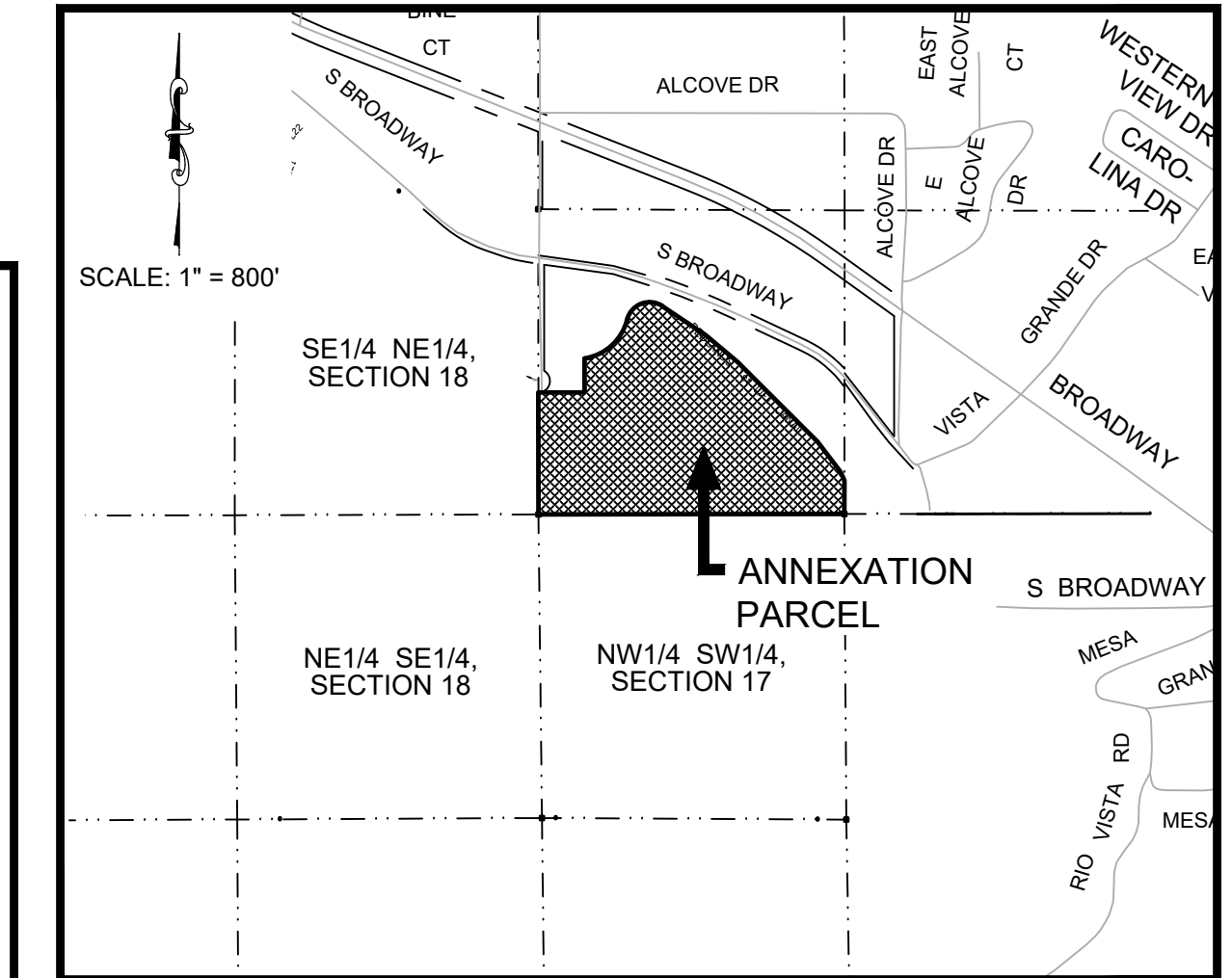
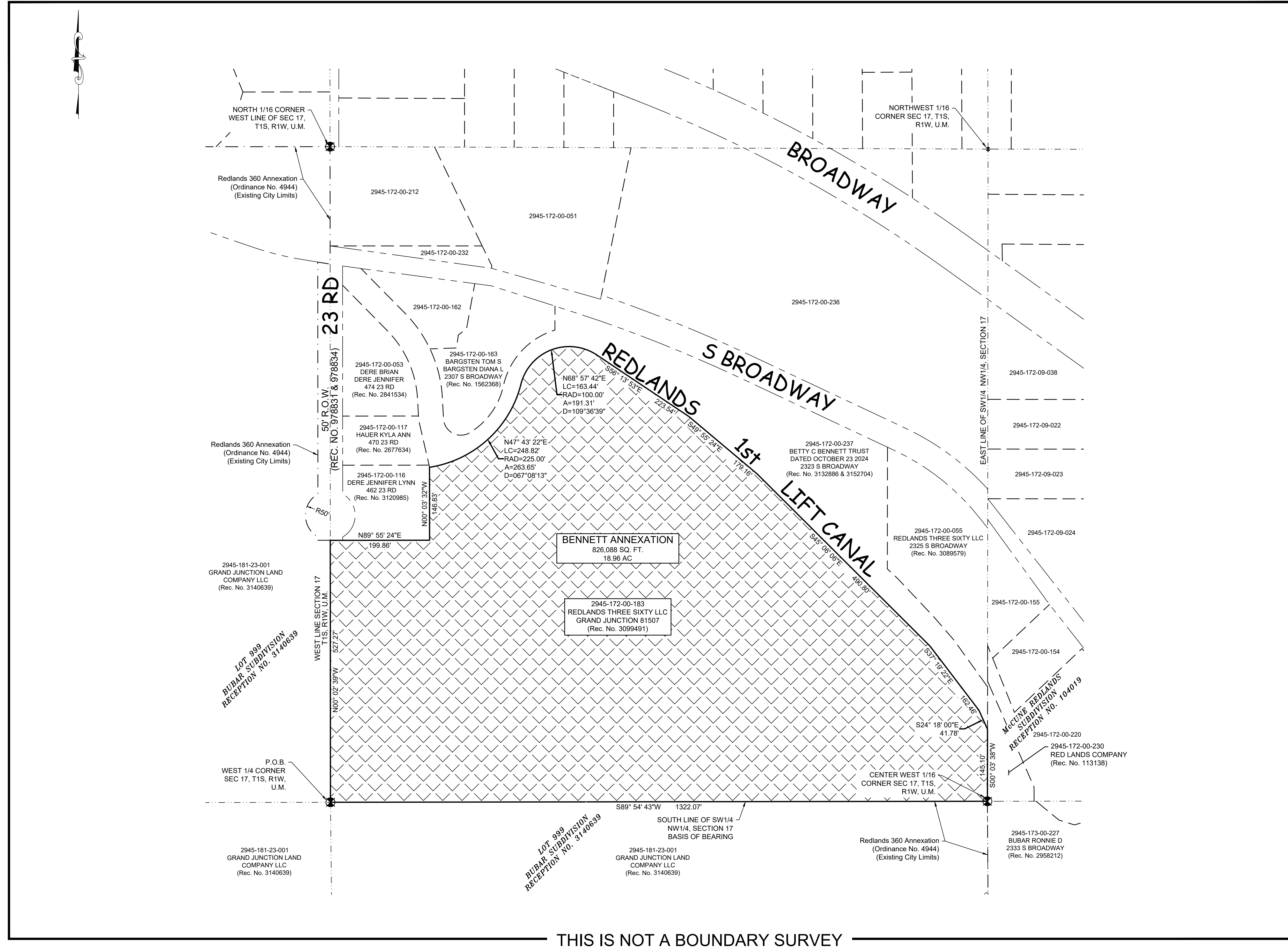
NAME ADDRESS

SIGNATURE DATE

(_____ Annexation Petition)

BENNETT ANNEXATION

Located in the SW1/4 NW1/4 SECTION 17, TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN, MESA COUNTY, COLORADO



SITE LOCATION MAP

LEGAL DESCRIPTION

A parcel of land located in the SW1/4 of the NW1/4 of Section 17, Township 1 South, Range 1 West, of the Ute Meridian, Mesa County, Colorado, more particularly described as:

Beginning at the W1/4 of Section 17, whence the CW1/16 of Section 17 bears N89°54'43"E 1322.07 feet according to the Mesa County Local Coordinate System for the Grand Valley Area. Running thence along the west line of said Section 17 N00°03'39"W 527.27 feet; thence N89°55'24"E 199.86 feet; thence N00°03'32"W 146.83 feet to the south line of the Redlands First Lift Canal, as shown on Mesa County Survey Deposit 7040-24; thence along said south line the following seven (7) courses:

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5. Thence S45°06'06"E 490.80 feet
6. Thence S37°19'22"E 162.46 feet
7. Thence S24°18'00"E 41.78 feet to the east line of the SW1/4NW1/4

Thence along said east line S00°03'38"W 145.10 feet to the CW1/16 of Section 17; thence along the south line of the SW1/4NW1/4 S89°54'43"W 1322.07 feet to the W1/4 corner of Section 17 and the Point of Beginning.

Said parcel contains 18.96 acres, more or less, as described.

AREAS OF ANNEXATION		LEGEND	
ANNEXATION PERIMETER	3,893.83 FT.	ANNEXATION BOUNDARY	
CONTIGUOUS PERIMETER	1,849.35 FT.	ANNEXATION AREA	
AREA IN SQUARE FEET	826,087.94 SQ. FT.	EXISTING CITY LIMITS	
AREA IN ACRES	18.96 AC.	EXISTING PARCEL LINE	
AREA WITHIN R.O.W.	0 SQ. FT.	EXISTING R.O.W. LINE	
	0 AC.	EXISTING SECTION LINE	
AREA WITHIN DEEDED R.O.W.	0 SQ. FT.		
	0 AC.		

SURVEY ABBREVIATIONS			
P.O.C.	POINT OF COMMENCEMENT	LC	LINE CHORD
P.O.B.	POINT OF BEGINNING	FT.	FEET
R.O.W.	RIGHT OF WAY	SQ. FT.	SQUARE FEET
SEC	SECTION	U.M.	UTE MERIDIAN
T	TOWNSHIP	NO.	NUMBER
R	RANGE	NT	NON TANGENT
RAD	RADIUS	REC.	RECEPTION
A	ARC LENGTH	AC.	ACRES
D	DELTA		

ORDINANCE NO.	EFFECTIVE DATE
X	X

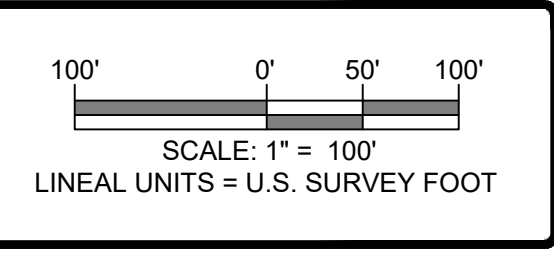
NOTE:
THE DESCRIPTION(S) CONTAINED HEREIN HAVE BEEN DERIVED FROM SUBDIVISION PLATS, DEED DESCRIPTIONS & DEPOSIT SURVEYS AS THEY APPEAR IN THE OFFICE OF THE MESA COUNTY CLERK & RECORDER. THIS PLAT OF ANNEXATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY, AND IS NOT INTENDED TO BE USED AS A MEANS OF ESTABLISHING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

ALEXANDRE B. LHERITIER
STATE OF COLORADO - P.L.S. NO. 38464
FOR THE CITY OF GRAND JUNCTION
244 NORTH 7TH STREET
GRAND JUNCTION, CO. 81501

THIS IS NOT A BOUNDARY SURVEY

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

DRAWN BY: DJM DATE: 04/29/2026
REVIEWED BY: ABL DATE: 04/30/2026
CHECKED BY: ABL DATE: XXX
APPROVED BY: ABL DATE: XXX



Engineering & Transportation Department
244 North 7th Street - Grand Junction, CO. 81501

BENNETT ANNEXATION
Located in the SW1/4 NW1/4 SECTION 17, TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN, MESA COUNTY, COLORADO

STATEMENT OF AUTHORITY

The undersigned, upon oath, pursuant to §38-30-108.5 and 38-30-172, C.R.S., states the following concerning the BETTY C. BENNETT TRUST DATED OCTOBER 23, 2024:

1. The name of the entity is the BETTY C. BENNETT TRUST DATED OCTOBER 23, 2024.
2. The entity is a trust created under the laws of the State of Colorado.
3. The mailing address for the entity is 486 Moonlight Drive, Grand Junction, CO 81504.
4. The names and addresses of the Settlor, Trustee and the Successor Trustee are as follows:
Settlor: Betty C. Bennett, 2324 S. Broadway, Grand Junction, CO 81507
Trustee: DENNIS L. BENNETT, 486 Moonlight Drive, Grand Junction, CO 81504
Successor Trustee: HEATHER A. BENNETT, 483 Sheldon Road, Grand Junction, CO 81504.
5. Successor Trustee's appointment shall become effective under the following circumstances:

In the event Trustee, dies or becomes unable to act as Trustee, then HEATHER A. BENNETT shall serve as Successor Trustee.

SIGNED by us as of the 14th day of October, 2024.

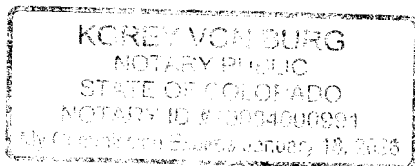
Betty C. Bennett
Betty C. Bennett, Settlor

Dennis L. Bennett
Dennis L. Bennett, Trustee

STATE OF COLORADO)
 : ss.
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this 23rd day of October, 2024, by BETTY C. BENNETT, Settlor, and DENNIS L. BENNETT, Trustee, of the BETTY C. BENNETT TRUST DATED OCTOBER 23, 2024.

Witness my hand and official seal
My commission expires: 01/18/26.



Korey Von Burg
Notary Public

BOUNDARY AGREEMENT

THIS BOUNDARY AGREEMENT (“Agreement”) is made between **Redlands Three Sixty LLC** (“R360”), whose address is 422 E. Vermijo Ave., Ste 100, Colorado Springs, CO 80903, and **The Betty C Bennett Trust Dated October 23, 2024** (the “Trust”), whose address is 486 Moonlight Drive, Grand Junction, CO 81504 (each, a “Party,” and collectively, the “Parties”).

Recitals

A. R360 owns real property located in Mesa County, Colorado, legally described as:

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF THE SW¹/₄ NW¹/₄ OF SECTION 17, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, AND THE SOUTH LINE OF THE REDLANDS WATER & POWER COMPANY FIRST LIFT CANAL (AS SUCH CANAL EXISTED MARCH 22, 1938), THENCE SOUTH ALONG SAID WEST LINE OF SAID SW¹/₄ NW¹/₄ A DISTANCE OF 450 FEET TO THE TRUE POINT OF BEGINNING;
THENCE EAST 200 FEET;
THENCE NORTH TO THE SOUTH LINE OF SAID CANAL;
THENCE EASTERLY ALONG THE SOUTH LINE OF SAID CANAL TO THE EAST LINE OF SAID SW¹/₄ NW¹/₄;
THENCE SOUTH TO THE SOUTHEAST CORNER OF SAID SW¹/₄ NW¹/₄;
THENCE WEST TO THE SOUTHWEST CORNER OF SAID SW¹/₄ NW¹/₄;
THENCE NORTH TO THE TRUE POINT OF BEGINNING,
COUNTY OF MESA, STATE OF COLORADO.

(the “R360 Property”).

-Terms continue on following page-

B. The Trust owns real property located in Mesa County, Colorado known as 2323 S. Broadway, Grand Junction, Colorado 81507, legally described as:

A parcel of ground situated in the SW1/4 NW1/4 of Section 17, Township 1 South, Range 1 West of the Ute Meridian, being described as follows: Beginning at the intersection of the South right-of-way line for Redlands Water and Power Company First Lift Canal and the East line of the SW1/4 NW1/4 of said Section 17, from which the C-W1/16 of said Section 17 bears N00°03'56"E 145.1 feet; thence along said right-of-way the following eleven (11) courses: beginning at a ;
(1) thence N24°18'00"W 41.83 feet;
(2) thence N37°19'22"W 162.46 feet;
(3) thence N45°06'06"W 490.80 feet;
(4) thence N49°55'24"W 179.16 feet;
(5) thence N56°13'53"W 223.54 feet;
(6) thence 191.31 feet along a curve turning to the left with a radius of 100.00 feet and a chord that bears S68°57'42"W 163.44 feet;
(7) thence 263.65 feet along a curve turning to the right with a radius of 225.00 feet and a chord that bears S47°43'22"W 248.82 feet;
(8) thence N12°58'35"W 97.42 feet;
(9) thence N03°02'28"W 42.21 feet;
(10) thence 153.45 feet along a curve turning to the left with a radius of 212.00 feet and a chord that bears N23°46'38"W 150.12 feet;
(11) thence N44°30'48"W 128.86 feet to the East right-of-way line for 23 Road; thence along said East right-of-way line, N00°02'18"W 38.87 feet to the North right-of-way line for Redlands Water and Power Company First Lift Canal; thence along said right-of-way the following seven (7) courses:
(1) thence S81°58'23"E 37.44 feet; (2) thence S44°30'48"E 126.88 feet;
(3) thence 189.64 feet along a curve turning to the right with a radius of 262.00 feet and a chord that bears S23°46'38"E 185.53 feet;
(4) thence S03°02'28"E 42.21 feet;
(5) thence 72.34 feet along a curve turning to the left with a radius of 35.00 feet and a chord that bears S62°15'14"E 60.14 feet;
(6) thence 119.57 feet along a curve turning to the left with a radius of 148.40 feet and a chord that bears N35°27'05"E 116.36 feet;
(7) thence 154.51 feet along a curve turning to the right with a radius of 150.00 feet and a chord that bears N41°52'46"E 147.77 feet;
thence N71°23'21"E 5.06 feet to the South right-of-way line for South Broadway; thence along said right-of-way the following four (4) courses:
(1) thence N00°19'40"E 48.43 feet; (2) thence S71°45'20"E 92.84 feet;
(3) thence 312.81 feet along a curve turning to the right with a radius of 2960.00 feet and a chord that bears S67°49'47"E 312.66 feet;
(4) thence S64°48'08"E 322.03 feet;
thence S00°03'56"W 245.01 feet to the North right-of-way line for Redlands Water and Power Company First Lift Canal; thence along said right-of-way the following seven (7) courses:
(1) thence S47°07'20"E 27.49 feet; (2) thence S43°19'40"E 107.54 feet;
(3) thence S40°50'51"E 61.87 feet; (4) thence S35°42'48"E 115.33 feet to the East line of the SW1/4 NW1/4 of said Section 17; thence along the East line of the SW1/4 NW1/4 of said Section 17, S00°03'56"W 85.52 feet to the point of beginning, containing 3.61 acres as described.

County of Mesa, State of Colorado

(the "Trust Property").

C. The actual location the true boundary line between the R360 Property and the Trust Property is uncertain.

D. To resolve the uncertainty and to avoid any dispute concerning the portion of the boundary at issue, R360 and the Trust have agreed to determine and permanently establish that boundary line between the R360 Property and the Trust Property by a written agreement, as provided herein, in accordance with the provisions of Section 38-44-112, Colorado Revised Statutes. All other deeded boundary lines between the R360 Property and the Trust Property shall remain unchanged by this Agreement.

THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Establishment of Boundary Line. For all purposes R360 and the Trust agree that a true, correct, and final boundary line (“Boundary Line”) between the R360 Property and the Trust Property shall be the line described and defined on the attached Exhibit A, and depicted on the attached Exhibit B, which are incorporated herein by this reference. This Boundary Line shall remain a boundary line between the involved properties.

2. Mutual Quit Claims. Each Party sells and conveys, without warranties of title, to the other Party the adjoining real property which is in conflict with the Boundary Line as established in this Agreement. The Parties each reserve any and all water and water rights, ditch and ditch rights owned by them.

3. Miscellaneous.

a. This Agreement has been executed by the Parties voluntarily and in accordance with the specific provisions of Section 38-44-112, Colorado Revised Statutes, in order to determine and permanently establish by written agreement of all Parties thereby affected a portion of the line and boundary between the R360 Property and the Trust Property.

b. Each Party represents to the other that each is the true owner of its respective property, that each has the full power and authority to enter into and execute this Agreement, and that no other owner, lessee, lienor, or mortgagee has any right, title, or interest in the respective property.

c. This Agreement shall be recorded in the real estate records of the Mesa County Clerk and Recorder, as an instrument affecting real estate, shall run with the land as covenants benefitting and burdening the R360 Property and the Trust Property, and shall inure to the benefit of and be binding upon the Parties’ successors and assigns.

Dennis L. Bennett, Trustee and Attorney-in-Fact for Betty C. Bennett, Settlor of the Betty C. Bennett Trust Dated October 23, 2024

STATE OF COLORADO)
) ss.
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this _____ day of _____, 2026, by Dennis L. Bennett, Trustee and Attorney-in-Fact for Betty C. Bennett, Settlor of the Betty C. Bennett Trust Dated October 23, 2024.

Witness my hand and official seal.
My commission expires: _____

Notary Public

EXHIBIT A

BOUNDARY LINE AGREEMENT

A boundary line situated in the southwest quarter of the northwest quarter of Section 17, Township 1 South, Range 1 West of the Ute Meridian, being more particularly described as follows;

commencing at a 2.5" aluminum cap marked LS 33650 2006 for the center-west sixteenth corner of said Section 17, whence a 2.25" brass cap marked MESA COUNTY SURVEY MARKER NO 352 1966 for the west quarter corner of said Section 17 bears South 89°54'43" West with all bearings herein relative thereto;

Thence North 00°03'38" East, along the east line of the southwest quarter of the northwest quarter of said Section 17, a distance of 145.10 feet to a 2.0" aluminum cap marked PLS 38274 – RCC and the Point of Beginning;

Thence North 24°18'00" West, a distance of 41.78 feet to a 2.0" aluminum cap marked PLS 38274 – RCC;

Thence North 37°19'22" West, a distance of 162.46 feet to a 2.0" aluminum cap marked PLS 38274 – RCC;

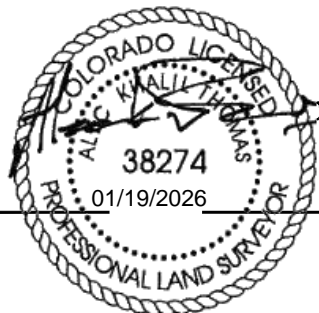
Thence North 45°06'06" West, a distance of 490.80 feet to a 2.0" aluminum cap marked PLS 38274 – RCC;

Thence North 49°55'24" West, a distance of 179.16 feet to a 2.0" aluminum cap marked PLS 38274 – RCC;

Thence North 56°13'53" West, a distance of 223.54 feet to the beginning of a curve tangent to said line;

Thence northwesterly a distance of 191.31 feet along the curve concave to the south, having a radius of 100.00 feet and a central angle of 109°36'50", being subtended by a chord which bears South 68°57'42" West a distance of 163.44 feet to a 2.0" aluminum cap marked PLS 38274 – RCC and a point of reverse curvature;

Thence southerly a distance of 263.64 feet along the arc of said curve concave to the northwest having a radius of 225.00 feet and a central angle of 67°08'11" being subtended by a chord bearing South 47°43'22" West a distance of 248.82 feet to a 1.5" aluminum cap in concrete marked PLS 4307 – USW and the Point of Termination.



This description was prepared by:
Alec K. Thomas
Colorado P.L.S. 38274
215 Pitkin Avenue, Unit 201
Grand Junction, CO 81506

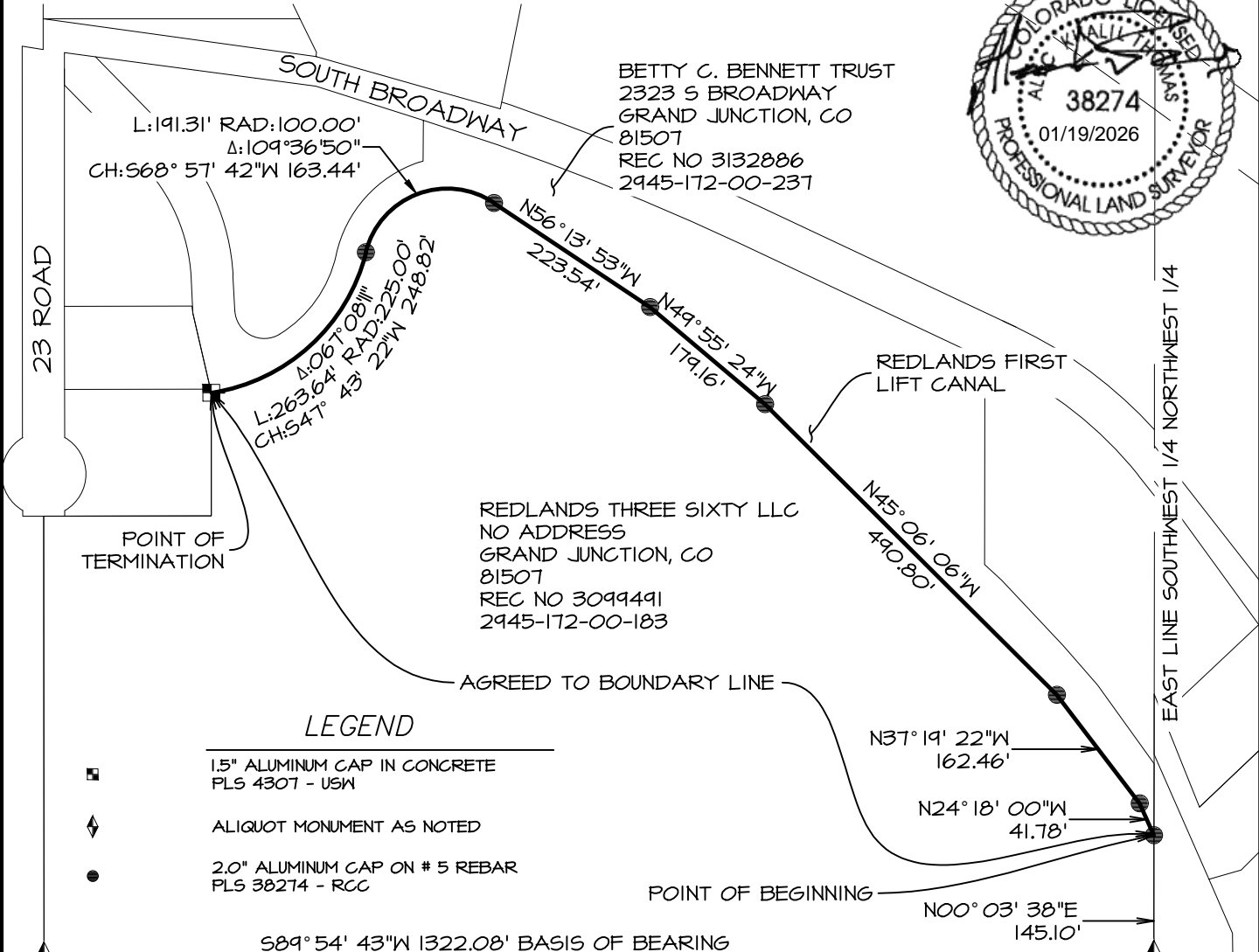
NOTICE: Any rewriting or retyping of this description must NOT include this preparation information. Lack of an original seal indicates this document is not the original

EXHIBIT B



BETTY C. BENNETT TRUST
 2323 S BROADWAY
 GRAND JUNCTION, CO
 81507
 REC NO 3132886
 2945-172-00-237

REDLANDS THREE SIXTY LLC
 NO ADDRESS
 GRAND JUNCTION, CO
 81507
 REC NO 3099491
 2945-172-00-183



LEGEND

- 1.5" ALUMINUM CAP IN CONCRETE
PLS 4307 - USW
- ◆ ALIQUOT MONUMENT AS NOTED
- 2.0" ALUMINUM CAP ON # 5 REBAR
PLS 38274 - RCC

FOUND 2.25" Ø BRASS CAP
 IN CONCRETE
 MESA COUNTY SURVEY MARKER NO 352 1966
 W 1/4 S.17

POINT OF COMMENCEMENT
 FOUND 2.5" Ø ALUMINUM CAP
 ON PIPE
 LS 33650
 2006
 C-W 1/16TH S.17

ABBREVIATIONS

- C: CENTER
- E: EAST
- N: NORTH
- NO: NUMBER
- MCSM: MESA COUNTY SURVEY MARKER
- LS: LICENSED SURVEYOR
- CH: CHORD LENGTH

- L: ARC LENGTH
- RA: RADIUS
- Δ: CENTRAL ANGLE DELTA
- REC: RECEPTION
- ROW: RIGHT OF WAY
- S: SOUTH
- S.: SECTION



THIS EXHIBIT IS FOR THE PURPOSE OF GRAPHICALLY REPRESENTING A WRITTEN DESCRIPTION - IT DOES NOT REPRESENT A MONUMENTED BOUNDARY SURVEY



215 Pitkin Avenue, Unit 201
 Grand Junction, CO 81501
 Phone: 970.241.4722
 Fax: 970.241.8841
 www.rccwest.com

Drawn: AKT | Checked: JW | 1/16/26 | Job No. 1988-038

IMPROVEMENT SURVEY PLAT

MESA COUNTY PARCEL NUMBER 2945-172-00-183

SOUTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 17
TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN, MESA COUNTY COLORADO.

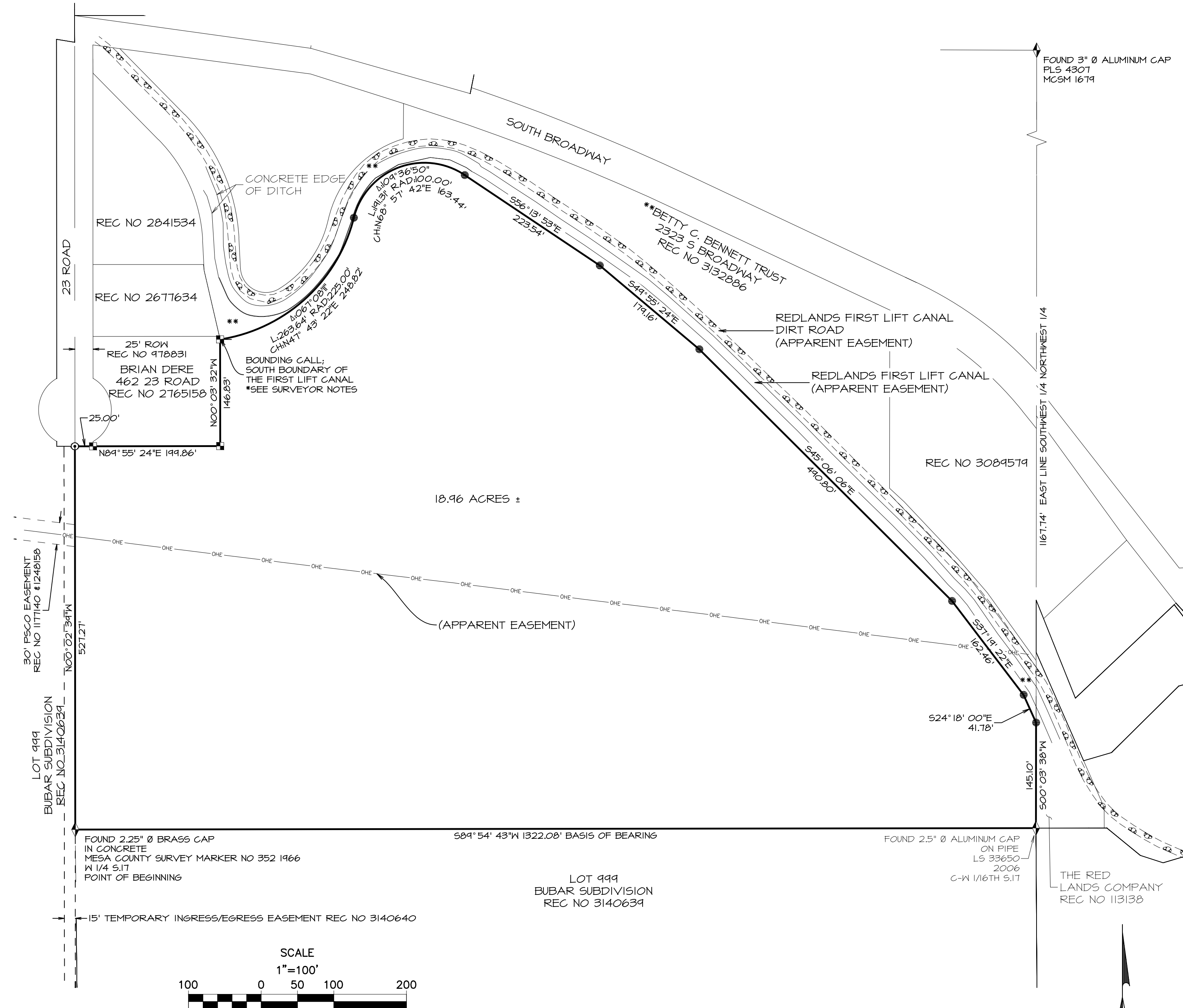
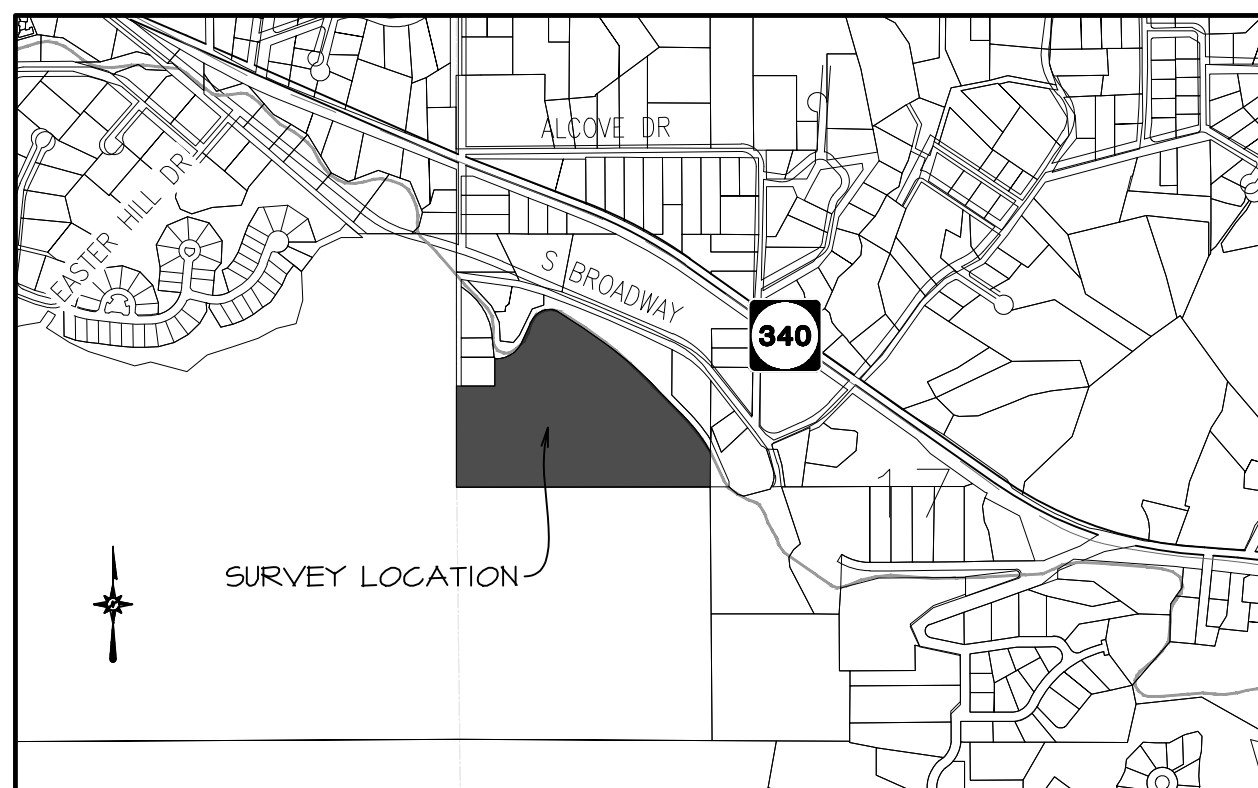
PROPERTY DESCRIPTION (as recorded at reception number 3099441):

Beginning at the intersection of the West line of the SW1/4 NW1/4 of Section 17, Township 1 South, Range 1 West, Ute Meridian, and the South line of the Redlands Water and Power Company First Lift Canal, (as such canal existed March 22 1938), thence South along said West line of said SW1/4 NW1/4 a distance of 450 feet to the true point of beginning; thence East 200 feet; thence North to the South line of said canal; thence easterly along the South line of said canal to the East line of said SW1/4 NW1/4; thence South to the Southeast corner of said SW1/4 NW1/4; thence West to the Southwest corner of said SW1/4 NW1/4; thence North to the true point of beginning, Mesa County, Colorado.

PROPERTY DESCRIPTION (as surveyed):

A parcel of land situated in the southwest quarter of the northwest quarter of Section 17, Township 1 South, Range 1 West of the Ute Meridian, being more particularly described as follows;

Beginning at 2.25" brass cap marked MESA COUNTY SURVEY MARKER NO 352 1966 for the west quarter corner of said Section 17, whence a 2.5" aluminum cap marked L5 33650 2006 for the center-west sixteenth corner of said Section 17 bears North 89°54'43" East with all bearings herein relative thereto;
Thence North 00°02'39" West, a distance of 527.27 feet to an illegible 1.5" aluminum cap on the south line of Right of Way per Reception Number 978831;
Thence North 89°55'24" East, a distance of 199.86 feet to a 1.5" aluminum cap marked PLS 4307 USN;
Thence North 00°03'32" West, a distance of 146.83 feet to a 1.5" aluminum cap marked PLS 4307 USN on the purported south line of the Redlands Water and Power Company First Lift Canal and the beginning of a curve concave to the northwest having a radius of 225.00 feet and a central angle of 67°02'11" and being subtended by a chord which bears North 47°43'22" East a distance of 248.82 feet;
Thence easterly along said curve, a distance of 263.64 feet to a point of reverse curvature;
Thence northerly a distance of 191.31 feet along the arc of said curve concave to the south having a radius of 100.00 feet and a central angle of 109°36'50" being subtended by a chord bearing North 68°57'42" East a distance of 163.44 feet;
Thence South 56°13'53" East tangent to said curve, a distance of 223.54 feet;
Thence South 49°55'24" East, a distance of 179.16 feet;
Thence South 45°06'06" East, a distance of 440.80 feet;
Thence South 37°14'22" East, a distance of 162.46 feet;
Thence South 24°18'00" East, a distance of 41.78 feet to the east line of the southwest quarter of the northwest quarter of said Section 17;
Thence South 00°03'38" West, a distance of 145.10 feet to the said center-west sixteenth;
Thence South 89°54'43" West, a distance of 1322.08 feet to the Point of Beginning, said parcel containing 18.96 acres more or less.



LEGEND

- 1.5" ALUMINUM CAP IN CONCRETE PLS 4307 - USN
- 1.5" ALUMINUM CAP IN CONCRETE ILLEGIBLE
- ⚡ ALIQUOT MONUMENT AS NOTED
- FOUND REBAR
- SET 2.0" ALUMINUM CAP ON # 5 REBAR PLS 38274 - RCC
- - - EASEMENT LINE
- — — PARCEL LINE
- - - ROW LINE
- - - ALIQUOT LINE
- O-E- OVERHEAD ELECTRIC
- - - EDGE OF GRAVEL ROAD

SYMBOLS AND ABBREVIATIONS USED ON THIS PLAT

- A: ARC LENGTH OF CURVE
- BOB: BASIS OF BEARING
- C: CENTER
- CCR: COVENANT CONDITIONS & RESTRICTIONS
- E: EAST
- N: NORTH
- NO: NUMBER
- PLS: PROFESSIONAL LAND SURVEYOR
- MCSM: MESA COUNTY SURVEY MARKER
- MPE: MULTI-PURPOSE EASEMENT
- PLS: PROFESSIONAL LAND SURVEYOR
- LS: LICENSED SURVEYOR
- CH: CHORD LENGTH
- BRG: CHORD BEARING
- L: ARC LENGTH
- RAD: RADIUS
- Δ: CENTRAL ANGLE DELTA
- REC: RECEPTION
- ROW: RIGHT OF WAY
- T: TOWNSHIP
- UM: UTE MERIDIAN
- W: WEST
- Ø: DIAMETER
- S.: SECTION
- ** : OWNERSHIP BY BETTY C. BENNETT TRUST
- PSCO: PUBLIC SERVICE COMPANY

Lineal Units of Measurement are U.S. Survey Foot.

MCLGS ZONE "GVA"
TRANSVERSE MERCATOR PROJECTION
POINT OF ORIGIN (SNO) AND CENTRAL MERIDIAN:
LATITUDE: 39°06'22.12146N
LONGITUDE: 108°32'01.43552W
NORTHING: 50,000FT
EASTING: 100,000FT
SCALE FACTOR: 1.000218181748
PROJECT/SCALE FACTOR HEIGHT: 4644FT(NAVD88)

BASIS OF BEARINGS

The bearings hereon are grid bearings of the Mesa County Local Coordinate System, GVA, as defined at http://emap.mesacounty.us/gps_survey/GVAZONE.htm, determined by GPS observation of the south line of the Southwest Quarter of the Northwest Quarter of Section 17, Township 1 South, Range 1 West of the Ute Meridian, the center-west sixteenth being a 2.5" aluminum cap marked "L5 33650 2006" whence the west quarter corner of said Section 17, being a 2.25" brass cap marked "MESA COUNTY SURVEY MARKER NO 352 1966", bears South 89°54'43" West, as shown hereon.

- * SURVEYORS NOTES**
- Conveyance deeds for subject parcel refer to the "South line of the Redlands Water and Power Company First Lift Canal, (as such canal existed March 22, 1938)" as the north bound of said parcel.
 - adjoining deeds to the west also reference a bounding call using the term "South boundary of canal".
 - Title work provided and referenced hereon did not provide any concise description of a canal right-of-way, this is not an opinion by this surveyor as to whether or not rights may exist.
 - The hereon signed surveyor considers the best available evidence for the south line of the canal to be the surveyed edge of the concrete ditch and/or the top of the cut slope created by said ditch.
 - A line of best fit for these improvements is depicted hereon as the north boundary of subject parcel.
 - The hereinabove north boundary line was extended southwesterly to intersect a 1.5" aluminum cap marked PLS 4307 at the northeast corner of a parcel of land as recorded at Reception Number 2765158. Said northeast corner is qualified in said deed as terminating at the "South boundary of the First Lift Canal of the Redlands Irrigation and Power Company".

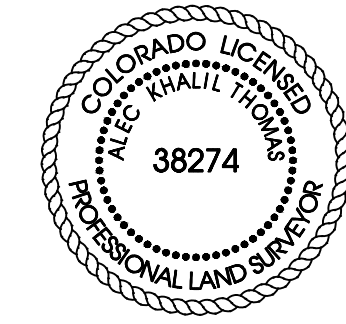
NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

This survey plat does not constitute a title search by the undersigned surveyor or River City Consultants, Inc. and no certification as to title or ownership of any parcels shown hereon is made by either. All information regarding ownership, rights-of-way easements of record, adjoiners, and other documents that may affect the quality of title to this property is from a title commitment prepared by Land Title Guarantee Company, G-1865058019, dated April 19, 2024. Other documents may exist which would affect this property.

SURVEYOR'S STATEMENT

I, Alec K Thomas, a registered Professional Land Surveyor in the State of Colorado, do hereby state: the Improvement Survey represented hereon was performed by me or under my responsible charge; it is based upon my knowledge, information and belief; it is in accordance with applicable standards of practice. This statement is not a guaranty, either expressed or implied.

Alec K Thomas,
Colorado PLS 38274



LAND SURVEY DEPOSITS
Mesa County Surveyor's Office
Date _____
Deposit Number _____



IMPROVEMENT SURVEY PLAT
MESA COUNTY PARCEL NUMBER
2945-172-00-183
SOUTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 17
TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN, MESA COUNTY COLORADO.

Sheet 1 of 1	Date: 10/24/25	Job No. 1988-038
Surveyed: TPJ	Drawn: AKT	Checked: AKT
Drawing name: S:\PROJECTS\1988 Le Pato Committee, Inc\258 Bennett Parcel\Survey\DWG\1988-038 19P.dwg		

BENNETT PARCEL (R360) ANNEXATION SCHEDULE

	Referral of Petition, Intro Proposed Ordinance, Exercise Land Use
	Planning Commission Considers Zone of Annexation
	City Council Intro Proposed Zoning Ordinance
	City Council Accept Petition/Annex and Zoning Public Hearing
	Effective date of Annexation and Zoning

ANNEXATION SUMMARY

File Number		
Location		No Physical Address
Tax ID Number(s)		2945-172-00-183
Number of Parcel(s)		1
Existing Population		0
No. of Parcels Owner Occupied		0
Number of Dwelling Units		0
Acres Land Annexed		18.96
Developable Acres Remaining		18.96
Right-of-way in Annexation		None
Previous County Zoning		RSF-4
Proposed City Zoning		PD (Redlands 360 Amended ODP)
Surrounding Zoning:	North:	RSF-4 (County)
	South:	PD (City)
	East:	RSF-4 (County)
	West:	PD (City)
Current Land Use		Vacant Land
Proposed Land Use		Mixed Use Residential
Surrounding Land Use:	North:	Single Family Residential/Vacant Land
	South:	Vacant Land
	East:	Single Family Residential/Church
	West:	Vacant Land/Single Family Residential
Comprehensive Plan Designation:		Residential Low
Zoning within Comprehensive Plan Designation:		Yes: X No:
Values:	Assessed	\$520,500
	Actual	\$140,540
Address Ranges		
Special Districts:	Water	\$0
	Sewer	\$0
	Fire	\$1,355.51
	Irrigation/Drainage	\$0
	School	\$6,335.13
	Pest	\$166.40

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Redlands Three Sixty, LLC ("Entity") is the owner of the following property:

(b) No Physical Address - Parcel No. 2945-172-00-183

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Manager for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

My legal authority to bind the Entity both financially and concerning this property is unlimited.

My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

execute instruments to acquire, convey, encumber or otherwise affect title

The Entity is the sole owner of the property.

The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Annexation

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) None

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: B. Douglas Quimby

Printed name of person signing: B. Douglas Quimby as President of La Plata Communities, Inc., Manager of Redlands Three Sixty, LLC

State of Colorado)

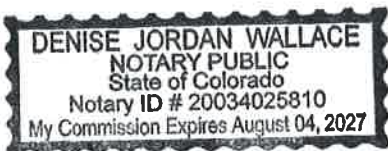
County of El Paso) ss.

Subscribed and sworn to before me on this 20th day of October, 20 25

by B. Douglas Quimby as President of La Plata Communities, Inc., Manager of Redlands Three Sixty, LLC

Witness my hand and seal.

My Notary Commission expires on August 4, 2027



Denise Jordan Wallace
Notary Public Signature



General Warranty Deed

(Pursuant to C.R.S. 38-30-113(1)(a))

State Documentary Fee
Date: July 23, 2024
\$108.00

This Deed, effective as of **July 23rd, 2024**, signed on the date(s) acknowledged below, by Grantor(s), **BETTY C. BENNETT**, whose street address is **TBD 23 ROAD, GRAND JUNCTION, CO 81507**, City or Town of **GRAND JUNCTION**, County of **Mesa** and State of **Colorado**, for the consideration of **(\$1,080,000.00) ***One Million Eighty Thousand and 00/100***** dollars, in hand paid, hereby sell(s) and convey(s) to **REDLANDS THREE SIXTY, LLC, A COLORADO LIMITED LIABILITY COMPANY**, whose street address is **9540 FEDERAL DR SUITE 200, COLORADO SPRINGS, CO 80921**, City or Town of **COLORADO SPRINGS**, County of **El Paso** and State of **Colorado**, the following real property in the County of **Mesa** and State of **Colorado**, to wit:

See attached "Exhibit A"

also known by street and number as: **TBD 23 ROAD, GRAND JUNCTION, CO 81507**

with all its appurtenances and warrant(s) the title to the same, subject to Statutory Exceptions.

(SEE ATTACHED "SIGNATURE PAGE")

When recorded return to: **REDLANDS THREE SIXTY, LLC, A COLORADO LIMITED LIABILITY COMPANY**
9540 FEDERAL DR SUITE 200, COLORADO SPRINGS, CO 80921



Warranty Deed with Statutory Exceptions

SIGNATURE PAGE

Betty C. Bennett

BETTY C. BENNETT

State of Colorado)
County of *Mesa*)ss.
)

The foregoing instrument was acknowledged before me on this day of **July 23rd, 2024** by **BETTY C. BENNETT**

Witness my hand and official seal

My Commission expires:

4/5/25

Kristi B. Joyce

Notary Public

KRISTI B JOYCE
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20134023335
MY COMMISSION EXPIRES 04/05/2025

Exhibit A

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF THE SW $\frac{1}{4}$ NW $\frac{1}{4}$ OF SECTION 17, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, AND THE SOUTH LINE OF THE REDLANDS WATER & POWER COMPANY FIRST LIFT CANAL (AS SUCH CANAL EXISTED MARCH 22, 1938), THENCE SOUTH ALONG SAID WEST LINE OF SAID SW $\frac{1}{4}$ NW $\frac{1}{4}$ A DISTANCE OF 450 FEET TO THE TRUE POINT OF BEGINNING;
THENCE EAST 200 FEET;
THENCE NORTH TO THE SOUTH LINE OF SAID CANAL;
THENCE EASTERLY ALONG THE SOUTH LINE OF SAID CANAL TO THE EAST LINE OF SAID SW $\frac{1}{4}$ NW $\frac{1}{4}$;
THENCE SOUTH TO THE SOUTHEAST CORNER OF SAID SW $\frac{1}{4}$ NW $\frac{1}{4}$;
THENCE WEST TO THE SOUTHWEST CORNER OF SAID SW $\frac{1}{4}$ NW $\frac{1}{4}$;
THENCE NORTH TO THE TRUE POINT OF BEGINNING,

COUNTY OF MESA, STATE OF COLORADO.



Redlands 360 Development – ODP Amendment/Annexation of 19 Acre Parcel

SUMMARY OF NEIGHBORHOOD INFORMATION MEETING TUESDAY, OCTOBER 21, 2025, FROM 5:30 PM TO XXXPM MONUMENT BAPTIST CHURCH, 486 23 ROAD, GRAND JUNCTION, CO

A neighborhood information meeting for the above-referenced projects was held Tuesday, October 21, 2025, at Monument Baptist, from 5:30 pm to 7:00 pm. The initial letter notifying the neighboring property owners within the surrounding 500 feet was sent on October 8, 2025, per the mailing list received from the City of Grand Junction. There were approximately 37 people in attendance, including representatives from LaPlata Communities/Redlands 360; Jane Quimby, Project Manager, Doug Quimby, Cody Humphrey and Don Gravette. The City of Grand Junction was represented by Jessica Johnson, Zoning Supervisor. Also in attendance was Tracy States, Project Coordinator with River City Consultants, Inc.

Jane Quimby made introductions and explained the purpose of the meeting was to identify new areas being brought into the ODP/PD (Outline Development Plan/Planned Development zoning) and changes to the 2022 approved ODP. She then introduced Cody who gave a power point presentation.

Cody Humphrey began his presentation, a copy of which is included as an attachment to this summary. Cody showed the original ODP and the areas to be brought into the ODP. He stated the total area was approximately 628 acres, including Renaissance and Canyon Rim. Cody talked about the density, 1,300 – 1,750 units, with 6 acres of commercial and approximately 35 acres of parks.

Cody gave a summary of the submittal and made the following points:

- Will be amending the approved ODP to incorporate the additional 29 acres (two 5 acre parcels already in the city limits and one 19 acre parcel in the county, to be annexed into city limits).
- The ODP provides zoning and anticipates land use.
- The phasing and graphics will be updated.
- Implementation of outdoor lighting policy/dark sky lighting, limiting streetlights, etc.
- Would like to mimic what exists in Redlands Mesa.

Cody then showed the current approved plan and the new parcels in relation to the approved ODP. He explained that the density of the development is medium density, up to 12 units per acre. He explained that the “bubbles” shown on the approved ODP don’t necessarily equate to development. The topography is very challenging and 12 units or higher density would work better on flatter ground, like the attached dwelling units in Filing 2. He said that the 29 acres would lean more toward single family detached product because of the topography. Questions/comments ensued.

The conversation had very little to do with the ODP Amendment/Annexation.

- Complaint about S. Broadway one-way street.
- How does traffic flow work?
 - Cody and Jane explained that there will be two roundabouts and turn lanes to calm traffic flow.
- Is 19 acre parcel next to S. Broadway?
 - No – separated by the ditch and a piece of land.
- Will there be access to the slide show?
 - Part of neighborhood meeting summary/public record.
- Project is too dense. Where are the buyers coming from?
 - Some out of state, some from other parts of Colorado. The original ODP was approved four years ago and was a very long process with many opportunities for public comment.
 - Jane noted that the project is an infill project and the City wanted higher density. This is a 25-year project to build out. The project may struggle to get to the minimum required density of 1,300 dwelling units.
- How much of the wetlands on the corner parcel are retained?
 - All.

Cody began to wrap up his presentation and the conversation shifted to traffic mitigation with the three added parcels. Cody explained that the added parcels don't generate enough traffic to change the existing traffic impact studies. Jane talked about current traffic mitigation including the roundabout at 23 Road and Broadway, planned left turn lanes and the planned internal round about, all of which will mitigate traffic and create a safer environment.

Questions about the annexation of roadways and what is the eventual plan for Hwy 340. Cody and Jane explained that the 340 roundabout will start as one lane but can accommodate two lanes based on the design. The City's ultimate plan is for 340 to become four lanes from Ridges Blvd. to Redlands Parkway. When the roadway is widened to four lanes, the roundabout will also be modified to accommodate two lanes of traffic.

Question about how irrigation will be handled. It was explained that the overall project has 75+ irrigation shares and only the common areas will be irrigated. It was also explained that the project will keep most of the trails and maintain current hillsides. The recent 500-year storm event and drainage issues were discussed. Drainage for county residents is an issue and they were advised to talk to the county about the existing issues.

The attendees brought up the power outages that are still regularly occurring. Jane explained that they had notifications of regular outages with regards to the irrigation pumps. She noted that the development is required to install infrastructure as they go, including transformers, lines, etc. The outages tend to occur when it is very windy or hot.

The conversation shifted back to the ODP Amendment and dark sky policy. Cody reiterated that the phasing plan will likely change. He and Jane advised they are working with the city on the dark sky definition. Jane added that most existing residences are in the county and that the Redlands 360 development has to try and find a compromise that meets city code while providing a safe environment without overexposing. Redlands Mesa is a good example. The attendees wanted to know if there will be lighting limits on retail areas and the response was yes.

Final questions:

- Recap common areas/open space?
 - There are 11 parks, 7 trailheads or about 1/3 of the total acreage.
- When will construction of Filing 2 begin.
 - February 2026
- Filings 3 and 4?
 - About the same time.

The meeting adjourned at 7 PM.

Tuesday, October 21, 2025
Redlands 360 Proposed Annexation and Amended PD ODP
Adding approximately 29 acres (10 already in the City limits and 19 to be annexed)
Neighborhood Information Meeting – 5:30 PM
Monument Baptist Church
Located at 486 23 Road, Grand Junction, CO

Name	Address	Phone/Email
1. Lynn & Tyler	399 MIRADA CT	LYNN_MAWAHAN@hotmail.com
2. Jack Rogan	434 Athens Way	john.frogan@yahoo.com
3. Kristl Hottz	2285 S. Arriba Cr. GJ	kristlhtz16@yahoo.com
4. Kathy Weida	392 Caprock Ct	LasVegasKat36@hotmail.com
5. Denise & Sarah	204 Easter Hill Dr	denthom1958@msn.com
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Tuesday, October 21, 2025

Redlands 360 Proposed Annexation and Amended PD ODP

Adding approximately 29 acres (10 already in the City limits and 19 to be annexed)

Neighborhood Information Meeting – 5:30 PM

Monument Baptist Church

Located at 486 23 Road, Grand Junction, CO

Name	Address	Phone/Email
1. Ron & Brenda Winters	2305 S BROADWAY	970-210-9900
2. Sarah + Mark Caldwell	2281 Holy Cross Ct	972-998-5716
3. Wendy Beckius	203 Easter Hill Dr.	970-379-2155
4. Douglas Scott	2219 RENAISSANCE BLVD	402-479-3268
5. Ham & Craig Tate	2225 Redlands PKWY	970-618-5445
6. Tom & Diana Baumgarten	2307 S. Broadway	970-241-1798
7. Carol Coburn	108 Columbine Ct	970-778-1209
8. Steve & Natalie Husch	2284 Holy Cross Ct.	
9. Betty Balby	120 MESA GRANDE DR.	970-260-8032
10. Jimmy Gipple	442 Montero	970-477-3343
11. Doug Quimby	422 E Vermijo, Colorado Springs	
12. Sue Smith	2217 Renaissance Blvd	
13. Tracy Stokes - RCC		
14. Jan Quimby		
15. Jessica Johnson City of GJ		
16.		
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Tuesday, October 21, 2025

Redlands 360 Proposed Annexation and Amended PD ODP

Adding approximately 29 acres (10 already in the City limits and 19 to be annexed)

Neighborhood Information Meeting – 5:30 PM

Monument Baptist Church

Located at 486 23 Road, Grand Junction, CO

Name	Address	Phone/Email
1. Cheryl Cable	403 Mirada Ct.	
2. Doug O'Neil	214 Easter Hill Dr.	
3. Steve Casle	403 Mirada Ct.	
4. Britthey Archie	2220 Da Vinci	
5. Rip Archie	2220 Da Vinci	
6. Jim Di Girolamo	2282 Holy Cross Ct	
7. Dan & LaDonna Salame	2290 S Broadway	
8. Don Gravette	422 E Wernije Ln	don.gravette@one to plus.com
9. Melissa Connor	2219 Renaissance Blvd	
10.		
11.		
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2 EMBS TRUST
120 MESA GRANDE
GRAND JUNCTION CO 81507

2241 S BROADWAY LLC
1985 1/2 S BROADWAY
GRAND JUNCTION CO 81507

ABBOTT WILLIAM ALLEN
ABBOTT ROBERTA JEAN
435 RENAISSANCE CT
GRAND JUNCTION CO 81507

ALDOUS ZOE
449 S CAMP RD
GRAND JUNCTION CO 81507

ALLEN TODD
ALLEN KARI J
2140 SLOPE CREEK AVE
GRAND JUNCTION CO 81505

ANDERSON THOMAS MICHAEL
ANDERSON LINDSAY NICOLE
3393 FLORENCE WAY
DENVER CO 80238

ANDREWS WILLIAM M
ANDREWS ELENA J, HART LEANNE G &
CALABRESE KERRY J GRANTEE
BENEFICIARIES
375 CAPROCK DR
GRAND JUNCTION CO 81507

ANN W LEWIS UTA DATED APR 30 2015
SARGENT DALE
370 TEEGAN CT
GRAND JUNCTION CO 81507

APP TRUST
2216 DA VINCI PL
GRAND JUNCTION CO 81507

ARCHIE KIP DAVID
ARCHIE BRITTNEY NICOLE
2220 DA VINCI PL
GRAND JUNCTION CO 81507

ATCHLEY WILLIAM W
402 ALTAMIRA CT
GRAND JUNCTION CO 81507

ATKINS MITCHELL TALMADGE
ATKINS TRACY TWINN
221 ALCOVE DR
GRAND JUNCTION CO 81507

BAKER MICHAEL L
354 TEEGAN CT
GRAND JUNCTION CO 81507

BARGSTEN TOM S
BARGSTEN DIANA L
2307 S BROADWAY
GRAND JUNCTION CO 81507

BEAN JARED LEE
BEAN JAMI F
113 E ALCOVE DR
GRAND JUNCTION CO 81507

BECKIUS JOHN M
BECKIUS WENDY K
203 EASTER HILL DR
GRAND JUNCTION CO 81507

BELATTI DANIEL A
BELATTI HEIDI L
447 RENAISSANCE CT
GRAND JUNCTION CO 81507

BENNETT BETTY C
2324 S BROADWAY
GRAND JUNCTION CO 81507

BENNETT MICHAEL P
BENNETT TARA G
2270 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

BERGUER ALEXANDRA
COYLE BENJAMIN T
2199 S BROADWAY
GRAND JUNCTION CO 81507

BIGUM ALFRED BUSBY
BIGUM EDITH MARIE
432 ATHENS WAY
GRAND JUNCTION CO 81507

BIRD WILLIAM
BIRD MEREDITH K
200 EASTER HILL DR
GRAND JUNCTION CO 81507

BLAYLOCK CLINT
BLAYLOCK DANYIELLE
404 MIRADA CT
GRAND JUNCTION CO 81507

BLM
2815 H RD
GRAND JUNCTION CO 81506

BOARDWINE GWEN A
2287 HOLY CROSS CT
GRAND JUNCTION CO 81507

BOGART JASON
BOGART SARAH
212 EASTER HILL DR
GRAND JUNCTION CO 81507

BONAN-HAMADA CATHERINE M
BONAN-HAMADA EDWARD K
432 MONTERO ST
GRAND JUNCTION CO 81507

BOOTH ROBERT L
BOOTH ANDREA A
394 MIRADA CT
GRAND JUNCTION CO 81507

BRIGHTSTAR GOLF REDLANDS MESA
LLC
2325 W RIDGES BLVD
GRAND JUNCTION CO 81507

BROOM JEFFREY
2308 S BROADWAY
GRAND JUNCTION CO 81507

BUBAR RONNIE D
2333 S BROADWAY
GRAND JUNCTION CO 81507

BUTLER BRADLEY E
BUTLER BARBARA R, KMAIGIATTD TRST
DTD NOV 22 2019 GRANTEE BENEFICIARY
429 RIO VISTA RD
GRAND JUNCTION CO 81507

BUTSON JOSHUA LINCOLN
BUTSON TARA MAE
358 CAPROCK DR
GRAND JUNCTION CO 81507

CABLE STEVEN W
CABLE CHERYL A
403 MIRADA CT
GRAND JUNCTION CO 81507

CALDWELL SARAH DEW
CALDWELL JOHN MARK
2281 HOLY CROSS CT
GRAND JUNCTION CO 81507

CAMELOT INVESTMENTS LLC
809 LAKESIDE DR
CARBONDALE CO 81623

CHMURA BRUCE T
CHMURA SHARON F
437 MEADOWS WAY
GRAND JUNCTION CO 81507

CITY OF GRAND JUNCTION
JESSICA JOHNSEN
250 N 5TH ST
GRAND JUNCTION CO 81501

CLUB VILLAS HOMEOWNERS
ASSOCIATION INC
2325 W RIDGES BLVD
GRAND JUNCTION CO 81507

COFFELT CHRIS
COFFELT MELANIE
2283 CULEBRA PEAK CT
GRAND JUNCTION CO 81507

COHAN WILLIAM T
COHAN A R
2293 BROADWAY
GRAND JUNCTION CO 81507

COHEE JONATHAN LEE
COHEE STEFANIE ANN
2318 LONETREE
GRAND JUNCTION CO 81507

COHEN SETH HOWARD
COHEN JEANNE LYNETTE
2266 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

COLE MATTHEW W
477 23 RD
GRAND JUNCTION CO 81507

COLEMAN TYLER L
MILLOY HANNAH E
2286 HOLY CROSS CT
GRAND JUNCTION CO 81507

CONFIDENTIAL OWNER
CONFIDENTIAL OWNER
356 CAPROCK DR
GRAND JUNCTION CO 81507

CONFIDENTIAL OWNER
CONFIDENTIAL OWNER
440 RUST CT
GRAND JUNCTION CO 81507

CONFIDENTIAL OWNER
CONFIDENTIAL OWNER
445 ATHENS WAY
GRAND JUNCTION CO 81507

CONFIDENTIAL OWNER
CONFIDENTIAL OWNER
446 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

CONNOR & SCOTT LIVING TRUST
DATED AUG 8 2019
2219 RENAISSANCE BLVD
GRAND JUNCTION CO 81507

COPELAND JEFFREY T
COPELAND KATHLEEN M
448 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

COPPLE JAMES
9299 GYPSUM CREEK RD
GYPSUM CO 81637

CRUM STEVEN C
CRUM SANDRA K
383 CAPROCK DR
GRAND JUNCTION CO 81507

CULLINANE FAMILY LIV TRST U/A DTD
JAN 6 2022
2216 TUSCANY AVE
GRAND JUNCTION CO 81507

CUMMINGS RONALD R
CUMMINGS NANCY ELLEN
449 RENAISSANCE CT
GRAND JUNCTION CO 81507

CUNNINGHAM BARRY K
HURST KAREN J
2221 TUSCANY AVE
GRAND JUNCTION CO 81507

DATRI EDWARD JR
DATRI CECILIA
2289 CULEBRA PEAK CT
GRAND JUNCTION CO 81507

DEMUTH MICHAEL J
DEMUTH GRETCHEN D
2281 S BROADWAY
GRAND JUNCTION CO 81507

DERE BRIAN
DERE JENNIFER
1173 23 1/2 RD
GRAND JUNCTION CO 81505

DESROSIERS DON C
455 WILDWOOD DR
GRAND JUNCTION CO 81507

DISTINCTIVE DESIGN BUILD LLC
566 W CRETE CIR UNIT 4
GRAND JUNCTION CO 81505

DIX LAUREN
THOMPSON STEPHEN L
366 CAPROCK DR
GRAND JUNCTION CO 81507

DONALDSON KURTZ LIVING TRUST
DATED JUN 2 2017
2214 CANYON RIM DR
GRAND JUNCTION CO 81507

DUNCAN DARRELL LANE
DUNCAN MICHELE MARIE
449 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

DURHAM CHRISTOPHER SCOTT
DURHAM JEANETTE MARIE
396 MIRADA CT
GRAND JUNCTION CO 81507

ERB ROCKY
ANN ERB LORI
444 MONTERO ST
GRAND JUNCTION CO 81507

FITZGERALD STEPHEN J
FITZGERALD SHERYL S
441 ATHENS WAY
GRAND JUNCTION CO 81507

FIXTURE STUDIO CONSTRUCTION &
DEVELOPMENT LLC
600 ROOD AVE STE 301
GRAND JUNCTION CO 81501

FORD SCOTT
FORD SHANNA
386 TEEGAN CT
GRAND JUNCTION CO 81507

FOWLER MICHAEL H
440 MONTERO ST
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FREEMAN DANIEL ADAM
FREEMAN KATHERINE
2879 MESA AVE
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FREEMAN DOUGLAS
FREEMAN ANUPAMA
438 RENAISSANCE CT
GRAND JUNCTION CO 81507

GAASCHE GLENN
GAASCHE BARBARA
2286 S BROADWAY
GRAND JUNCTION CO 81507

GALLEGOS-MARTINEZ ALLISON
AMBRIZ AMBRIZ DANIEL
424 LOIS ST
CLIFTON CO 81520

GARRISON DANIEL ALAN
BELL SARAH ANNE
2217 TUSCANY AVE
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GAURMER ZACKARY D
GAURMER JAIME A
103 ALCOVE DR
GRAND JUNCTION CO 81507

GECHTER CHARLIE
ECHTER WENDI
218 EASTER HILL DR
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GEE VICTORIA L
BOERNER SEAN
2289 HOLY CROSS CT
GRAND JUNCTION CO 81507

GIALLANZA CHARLES A
GIALLANZA TRISHA A
2223 TUSCANY AVE
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GNEISS HOME LLC
611 24 RD UNIT 1
GRAND JUNCTION CO 81505

GODS COUNTRY HOMES LLC
1173 23 1/2 RD
GRAND JUNCTION CO 81505

GOETZMANN CUSTOM HOMES INC
PO BOX 331
MONUMENT CO 80132

GOETZMANN PHILIP A
7595 WINDING OAKS DR
COLORADO SPRINGS CO 80919

GONYEAU JAY E
GONYEAU LEAH L, GONYEAU BRADFORD
JAY GRANTEE BENEFICIARY
381 CAPROCK DR
GRAND JUNCTION CO 81507

GONZALES JEROME
364 TEEGAN CT
GRAND JUNCTION CO 81507

GONZALEZ ERIC A
GONZALEZ ERICA
985 MARTINGROVE CT
WESTERVILLE OH 43081

GOODWILL MICHAEL E
GOODWILL CLIFFORD L
437 RUST CT
GRAND JUNCTION CO 81507

GRAND JUNCTION LAND COMPANY
LLC
600 HOPKINS AVE STE 303
ASPEN CO 81611

GRAND VALLEY INVESTMENT GROUP
LLC
1755 TELSTAR DR STE 109
COLORADO SPRINGS CO 80920

GRAND VALLEY INVESTMENT GROUP LLC
REDLANDS THREE SIXTY LLC, JANE
QUIMBY
422 E VERMIJO AVE STE 100
COLORADO SPRINGS CO 80903

GUNTER THOMAS A
GUNTER JUANITA
451 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

GUSTAFSON BRYCE
106 1/2 EASTER HILL DR
GRAND JUNCTION CO 81507

GUTHRO JAMES P
GUTHRO NICOLEENA M
380 CAPROCK DR
GRAND JUNCTION CO 81507

HALL SCOTT T
HALL LAUREN E
2215 TUSCANY AVE
GRAND JUNCTION CO 81507

HALLIDAY STEVAN W
DALLAGO REGINA A
395 MIRADA CT
GRAND JUNCTION CO 81507

HAMON STANLEY A
HAMON PAMELA H
434 RUST CT
GRAND JUNCTION CO 81507

HARAWAY JAMES A
MARTHA C HARAWAY
377 CAPROCK DR
GRAND JUNCTION CO 81507

HARMELING MICHAEL B
HARMELING CASSIE C
103 N EASTER HILL DR
GRAND JUNCTION CO 81507

HARRIS DANIEL L
HARRIS JENNIFER C
396 CAPROCK CT
GRAND JUNCTION CO 81507

HARRIS JUSTIN D
2225 TUSCANY AVE
GRAND JUNCTION CO 81507

HARSHA MARK
HARSHA DANEEN M
376 CAPROCK DR
GRAND JUNCTION CO 81507

HARTSFIELD ELLEN ATHENA
211 OAK DR
DURANGO CO 81301

HASTY TINA
HASTY SHAWN
2287 BROADWAY
GRAND JUNCTION CO 81507

HAUER KYLA ANN
470 23 RD
GRAND JUNCTION CO 81507

HECKEL TIMOTHY L
HECKEL CLAUDIA L
445 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

HEMSTAD ERIK A
393 MIRADA CT
GRAND JUNCTION CO 81507

HERBERT & LAURIE AM HOLZBAUER
LIV TRST DTD AUG 29 2017
506 BLEVINS RD
GRAND JUNCTION CO 81507

HERRERA JUAN ESPINOZA
ESPINOZA LILY
2299 BROADWAY
GRAND JUNCTION CO 81507

HILL KIM
2276 HOLY CROSS CT
GRAND JUNCTION CO 81507

HOAGLUND ROGER M
HOAGLUND DELORES J
2239 S BROADWAY
GRAND JUNCTION CO 81507

HOFFMAN MICHAEL R
GOAD DOLORES S
401 MIRADA CT
GRAND JUNCTION CO 81507

HOLTZ PETER G
3204 RAYBURN ST
LAS VEGAS NM 87701

HOOPER DANIEL JR
HOOPER CARRIE
2269 HOLY CROSS WAY
GRAND JUNCTION CO 81507

HOSKIN GREGORY K
HOSKIN DOROTHY D
411 RIO VISTA RD
GRAND JUNCTION CO 81507

HOUK RICHARD D
HOUK THERESE L
398 CAPROCK CT
GRAND JUNCTION CO 81507

HOWARD CRAIG A
HOWARD LAURA A
2292 S ARRIBA CIR
GRAND JUNCTION CO 81507

HOWARD JOHN V JR
HOWARD VALERIE MARIE
360 CAPROCK DR
GRAND JUNCTION CO 81507

HUSCH STEVEN C
HUSCH NATALIE A
2284 HOLY CROSS CT
GRAND JUNCTION CO 81507

HYATT FAMILY TRUST DATED
09/21/2004
2262 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

HYDE DUSTIN
2296 BROADWAY
GRAND JUNCTION CO 81507

JANE CLEVINGER FAMILY TRUST
2536 RIMROCK DR #319
GRAND JUNCTION CO 81505

JEFFREY A SMITH & SUE A MITCHELL-
SMITH REV TRST APR 19 2017
RESTATEMENT
2217 RENAISSANCE BLVD
GRAND JUNCTION CO 81507

JIMTOWN ENTERPRISES LLC
2500 BROADWAY UNIT B PMB 235
GRAND JUNCTION CO 81507

JLC MAGNUS LLC
2125 BUTTERFIELD DR #225
TROY MI 48084

JOHNSON EMERY C
JOHNSON DARLENE
2325 1/2 S BROADWAY
GRAND JUNCTION CO 81507

JOHNSON FAMILY TRUST DATED OCT
29 2018
4006 CAMINITO TERVISIO
SAN DIEGO CA 92122

JOHNSON KYLE R
JOHNSON TRICIA L F
437 RENAISSANCE CT
GRAND JUNCTION CO 81507

JORGENSEN GARY JOHN
JORGENSEN COLLEEN KAY
385 CAPROCK DR
GRAND JUNCTION CO 81507

JOY AMY
434 MEADOWS WAY
GRAND JUNCTION CO 81507

KEMPA RICHARD P
STRINGHAM FERN M
2309 BROADWAY
GRAND JUNCTION CO 81507

KENAGY RICHARD T
KENAGY ALLYSON R
2288 S BROADWAY
GRAND JUNCTION CO 81507

KENDALL DONALD E
KENDALL JULIE D
360 TEEGAN CT
GRAND JUNCTION CO 81507

KERSHAW GARY J
KERSHAW LAURIE K
1205 W 11TH CT
BROOMFIELD CO 80020

KILLE NANCY L
KILLE RANDALL GENE
433 RUST CT
GRAND JUNCTION CO 81507

KINNICK RAYMOND THOMAS JR
206 EASTER HILL DR
GRAND JUNCTION CO 81507

KINSEY FAMILY TRUST DATED APR 6
2016
356 TEEGAN CT
GRAND JUNCTION CO 81507

KINTZ DANIEL C
KINTZ KIMBERLY M
436 MONTERO ST
GRAND JUNCTION CO 81507

KLINETOBE DONALD
KLINETOBE LEANN
447 ATHENS WAY
GRAND JUNCTION CO 81507

KOLLAR STEVEN W
THON-KOLLAR LISA ANN
433 RENAISSANCE CT
GRAND JUNCTION CO 81507

LAIBLE JASON
436 ATHENS WAY
GRAND JUNCTION CO 81507

LAPLANTE JOHN B
LAPLANTE LAURIE L
404 MONTERO ST
GRAND JUNCTION CO 81507

LECRONE SCOTT W
LECRONE CAROL L
2327 S BROADWAY
GRAND JUNCTION CO 81507

LEONARD DARIN J
367 TEEGAN CT
GRAND JUNCTION CO 81507

LESJAK TEGAN J
LESJAK KELLEY M
2297 BROADWAY
GRAND JUNCTION CO 81507

LEWTON JAMES B
LEWTON SHANNON M
106 EASTER HILL CT
GRAND JUNCTION CO 81507

LIBERTY BAPTIST CHURCH
450 S CAMP RD
GRAND JUNCTION CO 81507

LIKOVICH STEVEN
LIKOVICH SUSAN J
445 RENAISSANCE CT
GRAND JUNCTION CO 81507

LITTEN GREGORY
LITTEN BRIDGET
2288 HOLY CROSS CT
GRAND JUNCTION CO 81507

LOPEZ CHRISTINA
LOPEZ RENNATO
2271 HOLY CROSS WAY
GRAND JUNCTION CO 81507

LOWER VALLEY HOSPITAL
ASSOCIATION
300 W OTTLEY AVE
FRUITA CO 81521

LUCERO CATHERINE S
SCHULTZ DEZJAX GRANTEE
BENEFICIARY
437 ATHENS WAY
GRAND JUNCTION CO 81507

MAEZ SHIELA
MAEZ THOMAS, SIMPLEMAN JOYCE D,
SIMPLEMAN ROBERT J
2231 MOWRY DR
GRAND JUNCTION CO 81507

MANAHAN LYNN R
399 MIRADA CT
GRAND JUNCTION CO 81507

MANN KRISTIN
2243 S BROADWAY
GRAND JUNCTION CO 81507

MANZANAREZ MONICA J
MANZANAREZ JOSEPH A
2214 TUSCANY AVE
GRAND JUNCTION CO 81507

MARCHAL BERTRAND
MARCHAL LAURA
PO BOX 2347
TELLURIDE CO 81435

MARILYN KAY SCHIVELEY FAMILY TRST
DTD MAR 22 2005
DOWLING-STEINBACH TRUST DATED OCT 6
2006
1067 LEDGESTONE DR
FOLSOM CA 95630

MARK THOMAS STOLTE REV TRST
DTD JUN 7 2022
2297 LONETREE
GRAND JUNCTION CO 81507

MARTINEZ JUAN
2305 BROADWAY
GRAND JUNCTION CO 81507

MATTFAM MARITAL TRUST
MATTFAM FAMILY TRUST
2525 DOTTIE LN UNIT B
GRAND JUNCTION CO 81506

MATTHEW KENT & JOANNA MARIE
DIERS LIVING TRUST
537 36 3/4 RD
PALISADE CO 81526

MATTHEWS LARRY I
COLLIER VANESSA L
8919 RUM RUNNER PL
BRADENTON FL 34212

MAVES CONSTRUCTION INC
2524 W PINYON AVE STE A
GRAND JUNCTION CO 81505

MBJ FAMILY LLC
2347 S RIM DR
GRAND JUNCTION CO 81507

MCILNAY DAVID
MCILNAY LORNA
438 ATHENS WAY
GRAND JUNCTION CO 81507

MCKISSEN JANET L
MCKISSEN JERRY L
217 EASTER HILL DR
GRAND JUNCTION CO 81507

MCLEMORE ERIN E
411 MIRADA CT
GRAND JUNCTION CO 81507

MEADOWLARK ON BROADWAY LLC
424 E MAYFIELD DR
GRAND JUNCTION CO 81507

MESTAS LANCE A
CADAVAL MARGIE B
445 S CAMP RD
GRAND JUNCTION CO 81507

MINNICK TYLER J
MINNICK ANDREA P
359 TEEGAN CT
GRAND JUNCTION CO 81507

MITCHELL ROBIN R
2295 LONETREE
GRAND JUNCTION CO 81507

MJCL3 LLC
451 S CAMP RD
GRAND JUNCTION CO 81507

MONROE STUART R
MONROE LOIS R
1102 GOLDENROD CIR
BROOMFIELD CO 80020

MONTALBANO TONY
MONTALBANO HEATHER MARIE
2536 RIMROCK AVE STE 400-344
GRAND JUNCTION CO 81505

MONUMENT BAPTIST CHURCH
PO BOX 1327
GRAND JUNCTION CO 81502

MORGAN DIANA L
MORGAN RICKY E
198 EASTER HILL DR
GRAND JUNCTION CO 81507

MUSEUM OF WESTERN COLORADO
PO BOX 20000-5020
GRAND JUNCTION CO 81502

NEELY JAMES M
WHITEFIELD-NEELY SUSAN K
435 ATHENS WAY
GRAND JUNCTION CO 81507

NESTE MICHAEL
WOODMORE KIRRILY
726 MALACHI ST
GRAND JUNCTION CO 81507

NEWITT MARK D
NEWITT TAMEE J
2291 BROADWAY
GRAND JUNCTION CO 81507

NEWMAN SHARRON L
ALLEN LOGAN
391 MIRADA CT
GRAND JUNCTION CO 81507

NORRIS PATRICK
MANDERSCHIED ANGELA
444 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

NOVAK MARY S
NOVAK ANGELA M
443 ATHENS WAY
GRAND JUNCTION CO 81507

NUTTALL MICHAEL J
NUTTALL MARY JO
2327 1/2 S BROADWAY
GRAND JUNCTION CO 81507

OCONNOR WILLIAM J
OCONNOR SUSAN A
438 RUST CT
GRAND JUNCTION CO 81507

ODONNELL FAMILY TRUST
379 CAPROCK DR
GRAND JUNCTION CO 81507

ONECOLORADO LTD
300 MAIN ST STE 302
GRAND JUNCTION CO 81501

O'NEIL BEVERLY C
214 EASTER HILL DR
GRAND JUNCTION CO 81507

OTT SARAH L
THOMPSON DENISE M
204 EASTER HILL DR
GRAND JUNCTION CO 81507

PARSONS GREG T
2219 TUSCANY AVE
GRAND JUNCTION CO 81507

PAUL ERIC
PAUL LAURA E
447 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

PEARSON JOSHUA D
2298 BROADWAY
GRAND JUNCTION CO 81507

PETERMAN NOAH J
439 RUST CT
GRAND JUNCTION CO 81507

PETERSON ALICE L
PETERSON BRIAN
1503 W COLLEGE DR
CHEYENNE WY 82007

PIATANESI JOHN W
PIATANESI DAWN M
374 CAPROCK DR
GRAND JUNCTION CO 81507

PLIENESS RYAN CHARLES
PLIENESS STEPHANIE MARIE
210 EASTER HILL DR
GRAND JUNCTION CO 81507

PODOLL JOSHUA S
2228 S BROADWAY
GRAND JUNCTION CO 81507

POLLARD COURTNEY KIERSTEN
SHEMONSKI MICHAEL ANTHONY
2254 N EASTER HILL DR
GRAND JUNCTION CO 81507

POTYONDY ISTVAN
POTYONDY MARTHA M
452 ATHENS WAY
GRAND JUNCTION CO 81507

PRICE JAY A
PRICE BARBARA E; ROSSMAN JENNIFER S,
PRICE JOSEPH A & ELIZABETH G GRANTEE
BENEFICIARIES
436 RUST CT
GRAND JUNCTION CO 81507

PRUETT HOMES LLC
3313 E IMPALA AVE
MESA AZ 85204

PRUITT LORRAINE MARIE
PRUITT RONALD RALPH
2285 HOLY CROSS CT
GRAND JUNCTION CO 81507

RAMSEY GREGORY
RAMSEY DANETTE
208 EASTER HILL DR
GRAND JUNCTION CO 81507

RATTAN LINDA C
2226 S BROADWAY APT #1
GRAND JUNCTION CO 81507

REDLANDS 360 METROPOLITAN
DISTRICT NO 9
REDLANDS THREE SIXTY LLC
9540 FEDERAL DR STE 200
COLORADO SPRINGS CO 80921

REDLANDS 360/GJLC
KRISTEN ASHBECK
380 SORREL ST
GRAND JUNCTION CO 81501

REDLANDS COMMUNITY CHURCH
2327 BROADWAY
GRAND JUNCTION CO 81507

REDLANDS PENTECOSTAL CHURCH OF
GOD
COLORADO DISTRICT PENTECOSTAL
CHURCH OF GOD
100 VISTA GRANDE RD
GRAND JUNCTION CO 81507

REDLANDS WATER & POWER
COMPANY
2216 S BROADWAY
GRAND JUNCTION CO 81507

REID SCOTT E
REID ELLEN A
440 RENAISSANCE CT
GRAND JUNCTION CO 81507

RENAISSANCE 360 HOMEOWNERS
ASSOCIATION
1755 TELSTAR DR STE 211
COLORADO SPRINGS CO 80920

RHEIN JASON A
RHEIN KATHY D
202 EASTER HILL DR
GRAND JUNCTION CO 81507

RILEY DAVID K
101 ALCOVE DR
GRAND JUNCTION CO 81507

RISKEY KENNETH W
RISKEY KATHLEEN C
409 MIRADA CT
GRAND JUNCTION CO 81507

RITCHIE ANDREW J
VANDERBUSH DANI J
2307 BROADWAY
GRAND JUNCTION CO 81507

ROBERT M RICKETTS & DONNA A
SCHULTZ FAMILY TRUST
446 MONTERO ST
GRAND JUNCTION CO 81507

ROBERT S & KATRINIA D BRISTOL
TRSTEES OF ROBERT S & KATRINA D
BRISTOL REV LIV TRST DTD 2/16/2019
448 ATHENS WAY
GRAND JUNCTION CO 81507

ROBERTS MICHAEL D
2336 MERIDIAN CT
GRAND JUNCTION CO 81507

ROGAN FAMILY LIVING TRUST
ROGAN JOHN F & JUDITH L
TRUSTEES
434 ATHENS WAY
GRAND JUNCTION CO 81507

ROSELYNN HUGHES LIVING TRUST
2229 REDLANDS PKWY
GRAND JUNCTION CO 81507

ROSENBERG FAMILY TRUST
365 TEEGAN CT
GRAND JUNCTION CO 81507

ROSS TERRY
439 MEADOWS WAY
GRAND JUNCTION CO 81507

SALAMUN DANIEL L
SALAMUN LADONNA F
2290 S BROADWAY
GRAND JUNCTION CO 81507

SASSO JOHN A
SASSO BONNIE J
2268 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

SAYLOR CLARENCE MICHAEL
SAYLOR JODI E
2222 RENAISSANCE BLVD
GRAND JUNCTION CO 81507

SCHEDLER SHERRY A KIM
431 RENAISSANCE CT
GRAND JUNCTION CO 81507

SCHNELL RICHARD H
SCHNELL CATHRYN E
2288 1/2 S BROADWAY
GRAND JUNCTION CO 81507

SCHWEIZER RICHARD J
SCHWEIZER VICKI A
397 S CAMP RD
GRAND JUNCTION CO 81507

SCULLY DAVID C
HARKNESS CHRISTINE R
444 RENAISSANCE CT
GRAND JUNCTION CO 81507

SEAGREN THOMAS
SEAGREN SHARI
454 ATHENS WAY
GRAND JUNCTION CO 81507

SHANNON WILLIAM M
CRICKMER ANNA M
110 COLUMBINE CT
GRAND JUNCTION CO 81507

SHAPIRO ESTHER M
CARLIN JOAN DOROTHY
435 RUST CT
GRAND JUNCTION CO 81507

SHEA JAMES K
SHEA THERESA O
438 MEADOWS WAY
GRAND JUNCTION CO 81507

SIKULE DAVID M
SIKULE JESSICA D
453 MEDITERRANEAN WAY
GRAND JUNCTION CO 81507

SIMMERMAN OTTO
SIMMERMAN MELANIE
9946 ETLING DR
MARSHALLVILLE OH 44645

SISSON WILLIAM TODD
397 MIRADA CT
GRAND JUNCTION CO 81507

SKY VIEW PROPERTIES
588 GRAND CASCADE WAY
GRAND JUNCTION CO 81501

SMITH PEGGY A
SMITH SILAN D; SMITH SHANNON D &
SPALDING HEATHER S GRANTEE
BENEFICIARIES
378 CAPROCK DR
GRAND JUNCTION CO 81507

SPANGLER MICHAEL A
SPANGLER NANCY J
450 ATHENS WAY
GRAND JUNCTION CO 81507

STARLIETH LLC
2879 1/2 NAVAJO WAY
GRAND JUNCTION CO 81506

STEELE MATTHEW M
STEELE HEATHER H
413 MIRADA CT
GRAND JUNCTION CO 81507

STELMACH LAWRENCE JOSEPH
STELMACH JOLENE ANN
2221 DA VINCI PL
GRAND JUNCTION CO 81507

SUMNER JOSEPH LORENZO
HAGERMAN NANCY ADAMS
2282 CULEBRA PEAK CT
GRAND JUNCTION CO 81507

SUSCO SHANNAN
SUSCO NICHOLAS S III
354 CANYON RIM TRAIL
GRAND JUNCTION CO 81507

SWARTZ KYLE
SWARTZ JENELLE
444 ATHENS WAY
GRAND JUNCTION CO 81507

TATE CRAIG L
TATE PAMELA A
2225 REDLANDS PKWY
GRAND JUNCTION CO 81507

TAYLOR DEAN A
2295 BROADWAY
GRAND JUNCTION CO 81507

THOMPSON DAVID A
THOMPSON MEGAN J
423 RIO VISTA RD
GRAND JUNCTION CO 81507

THOMPSON DONALD L
THOMPSON MARILYN A
443 MONTERO ST
GRAND JUNCTION CO 81507

TOMAS CELAYETA TRUST DATED JUN
15 2016
1155 20 RD
FRUITA CO 81521

TRUNZO DONALD
TRUNZO DEBORAH L
388 CAPROCK CT
GRAND JUNCTION CO 81507

TRUST AGREEMENT #1 JAN DI
GIROLAMO
2282 HOLLY CROSS CT
GRAND JUNCTION CO 81507

TURNER STEVEN
TURNER KELLEY
2292 S BROADWAY
GRAND JUNCTION CO 81507

UTE WATER CONSERVANCY DISTRICT
PO BOX 460
GRAND JUNCTION CO 81502

VANDERVIJREN DAVID
442 ATHENS WAY
GRAND JUNCTION CO 81507

VANSICKLE RICHARD
PEARSON ANNE
353 CANYON RIM TRAIL
GRAND JUNCTION CO 81507

VAT LAM
2219 DA VINCI PL
GRAND JUNCTION CO 81507

VESELY KENNETH D
VESELY CONNIE J
2294 BROADWAY
GRAND JUNCTION CO 81507

WACKER MARTIN
PRUITT RIE
117 EASTER HILL DR
GRAND JUNCTION CO 81507

WALKER DONALD A
MILLER LORELEI J
408 MIRADA CT
GRAND JUNCTION CO 81507

WARNER MICHAEL S
407 MIRADA CT
GRAND JUNCTION CO 81507

WARR RYAN J
WARR LAVINIA I
2274 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

WATERS RONALD G
WATERS BRENDA; WATERS ANGIE R &
CLINTON J GRANTEE BENEFICIARIES
2305 S BROADWAY
GRAND JUNCTION CO 81507

WEBB DEE ANN
WEBB MARK H
105 N EASTER HILL DR
GRAND JUNCTION CO 81507

WEBER ERIN KATHERINE
WEBER MARY
2296 S BROADWAY
GRAND JUNCTION CO 81507

WEIDA P MARK
WEIDA KATHLEEN A
392 CAPROCK CT
GRAND JUNCTION CO 81507

WELCH JOHN T
COBURN CAROL A
108 COLUMBINE CT
GRAND JUNCTION CO 81507

WHITCOMB JOHN F
WHITCOMB NUALA P, MAEZ SHIELA &
THOMAS, WERTZ SHERRY L
484 22 1/4 RD
GRAND JUNCTION CO 81507

WHITESIDE GRIFFIN
WHITESIDE PATRICIA
2272 PYRAMID PEAK LP
GRAND JUNCTION CO 81507

WIBBELSMAN CHRISTOPHER
JOSEPH
WIBBELSMAN CHERIE JEAN
370 CAPROCK DR
GRAND JUNCTION CO 81507

WIBBELSMAN RICHARD D
WIBBELSMAN JUDITH ANN
446 ATHENS WAY
GRAND JUNCTION CO 81507

WILBOURN MICHAEL R
WILBOURN DOROTHY W
2294 S BROADWAY
GRAND JUNCTION CO 81507

WILKEY MARTIN F
WILKEY VICKI LOUISE
2273 HOLY CROSS WAY
GRAND JUNCTION CO 81507

WILLIAM G & KAYE F BUXMAN REV
TRST DTD 12/7/96
2269 N EASTER HILL DR
GRAND JUNCTION CO 81507

WILLIAMS CHRISTOPHER S
WILLIAMS ERIN K
104 N EASTER HILL DR
GRAND JUNCTION CO 81507

WILLIAMS CLIFFORD M
WILLIAMS CYNTHIA G
358 TEEGAN CT
GRAND JUNCTION CO 81507

WILLIAMS J BRIAN
WILLIAMS AIMEE A
364 CAPROCK DR
GRAND JUNCTION CO 81507

WILLIS MICHELE MARIE
WILLIS SIMON MATT
361 TEEGAN CT
GRAND JUNCTION CO 81507

WINEGARDNER TIMOTHY O
WINEGARDNER KAREN E
504 CODY DR
GRAND JUNCTION CO 81507

WITSMAN DEBORAH LYNN
213 EASTER HILL DR
GRAND JUNCTION CO 81507

WOODROW SCOTT C
WOODROW PAMELA
436 MEADOWS WAY
GRAND JUNCTION CO 81507

WOODS HARLAN D
WOODS HANNAH R
197 EASTER HILL DR
GRAND JUNCTION CO 81507

WRIGHT MICHAEL DEREK
WRIGHT ATHENA DARLENE
2218 TUSCANY AVE
GRAND JUNCTION CO 81507

YANOWICH STEPHEN ALAN
YANOWICH TAMMIE SPEAR
215 EASTER HILL DR
GRAND JUNCTION CO 81507

YATER RON
YATER JANE
2302 S BROADWAY
GRAND JUNCTION CO 81507

YOLANDA MITCHELL-OVIATT TRST
DTD & AMNDD ON 2/25/2021
441 S CAMP RD
GRAND JUNCTION CO 81507

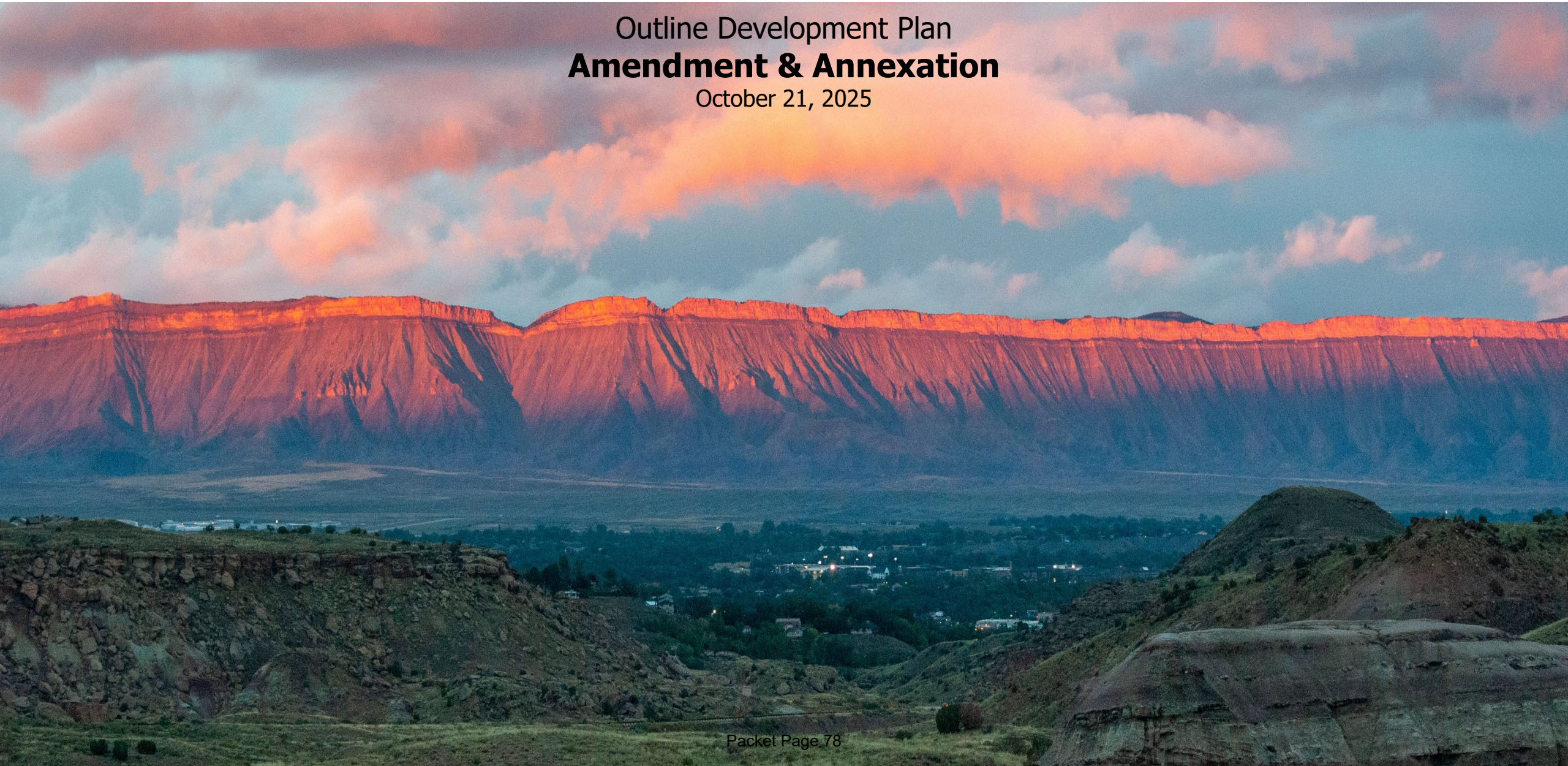
YOUNG WILLIAM JOHN
101 COLUMBINE DR
GRAND JUNCTION CO 81507

YOUNGER DAVID LAWRENCE
YOUNGER TOBIAS
105 ALCOVE DR
GRAND JUNCTION CO 81507

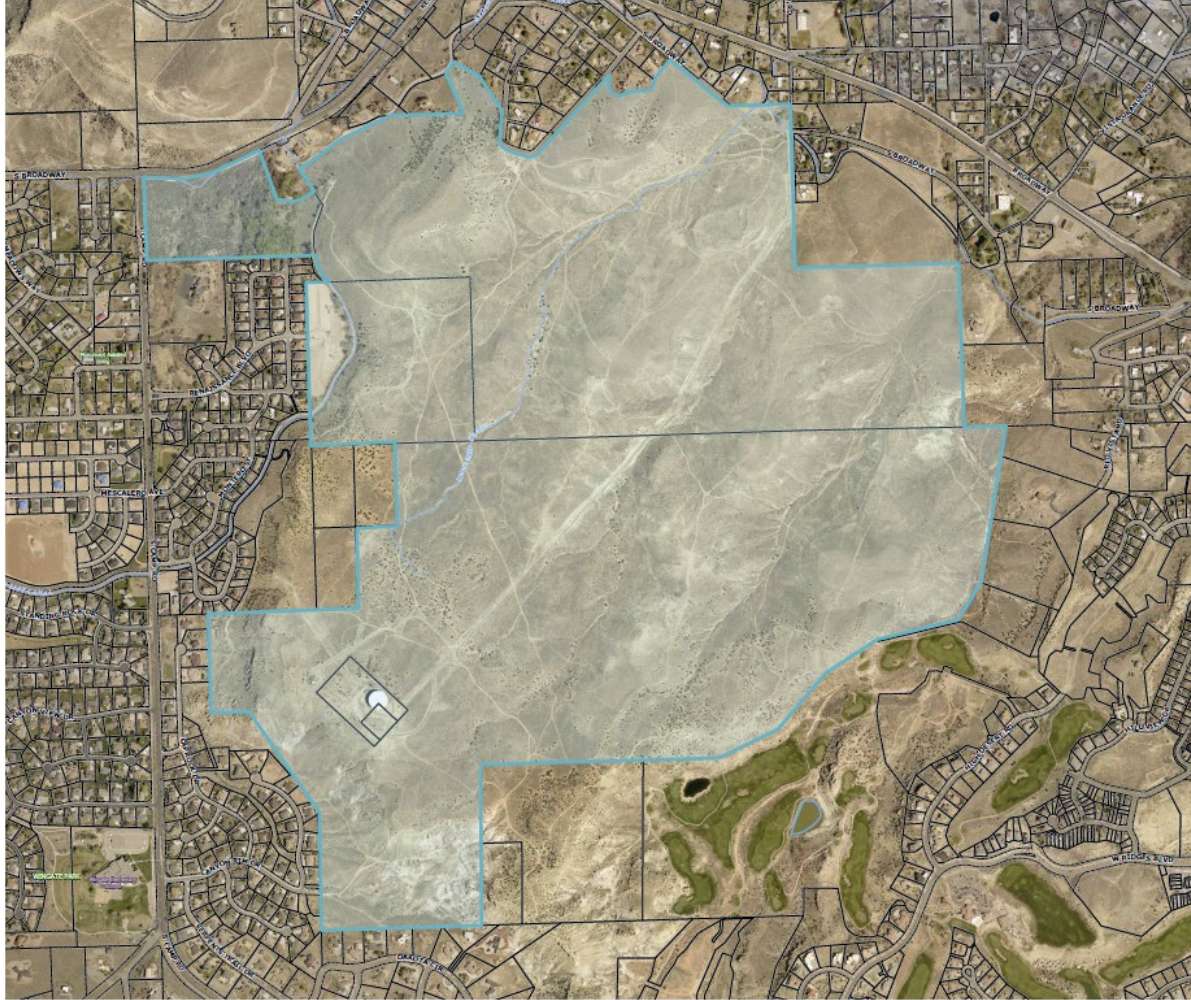
YUNIS OMAR
STRAIGHT ALEXANDRA E
2281 CULEBRA PEAK CT
GRAND JUNCTION CO 81507



Outline Development Plan
Amendment & Annexation
October 21, 2025



Project Overview



- The property, consisting of 628.9 acres (including Renaissance 360 & Canyon Rim 360), will be developed with a spectrum of residential products and a variety of active and passive recreational opportunities.
- A range of 1,300 to 1,750 residential units are planned for the community creating an approximate gross density range of 2.16 to 2.92 dwelling units per acre.
- Six acres of commercial/mixed use property are also planned for the community.
- A minimum of 35 acres of traditional parks and 150 acres of unique parks and open space totaling 30% of the total acreage will be built and open to the public. The City code requires 10% of the land be dedicated as park/open space.

Redlands 360 Outline Development Plan (ODP) Amendment & Annexation Summary

- Amend the currently approved Redlands 360 ODP to incorporate +/- 29 acres of land recently acquired by Redlands Three-Sixty, LLC.
 - Two 5-acre parcels and a 19-acre parcel
- Update the ODP with these three parcels of land which will depict single family detached land use for the zoning for each parcel with a preliminary estimate of 74 lots on 29 acres.
- The ODP Development Progression Plan (phasing plan) will also be updated with what has currently been completed as well as changes to the phasing based on current development and market information for the project.
- All Redlands 360 ODP graphics that do not currently show these parcels included will need to be updated.
- An ODP Outdoor Lighting policy and graphic will be added to the ODP amendment. This policy will adopt dark sky standards for street and pedestrian lighting that will apply solely to this community and applied outside of the City's current lighting code.
- The 19-acre parcel is currently outside the City limits and will be annexed into the City as part of this process.

Adjacent Land Purchases

Purchases:

- Ms. Bennet – 19.0 ac
- Mr. Lippoth – 5.0 ac
- Mr. Oberto – 5.0 ac

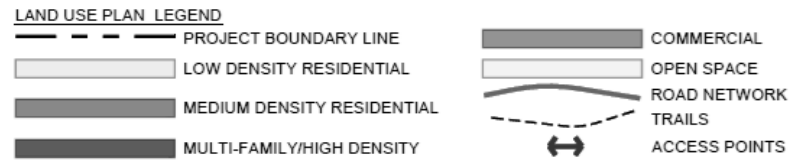
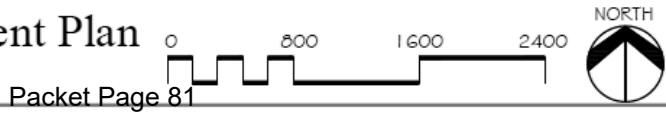


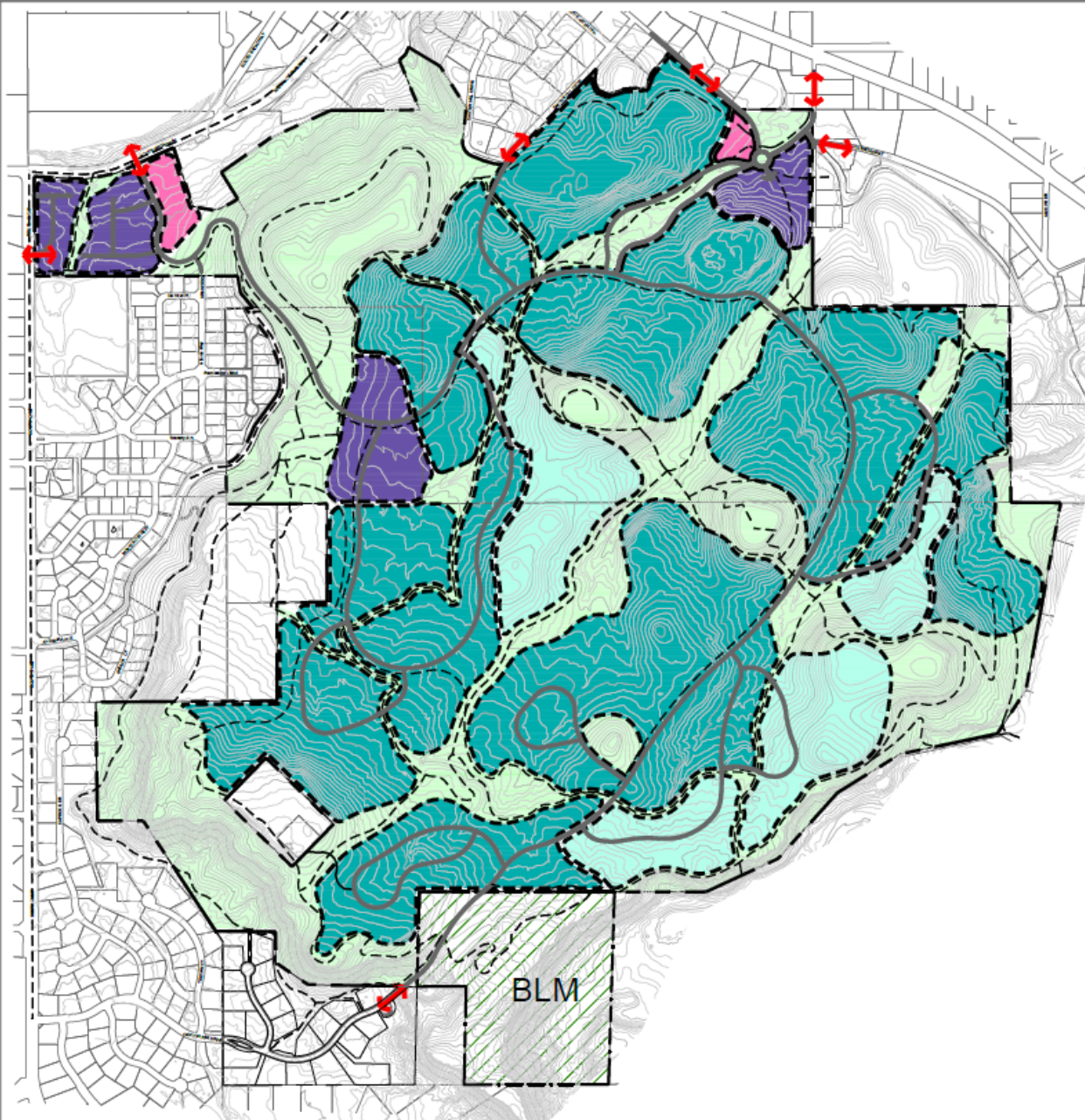
TABLE 1
DEFAULT STANDARDS

Dimensional Summary Table	Low Density Residential	Medium Density Residential	Multi Family & High Density	Commercial B-1	Open Space CSR
City Default Zone Criteria	R-4	R-12	R-16	B-1	CSR
Lot Area (min. ft.)	0	0	0	0	0
Width (min. ft.)	60	30	20	0	0
Frontage (min. ft.)	20	20	20	0	0
Frontage on cul-de-sac (min. ft.)	0	0	0	0	0
Setback Principal Structure					
Front (min. ft.)	20	20	20	0	15
Side (min. ft.)	5	5	5	5	0
Side - abutt residential (min. ft.)	0	0	0	10	10
Rear (min. ft.)	25	10	10	0	10
Accessory Structure					
Front (min. ft.)	20	25	25	25	15
Side (min. ft.)	3	3	3	0	0
Side - abutt residential (min. ft.)	0	0	0	0	5
Rear (min. ft.)	5	5	5	0	10
Bulk / Other Dimensional					
Lot coverage (max.)	50%	75%	75%	100%	100%
Height (max. ft.)	40	40	50	50	65
Density (min. units per acre)	0	2	5.5	0	0
Density (max. units per acre)	4	12	16	18	0
Cluster allowed	No	No	No		

TABLE 2

LAND USE	AREA	MINIMUM DENSITY	MAXIMUM DENSITY
LOW DENSITY RESIDENTIAL	MIN 60 ACRES	60 UNITS	240 UNITS
MEDIUM DENSITY RESIDENTIAL	MIN 298 ACRES	596 UNITS	3576 UNITS
MULTI FAMILY/HIGH DENSITY	MAX 32 ACRES	384 UNITS	512 UNITS
COMMERCIAL / MIXED USE	UP TO 6 ACRES	0 UNITS	100 UNITS
OPEN SPACE/CSR	NO LESS THAN 185 ACRES	*****	*****
PLANNED DEVELOPMENT RANGE		1300 UNITS	1750 UNITS





LAND USE PLAN LEGEND

- PROJECT BOUNDARY LINE
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MULTI-FAMILY/HIGH DENSITY
- COMMERCIAL
- OPEN SPACE
- ROAD NETWORK
- TRAILS
- ACCESS POINTS

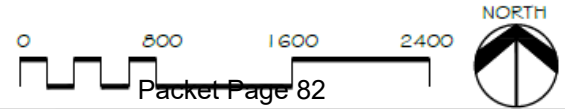
**TABLE 1
DEFAULT STANDARDS**

Dimensional Summary Table	Low Density Residential	Medium Density Residential	Multi Family & High Density	Commercial B-1	Open Space CSR
City Default Zone Criteria	R-4	R-12	R-16	B-1	CSR
Lot Area (min. ft.)	0	0	0	0	0
Width (min. ft.)	60	30	20	0	0
Frontage (min. ft.)	20	20	20	0	0
Frontage on cul-de-sac (min. ft.)	0	0	0	0	0
Setback					
Principal Structure					
Front (min. ft.)	20	20	20	0	15
Side (min. ft.)	5	5	5	5	0
Side - abutt residential (min. ft.)	0	0	0	10	10
Rear (min. ft.)	25	10	10	0	10
Accessory Structure					
Front (min. ft.)	20	25	25	25	15
Side (min. ft.)	3	3	3	0	0
Side - abutt residential (min. ft.)	0	0	0	0	5
Rear (min. ft.)	5	5	5	0	10
Bulk / Other Dimensional					
Lot coverage (max.)	50%	75%	75%	100%	100%
Height (max. ft.)	40	40	50	50	65
Density (min. units per acre)	0	2	5.5	0	0
Density (max. units per acre)	4	12	16	18	0
Cluster allowed	No	No	No		

TABLE 2

LAND USE	AREA	MINIMUM DENSITY	MAXIMUM DENSITY
LOW DENSITY RESIDENTIAL	MIN 60 ACRES	60 UNITS	340 UNITS
MEDIUM DENSITY RESIDENTIAL	MIN 298 ACRES	596 UNITS	3576 UNITS
MULTI FAMILY/HIGH DENSITY	MAX 32 ACRES	384 UNITS	512 UNITS
COMMERCIAL / MIXED USE	UP TO 6 ACRES	0 UNITS	100 UNITS
OPEN SPACE/CSR	NO LESS THAN 185 ACRES	-----	-----
PLANNED DEVELOPMENT RANGE		1300 UNITS	1750 UNITS

**Redlands 360 Outline Development Plan
Exhibit 3: Land Use and Default Zones**



Clavonne, Roberts & Associates, Inc.
 LAND PLANNING AND
 LANDSCAPE ARCHITECTURE
 222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com
 970-241-0745 (P) 970-241-0765 (FX)



LAND USE PLAN LEGEND

- PROJECT BOUNDARY LINE
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MULTI-FAMILY/HIGH DENSITY
- COMMERCIAL
- OPEN SPACE
- ROAD NETWORK TRAILS ACCESS POINTS

**TABLE 1
DEFAULT STANDARDS**

Dimensional Summary Table	Low Density Residential	Medium Density Residential	Multi Family & High Density	Commercial B-1	Open Space CSR
City Default Zone Criteria	R-4	R-12	R-16	B-1	CSR
Lot Area (min. ft.)	0	0	0	0	0
Width (min. ft.)	60	30	20	0	0
Frontage (min. ft.)	20	20	20	0	0
Frontage on cul-de-sac (min. ft.)	0	0	0	0	0
Setback					
Principal Structure					
Front (min. ft.)	20	20	20	0	15
Side (min. ft.)	5	5	5	5	0
Side - abutt residential (min. ft.)	0	0	0	10	10
Rear (min. ft.)	25	10	10	0	10
Accessory Structure					
Front (min. ft.)	20	25	25	25	15
Side (min. ft.)	3	3	3	0	0
Side - abutt residential (min. ft.)	0	0	0	0	5
Rear (min. ft.)	5	5	5	0	10
Bulk / Other Dimensional					
Lot coverage (max.)	50%	75%	75%	100%	100%
Height (max. ft.)	40	40	50	50	65
Density (min. units per acre)	0	2	5.5	0	0
Density (max. units per acre)	4	12	16	18	0
Cluster allowed	No	No	No		

TABLE 2













LAND USE	AREA	MINIMUM DENSITY	MAXIMUM DENSITY
LOW DENSITY RESIDENTIAL	MIN 60 ACRES	60 UNITS	340 UNITS
MEDIUM DENSITY RESIDENTIAL	MIN 298 ACRES	596 UNITS	3576 UNITS
MULTI FAMILY/HIGH DENSITY	MAX 32 ACRES	384 UNITS	512 UNITS
COMMERCIAL / MIXED USE	UP TO 6 ACRES	0 UNITS	100 UNITS
OPEN SPACE/CSR	NO LESS THAN 185 ACRES	-----	-----
PLANNED DEVELOPMENT RANGE		1300 UNITS	1750 UNITS

**Redlands 360 Outline Development Plan
Exhibit 3: Land Use and Default Zones**








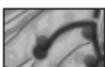




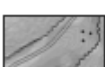

CLAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com
970.241.0745 (P) 970.241.0755 (FX)

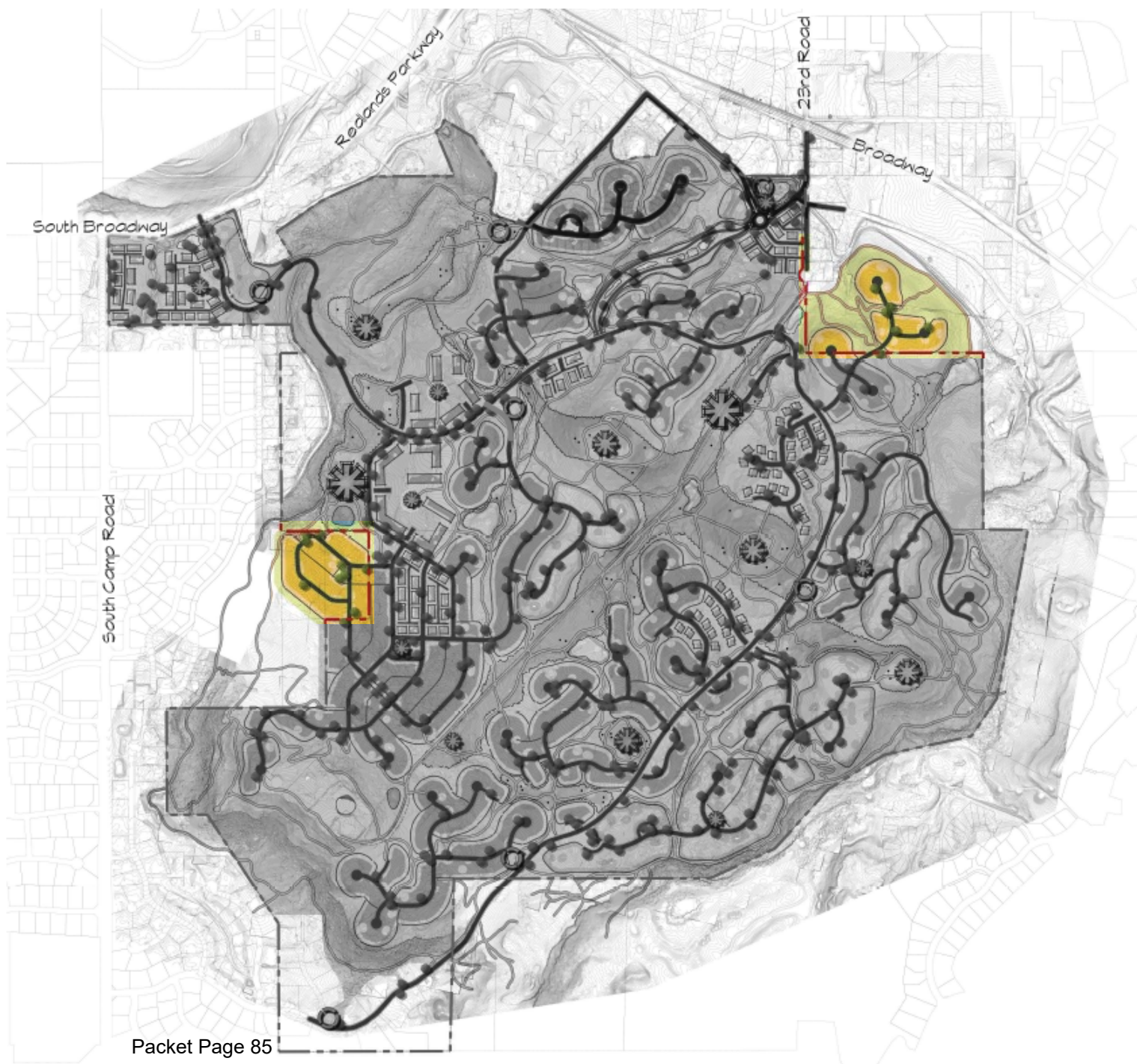
SITE PLAN LEGEND

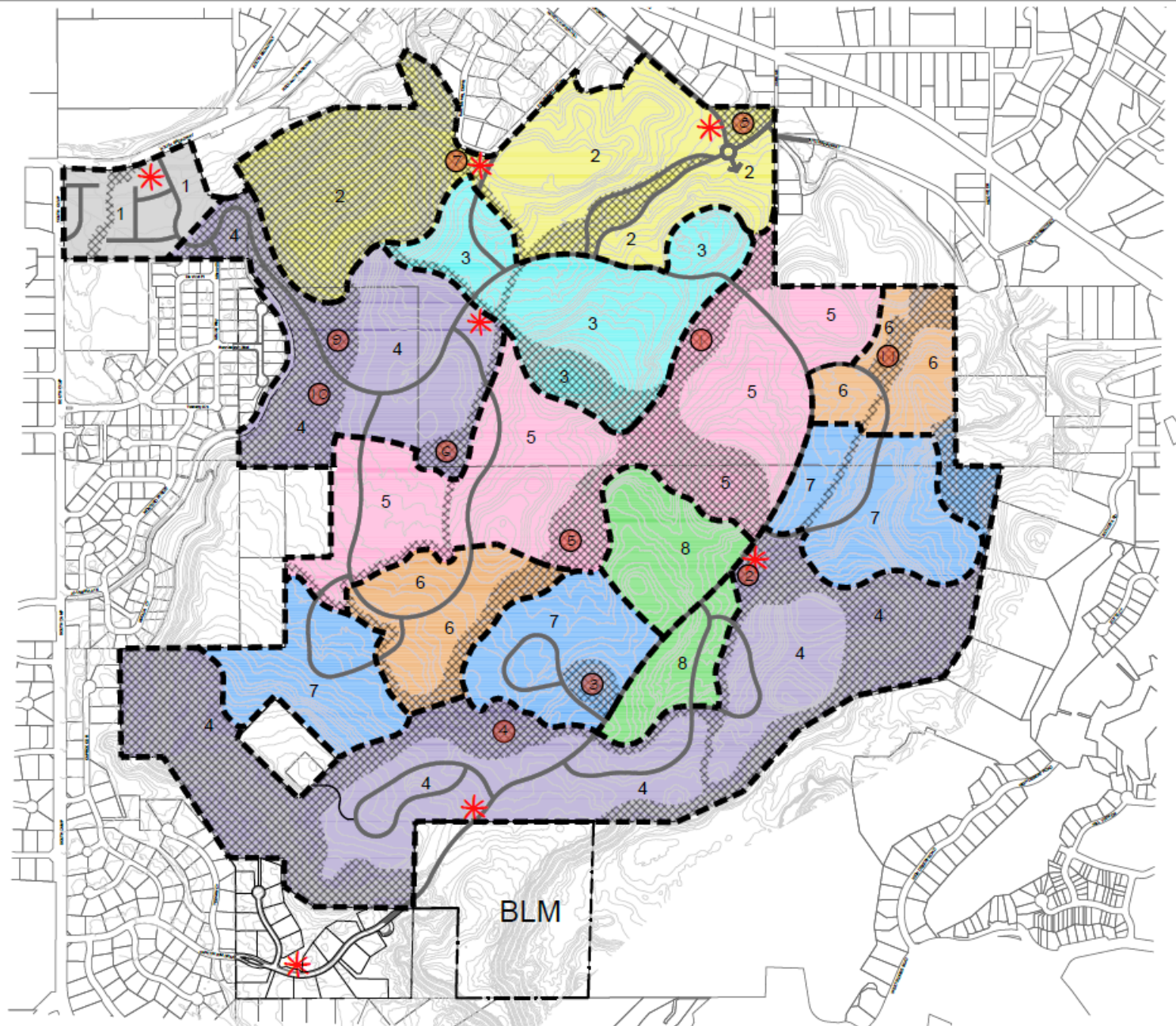
-  Commercial
-  Multi-family
-  Townhome
-  Duplex
-  Single-family Detached Lot
-  Custom Home Lot
-  Park Amenity
-  Detention Pond
-  Irrigation Pond
-  Trailhead
-  Park Space
-  Trails



SITE PLAN LEGEND

-  Commercial
-  Multi-family
-  Townhome
-  Duplex
-  Single-family Detached Lot
-  Custom Home Lot
-  Park Amenity
-  Detention Pond
-  Irrigation Pond
-  Trailhead
-  Park Space
-  Trails





DEVELOPMENT PROGRESSION SCHEDULE

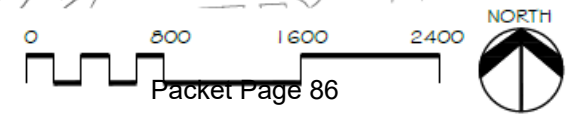
- 1 - TARGETED START 2022
- 2 - TARGETED START 2025
- 3 - TARGETED START 2028
- 4 - TARGETED START 2031
- 5 - TARGETED START 2034
- 6 - TARGETED START 2037
- 7 - TARGETED START 2040
- 8 - TARGETED START 2043
- OPEN SPACE; SEE EXHIBIT 2
- TRADITIONAL PARK; SEE EXHIBIT 2
- TRAILHEAD - SEE EXHIBIT 2

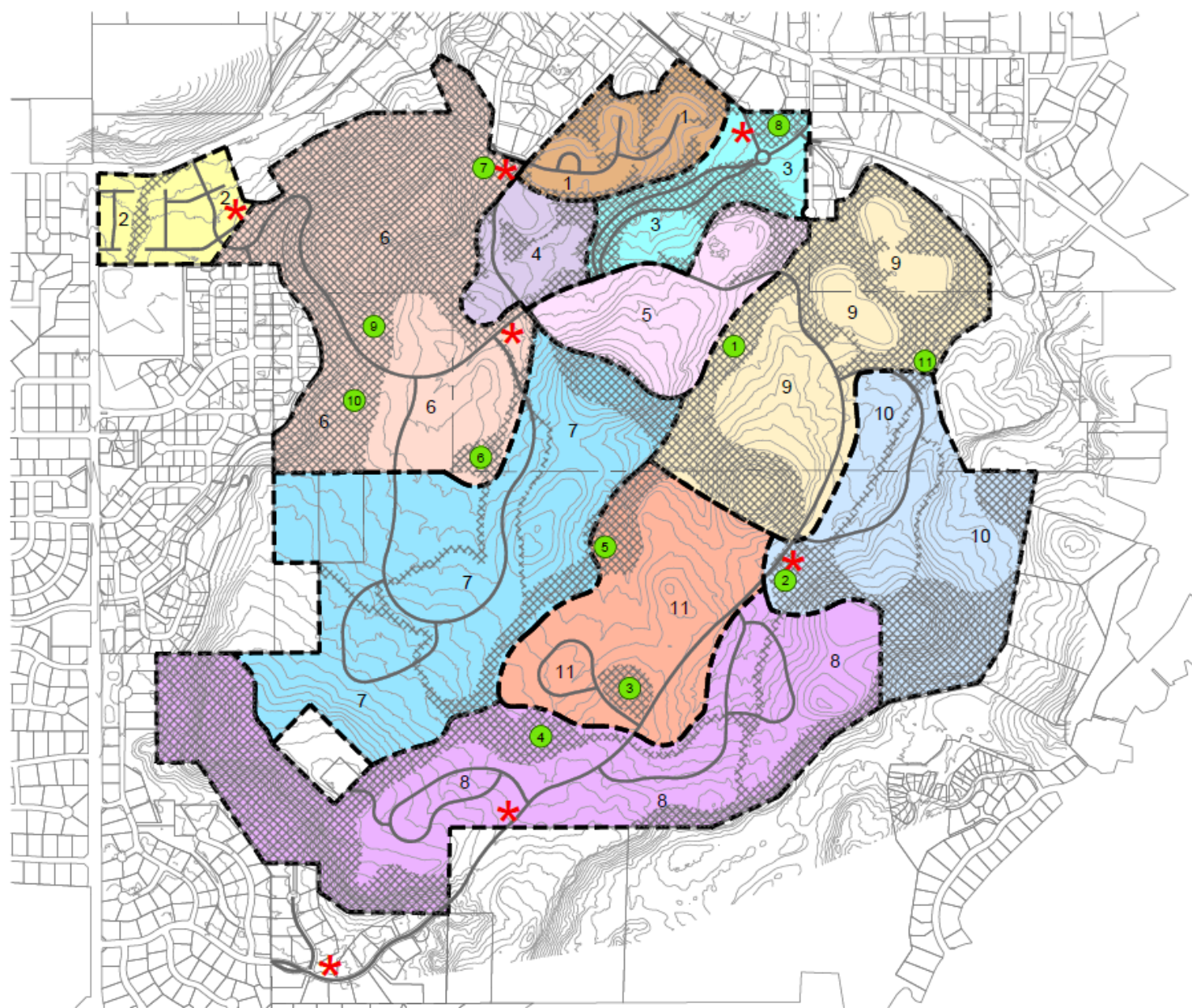
CITY COUNCIL REPORT SCHEDULE

PHASE #	ESTIMATED DATE OF COMMENCEMENT
PHASE 1	2022
PHASES 2-7	UPDATE MEETINGS WITH CITY COUNCIL: 2027, 2032, 2037, 2042
PHASE 8	2043

Disclaimer: This Progression Plan is conceptual in nature and is our best estimate at this point as to how the master plan will be developed into the future. Factors such as market trends, product mix, etc., will dictate future decisions on how the community will be developed with future phases.

Redlands 360 Outline Development Plan
Exhibit 5: Development Progression Plan





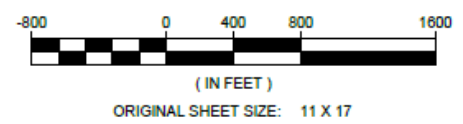
DEVELOPMENT PROGRESSION SCHEDULE

- 1 - COMPLETE
- 2 - TARGETED START 2025
- 3 - TARGETED START 2025
- 4 - TARGETED START 2026
- 5 - TARGETED START 2026
- 6 - TARGETED START 2029
- 7 - TARGETED START 2032
- 8 - TARGETED START 2032
- 9 - TARGETED START 2034
- 10 - TARGETED START 2037
- 11 - TARGETED START 2040
- OPEN SPACE; SEE EXHIBIT 2
- TRADITIONAL PARK; SEE EXHIBIT 2
- * TRAILHEAD, SEE EXHIBIT 2

CITY COUNCIL REPORT SCHEDULE

PHASE #	ESTIMATED DATE OF COMMENCEMENT
PHASES 2-7	UPDATE MEETINGS WITH CITY COUNCIL 2027 2032
PHASES 8-11	2037 2042

Disclaimer: This Progression Plan is conceptual in nature and is our best estimate at this point as to how the master plan will be developed into the future. Factors such as market trends, product mix, etc., will dictate future decisions on how the community will be developed with future phases.



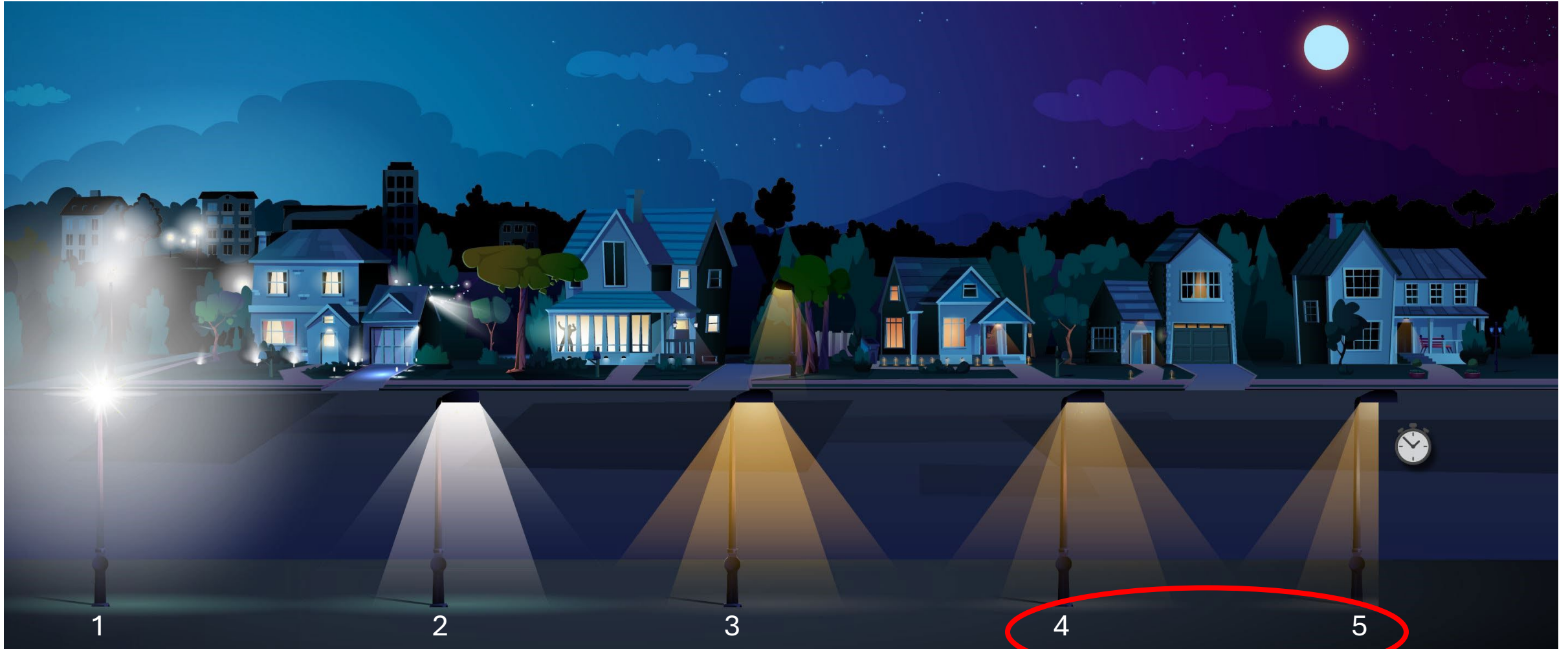
Redlands 360 Outline Development Plan

Exhibit 5: Development Progression Plan

Outdoor Lighting Policy



Outdoor Lighting Policy



Outdoor Lighting Policy

Street Lighting



Pedestrian Lighting





Thank you
Questions?



General Project Report

**Annexation/Zoning
No Physical Address
Parcel No. 2945-172-00-183**

December 3, 2025

Prepared for:

**City of Grand Junction and
Redlands Three Sixty, LLC**

Prepared by:



215 Pitkin, Grand Junction, CO 81501

Grand Junction, CO 81506

Phone: (970) 241-4722

info@rccwest.com

A. Project Description

1) Location: The project is located south and west of the Redlands First Lift Canal and south and east of 462 23 Road. There is no physical address (Parcel No. 2945-172-00-183).

2) Acreage: The subject parcel contains approximately 18.96 acres.

3) Proposed Use: This submittal is for the Annexation and zoning of this parcel. The proposed zoning is PD (Planned Development) in conjunction with inclusion to the Redlands 360 Amended ODP which is currently in process with city planning. The annexation and zoning of this parcel is dependent on the approval of the amended ODP. The proposed amended ODP and PD zoning meets the intent of the 2020 Comprehensive Plan with regards to density and use.

B. Public Benefit

The public benefit of this project is that it will develop vacant property adjacent to existing services and the addition of single-family residential lots helps to satisfy some of the existing housing shortages. The overall project provides for the connection of off-street public trails as well as the connectivity of adjacent neighborhoods. The overall project provides open space and amenities consistent with the approved and amended ODP in process. Short term, the construction of the project will also provide jobs and will increase revenue into the economy of the City of Grand Junction.

C. Neighborhood Meeting

A neighborhood meeting was held on October 21, 2025. A summary of the meeting is included with this submittal.

D. Project Compliance, Compatibility, and Impact

1) Adopted plans and/or policies:

The proposed Annexation and zoning are in conformance with the 2020 Comprehensive Plan, and will comply with the adopted codes, plans and requirements for the property. The proposed PD zoning is an appropriate district for the Residential Medium category of the Comprehensive Plan, as demonstrated by the amended ODP in process.

2) Land use in the surrounding area:

The uses within the surrounding area include:

Vacant land and single family residential south and west (zoned PD)

SF Residential and vacant land to the north and immediate west (zoned RSF-4 – County)

SF Residential to the east (zoned RSF-4 – County)

The proposed zoning of the parcel will be PD with an underlying use of Residential Medium. This is appropriate as the adjacent land in the ODP to the south is zoned PD with an underlying use Residential Medium as well.

3) Site access and traffic patterns:

Access and traffic patterns will be determined upon subsequent development.

4) Availability of utilities, including proximity of fire hydrants:

The subject parcel is served by the following:

Ute Water
City of Grand Junction Sanitary and Storm Sewer
Redlands Water and Power
Xcel Energy
City of Grand Junction Fire – Station 5
Spectrum/Charter
CenturyLink/Lumen

All utilities, including sewer, are available to or can be extended to the site. Fire hydrants will be proposed as the parcel develops.

5) Special or unusual demands on utilities:

There will be no unusual demand on utilities as a result of Annexation and Zoning.

6) Effects on public facilities:

Annexation and Zoning will have no adverse effect on public facilities.

7) Hours of operation:

Typical of residential development.

8) Number of employees:

Not applicable.

9) Signage:

Not applicable.

10) Site Soils Geology:

Not applicable.

11) Impact of project on site geology and geological hazards:

None are anticipated.

E. Must address the review criteria contained in the Zoning and Development Code for the type of application being submitted.

Section 21.02.070 (6) of the Zoning and Development Code:

General Approval Criteria. No permit may be approved unless all of the following criteria are satisfied:

(i) Compliance with the Comprehensive Plan and any applicable adopted plan.

The Annexation/Zoning request is in conformance with the vision of 2020 Comprehensive Plan. The applicant is requesting annexation and zoning as provided for by the Persigo 201 Boundary Agreement.

(ii) Compliance with this zoning and development code.

The Annexation and Zoning request is in compliance with the zoning and development code. The requested zoning of PD along with the inclusion into the Redlands 360 Amended ODP, meets the intent of the 2020 Comprehensive Plan.

(iii) Conditions of any prior approvals.

There are no conditions of prior approvals for this parcel.

(iv) Public facilities and utilities shall be available, concurrent with the development.

All public facilities and utilities will be available, concurrent with the Annexation and Zoning.

(v) Received all applicable local, State, and federal permits.

All applicable permits will be obtained for this project.

Section 21.02.150(l)(3)(ii) Rezoning:

An applicant for Rezoning has the burden of producing evidence that proves each of the following criteria:

(A) Consistency. The proposed zoning is generally consistent with applicable provisions of the Comprehensive Plan.

The proposed Annexation and Zoning request to PD (within the amended Redlands 360 amended ODP) is in conformance with the 2020 Comprehensive Plan. The parcel is within the Persigo 201 boundary, as well as the Urban Growth boundary and must annex and zone within the City limits in order to develop. Its inclusion into the amended Redlands 360 ODP further promotes the vision of the Comprehensive Plan.

(B) Development Patterns The proposed zoning will result in logical and orderly development pattern(s).

The annexation and zoning of the parcel will result in logical and orderly continuation of the Redlands 360 development already existing in the area. Filings 2, 3 and 4 are currently in review with the City and offer a variety of housing options and the extension of infrastructure to facilitate continued development to the south. Filing 3 is adjacent to this parcel to the west.

(C) Benefits The community or area, as decided by the reviewing body, derives an overall benefit(s) from the proposed zoning.

The public benefit of proposed inclusion into the Redlands 360 ODP and the zoning of PD is that it will develop vacant property adjacent to existing services and the addition of single-family residential lots helps to satisfy some of the existing housing shortages. The overall project provides for the connection of off-street public trails as well as the connectivity of adjacent neighborhoods. The overall project provides open space and amenities consistent with the approved and amended ODP in process.

Section 21.02.050(c)(4) Annexation:

Approval Criteria

The application shall meet all applicable statutory and City administrative requirements. The City Council shall use the following criteria when evaluating a request for annexation. Annexation is, however, a discretionary, legislative act. The City shall never be compelled to annex, unless otherwise required by state law, even if all these review criteria have been satisfied.

(i) The annexation complies with the Municipal Annexation Act of 1965, as amended (§ 31-12-101 C.R.S., et seq.). Contiguity is presumed to satisfy the eligibility requirement of § 31-12-104 C.R.S.

The one-sixth contiguous requirement is met.

ii) The proposed zoning is appropriate, based upon consideration of the following factors: (A) The proposed zoning is consistent with the Comprehensive Plan designation of the property; and (B) The proposed land uses are consistent with the purpose and intent of the proposed zone district.

The project is located within the 201 Sewer boundary, as well as the Urban Growth boundary. The parcel must be annexed in order to develop. The proposed PD zoning and development with single family residential is consistent with the approved ODP designation of Residential Medium and supports the vision of the Comprehensive Plan.

(iii) The annexation will not limit the ability to integrate surrounding land into the City or cause variances or exceptions to be granted if the adjacent land is annexed or developed.

The annexation will not limit the ability to integrate surrounding land into the City limits, nor will it cause variances or exception to be granted if the adjacent land is annexed or developed. The proposed PD zoning meets the approved ODP land use designation of Residential Medium and all surrounding lands are governed by the approved ODP. Most of the surrounding parcels are already developed with single family residential uses. If the vacant parcels wish to develop, like this parcel, they will have to request annexation and similar zoning and develop with similar residential uses.

(iv) The landowner has waived in writing any preexisting vested property rights as a condition of such annexation.

There are no preexisting vested property rights.

F. Development Schedule

Not applicable for this submittal.

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For:

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation <input type="text" value="Residential Low"/>	Existing Zoning <input type="text" value="RSF-4 (County)"/>
Proposed Land Use Designation <input type="text" value="Planned Development"/>	Proposed Zoning <input type="text" value="PD"/>

Property Information

Site Location: <input type="text" value="No Physical Address"/>	Site Acreage: <input type="text" value="18.96+/- acres"/>
Site Tax No(s): <input type="text" value="2945-172-00-183"/>	Site Zoning: <input type="text" value="PD"/>
Project Description: <input type="text" value="Annexation and zoning to PD per the Amended ODP (in process)."/>	

Property Owner Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Applicant Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Representative Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

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

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

Signature of Person Completing the Application Digitally signed by Tracy States Date: 2025.11.20 11:07:29 -07'00' Date

Signature of Legal Property Owner Date

STATE OF COLORADO

SS

AFFIDAVIT

COUNTY OF MESA

B. Douglas Quimby, of lawful age, being first duly sworn, upon oath, deposes and says:

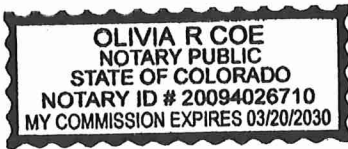
That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.

B. Douglas Quimby

Subscribed and sworn to before me this 13 day of May, 2026.

Witness my hand and official seal.



Olivia R Coe

Notary Public

250 N 5th st Grand Junction, CO. 81501
Address

My commission expires: 03/20/2030

REDLANDS 360 BENNETT PARCEL ANNEXATION
PETITION FOR ANNEXATION

WE THE UNDERSIGNED do hereby petition the City Council of the City of Grand Junction, State of Colorado, to annex the following described parcels to the said City:

A parcel of land located in the SW1/4 of the NW1/4 of Section 17, Township 1 South, Range 1 West, of the Ute Meridian, Mesa County, Colorado, more particularly described as:

Beginning at the W1/4 of Section 17, whence the CW1/16 of Section 17 bears N89°54'43"E 1322.07 feet according to the Mesa County Local Coordinate System for the Grand Valley Area. Running thence along the west line of said Section 17 N00°02'39"W 527.27 feet; thence N89°55'24"E 199.86 feet; thence N00°03'32"W 146.83 feet to the south line of the Redlands First Lift Canal, as shown on Mesa County Survey Deposit 7040-24; thence along said south line the following seven (7) courses:

1. Along a non-tangent curve concave to the northwest 263.65 feet (Curve data: Radius = 225.00 feet, Delta = 67°08'13", Chord bears N47°43'22"E 248.82 feet)
2. Thence along a tangent curve concave to the south 191.31 feet (Curve data: Radius = 100.00 feet, Curve = 109°36'39", Chord bears N68°57'42"E 163.44 feet)
3. Thence S56°13'53"E 223.54 feet
4. Thence S49°55'24"E 179.16 feet
5. Thence S45°06'06"E 490.80 feet
6. Thence S37°19'22"E 162.46 feet

Thence S24°18'00"E 41.78 feet to the east line of the SW1/4NW1/4
Thence along said east line S00°03'38"W 145.10 feet to the CW1/16 of Section 17; thence along the south line of the SW1/4NW1/4 S89°54'43"W 1322.07 feet to the W1/4 corner of Section 17 and the Point of Beginning.

Said parcel contains 18.96 acres, more or less, as described.

This foregoing description describes the parcel; the perimeter boundary description, for purposes of the Annexation Act, is shown on the attached "Perimeter Boundary Legal Description, Redlands 360 Bennett Parcel Annexation."

As grounds therefore, the petitioner respectfully state that annexation to the City of Grand Junction, Colorado is both necessary and desirable and that the said territory is eligible for annexation in that the provisions of the Municipal Annexation Act of 1965, Sections 31-12-104 and 31-12-105 CRS 1973 have been met.

This petition is accompanied by four copies of a map or plat of the said territory, showing its boundary and its relation to established city limit lines, and said map is prepared upon a material suitable for filing.

Your petitioners further state that they are the owners of more than fifty percent of the area of such territory to be annexed, exclusive of streets and alleys; that the mailing address of the signer and the date of signature are set forth hereafter opposite the name of the signer, and that the legal description of the property owned by the signer of said petition is attached hereto.

WHEREFORE, these petitioners pray that this petition be accepted and that the said annexation be approved and accepted by ordinance. These petitioners by his/her/their signature(s) acknowledge, understand and agree that if any development application concerning the property which is the subject hereof is denied, discontinued or disapproved, in whole or in part, that the annexation of the property to the City of Grand Junction shall proceed.

B. Douglas Quimby as President 422 E. Vermijo Ave. #100
NAME of La Plata Communities, Inc., Manager of Redlands Three Sixty, LLC ADDRESS Colorado Springs, Co 80903
B. Douglas Quimby May 13, 2026
SIGNATURE DATE

NAME ADDRESS

SIGNATURE DATE

(_____ Annexation Petition)

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

NOTICE IS HEREBY GIVEN that at a regular meeting of the City Council of the City of Grand Junction, Colorado, held on the 3rd day of June 2026, the following Resolution was adopted:

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. XX-XX

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

BENNETT ANNEXATION

**APPROXIMATELY
18.96 .ACRES
LOCATED AT THE SOUTHERN END OF 23 ROAD**

WHEREAS, on the 3rd day of June 2026, a petition was referred to the City Council of the City of Grand Junction, Colorado, for annexation to said City of the following property situated in Mesa County, Colorado, and described as follows:

A parcel of land located in the SW1/4 of the NW1/4 of Section 17, Township 1 South, Range 1 West, of the Ute Meridian, Mesa County, Colorado, more particularly described as:

Beginning at the W1/4 of Section 17, whence the CW1/16 of Section 17 bears N89°54'43"E 1322.07 feet according to the Mesa County Local Coordinate System for the Grand Valley Area. Running thence along the west line of said Section 17 N00°02'39"W 527.27 feet; thence N89°55'24"E 199.86 feet; thence N00°03'32"W 146.83 feet to the south line of the Redlands First Lift Canal, as shown on Mesa County Survey Deposit 7040-24; thence along said south line the following seven (7) courses:

1. Along a non-tangent curve concave to the northwest 263.65 feet (Curve data: Radius = 225.00 feet, Delta = 67°08'13", Chord bears N47°43'22"E 248.82 feet)
2. Thence along a tangent curve concave to the south 191.31 feet (Curve data: Radius = 100.00 feet, Curve = 109°36'39", Chord bears N68°57'42"E 163.44 feet)
3. Thence S56°13'53"E 223.54 feet
4. Thence S49°55'24"E 179.16 feet
5. Thence S45°06'06"E 490.80 feet
6. Thence S37°19'22"E 162.46 feet
7. Thence S24°18'00"E 41.78 feet to the east line of the SW1/4NW1/4

Thence along said east line S00°03'38"W 145.10 feet to the CW1/16 of Section 17; thence along the south line of the SW1/4NW1/4 S89°54'43"W 1322.07 feet to the W1/4

corner of Section 17 and the Point of Beginning.

Said parcel contains 18.96 acres, more or less, as described.

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

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

1. That a hearing will be held on the 15th day of July 2026, in the City Hall auditorium, located at 250 North 5th Street, City of Grand Junction, Colorado, at 5:30 PM to determine whether one-sixth of the perimeter of the area proposed to be annexed is contiguous with the City; whether a community of interest exists between the territory and the city; whether the territory proposed to be annexed is urban or will be urbanized in the near future; whether the territory is integrated or is capable of being integrated with said City; whether any land in single ownership has been divided by the proposed annexation without the consent of the landowner; whether any land held in identical ownership comprising more than twenty acres which, together with the buildings and improvements thereon, has an assessed valuation in excess of two hundred thousand dollars is included without the landowner's consent; whether any of the land is now subject to other annexation proceedings; and whether an election is required under the Municipal Annexation Act of 1965.
2. Pursuant to the State's Annexation Act, the City Council determines that the City may now, and hereby does, exercise jurisdiction over land use issues in the said territory. Requests for building permits, subdivision approvals and zoning approvals shall, as of this date, be submitted to the Community Development Department of the City.

ADOPTED the 3rd day of June 2026.

Laurel Lutz
President of the Council

Attest:

Selestina Sandoval
City Clerk

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

City Clerk

<i>DATES PUBLISHED</i>
June 6th, 2026
June 13th, 2026
June 20th, 2026
June 27th, 2026

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. XXXX

**AN ORDINANCE ANNEXING TERRITORY TO THE
CITY OF GRAND JUNCTION, COLORADO
BENNETT ANNEXATION**

**LOCATED AT THE SOUTHERN END OF 23 ROAD
APPROXIMATELY 18.96 ACRES**

WHEREAS, on the 3rd day of June 2026, the City Council of the City of Grand Junction considered a petition for the annexation of the following described territory to the City of Grand Junction; and

WHEREAS, a hearing on the petition was duly held after proper notice on the 15th day of July 2026; and

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

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

That the property situated in Mesa County, Colorado, and described to wit:

A parcel of land located in the SW1/4 of the NW1/4 of Section 17, Township 1 South, Range 1 West, of the Ute Meridian, Mesa County, Colorado, more particularly described as:

Beginning at the W1/4 of Section 17, whence the CW1/16 of Section 17 bears N89°54'43"E 1322.07 feet according to the Mesa County Local Coordinate System for the Grand Valley Area. Running thence along the west line of said Section 17 N00°02'39"W 527.27 feet; thence N89°55'24"E 199.86 feet; thence N00°03'32"W 146.83 feet to the south line of the Redlands First Lift Canal, as shown on Mesa County Survey Deposit 7040-24; thence along said south line the following seven (7) courses:

1. Along a non-tangent curve concave to the northwest 263.65 feet (Curve data: Radius = 225.00 feet, Delta = 67°08'13", Chord bears N47°43'22"E 248.82 feet)
2. Thence along a tangent curve concave to the south 191.31 feet (Curve data: Radius = 100.00 feet, Curve = 109°36'39", Chord bears N68°57'42"E 163.44 feet)
3. Thence S56°13'53"E 223.54 feet
4. Thence S49°55'24"E 179.16 feet
5. Thence S45°06'06"E 490.80 feet

6. Thence S37°19'22"E 162.46 feet
7. Thence S24°18'00"E 41.78 feet to the east line of the SW1/4NW1/4

Thence along said east line S00°03'38"W 145.10 feet to the CW1/16 of Section 17;
thence along the south line of the SW1/4NW1/4 S89°54'43"W 1322.07 feet to the W1/4
corner of Section 17 and the Point of Beginning.

Said parcel contains 18.96 acres, more or less, as described.

INTRODUCED on first reading on the 3rd day of June 2026 and ordered
published in pamphlet form.

ADOPTED on second reading the 15th day of July 2026 and ordered
published in pamphlet form.

Laural Lutz
President of the City Council

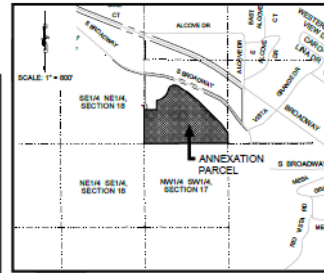
Attest:

Selestina Sandoval
City Clerk

EXHIBIT A

BENNETT ANNEXATION

Located in the SW1/4 NW1/4 SECTION 17, TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN, MESA COUNTY, COLORADO



SITE LOCATION MAP

LEGAL DESCRIPTION

A parcel of land located in the SW1/4 of the NW1/4 of Section 17, Township 1 South, Range 1 West, of the Ute Meridian, Mesa County, Colorado, more particularly described as:

Beginning at the W1/4 of Section 17, whence the CW1/4 of Section 17 bears N89°54'43" E 1322.07 feet according to the Mesa County Local Coordinate System for the Grand Valley Area; thence along the west line of said Section 17 N00°12'39" W 527.27 feet; thence N89°52'24" E 199.85 feet; thence N00°03'32" W 146.83 feet to the south line of the Redlands First Lift Canal, as shown on Mesa County Survey Deque 7840-04; thence along said south line the following areas (7) corners:

1. Along a non-tangent curve concave to the northeast 203.65 feet (Curve data: Radius = 225.00 feet, Delta = 67°08'17", Chord bears N47°42'22" E 248.82 feet)
2. Thence along a tangent curve concave to the south 191.31 feet (Curve data: Radius = 100.00 feet, Curve = 109°03'59", Chord bears N69°17'42" E 163.64 feet)
3. Thence S55°13'57" E 223.54 feet
4. Thence S45°12'24" E 179.16 feet
5. Thence S45°06'56" E 490.80 feet
6. Thence S27°19'22" E 162.46 feet
7. Thence S21°07'07" E 41.28 feet to the east line of the SW1/4 NW1/4

Thence along said east line S09°10'18" W 143.10 feet to the CW1/4 of Section 17; thence along the south line of the SW1/4 NW1/4 S89°54'43" W 1322.07 feet to the W1/4 corner of Section 17 and the Point of Beginning.

Said parcel contains 18.99 acres, more or less, as described.

AREAS OF ANNEXATION		LEGEND	
ANNEXATION PERIMETER	3,292.03 FT.	ANNEXATION BOUNDARY	(Symbol: Dashed line)
CONTIGUOUS PERIMETER	1,249.26 FT.	ANNEXATION AREA	(Symbol: Cross-hatched area)
AREA IN SQUARE FEET	62,657.24 SQ. FT.	EXISTING CITY LIMITS	(Symbol: Dashed line)
AREA IN ACRES	18.96 AC.	EXISTING PARCEL LINE	(Symbol: Dashed line)
AREA WITHIN R.O.W.	0.00 AC.	EXISTING R.O.W. LINE	(Symbol: Dashed line)
AREA WITHIN DEEDED R.O.W.	0.00 AC.	EXISTING SECTION LINE	(Symbol: Dashed line)

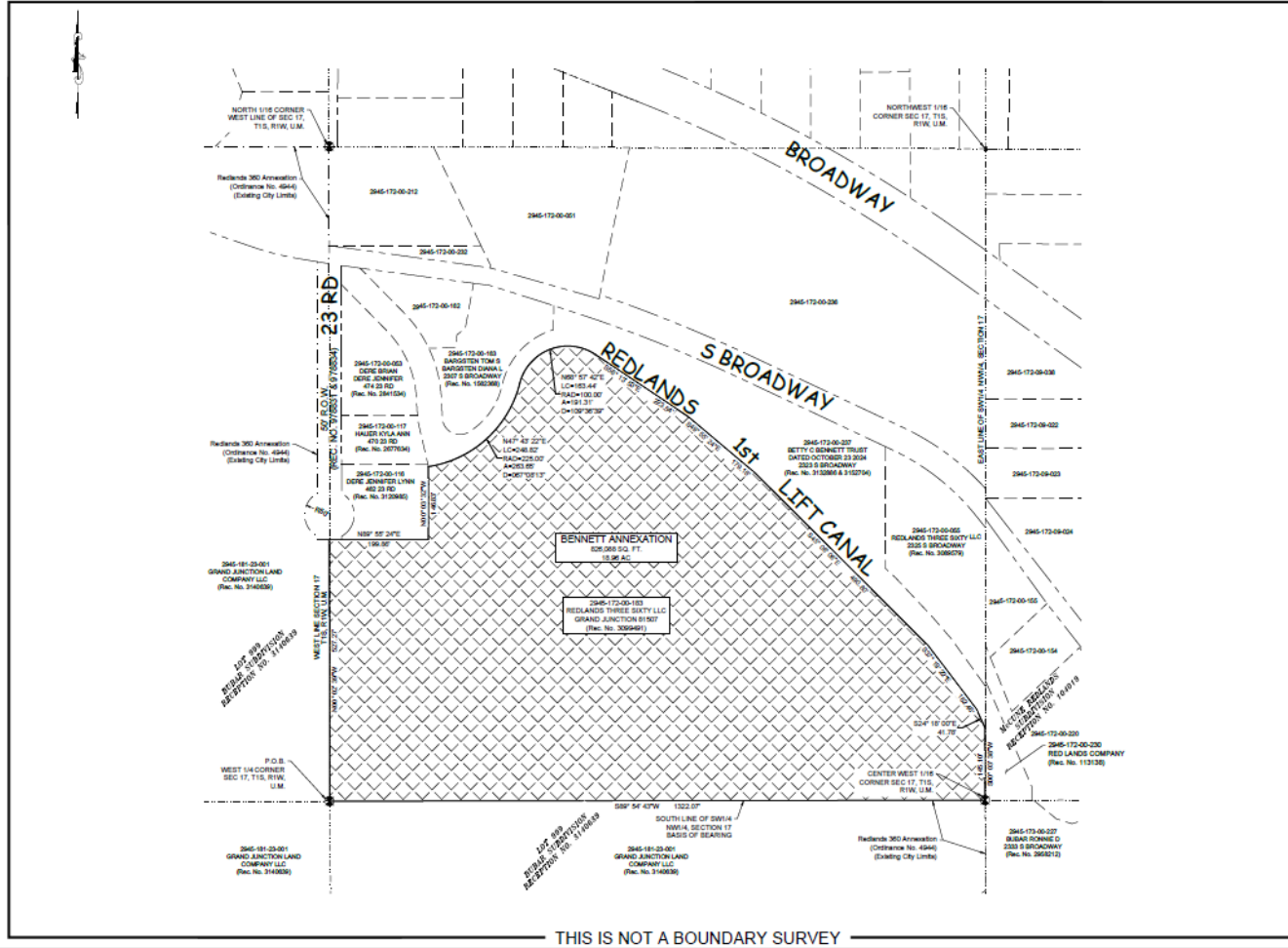
SURVEY ABBREVIATIONS	
P.O.B.	POINT OF BEGINNING
R.O.W.	RIGHT OF WAY
SEC.	SECTION
T.	TOWNSHIP
R.	RANGE
R.A.D.	RADIUS
A.	ARC LENGTH
C.	CURVE
LC	LINE CHORD
FT.	FEET
SG. FT.	SQUARE FEET
U.M.	UTE MERIDIAN
N.	NORTH
NT	NON TANGENT
REC.	RECEPTION
AC.	ACRES

ORDINANCE NO.
X

EFFECTIVE DATE
X

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

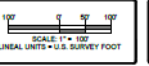
ALEXANDRE B. LHERITIER
STATE OF COLORADO - P.L.S. NO. 36464
FOR THE CITY OF GRAND JUNCTION
244 NORTH 7TH STREET
GRAND JUNCTION, CO. 81501



THIS IS NOT A BOUNDARY SURVEY

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

DRAWN BY: J.M. DATE: 04/26/2024
 REVIEWED BY: A.S. DATE: 04/30/2024
 APPROVED BY: A.S. DATE: XXX



Engineering & Transportation Department
 244 North 7th Street - Grand Junction, CO 81501

BENNETT ANNEXATION
 Located in the SW1/4 NW1/4 SECTION 17, TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN, MESA COUNTY, COLORADO

1 OF 1



Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: June 3, 2026

Presented By: Jerod Timothy, Project Engineer

Department: General Services

Submitted By: Jerod Timothy, General Services Director

Information

SUBJECT:

2026 Purchase of 3/8" Aggregate Chips for the Chip Seal Program

RECOMMENDATION:

Staff recommends City Council authorize the City Purchasing Division to enter into a contract renewal for 2026 with Whitewater Building Materials Corp. for the purchase of 3/8" aggregate chips utilized in the City's annual chip seal program in the estimated amount of \$228,000.

EXECUTIVE SUMMARY:

The purpose of this contract renewal is to provide 3/8" aggregate chips necessary to support the City's 2026 Chip Seal Program. The aggregate chips are a critical material utilized in the roadway preservation process to extend pavement life and maintain roadway conditions throughout the City.

BACKGROUND OR DETAILED INFORMATION:

The City of Grand Junction utilizes an annual chip seal program as part of its long-term pavement preservation strategy. The City is divided into twelve maintenance areas, with one area typically completed each year on a rotating basis. Chip sealing helps preserve roadway infrastructure, improve pavement condition, and delay the need for costly roadway reconstruction.

The 2026 Chip Seal Program will focus on the Orchard Mesa area, including Grand Avenue, Ouray Avenue, and 24 Road, totaling approximately 93.2 lane miles. The program requires approximately 7,400 tons of 3/8" aggregate chips.

The 3/8" aggregate chips are applied during the chip seal process and are essential to successful roadway preservation operations. The General Services Department

coordinates annual chip seal activities including roadway preparation, crack sealing, patching, sweeping, oil application, aggregate placement, rolling, and fog sealing.

The City has an existing contract with Whitewater Building Materials Corp. for the purchase of 3/8" aggregate chips. The vendor was selected through a competitive Invitation for Bids process under Solicitation No. IFB-5448-24-KH. The City entered into the original contract on May 6, 2024. The contract included renewal options, and this renewal represents the second renewal year under Contract #5859-26-KN.

The contract renewal establishes a unit price of \$30.90 per ton for the 2026 calendar year. Previous annual expenditures under this contract remained below the City Charter threshold requiring City Council approval. Due to the size and scope of the 2026 chip seal program, expenditures are anticipated to exceed \$200,000, requiring Council approval.

FISCAL IMPACT:

Funding for the purchase of 3/8" aggregate chips is included in the 2026 adopted budget for the Chip Seal Program. The estimated expenditure for 2026 is \$228,000.

SUGGESTED MOTION:

I move to authorize the City Purchasing Division to enter into a contract renewal for 2026 with Whitewater Building Materials Corp. for the purchase of 3/8" aggregate chips utilized in the City's annual chip seal program in the estimated amount of \$228,000.

Attachments

None



Grand Junction City Council

Regular Session

Item #3.b.

Meeting Date: June 3, 2026
Presented By: Jerod Timothy, Project Engineer
Department: General Services
Submitted By: Jerod Timothy, General Services Director

Information

SUBJECT:

Sole Source Procurement – Fire Rover Fire Detection and Suppression System for the Material Recovery Facility (MRF)

RECOMMENDATION:

Authorize the City Manager to execute a contract with Fire Rover for the purchase, installation, and implementation of an integrated fire detection and suppression system for the City of Grand Junction Material Recovery Facility (MRF).

EXECUTIVE SUMMARY:

Staff is requesting City Council approval to authorize the City Manager to execute a sole source contract with Fire Rover for the purchase and installation of a specialized fire detection, monitoring, and suppression system for the new Material Recovery Facility (MRF).

The Fire Rover system is specifically designed for waste and recycling facilities and provides early fire detection through thermal imaging and flame analytics, remote-operated targeted suppression, and continuous monitoring capabilities. Due to the elevated fire risks associated with MRF operations—including lithium-ion battery ignition, combustible materials, dust accumulation, and rapidly spreading conveyor fires—staff identified the need for a specialized fire protection system beyond conventional sprinkler infrastructure.

Following evaluation of available technologies and vendors, staff determined Fire Rover provides the solution that best meets the operational, technical, and risk mitigation needs of the City’s MRF.

The one-time purchase and installation cost is \$367,000, with ongoing monitoring and maintenance services of \$5,350 per month.

BACKGROUND OR DETAILED INFORMATION:

The City of Grand Junction is constructing a regional Material Recovery Facility to process recyclable materials and solid waste generated throughout the community. Due to the nature of the material stream and processing equipment, MRF operations carry a heightened risk of fire compared with traditional industrial or commercial facilities.

These risks include ignition from lithium-ion batteries disposed of in the waste stream, spontaneous combustion within stored material, dust-related fire hazards, and rapid fire spread through conveyors and processing equipment. Fires at MRF facilities can result in significant damage to infrastructure, interruption of public services, environmental impacts, and substantial replacement costs.

While the facility includes conventional fire protection systems as part of the building design, staff determined additional specialized fire detection and suppression measures were necessary to protect the City's investment and reduce operational risk.

Fire Rover provides an integrated system that includes:

- Thermal imaging detection
- Flame detection technology
- Early warning analytics
- Remote-operated targeted suppression equipment
- Continuous 24/7 monitoring

This system is designed to identify potential fire events during the earliest stages of ignition and provide rapid suppression response before a fire escalates.

Staff reviewed available fire protection technologies and determined Fire Rover provides the solution that best aligns with the City's operational requirements for the MRF. While alternative vendors offer portions of similar services or equipment, staff did not identify another solution offering the same level of integrated detection, monitoring, verification, and targeted suppression specifically tailored to waste and recycling operations within a single coordinated platform. Fire Rover is a unique solution whose capabilities are proprietary, the single integrated device makes it uniquely compatible with the other systems at the MFR, and the device has unique capabilities not available by any other system, which satisfies the sole source procurement policy.

For these reasons, staff recommends proceeding with Fire Rover as a sole source procurement for this specialized system.

FISCAL IMPACT:

The one-time capital cost for the Fire Rover system is \$367,000 and is included within the approved Material Recovery Facility project budget. Funding will be provided through the Solid Waste Fund using proceeds from the Certificates of Participation (COPs) secured for the project.

Ongoing monitoring and maintenance services of \$5,350 per month will be incorporated into the operating budget as part of ongoing facility operations following commissioning of the Material Recovery Facility.

SUGGESTED MOTION:

I move to (authorize/not authorize) the City Purchasing Division to issue a purchase order for the sole source procurement with Fire Rover for the purchase and installation of the fire detection and suppression system for the Material Recovery Facility in the amount of \$367,000.

Attachments

None



Grand Junction City Council

Regular Session

Item #4.a.

Meeting Date: June 3, 2026
Presented By: Jerod Timothy, Project Engineer
Department: General Services
Submitted By: Kyle Coltrinari

Information

SUBJECT:

A Resolution Adjusting Parking Citation Escalation Schedule

RECOMMENDATION:

Approve Resolution to Adjust Parking Citations Escalation Schedule

EXECUTIVE SUMMARY:

Staff is requesting Council approval of a modification to the parking citation fine schedule. The proposed change would eliminate the 8–15-day escalation tier and maintain the base fine amount for the first 14 days following citation issuance, with the first escalation beginning on day 15. Additionally, the schedule scheme is being proposed to change from an escalation of fines to a base fine plus fees. This is done to comply with jurisprudence regarding the elevation of fines for late payment.

The recommendation was developed in response to public feedback regarding the current escalation timeline and is intended to provide customers additional time to resolve citations before penalties increase. Staff also anticipates the revised schedule will improve customer interactions and reduce escalated concerns at the Municipal Court payment window.

BACKGROUND OR DETAILED INFORMATION:

A modification to the parking citation fine schedule is being proposed. The recommended change is intended to provide a less aggressive structure while maintaining accountability for delinquent citations and to recover administrative costs for delinquent payments.

Initially, the structure of the fine schedule is being proposed to change from an escalation of the fine to a base fine plus fees based on a recommendation from the City

Attorney’s Office. Current jurisprudence on assessment of fines makes increasing the fine based on timeliness of payment problematic. Rather, the base fine is proposed to remain at \$25 for the violation. Late fees are assessed for fines that are not paid at certain dates after the violation to account for administrative costs associated with late payment, including late notices that are sent to violators and administrative costs in tracking tickets that are outstanding. The overall amounts at the various tiers remain the same, but the added amounts based on the lateness of payment are fees rather than an escalation of the fine.

Based on public feedback, the current escalation schedule may create financial hardship for individuals living paycheck to paycheck. To address these concerns, staff proposes eliminating the 8–15 day escalation tier and extending the base citation fine period through day 14. Under the proposed schedule, the first fee would occur on day 15.

The revised structure would also be incorporated into the delinquent citation notification letter, which will serve as the official notice prior to potential boot warrant enforcement. This update is intended to improve communication with customers by clearly outlining both the revised fee structure and possible enforcement actions.

In addition, staff anticipates the revised schedule will reduce frustrated or escalated interactions at the Municipal Court payment window by providing customers additional time to resolve citations before fees increase.

A comparison of the current and proposed escalation schedules is provided below.

2026 Schedule	Amended Schedule Adopted by This Resolution
1–7 days: \$25	1–14 days: \$25
8–15 days: \$35	15–29 days: \$25 + \$20 fee
16–29 days: \$45	30+ days: \$25 + \$75 fee
30+ days: \$100	

FISCAL IMPACT:

The proposed modification to the citation fine schedule is expected to have a minor impact on citation revenue in the Parking Fund due to the elimination of the 8–15 day tier. Staff anticipates the overall fiscal impact will be minimal.

SUGGESTED MOTION:

I move to adopt Resolution No.49-26, a resolution a resolution Adopting Fines and Fees for Certain Parking Violations

Attachments

1. RES - 2026 Amended Parking Violation Fine

RESOLUTION NO. XX-26

A RESOLUTION ADOPTING FINES AND FEES FOR CERTAIN PARKING VIOLATIONS

Recitals:

The City of Grand Junction establishes fines and fees for parking violation. The most recent adoption of these fines and fees was in Resolution No. 77-25. This Resolution adopts a change to the fine and fee schedule for certain parking violations.

The structure of the fine schedule changes in this Resolution from an escalation of the fine to a base fine plus fees. The base fine is to remain at \$25 for the violation. Late fees are assessed for fines that are not paid at certain dates after the violation to account for administrative costs associated with late payment, including late notices that are sent to violators and administrative costs in tracking tickets that are outstanding.

The current escalation schedule may create financial hardship for individuals living paycheck to paycheck. To address these concerns, this Resolution eliminates the 8–15 day escalation tier and extending the base citation fine period through day 14. Under the proposed schedule in this Resolution, the first fee would occur on day 15.

The revised structure would also be incorporated into the delinquent citation notification letter, which will serve as the official notice prior to potential boot warrant enforcement. This update is intended to improve communication with customers by clearly outlining both the revised fee structure and possible enforcement actions.

Now, therefore, be it resolved that:

The Recitals are incorporated herein. Effective on the date of adoption of this Resolution, the following fines and fees for parking violations are adopted for Expired Meter and Illegal Parking:

2026 Schedule	Amended Schedule Adopted by This Resolution
1–7 days: \$25	1–14 days: \$25
8–15 days: \$35	15–29 days: \$25 + \$20 fee
16–29 days: \$45	30+ days: \$25 + \$75 fee
30+ days: \$100	

PASSED and ADOPTED this ____ day of May, 2026.

President of the Council

Attest:

City Clerk



Grand Junction City Council

Regular Session

Item #4.b.

Meeting Date: June 3, 2026

Presented By: Trenton Prall, Engineering & Transportation Director

Department: Engineering & Transportation

Submitted By: Trent Prall, Engineering and Transportation Director

Information

SUBJECT:

A Resolution Supporting Submission of a Grant Application for the 22 Road Railroad Crossing / West Side Safety Improvements Project

RECOMMENDATION:

Staff recommends adoption of the proposed resolution supporting submission of grant application for the 22 Road Railroad Crossing / West Side Safety Improvements Project.

EXECUTIVE SUMMARY:

The City of Grand Junction is seeking City Council authorization to submit a grant application to the Federal Railroad Administration's Railroad Crossing Elimination (Crossing Safety) Program to fund preliminary engineering and environmental clearance for the extension of 22 Road across the Union Pacific Railroad corridor to River Road. The project would eliminate the existing at-grade crossing at G Road, identified by Union Pacific Railroad as one of the most frequently struck crossing gates in Colorado, while improving safety, freight mobility, emergency access, and regional connectivity within the River Road industrial corridor. The proposed planning effort would advance design of a new railroad crossing, associated roadway and intersection improvements, and coordination with Union Pacific Railroad, positioning the project for future construction funding and supporting long-term economic development and industrial growth in the area.

BACKGROUND OR DETAILED INFORMATION:

The proposed 22 Road railroad crossing was first identified in 2010 during coordination between the City of Grand Junction and the Colorado Department of Transportation (CDOT) on access management and long-term transportation planning for the Highway

6 & 50 corridor. Since that time, the area has experienced substantial transportation and industrial growth. The City completed the realignment of 22 Road in 2013, CDOT constructed the Diverging Diamond Interchange at Interstate 70 Business Loop/Highway 6 & 50 in 2014, and two major national truck stops have since opened in the corridor, significantly increasing freight and commercial traffic demand in the area.

The proposed crossing would eliminate the existing at-grade railroad crossing at G Road, located approximately 0.8 miles east of the proposed alignment. The G Road crossing is heavily utilized by industrial and freight traffic accessing the River Road corridor and has been identified by Union Pacific Railroad as having the most frequently struck crossing gate in the State of Colorado. In addition to freight rail operations, the corridor also accommodates Amtrak passenger rail service twice daily. Closure of the G Road crossing and construction of a safer, more modern crossing at 22 Road would significantly improve safety, operational efficiency, and emergency access for the corridor.

The Federal Railroad Administration’s (FRA) Railroad Crossing Elimination (Crossing Safety) Program provides funding for projects that improve safety and mobility at highway-rail and pathway-rail grade crossings, including grade separation and crossing elimination projects. Funding for this program is provided through the Infrastructure Investment and Jobs Act (IIJA) FY 2025 and FY 2026 advance appropriations. Nationwide, approximately \$1.15 billion is available through the program, including approximately \$36 million reserved for planning projects, with a portion specifically set aside for rural areas and Tribal lands. Final grant applications are due June 8, 2026.

The proposed planning project would complete preliminary engineering, environmental documentation and clearances, and coordination with Union Pacific Railroad for the extension of 22 Road south to River Road. The project scope also includes evaluation and design of required railroad signal interconnects; River Road intersection improvements utilizing a “Florida-T” configuration similar to the existing 23 Road and I-70 Business Loop intersection; closure and removal of the existing G Road crossing; and roadway widening, turn lanes, and other geometric improvements needed to safely accommodate freight and industrial traffic near the proposed 22 Road/River Road intersection.

Completion of this project would significantly improve access, circulation, and safety within the River Road and 22 Road industrial corridor while enhancing connectivity to the Exit 26 interchange and the regional highway network, including Highway 6 & 50 and Interstate 70. The improvements would benefit freight mobility, improve employee and customer access to businesses, reduce conflicts between rail and roadway traffic, and support long-term economic development opportunities in the area.

The project is also anticipated to encourage additional private reinvestment and redevelopment along the River Road corridor by providing safer, more direct, and more efficient access to major regional transportation infrastructure.

FISCAL IMPACT:

The application proposes a match of \$150,000 representing a local participation of 20% for the \$750,000 project. Project expenditures will be requested in the 2027 budget from the City's 3/4 cent capital improvement fund.

SUGGESTED MOTION:

I move to adopt Resolution No. 51-26, a resolution Supporting Submission of a Grant Application for the 22 Road Railroad Crossing / West Side Safety Improvements Project

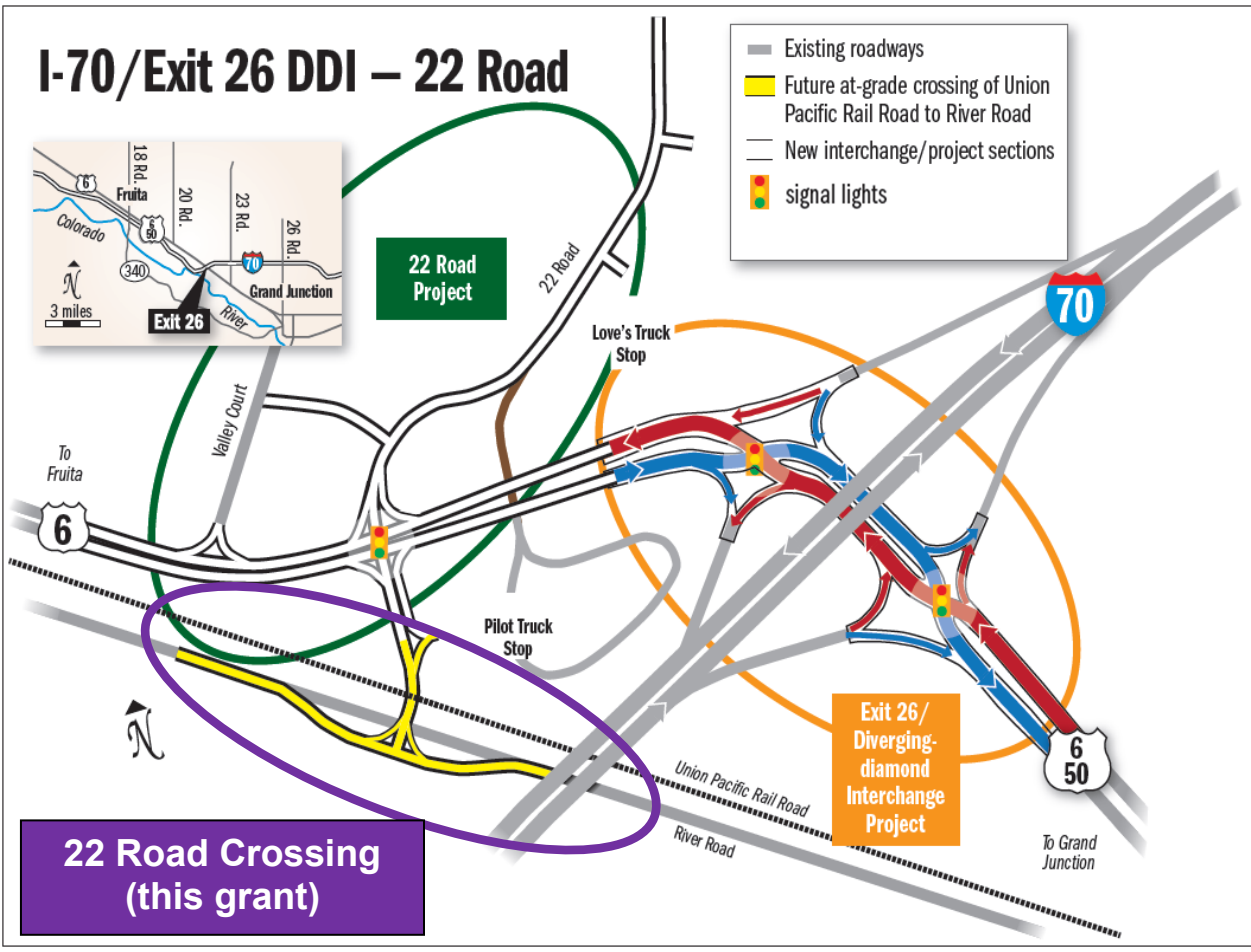
Attachments

1. Exhibit- 22 Rd Railroad Crossing - FRA_CrossingSafety Grant Application
2. Resolution-22 Rd Railroad Crossing-FRA CrossingGrantApplication

I-70/Exit 26 DDI – 22 Road

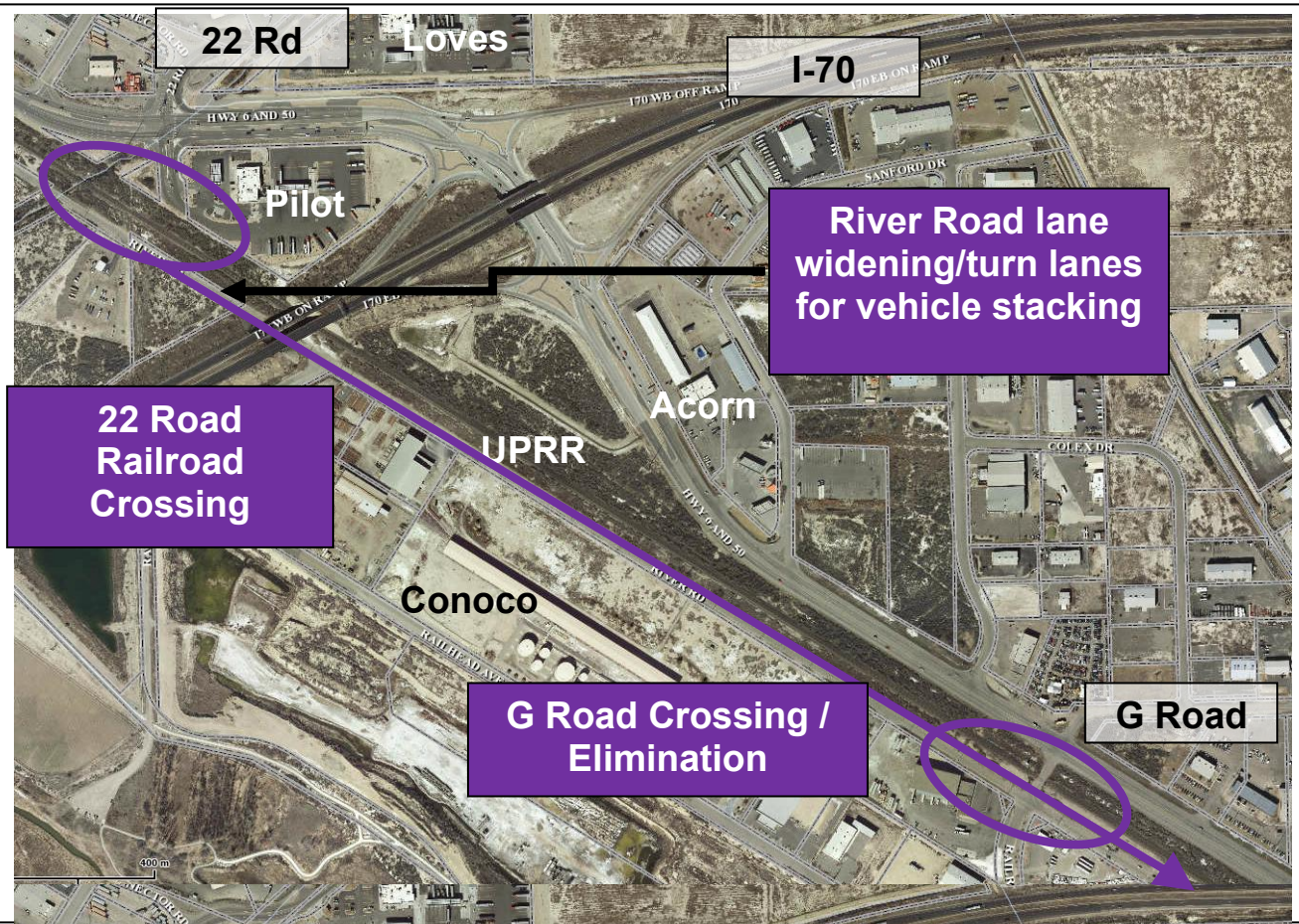


- Existing roadways
- Future at-grade crossing of Union Pacific Rail Road to River Road
- New interchange/project sections
- signal lights



22 Road Crossing (this grant)

Exit 26 / Diverging-diamond Interchange Project



22 Road Railroad Crossing

River Road lane widening/turn lanes for vehicle stacking

G Road Crossing / Elimination

Resolution 51-26

A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPLY FOR A FEDERAL RAILROAD ADMINISTRATION (FRA) RAILROAD CROSSING ELIMINATION (CROSSING SAFETY) PROGRAM GRANT FOR PRELIMINARY DESIGN AND ENVIRONMENTAL CLEARANCES ON THE 22 ROAD RAILROAD CROSSING / WEST SIDE SAFETY IMPROVEMENTS PROJECT

Recitals:

WHEREAS, the City of Grand Junction ("City") has identified the need to improve safety, mobility, and freight access within the River Road and 22 Road industrial corridor; and

WHEREAS, the existing at-grade railroad crossing at G Road has been identified by Union Pacific Railroad as one of the most problematic railroad crossings in the State of Colorado due to repeated gate strikes and conflicts between roadway and rail operations; and

WHEREAS, the proposed extension of 22 Road across the Union Pacific Railroad corridor to River Road would improve access to the regional transportation network, including Highway 6 & 50 and Interstate 70, while enhancing freight mobility, emergency response access, and overall circulation within the industrial area; and

WHEREAS, the proposed project includes the elimination and closure of the existing G Road railroad crossing and the construction of a safer and more efficient crossing and roadway network connection at 22 Road; and

WHEREAS, the Federal Railroad Administration ("FRA") Railroad Crossing Elimination (Crossing Safety) Program provides funding assistance for projects that improve safety and mobility at highway-rail grade crossings; and

WHEREAS, the City desires to submit a grant application to the FRA Railroad Crossing Elimination Program for funding to complete preliminary engineering, environmental documentation and clearances, railroad coordination, and related planning activities necessary to advance the project toward construction; and

WHEREAS, the City Council finds that the proposed project is consistent with the City's transportation, economic development, and public safety goals and is in the best interests of the community.

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

1. That the City Council hereby supports the submittal of a grant application to the Federal Railroad Administration Railroad Crossing Elimination (Crossing Safety) Program for the 22 Road Railroad Crossing and G Road Crossing Elimination Project.

2. That the City Council supports the advancement of preliminary engineering, environmental clearance, and related planning activities necessary to position the project for future implementation and construction funding opportunities.
3. That the City Manager, or designee, is hereby authorized to execute and submit all documents necessary to apply for grant funding and to act on behalf of the City in connection with the application process.
4. The City Council of the City of Grand Junction authorizes the expenditure of funds necessary to meet the terms and obligations, including established deadlines, of any Grant awarded.
5. If the Grant is awarded, the City Council hereby authorizes the City Manager to sign the grant agreement for the Project.

This Resolution shall be in full force and effect from and after its passage and adoption.

PASSED AND APPROVED this _____ day of _____, 2026.

Laurel Lutz
President of the Grand Junction City Council

ATTEST:

Selestina Sandoval
City Clerk



Grand Junction City Council

Workshop Session

Item #5.a.i.

Meeting Date: June 3, 2026
Presented By: Tamra Allen, Community Development Director
Department: Community Development
Submitted By: Tamra Allen, Community Development Director

Information

SUBJECT:

An Ordinance Amending Section 21.02.070 of the Zoning and Development Code Related to And Concerning Development Impact Fees and Authorization to Issue Refunds of New Fee Schedule Differences Between January 1, 2026 and the Effective Date of this Ordinance

EXECUTIVE SUMMARY:

The City contracted with TischlerBise to update its 2019 on the 5-year requisite timeline for which a new fee schedule and changes to the GJMC were adopted on April 2, 2025. The process for updating included a city-appointed stakeholder group, numerous workshops with the City Council and Planning Commission, community meetings, as well as a joint workshop between the City Council and the appointed stakeholder group. Information about the fee study including all fees, was made available throughout the process on <https://engagegj.org/impact-fees-study>.

The City received from the Housing and Building Association of Western Colorado a request that the City reconsider the adopted parks fee, including the calculation, collection and tracking therein and to reconsider the timing for future fee study updates. In late 2025, the City received an additional request from the HBA to not collect the increase to the adopted parks fees that were scheduled to become effective on January 1, 2025. The request included postponing the implementation of a new fee schedule until a review of the park impact fee had been completed and Council had made a decision on whether the fees should be adjusted.

The City Council held a workshop on November 3, 2025, to discuss the park fee and provided direction to staff to work on revising the methodology related to the calculation of the average cost per acre of park land. At a December 15, 2025, workshop, three options related to fees were presented, for which City Council directed staff to revise the park fee. At that time, Council also directed staff to prepare modifications to the time

in which a new fee study is required to be updated, suggesting that a study only be updated periodically, as needed. Further, Council directed staff that should the council adopt a revised schedule based on TischlerBise's revised park fee, that any parks fee collected after January 1, 2026 (consistent with Ordinance No. 5250) and the effective date of a revised fee, for which a difference in fee amount exists, that difference in fee amount be refunded to the developer. The Council was again convened in a workshop on March 30th to discuss the park fee. At that time, Council provided direction to staff to advance further revisions to the park land valuation and the resulting fee, as well as provided direction in support of code changes revising the 1) the frequency for updating the fee study and 2) clarifications to the provision for fee offset specifically related to projects that had previously paid an in-lieu fee or otherwise dedicated land for open space.

The Planning Commission has authority to review and provide recommendations for text changes (not fees) to the GJMC. The fee table (and amount) is the exclusive purview of the City Council. This request pertains to revisions of Section 21.07.070 that would result in revisions to GJMC regarding 1) the frequency for updating the fee study and 2) clarifications to the provision for fee offset specifically related to projects that had previously paid an in-lieu fee or otherwise dedicated land for open space 3) update the fee table and 4) consideration of refunds for fees paid since January 1, 2026.

BACKGROUND OR DETAILED INFORMATION:

The Grand Junction Municipal Code ("Code" or "GJMC") required the City to update its impact fee study once every five years. The City's last fee study for transportation, police, fire, parks, and municipal facilities was completed in 2019, which necessitated the need for the city to update its fee study in 2024/2025. The city contracted with TischlerBise to update its fee study for which a new fee schedule and changes to the GJMC were adopted on April 2, 2025, by Ordinance No. 5280. TischlerBise performed the fee study update, revising the methodology on numerous occasions based on staff, a council-appointed stakeholder group, and city council input. The process also included numerous workshops with the City Council and Planning Commission, community meetings, as well as a joint workshop between the City Council and the appointed stakeholder group. Information about the fee study including all fees, was made available throughout the process on <https://engagegj.org/impact-fees-study>.

This effort resulted in the council adopting various revisions to the GJMC along with a new fee schedule. The adopted ordinance included revisions to the GJMC, notably removing the requirement for residential development to dedicate parkland or otherwise pay an in lieu fee. The revisions to the GJMC became effective on May 5, 2025, while the new fee schedule that included a three-year stepped implementation became effective January 1, 2026.

The city received from the Housing and Building Association of Western Colorado a request that the City reconsider the adopted parks fee, including the calculation, collection and tracking therein and to reconsider the timing for future fee study updates. In late 2025, the City received an additional request from the HBA to not collect the

increase to the adopted parks fees that were scheduled to become effective on January 1, 2025. The request included postponing the implementation of a new fee schedule until a review of the park impact fee had been completed and Council had made a decision on whether the fees should be adjusted.

The City Council held a workshop on November 3, 2025, to discuss the park fee and provided direction to staff to work on revising the methodology related to the calculation of the average cost per acre of park land. At a December 15, 2025, workshop, three options related to fees were presented, for which City Council directed staff to revise the park fee. At that time, Council also directed staff to prepare modifications to the time in which a new fee study is required to be updated, suggesting that a study only be updated periodically, as needed. Further, Council directed staff that should the council adopt a revised schedule based on TischlerBise's revised park fee, that any parks fee collected after January 1, 2026 (consistent with Ordinance No. 5250) and the effective date of a revised fee, for which a difference in fee amount exists, that difference in fee amount be refunded to the developer. The Council was again convened in a workshop on March 30th to discuss the park fee. At that time Council provided direction to staff to advance further revisions to the park land valuation and the resulting fee, as well as provided direction in support of code changes revising the 1) the frequency for updating the fee study and 2) clarifications to the provision for fee offset specifically related to projects that had previously paid an in-lieu fee or otherwise dedicated land for open space.

The Planning Commission has authority to review and provide recommendations for text changes (not fees) to the GJMC. Proposed code revisions impact Section 21.02.070 of the GJMC with the specific revisions (strikethrough and underscore) being attached for review. In summary, the revisions include the following

§21.02.070(11(i)) Review. The Code currently requires review of impact fee study every 6 years and update no less than every 8 years. The proposed revision requires review periodically; should issues be identified, the city would be compelled to update the study.

§21.02.070(a)(12) Impact Fee Schedule - Fire, Police, Parks and Recreation, and Transportation. Removing and replacing the fee schedule. The Planning Commission does not have authority to review and recommend fees. This is included in the draft ordinance for reference only.

§21.02.070(a)(5)(i)(F) Prior Conditions and/or Agreements. Proposed revisions include clarification and inclusion of fee offsets for previously paid open space dedication/in-lieu fees. It provides direction that the fee offset will be applied at the time of planning clearance, the manner of calculation, and the opportunity for an applicant to request a cash payment for fee offset at the discretion of the city manager and subject to budgetary conditions.

Refund of new fee schedule difference. Not included in changes to Title 21, but

included in the ordinance, is the authorization to issue refunds for fees paid between Jan 1, 2026 and the effective date of the ordinance in an amount that is the difference.

NOTIFICATION REQUIREMENTS

Notice was completed as required by Section 21.02.030(g).

ANALYSIS

The criteria for review are set forth in Section 21.02.050(d) of the Zoning and Development Code, which provides that the City may approve an amendment to the text of the Code if the applicant can demonstrate evidence proving each of the following criteria:

(A) Consistency with Comprehensive Plan. The proposed Code Text Amendment is generally consistent with applicable provisions of the Comprehensive Plan.

The Comprehensive Plan provides relevant goals and strategies regarding impact fees as follows:

5. Plan for and ensure fiscally responsible delivery of City services and infrastructure. B. Cost of Growth. Periodically update impact fee study. Maintain an efficient and fair system of fees and development requirements that assess the costs and benefits of financing public facilities and services, the need for which is generated by new development, and redevelopment, assessing for: a proportional share, consistent with adopted City policy, of the cost of public improvements outside the development boundaries that is directly attributable to that development; and the full cost of all public improvements required by the development within the boundaries of that development.

1. Provide a safe and accessible network of parks, recreational amenities, open space, and trails. B. Reasonable Investment. Ensure that new development reasonably invests in maintaining capital improvements in parks and open space (impact fees).

The proposed amendment is consistent with the Comprehensive Plan’s goals related to periodic study updates and maintaining an efficient and fair system of fees for new development. Staff finds this criterion has been met.

(B) Consistency with Zoning and Development Code Standards. The proposed Code Text Amendment is consistent with and does not conflict with or contradict other provisions of this Code.

The amendment is procedural in nature and does not conflict with or contradict other provisions of the code. Staff finds this criterion has been met.

(C) Specific Reasons

The proposed Code Text Amendment shall meet at least one of the following specific reasons:

- a. To address trends in development or regulatory practices;
The amendment is procedural in nature and is generally reflective of common practices for fee study updates and fee offsets.
- b. To expand, modify, or add requirements for development in general or to address specific development issues;
Not applicable.
- c. To add, modify or expand zone districts; or
Not applicable.
- d. To clarify or modify procedures for processing development applications.
Not applicable.

Staff finds this criterion has been met.

FINDING OF FACT AND RECOMMENDATION

After reviewing the proposed amendments, the following finding of fact has been made:

In accordance with Section 21.02.050(d) of the Grand Junction Zoning and Development Code, the proposed text amendments to Title 21 are consistent with the Comprehensive Plan and the Zoning & Development Code Standards and meet at least one of the specific reasons outlined.

Therefore, the Planning Commission recommended approval of the text changes to Title 21. The Planning Commission did not provide a recommendation on the revised park fee amount as review and recommendation on fees are not included within the authority of the Planning Commission.

FISCAL IMPACT:

This Ordinance considers reductions to the amount of park impact fee collected. The difference in this fee depends on the dwelling unit size but can be calculated as the difference between the Fee Table adopted as part of Ordinance No. 5250 and the Fee Table within this proposed ordinance. The proposed ordinance also considers issuing refunds for parks fees paid between January 1, 2026, and the effective date of this ordinance, as well as provision of an opportunity for a developer to request a cash payment of their fee offset. The fiscal impact of these changes have not been calculated.

SUGGESTED ACTION:

I move to adopt Ordinance No. 5325, an ordinance amending Title 21 of the Zoning and Development Code of the Grand Junction Municipal Code, regarding development impact fees and authorization to issue refunds of new fee schedule differences between

January 1, 2026, and the effective date of this ordinance, on final passage and order final publication in pamphlet form.

Attachments

1. HBA letter regarding parks acquisition fees 10.3.25
2. PRAB Letter Concerning the 2026 update to impact fees 1 16 26
3. FINAL Revised_v2_Grand Junction CO Dev Impact Fee Study_04.07.26
4. Ordinance 5250
5. Parks Acquisition Fee letter to City manager 4.30.26
6. ORD-Impact Fee 04.15.2026



City Manager Mike Bennett
(delivered electronically)
October 1, 2025

RE: Parks Impact Fee and Revised Ordinance

Dear City Manager Bennett,

As you are aware, the Housing and Building Association of Western Colorado has disputed the recently enacted Parks Impact Fee as being disproportionate to the actual impact of development. Our association, with financial assistance from the Grand Junction Area Realtor Association, has engaged the services of Garfield and Hecht, P.C. attorneys at law to conduct a thorough analysis of our claim and offer a more equitable solution. Enclosed is a letter from that firm accompanied by a proposed new ordinance on impact fees and additional analysis of the Parks Impact Fee by BBC Research.

The current park and open space acquisition fees in the City study were projected to raise over \$20 million dollars in fees on housing over the next 10 years. The analysis by BBC Research does not provide a 10 year projected revenue figure, but as a percentage of the previous fee, the maximum legally defensible amount would be closer to \$6 million dollars in fees over ten years. For reference, based on information that was provided to us from the City of Grand Junction, the amount spent on park and open space acquisitions for the last 10 years was approximately \$2 million dollars. We respectfully request you consider whether implementing the maximum legally defensible fee is appropriate as it would still represent a 300% increase over what was needed for the past 10 years.

Additionally, we are proposing that the Council strike the language currently in Ordinance 5220 regarding the need for an additional formal review (Nexus Study) within eight years. The impact fees are already indexed for inflation and construction fee increases and will automatically change every year. We support the language previously proposed by staff that allows the City to review as necessary. Requiring the study is not only a significant expense for the hiring of a 3rd

party consultant, but also requires a significant amount of staff resources and valuable City Council/ planning commission time that could be otherwise prioritized under the leadership and direction of City Manager and Council.

Thank you for considering this formal request for change.

Sincerely,


Kevin Bray
President

January 15, 2026

Dear Members of the Grand Junction City Council,

As Grand Junction continues to grow, setting appropriate impact fees for new development is essential to maintaining our current level of per-capita infrastructure. Without adequate impact fees, the City faces an untenable choice: divert funds from other budget priorities or accept a gradual decline in service levels as more residents share the same resources.

However, calculating the exact amount of Grand Junction's impact fees has been a contentious subject.

The Parks and Recreation Advisory Board (PRAB) had the opportunity to weigh in on the lengthy process that concluded in the spring of 2025. At that time, we felt a good compromise was reached that was sensitive to the amount of the fee to minimize impact on affordable housing and development in general, while also ensuring the level of service in our parks system did not decline with growth. However, we read in the paper about the revisiting of the park fee in particular. Following that news, we asked staff to provide an update regarding where park impact fees stood, which we received at today's regular meeting.

The fees adopted in 2025 were the product of extensive effort: hundreds of hours of public outreach, detailed analysis by City staff, and the nationally recognized expertise of TischlerBise. That work represented our best estimate of the true cost of growth and reflected a shared community value—that tax rates should be kept as low as possible, and thus growth should pay its own way.

The importance of parks and open space is well documented. Numerous studies demonstrate their positive effects on both physical and mental health, as well as their role in supporting property values and neighborhood vitality. Parkland acquisition is often a now-or-never opportunity during an area's development. Parks are essential infrastructure and they must be funded accordingly.

After extensive discussion, PRAB voted today to approve a motion expressing:

- relief that the disparity between the impact fees adopted in 2025 and the most recent proposal was not greater; and,
- appreciation that parks and public spaces are identified as core city services in the 2025–2027 City Council Strategic Plan; and,
- concern about the precedent set by revisiting carefully considered decisions so soon after adoption; and,
- continued commitment to the appropriate use of impact fees to address the ramifications of new development in a timely fashion; and,
- so long as no further reductions are made, general support of the additional compromise described by staff from the most recent Council workshop, which reduces the fee as described in option 3.



Nancy Strippel
Chair, City of Grand Junction Parks and Recreation Advisory Board

2025 Impact Fee Study

Prepared for:

City of Grand Junction, Colorado

April 7, 2026

Prepared by:



4701 Sangamore Road

Suite S240

Bethesda, Maryland 20816

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EXECUTIVE SUMMARY

Impact fees are one-time payments for new development's proportionate share of the capital cost of infrastructure. The following study addresses the City of Grand Junction's Municipal Facilities, Fire, Police, Multimodal Transportation, and Parks & Recreation facilities. Impact fees do have limitations and should not be regarded as the total solution for infrastructure funding. Rather, they are one component of a comprehensive funding strategy to ensure provision of adequate public facilities. Impact fees may only be used for capital improvements or debt service for growth-related infrastructure. They may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies. Although Colorado is a "home-rule" state and home-rule municipalities were already collecting "impact fees" under their home-rule authority granted in the Colorado Constitution, the Colorado Legislature passed enabling legislation in 2001, as discussed further below.

COLORADO IMPACT FEE ENABLING LEGISLATION

For local governments, the first step in evaluating funding options for facility improvements is to determine basic options and requirements established by state law. Some states have more conservative legal parameters that basically restrict local government to specifically authorized actions. In contrast, "home-rule" states grant local governments broader powers that may or may not be precluded or preempted by state statutes depending on the circumstances and on the state's particular laws. Home rule municipalities in Colorado have the authority to impose impact fees based on both their home rule power granted in the Colorado Constitution and the impact fee enabling legislation enacted in 2001 by the Colorado General Assembly.

Impact fees are one-time payments imposed on new development that must be used solely to fund growth-related capital projects, typically called "system improvements". An impact fee represents new growth's proportionate share of capital facility needs. In contrast to project-level improvements, impact fees fund infrastructure that will benefit multiple development projects, or even the entire service area, as long as there is a reasonable relationship between the new development and the need for the growth-related infrastructure.

According to Colorado Revised Statute Section 29-20-104.5, impact fees must be legislatively adopted at a level no greater than necessary to defray impacts generally applicable to a broad class of property. The purpose of impact fees is to defray capital costs directly related to proposed development. The statutes of other states allow impact fee schedules to include administrative costs related to impact fees and the preparation of capital improvement plans, but this is not specifically authorized in Colorado's statute. Impact fees do have limitations and should not be regarded as the total solution for infrastructure funding. Rather, they are one component of a comprehensive portfolio to ensure adequate provision of public facilities. Because system improvements are larger and costlier, they may require bond financing and/or funding from other revenue sources. To be funded by impact fees, Section 29-20-104.5 requires that the capital improvements must have a useful life of at least five years. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Also, impact fees cannot be used to repair or correct existing deficiencies in existing infrastructure.

ADDITIONAL LEGAL GUIDELINES

Both state and federal courts have recognized the imposition of impact fees on development as a legitimate form of land use regulation, provided the fees meet standards intended to protect against regulatory takings. Land use regulations, development exactions, and impact fees are subject to the Fifth Amendment prohibition on taking of private property for public use without just compensation. To comply with the Fifth Amendment, development regulations must be shown to substantially advance a legitimate governmental interest. In the case of impact fees, that interest is the protection of public health, safety, and welfare by ensuring development is not detrimental to the quality of essential public services. The means to this end is also important, requiring both procedural and substantive due process. The process followed to receive community input (i.e. stakeholder meetings, work sessions, and public hearings) provides opportunities for comments and refinements to the impact fees.

There is little federal case law specifically dealing with impact fees, although other rulings on other types of exactions (e.g., land dedication requirements) are relevant. In one of the most important exaction cases, the U. S. Supreme Court found that a government agency imposing exactions on development must demonstrate an “essential nexus” between the exaction and the interest being protected (see *Nollan v. California Coastal Commission*, 1987). In a more recent case (*Dolan v. City of Tigard, OR*, 1994), the Court ruled that an exaction also must be “roughly proportional” to the burden created by development.

There are three reasonable relationship requirements for impact fees that are closely related to “rational nexus” or “reasonable relationship” requirements enunciated by a number of state courts. Although the term “dual rational nexus” is often used to characterize the standard by which courts evaluate the validity of impact fees under the U.S. Constitution, TischlerBise prefers a more rigorous formulation that recognizes three elements: “need,” “benefit,” and “proportionality.” The dual rational nexus test explicitly addresses only the first two, although proportionality is reasonably implied, and was specifically mentioned by the U.S. Supreme Court in the *Dolan* case. Individual elements of the nexus standard are discussed further in the following paragraphs.

All new development in a community creates additional demands on some, or all, public facilities provided by local government. If the capacity of facilities is not increased to satisfy that additional demand, the quality or availability of public services for the entire community will deteriorate. Impact fees may be used to cover the cost of development-related facilities, but only to the extent that the need for facilities is a consequence of development that is subject to the fees. The *Nollan* decision reinforced the principle that development exactions may be used only to mitigate conditions created by the developments upon which they are imposed. That principle likely applies to impact fees. In this study, the impact of development on infrastructure needs is analyzed in terms of quantifiable relationships between various types of development and the demand for specific facilities, based on applicable level-of-service standards.

The requirement that exactions be proportional to the impacts of development was clearly stated by the U.S. Supreme Court in the *Dolan* case and is logically necessary to establish a proper nexus. Proportionality is established through the procedures used to identify development-related facility costs, and in the methods used to calculate impact fees for various types of facilities and categories of development. The

demand for facilities is measured in terms of relevant and measurable attributes of development (e.g. persons per household).

A sufficient benefit relationship requires that impact fee revenues be segregated from other funds and expended only on the facilities for which the fees were charged. The calculation of impact fees should also assume that they will be expended in a timely manner and the facilities funded by the fees must serve the development paying the fees. However, nothing in the U.S. Constitution or the state enabling legislation requires that facilities funded with fee revenues be available exclusively to development paying the fees. In other words, benefit may extend to a general area including multiple real estate developments. Procedures for the earmarking and expenditure of fee revenues are discussed near the end of this study. All of these procedural as well as substantive issues are intended to ensure that new development benefits from the impact fees they are required to pay. The authority and procedures to implement impact fees is separate from and complementary to the authority to require improvements.

DEVELOPMENT FEE METHODS AND COST COMPONENTS

Figure 1 summarizes service areas, methodologies, and infrastructure cost components for each development fee.

Figure 1. Summary of City of Grand Junction Impact Fees

Fee Category	Service Area	Incremental Expansion	Plan-Based	Cost Recovery	Cost Allocation
Fire	Citywide	Facilities, Apparatus	N/A	N/A	Population & Vehicle Trips
Municipal Facilities	Citywide	Municipal Facilities	N/A	N/A	Population & Jobs
Parks and Recreation	201 Service Bdry	Park Land, Open Space, Park Improvements	N/A	N/A	Population
Police	Citywide	Facilities	N/A	N/A	Population & Vehicle Trips
Transportation	Citywide	Principal Arterial, Minor Arterial, Major Collector, Minor Collector, Trail	N/A	N/A	Person Miles Traveled (PMT)

Please note, calculations throughout this report are based on an analysis conducted using MS Excel software. Results are discussed in the memo using one- and two-digit places (in most cases). Figures are typically either truncated or rounded. In some instances, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

CURRENT IMPACT FEES

Figure 2 provides a schedule of Grand Junction’s current impact fees.

Figure 2. Current Impact Fees

Residential Fees per Development Unit							
Development Type	Development Unit	Fire	Municipal Facilities	Parks and Recreation	Police	Transportation	Current Fees
Single <1,250 sq ft	Dwelling	\$827	\$0	\$1,468	\$356	\$3,516	\$6,167
Single 1,250 - 1,649 sq ft	Dwelling	\$827	\$0	\$1,468	\$356	\$5,382	\$8,033
Single 1,650 - 2,299 sq ft	Dwelling	\$827	\$0	\$1,468	\$356	\$6,142	\$8,793
Single 2,300 or more sq ft	Dwelling	\$827	\$0	\$1,468	\$356	\$8,044	\$10,695
Mobile Home	Pad	\$827	\$0	\$1,468	\$356	\$3,651	\$6,302
Multi-Family	Dwelling	\$544	\$0	\$988	\$233	\$3,291	\$5,056

Nonresidential Fees per Development Unit							
Development Type	Development Unit	Fire	Municipal Facilities	Parks and Recreation	Police	Transportation	Current Fees
Retail/Commercial	1,000 SF	\$569	\$0	\$0	\$240	\$8,256	\$9,065
Convenience Commercial	1,000 SF	\$569	\$0	\$0	\$240	\$17,551	\$18,360
Office	1,000 SF	\$222	\$0	\$0	\$95	\$6,624	\$6,941
Institutional/Public	1,000 SF	\$222	\$0	\$0	\$95	\$1,529	\$1,846
Industrial	1,000 SF	\$77	\$0	\$0	\$33	\$2,313	\$2,423
Warehousing	1,000 SF	\$40	\$0	\$0	\$17	\$1,025	\$1,082
Hotel/Lodging	1,000 SF	\$569	\$0	\$0	\$240	\$0	\$809
Hotel/Lodging	Room	\$0	\$0	\$0	\$0	\$4,537	\$4,537
RV Park	Pad	\$544	\$0	\$0	\$233	\$3,651	\$4,428

MAXIMUM SUPPORTABLE IMPACT FEES

Figure 3 provides a schedule of the maximum supportable impact fees. The fees represent the highest amount supportable for each type of residential and nonresidential unit, which represents new growth’s fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 3. Maximum Supportable Impact Fees

Proposed Fees

Residential Fees per Development Unit							
Unit Size	Development Unit	Fire	Municipal Facilities	Parks and Recreation	Police	Transportation	Maximum Supportable
850 or less	Dwelling	\$501	\$506	\$1,207	\$179	\$2,853	\$5,246
851 to 1,000	Dwelling	\$648	\$655	\$1,561	\$232	\$3,655	\$6,751
1,001 to 1,250	Dwelling	\$822	\$830	\$1,979	\$294	\$4,610	\$8,535
1,251 to 1,500	Dwelling	\$1,016	\$1,026	\$2,446	\$364	\$5,658	\$10,510
1,501 to 2,000	Dwelling	\$1,276	\$1,289	\$3,074	\$457	\$7,064	\$13,160
2,001 to 2,500	Dwelling	\$1,550	\$1,566	\$3,733	\$555	\$8,534	\$15,938
2,501 to 3,000	Dwelling	\$1,764	\$1,782	\$4,248	\$632	\$9,704	\$18,130
3,001 to 3,500	Dwelling	\$1,944	\$1,964	\$4,683	\$696	\$10,674	\$19,961
3,501 and greater	Dwelling	\$2,098	\$2,120	\$5,053	\$751	\$11,517	\$21,539

Nonresidential Fees per Development Unit							
Development Type	Development Unit	Fire	Municipal Facilities	Parks and Recreation	Police	Transportation	Maximum Supportable
Retail/Commercial	1,000 SF	\$1,445	\$876	\$0	\$506	\$8,313	\$11,140
Convenience Commercial	1,000 SF	\$1,989	\$3,854	\$0	\$697	\$11,443	\$17,983
Office	1,000 SF	\$641	\$1,342	\$0	\$225	\$4,985	\$7,193
Institutional/Public	1,000 SF	\$297	\$1,178	\$0	\$104	\$2,307	\$3,886
Industrial	1,000 SF	\$200	\$478	\$0	\$70	\$1,548	\$2,296
Warehousing	1,000 SF	\$102	\$140	\$0	\$36	\$787	\$1,065
Hotel/Lodging	Room	\$473	\$230	\$0	\$166	\$3,676	\$4,545
RV Park	Pad	\$160	\$21	\$0	\$56	\$1,241	\$1,478

GENERAL METHODS FOR IMPACT FEES

There are three general methods for calculating impact fees. The choice of a particular method depends primarily on the timing of infrastructure construction (past, concurrent, or future) and service characteristics of the facility type being addressed. Each method has advantages and disadvantages in a particular situation and can be used simultaneously for different cost components.

Reduced to its simplest terms, the process of calculating impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss three basic methods for calculating impact fees and how those methods can be applied to City of Grand Junction.

Cost Recovery Method (Past Improvements) The rationale for recoupment, or cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which new growth will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place.

Incremental Expansion Method (Concurrent Improvements) The incremental expansion method documents current level-of-service (LOS) standards for each type of public facility, using both quantitative and qualitative measures. This approach assumes there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments to keep pace with development.

Plan-Based Method (Future Improvements) The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two basic options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning timeframe (marginal cost).

EVALUATION OF CREDITS

Regardless of the methodology, a consideration of “credits” is integral to the development of a legally defensible impact fee methodology. There are two types of “credits” with specific characteristics, both of which should be addressed in impact fee studies and ordinances. The first is a revenue credit due to possible double payment situations, which could occur when other revenues may contribute to the capital costs of infrastructure covered by the impact fee. This type of credit is integrated into the Fire and Police impact fee calculations, thus reducing the fee amount. The second is a site-specific credit or developer reimbursement for construction of system improvements. This type of credit is addressed in the administration and implementation of the development impact fee program.

FIRE IMPACT FEE

The Fire impact fees include components for station space and apparatus. The incremental expansion methodology is used for both fee components. The Fire impact fee is calculated on a per capita basis for residential development and a per vehicle trip basis for nonresidential development.

The residential fire impact fees are calculated per housing unit. Because the Grand Junction Fire Department also provides emergency medical services and these calls represent the largest percentage of calls to which the Department responds, TischlerBise recommends using nonresidential vehicle trips as the best demand indicator for fire facilities and apparatus, as the trip rates will reflect the presence of people at nonresidential land uses. For example, vehicle trips are highest for commercial/retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for fire and emergency medical services and facilities from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, fire impact fees would be too high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses.

SERVICE AREA

The Grand Junction Fire Department serves an area greater than the City of Grand Junction. Because of this, that portion of the demand cannot be attributed to City residents and businesses, or the impact fees will be disproportionate to demand. Therefore, we asked the Grand Junction Fire Department to conduct an analysis of calls for service inside and outside the City in to determine the amount of activity directed toward residents and businesses inside the City limits. As shown in Figure F1, over the last two calendar years, the City of Grand Junction Fire Department has responded to slightly over 42,000 incidents. Of that total, 83 percent of the incidents were inside the City limits.

Figure F1. Fire and EMS Incident Data for Two-Year Period

Location	Incidents	%
Inside the City	34,918	83%
Incidents outside the City	7,152	17%
Total	42,070	100%

Source: Grand Junction Fire Department

PROPORTIONATE SHARE FACTORS

Both residential and nonresidential developments increase the demand on Fire facilities and vehicles. To calculate the proportional share between residential and nonresidential demand on Fire facilities and vehicles, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the City through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents that work in Grand Junction are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside Grand Junction are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2021 functional population data (the latest year available) for Grand Junction, the cost allocation for residential development is 63 percent while nonresidential development accounts for 37 percent of the demand for Fire infrastructure, see Figure F2.

Figure F2. City of Grand Junction Functional Population

Demand Units in 2021				
Residential			Demand Hours/Day	Person Hours
Population	62,544			
Residents Not Working	37,046		20	740,920
Employed Residents	25,498			
Employed in Grand Junction	17,052		14	238,728
Employed outside Grand Junction	8,446		14	118,244
Residential Subtotal				1,097,892
Residential Share				63%
Nonresidential				
Non-working Residents	37,046		4	148,184
Jobs Located in Grand Junction	49,018			
Residents Employed in Grand Junction	17,052		10	170,520
Nonresident Workers (Inflow Commuters)	31,966		10	319,660
Nonresidential Subtotal				638,364
Nonresidential Share				37%
Total				1,736,256

Source: U.S. Census Bureau (population), U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.24.1 (employment).

IMPACT FEE COMPONENTS

Fire Facilities

The incremental expansion component of the Fire impact fee is based on an inventory of existing Citywide facilities. It is important to note the existing inventory includes Station No. 7, which is under construction now and will be open around the time of the impact fee adoption. Therefore, the level of service standards are based on the projected 2025 demand units. The use of existing standards means there are no existing infrastructure deficiencies. The floor area has been provided by the City of Grand Junction staff.

As shown in Figure F3, the Fire Department occupies 99,277 square feet in 10 different facilities. To determine the level of service factors for the impact fee calculation, the amount of facility square footage (99,277) is multiplied by the percentage of activity directed inside the City limits (83%) and then by the functional population split for the City of Grand Junction (found in Figure F2) is used to allocate the square footage and corresponding replacement cost of the fire stations in Figure F3. For example, of the 99,277 square feet of fire space in the City, 82,400 square feet is directed toward City of Grand Junction (99,277 multiplied by 83%). Of this 82,400 impact fee eligible square footage, 51,912 square feet is allocated to residential growth and 30,488 square feet is allocated to nonresidential development.

The allocated square feet of the Grand Junction fire stations are divided by the 2025 residential and nonresidential demand units (population and nonresidential vehicle trips). The result is the current level of service for fire stations in the City. Specifically, there is 0.772 square feet of fire station space per capita and 0.137 square feet per nonresidential vehicle trip.

To estimate the replacement cost of the fire stations, the average cost of \$725 per square foot is used. This figure is based on the recent Station No. 7 construction cost. To find the cost per person or cost per nonresidential vehicle trip, the level of service standards is applied to the cost per square foot for fire stations. For example, the residential cost per person is \$559.71 (0.772 square feet per person x \$725 per square foot = \$559.71 per person).

Figure F3. Fire Facilities Level of Service and Cost Factors

Description	Square Feet
Fire Administration Building	14,576
Fire Station No. 1	13,331
Fire Station No. 2	8,461
Fire Station No. 3	10,500
Fire Station No. 4	9,335
Fire Station No. 5 Annex	1,916
Fire Station No. 5	7,291
Fire Station No. 6	10,500
Fire Station No. 7	10,500
Fire Station No. 8	10,500
Fire Training Center	2,367
Total	99,277

Level-of-Service (LOS) Standards

Percentage of Activity in City of Grand Junction	83%
Population in 2025	67,242
Nonresidential Vehicle Trips in 2025	222,710
Residential Share	63%
Nonresidential Share	37%
LOS: Sq. Ft. per Person	0.772
LOS: Sq. Ft. per Vehicle Trip	0.137

Cost Analysis

Cost per Square Foot*	\$725
LOS: Square Feet per Person	0.772
Cost per Person	\$559.71
LOS: Square Feet per Vehicle Trip	0.137
Cost per Vehicle Trip	\$99.25

*Source: City of Grand Junction. Based on Station 7 Cost

Fire Apparatus

The second component of the Fire impact fee is fire apparatus. Similar to the station component, the current inventory includes apparatus that will be owned by the City when Station No. 7 opens in 2025. Therefore, the level of service standards are based on the projected 2025 demand units. The City's current inventory of apparatus is contained in Figure F4, which consists of 51 pieces with a total replacement value of \$17 million, or an average cost of \$334,922 per piece of apparatus. Similar to the facilities component, the apparatus inventory is compared to the percentage of activity directed inside the City of Grand Junction and then allocated based on the proportionate share factors shown in Figure F2. For example, of the 51 pieces of apparatus in the City, approximately 42 pieces of the inventory are directed toward City of Grand Junction (51 pieces of apparatus multiplied by 83%). Of the 42 pieces of impact fee eligible apparatus, approximately 27 pieces are allocated to residential growth and approximately 16 pieces are allocated to nonresidential growth. These allocations are divided by the demand units (population for residential development and nonresidential vehicle trips for nonresidential development) to calculate the current level of service. The current level of service is multiplied by the weighted average cost per fire apparatus to calculate the cost per capita and nonresidential vehicle trip.

For example, there is .00040 pieces of fire apparatus per person in Grand Junction ($26.6 \text{ apparatus} / 67,242 \text{ persons} = .00040 \text{ apparatus per person}$). As discussed above, a new piece of fire apparatus has an average cost of \$334,922, which results in the residential cost equaling \$132.83 per person ($.00040 \text{ vehicles per person} \times \$353,155 \text{ per apparatus} = \$132.83 \text{ per person}$).

Figure F4. Fire Apparatus Inventory and Level of Service

Description	Model	# of Units	Unit Cost	Total Cost
Truck	Smeal 105' Quint	1	\$1,700,000	\$1,700,000
Truck	Smeal 75' Quint	1	\$1,700,000	\$1,700,000
Engine	Smeal	4	\$1,000,000	\$4,000,000
Engine	E-One Pumper	1	\$1,000,000	\$1,000,000
Engine	Pierce Enforcer	4	\$1,000,000	\$4,000,000
Battalion Chief	Dodge Ram 1500	1	\$86,000	\$86,000
Hazmat	BLM	1	\$263,000	\$263,000
Ambulance	Dodge/Ford/Chevy	14	\$86,000	\$1,204,000
Rescue	SVI Heavy Rescue Truck	1	\$1,000,000	\$1,000,000
Brush Engine	HME/BME	2	\$375,000	\$750,000
Brush Truck	Largo Tank	1	\$375,000	\$375,000
Tender	International	1	\$350,000	\$350,000
UTV	Yamaha	2	\$25,000	\$50,000
ATV	Suzuki	1	\$12,000	\$12,000
Air Trailer	Misc	1	\$40,000	\$40,000
Trailers	Trench/Confined Space/Flat	4	\$10,000	\$40,000
Administrative	SUVs	5	\$41,000	\$205,000
Administrative	Pickups	6	\$51,000	\$306,000
Total**		51	\$334,922	\$17,081,000

Level-of-Service (LOS) Standards**

Percentage of Activity in City of Grand Junction	83%
Population in 2025	67,242
Nonresidential Vehicle Trips in 2025	222,710
Residential Share	63%
Nonresidential Share	37%
LOS: Units per Person	0.00040
LOS: Units per Vehicle Trip	0.00007

Cost Analysis

Average Cost per Unit	\$334,922
LOS: Units per Person	0.00040
Cost per Person	\$132.83
LOS: Units per Vehicle Trip	0.00007
Cost per Vehicle Trip	\$23.55

*Source: City of Grand Junction.

**Base Year assumptions have been set to 2025 to include Station 7 Apparatus

PROJECTION OF GROWTH-RELATED FIRE NEEDS

To estimate the demand for future Fire station space, the current level of service (0.772 square feet per person and 0.137 square feet per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for the City of Grand Junction. As shown in Figure F5, the City is projected to increase by 17,256 residents and 42,895 nonresidential vehicle trips over the next ten years (see Appendix A). As shown in Figure F5, there is a projected need for 19,194 square feet of Fire station space in the City to accommodate the growth at the present level of service. By applying the average cost of a building (\$725 per square feet), the total projected expenditure to accommodate new development is estimated at approximately \$13.9 million.

Figure F5. 10-Year Fire Infrastructure Needs to Accommodate Growth

Type of Infrastructure	Level of Service		Demand Unit	Unit Cost
Fire Facilities	Residential	0.772	Square Feet	per Person
	Nonresidential	0.137		per Vehicle Trip
				\$725

Growth-Related Need for Fire Facilities						
Year	Population	Nonresidential Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total	
Base 2024	65,517	218,420	50,580	29,901	80,480	
Year 1 2025	67,242	222,710	51,912	30,488	82,400	
Year 2 2026	68,968	226,999	53,244	31,075	84,319	
Year 3 2027	70,694	231,289	54,576	31,662	86,239	
Year 4 2028	72,419	235,579	55,909	32,250	88,158	
Year 5 2029	74,145	239,868	57,241	32,837	90,078	
Year 6 2030	75,871	244,158	58,573	33,424	91,997	
Year 7 2031	77,596	248,447	59,905	34,011	93,916	
Year 8 2032	79,322	252,737	61,237	34,598	95,836	
Year 9 2033	81,048	257,026	62,570	35,186	97,755	
Year 10 2034	82,773	261,316	63,902	35,773	99,675	
Ten-Year Increase	17,256	42,895	13,322	5,872	19,194	
Projected Expenditure			\$9,658,550	\$4,257,315	\$13,915,865	
Growth-Related Expenditure on Fire Facilities					\$13,915,865	

To estimate the demand for future Fire apparatus, the current level of service (0.00040 apparatus per person and 0.00007 vehicles per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for the City of Grand Junction. The City is projected to increase by 17,256 residents and 42,895 nonresidential vehicle trips over the next ten years (see Appendix A). As shown in Figure F6, there is a projected need for approximately 10 additional growth-related pieces of apparatus. By applying the average cost of a vehicle (\$334,922), the total projected growth-related expenditure is estimated at approximately \$3.3 million.

Figure F6. 10-Year Fire Apparatus Needs to Accommodate Growth

Type of Infrastructure		Level of Service		Demand Unit	Unit Cost
Fire Apparatus	Residential	0.00040	Units	per Person	\$334,922
	Nonresidential	0.00007		per Vehicle Trip	

Growth-Related Need for Apparatus					
Year	Population	Nonresidential Vehicle Trips	Residential Apparatus	Nonresidential Apparatus	Total
Base 2024	65,517	218,420	26.0	15.4	41.3
Year 1 2025	67,242	222,710	26.7	15.7	42.3
Year 2 2026	68,968	226,999	27.4	16.0	43.3
Year 3 2027	70,694	231,289	28.0	16.3	44.3
Year 4 2028	72,419	235,579	28.7	16.6	45.3
Year 5 2029	74,145	239,868	29.4	16.9	46.3
Year 6 2030	75,871	244,158	30.1	17.2	47.3
Year 7 2031	77,596	248,447	30.8	17.5	48.2
Year 8 2032	79,322	252,737	31.5	17.8	49.2
Year 9 2033	81,048	257,026	32.1	18.1	50.2
Year 10 2034	82,773	261,316	32.8	18.4	51.2
Ten-Year Increase	17,256	42,895	6.8	3.0	9.9
Projected Expenditure			\$2,292,126	\$1,010,328	\$3,302,454
Growth-Related Expenditure on Fire Apparatus					\$3,302,454

PRINCIPAL PAYMENT CREDIT

The City of Grand Junction has existing debt obligations from past fire facility projects: Tax Revenue Bond Series 2010A and Tax Revenue Build America Bond Series 2010B. The proceeds from these bonds funded several fire facilities including Fire Station #1, #2 and the Fire Administration building for a total of \$7,100,000 of improvements, representing 20 percent of the 2010 Bonds. This bond series was refinanced in 2019 at a lower interest rate of 5.05%. Figure F8 lists the remaining principal payment schedules for the bonds. The fire department’s total remaining principal on the bond is \$4.6 million.

The total remaining annual principal payment schedule is distributed to the equivalent residential and nonresidential share, City’s population and vehicle trip ends, to find the debt cost per attributed user. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (5.0%) rate. As shown in Figure F7, this results in a credit of \$24.37 per person, and \$4.47 per nonresidential trip end.

Figure F7. Principal Payment Credit

Year	Principal Payment (20% of Bond)	Res. Share 63%	Population	Debt Cost per Capita	Nonres. Share 37%	Nonres. Vehicle Trips	Debt Cost per Trip
2024	\$197,000	\$124,110	65,517	\$1.89	\$72,890	218,420	\$0.33
2025	\$198,000	\$124,740	67,242	\$1.86	\$73,260	222,710	\$0.33
2026	\$208,000	\$131,040	68,968	\$1.90	\$76,960	226,999	\$0.34
2027	\$218,000	\$137,340	70,694	\$1.94	\$80,660	231,289	\$0.35
2028	\$229,000	\$144,270	72,419	\$1.99	\$84,730	235,579	\$0.36
2029	\$240,000	\$151,200	74,145	\$2.04	\$88,800	239,868	\$0.37
2030	\$252,000	\$158,760	75,871	\$2.09	\$93,240	244,158	\$0.38
2031	\$265,000	\$166,950	77,596	\$2.15	\$98,050	248,447	\$0.39
2032	\$278,000	\$175,140	79,322	\$2.21	\$102,860	252,737	\$0.41
2033	\$292,000	\$183,960	81,048	\$2.27	\$108,040	257,026	\$0.42
2034	\$306,000	\$192,780	82,773	\$2.33	\$113,220	261,316	\$0.43
2035	\$322,000	\$202,860	84,499	\$2.40	\$119,140	265,605	\$0.45
2036	\$335,000	\$211,050	86,224	\$2.45	\$123,950	269,895	\$0.46
2037	\$348,000	\$219,240	87,950	\$2.49	\$128,760	274,184	\$0.47
2038	\$362,000	\$228,060	89,676	\$2.54	\$133,940	278,474	\$0.48
2039	\$376,000	\$236,880	91,401	\$2.59	\$139,120	282,763	\$0.49
2040	\$388,000	\$244,440	93,127	\$2.62	\$143,560	287,053	\$0.50
Total	\$4,814,000	\$3,032,820		\$37.76	\$1,781,180		\$6.96

Discount Rate	5.0%		5.0%
Net Present Value	\$24.37		\$4.47

MAXIMUM SUPPORTABLE FIRE IMPACT FEE

Figure F8 shows the maximum supportable Fire Impact Fee. Impact fees for Fire are based on persons per housing unit for residential development and vehicle trips per development unit for nonresidential development. For residential development, the total cost per person is multiplied by the persons per housing unit to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet, hotel room, or other applicable factor to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth’s fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure F8. Maximum Supportable Fire Impact Fee

Fee Component	Cost per Person	Cost per Trip
Facilities	\$559.71	\$99.25
Apparatus	\$132.83	\$23.55
Principal Payment Credit	(\$24.37)	(\$4.47)
Total	\$668.16	\$118.34

Residential Fees per Development Unit					
Unit Size	Development Unit	Persons per Unit ¹	Maximum Supportable	Current Fees	Increase / (Decrease)
850 or less	Dwelling	0.75	\$501	\$544	(\$43)
851 to 1,000	Dwelling	0.97	\$648	\$544	\$104
1,001 to 1,250	Dwelling	1.23	\$822	\$544	\$278
1,251 to 1,500	Dwelling	1.52	\$1,016	\$827	\$189
1,501 to 2,000	Dwelling	1.91	\$1,276	\$827	\$449
2,001 to 2,500	Dwelling	2.32	\$1,550	\$827	\$723
2,501 to 3,000	Dwelling	2.64	\$1,764	\$827	\$937
3,001 to 3,500	Dwelling	2.91	\$1,944	\$827	\$1,117
3,501 and greater	Dwelling	3.14	\$2,098	\$827	\$1,271

Nonresidential Fees per Development Unit					
Development Type	Development Unit	Vehicle Trips per Unit ¹	Maximum Supportable	Current Fees	Increase / (Decrease)
Retail/Commercial	1,000 SF	12.21	\$1,445	\$569	\$876
Convenience Commercial	1,000 SF	16.81	\$1,989	\$569	\$1,420
Office	1,000 SF	5.42	\$641	\$222	\$419
Institutional/Public	1,000 SF	5.39	\$638	\$222	\$416
Industrial	1,000 SF	1.69	\$200	\$77	\$123
Warehousing	1,000 SF	0.86	\$102	\$40	\$62
Hotel/Lodging	Room	4.00	\$473	\$569	(\$96)
RV Park	Pad	1.35	\$160	\$544	(\$384)

1. See Land Use Assumptions

REVENUE FROM FIRE IMPACT FEE

Revenue from the Fire Impact Fee is estimated in Figure F9. There is projected to be 8,180 new housing units and almost 6.6 million square feet of new nonresidential development in Grand Junction by 2034. To find the revenue from each development type, the fee is multiplied by the growth. Overall, the approximately \$15.9 million in revenue from the impact fee covers approximately 92 percent of the capital costs generated by projected growth in the City of Grand Junction.

Figure F9. Estimated Revenue from Fire Impact Fee

Infrastructure Costs for Fire

	Total Cost	Growth Cost
Facilities	\$13,915,865	\$13,915,865
Apparatus	\$3,302,454	\$3,302,454
Total Expenditures	\$17,218,319	\$17,218,319

Projected Fire and Rescue Impact Fee Revenue

		Single-Family \$1,550 per Unit	Multi-Family \$1,016 per Unit	Retail/Comm. \$1,445 per KSF	Office \$641 per KSF	Inst./Public \$297 per KSF	Industrial \$200 per KSF	
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF	
Base	2024	23,347	8,140	10,242	7,639	7,366	7,275	
1	2025	23,960	8,345	10,426	7,756	7,584	7,416	
2	2026	24,573	8,550	10,610	7,872	7,802	7,557	
3	2027	25,186	8,755	10,794	7,988	8,020	7,697	
4	2028	25,799	8,960	10,978	8,105	8,239	7,838	
5	2029	26,412	9,165	11,162	8,221	8,457	7,979	
6	2030	27,025	9,370	11,346	8,337	8,675	8,120	
7	2031	27,638	9,575	11,530	8,453	8,893	8,261	
8	2032	28,251	9,780	11,714	8,570	9,111	8,401	
9	2033	28,864	9,985	11,898	8,686	9,329	8,542	
10	2034	29,477	10,190	12,082	8,802	9,548	8,683	
Ten-Year Increase		6,130	2,050	1,840	1,163	2,182	1,408	
Projected Revenue =>		\$9,501,500	\$2,082,800	\$2,658,986	\$745,293	\$647,907	\$281,534	
							Projected Revenue =>	\$15,918,020
							Total Expenditures =>	\$17,218,319
							General Fund's Share =>	\$1,300,299

MUNICIPAL FACILITIES IMPACT FEE

The Municipal Facilities impact fee include components for municipal buildings related to general government and general services functions. The incremental expansion is utilized for this fee calculation. The Municipal Facilities impact fee is calculated on a per capita basis for residential development and a per employee basis for nonresidential development. The residential portion is derived from the product of persons per housing unit (by size of home) multiplied by the net cost per person. The nonresidential portion is derived from the product of employees per 1,000 square feet of nonresidential space multiplied by the net cost per employee (job).

SERVICE AREA

The City of Grand Junction provides general government services throughout the City; therefore, there is a single service area for the Municipal Facilities impact fees.

PROPORTIONATE SHARE FACTORS

Both residential and nonresidential developments increase the demand on Municipal Facilities infrastructure. To calculate the proportionate share between residential and nonresidential demand on Municipal Facilities infrastructure, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the City through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents that work in Grand Junction are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside Grand Junction are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2021 (the latest year available) functional population data for Grand Junction, the cost allocation for residential development is 63 percent while nonresidential development accounts for 37 percent of the demand for municipal facilities, see Figure M1.

Figure M1. City of Grand Junction Functional Population

Demand Units in 2021		Demand Hours/Day	Person Hours	Proportionate Share
Residential				
Estimated Residents	62,544			
Residents Not Working	37,046	20	740,920	
Employed Residents	25,498			
Employed in Grand Junction	17,052	14	238,728	
Employed outside Grand Junction	8,446	14	118,244	
<i>Residential Subtotal</i>			1,097,892	63%
Nonresidential				
Non-working Residents	37,046	4	148,184	
Jobs Located in Grand Junction	49,018			
Residents Employed in Grand Junction	17,052	10	170,520	
Nonresident Workers (Inflow Commuters)	31,966	10	319,660	
<i>Nonresidential Subtotal</i>			638,364	37%
TOTAL			1,736,256	100%

IMPACT FEE COMPONENTS

Municipal Facilities

The Municipal Facilities Impact Fee is based on ten primary facilities serving the public, and their associated replacement costs. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure. The floor area has been provided by the City of Grand Junction staff.

As shown in Figure M2, the City has a total of 140,397 square feet of municipal facility floor area. The functional population split for the City of Grand Junction found in Figure M1 is used to allocate the square footage and corresponding replacement cost of Municipal Facilities infrastructure in Figure M2. Of the 140,397 square feet of applicable general government facilities, 63 percent is allocated to residential development (88,450 square feet) and 37 percent (51,947 square feet) is allocated to nonresidential development. The 2024 population or job totals divide the floor area allocations to find the residential and nonresidential level of service standard. For example, the residential level of service is 1.35 square feet per person (88,450 square feet / 65,517 residents = 1.35 square feet per person).

According to discussions with City staff, the estimated replacement cost of municipal facility space is \$500 per square foot. To find the cost per person, the level of service standards is applied to the average replacement cost. For example, the residential cost per person is \$675.02 (1.35 square feet person x \$500 per square foot = \$675.02 per person).

Figure M2. Municipal Facilities Level of Service and Cost Factors

Facility	Square Feet
910 Main Street	5,465
Engineering Building	5,170
Daycare Facility	5,525
Wellness Facility	2,050
Transportation Engineering Office	3,600
Municipal Service Center	38,485
Municipal Operations Center	23,345
Field Engineering Building	3,234
Facilities Building	7,523
City Hall	46,000
Total	140,397

Level-of-Service (LOS) Standards

Population in 2024	65,517
Employment in 2024	62,988
Residential Share	63%
Nonresidential Share	37%
LOS: Square Feet per Person	1.35
LOS: Square Feet per Job	0.82

Cost Analysis

Cost per Square Foot	\$500
LOS: Square Feet per Person	1.35
Cost per Person	\$675.02
LOS: Square Feet per Job	0.82
Cost per Job	\$412.36

Source: City of Grand Junction

PROJECTION OF GROWTH-RELATED MUNICIPAL FACILITIES FACILITY NEEDS

To estimate the demand for future Municipal Facilities infrastructure, the current level of service (1.35 square feet per person and 0.82 square feet per job) is applied to the residential and nonresidential growth projected for the City of Grand Junction. As shown in Figure M3, the City is projected to increase by 17,256 residents and 16,590 jobs over the next ten years (see Appendix A). Figure M3 indicates that the City will need to construct 36,979 square feet of additional space to maintain current levels of service for Municipal Facilities. By applying the average cost of \$500 per square foot, the estimated growth-related cost for Municipal Facilities is approximately \$18.5 million over the next ten years.

Figure M3. 10-Year Municipal Facilities Infrastructure Needs to Accommodate Growth

Type of Infrastructure		Level of Service		Demand Unit	Unit Cost / Sq. Ft.
Municipal Facilities	Residential	1.35	Square Feet	per persons	\$500
	Nonresidential	0.82		per jobs	

Growth-Related Need for Municipal Facilities					
Year	Population	Jobs	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base 2024	65,517	62,988	88,450	51,947	140,397
Year 1 2025	67,242	64,647	90,780	53,315	144,095
Year 2 2026	68,968	66,306	93,109	54,683	147,793
Year 3 2027	70,694	67,965	95,439	56,052	151,491
Year 4 2028	72,419	69,624	97,769	57,420	155,189
Year 5 2029	74,145	71,283	100,098	58,788	158,887
Year 6 2030	75,871	72,942	102,428	60,156	162,584
Year 7 2031	77,596	74,601	104,758	61,524	166,282
Year 8 2032	79,322	76,260	107,088	62,893	169,980
Year 9 2033	81,048	77,919	109,417	64,261	173,678
Year 10 2034	82,773	79,578	111,747	65,629	177,376
Ten-Year Increase	17,256	16,590	23,297	13,682	36,979
Projected Expenditure			\$11,648,387	\$6,841,116	\$18,489,503

Growth-Related Expenditure on Municipal Facilities	\$18,489,503
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MAXIMUM SUPPORTABLE MUNICIPAL FACILITIES IMPACT FEE

Figure M4 shows the maximum supportable Municipal Facilities Impact Fee. Impact fees for Municipal Facilities are based on persons per housing unit for residential development and employees per development unit for nonresidential development. For residential development, the total cost per person is multiplied by the persons per housing unit to calculate the proposed fee. For nonresidential development, the total cost per job is multiplied by the jobs per development unit to calculate the proposed fee. The fees represent the highest amount supportable for each type of development, which represents new growth’s fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure M4. Maximum Supportable Municipal Facilities Impact Fee

Fee Component	Cost per Person	Cost per Job
Municipal Facilities	\$675.02	\$412.36
Total	\$675.02	\$412.36

Residential Fees per Development Unit					
Unit Size	Development Unit	Persons per Unit ¹	Maximum Supportable Fee	Current Fees	Increase / (Decrease)
850 or less	Dwelling	0.75	\$506	\$0	\$506
851 to 1,000	Dwelling	0.97	\$655	\$0	\$655
1,001 to 1,250	Dwelling	1.23	\$830	\$0	\$830
1,251 to 1,500	Dwelling	1.52	\$1,026	\$0	\$1,026
1,501 to 2,000	Dwelling	1.91	\$1,289	\$0	\$1,289
2,001 to 2,500	Dwelling	2.32	\$1,566	\$0	\$1,566
2,501 to 3,000	Dwelling	2.64	\$1,782	\$0	\$1,782
3,001 to 3,500	Dwelling	2.91	\$1,964	\$0	\$1,964
3,501 and greater	Dwelling	3.14	\$2,120	\$0	\$2,120

Nonresidential Fees per Development Unit					
Development Type	Development Unit	Jobs per Unit ¹	Maximum Supportable Fee	Current Fees	Increase / (Decrease)
Retail/Commercial	1,000 SF	2.12	\$876	\$0	\$876
Convenience Commercial	1,000 SF	9.35	\$3,854	\$0	\$3,854
Office	1,000 SF	3.26	\$1,342	\$0	\$1,342
Institutional/Public	1,000 SF	2.86	\$1,178	\$0	\$1,178
Industrial	1,000 SF	1.16	\$478	\$0	\$478
Warehousing	1,000 SF	0.34	\$140	\$0	\$140
Hotel/Lodging	Room	0.56	\$230	\$0	\$230
RV Park	Pad	0.05	\$21	\$0	\$21

1. See Land Use Assumptions

REVENUE FROM MUNICIPAL FACILITIES IMPACT FEE

Revenue from the Municipal Facilities Impact Fee is estimated in Figure M5. There is projected to be 8,180 new housing units and 6.6 million additional square feet of nonresidential space in Grand Junction by 2034. To determine the revenue from each development type, the fee is multiplied by the growth. Overall, the revenue from the impact fee covers 98 percent of the capital costs generated by projected growth in the City of Grand Junction.

Figure M5. Estimated Revenue from Municipal Facilities Impact Fee

Infrastructure Costs for Municipal Facilities

	Total Cost	Growth Cost
Municipal Facilities	\$18,489,503	\$18,489,503
Total Expenditures	\$18,489,503	\$18,489,503

Projected Development Impact Fee Revenue

		Single-Family \$1,566 per unit	Multi-Family \$1,026 per unit	Retail/Comm. \$876 per 1,000 Sq Ft	Office \$1,342 per 1,000 Sq Ft	Inst./Public \$1,178 per 1,000 Sq Ft	Industrial \$478 per 1,000 Sq Ft	
Year		Housing Units		KSF	KSF	KSF	KSF	
Base	2024	23,347	8,140	10,242	7,639	7,366	7,275	
Year 1	2025	23,960	8,345	10,426	7,756	7,584	7,416	
Year 2	2026	24,573	8,550	10,610	7,872	7,802	7,557	
Year 3	2027	25,186	8,755	10,794	7,988	8,020	7,697	
Year 4	2028	25,799	8,960	10,978	8,105	8,239	7,838	
Year 5	2029	26,412	9,165	11,162	8,221	8,457	7,979	
Year 6	2030	27,025	9,370	11,346	8,337	8,675	8,120	
Year 7	2031	27,638	9,575	11,530	8,453	8,893	8,261	
Year 8	2032	28,251	9,780	11,714	8,570	9,111	8,401	
Year 9	2033	28,864	9,985	11,898	8,686	9,329	8,542	
Year 10	2034	29,477	10,190	12,082	8,802	9,548	8,683	
Ten-Year Increase		6,130	2,050	1,840	1,163	2,182	1,408	
Projected Revenue =>		\$9,599,580	\$2,103,300	\$1,611,953	\$1,560,349	\$2,569,813	\$672,866	
							Projected Revenue =>	\$18,117,861
							Total Expenditures =>	\$18,489,503
							General Fund's Share =>	\$371,642

PARKS & RECREATION IMPACT FEE

The Parks and Recreation Impact Fee is based on the incremental expansion methodology, and includes components for park land acquisition, open space land acquisition, and park improvements. By including a land park land component in the impact fee calculation, it is the City's intent to eliminate the current park land dedication requirement. The parks and recreation impact fee is derived from the product of persons per housing unit (by size of home) multiplied by the net cost per person.

SERVICE AREA

Since Grand Junction Parks provide services to the larger population residing outside the City in the 201 Sewer Service Boundary, parks and recreation infrastructure standards are allocated 100 percent to residential development within this area to establish the current level of service.

IMPACT FEE COMPONENTS

The Parks & Recreation Impact Fee is based on an inventory of existing City parks, current values of recreation improvements, and an inventory of current open space. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure.

Discussions with City staff indicate the City's park system essentially serves residents who reside within the 201 Sewer Service Boundary. For purposes of determining level of service standards, this population base will be referred to as the "park population," which is larger than the existing population base of the City.

Park Land

Figure PR1 lists the current inventory of City parks included in the impact fee calculations. To calculate the current level of service, the existing park acreage, (545.28 acres) is divided by the current park population (114,972). This results in a level of service standard of 0.0047 acres of park land per person.

City of Grand Junction staff provided TischlerBise with a land cost per acre of \$89,240 based on an average of appraised values from 23 properties representing 189 acres in the City. When this average cost per acre (\$89,240) is applied to the existing level of service standard of 0.0047 acres of park land per person, the cost per person is \$423.24.

Figure PR1. Park Land Level of Service and Cost Factors

Park Name	Park Type	Acreage
Burkey Park South	Undeveloped Park	9.8
Canyon View Park	Regional Park	115.1
Columbine Park	Community Park	12.4
Darla Jean Park	Small Neighborhood Park	2.2
Dos Rios Park	Community Park	2.98
Duck Pond - Orchard Mesa	Small Neighborhood Park	4.8
Duck Pond - Ridges	Small Neighborhood Park	1.5
Eagle Rim Park	Large Neighborhood Park	11.4
Emerson Park	Community Park	2.5
Flint Ridge Park	Undeveloped Park	3.2
Founder's Colony Park	Undeveloped Park	4.4
Hawthorne Park	Small Neighborhood Park	2.7
Honeycomb Park	Small Neighborhood Park	3.6
Horizon Park	Undeveloped Park	12.6
Las Colonias Park	Regional Park	33.6
Lincoln Park	Regional Park	32.9
Matchett Park	Undeveloped Park	207
Paradise Hills Park	Small Neighborhood Park	2.8
Pineridge Park	Community Park	1.9
Riverside Park	Small Neighborhood Park	1.5
Rocket Park	Small Neighborhood Park	2.7
Saccomano Park	Undeveloped Park	31.7
Shadow Lake Park	Small Neighborhood Park	5.8
Sherwood Park	Community Park	13.9
Spring Valley I Park	Small Neighborhood Park	3.1
Spring Valley II Park	Small Neighborhood Park	2.5
Washington Park	Small Neighborhood Park	3
Whitman Park	Small Neighborhood Park	2.5
Westlake Park	Large Neighborhood Park	11.2
Total		545.28

Level-of-Service (LOS) Standards

Park Population in 2024 (includes 201 Boundary)	114,972
Residential Share	100%
LOS: Acres per Person	0.0047

Cost Analysis

Cost per Acre	\$89,240
LOS: Acres per Person	0.0047
Cost per Person	\$423.24

Source: City of Grand Junction

Open Space

Figure PR2 lists the current inventory of City open space parcels (inventory excludes the Three Sisters Bike Park). To calculate the current level of service, the existing open space acreage (303.4 acres) is divided by the current park population (114,972). This results in a level of service standard of 0.0026 acres of open space land per person.

City of Grand Junction staff provided TischlerBise with a land cost per acre of \$89,240 based on an average of appraised values from 23 properties representing 189 acres in the City. When this average cost per acre (\$89,240) is applied to the existing level of service standard of 0.0026 acres of open space land per person, the cost per person is \$235.50.

Figure PR2. Open Space Level of Service and Cost Factors

Park Name	Acreage
Botanical Gardens Open Space	6.3
Las Colonias Park	32.4
Leach Creek Open Space	0.5
Ridges Open Space	173.9
South Rim Open Space	21.6
Kindred Reserve	37
Watson Island Open Space	31.7
Total	303.4

Level-of-Service (LOS) Standards

Park Population in 2024 (includes 201 Boundary)	114,972
Residential Share	100%
LOS: Acres per Person	0.0026

Cost Analysis

Cost per Acre	\$89,240
LOS: Acres per Person	0.0026
Cost per Person	\$235.50

Source: City of Grand Junction

Park Improvements

Figure PR3 lists the current inventory of City improvements included in the impact fee calculations. As shown in Figure PR3, the City currently has 694 different park improvements, with a replacement value of \$109.2 million. This equates to an average cost per improvement of \$157,464. To calculate the current level of service, the existing park improvements, (694) is divided by the current park population (114,972). This results in a level of service standard of 0.0060 park improvements per person.

As discussed above, the average cost per improvement is \$157,464. When the average cost per acre (\$157,464) is applied to the existing level of service standard of 0.0060 park improvements per person, the cost per person is \$950.49.

Figure PR3. Park Improvements Level of Service and Cost Factors

Description	Improvements	Unit Cost	Total Cost
Adventure Course	1	\$600,000	\$600,000
Aquatics, Indoor Lap Pool	1	\$6,000,000	\$6,000,000
Aquatics, Outdoor Lap Pool	1	\$15,000,000	\$15,000,000
Aquatics, Spray Pad	2	\$1,050,000	\$2,100,000
Basketball Court, Lit	1	\$210,000	\$210,000
Basketball Court, Unlit	9	\$160,000	\$1,440,000
Basketball, Practice	4	\$127,000	\$508,000
Batting Cage	2	\$32,000	\$64,000
Bike Course	2	\$200,000	\$400,000
Diamond Field, Lit	8	\$880,000	\$7,040,000
Diamond Field, Unlit	2	\$450,000	\$900,000
Diamond Field, Complex	1	\$1,000,000	\$1,000,000
Disc Golf	3	\$110,000	\$330,000
Dog Park	4	\$500,000	\$2,000,000
Event Space	5	\$5,500	\$27,500
Fitness Course	2	\$15,000	\$30,000
Game Court	2	\$26,500	\$53,000
Garden, Display	100	\$10,000	\$1,000,000
Horseshoe Pits	15	\$3,000	\$45,000
Inline Hockey	1	\$250,000	\$250,000
Natural Area	17	\$400,000	\$6,800,000
Open Turf	350	\$42,500	\$14,875,000
Pickleball Court, Lit	20	\$165,000	\$3,300,000
Pickleball Court, Unlit	4	\$115,000	\$460,000
Picnic Ground (Tables & Grills)	12	\$2,600	\$31,200
Playground (Destination)	5	\$550,000	\$2,750,000
Playground (Local)	19	\$300,000	\$5,700,000
Public Art Installations	10	\$100,000	\$1,000,000
Rectangular Field, Complex	1	\$900,000	\$900,000
Rectangular Field, Large	5	\$500,000	\$2,500,000
Rectangular Field, Multiple	1	\$300,000	\$300,000
Rectangular Field, Small	2	\$100,000	\$200,000
Shelter/Pavillion - Large	28	\$130,000	\$3,640,000
Shelter/Pavillion - Small	12	\$60,000	\$720,000
Skate Park - Destination	1	\$3,200,000	\$3,200,000
Skate Park - Local	2	\$750,000	\$1,500,000
Trail, Multi-Use, Concrete	13	\$1,062,000	\$13,806,000
Trailhead	1	\$150,000	\$150,000
Tennis Court, Lit	12	\$300,000	\$3,600,000
Tennis Court, Unlit	6	\$175,000	\$1,050,000
Volleyball Court	4	\$50,000	\$200,000
Water Access, Developed	1	\$1,000,000	\$1,000,000
Water Access, General	2	\$1,300,000	\$2,600,000
Total	694	\$157,464	\$109,279,700

Level-of-Service (LOS) Standards

Existing Improvements	694
Park Population in 2024 (includes 201 Boundary)	114,972
LOS: Park Improvements per Person	0.0060

Cost Analysis

Average Cost per Improvement*	\$157,464
LOS: Improvements per Person	0.0060
Cost per Person	\$950.49

*Source: City of Grand Junction

PROJECTION OF GROWTH-RELATED PARK INFRASTRUCTURE NEEDS

To estimate the 10-year growth needs for park land, the current level of service (0.0047 acres person) is applied to the projected park population growth. The 201 Sewer Service area is projected to increase by 20,514 residents over the next ten years (see Appendix A). As shown in Figure PR4, it is projected that the City will need to purchase 97.3 acres to accommodate the needs generated by new development. By applying the average cost per acre (\$89,240 per acre), the estimated growth-related expenditure is approximately \$8.7 million.

Figure PR4. 10-Year Park Land Infrastructure Needs to Accommodate Growth

Park Land Level-of-Service Standards			
Type	Level of Service	Demand Unit	Unit Cost
Park Land	0.0047 Acres	per person	\$89,240

Growth-Related Need for Park Land			
Year		Park Population	Acres
Base	2024	114,972	545.3
Year 1	2025	117,021	555.0
Year 2	2026	119,070	564.7
Year 3	2027	121,119	574.4
Year 4	2028	123,168	584.1
Year 5	2029	125,217	593.9
Year 6	2030	127,272	603.6
Year 7	2031	129,326	613.4
Year 8	2032	131,379	623.1
Year 9	2033	133,433	632.8
Year 10	2034	135,487	642.6
Ten-Year Increase		20,514	97.3

Growth-Related Expenditure for Park Land	\$8,682,497
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To estimate the 10-year growth needs for open space land acquisition, the current level of service (0.0026 acres person) is applied to the projected park population growth. The 201 Sewer Service area is projected to increase by 20,514 residents over the next ten years (see Appendix A). As shown in Figure PR5, it is projected that the City will need to purchase approximately 54 acres of open space land to accommodate the needs generated by new development. By applying the average cost per acre to acquire park land (\$89,240 per acre), the estimated growth-related expenditure is approximately \$4.8 million.

Figure PR5. 10-Year Open Space Infrastructure Needs to Accommodate Growth

Open Space Level-of-Service Standards			
Type	Level of Service	Demand Unit	Unit Cost
Open Space	0.0026 Acres	per person	\$89,240

Growth-Related Need for Open Space			
Year		Park Population	Acres
Base	2024	114,972	303.4
Year 1	2025	117,021	308.8
Year 2	2026	119,070	314.2
Year 3	2027	121,119	319.6
Year 4	2028	123,168	325.0
Year 5	2029	125,217	330.4
Year 6	2030	127,272	335.9
Year 7	2031	129,326	341.3
Year 8	2032	131,379	346.7
Year 9	2033	133,433	352.1
Year 10	2034	135,487	357.5
Ten-Year Increase		20,514	54.1

Growth-Related Expenditure for Open Space	\$4,831,040
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To estimate the 10-year growth needs for park improvements, the current level of service (0.0060 acres person) is applied to the projected park population growth. The 201 Sewer Service area is projected to increase by 20,514 residents over the next ten years (see Appendix A). As shown in Figure PR6, it is projected that the City will need to construct approximately 124 improvements on existing or future parks to accommodate the needs generated by new development. By applying the average cost per improvement (\$157,464 per improvement), the estimated growth-related expenditure is approximately \$19.5 million.

Figure PR6. 10-Year Park Improvement Infrastructure Needs to Accommodate Growth

Park Improvement Level-of-Service Standards			
Type	Level of Service	Demand Unit	Unit Cost
Park Improvements	0.0060 Improvements	per person	\$157,464

Growth-Related Need for Park Improvements			
Year		Park Population	Improvements
Base	2024	114,972	694.0
Year 1	2025	117,021	706.4
Year 2	2026	119,070	718.7
Year 3	2027	121,119	731.1
Year 4	2028	123,168	743.5
Year 5	2029	125,217	755.8
Year 6	2030	127,272	768.2
Year 7	2031	129,326	780.6
Year 8	2032	131,379	793.0
Year 9	2033	133,433	805.4
Year 10	2034	135,487	817.8
Ten-Year Increase		20,514	123.8

Growth-Related Expenditure for Park Improvements	\$19,498,671
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MAXIMUM SUPPORTABLE PARKS & RECREATION IMPACT FEE

Figure PR7 shows the cost factors for each component of the City of Grand Junction’s Parks and Recreation Impact Fee. Impact fees for parks and recreation are based on persons per housing unit and are only assessed against residential development. The fees for park improvements are calculated per person, so by multiplying the total cost per person by the housing unit size calculates the maximum supportable fee.

The fees represent the highest amount supportable for each type of housing unit, which represents new growth’s fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure PR7. Maximum Supportable Park & Recreation Impact Fee

Fee Component	Cost per Person
Park Land	\$423.24
Open Space	\$235.50
Park Improvements	\$950.49
Total	\$1,609.22

Residential Fees per Development Unit								
Unit Size	Development Unit	Persons per Unit ¹	Park Land	Park Improv.	Open Space	Maximum Supportable	Current Fees	Increase / (Decrease)
850 or less	Dwelling	0.75	\$317	\$713	\$177	\$1,207	\$988	\$219
851 to 1,000	Dwelling	0.97	\$411	\$922	\$228	\$1,561	\$988	\$573
1,001 to 1,250	Dwelling	1.23	\$521	\$1,169	\$290	\$1,979	\$988	\$991
1,251 to 1,500	Dwelling	1.52	\$643	\$1,445	\$358	\$2,446	\$1,468	\$978
1,501 to 2,000	Dwelling	1.91	\$808	\$1,815	\$450	\$3,074	\$1,468	\$1,606
2,001 to 2,500	Dwelling	2.32	\$982	\$2,205	\$546	\$3,733	\$1,468	\$2,265
2,501 to 3,000	Dwelling	2.64	\$1,117	\$2,509	\$622	\$4,248	\$1,468	\$2,780
3,001 to 3,500	Dwelling	2.91	\$1,232	\$2,766	\$685	\$4,683	\$1,468	\$3,215
3,501 and greater	Dwelling	3.14	\$1,329	\$2,985	\$739	\$5,053	\$1,468	\$3,585

1. See Land Use Assumptions

REVENUE FROM PARKS & RECREATION IMPACT FEE

Revenue from the City’s Parks & Recreation Impact Fee is estimated in Figure PR8. Demand for park improvements is driven by both City residents and current/future residents within the 201 Sewer Service Boundary. Therefore, it is difficult to estimate impact fee revenue for parks and recreation because it is not known when (and if) the projected housing units in the 201 Sewer Service Boundary will be annexed into the City of Grand Junction prior to their construction (which is the time the impact fee is paid). Therefore, the impact fee revenue projection is based on projected units in the City of Grand Junction over the next ten years. By multiplying the projected residential growth in the City by the impact fee amounts, we estimate projected impact fee revenue of approximately \$30.1 million. Projected expenditures total \$33.0 million.

Figure PR8. Estimated Revenue from Parks & Recreation Impact Fee

Infrastructure Costs for Parks

	Growth Cost
Park Land	\$8,682,497
Open Space	\$4,831,040
Park Improvements	\$19,498,671
Total Expenditures	\$33,012,209

Projected Development Impact Fee Revenue

		Single-Family	Multi-Family
		\$4,248	\$1,979
		per unit	per unit
Year		Housing Units	Housing Units
Base	2024	23,347	8,140
Year 1	2025	23,960	8,345
Year 2	2026	24,573	8,550
Year 3	2027	25,186	8,755
Year 4	2028	25,799	8,960
Year 5	2029	26,412	9,165
Year 6	2030	27,025	9,370
Year 7	2031	27,638	9,575
Year 8	2032	28,251	9,780
Year 9	2033	28,864	9,985
Year 10	2034	29,477	10,190
Ten-Year Increase		6,130	2,050
Projected Revenue =>		\$26,042,372	\$4,057,655
Projected Revenue =>		\$30,100,027	
Total Expenditures =>		\$33,012,209	
General Fund's Share =>		\$2,912,182	

POLICE IMPACT FEE

The Police impact fees include components for future station space. The incremental expansion methodology is used for the Police impact fee. The Police Impact Fee is calculated on a per capita basis for residential development and a per vehicle trip basis for nonresidential development.

The residential police impact fees are calculated per housing unit. TischlerBise recommends using nonresidential vehicle trips as the best demand indicator for police facilities. Trip generation rates are used for nonresidential development because vehicle trips are highest for commercial/retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for police services and facilities from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, police impact fees would be too high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses.

SERVICE AREA

The City of Grand Junction provides Police services on a uniform basis throughout the City; therefore, there is a single service area for the Police impact fees.

PROPORTIONATE SHARE FACTORS

Both residential and nonresidential developments increase the demand on police facilities. To calculate the proportional share between residential and nonresidential demand on police facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the City through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents that work in Grand Junction are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside Grand Junction are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2021 functional population data (the latest available) for Grand Junction, the cost allocation for residential development is 63 percent while nonresidential development accounts for 37 percent of the demand for police facilities, see Figure P1.

Figure P1. City of Grand Junction Functional Population

Demand Units in 2021				
			Demand Hours/Day	Person Hours
Residential	Population	62,544		
	Residents Not Working	37,046	20	740,920
	Employed Residents	25,498		
	Employed in Grand Junction	17,052	14	238,728
	Employed outside Grand Junction	8,446	14	118,244
	Residential Subtotal			1,097,892
			Residential Share	63%
Nonresidential	Non-working Residents	37,046	4	148,184
	Jobs Located in Grand Junction	49,018		
	Residents Employed in Grand Junction	17,052	10	170,520
	Nonresident Workers (Inflow Commuters)	31,966	10	319,660
	Nonresidential Subtotal			638,364
			Nonresidential Share	37%
	Total			1,736,256

Source: U.S. Census Bureau (population), U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.24.1 (employment).

IMPACT FEE COMPONENTS

Police Facilities

The Police impact fee is based on an inventory of existing citywide facilities and replacement costs. The use of existing standards means there are no existing infrastructure deficiencies. The floor area has been provided by the City of Grand Junction staff.

As shown in Figure P2, the City of Grand Junction Police Department is housed in the Public Safety Building. This facility occupies 63,863 square feet. Of that amount, 7,832 square feet is utilized by the Regional Communications Center, which serves both the City and County is subtracted, resulting in 56,031 square feet devoted exclusively to Police activities. To determine the residential level of service, the current Police space square footage (56,031) is multiplied by the residential proportionate share factor (63%) and divided by the current population (65,517) for a level of service standard of 0.539 square feet per person. The nonresidential level of service standard of 0.095 square feet per nonresidential vehicle trip was determined by multiplying the current facility square footage (56,031) by the nonresidential proportionate share factor (37%) and divided by the current average daily nonresidential vehicle trips (218,420).

As shown in Figure P2, the estimated replacement cost is \$625 per square foot. This cost is based on the estimated cost for construction of a future Police Annex prepared by the Blythe Group. When the residential (0.539 per person) and nonresidential (0.095 per vehicle trip) per square foot level of service standards are multiplied by the cost per square foot (\$625), the resulting cost per demand units are \$336.81 per person and \$59.32 per nonresidential vehicle trip.

Figure P2. Police Station Level of Service and Cost Factors

Facility	Square Feet
Police Station Building*	56,031
Total	56,031

Level-of-Service (LOS) Standards

Population in 2024	65,517
Nonresidential Vehicle Trips in 2024	218,420
Residential Share	63%
Nonresidential Share	37%
LOS: Square Feet per Person	0.539
LOS: Square Feet per Vehicle Trip	0.095

Cost Analysis

Cost per Square Foot*	\$625
LOS: Square Feet per Person	0.539
Cost per Person	\$336.74
LOS: Square Feet per Vehicle Trip	0.095
Cost per Vehicle Trip	\$59.32

Source: City of Grand Junction

*Does not include the 7,832 square feet for the Regional Communications Center

PROJECTION OF GROWTH-RELATED POLICE FACILITY NEEDS

To estimate the demand for future Police station space, the current level of service (0.539 square feet per person and 0.095 square feet per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for the City of Grand Junction. As shown in Figure P3, the City is projected to increase by 17,256 residents and 42,895 nonresidential vehicle trips over the next ten years (see Appendix A). As shown in Figure P3, there is projected demand for 13,369 square feet of growth-related Police space to accommodate new development in the City at the present level of service. By applying the average cost per square foot (\$625), the total projected growth-related building space expenditure is approximately \$8.3 million.

Figure P3. 10-Year Police Space Needs to Accommodate Growth

Type of Infrastructure	Level of Service		Demand Unit	Unit Cost
Police Facilities	Residential	0.539	Square Feet	per Person
	Nonresidential	0.095		per Vehicle Trip
				\$625

Growth-Related Need for Police Facilities						
Year	Population	Nonresidential Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total	
Base 2024	65,517	218,420	35,300	20,731	56,031	
Year 1 2025	67,242	222,710	36,229	21,139	57,368	
Year 2 2026	68,968	226,999	37,159	21,546	58,705	
Year 3 2027	70,694	231,289	38,089	21,953	60,042	
Year 4 2028	72,419	235,579	39,019	22,360	61,379	
Year 5 2029	74,145	239,868	39,948	22,767	62,715	
Year 6 2030	75,871	244,158	40,878	23,174	64,052	
Year 7 2031	77,596	248,447	41,808	23,581	65,389	
Year 8 2032	79,322	252,737	42,738	23,989	66,726	
Year 9 2033	81,048	257,026	43,667	24,396	68,063	
Year 10 2034	82,773	261,316	44,597	24,803	69,400	
Ten-Year Increase	17,256	42,895	9,298	4,071	13,369	
Projected Expenditure			\$5,810,940	\$2,544,637	\$8,355,576	
Growth-Related Expenditure on Police Facilities					\$8,355,576	

PRINCIPAL PAYMENT CREDIT

The City of Grand Junction has existing debt obligations for the construction of the present Public Safety Building at a cost of \$27.8 million. This total represents 80 percent of the 2010 Bonds. Figure P5 lists the remaining principal payment schedule for the bonds, which totals \$19.2 million.

The total remaining annual principal payment schedule is distributed to the equivalent residential and nonresidential share, City’s population and vehicle trip ends, to find the debt cost per attributed user. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (5.0%) rate. This results in a credit of \$97.53 per person, and \$17.89 per nonresidential trip end.

Figure P4. Principal Payment Credit

Year	Principal Payment (80% of Bond)	Res. Share 63%	Population	Debt Cost per Capita	Nonres. Share 37%	Nonres. Vehicle Trips	Debt Cost per Trip
2024	\$788,000	\$496,440	65,517	\$7.58	\$291,560	218,420	\$1.33
2025	\$792,000	\$498,960	67,242	\$7.42	\$293,040	222,710	\$1.32
2026	\$832,000	\$524,160	68,968	\$7.60	\$307,840	226,999	\$1.36
2027	\$872,000	\$549,360	70,694	\$7.77	\$322,640	231,289	\$1.39
2028	\$916,000	\$577,080	72,419	\$7.97	\$338,920	235,579	\$1.44
2029	\$960,000	\$604,800	74,145	\$8.16	\$355,200	239,868	\$1.48
2030	\$1,008,000	\$635,040	75,871	\$8.37	\$372,960	244,158	\$1.53
2031	\$1,060,000	\$667,800	77,596	\$8.61	\$392,200	248,447	\$1.58
2032	\$1,112,000	\$700,560	79,322	\$8.83	\$411,440	252,737	\$1.63
2033	\$1,168,000	\$735,840	81,048	\$9.08	\$432,160	257,026	\$1.68
2034	\$1,224,000	\$771,120	82,773	\$9.32	\$452,880	261,316	\$1.73
2035	\$1,288,000	\$811,440	84,499	\$9.60	\$476,560	265,605	\$1.79
2036	\$1,340,000	\$844,200	86,224	\$9.79	\$495,800	269,895	\$1.84
2037	\$1,392,000	\$876,960	87,950	\$9.97	\$515,040	274,184	\$1.88
2038	\$1,448,000	\$912,240	89,676	\$10.17	\$535,760	278,474	\$1.92
2039	\$1,504,000	\$947,520	91,401	\$10.37	\$556,480	282,763	\$1.97
2040	\$1,552,000	\$977,760	93,127	\$10.50	\$574,240	287,053	\$2.00
Total	\$19,256,000	\$12,131,280		\$151.11	\$7,124,720		\$27.87

Discount Rate	5.0%		5.0%
Net Present Value	\$97.53		\$17.89

MAXIMUM SUPPORTABLE POLICE IMPACT FEE

Figure P5 shows the maximum supportable Police Impact Fee. Impact fees for Police are based on persons per housing unit for residential development and vehicle trips per development unit for nonresidential development. For residential development, the total cost per person is multiplied by the housing unit size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per development unit to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth’s fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure P5. Maximum Supportable Police Impact Fee

Fee Component	Cost per Person	Cost per Trip
Police Facilities	\$336.74	\$59.32
Principal Payment Credit	(\$97.53)	(\$17.89)
Total	\$239.21	\$41.44

Residential Fees per Development Unit					
Unit Size	Development Unit	Persons per Unit ¹	Maximum Supportable	Current Fees	Increase / (Decrease)
850 or less	Dwelling	0.75	\$179	\$233	(\$54)
851 to 1,000	Dwelling	0.97	\$232	\$233	(\$1)
1,001 to 1,250	Dwelling	1.23	\$294	\$233	\$61
1,251 to 1,500	Dwelling	1.52	\$364	\$356	\$8
1,501 to 2,000	Dwelling	1.91	\$457	\$356	\$101
2,001 to 2,500	Dwelling	2.32	\$555	\$356	\$199
2,501 to 3,000	Dwelling	2.64	\$632	\$356	\$276
3,001 to 3,500	Dwelling	2.91	\$696	\$356	\$340
3,501 and greater	Dwelling	3.14	\$751	\$356	\$395

Nonresidential Fees per Development Unit					
Development Type	Development Unit	Vehicle Trips per Unit ¹	Maximum Supportable	Current Fees	Increase / (Decrease)
Retail/Commercial	1,000 SF	12.21	\$506	\$240	\$266
Convenience Commercial	1,000 SF	16.81	\$697	\$240	\$457
Office	1,000 SF	5.42	\$225	\$95	\$130
Institutional/Public	1,000 SF	2.51	\$104	\$95	\$9
Industrial	1,000 SF	1.69	\$70	\$33	\$37
Warehousing	1,000 SF	0.86	\$36	\$17	\$19
Hotel/Lodging	Room	4.00	\$166	\$240	(\$74)
RV Park	Pad	1.35	\$56	\$233	(\$177)

1. See Land Use Assumptions

REVENUE FROM POLICE IMPACT FEE

Revenue from the Police Impact Fee is estimated in Figure P6. There is projected to be 8,180 new housing units and approximately 6.6 million square feet of additional nonresidential development in Grand Junction by 2034. To find the revenue from each development type, the fee is multiplied by the growth for each land use. Overall, the projected revenue from the Police impact fee totals approximately \$5.7 million and covers approximately 68% of the total expected expenditures. Impact fee revenue is less than the projected expenditures due to the required debt credit.

Figure P6. Estimated Revenue from Police Impact Fee

Infrastructure Costs for Police Facilities

	Growth Cost
Police Facilities	\$8,355,576
Total Expenditures	\$8,355,576

Projected Development Impact Fee Revenue

		Single-Family \$555 per unit	Multi-Family \$364 per unit	Retail/Comm. \$506 per 1000 Sq Ft	Office \$225 per 1000 Sq Ft	Inst./Public \$104 per 1000 Sq Ft	Industrial \$70 per 1000 Sq Ft
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2024	23,347	8,140	10,242	7,639	7,366	7,275
Year 1	2025	23,960	8,345	10,426	7,756	7,584	7,416
Year 2	2026	24,573	8,550	10,610	7,872	7,802	7,557
Year 3	2027	25,186	8,755	10,794	7,988	8,020	7,697
Year 4	2028	25,799	8,960	10,978	8,105	8,239	7,838
Year 5	2029	26,412	9,165	11,162	8,221	8,457	7,979
Year 6	2030	27,025	9,370	11,346	8,337	8,675	8,120
Year 7	2031	27,638	9,575	11,530	8,453	8,893	8,261
Year 8	2032	28,251	9,780	11,714	8,570	9,111	8,401
Year 9	2033	28,864	9,985	11,898	8,686	9,329	8,542
Year 10	2034	29,477	10,190	12,082	8,802	9,548	8,683
Ten-Year Increase		6,130	2,050	1,840	1,163	2,182	1,408
Projected Revenue =>		\$3,402,150	\$746,200	\$931,105	\$261,608	\$226,876	\$98,537
						Projected Revenue =>	\$5,666,476
						Total Expenditures =>	\$8,355,576
						General Fund's Share =>	\$2,689,100

TRANSPORTATION IMPACT FEE

The transportation impact fees include components for principal arterials, minor arterials, major collectors, minor collectors, and trails. The incremental expansion methodology is used for the transportation impact fee. The transportation impact fee is calculated on a per person mile traveled (PMT) basis for all development. Costs are allocated to both residential and nonresidential development using trip generation rates, trip adjustment factors, and trip length adjustment factors. Residential trip generation rates are customized to Grand Junction's residential development, as discussed in the following sections. Nonresidential trip generation rates are highest for retail/commercial development and lowest for industrial development, whereas trip rates for office and institutional development fall between the other two categories.

SERVICE AREA

The City of Grand Junction provides a citywide transportation network; therefore, there is a single service area for the transportation impact fees.

PROPORTIONATE SHARE FACTORS

Transportation impact fees should be proportionate to the cost of transportation infrastructure needed to accommodate new development. The transportation impact fees allocate the cost of transportation infrastructure between residential and nonresidential based on trip generation rates, trip adjustment factors, and trip lengths.

VEHICLE TRIPS

Average weekday vehicle trips are used as a measure of demand by land use. Vehicle trips are estimated using average weekday vehicle trip ends from the reference book, *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE) in 2021. A vehicle trip end represents a vehicle entering or exiting a development (as if a traffic counter were placed across a driveway). To calculate the impact fees, trip generation rates are adjusted to avoid double counting each trip at both the origin and destination points. The basic trip adjustment factor is 50 percent. As discussed further below, the impact fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development.

Residential Trip Generation Rates

As an alternative to simply using national average trip generation rates for residential development, published by the Institute of Transportation Engineers (ITE), TischlerBise calculates custom trip rates using local demographic data. Key inputs needed for the analysis, including average number of persons and vehicles available per housing unit, are available from American Community Survey (ACS) data.

Vehicle Trip Ends by Bedroom Range

TischlerBise recommends a fee schedule where larger units pay higher impact fees than smaller units. Benefits of the proposed methodology include: 1) proportionate assessment of infrastructure demand using local demographic data, and 2) a progressive fee structure (i.e., smaller units pay less, and larger units pay more).

TischlerBise creates custom tabulations of demographic data by bedroom range from individual survey responses provided by the U.S. Census Bureau in files known as Public Use Microdata Samples (PUMS). PUMS files are only available for areas of at least 100,000 persons, and Grand Junction is in Public Use Microdata Area (PUMA) 2501. Shown in Figure T1, cells with yellow shading indicate the unweighted survey results, which yield the unadjusted number of persons and vehicles available per housing unit. Unadjusted persons per housing unit and vehicles per housing unit are adjusted to control totals in Grand Junction – 2.11 persons per housing unit and 1.68 vehicles per unit. The analysis multiplies adjusted persons per housing unit estimates by the ITE weighted average trip rate per person to estimate trip ends per housing unit based on persons. The analysis multiplies adjusted vehicles per housing unit estimates by the ITE weighted average trip rate per vehicle to estimate trip ends per housing unit based on vehicles. Finally, the analysis calculates average trip ends per housing unit using the average number of trip ends per person and per vehicle. Housing units with 0-1 bedrooms generate 3.61 vehicle trips ends per day and housing units with 5+ bedrooms generate 11.36 vehicle trip ends per day.

Figure T1: Vehicle Trip Ends by Bedroom Range

Bedroom Range	Persons ¹	Housing Units ¹	Vehicles Available ¹	Housing Mix	Unadjusted PPHU	Adjusted PPHU ²	Unadjusted VPHU	Adjusted VPHU ²
0-1	233	193	159	8%	1.21	1.18	0.82	0.73
2	814	496	743	21%	1.64	1.61	1.50	1.33
3	2,647	1,202	2,401	50%	2.20	2.16	2.00	1.78
4	1,089	396	938	17%	2.75	2.70	2.37	2.11
5+	340	96	259	4%	3.54	3.48	2.70	2.40
Total	5,123	2,383	4,500	100%	2.15	2.11	1.89	1.68

National Averages According to ITE

ITE Code	AWVTE per Person	AWVTE per Vehicle	AWVTE per HU	Local Housing Mix
210 SFD	2.65	6.36	9.43	75%
221 Apt	2.28	3.97	4.54	25%
Weighted Avg	2.56	5.75	8.19	100%

Recommended AWVTE per Housing Unit

Bedroom Range	AWVTE per HU Based on Persons ³	AWVTE per HU Based on Vehicles ⁴	AWVTE per Housing Unit ⁵	
0-1	3.02	4.20	3.61	1. U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, Public Use Microdata Sample (PUMS) for Colorado PUMA 2501. 2. Represents unadjusted PUMS values scaled to control totals for Grand Junction using 2018-2022 ACS 5-Year Estimates. 3. Adjusted persons per housing unit multiplied by ITE weighted average trip rate per person. 4. Adjusted vehicles available per housing unit multiplied by ITE weighted average trip rate per vehicle. 5. Average trip rates based on persons and vehicles per housing unit.
2	4.12	7.65	5.89	
3	5.53	10.24	7.89	
4	6.91	12.13	9.52	
5+	8.91	13.80	11.36	
Average	5.40	9.66	7.53	

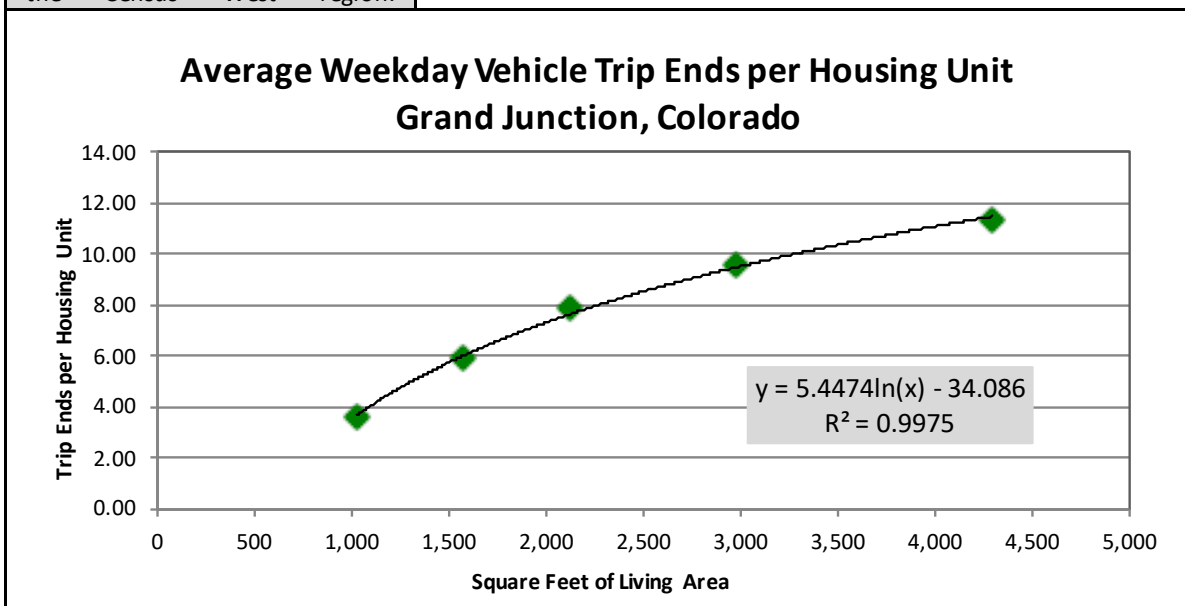
Vehicle Trip Ends by Housing Size

To derive average weekday vehicle trip ends by dwelling size, Tischler Bise uses 2022 U.S. Census Bureau data for housing units constructed in the west region. Based on 2022 estimates, living areas range from 1,021 square feet for 0- to 1-bedroom housing units up to 4,292 square feet for 5+ bedroom housing units. Citywide average floor area and weekday vehicle trip ends, by bedroom range, are plotted in Figure T2 with a logarithmic trend line formula to derive trip ends by housing unit size. TischlerBise recommends a minimum size based on 850 square feet or less and a maximum size of 4,501 square feet or larger.

A medium-size unit with 2,501 to 3,000 square feet has a fitted-curve value of 9.05 vehicle trip ends on an average weekday – this is less than the national average of 9.43 vehicle trip ends per single-family unit. A small unit of 850 square feet or less generates 2.66 vehicle trip ends, and this represents 29 percent of demand from a medium-size unit. A large unit of 3,501 square feet or more generates 10.74 vehicle trip ends, and this represents 119 percent of demand from a medium-size unit. With a “one-size-fits-all” approach, small units pay more than their proportionate share while large units pay less than their proportionate share.

Figure T2: Vehicle Trip Ends by Housing Size

Average weekday vehicle trip ends per housing unit derived from 2018-2022 ACS 5-Year PUMS data for the area that includes Grand Junction. Unit size for 0-1 bedroom from the 2022 U.S. Census Bureau average for all multi-family units constructed in the Census West region. Unit size for all other bedrooms from the 2022 U.S. Census Bureau average for single-family units constructed in the Census West region.	Actual Averages per Housing Unit			Fitted-Curve Values	
	Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
	0-1	1,021	3.61	850 or less	2.66
	2	1,573	5.89	851 to 1,000	3.41
	3	2,123	7.89	1,001 to 1,250	4.30
	4	2,974	9.52	1,251 to 1,500	5.28
	5+	4,292	11.36	1,501 to 2,000	6.59
				2,001 to 2,500	7.96
				2,501 to 3,000	9.05
				3,001 to 3,500	9.96
				3,501 or more	10.74



Nonresidential Trip Generation Rates

For nonresidential development, TischlerBise uses trip generation rates published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). The prototype for industrial development is Industrial Park (ITE 130) which generates 3.37 average weekday vehicle trip ends per 1,000 square feet of floor area. Institutional/public development uses Hospital (ITE 610) and generates 10.77 average weekday vehicle trip ends per 1,000 square feet of floor area. For office & other services development, the proxy is General Office (ITE 710), and it generates 10.84 average weekday vehicle trip ends per 1,000 square feet of floor area. The prototype for commercial development is Shopping Center (ITE 820) which generates 37.01 average weekday vehicle trips per 1,000 square feet of floor area.

Figure T3: Average Weekday Vehicle Trip Ends by Land Use

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit*	Wkdy Trip Ends Per Employee*	Emp Per Dmd Unit	Sq. Ft. Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
310	Hotel	Room	7.99	14.34	0.56	n/a
416	Campground/RV Park**	Campsite	2.70	n/a	0.05	n/a
620	Nursing Home	Bed	3.06	3.31	0.92	n/a
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
840	Auto Sales/Service	1,000 Sq Ft	27.84	11.20	2.49	402
430	Golf Course	Hole	30.38	3.74	1.47	680
444	Movie Theater	1,000 Sq Ft	78.09	53.12	1.47	680
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471
912	Bank	1,000 Sq Ft	100.35	32.73	3.07	326
934	Fast Food	1,000 Sq Ft	50.94	5.45	9.35	107
945	Convenience Store w/Gas Sales	1,000 Sq Ft	624.20	241.21	2.59	386

*Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

**Employees per Demand Unit from National Association of RV Parks & Campgrounds (ARVC), "2023 Outdoor Hospitality Industry Benchmarking Report."

Trip Rate Adjustments

Trip generation rates require an adjustment factor to avoid double counting each trip at both the origin and destination points. Therefore, the basic trip adjustment factor is 50 percent. As discussed further in this section, the impact fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development.

Commuter Trip Adjustment

Residential development has a larger trip adjustment factor of 55 percent to account for commuters leaving Grand Junction for work. According to the 2009 National Household Travel Survey (see Table 30) weekday work trips are typically 31 percent of production trips (i.e., all out-bound trips, which are 50 percent of all trip ends). As shown in Figure T4, the U.S. Census Bureau’s OnTheMap web application indicates 33 percent of resident workers traveled outside of Grand Junction for work in 2021. In combination, these factors (0.31 x 0.50 x 0.33 = 0.05) support the additional five percent allocation of trips to residential development.

Figure T4: Commuter Trip Adjustment

Trip Adjustment Factor for Commuters	
Employed Residents	25,498
Residents Living and Working in Grand Junction	17,052
Residents Commuting Outside Grand Junction for Work	8,446
Percent Commuting out of Grand Junction	33%
Additional Production Trips ¹	5%
Standard Trip Rate Adjustment	50%
Residential Trip Adjustment Factor	55%

Source: U.S. Census Bureau, OnTheMap Application (v 6.24.1) and LEHD Origin-Destination Employment Statistics, 2021.

1. According to the National Household Travel Survey (2009)*, published in December 2011 (see Table 30), home-based work trips are typically 30.99 percent of “production” trips, in other words, out-bound trips (which are 50 percent of all trip ends). Also, LED OnTheMap data from 2021 indicate that 33 percent of Grand Junction’s workers travel outside the city for work. In combination, these factors (0.3099 x 0.50 x 0.33 = 0.05) account for 5 percent of additional production trips. The total adjustment factor for residential includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (5 percent of production trips) for a total of 55 percent. *<http://hhts.ornl.gov/publications.shtml>; Summary of Travel Trends - Table "Daily Travel Statistics by Weekday vs. Weekend"

Adjustment for Pass-By Trips

For commercial development, the trip adjustment factor is less than 50 percent because this type of development attracts vehicles as they pass by on arterial and collector roads. For example, when someone stops at a convenience store on the way home from work, the convenience store is not the primary destination. For the average shopping center, ITE data indicate 34 percent of the vehicles that enter are passing by on their way to some other primary destination. The remaining 66 percent of attraction trips have the commercial site as their primary destination. Because attraction trips are half of all trips, the trip adjustment factor is 66 percent multiplied by 50 percent, or approximately 33 percent of the trip ends.

Average Weekday Vehicle Trips

Shown below in Figure T5, multiplying average weekday vehicle trip ends and trip adjustment factors (discussed on the previous page) by Grand Junction’s existing development units provides the average weekday vehicle trips generated by existing development. As shown below, existing development generates 359,836 vehicle trips on an average weekday.

Figure T5: Average Weekday Vehicle Trips by Land Use

Development Type	Dev Unit	ITE Code	Avg Wkday VTE	Trip Adjustment	2024 Dev Units	2024 Trips
Single Family	HU	210	9.43	55%	23,347	121,090
Multi-Family	HU	221	4.54	55%	8,140	20,326
Retail/Commercial	KSF	820	37.01	33%	10,242	125,090
Office	KSF	710	10.84	50%	7,639	41,406
Institutional/Public	KSF	610	10.77	50%	7,366	39,666
Industrial	KSF	130	3.37	50%	7,275	12,259
Total						359,836

PERSON TRIPS

Grand Junction is a unique community with residents and workers using varying modes of travel. In general, an impact fee study calculates future development’s impact on infrastructure. In suburban, greenfield communities that concentrate on roadway expansion to accommodate additional vehicles, a development’s impact is best estimated by calculating the additional vehicle trips or vehicle miles traveled (VMT) generated by the development. However, based on the urban environment and residents’ travel behaviors, a multimodal approach is necessary for the City of Grand Junction. This is also consistent with the capital improvements identified in Grand Junction’s Capital Improvement Plan and Grand Junction’s desire to serve all modes of travel. As such, the multimodal approach calculates person trips generated by the varying development types in the study.

Person Trip Methodology

According to the Institute of Transportation Engineers (ITE), there are several elements necessary to calculate person trips. The following equation is provided in the ITE’s Trip Generation Handbook (2021):

Person trips = [(vehicle occupancy) x (vehicle trips)] + transit trips + walk trips + bike trips

To create a more streamlined approach, this study uses “walk / bike / scooter” as the sum of walk and bike trips. The Trip Generation Handbook outlines the general approach to calculating person trips:

1. **Estimate vehicle trip ends generated by development type.** This study uses the vehicle trip rates found in Figure T2 for residential development and Figure T3 for nonresidential development.
2. **Determine mode share and vehicle occupancy.** This study uses mode share and vehicle occupancy data for Mesa County provided by Grand Valley Metropolitan Planning Organization (GVMPO) as part of the 2024 Colorado Department of Transportation (CDOT) travel survey.
3. **Convert vehicle trips to person trips.** This conversion calculates the total person trips by combining the vehicle trip mode share and vehicle occupancy.

Mode Share and Vehicle Occupancy

Vehicle trip estimates, by mode, from the CDOT travel survey provide mode share and vehicle occupancy data used in this analysis. According to preliminary results for Mesa County, the vehicle mode share is 86.3 percent for residential trips, 94.7 percent for nonresidential commercial/retail trips, and 89.2 percent for other nonresidential trips. Additionally, the vehicle trips had an average vehicle occupancy of 1.21 passengers per residential trip, 1.25 passengers per nonresidential commercial/retail trip, and 1.20 passengers per other nonresidential trip.

Figure T6: Mode Share

Mode	Residential		Commercial/Retail		Other Nonresidential	
	Trips	Share	Trips	Share	Trips	Share
Vehicle	1,220	86.3%	412	94.7%	181	89.2%
Transit	12	0.9%	0	0.0%	10	4.9%
Walk/Bike/Scooter	181	12.8%	23	5.3%	12	5.9%
Total	1,413	100.0%	435	100.0%	203	100.0%

Figure T7: Vehicle Occupancy

	Residential	Commercial/Retail	Other Nonresidential
Vehicle Occupants	1,474	515	217
Vehicle Trips	1,220	412	181
Vehicle Occupancy	1.21	1.25	1.20

Source: CDOT Travel Survey, Mesa County, 2024 (Preliminary Data)

Calculation of Person Trip Ends

The total person trip end rate for each land use can be calculated using the vehicle trip end rate, vehicle occupancy rate, and vehicle mode share. The following formula to calculate vehicle trip ends is provided in the ITE’s Trip Generation Handbook (2021):

$$\text{Vehicle trip ends} = [(\text{person trip ends}) \times (\text{vehicle mode share})] / (\text{vehicle occupancy})$$

To calculate average weekday person trip ends for each land use, the analysis inputs vehicle trip ends, vehicle occupancy, and vehicle mode share factors found in earlier sections. For example, a 2,700-square-foot housing unit generates 9.05 average weekday vehicle trip ends, has a vehicle occupancy rate is 1.21, and the vehicle mode share is 86.3 percent. Based on these factors, a 2,700-square-foot housing unit generates 12.69 average weekday person trip ends $([9.05 \text{ vehicle trip ends} \times 1.21 \text{ occupancy rate}] / 86.3 \text{ percent vehicle mode share})$. Figure T8 includes average weekday person trip ends for each land use.

Figure T8: Average Weekday Person Trip Ends by Land Use

Residential per Development Unit					
Unit Size	Development Unit	Vehicle Trip Ends per Unit ¹	Vehicle Occupancy ²	Vehicle Mode Share ²	Person Trip Ends per Unit
850 or less	Dwelling	2.66	1.21	86.3%	3.73
851 to 1,000	Dwelling	3.41	1.21	86.3%	4.78
1,001 to 1,250	Dwelling	4.30	1.21	86.3%	6.03
1,251 to 1,500	Dwelling	5.28	1.21	86.3%	7.40
1,501 to 2,000	Dwelling	6.59	1.21	86.3%	9.24
2,001 to 2,500	Dwelling	7.96	1.21	86.3%	11.16
2,501 to 3,000	Dwelling	9.05	1.21	86.3%	12.69
3,001 to 3,500	Dwelling	9.96	1.21	86.3%	13.96
3,501 and greater	Dwelling	10.74	1.21	86.3%	15.06

Nonresidential per Development Unit					
Development Type	Development Unit	Vehicle Trip Ends per Unit ¹	Vehicle Occupancy ²	Vehicle Mode Share ²	Person Trip Ends per Unit
Retail/Commercial	1,000 Sq Ft	37.01	1.25	94.7%	48.85
Convenience Commercial	1,000 Sq Ft	50.94	1.25	94.7%	67.24
Office	1,000 Sq Ft	10.84	1.20	89.2%	14.58
Institutional/Public	1,000 Sq Ft	10.77	1.20	89.2%	14.49
Industrial	1,000 Sq Ft	3.37	1.20	89.2%	4.53
Warehousing	1,000 Sq Ft	1.71	1.20	89.2%	2.30
Hotel/Lodging	Room	7.99	1.20	89.2%	10.75
RV Park	Pad	2.70	1.20	89.2%	3.63

- 1. See Land Use Assumptions
- 2. CDOT Travel Survey, Mesa County, 2024 (Preliminary Data)

Average Weekday Person Trips

Shown below, multiplying average weekday person trip ends and trip adjustment factors by existing development units provides the average weekday person trips generated by existing development. As shown below, existing development generates 488,921 person trips on an average weekday.

Figure T9: Average Weekday Person Trips by Land Use

Development Type	Dev Unit	ITE Code	Avg Wkday PTE	Trip Adjustment	2024 Dev Units	2024 Person Trips
Single Family	HU	Custom	13.22	55%	23,347	169,757
Multi-Family	HU	Custom	6.37	55%	8,140	28,518
Retail/Commercial	KSF	820	48.85	33%	10,242	165,108
Office	KSF	710	14.58	50%	7,639	55,692
Institutional/Public	KSF	610	14.49	50%	7,366	53,367
Industrial	KSF	130	4.53	50%	7,275	16,478
Total						488,921

PERSON MILES TRAVELED (PMT)

The transportation impact fee is calculated on a per person mile traveled (PMT) basis for all development. Costs are allocated to both residential and nonresidential development using trip generation rates, trip adjustment factors, and trip length adjustment factors.

Trip Length Weighting Factor

The transportation impact fee methodology includes a percentage adjustment, or weighting factor, to account for trip length variation by type of land use. As documented in Table 3-1, Table 3-2, and Table 3-3 of the 2022 National Household Travel Survey, person trips from residential development are approximately 124 percent of the average trip length. The residential trip length adjustment factor includes data on home-based work trips, social, and recreational purposes. Conversely, shopping trips associated with commercial development are roughly 46 percent of the average trip length while other nonresidential development typically accounts for trips that are 61 percent of the average for all trips.

Local Trip Lengths

According to recent estimates, Grand Junction provides approximately 223.1 lane miles of arterials and collectors citywide. Using the capacity standards shown below, Grand Junction’s existing network provides 1,759,670 vehicle miles of capacity – the weighted average is 7,887 vehicles per lane.

Figure T10: Existing Arterial and Collector Network

Description	Lane Miles	Lane Cap	VMC
Principal Arterial	74.9	9,000	674,100
Minor Arterial	66.6	8,000	532,400
Major Collector	63.2	7,000	442,050
Minor Collector	18.5	6,000	111,120
Total	223.1	7,887	1,759,670

Source: City of Grand Junction

To derive the average utilization (i.e., average trip length expressed in miles) of the major streets, divide vehicle miles of capacity by person trips attracted to development in Grand Junction. As shown in Figure T9, citywide development currently attracts 488,921 average weekday person trips. Dividing 1,759,670 vehicle miles of capacity by existing average weekday person trips yields an unweighted-average trip length of approximately 3.599 miles. The calibration of average trip length includes the same adjustment factors used in the impact fee calculations (i.e., commuter trip adjustment, pass-by trip adjustment, and average trip length adjustment). With these refinements, the weighted-average trip length is 4.417 miles.

Local Person Miles Traveled

Shown below are the demand indicators for residential and nonresidential land uses related to person miles traveled (PMT).

Figure T11: Average Weekday PMT by Land Use

Residential Development						
Unit Size	Development Unit	Person Trip Ends per Unit	Trip Rate Adjustment ¹	Average Trip Length (miles) ²	Trip Length Adjustment ³	PMT per Unit ¹
850 or less	Dwelling	3.73	55%	4.417	124%	11.24
851 to 1,000	Dwelling	4.78	55%	4.417	124%	14.40
1,001 to 1,250	Dwelling	6.03	55%	4.417	124%	18.16
1,251 to 1,500	Dwelling	7.40	55%	4.417	124%	22.29
1,501 to 2,000	Dwelling	9.24	55%	4.417	124%	27.83
2,001 to 2,500	Dwelling	11.16	55%	4.417	124%	33.62
2,501 to 3,000	Dwelling	12.69	55%	4.417	124%	38.23
3,001 to 3,500	Dwelling	13.96	55%	4.417	124%	42.05
3,501 and greater	Dwelling	15.06	55%	4.417	124%	45.37

Nonresidential Development						
Development Type	Development Unit	Person Trip Ends per Unit	Trip Rate Adjustment ¹	Average Trip Length (miles) ²	Trip Length Adjustment ³	PMT per Unit ¹
Retail/Commercial	1,000 Sq Ft	48.85	33%	4.417	46%	32.75
Convenience Commercial	1,000 Sq Ft	67.24	33%	4.417	46%	45.08
Office	1,000 Sq Ft	14.58	50%	4.417	61%	19.64
Institutional/Public	1,000 Sq Ft	14.49	50%	4.417	61%	19.52
Industrial	1,000 Sq Ft	4.53	50%	4.417	61%	6.10
Warehousing	1,000 Sq Ft	2.30	50%	4.417	61%	3.10
Hotel/Lodging	Room	10.75	50%	4.417	61%	14.48
RV Park	Pad	3.63	50%	4.417	61%	4.89

1. See Land Use Assumptions
2. TischlerBise calculation
3. National Household Travel Survey data, 2022; TischlerBise analysis

IMPACT FEE COMPONENTS

The transportation impact fee is based on Grand Junction’s existing inventory of arterials, collectors, and trails. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure.

Principal Arterial

Grand Junction currently provides approximately 74.9 lane miles of principal arterials to existing development, and Grand Junction plans to construct additional principal arterials to serve future development. Grand Junction’s existing level of service is 0.4256 lane miles per 10,000 PMT (74.9 lane miles / (1,759,685 PMT / 10,000)), and the analysis uses the incremental expansion methodology to maintain the existing level of service for principal arterials.

Based on Engineering & Transportation Department estimates, the construction cost for principal arterials is \$2,051,280 per lane mile. The analysis uses this cost as a proxy for future growth-related principal arterial costs, and Grand Junction may use impact fees to construct principal arterials to serve future development. For principal arterials, the cost is \$87.31 per PMT (74.9 lane miles / 1,759,685 PMT X \$2,051,280 per lane mile).

Figure T12: Principal Arterial Level of Service and Cost Factors

Cost Factors	
Principal Arterial Cost per Mile	\$12,307,680
Lanes	6.0
Principal Arterial Cost per Lane Mile	\$2,051,280

Level-of-Service (LOS) Standards	
Existing Lane Miles	74.9
2024 PMT	1,759,685
Lane Miles per 10,000 PMT	0.4256
Cost per PMT	\$87.31

Source: Grand Junction Engineering & Transportation Department

Minor Arterial

Grand Junction currently provides approximately 66.6 lane miles of minor arterials to existing development, and Grand Junction plans to construct additional minor arterials to serve future development. Grand Junction’s existing level of service is 0.3782 lane miles per 10,000 PMT (66.6 lane miles / (1,759,685 PMT / 10,000)), and the analysis uses the incremental expansion methodology to maintain the existing level of service for minor arterials.

Based on Engineering & Transportation Department estimates, the construction cost for minor arterials is \$1,622,016 per lane mile. The analysis uses this cost as a proxy for future growth-related minor arterial costs, and Grand Junction may use impact fees to construct minor arterials to serve future development. For minor arterials, the cost is \$61.34 per PMT (66.6 lane miles / 1,759,685 PMT X \$1,622,016 per lane mile).

Figure T13: Minor Arterial Level of Service and Cost Factors

Cost Factors	
Minor Arterial Cost per Mile	\$8,110,080
Lanes	5.0
Minor Arterial Cost per Lane Mile	\$1,622,016

Level-of-Service (LOS) Standards	
Existing Lane Miles	66.6
2024 PMT	1,759,685
Lane Miles per 10,000 PMT	0.3782
Cost per PMT	\$61.34

Source: Grand Junction Engineering & Transportation Department

Major Collector

Grand Junction currently provides approximately 63.2 lane miles of major collectors to existing development, and Grand Junction plans to construct additional major collectors to serve future development. Grand Junction’s existing level of service is 0.3589 lane miles per 10,000 PMT (63.2 lane miles / (1,759,685 PMT / 10,000)), and the analysis uses the incremental expansion methodology to maintain the existing level of service for major collectors.

Based on Engineering & Transportation Department estimates, the construction cost for major collectors is \$1,830,400 per lane mile. The analysis uses this cost as a proxy for future growth-related major collector costs, and Grand Junction may use impact fees to construct major collectors to serve future development. For major collectors, the cost is \$65.69 per PMT (63.2 lane miles / 1,759,685 PMT X \$1,830,400 per lane mile).

Figure T14: Major Collector Level of Service and Cost Factors

Cost Factors	
Major Collector Cost per Mile	\$5,491,200
Lanes	3.0
Major Collector Cost per Lane Mile	\$1,830,400

Level-of-Service (LOS) Standards	
Existing Lane Miles	63.2
2024 PMT	1,759,685
Lane Miles per 10,000 PMT	0.3589
Cost per PMT	\$65.69

Source: Grand Junction Engineering & Transportation Department

Minor Collector

Grand Junction currently provides approximately 18.5 lane miles of minor collectors to existing development, and Grand Junction plans to construct additional minor collectors to serve future development. Grand Junction’s existing level of service is 0.1052 lane miles per 10,000 PMT (18.5 lane miles / (1,759,685 PMT / 10,000)), and the analysis uses the incremental expansion methodology to maintain the existing level of service for minor collectors.

Based on Engineering & Transportation Department estimates, the construction cost for minor collectors is \$1,911,360 per lane mile. The analysis uses this cost as a proxy for future growth-related minor collector costs, and Grand Junction may use impact fees to construct minor collectors to serve future development. For minor collectors, the cost is \$20.12 per PMT (18.5 lane miles / 1,759,685 PMT X \$1,911,360 per lane mile).

Figure T15: Minor Collector Level of Service and Cost Factors

Cost Factors	
Minor Collector Cost per Mile	\$3,822,720
Lanes	2.0
Minor Collector Cost per Lane Mile	\$1,911,360

Level-of-Service (LOS) Standards	
Existing Lane Miles	18.5
2024 PMT	1,759,685
Lane Miles per 10,000 PMT	0.1052
Cost per PMT	\$20.12

Source: Grand Junction Engineering & Transportation Department

Trail

Grand Junction currently provides approximately 28.26 miles of trails, also known as off-network active transportation corridors, to existing development, and Grand Junction plans to construct additional trails to serve future development. The total value of Grand Junction’s existing trails is \$67,230,152, and the analysis uses the weighted average of \$2,378,589 per mile (\$67,230,152 total value / 28.26 miles of existing trails) as a proxy for future growth-related trail costs.

Figure T16: Trail Cost Factors

Constructed Off-Network ATCs	Miles	Est. Construction Investment	Estimated ROW Value	Total Value
Riverfront Trail	13.77	\$14,537,861	\$14,537,861	\$29,075,722
Monument Trail	3.67	\$3,874,685	\$3,874,685	\$7,749,369
Audubon Trail	3.35	\$3,537,522	\$3,537,522	\$7,075,044
Leach Creek Trail	2.41	\$7,543,270	\$2,543,270	\$10,086,541
Eagle Rim Park	1.04	\$2,198,651	\$1,098,651	\$3,297,302
Price Ditch Trail	0.97	\$1,027,622	\$1,027,622	\$2,055,244
Highway 50 Trail	0.75	\$793,828	\$793,828	\$1,587,656
Colorado Mesa University	0.53	\$554,517	\$554,517	\$1,109,034
Independent Ranchman’s Trail	0.35	\$368,277	\$368,277	\$736,554
Main Street Bridge	0.30	\$1,600,000	\$314,931	\$1,914,931
Ridges Blvd Trail	0.28	\$449,195	\$299,195	\$748,391
GV Canal Trail	0.27	\$280,369	\$280,369	\$560,738
Ridge Dr Trail	0.20	\$212,577	\$212,577	\$425,154
Westlake Park Trail	0.16	\$171,981	\$171,981	\$343,962
Levi Ct to Horizon Drive	0.10	\$103,338	\$103,338	\$206,676
Little Bookcliff	0.04	\$46,460	\$46,460	\$92,920
Lincoln Park	0.08	\$82,456	\$82,456	\$164,913
Total	28.26	\$37,382,610	\$29,847,541	\$67,230,152

Source: Grand Junction Engineering & Transportation Department

Grand Junction’s existing level of service is 0.1606 miles per 10,000 PMT (28.26 miles / (1,759,685 PMT / 10,000)), and the analysis uses the incremental expansion methodology to maintain the existing level of service. The analysis uses the weighted average of \$2,378,589 per mile as a proxy for future growth-related costs. The trail cost is \$38.21 per PMT (28.26 miles / 1,759,685 PMT X \$2,378,589 per mile).

Figure T17: Trail Level of Service and Cost Factors

Cost Factors	
Total Value	\$67,230,152
Existing Miles	28.3
Trail Cost per Mile	\$2,378,589

Level-of-Service (LOS) Standards	
Existing Miles	28.26
2024 PMT	1,759,685
Miles per 10,000 PMT	0.1606
Cost per PMT	\$38.21

Source: Grand Junction Engineering & Transportation Department

PROJECTION OF GROWTH-RELATED TRANSPORTATION NEEDS

As shown in the *Land Use Assumptions* document, projected development includes an additional 8,180 housing units and 6,592,000 square feet of nonresidential floor area over the next 10 years. Based on the trip generation factors discussed in this section, projected development generates an additional 417,742 PMT over the next 10 years. Shown below in Figure T18, Grand Junction needs to construct approximately 17.8 lane miles of principal arterials at a cost of \$39,741,374 (17.8 lane miles X \$2,235,034 per lane mile), 15.8 lane miles of minor arterials at a cost of \$36,172,343 (15.8 lane miles X \$2,289,558 per lane mile), 15.0 lane miles of major collectors at a cost of \$40,944,901 (15.0 lane miles X \$2,731,175 per lane mile), 4.4 lane miles of minor collectors at a cost of \$11,849,979 (4.4 lane miles X \$2,695,254 per lane mile), and 6.7 miles of trails at a cost of \$15,960,159 (6.7 miles X \$2,378,589 per mile) over the next 10 years to maintain the existing levels of service.

Figure T18: 10-Year Transportation Infrastructure Needs to Accommodate Growth

Development Type	Dev Unit	Avg Wkday PTE	Trip Adjustment	Trip Length Adjustment	2024 Dev Units	2024 PMT
Single Family	HU	13.22	55%	124%	23,347	929,775
Multi-Family	HU	6.37	55%	124%	8,140	156,198
Retail/Commercial	KSF	48.85	33%	46%	10,242	335,469
Office	KSF	14.58	50%	61%	7,639	150,054
Institutional/Public	KSF	14.49	50%	61%	7,366	143,790
Industrial	KSF	4.53	50%	61%	7,275	44,398
Total						1,759,685

Average Trip Length (miles)	4.417
Average Lane Capacity	7,887

Grand Junction, Colorado	Base	1	2	3	4	5	10	10-Year Increase
	2024	2025	2026	2027	2028	2029	2034	
Single Family Units	23,347	23,960	24,573	25,186	25,799	26,412	29,477	6,130
Mobile Home Units	8,140	8,345	8,550	8,755	8,960	9,165	10,190	2,050
Retail/Commercial KSF	10,242	10,426	10,610	10,794	10,978	11,162	12,082	1,840
Office KSF	7,639	7,756	7,872	7,988	8,105	8,221	8,802	1,163
Institutional/Public KSF	7,366	7,584	7,802	8,020	8,239	8,457	9,548	2,182
Industrial KSF	7,275	7,416	7,557	7,697	7,838	7,979	8,683	1,408
Single-Family Trips	169,757	174,215	178,672	183,129	187,586	192,043	214,329	44,571
Mobile Home Trips	28,518	29,237	29,955	30,673	31,391	32,110	35,701	7,182
Residential Trips	198,276	203,451	208,627	213,802	218,977	224,153	250,029	51,753
Retail/Commercial Trips	165,108	168,074	171,041	174,007	176,973	179,940	194,772	29,664
Office Trips	55,692	56,539	57,387	58,235	59,082	59,930	64,168	8,476
Institutional/Public Trips	53,367	54,947	56,528	58,108	59,689	61,269	69,172	15,805
Industrial Trips	16,478	16,797	17,116	17,435	17,754	18,072	19,667	3,188
Nonresidential Trips	290,645	296,358	302,071	307,785	313,498	319,211	347,778	57,133
Total Person Trips	488,921	499,809	510,698	521,587	532,475	543,364	597,807	108,887
Total PMT	1,759,685	1,801,459	1,843,234	1,885,008	1,926,782	1,968,556	2,177,427	417,742
Principal Arterial Lane Miles	74.9	76.7	78.5	80.2	82.0	83.8	92.7	17.8
Minor Arterial Lane Miles	66.6	68.1	69.7	71.3	72.9	74.4	82.3	15.8
Major Collector Lane Miles	63.2	64.6	66.1	67.6	69.1	70.6	78.1	15.0
Minor Collector Lane Miles	18.5	19.0	19.4	19.8	20.3	20.7	22.9	4.4
Trail Miles	28.3	28.9	29.6	30.3	30.9	31.6	35.0	6.7

PRINCIPAL PAYMENT CREDIT

The City of Grand Junction has outstanding and planned debt obligations of \$68,860,000 related to the construction of existing and future arterial and collector improvements. A credit is necessary since new development will pay the impact fee and will also contribute to future principal payments on the remaining debt through taxes. A credit is not necessary for future interest payments because the analysis excludes interest costs from the impact fee calculation. The analysis divides annual principal payments by projected PMT to determine the annual cost of principal payments per PMT. To account for the time value of money, the analysis calculates the net present value of future principal payments per PMT using the Series 2020B discount rate of 4.00 percent. The net present value of future principal payments related to existing debt is \$18.83 per PMT.

Figure T19: Principal Payment Credit

Year	2020A Principal	2020B Principal	2025A Principal	Total Principal	PMT	Payment per PMT
2024	\$2,040,000	\$0		\$2,040,000	1,759,685	\$1.16
2025	\$1,180,000	\$0	\$1,000,000	\$2,180,000	1,801,459	\$1.21
2026	\$1,200,000	\$0	\$1,000,000	\$2,200,000	1,843,234	\$1.19
2027	\$1,225,000	\$0	\$1,000,000	\$2,225,000	1,885,008	\$1.18
2028	\$535,000	\$725,000	\$1,000,000	\$2,260,000	1,926,782	\$1.17
2029	\$0	\$1,411,000	\$1,000,000	\$2,411,000	1,968,556	\$1.22
2030	\$0	\$1,411,000	\$1,000,000	\$2,411,000	2,010,330	\$1.20
2031	\$0	\$1,411,000	\$1,000,000	\$2,411,000	2,052,105	\$1.17
2032	\$0	\$1,411,000	\$1,000,000	\$2,411,000	2,093,879	\$1.15
2033	\$0	\$1,411,000	\$1,000,000	\$2,411,000	2,135,653	\$1.13
2034	\$0	\$1,724,000	\$1,000,000	\$2,724,000	2,177,427	\$1.25
2035	\$0	\$1,724,000	\$1,000,000	\$2,724,000	2,219,201	\$1.23
2036	\$0	\$1,724,000	\$1,000,000	\$2,724,000	2,260,976	\$1.20
2037	\$0	\$1,724,000	\$1,000,000	\$2,724,000	2,302,750	\$1.18
2038	\$0	\$1,724,000	\$1,000,000	\$2,724,000	2,344,524	\$1.16
2039	\$0	\$2,105,000	\$1,000,000	\$3,105,000	2,386,298	\$1.30
2040	\$0	\$2,105,000	\$1,000,000	\$3,105,000	2,428,072	\$1.28
2041	\$0	\$2,105,000	\$1,000,000	\$3,105,000	2,469,847	\$1.26
2042	\$0	\$2,105,000	\$1,000,000	\$3,105,000	2,511,621	\$1.24
2043	\$0	\$2,105,000	\$1,000,000	\$3,105,000	2,553,395	\$1.22
2044	\$0	\$2,572,000	\$1,000,000	\$3,572,000	2,591,409	\$1.38
2045	\$0	\$2,572,000		\$2,572,000	2,629,422	\$0.98
2046	\$0	\$2,572,000		\$2,572,000	2,667,436	\$0.96
2047	\$0	\$2,572,000		\$2,572,000	2,705,450	\$0.95
2048	\$0	\$2,572,000		\$2,572,000	2,743,464	\$0.94
2049	\$0	\$2,895,000		\$2,895,000	2,781,477	\$1.04
Total	\$6,180,000	\$42,680,000	\$20,000,000	\$68,860,000		\$30.36
					Interest Rate ¹	4.00%
					Credit per PMT	\$18.83

1. Transportation 2020B
 Source: Grand Junction Engineering & Transportation Department

MAXIMUM SUPPORTABLE TRANSPORTATION IMPACT FEE

Infrastructure components and cost factors for transportation impact fees are summarized in the upper portion of Figure T20. The cost per service unit is \$253.84 per PMT. Transportation impact fees for residential development are calculated per housing unit, based on unit size, and vary proportionately according to the number of PMT per housing unit. The fee of \$8,534 for a residential unit with 2,200 square feet is calculated using a cost per service unit of \$253.84 per PMT multiplied by 33.62 PMT per unit. Nonresidential impact fees are calculated per development unit and vary proportionately according to the number of PMT per development unit. The industrial fee of \$1,548 per development unit is calculated using a cost per service unit of \$253.84 per PMT multiplied by 6.10 PMT per development unit.

Figure T20: Maximum Supportable Transportation Impact Fee

Fee Component	Cost per PMT
Principal Arterial	\$87.31
Minor Arterial	\$61.34
Major Collector	\$65.69
Minor Collector	\$20.12
Trail	\$38.21
Debt Credit	(\$18.83)
Total	\$253.84

Residential Fees per Development Unit					
Unit Size	Development Unit	PMT per Unit ¹	Maximum Supportable	Current Fees	Increase / (Decrease)
850 or less	Dwelling	11.24	\$2,853	\$3,291	(\$438)
851 to 1,000	Dwelling	14.40	\$3,655	\$3,291	\$364
1,001 to 1,250	Dwelling	18.16	\$4,610	\$3,291	\$1,319
1,251 to 1,500	Dwelling	22.29	\$5,658	\$3,516	\$2,142
1,501 to 2,000	Dwelling	27.83	\$7,064	\$5,382	\$1,682
2,001 to 2,500	Dwelling	33.62	\$8,534	\$6,142	\$2,392
2,501 to 3,000	Dwelling	38.23	\$9,704	\$8,044	\$1,660
3,001 to 3,500	Dwelling	42.05	\$10,674	\$8,044	\$2,630
3,501 and greater	Dwelling	45.37	\$11,517	\$8,044	\$3,473

Nonresidential Fees per Development Unit					
Development Type	Development Unit	PMT per Unit ¹	Maximum Supportable	Current Fees	Increase / (Decrease)
Retail/Commercial	1,000 SF	32.75	\$8,313	\$8,256	\$57
Convenience Commercial	1,000 SF	45.08	\$11,443	\$17,551	(\$6,108)
Office	1,000 SF	19.64	\$4,985	\$6,624	(\$1,639)
Institutional/Public	1,000 SF	9.09	\$2,307	\$1,529	\$778
Industrial	1,000 SF	6.10	\$1,548	\$2,313	(\$765)
Warehousing	1,000 SF	3.10	\$787	\$1,025	(\$238)
Hotel/Lodging	Room	14.48	\$3,676	\$4,537	(\$861)
RV Park	Pad	4.89	\$1,241	\$3,651	(\$2,410)

1. See Land Use Assumptions

REVENUE FROM TRANSPORTATION IMPACT FEES

Projected fee revenue shown in Figure T21 is based on the development projections in the *Land Use Assumptions* document and the maximum supportable transportation impact fees. If development occurs faster than projected, the demand for infrastructure will increase along with impact fee revenue. If development occurs slower than projected, the demand for infrastructure will decrease and impact fee revenue will decrease at a similar rate. Projected impact fee revenue equals \$99,061,413 and projected expenditures equal \$113,904,408. Impact fee revenue is less than the projected expenditures due to the required debt credit.

Figure T21: Estimated Revenue from Transportation Impact Fees

Fee Component	Growth Share	Existing Share	Total
Principal Arterial	\$36,474,022	\$0	\$36,474,022
Minor Arterial	\$25,625,956	\$0	\$25,625,956
Major Collector	\$27,440,767	\$0	\$27,440,767
Minor Collector	\$8,403,503	\$0	\$8,403,503
Trail	\$15,960,159	\$0	\$15,960,159
Total	\$113,904,408	\$0	\$113,904,408

		Single-Family \$8,534 per unit	Multi-Family \$5,658 per unit	Retail/Comm. \$8,313 per 1,000 sq ft	Office \$4,985 per 1,000 sq ft	Inst./Public \$2,307 per 1,000 sq ft	Industrial \$1,548 per 1,000 sq ft
Year		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2024	23,347	8,140	10,242	7,639	7,366	7,275
Year 1	2025	23,960	8,345	10,426	7,756	7,584	7,416
Year 2	2026	24,573	8,550	10,610	7,872	7,802	7,557
Year 3	2027	25,186	8,755	10,794	7,988	8,020	7,697
Year 4	2028	25,799	8,960	10,978	8,105	8,239	7,838
Year 5	2029	26,412	9,165	11,162	8,221	8,457	7,979
Year 6	2030	27,025	9,370	11,346	8,337	8,675	8,120
Year 7	2031	27,638	9,575	11,530	8,453	8,893	8,261
Year 8	2032	28,251	9,780	11,714	8,570	9,111	8,401
Year 9	2033	28,864	9,985	11,898	8,686	9,329	8,542
Year 10	2034	29,477	10,190	12,082	8,802	9,548	8,683
10-Year Increase		6,130	2,050	1,840	1,163	2,182	1,408
Projected Revenue		\$56,194,724	\$12,459,519	\$16,432,242	\$6,226,557	\$5,407,013	\$2,341,357

Projected Revenue => **\$99,061,413**

Total Expenditures => **\$113,904,408**

General Fund's Share => **\$14,842,995**

IMPLEMENTATION AND ADMINISTRATION

Impact fees should be periodically evaluated and updated to reflect recent data. City of Grand Junction will continue to adjust for inflation. If cost estimates or demand indicators change significantly, Grand Junction should update the fee calculations.

Colorado’s enabling legislation allows local governments to “waive an impact fee or other similar development charge on the development of low- or moderate-income housing, or affordable employee housing, as defined by the local government.”

CREDITS AND REIMBURSEMENTS

A general requirement that is common to development impact fee methodologies is the evaluation of credits. A revenue credit may be necessary to avoid potential double payment situations arising from one-time development impact fees plus on-going payment of other revenues that may also fund growth-related capital improvements. The determination of revenue credits is dependent upon the development impact fee methodology used in the cost analysis and local government policies.

Policies and procedures related to site-specific credits should be addressed in the resolution or ordinance that establishes the development impact fees. Project-level improvements, required as part of the development approval process, are not eligible for credits against development impact fees. If a developer constructs a system improvement included in the fee calculations, it will be necessary to either reimburse the developer or provide a credit against the fees due from that particular development.

SERVICE AREA

A development impact fee service area is a region in which a defined set of improvements provide benefit to an identifiable amount of new development. Within a service area, all new development types (single-family, commercial, etc.) are assessed at the same development impact fee rate. Land use assumptions and development impact fees are each defined in terms of this geography, so that capital facility demand, projects needed to meet that demand, and capital facility cost are all quantified in the same terms. Development impact fee revenue collected within a service area is required to be spent within that service area.

Implementation of a large number of small service areas is problematic. Administration is complicated and, because funds collected within the service area must be spent within that area multiple service areas may make it impossible to accumulate sufficient revenue to fund any projects within the time allowed.

As part of our analysis of the City and the type of facilities and improvements included in the development impact fee calculation, TischlerBise has determined that a citywide service area is appropriate for the City of Grand Junction for all impact fees with the exception of parks and recreation, which includes the 201 Service Area Boundary.

APPENDIX A: LAND USE ASSUMPTIONS

OVERVIEW

The City of Grand Junction, Colorado, retained TischlerBise to analyze the impacts of development on its capital facilities and to calculate impact fees based on that analysis. The population, housing unit, and job projections contained in this document provide the foundation for the impact fee study. To evaluate demand for growth-related infrastructure from various types of development, TischlerBise prepared documentation on demand indicators by type of housing unit, jobs and floor area by type of nonresidential development. These metrics (explained further below) are the demand indicators to be used in the impact fee study.

Impact fees are based on the need for growth-related capital improvements, and they must be proportionate to the type of land use. The demographic data and development projections are used to demonstrate proportionality and to anticipate the need for future infrastructure. Demographic data reported by the U.S. Census Bureau, and data provided by Grand Junction and Mesa County Regional Transportation Planning Organization (RTPO) staff, are used to calculate base year estimates and annual projections for a 10-year horizon. Impact fee studies typically look out five to ten years, with the expectation that fees will be updated every three to five years.

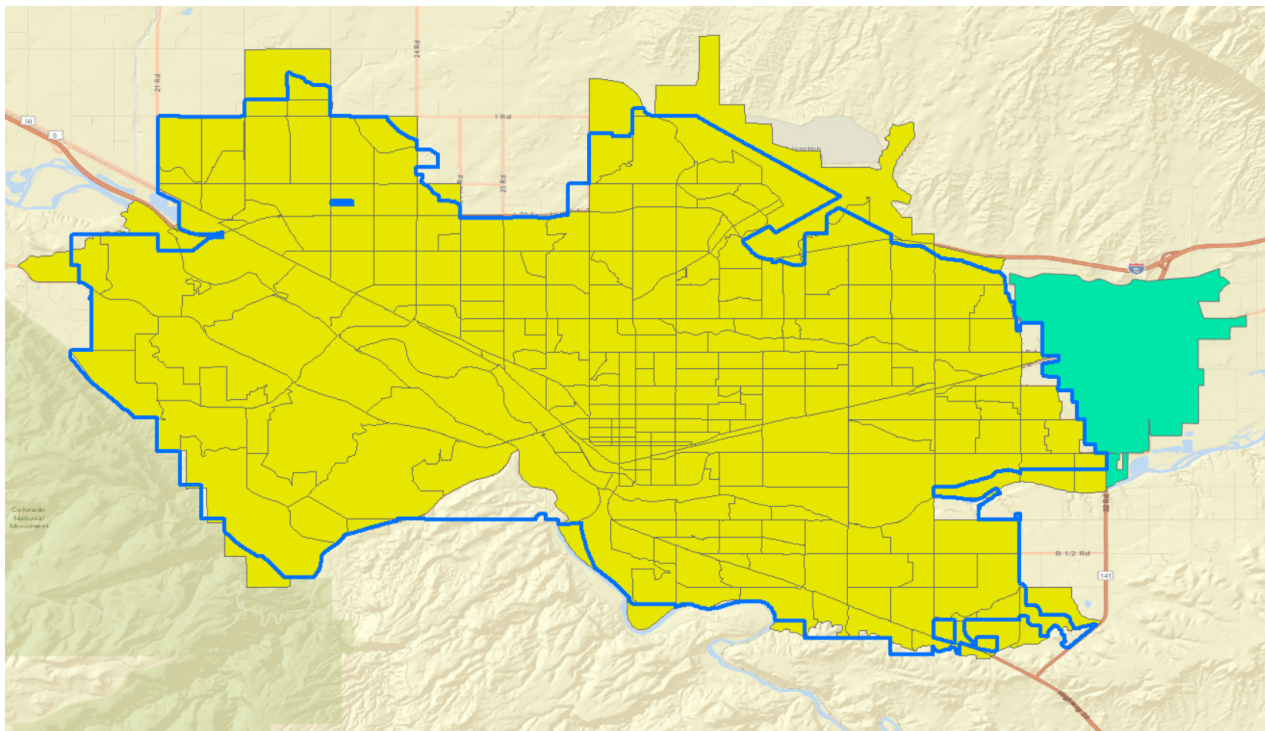
SUMMARY OF GROWTH INDICATORS

Key development projections for Grand Junction's impact fee study are housing units and nonresidential floor area. These projections are used to estimate impact fee revenue and to indicate the anticipated need for growth-related infrastructure. The goal is to have reasonable projections without being overly concerned with precision, because impact fees methodologies are designed to reduce sensitivity to development projections in the determination of the proportionate-share fee amounts. If actual development is slower than projected, impact fee revenue will decline, but so will the need for growth-related infrastructure. In contrast, if development is faster than anticipated, Grand Junction will receive more impact fee revenue, but it will also need to accelerate infrastructure improvements to keep pace with the actual rate of development. Based on the assumptions outlined in the following sections, projected citywide development over the next ten years includes an average of 818 residential units per year and approximately 759,900 square feet of nonresidential floor area per year.

RESIDENTIAL DEVELOPMENT

Current estimates and future projections of residential development are detailed in this section, including population and housing units by type (e.g., single-family versus multi-family units). Due to differing development patterns both in and outside of City limits, TischlerBise reviewed base year population and housing unit estimates for the City of Grand Junction and specific TAZ boundaries from the Transportation Master Plan which are also associated with the 201 Sewer Service Area Boundary. The task at hand is to provide baseline population and housing unit estimates for those areas of the 201 Sewer Service Area Boundary which can reasonably be expected to be annexed into the City of Grand Junction over the next ten years. Figure A1 depicts the 201 Sewer Service Area Boundary (light blue line) and TAZ areas (yellow) incorporated into the study population and housing estimates.

Figure A1: Map of 201 Sewer Service Boundary and TAZ Areas



Occupancy by Housing Type

In 2010 the U.S. Census Bureau transitioned from the traditional long-form questionnaire to the American Community Survey (ACS), which is less detailed and has smaller sample sizes. As a result, Census data now has more limitations than before. For example, data on detached housing units are now combined with attached single units (commonly known as townhouses). For impact fees in Grand Junction, "single-family" residential includes detached units and townhouses that share a common sidewall but are constructed on an individual parcel of land. The second residential category includes all multi-family structures with two or more units on an individual parcel of land.

According to the Census Bureau, a household is a housing unit that is occupied by year-round residents. Impact fees often use per capita standards and persons per housing unit, or persons per household, to derive proportionate-share fee amounts. When persons per housing unit are used in the fee calculations, infrastructure standards are derived using year-round population. When persons per household are used in the fee calculations, the impact fee methodology assumes all housing units will be occupied, this requiring seasonal or peak population to be used when deriving infrastructure standards.

To estimate population and employment for future years, the analysis applies growth assumptions derived from Grand Valley Metropolitan Planning Organization Mesa County TAZ Estimates, City GIS parcel data, and standards from the Institute of Transportation Engineers, 11th edition. For the impact fee calculations, TischlerBise will rely on the above referenced as well as a variety of local and regional data sources including the 2018-2022 ACS 5-Year Estimates shown in Figure A2. Collectively, this information is used to indicate the relative number of persons per housing unit, by units in a residential structure, (2.28 PPHU Single-Family, 1.60 PPHU Multi-Family) and the housing mix (75% Single-Family, 25% Multi-Family) in Grand Junction. Because of the minimal seasonal population residing in the City, TischlerBise recommends Grand Junction impose impact fees for residential development according to the number of persons per housing unit.

Figure A2: Occupancy by Housing Type

Housing Type	Persons	Households	Persons per Household	Housing Units	Persons per Housing Unit	Housing Mix	Vacancy Rate
Single-Family Units ¹	50,729	21,230	2.39	22,266	2.28	74.60%	4.70%
Multi-Family Units ²	12,095	6,850	1.77	7,572	1.60	25.40%	9.50%
RV Park	56	13	4.31	13	4.31	0.04%	0.00%
Total	62,880	28,093	2.24	29,851	2.11	100.00%	5.90%

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

- 1. Includes detached, attached (i.e. townhouses), and mobile home units.
- 2. Includes dwellings in structures with two or more units.

Occupancy by Bedroom Range

Impact fees must be proportionate to the demand for infrastructure. Averages per housing unit have a strong, positive correlation to the number of bedrooms, so TischlerBise recommends a fee schedule where larger units pay proportionately higher impact fees. Benefits of the proposed methodology include 1) a proportionate assessment of infrastructure demand using local demographic data and 2) a progressive fee structure (i.e., smaller units pay less, and larger units pay more).

TischlerBise creates custom tabulations of demographic data by bedroom range using individual survey responses provided by the U.S. Census Bureau in files known as Public Use Microdata Samples (PUMS). PUMS files are only available for areas of at least 100,000 persons, and Grand Junction is in Public Use Microdata Area (PUMA) 2501.

Shown below in Figure A3, cells with yellow shading indicate the unweighted PUMS data used to calculate the unadjusted estimate of 2.15 persons per housing unit for PUMA 2501. Unadjusted persons per housing unit estimates are adjusted to match the control total of 2.11 persons per housing unit for Grand Junction shown in Figure A2. Adjusted persons per housing unit estimates range from 1.18 persons per housing unit for units with zero to one bedroom up to 3.48 persons per housing unit for units with five or more bedrooms.

Figure A3: Occupancy by Bedroom Range

Bedroom Range	Persons ¹	Housing Units ¹	Housing Mix	Unadjusted PPHU	Adjusted PPHU ²
0-1	233	193	8%	1.21	1.18
2	814	496	21%	1.64	1.61
3	2,647	1,202	50%	2.20	2.16
4	1,089	396	17%	2.75	2.70
5+	340	96	4%	3.54	3.48
Total	5,123	2,383	100%	2.15	2.11

1. U.S. Census Bureau, 2018-2022 American Community Survey (ACS) 5-Year Estimates, Public Use Microdata Sample (PUMS) for Colorado PUMA 2501.

2. Represents unadjusted PUMS values scaled to control totals for Grand Junction using 2018-2022 American Community Survey (ACS) 5-Year Estimates.

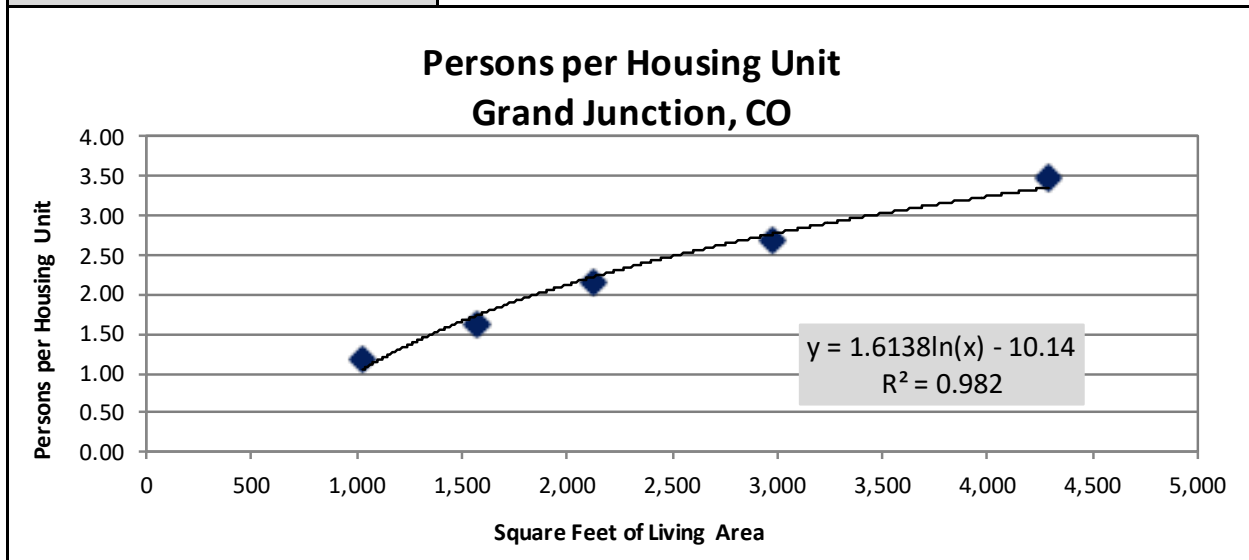
Occupancy by Housing Unit Size

To estimate square feet of living area by bedroom range, TischlerBise uses 2022 U.S. Census Bureau data for housing units constructed in the west region. Based on 2022 estimates, average square feet of living area ranges from 1,021 square feet for housing units with zero to one bedroom up to 4,292 square feet for housing units with five or more bedrooms.

Average square feet of living area and persons per housing unit by bedroom range are plotted in Figure A4 with a logarithmic trend line derived from U.S. Census Bureau estimates discussed in the previous paragraph and adjusted persons per housing unit estimates shown in Figure A3. Using the trend line formula shown in Figure A4, TischlerBise calculates the number of persons per housing unit by square feet of living area. TischlerBise recommends a minimum size range of 850 square feet or less and a maximum size range of 3,501 square feet or more. Using these size ranges, occupancy in the minimum size range is 24 percent of the maximum size range (0.75 PPHU / 3.14 PPHU), 47 percent of the multi-family average shown in Figure A2 (0.75 PPHU / 1.60 PPHU), and 33 percent of the single-family average shown in Figure A2 (0.75 PPHU / 2.28 PPHU).

Figure A4: Occupancy by Housing Unit Size

Average persons per housing unit derived from 2018-2022 ACS PUMS data from Grand Junction. Unit size for 0-1 bedroom from the 2022 U.S. Census Bureau average for all multi-family units constructed in the Census West region. Unit size for all other bedrooms from the 2022 U.S. Census Bureau average for single-family units constructed in the Census West region.	Actual Averages per Housing Unit			Fitted-Curve Values	
	Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
	0-1	1,021	1.18	850 or less	0.75
	2	1,573	1.61	851 to 1,000	0.97
	3	2,123	2.16	1,001 to 1,250	1.23
	4	2,974	2.70	1,251 to 1,500	1.52
	5+	4,292	3.48	1,501 to 2,000	1.91
				2,001 to 2,500	2.32
				2,501 to 3,000	2.64
				3,001 to 3,500	2.91
			3,501 or more	3.14	



Recent Residential Construction

The City of Grand Junction provided TischlerBise with recent City residential building permit activity, shown in Figure A5. Although not used to calculate the projections, it is worth noting a total of 2,341 single-family permits and 1,748 multi-family permits were issued in the City from 2019 through 2023. Permit distribution over this period was 57 percent single family and 43 percent multi-family. This ratio differs from the existing housing unit mix of 75 percent single-family units and 25 percent multi-family units shown in Figure A2.

Figure A5: Recent Grand Junction Residential Permit Activity

Year	Single Family	%	Multifamily	%	Total
2019-2023	2,341	57.3%	1,748	42.7%	4,089

Source: City of Grand Junction, CO Building Permit Data

Current Population and Housing

Population and housing unit estimates for the 201 Sewer Service Area Boundary were compiled from data provided by MPO. TischlerBise applied the population, housing unit estimates found within the *Grand Valley 2040 Transportation Master Plan* in each TAZ to derive the number of existing housing units in the service area but outside of the City limits. The resulting estimates, shown in Figure A6, suggest approximately 15,453 housing units (46,940 units within the service area - 31,487 units within the City limits of Grand Junction) exist in the 201 Sewer Service Area Boundary, outside of the City limits for which *impact fees will not be collected*. Deducting the estimated 2024 Grand Junction population from the 201 Sewer Service Area Boundary TAZ area (114,972 - 65,517) results in an estimated population of 49,455 currently residing in the 201 Sewer Service Area, outside of city limits.

Figure A6: 2024 Population and Housing Units

2024 Residential Development			
Residential	City Limits	201 Service Area	Total
Population	65,517	49,455	114,972
Housing Units	31,487	15,453	46,940
PPHU	2.08	3.20	2.45

Projected Population and Housing Units

Figure A7 summarizes housing unit projections from 2024 to 2034 for the City of Grand Junction, as well as the 201 Sewer Service Area Boundary. Growth in residential units is based on the past five-year average of 818 additional units annually. A total of 56,138 housing units, (9,198 net new units) are projected in the area (City and 201 Sewer Service Area Boundary) by 2034. Given historic housing dispersion throughout the 201 Sewer Service Area Boundary and observed residential unit composition for the area, housing estimates were broken down between existing City limits and areas currently outside but within the 201 Sewer Service Area Boundary. Approximately 75 percent of Grand Junction’s housing units are single-family units. City housing unit growth projections have mirrored this ratio, resulting in an additional 6,130 single-family units and 2,050 multi-family units by 2034. For areas outside current city limits but within the 201 Sewer Service Area Boundary, 100 percent of the 1,018 new housing units have been attributed to single-family development reflecting the rural composition of the area. All totals shown in Figure A7 represent estimates as of January 1st of each year.

Figure A7: Grand Junction Residential Development Projections

	<i>5 year increment >></i>							
	2024	2025	2026	2027	2028	2029	2034	10-Year
	Base Year	1	2	3	4	5	10	Increase
POPULATION								
Grand Junction	65,517	67,242	68,968	70,694	72,419	74,145	82,773	17,256
201 /Outside City	49,455	49,779	50,102	50,425	50,748	51,072	52,713	3,258
Total	114,972	117,021	119,070	121,119	123,168	125,217	135,487	20,514
HOUSING UNITS								
GJ Single-Family	23,347	23,960	24,573	25,186	25,799	26,412	29,477	6,130
GJ Multi-Family	8,140	8,345	8,550	8,755	8,960	9,165	10,190	2,050
Grand Junction Total	31,487	32,305	33,123	33,941	34,759	35,577	39,667	8,180
201 Bdry Single-Family	15,453	15,554	15,655	15,756	15,857	15,958	16,471	1,018
Total Housing Units	46,940	47,859	48,778	49,697	50,616	51,535	56,138	9,198

NONRESIDENTIAL DEVELOPMENT

In addition to data on residential development, the calculation of impact fees requires data on nonresidential development. All land use assumptions and projected growth rates are consistent with socioeconomic data from the Grand Valley 2040 Regional Transportation Plan and the 2024 ESRI Business Summary Report for Grand Junction. TischlerBise uses the term “jobs” to refer to employment by place of work. In Figure A8, the nonresidential development prototypes were used by TischlerBise to derive nonresidential floor area and average weekday vehicle trips ends are shown.

Employment Density Factors and Trip Generation Factors

The prototype for future projections of commercial / retail development is an average-size Shopping Center (ITE 820). Commercial / retail development (i.e. retail and eating / drinking places) is assumed to average 471 square feet per job. For future industrial development, Industrial Park (ITE 130) is a reasonable proxy with an average of 864 square feet per job. For office / other service development, General Office (ITE 710) is the prototype for future office development, with an average of 307 square feet per job. And finally, Hospital (ITE 610) is the prototype for future institutional development, with an average of 350 square feet per job.

Figure A8: Nonresidential Demand Indicators

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit*	Wkdy Trip Ends Per Employee*	Emp Per Dmd Unit	Sq. Ft. Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
310	Hotel	Room	7.99	14.34	0.56	n/a
416	Campground/RV Park**	Campsite	2.70	n/a	0.05	n/a
620	Nursing Home	Bed	3.06	3.31	0.92	n/a
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
840	Auto Sales/Service	1,000 Sq Ft	27.84	11.20	2.49	402
430	Golf Course	Hole	30.38	3.74	1.47	680
444	Movie Theater	1,000 Sq Ft	78.09	53.12	1.47	680
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471
912	Bank	1,000 Sq Ft	100.35	32.73	3.07	326
934	Fast Food	1,000 Sq Ft	50.94	5.45	9.35	107
945	Convenience Store w/Gas Sales	1,000 Sq Ft	624.20	241.21	2.59	386

*Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

**Employees per Demand Unit from National Association of RV Parks & Campgrounds (ARVC), "2023 Outdoor Hospitality Industry Benchmarking Report."

Nonresidential Floor Area

TischlerBise utilized multiple data sources to forecast future nonresidential development in the study area. To project future employment, the analysis relies on the 2024 ratio of 0.96 jobs per person observed in the MPO’s employment data (96 jobs per 100 residents). TischlerBise utilized the ESRI employment estimate of 62,988 jobs in Grand Junction to derive a 2024 base, with jobs allocated to one of four nonresidential categories: Retail/Commercial, Office, Institutional/Public, or Industrial. Utilizing GIS parcel data from the MPO, base year nonresidential square footage equals approximately 32.5 million square feet – 10.2 million square feet of retail/commercial, 7.6 million square feet of office, 7.4 million square feet of institutional, and 7.3 million square feet of industrial.

Figure A9: Grand Junction Nonresidential Floor Area and Employment Estimates 2024

Industry Sector	2024 Jobs ¹	Share of Total Jobs	2024 Estimated Floor Area ²
Retail/Commercial	14,843	24%	10,242,103
Office	14,370	23%	7,639,464
Institutional/Public	23,661	38%	7,366,028
Industrial	10,114	16%	7,275,135
Total	62,988	100%	32,522,730

- 1. Esri Business Analyst Online, Business Summary, 2024
- 2. Grand Valley Metropolitan Planning Organization

Projected Nonresidential Floor Area

Once the 2024 employment data was derived for the City, employment growth projections were distributed according to observed 2024 MPO employment sector percentages for Grand Junction (24% Commercial/Retail, 23% Office, 38% Institutional, and 16% Industrial/Flex) (Figure A9). The analysis results in an increase of 16,590 jobs. To calculate growth of nonresidential floor area, TischlerBise applied ITE square feet per employee estimates shown in Figure A8 by estimated sector employment to derive net new annual growth. Projected nonresidential growth over the next ten years results in an increase of 6.59 million square feet. Totals shown below represent estimates as of January 1st of each year.

Figure A10: Nonresidential Development Projections

	2024	2025	2026	2027	2028	2029	2034	10-Year Increase
	Base Year	1	2	3	4	5	10	
EMPLOYMENT BY TYPE								
GJ Retail/Commercial	14,843	15,234	15,625	16,016	16,407	16,798	18,752	3,909
GJ Office	14,370	14,748	15,127	15,505	15,884	16,262	18,155	3,785
GJ Institutional/Public	23,661	24,284	24,907	25,531	26,154	26,777	29,893	6,232
GJ Industrial	10,114	10,380	10,647	10,913	11,180	11,446	12,778	2,664
Grand Junction Total	62,988	64,647	66,306	67,965	69,624	71,283	79,578	16,590
NONRES. FLOOR AREA (X 1,000 SF)								
GJ Retail/Commercial	10,242	10,426	10,610	10,794	10,978	11,162	12,082	1,840
GJ Office	7,639	7,756	7,872	7,988	8,105	8,221	8,802	1,163
GJ Institutional/Public	7,366	7,584	7,802	8,020	8,239	8,457	9,548	2,182
GJ Industrial	7,275	7,416	7,557	7,697	7,838	7,979	8,683	1,408
Grand Junction Total	32,523	33,182	33,841	34,500	35,160	35,819	39,115	6,592

DEVELOPMENT PROJECTIONS

Figure A11 includes a summary of cumulative development projections used in the impact fee study. Base year estimates for 2024 are used in the impact fee calculations and *reflect the entirety of the City and Sewer Service 201 growth boundary*. Development projections are used to illustrate a possible future pace of demand for service units and cash flows resulting from revenues and expenditures associated with those demands. All totals represent estimates as of January 1st of each year.

Figure A11: Development Projections Summary

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Increase
	Base Year	1	2	3	4	5	6	7	8	9	10	
POPULATION												
Grand Junction	65,517	67,242	68,968	70,694	72,419	74,145	75,871	77,596	79,322	81,048	82,773	17,256
201 /Outside City	49,455	49,779	50,102	50,425	50,748	51,072	51,401	51,729	52,057	52,385	52,713	3,258
Total	114,972	117,021	119,070	121,119	123,168	125,217	127,272	129,326	131,379	133,433	135,487	20,514
HOUSING UNITS												
GJ Single-Family	23,347	23,960	24,573	25,186	25,799	26,412	27,025	27,638	28,251	28,864	29,477	6,130
GJ Multi-Family	8,140	8,345	8,550	8,755	8,960	9,165	9,370	9,575	9,780	9,985	10,190	2,050
Grand Junction Total	31,487	32,305	33,123	33,941	34,759	35,577	36,395	37,213	38,031	38,849	39,667	8,180
201 Bdry Single-Family	15,453	15,554	15,655	15,756	15,857	15,958	16,061	16,164	16,266	16,369	16,471	1,018
Total Housing Units	46,940	47,859	48,778	49,697	50,616	51,535	52,456	53,377	54,297	55,218	56,138	9,198
EMPLOYMENT BY TYPE												
GJ Retail/Commercial	14,843	15,234	15,625	16,016	16,407	16,798	17,189	17,580	17,971	18,362	18,752	3,909
GJ Office	14,370	14,748	15,127	15,505	15,884	16,262	16,641	17,019	17,398	17,776	18,155	3,785
GJ Institutional/Public	23,661	24,284	24,907	25,531	26,154	26,777	27,400	28,023	28,647	29,270	29,893	6,232
GJ Industrial	10,114	10,380	10,647	10,913	11,180	11,446	11,712	11,979	12,245	12,512	12,778	2,664
Grand Junction Total	62,988	64,647	66,306	67,965	69,624	71,283	72,942	74,601	76,260	77,919	79,578	16,590
NONRES. FLOOR AREA (X 1,000 SF)												
GJ Retail/Commercial	10,242	10,426	10,610	10,794	10,978	11,162	11,346	11,530	11,714	11,898	12,082	1,840
GJ Office	7,639	7,756	7,872	7,988	8,105	8,221	8,337	8,453	8,570	8,686	8,802	1,163
GJ Institutional/Public	7,366	7,584	7,802	8,020	8,239	8,457	8,675	8,893	9,111	9,329	9,548	2,182
GJ Industrial	7,275	7,416	7,557	7,697	7,838	7,979	8,120	8,261	8,401	8,542	8,683	1,408
Grand Junction Total	32,523	33,182	33,841	34,500	35,160	35,819	36,478	37,137	37,796	38,456	39,115	6,592

APPENDIX B: LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Grand Junction will collect development fees from all new residential units. One-time development fees are determined by site capacity (i.e. number of residential units). This category also contains mobile homes and recreational vehicles

Single-Family: Single-Family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides. Also included in the definition is Single family attached (townhouse), which is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.

202 Multi-Family: 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with “2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments.”

RV Park: RV parks typically do not have large buildings, they may feature a park office, restrooms, showers, pools, fishing ponds, walking trails, laundry facilities, and sometimes small retail shops or a restaurant. The park is made up of individual sites for RVs, each with enough space for parking, a small outdoor area, and the necessary hookups. RV parks are typically located near highways, tourist areas, or natural attractions. Short-term stays or overnight visits generally result in more frequent turnover and higher trip generation. Long-term stays or seasonal residents might generate fewer trips on a daily basis, though the overall traffic may still be significant during the peak tourist season.

NONRESIDENTIAL DEVELOPMENT

The proposed general nonresidential development categories (defined below using 2017 ITE Land Use Code) can be used for all new construction within Grand Junction. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and employment densities (i.e., jobs per thousand square feet of floor area).

Land Use: 820 Shopping Center Description. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center’s composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

Land Use: 934 Fast-Food Restaurant with Drive-Through Window. This type of land use is characterized by a fast-food restaurant with large drive-through surrounded by a small surface parking lot with access to one or more commercial roads. Establishments have large carry-out clientele, long hours of service (including 24-hour service). The restaurant does not provide table service, and a patron typically orders from a menu board and pays before receiving the meal. A typical stay is less than 30 minutes.

Land Use: 710 General Office Building Description. A general office building has a floor area of 5,000 square feet or greater and houses multiple tenants; it is a location where business affairs, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities.

Land Use: 730 Government Office Building Description. A government office building is an individual office building containing either the entire function or simply one agency of a city, state, federal, or other government unit. Government office buildings do not contain retail, manufacturing, or residential uses and can vary in size from a single story to several stories. They tend to have a large number of office workers, administrative staff, and may also accommodate meetings and public services.

Land Use: 130 Industrial Park. This type of land use involves areas dedicated to industrial activities, where multiple businesses or industrial tenants operate within a designated space. Industrial parks are typically characterized by large, often single-story buildings with high ceilings to accommodate manufacturing equipment, storage, and loading docks, located in areas where there is significant transportation access, such as near highways, railroads, or ports. Buildings may vary in size, and the park may include multiple separate buildings or be comprised of a few larger structures designed for specific industrial activities. The primary activities in these parks generally include manufacturing, assembly, processing, and warehousing. Unlike Light Industrial Parks (Land Use 110), Industrial Parks may accommodate a wider range of industries, including those with moderate to heavy manufacturing or production operations.

Land Use: 150 Warehousing Description. A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Land Use: 310 Hotel. Hotels usually consist of multiple floors of guest rooms, common areas, service facilities, and amenities. The design and size can vary from small boutique hotels with a few rooms to large, multi-story hotels with hundreds of rooms and expansive meeting and recreational spaces. The property may also have parking garages, loading docks, and amenities designed to serve both business and leisure travelers. Hotels are often located near highways, business districts, tourist attractions, or transportation hubs, such as airports or train stations, to accommodate the travel needs of guests. Some hotels may be part of larger commercial complexes, while others are standalone properties.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 5250

AN ORDINANCE AMENDING SECTIONS 21.02 and 21.05 OF THE ZONING AND DEVELOPMENT CODE (TITLE 21 OF THE GRAND JUNCTION MUNICIPAL CODE) RELATED TO AND CONCERNING IMPACT FEES, FEE CREDITS AND DEDICATIONS

Recitals

The City Council has duly considered the policy and pragmatic implications of updating and enacting land development fees and amending the Grand Junction Municipal Code ("GJMC") regarding the same. The imposition and collection of development fees for the use and benefit of fire, police, transportation, and parks and recreation are known as and may be collectively referred to as "Impact Fees" or "Fees".

The City Council having been duly advised and considered the matter finds that Fees are a necessary component of funding the capital costs of infrastructure required to maintain the current level of service for city residents and further finds that development should pay its proportionate share of the costs for fire, police, parks and recreation, and transportation infrastructure.

The City recently completed an updated Fee Study and pursuant to law the purpose and methodology for calculation and imposition of Fees was reviewed and confirmed. The Fee Study was presented to the City Council and by and with this reference is adopted and incorporated as if fully set forth.

The Fee Study found that development creates demand on capital facilities and that the City's current Fees do not support the Council policy that development should pay a proportionate share of the capital costs of fire, police, parks and recreational, and transportation infrastructure, and that updating and adopting new Fees as described in the Fee Study would be reasonably related to the overall cost of the services or improvements to be provided by the City.

The City Council further finds and determines that the resources of the City are properly allocated to maintaining and improving streets and that further resources are needed to defray the capital facilities costs related to new development.

As the body vested with the jurisdiction to review and decide Impact Fees, the City Council by and with this Ordinance does find and affirm that it is in the public interest and will benefit the health safety and welfare of the City to continue the practice of collecting Fees for development related impacts on fire, police, transportation and parks and recreation, and that there is a need to increase the amount of the Impact Fees to reflect the cost of improvements that are reasonably attributable to new development, new residents and new business activities occurring in the City.

Furthermore, the City Council finds and affirms that certain land dedications and credits, because of their relationship to the levy and collection of Impact Fees, are within its jurisdiction and authority to determine and make amendments to the GJMC concerning the same.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION IN CONSIDERATION OF THE RECITALS, CHAPTER 21.02 AND 21.05 OF THE GRAND JUNCTION MUNICIPAL CODE (“GJMC” OR “ZONING AND DEVELOPMENT CODE”) ARE AND SHALL BE AMENDED AS SHOWN (DELETIONS ARE IN STRIKETHROUGH AND ADDITIONS ARE UNDERLINED.)

§ 21.05.020(c)(1)(iv). ROW Dedication. A developer shall dedicate to the City all rights-of-way and easements needed to serve the project, consistent with adopted standards (Title 29) of the GJMC. Such dedications shall be at no cost to the City and shall not be eligible for impact fee credit(s). If a developer dedicates road or street right-of-way beyond what is needed to serve the project, or if the developer dedicates the right-of-way or easement for an Active Transportation Corridor (as described in 31.08.130 and as shown in 31.08.150, Appendix A, Figure 2), the Developer shall receive credit at fair market value for such dedication against the project’s Transportation Impact Fee. The credit shall not exceed the total Transportation Impact Fee for the project. If such a dedication or a determination regarding a fee credit is claimed to exceed constitutional standards, the owner shall inform the City Attorney who, if he/she agrees, shall ask make a recommendation to the City Council to pay a fair share of the evaluate whether to pay or not additional value of such dedication or to waive all or part of such required dedication. If a developer donates road or street right-of-way beyond what is needed to serve the project, or if the developer donates the right-of-way or easement for an Active Transportation Corridor (as described in 31.08.130 and as shown in 31.08.150, Appendix A, Figure 2), the Developer shall neither claim, nor receive credit for such donation against the project’s Transportation Impact Fee.

~~§ 21.05.030(a) Open Space Dedication or Payment of Fee In Lieu.~~

~~(1) Applicability.~~

~~(i) The owner of any residential development, being developed in full or incrementally, of 10 or more lots or 10 or more dwelling units shall dedicate 10% of the gross acreage of the property or the equivalent of 10% of the value of the property as a fee in lieu of dedication.~~

~~(A) The Director shall decide whether to dedicate land or to pay a fee in lieu.~~

~~(B) If a land dedication is preferred by the City, the Director shall work with the applicant to determine an appropriate location on the property by considering the following:~~

~~a. The area proposed for dedication is not critical to the overall project design, as determined by the applicant. If this can be met, the land proposed for dedication shall meet some or all of the following criteria:~~

~~1. The proposed land can implement the design criteria of the PROS plan and can be maintained by the City;~~

~~2. Availability of sufficient flat surface to provide usable park or open space, or suitable open space is provided to preserve one of the following, if located on the site:~~

~~i. Unique landforms or natural areas;~~

~~ii. Fish or wildlife habitat;~~

~~iii. Cultural, historic, or archeological areas;~~

~~iv. Outdoor recreation areas; or~~

~~v. Unique vegetative areas and significant trees;~~

~~3. The area proposed for dedication is not inhibited by any easements or natural hazards that would compromise its intended purpose; and~~

~~4. The location of the dedication on the site is proximate to public access.~~

~~(ii) Private open space and/or a private recreational area(s) in any development, or an outdoor living area(s) required in a multifamily development, shall not satisfy this open space dedication requirement.~~

(2) Calculation of Fee In-Lieu.

~~(i) To calculate the fee in-lieu, the owner shall have the property appraised by a Colorado certified appraiser. The appraiser shall value the total acreage of the property notwithstanding the fact that the owner may develop or propose to develop the property in filings or phases. The applicant is responsible for all costs of the appraisal and report.~~

~~(ii) The Appraisal Report shall be in a Summary Appraisal Report form as prescribed by the most recent edition of the Uniform Standards of Professional Appraisal Practice (USPAP). The Appraisal Report shall be provided by the Applicant to the City, as a public record for the City to review, and if it accepts the Appraisal Report, determine fair market value of the property and to otherwise determine compliance with this section.~~

(3) Dedication and/or Fee Payment.

~~(i) If the land offered for dedicated has open space or recreational value, the Parks and Recreation Advisory Board shall provide a written recommendation. The City Council may accept the dedication of land so long as the land dedicated to the City~~

~~is at least 10% of gross acreage or is found to provide adequate public benefit. If the dedication is less than 10% of the gross acreage, the owner shall have the gross acreage appraised per GJMC § 21.05.030(a)(2) to calculate the difference in value between the land dedication and value of the gross acreage. The owner shall pay the difference in calculation to equal the value of 10% of gross acreage.~~

~~(iii) For subdivisions, the land dedication or open space fee is required and payable at the time of platting. For any other project(s), the fee is due at the time of Planning Clearance.~~

§ 21.05.030(b)(2). Trail Construction for Open Space Transportation Impact Fee Credit. If a required Active Transportation Corridor is constructed for any purpose other than replacing a required sidewalk (pursuant to Section 29.68.020.(f) Pedestrian Facilities), then the developer/owner may request a credit or offset for the cost of construction of the trail(s) against the project's Transportation Impact Fee open space fee in lieu in an amount not to exceed the total transportation open space fee. The amount of the credit or offset will be determined by the City using established and uniform cost for labor and materials for the specific type and width of the trail(s) constructed.

§21.02.070(5)(i)(C). Extension of Previously Issued Development Approval. If the fee payer is applying for an extension of a development approval issued prior to January 1, 2026 ~~January 1, 2020~~, the impact fees required to be paid shall be the net increase between the impact fees applicable at the time of the current permit extension application and any impact fees previously paid pursuant to this section, and shall include any impact fees established subsequent to such prior payment.

§21.02.070(5)(i)(F). Prior Conditions and/or Agreements. Any person who prior to January 1, 2026 ~~January 1, 2020~~, has agreed in writing with the City, as a condition of permit approval, to pay an impact fee shall be responsible for the payment of the impact fees under the terms of such agreement, and the payment of the impact fees may be offset against any impact fees due pursuant to the terms of this section.

§21.02.070(5)(ii)(G). Complete Development Application Approved Prior to Effective Date of Chapter. For development for which a complete application for a Planning Clearance was approved prior to January 1, 2026, ~~January 1, 2020~~; and for nonresidential and multifamily development for which a complete application was submitted prior to January 1, 2026, ~~January 1, 2020~~, so long as construction commences by January 1, 2028, ~~January 1, 2022~~, the required fees shall be those in effect at time of submittal.

§21.02.070(5)(ii)(H). Replacing Existing Residential Unit with New Unit. Reconstruction, ~~expansion~~, alteration, or replacement of a previously existing residential unit that does not create any additional residential units.

§21.02.070(5)(iii)(A). Calculation of Amount of Impact Fees. Annual Adjustment of Impact Fees to Reflect Effects of Inflation. Impact fees shall be adjusted starting

January 1, 2026 and on July 1 and January 1 thereafter until July 1, 2029, starting with the amount and step(s) shown in Table 21.02-8 Impact Fee Schedule. -adjusted annually and/or biannually consistent with the impact fee study. Commencing on January 1, 2023 ~~2026~~, and on January 1st of each subsequent year, each impact fee amount set forth in the Impact Fee Schedule shall be adjusted for inflation, utilizing the following formula and as follows:

Current Fee + (Total Fee X inflation) + Step Increase = New Fee

(Total Fee and Step Increase as shown in Table 21.02-8)

§21.02.070(7)(i)(B). Establishment of Impact Fee Accounts. Impact fees shall be deposited into four ~~five~~ accounts (collectively, Impact Fee Accounts): transportation, parks and recreation, ~~capital facilities~~, fire capital facilities, and police capital facilities. ~~accounts.~~

§21.02.070(11(i)) Review. The impact fees described in this section and the administrative procedures of this section shall be reviewed by the City Council at least once every five ~~six~~ years by an independent consultant, as directed by the City Manager, to ensure that i) the demand and cost assumptions underlying the impact fees are still valid, ii) the resulting impact fees do not exceed the actual costs of constructing capital facilities that are of the type for which the impact fees are paid and that are required to serve new impact-generating development, iii) the monies collected or to be collected in each impact account have been and are expected to be spent for capital facilities for which the impact fees were paid, and iv) the capital facilities for which the impact fees are to be used will benefit the new development paying the impact fees. At the direction of the City Manager, a new impact fee study shall be conducted by an independent consultant no less than every 8 years.

21.02.070(a)(12) Impact Fee Schedule - Fire, Police, Parks and Recreation, and Transportation.

Remove/Replace Table:

Table 21.02-8: Impact Fee Schedule (2023) Fire, Police, Parks and Recreation and Transportation					
		Fire	Police	Parks and Recreation	Transportation
Single-Family					
<1,250 square feet of living area	Dwelling	\$751	\$323	\$1,333	\$3,078
1,250 to 1,649 square feet of living area	Dwelling	\$751	\$323	\$1,333	\$4,711
1,650 to 2,299 square feet of living area	Dwelling	\$751	\$323	\$1,333	\$5,377
2,300 square feet or more of living area	Dwelling	\$751	\$323	\$1,333	\$7,042
Manufactured Home in a Manufactured Housing Community	Pad	\$751	\$323	\$1,333	\$3,196
Multi-family	Dwelling	\$494	\$212	\$897	\$2,881
RV Park	Pad	\$494	\$212	—	\$3,196
Hotel/Lodging	1,000 square feet	\$517	\$218	—	\$3,972 [1]
Retail/Commercial	1,000 square feet	\$517	\$218	—	\$7,227
Convenience Commercial (Gas station/Drive Thru)	1,000 square feet	\$517	\$218	—	\$15,364
Office	1,000 square feet	\$202	\$86	—	\$5,799
Institutional/Public	1,000 square feet	\$202	\$86	—	\$1,426
Industrial	1,000 square feet	\$70	\$30	—	\$2,025
Warehousing	1,000 square feet	\$36	\$15	—	\$921

Notes:

[1] Hotel/Lodging Transportation Fee calculated per Room.

Fees will be increased annually for inflation.

Replace with Table:

Table 21.02-8 Impact Fee Schedule Fire, Police, Parks and Recreation and Transportation													
Unit Size	Development Unit	Fire			Police			Transportation			Parks		
		1-Jan-26	Step Increase	Total Fee	1-Jan-26	Step Increase	Total Fee	1-Jan-26	Step Increase	Total Fee	1-Jan-26	Step Increase	Total Fee
850 or less	Dwelling	\$501	---	\$501	\$179	---	\$179	\$2,853	---	\$2,853	\$1,078	\$90	\$1,530
851 to 1,000	Dwelling	\$561	\$17	\$648	\$232	---	\$232	\$3,539	\$23	\$3,655	\$1,153	\$165	\$1,978
1,001 to 1,250	Dwelling	\$590	\$46	\$822	\$243	\$10	\$294	\$3,698	\$182	\$4,610	\$1,241	\$253	\$2,508
1,251 to 1,500	Dwelling	\$859	\$32	\$1,016	\$357	\$1	\$364	\$5,428	\$46	\$5,658	\$1,742	\$274	\$3,110
1,501 to 2,000	Dwelling	\$902	\$75	\$1,276	\$373	\$17	\$457	\$5,662	\$280	\$7,064	\$1,873	\$405	\$3,895
2,001 to 2,500	Dwelling	\$948	\$121	\$1,550	\$389	\$33	\$555	\$6,541	\$399	\$8,534	\$2,012	\$544	\$4,731
2,501 to 3,000	Dwelling	\$983	\$156	\$1,764	\$402	\$46	\$632	\$8,321	\$277	\$9,704	\$2,121	\$653	\$5,384
3,001 to 3,500	Dwelling	\$1,013	\$186	\$1,944	\$413	\$57	\$696	\$8,482	\$438	\$10,674	\$2,213	\$745	\$5,935
3,501 or greater	Dwelling	\$1,039	\$212	\$2,098	\$422	\$66	\$751	\$8,623	\$579	\$11,517	\$2,291	\$823	\$6,404
Retail/Commercial	1,000 SF	\$715	\$146	\$1,445	\$284	\$44	\$506	\$8,266	\$10	\$8,313			
Convenience Commercial	1,000 SF	\$806	\$237	\$1,589	\$316	\$76	\$697	\$11,443	---	\$11,443			
Office	1,000 SF	\$292	\$70	\$641	\$117	\$22	\$225	\$4,985	---	\$4,985			
Institutional/Public	1,000 SF	\$235	\$13	\$297	\$97	\$2	\$104	\$1,742	\$113	\$2,307			
Industrial	1,000 SF	\$98	\$21	\$200	\$39	\$6	\$70	\$1,548	---	\$1,548			
Warehousing	1,000 SF	\$50	\$10	\$102	\$20	\$3	\$36	\$787	---	\$787			
Hotel/Lodging	Room	\$473	---	\$473	\$166	---	\$166	\$3,676	---	\$3,676			
RV Park	Pad	\$160	---	\$160	\$56	---	\$56	\$1,241	---	\$1,241			

Severability.

The officers of the City are hereby authorized and directed to take all action necessary or appropriate to effectuate the provisions of this Ordinance.

If any section, paragraph, clause, or provision of this Ordinance shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause, or provision shall in no manner affect any remaining provisions of this Ordinance, the intent being that the same are severable.

INTRODUCED on first reading this 5th day of March 2025 and ordered published in pamphlet form.


ADOPTED on second reading this 2nd day of April 2025 and ordered published in pamphlet form.



Abram Herman
President of the City Council



ATTEST:



Selestina Sandoval
City Clerk

I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 5250 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 5th day of March 2025 and the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 2nd day of April 2025, at which Ordinance No. 5250 was read, considered, adopted, and ordered published in pamphlet form by the Grand Junction City Council.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 7th day of April 2025.


Deputy City Clerk

Published: March 8, 2025
Published: April 5, 2025
Effective: May 5, 2025





Dear Manager Bennett and City Council,

The HBA appreciates your continued consideration and efforts to insuring a fair and effective Parks Impact Fee. The HBA has invested a considerable amount of time on this issue and has provided a lot of assistance to your staff in pointing out some fatal errors in the data that you were using. We applaud your efforts and the decision of City Manager Mike Bennett to hire an appraiser to insure that the study no longer refers to bad data in determining a maximum legally defensible fee. This answers one of the two questions we have consistently asked through the process.

The other question we have been asking, is how much do you need?

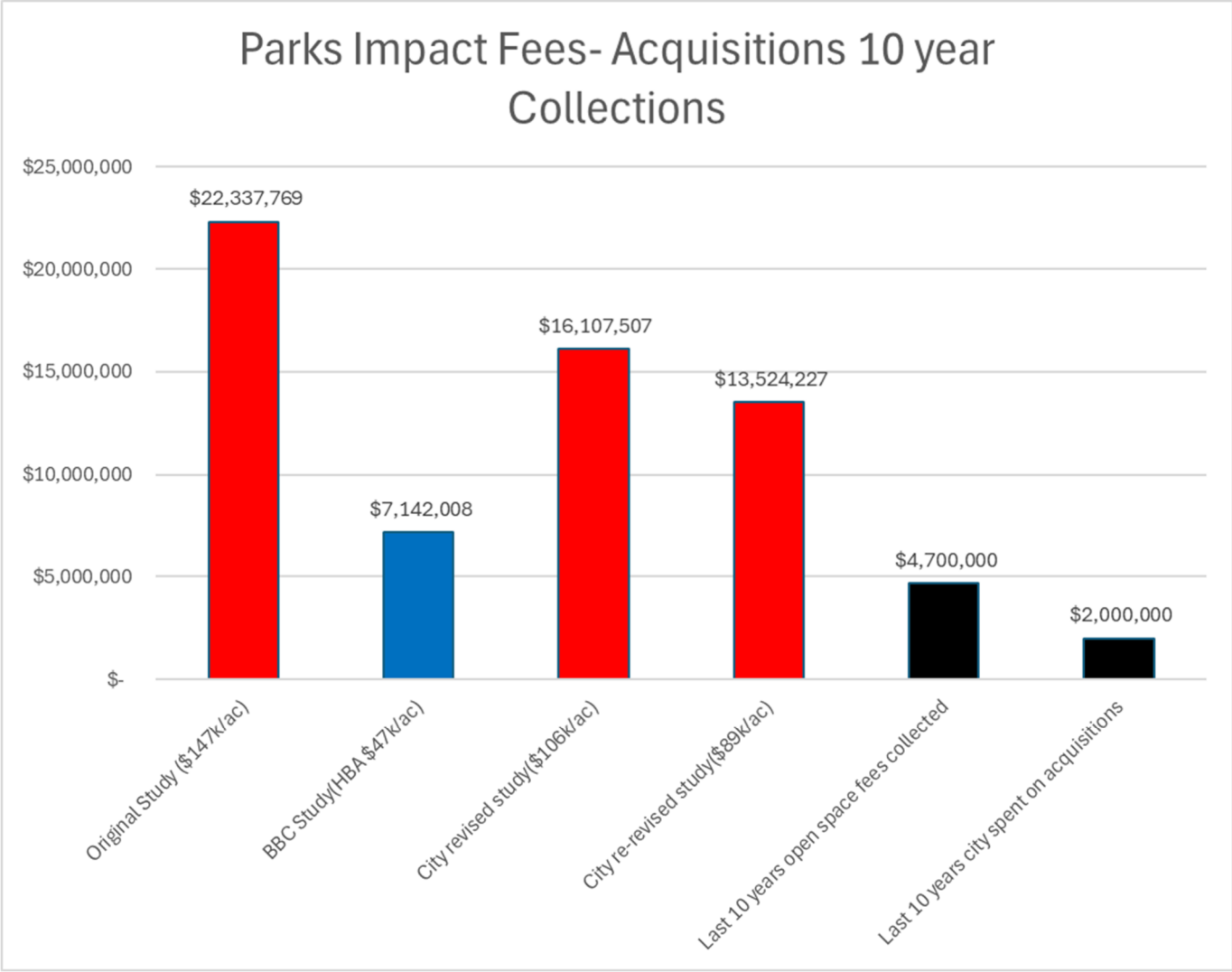
In the original study by Tischler Bise, Tischler Bise projected the acquisition fees (park land and open space) of a little over \$22 million dollars over 10 years.

Figure PR8. Estimated Revenue from Parks & Recreation Impact Fee

Infrastructure Costs for Parks	
	Growth Cost
Park Land	\$14,352,098
Open Space	\$7,985,671
Park Improvements	\$19,498,671
Total Expenditures	\$41,836,440

From emails and conversations with staff we have gathered that the City has only spent \$2M in acquisition for at least the last 10 years, possibly much longer than that. During this time period the City also sold excess parkland (Burkey) for \$740,000.

Now that City staff has corrected the errors in the previous data, and using the same assumptions in the original Tischler-Bise study, if the City adopts the maximum legally defensible fee at 100% you would generate fees of over \$13 million dollars in 10 years all on housing. This is more than 600% more than what the City needed the past 10. The housing industry contributed at least \$4.7 million in open space fees the past 10 years but the City only spent \$2 million. What explains this \$2.7 million delta?



A few things we hope you would take into consideration.

IMPACT FEE STUDY IS NOT A NEEDS BASED STUDY

The impact fee study is NOT a needs based study. It relies on proportionality, not needs. The study divides all existing parkland by users to come up with a parkland per user amount. It assigns a value to the park land per the study referenced above, and then it assigns people to a new home based on square footage. Its not perfect but its an efficient and legally defensible way to calculate a maximum fee.

The study also ignores all other funding sources. Adopting the fee at the maximum amount assumes no grants for future parks, no parkland is gifted, no public private partnerships occur, just cold hard cash at a very high price for parks.

The other blindspot the study has is that it cannot take into account the tens of thousands of acres of existing open space that we are surrounded by. The PROS master plan does list trail connections for hiking, biking, and walking as a high-priority, 2nd only to the new recreation center. The good news, and important perspective for this conversation, is that is probably one of the lowest cost amenities the City can leverage with investments in trail construction and maintenance with no acquisition costs.

PROS Master Plan informs on future needs

We suggest one place to look to inform on future needs is your own PROS master plan which is a detailed document filled with projects to be completed in the short-term, mid-term, and long-term. Here is what we found.

The Grand Junction Parks, Recreation, and Open Space (PROS) Master Plan provides support for the position that most park needs are concentrated in outlying areas rather than commercial corridors or areas primarily occupied by multifamily housing. Key supporting sections include:

1. Gap Analysis: Park Access Needs in Outlying Areas

“The analysis indicates that underserved areas are primarily on the fringe of the urban area... this includes neighborhoods in the north, northwest, and southeast portions of the city.”

— **Section 6.5 Park Access Gap Analysis**

This statement directly supports the claim that the most significant gaps in park access are located on the city’s edges, not within the denser, centrally located commercial or multifamily corridors.

2. Priority Investment Zones

“Priority zones for park investments are based on gap analysis... these areas include expanding neighborhoods and growth areas outside the core.”

— **Section 8.4 Investment Framework**

This affirms that outlying and expanding residential areas are the primary focus for future park development — not existing commercial corridors or established multifamily zones.

3. Commercial Corridor Context

The document does not identify commercial corridors as a priority for new park development. While it emphasizes equitable access and acknowledges higher-density housing, most examples and investment targets are directed at growth on the urban fringe, where infrastructure and services (including parks) are lagging behind housing development.

Staff expertise

Staff should also be a good resource to inform council and the community why we need so much more going forward than we have in the past. Please keep in mind the fee is indexed for inflation. We heard you asking the question at the last workshop but we didn't think you got an answer. This isn't about park improvements, this is about acquisitions. The City substantially increased the level of service for improvements, which increased the new impact fees for improvements substantially. The HBA supported this increase when the fees were adopted, and we remain supportive. We want nice parks, we want ample parks. Our concern is only with the acquisitions portion of the fee. We hope that you will investigate and determine whether we (City of Grand Junction) needs \$13 million for the next 10 years when we needed less than \$2 million for the last 10? What has changed, what will be different going forward?

In summary, we hope that you will take the time to understand the limitations of your study and ask questions and become informed. While this process may not feel "easy", fees are a much more politically expedient way to raise revenue than taxes, and it would seem now more than ever we need to be protective of adding any unneeded costs to housing.

The HBA has been consistent through this process. We have dedicated a tremendous amount of time, expertise, and funding in engaging with the City throughout this process. This engagement and continued discussions will result in a better outcome for the community and we hope and believe this is the type of dialogue you will continue to encourage. We will attend the upcoming hearing on this and would love to answer any questions you would have for us so if you have any please go ahead and invite us up to the podium, we would love to be a resource for you.

Unless you have or are provided convincing evidence or ample reason to believe otherwise, the HBA is respectfully requesting you consider adopting the fee at 44% of the maximum legally defensible amount produced by the most recent study. Arguably this would raise over \$6M in acquisitions funding which would be more than 3x more than the City has needed for the past 10 years. We believe the study would remain valid, and if you found going forward that this wasn't adequate, you could increase the fee to match the need. Your Parks and Recreation Advisory Board (PRAB) could provide useful guidance and

substantive feedback in monitoring and deciding if the fee is meeting the needs over time and recommending adjustments.

We know that the city council is genuine in their desire to create a favorable environment for housing in our community and we have the same desire. We may not always share the same perspective but there is no monopoly in caring for our community which our members certainly do care. We will continue to advocate and engage with the City for an environment that is respectful of property rights and favorable for the pursuit of the American Dream of homeownership. Please let us know if we can provide any more information or answer any questions.

Sincerely,



David Hancock, President
Housing and Building Association



Kevin Bray, Chair
HBA- Government Affairs Committee

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTIONS 21.02 OF THE ZONING AND DEVELOPMENT CODE (TITLE 21 OF THE GRAND JUNCTION MUNICIPAL CODE) RELATED TO AND CONCERNING DEVELOPMENT IMPACT FEES AND AUTHORIZATION TO ISSUE REFUNDS OF NEW FEE SCHEDULE DIFFERENCES BETWEEN JANUARY 1, 2026 AND THE EFFECTIVE DATE OF THIS ORDINANCE.

Recitals

The City Council has duly considered the policy and pragmatic implications of updating and enacting land development fees and amending the Grand Junction Municipal Code (“GJMC”) regarding the same. The imposition and collection of development fees for the use and benefit of fire, police, transportation, and parks and recreation are known as and may be collectively referred to as “Impact Fees” or “Fees”.

The City Council having been duly advised and considered the matter finds that Fees are a necessary component of funding the capital costs of infrastructure required to maintain the current level of service for city residents and further finds that development should pay its proportionate share of the costs for fire, police, parks and recreation, and transportation infrastructure.

The City completed an updated Fee Study, and pursuant to law, the purpose and methodology for calculation and imposition of Fees was reviewed and confirmed. To complete the Fee Study, the City hired TischlerBise, a fiscal, economic, and planning consulting firm specializing in fiscal/economic impact analysis, impact fees, user fees, market feasibility, infrastructure financing studies, and related revenue strategies. The firm has been providing consulting services to public agencies for more than 30 years and has prepared more than 1,000 impact fee/infrastructure financing studies in that time. The Fee Study was presented to the City Council.

The Fee Study found that development creates demand on capital facilities and that the City's current Fees do not support the Council policy that development should pay a proportionate share of the capital costs of fire, police, parks and recreational, and transportation infrastructure, and that updating and adopting new Fees as described in the Fee Study would be reasonably related to the overall cost of the services or improvements to be provided by the City.

On April 5, 2025, City Council passed Ordinance No. 5250, “An ordinance amending sections 21.02 and 21.05 of the Zoning and Development Code (Title 21 of the Grand Junction Municipal Code) related to and concerning impact fees, fee credits and dedications.” Ordinance No. 5250 came as the effectuation of the aforementioned Fee Study, which at the time, was required by code every five (5) years (amended to six (6) years in the same Ordinance).

Council at the November 3, 2025 workshop directed staff to review the parks impact fees based on concern the parks impact fee was imposing too high of a burden to the cost of housing. The direction to staff was to determine if those fees could be reduced.

At the December 15, 2025 workshop, TischlerBise presented Council with three additional options arrived through their methodology for calculating parks impact fees, all of which resulted in a lower parks impact fee. TischlerBise presented three variations of parks impact fees based on their methodologies: 1) Removing downtown properties from the calculation; 2) Removing “central city” properties from the calculation; and 3) Removing the highest and three lowest value properties from the calculation. Based on discussion from Council, staff was directed to proceed with the option to remove the highest and three lowest value properties. Using this methodology, TischlerBise created a new parks fees table based on the calculations, which is adopted with this Ordinance.

Additionally, Council directed staff to refund any excess fees collected when the rates from Ordinance No. 5250 becomes effective on January 1, 2026, and when this ordinance becomes effective. The refund is the difference between the higher rates set by Ordinance No. 5250 in effect January 1, 2026, and the rates set by this Ordinance when it becomes effective. This Ordinance accomplishes that direction.

Finally, Council directed staff to amend the code regarding the period to which impact fees are required to be studied, removing the requirements that impact fees be studied at a preset number of years (set by Ordinance No 5250 at six (6) years) and requiring a study conducted by an independent consultant. This Ordinance removes the requirement that impact fees be studied every six (6) years and replaces that with a “periodic” requirement. This Ordinance also removes the requirement that an independent consultant be retained to complete the study.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION IN CONSIDERATION OF THE RECITALS, CHAPTER 21.02 OF THE GRAND JUNCTION MUNICIPAL CODE (“GJMC” OR “ZONING AND DEVELOPMENT CODE”) ARE AND SHALL BE AMENDED AS SHOWN (DELETIONS ARE IN STRIKETHROUGH AND ADDITIONS ARE UNDERLINED.)

§21.02.070(11(i)) Review. The impact fees described in this section and the administrative procedures of this section shall be reviewed periodically by the City Council ~~at least once every six years~~ to ensure that: i) the demand and cost assumptions underlying the impact fees are still valid, ii) the resulting impact fees do not exceed the actual costs of constructing capital facilities that are of the type for which the impact fees are paid and that are required to serve new impact-generating development, iii) the monies collected or to be collected in each impact account have been and are expected to be spent for capital facilities for which the impact fees were paid, and iv) the capital facilities for which the impact fees are to be used will benefit the new development paying the impact fees. During this review, should issues, as listed in (i) through (iv), above be identified, the City shall commission ~~At the direction of the City Manager,~~ a new impact fee study shall to be conducted by an independent consultant. ~~no less than every eight years.~~

21.02.070(a)(12) Impact Fee Schedule - Fire, Police, Parks and Recreation, and Transportation.

Remove/Replace Table 21-02-8 Impact Fee Schedule...:

Replace with Table:

Table 21.02-8 Impact Fee Schedule Fire, Police, Parks and Recreation and Transportation

Unit Size	Development Unit	Fire	Step Increase*	Police	Step Increase*	Transportation	Step Increase*	Parks	Bi-Annual Step Increase*
		1-Jan-26		1-Jan-26		1-Jan-26		1-Jan-26	
850 or less	Dwelling	\$501	---	\$179	---	\$2,853	---	\$1,025	\$37
851 to 1,000	Dwelling	\$561	\$17	\$232	---	\$3,539	\$23	\$1,084	\$96
1,001 to 1,250	Dwelling	\$590	\$46	\$243	\$10	\$3,698	\$182	\$1,153	\$165
1,251 to 1,500	Dwelling	\$859	\$32	\$357	\$1	\$5,428	\$46	\$1,631	\$163
1,501 to 2,000	Dwelling	\$902	\$75	\$373	\$17	\$5,662	\$280	\$1,736	\$268
2,001 to 2,500	Dwelling	\$948	\$121	\$389	\$33	\$6,541	\$399	\$1,846	\$378
2,501 to 3,000	Dwelling	\$983	\$156	\$402	\$46	\$8,321	\$277	\$1,931	\$463
3,001 to 3,500	Dwelling	\$1,013	\$186	\$413	\$57	\$8,482	\$438	\$2,004	\$536
3,501 or greater	Dwelling	\$1,039	\$212	\$422	\$66	\$8,623	\$579	\$2,066	\$598
Retail/Commercial	1,000 SF	\$715	\$146	\$284	\$44	\$8,266	\$10		
Convenience Commercial	1,000 SF	\$806	\$237	\$316	\$76	\$11,443	---		
Office	1,000 SF	\$292	\$70	\$117	\$22	\$4,985	---		
Institutional/Public	1,000 SF	\$235	\$13	\$97	\$2	\$1,742	\$113		
Industrial	1,000 SF	\$98	\$21	\$39	\$6	\$1,548	---		
Warehousing	1,000 SF	\$50	\$10	\$20	\$3	\$787	---		
Hotel/Lodging	Room	\$473	---	\$166	---	\$3,676	---		
RV Park	Pad	\$160	---	\$56	---	\$1,241	---		

* One (1) step increase every six (6) months On Jan 1 and July 1 for three (3) years, Once annually (beginning Jan 1, 2027), inflation will also be added to total fee

...§21.02.070(a)(5)(i)(F) Prior Conditions and/or Agreements

Any Applicant person who prior to January 1, 2026, has agreed in writing with the City, as a condition of permit approval, to pay an impact fee shall be responsible for the payment of the impact fees under the terms of such agreement, and the payment of the impact fees may be offset against any impact fees due pursuant to the terms of this section.

- (a) Any Applicant that either dedicated open space or paid an in-lieu fee required for a development and pursuant to §21.05.030(a) of the GJMC prior to being amended by Ordinance No. 5250, will receive a fee offset per lot to be applied to the payment of a parks impact fee due for a Planning Clearance within that same development.
- (b) The fee offset per lot or multi-unit dwelling shall be calculated as the dollar value of the open space dedication, as provided in the MAI Appraisal accepted for the development, or the amount of the in-lieu fee, divided by the total number of lots or multi-unit dwellings in the development.

$$\frac{\text{Dollar value of open space dedication and/or In lieu fee}}{\text{number of lots}} = \text{Fee Offset per lot or multi-unit dwellings}$$

- (c) In substitute of applying the fee offset to existing lots or multi-unit dwellings, an Applicant may request in writing cash for the fee offset. A cash payment of

the fee offset must be approved by the City Manager at their discretion and is subject to budgetary conditions.

The City Council Further authorizes the following: Any parks impact fee that is collected between January 1, 2026 and the effective date of this ordinance, shall be refunded to the Applicant in an amount which is the difference between what was paid and the fee made effective by this ordinance. The amount refunded shall be the same dollar amount as said difference, and no interest shall accrue.

The City Manager is hereby authorized and directed to take all action necessary or appropriate to effectuate the provisions of this Ordinance.

Severability.

If any section, paragraph, clause, or provision of this Ordinance shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause, or provision shall in no manner affect any remaining provisions of this Ordinance, the intent being that the same are severable.

INTRODUCED on first reading this ____ day of April 2026 and ordered published in pamphlet form.

ADOPTED on second reading this ____ day of May 2026 and ordered published in pamphlet form.

ATTEST:

Cody Kennedy
President of the City Council

Selestina Sandoval
City Clerk



Grand Junction City Council

Regular Session

Item #5.a.ii.

Meeting Date: June 3, 2026

Presented By: Jeremiah Boies, Interim City Attorney, Matthew Smith, Chief of Police

Department: City Attorney

Submitted By: Jeremiah Boies

Information

SUBJECT:

An Ordinance Amending GJMC 12.04.060 and 12.04.08 Regarding the Prohibition of Enforcement of Camping on Public Property When No Overnight Shelter is Available

RECOMMENDATION:

Staff recommends approval of the Ordinance on second reading and final passage.

EXECUTIVE SUMMARY:

Ordinance No. 4833 regarding camping on public property/public places was enacted on April 17, 2019. That Ordinance prohibited camping on public property, but contained certain exceptions. One exception is for when there is no available overnight shelter. That exception was included in the Ordinance to comply with case law that existed at that time under *Martin v. City of Boise*, 920 F.3d 584 (9th Cir. 2019). In 2024, the US Supreme Court overrode the holding from *Martin* in *City of Grant's Pass, Oregon v. Johnson*, 603 U.S. 520 (2024). This Ordinance removes the requirement that there be no overnight shelter available before enforcement of the code.

BACKGROUND OR DETAILED INFORMATION:

Ordinance No. 4833 regarding camping on public property was enacted on April 17, 2019 (reenacted through Ordinance 5071 on a sunset provision). That Ordinance prohibited camping on public property, but contained certain exceptions. One exception codified in GJMC 12.04.080(d) was a prohibition on enforcement where there was no overnight shelter available.

The exception created in 12.04.080(d) related to the requirement that there be no available overnight shelter reflected the 9th Circuit's opinion in *Martin v. City of Boise*, 920 F.3d 584 (9th Cir. 2019). In *Martin*, the 9th Circuit held that it violated the 8th Amendment to criminalize camping on public property when there was no available

overnight shelter.

In 2024, the US Supreme Court took up this issue in a new case, *City of Grant's Pass, Oregon v. Johnson*, 603 U.S. 520 (2024). In *Grant's Pass*, the US Supreme Court overruled the holding from *Martin*. In effect, the US Supreme Court held that there was no constitutional right to camp on public property regardless of whether there was available overnight shelter or not.

Despite the change in the case law, the requirement for there to be no available overnight shelter remains in the GJMC. This provision requires the GJPD, prior to enforcing the ban on camping on public property, to assess whether or not there is available overnight shelter. If no shelter is available, the GJPD cannot enforce the ordinance.

This Ordinance removes the prohibition on enforcement when there is no overnight shelter available. GJMC 12.04.060 is amended to remove the definition of "available overnight shelter" as it will no longer appear in the code.

FISCAL IMPACT:

There is no fiscal impact.

SUGGESTED MOTION:

I move to adopt Ordinance No.5326, an Ordinance Amending GJMC 12.04.060 and 12.04.08 regarding the prohibition of enforcement of camping on public property when no overnight shelter is available on final passage and order final publication in pamphlet form.

Attachments

1. ORD-Camping on Public Property Amendment 05052026

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING GJMC 12.04.060 AND 12.04.08 REGARDING THE PROHIBITION OF ENFORCEMENT OF CAMPING ON PUBLIC PROPERTY WHEN NO OVERNIGHT SHELTER IS AVAILABLE

Recitals

Ordinance No. 4833 regarding camping on public property was enacted on April 17, 2019 (reenacted through Ordinance 5071 on a sunset provision). That Ordinance prohibited camping on public property, but contained certain exceptions. One exception codified in GJMC 12.04.080(d) was a prohibition on enforcement where there was no overnight shelter available.

The exception created in 12.04.080(d) related to the requirement that there be no available overnight shelter reflected the 9th Circuit's opinion in *Martin v. City of Boise*, 920 F.3d 584 (9th Cir. 2019). In *Martin*, the 9th Circuit held that it violated the 8th Amendment to criminalize camping on public property when there was no available overnight shelter.

In 2024, the US Supreme Court took up this issue in a new case, *City of Grant's Pass, Oregon v. Johnson*, 603 U.S. 520 (2024). In *Grant's Pass*, the US Supreme Court overruled the holding from *Martin*. In effect, the US Supreme Court held that there was no constitutional right to camp on public property regardless of whether there was available overnight shelter or not.

Despite the change in the case law, the requirement for there to be no available overnight shelter remains in the GJMC. This provision requires the GJPD, prior to enforcing the ban on camping on public property, to assess whether or not there is available overnight shelter. If no shelter is available, the GJPD cannot enforce the ordinance.

This Ordinance removes the prohibition on enforcement when there is no overnight shelter available. GJMC 12.04.060 is amended to remove the definition of "available overnight shelter" as it will no longer appear in the code.

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

The foregoing Recitals are incorporated and in consideration thereof, and as otherwise found and determined by the City Council to be in the best interests of the public health, safety, and welfare, and to conform with US Supreme Court precedent, the following change

is make to GJMC 12.04.060 and 12.04.080 (addition in ALL CAPS, deletions in strikethrough):

§ 12.04.060 Definitions.

For the purpose of this title the following terms, phrases, words and their derivations shall have the meaning provided herein:

~~“Available overnight shelter” means a public or private facility, with all necessary or required City occupancy approvals, open to a person(s) or a family experiencing homelessness with an available overnight space to house the person(s) or family at no charge or a nominal charge (presumptively \$5.00 or less per person). Overnight shelter space shall be considered available if the person(s) is not permitted to use otherwise available overnight shelter space due to the person’s voluntary actions, including, but not limited to, intoxication, drug use, unruly behavior, or violation of shelter rules.~~

“Camp” or “camping” means to set up or to remain in or at an encampment.

“Encampment” means any place where bedding, sleeping bag(s) or other things used for bedding purposes, or any stove or fire is placed, established or maintained for the purpose of maintaining a place to stay or sleep, whether or not such place incorporates the use of any tent, lean-to, shack, or any other cover, structure or elements of a structure or any vehicle or part thereof. Ordinary use of a park such as resting or sleeping in a park during normal park hours, picnicking on a blanket or using parks for other lawful uses does not constitute encampment.

“Overnight use” means the use of public lands and/or trails pursuant to a permit issued by the City Manager or his designee for an event/programming by and through the City Parks Department for an activity authorized to be conducted overnight.

“Parking strip” means the area between a curb, or a place where a curb would be located if improvements were installed, and where a sidewalk is located or would be installed.

“Personal property” means any tangible item reasonably recognizable as belonging to a person and having reasonably apparent utility or monetary value.

“Public property” means any real property, building or structure owned, used or leased by the City or any department thereof and/or the Downtown Development Authority (DDA) including, but not limited to, any sidewalk, street, parking strip, alley, lane, public right-of-way, park, open space, breezeway, bench, shade shelter, restroom, playground and other similar property.

“Reasonable notice” means notice reasonably calculated under all the circumstances to apprise a person that camping is prohibited at a particular location and, where personal property is deposited, affording the person no less than 24 hours to gather his/her personal property and depart.

§ 12.04.080 Camping on public property without authorization prohibited.

No person may camp in or upon any public property, nor any property owned by other governmental entities that have posted notice prohibiting camping, unless:

- (a) The person has the authorization of the owner of the property to camp at that location; or
- (b) An overnight use is specifically authorized by the issuance of a use permit in accordance with Parks Department regulations; or
- (c) Camping is otherwise specifically authorized by GJMC; or
- ~~(d) The camper(s) is(are) on public property other than a sidewalk, street, parking strip, alleyway, lane, breezeway or public right-of-way, and there is no available overnight shelter; or~~
- (e) Camping is necessary after the formal declaration of an emergency in accordance with City Charter or a declaration of the Governor.

INTRODUCED on first reading the ____ day of May 2026 and ordered published in pamphlet form.

PASSED and **ADOPTED** on second reading the ____ day of June 2026 and ordered published in pamphlet form.

ATTEST:

XXXXXXXXXX
President of the City Council

Selestina Sandoval
City Clerk



Grand Junction City Council

Regular Session

Item #5.a.iii.

Meeting Date: June 3, 2026
Presented By: Ken Sherbenou, Parks and Recreation Director
Department: Parks and Recreation
Submitted By: Ken Sherbenou

Information

SUBJECT:

An Ordinance Amending and Renewing Code Related to Rules for the River Front Trail and Adjacent Areas

RECOMMENDATION:

Staff recommends approval of the ordinance.

EXECUTIVE SUMMARY:

Recent research into the Grand Junction Municipal code identified that the rules for the Riverfront Trail and Adjacent areas, codified as 12.08.140, expired in mid 2025. Therefore, to enable enforcement in these areas and to preserve public safety, health and provide for positive resident experience, this agenda item asks Council to consider renewing the rules. These rules are specific for the Riverfront Trail and adjacent areas. They are compatible and complementary with the park rules that City Council adopted in 2024. Should these rules for the riverfront trail and adjacent areas be renewed, staff will update signage as shown in the attached draft sign.

BACKGROUND OR DETAILED INFORMATION:

The legal department recently notified the parks and recreation department and city manager's office that the rules for the Riverfront Trail and adjacent areas had expired. In response, the rules were evaluated based on ensuring they are in lockstep with existing park rules that City Council approved in 2024. Most rules as shown in the enclosed resolution are simply a renewal of the original riverfront trail and adjacent area rules that had expired and need to be renewed. A couple of new park rules, such as the prohibition on smoking, have been inserted into the proposed updated rules for the riverfront trail and adjacent areas. These rules for the riverfront trail and adjacent areas have also been incorporated into a newly designed rules sign. This sign compliments

the new park rules signage that was installed in 2024 to ensure a consistency of presentation.

At the May 6th 2026 Parks and Recreation Advisory Board (PRAB) meeting, the PRAB board discussed a resolution recommending re-adoption of the riverfront trail and adjacent areas rules. After lengthy discussion and incorporation of several changes requested by members of the PRAB board, the PRAB board voted unanimously to pass a resolution recommending adoption of the ordinance to renew the riverfront trail and adjacent areas rules. Enclosed with this agenda documentation is the signed resolution from PRAB, the draft rules signs and the City Council ordinance renewing and updating the rules. Notable changes include the removal of the sunset provision, causing the rules to become permanent unless changed by City Council; removing a requirement for there to be overnight shelter available before the camping prohibition may be enforced; and the addition of a prohibition of careless or reckless operation of any bicycle or other allowed device.

FISCAL IMPACT:

This agenda item has no fiscal impact other than the cost to produce the signs, which is included within the Parks and Recreation 2026 operational budget.

SUGGESTED MOTION:

I moved to adopt Ordinance No. 5327, an ordinance to renew and amend the rules and regulations for the riverfront trail and adjacent areas rules and regulations on final passage and order final publication in pamphlet form.

Attachments

- 1. Riverfront Trail Rules Sign - 12x18 5 14 26, updated
- 2. RES-PRAB Resolution Proposing the Renewal of Rules for the Riverfront Trail and Adjacent Areas 05142026, clean
- 3. ORD-Adopting recommended Riverfront Trail rules and regulations 05132026

Welcome to the City of Grand Junction Riverfront Trail.

Riverfront Trail and Adjacent Areas Rules and Regulations

Thank you for visiting City of Grand Junction Parks and Recreation Facilities. For a positive experience for all, please be mindful of the following rules and regulations:

Riverfront Trail and Adjacent Areas Hours:

Nov. 1 to March 1 – 5:00 A.M. to 8:00 P.M.
 March 2 to Oct. 31 – 5:00 A.M. to 10:00 P.M.



- Utilization during Riverfront Trail hours, by any resident or visitor, is encouraged.
- **Pets must be leashed at all times.** Please call animal control for violations: 970-255-BARK(2275). **Pet waste must be cleaned up** (animal waste transmits disease).
- For off-leash dog park locations visit: gjciry.org/dogparks
- Class I and II e-bikes, where assistance ceases when the bicycle reaches the speed of 20 mph. Please operate in safe and prudent manner.



- **No structure or enclosure is to be constructed, erected, installed, attached, or staked in any park facility, without an event or commercial activity permit.** This includes, but is not limited to: tents, enclosed booths, monuments, artwork, and other similar furnishings, whether temporary or not.
- Vend, sell, or otherwise engage in a commercial or business operation on riverfront land or trails unless such is by the authority of a vending permit issued by the City of Grand Junction.



- **Glass containers and fires are prohibited.**
- **All City riverfront areas are smoke free.** Tobacco, marijuana, and vaping are prohibited.
- **Overnight camping and parking with the intention or purpose to camp, tents without an event or commercial activity permit, littering, golfing, and possessing stolen property are prohibited.**
- **Items left unattended after hours will be considered abandoned.**
- **OHVs, class III e-bikes, scooters driven over 20 mph, motorcycles, and toy vehicles are prohibited.** This includes all vehicles where motorized or electrified assistance does not cease when driven 20 mph; these are not allowed. (GJMC 10.04.010)
- Do not operate any motor vehicle or other power-driven mobility device(s) (OPDMD) on any City trail(s) except City vehicles or vehicles driven by those with mobility disabilities.
- Do not operate any motorboat, motorized vessel, or gasoline or electric motor-powered craft on any of waters owned and/or controlled by the City.
- Do not carry, possess, serve or consume any malt, vinous, or spirtuous liquor.
- Do not fire, shoot, or discharge any cannon, gun, or other firearm of any description or any BB or pellet gun, or any explosive device or any bow, crossbow, or other dangerous weapon device.
- Careless or reckless use of any vehicle is prohibited and subject to charges.
- Violations of law or these rules may result in being trespassed from the City facilities and/or citation(s) for the offense(s) being issued.



NO Motorized Vehicles



NO Glass



NO Camping



NO Littering



NO Smoking

Please help keep your city clean and thank you for playing by the rules.



RESOLUTION NO. 01-26

A RESOLUTION PROPOSING RENEWAL OF THE RIVERFRONT TRAIL AND ADJACENT AREAS RULES AND REGULATIONS.

Recitals:

GJMC 12.08.050 states that the Parks and Recreation Advisory Board (PRAB) shall propose for adoption by the City Council necessary and reasonable rules and regulations applicable to the use of the riverfront trails, those areas adjacent to the trails and the bodies of water which are owned or controlled by the City, which may be accessed from or are near the trails.

Grand Junction's Riverfront Trail and adjacent areas are critical elements of the community's parks and recreation system. The city desires to ensure the effective management of these popular areas. These areas have the same needs for stewardship and safe operation as the developed parks. With the renewal of these rules for the Riverfront Trail and Adjacent Areas, signage will be posted at the most prominent entry points to these areas informing all that these rules apply in these areas. These Riverfront trail and adjacent areas rules are in addition to the park rules for the developed parks in the system, which City Council passed May 15, 2024.

Previously adopted rules pertaining to the Riverfront Trail and Adjacent Areas were codified in GJMC 12.08.140. These expired on July 17, 2025. PRAB recommends permanent adoption of GJMC 12.08.140. The parks rules adopted by this resolution are in addition to the rules in GJMC 12.08.140. GJMC 12.08.140 is recommended to be permanently adopted as amended herein to comport with the rules recommended by PRAB.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE PARKS AND RECREATION ADVISORY BOARD OF THE CITY OF GRAND JUNCTION THAT:

1. The Recitals are incorporated herein with the Parks and Recreation Advisory Board expressing their support for the rules and regulations pertaining to the riverfront trail and adjacent areas.
2. The Parks and Recreation Advisory Board recommends the City Council renew the Riverfront and Adjacent Areas rules to provide improved management, operation, maintenance and safety in these public areas. Violations of law or these rules may result in being trespassed from the City facilities and/or citation(s) for the offense(s) being issued.
3. GJMC 12.08.140 is recommended to be amended in the following matter (new language in CAPS, deleted language in ~~strikethrough~~):

§ 12.08.140 Regulations relating to trails, lands and waters.

(a) "Riverfront trails, lands and waters" shall mean all trails, surfaced or unsurfaced, lands and waters which are under the administration, ownership or control of the City of Grand Junction Parks and Recreation Department ~~and/or the trails, lands and waters of the Riverfront Commission~~ which lie within the City of Grand Junction.

(b) No person shall:

(1) Operate any motor vehicle or other power driven mobility device(s) (OPDMD) on any City trail(s) or land(s) as those are depicted and described on the "Trails Map(s)" except maintenance or emergency vehicle(s) or as may be authorized by the City or by signs and except for a "common wheelchair" which is defined as a manually operated or power driven device designed primarily for use by a person with a mobility disability for the purpose of indoor, or of both indoor and outdoor, locomotion. An electric motorized scooter/power chair meets this definition, provided it meets Section 37.3 of the U.S. Department of Transportation's regulations implementing the ADA (49 CFR Parts 27, 37, and 38).

An OPDMD is defined as any mobility device powered by batteries, fuel, or other engine(s), whether or not designed primarily for use by persons with mobility disabilities, that is used by persons with mobility disabilities for the purpose of locomotion, including golf cars, electric personal assistance mobility devices (EPAMDs), such as the Segway PT[®] or any mobility device designed to operate in areas without defined pedestrian routes, but that is not a common wheelchair within the meaning of this section.

Motor vehicle shall be as defined in § 42-1-102(58), C.R.S. et seq. EPAMDs shall be as defined in § 42-1-102(28.7), C.R.S.

(2) Operate any motorboat, motorized vessel or gasoline or electric motor-powered craft on any of waters owned and/or controlled by the City. All as defined in § 33-13-102, C.R.S.

(3) Enter, use or occupy the lands or trails of the riverfront between the period from 8:00 p.m. and 5:00 a.m. November 1 to March 1 and 10:00 p.m. and 5:00 a.m. March 2 to October 31 of each year.

(4) Carry or possess any glassware or serve or consume food or beverages from glass containers on riverfront lands or trails.

(5) Carry, possess, serve or consume any malt, vinous or spirituous liquor on riverfront lands or trails. Fermented malt beverages containing no more than ~~three and two-tenths~~ FIVE percent alcohol by weight which are served or consumed from non-glass containers are allowed.

(6) Allow any dog or other animal on riverfront lands or trails unless the animal is under control by means of a leash not exceeding six feet in length. Animal(s) shall likewise be subject to all animal control ordinances and regulations of the City of Grand Junction.

(7) Camp, park a motor vehicle, trailer or camper on Riverfront lands or trails, with the intention or for the purpose of camping, unless:

(i) The person has the authorization of the owner of the property to camp at that location; or

(ii) Overnight use is specifically authorized by the issuance of a use permit; or

(iii) Camping or overnight use is otherwise specifically authorized by GJMC; or

~~(iv) There is no available overnight shelter; or~~

(iv) Camping is necessary after the formal declaration of an emergency in accordance with City Charter or a declaration of the Governor.

“Camp” or “camping” means to set up or to remain in or at an encampment.

“Encampment” means any place where bedding, sleeping bag(s) or other things used for bedding purposes, or any stove or fire is placed, established or maintained for the purpose of maintaining a place to stay or sleep, whether or not such place incorporates the use of any tent, lean-to, shack, or any other cover, structure or elements of a structure or any vehicle or part thereof. Ordinary use of the trail system such as resting or sleeping on a bench during normal trail hours or using the trails for other lawful uses does not constitute encampment.

~~“Available overnight shelter” means a public or private facility, with all necessary or required City occupancy approvals, open to a person(s) or a family experiencing homelessness with an available overnight space to house the person(s) or family at no charge or a nominal charge (presumptively \$5.00 or less per person). Overnight shelter space shall be considered available if the person(s) is not permitted by a public or private facility to use otherwise available overnight shelter space due to the person’s actions.~~

~~For persons under the age of 21 experiencing homelessness, The House shall, for purposes of this section, be considered the only available overnight shelter.~~

“Overnight use” means the use of public lands and/or trails pursuant to a special permit where an event is authorized to last overnight.

(8) Vend, sell or otherwise engage in a commercial or business operation on riverfront land or trails unless such is by the authority of a vending permit issued by the Department of Parks and Recreation of the City of Grand Junction. Possession of a valid vending permit shall authorize the use of the riverfront lands and trails subject to the terms and conditions imposed thereon by the Director or his designee.

(9) NO STRUCTURE OR ENCLOSURE IS TO BE CONSTRUCTED, ERECTED, INSTALLED, ATTACHED, OR STAKED IN ANY RIVERFRONT TRAILS, LANDS AND WATERS, WITHOUT AN EVENT OR COMMERCIAL ACTIVITY PERMIT. THIS INCLUDES, BUT IS NOT LIMITED TO: TENTS, ENCLOSED BOOTHS, MONUMENTS, ARTWORK, AND OTHER SIMILAR FURNISHINGS, WHETHER TEMPORARY OR NOT.

(10) FIRES, SMOKING, TOBACCO, MARIJUANA, AND VAPING ARE PROHIBITED IN ALL CITY RIVERFRONT TRAILS, LANDS AND WATERS.

(11) Fire, shoot, or discharge any cannon, gun, pistol or other firearm of any description or any BB or pellet gun or any explosive device or any bow, crossbow or other dangerous weapon or device.

(c) With the exception of a common wheelchair, an electric motorized scooter and Class I and Class II e-bikes, no motor vehicle or OPDMD is allowed on the trails, as the same are depicted and described by Ordinance 2606 and these adopted regulations.

(1) A Class I electrical assisted bicycle or low-speed pedal-assist electric bicycle is a two-wheeled bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. A Class I electrical assisted bicycle motor shall not exceed 750 watts of power.

(2) A Class II electrical assisted bicycle or low-speed throttle-assisted electric bicycle is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

(3) A Class III electrical assisted bicycle is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of 28 miles per hour.

(i) Class III electrical assisted bicycles are allowed only on streets/bike lanes adjacent to streets (not trails, paths or sidewalks).

(ii) Class III electrical assisted bicycles may not be operated by a person under 16 years of age; a person under 16 years of age may ride as a passenger on a Class III electrical assisted bicycle that is manufactured to accommodate a passenger(s). (4) Any person under 18 years of age riding or a passenger on a Class III electrical assisted bicycle shall wear an American Society for Testing and Materials (ASTM) or United States Consumer Product Safety Commission (USCPS) approved helmet of a type and design manufactured for use by riders of bicycles. The protective helmet shall be properly secured on the person's head with the strap fastened while the Class III electrical assisted bicycle is in motion.

(4) No person shall operate an electrical assisted bicycle in any place where there are one or more signs posted prohibiting such activity. No person shall operate an electrical assisted bicycle in any public place in a manner which causes injury to any person or damage to public or private property.

(5) A person using an electrical assisted bicycle in any public place within the City shall use the same in a careful and prudent manner and at a rate of speed no greater than is reasonable and prudent under the conditions existing at the place and time of operation, taking into account the amount and character of pedestrian traffic, grade and width of the path, trail or right-of-way and condition of the surface thereof and shall obey all traffic control devices.

(6) Every person riding an electrical assisted bicycle upon a public path, trail or other right-of-way shall yield the right-of-way to any pedestrian thereon.

~~(8) To the extent not inconsistent herewith, House Bill 17-1151 amending various sections of the Colorado Revised Statutes is incorporated by this reference.~~

~~(9) Within 60 days of the third anniversary of the adoption of the ordinance codified in this section the City Council shall consider the effectiveness of the ordinance codified in this section at achieving its stated purposes. Without further action by the City Council, the terms and provisions of ordinance codified in this section shall expire on the third anniversary of the effective date hereof. The City Council may determine that the ordinance codified in this section is effective as written and reinstate it or may amend it as it determines in its sound discretion.~~

(d) NO PERSON SHALL OPERATE ANY BICYCLE, ELECTRICAL ASSISTED BICYCLE, OR ANY OTHER DEVICE OR VEHICLE ALLOWED BY THESE RULES ON THE RIVERFRONT TRAILS, LANDS AND WATERS, IN A CARELESS OR RECKLESS MANNER.

(1) FOR THE PURPOSES OF THIS SECTION, "CARELESS" SHALL MEAN TO OPERATE ANY BICYCLE, ELECTRICAL ASSISTED BICYCLE, OR ANY OTHER DEVICE OR VEHICLE ALLOWED BY THESE RULES IN A CARELESS OR IMPRUDENT MANNER, WITHOUT DUE REGARD FOR THE WIDTH, GRADE, CURVES, CORNER, TRAFFIC FROM OTHER DEVICES, PEDESTRIANS, AND ALL OTHER ATTENDANT CIRCUMSTANCES.

(2) FOR THE PURPOSES OF THIS SECTION, "RECKLESS" SHALL MEAN TO OPERATE ANY BICYCLE, ELECTRICAL ASSISTED BICYCLE, OR ANY OTHER DEVICE OR VEHICLE ALLOWED BY THESE RULES IN SUCH A MANNER AS TO INDICATE A WANTON OR WILLFUL DISREGARD FOR THE SAFETY OF PERSONS OR PROPERTY.

This Resolution shall be in full force and effect from and after its passage and adoption.

Passed and adopted this 7th day of May 2026.



Nancy Strippel

Chair Of the Parks and Recreation Advisory Board

ATTEST:



Anna Wirth

Administrative Liaison to the Parks and Recreation Advisory Board

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING GJMC 12.08.140 REGARDING RENEWAL OF THE RIVERFRONT TRAIL AND ADJACENT AREAS RULES AND REGULATIONS

Recitals

Chapter 12.08 of the Grand Junction Municipal Code (“GJMC”) contains rules and regulations pertaining to conduct and other matters on the Riverfront Trail and adjacent areas. Pursuant to that code, the Parks and Recreation Advisory Board (“PRAB”) shall propose for adoption by the City Council necessary and reasonable rules regulations applicable to the use of the riverfront trails, areas adjacent, and the bodies of water which are owned and controlled by the City. The adopted rules shall have the force of and effect of law.

The rules and regulations were most recently adopted in Ordinance 5071 on May 18, 2022. Those rules, codified in GJMC 12.08.140, had a sunset provision causing them to expire in July 2025. This Ordinance readopts the rules with certain changes contained herein. Notable changes include the removal of the sunset provision, causing the rules to become permanent unless changed by City Council; removing a requirement for there to be overnight shelter available before the camping prohibition may be enforced; and the addition of a prohibition of careless or reckless operation of any bicycle or other allowed device.

Additionally, certain rules generally applicable to City parks were also adopted, including the prohibition against construction of a structure or enclosure, fires, smoking, and other activity prohibited in City parks.

This Ordinance readopts the 2022 Riverfront Trail rules with the changes recommended by PRAB. PRAB heard and considered a resolution adopting the rules contained in this Ordinance, and adopted a Resolution recommending City Council adopt the rules in their May 7, 2026 meeting.

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

The foregoing Recitals are incorporated and in consideration thereof, and as otherwise found and determined by the City Council to be in the best interests of the public health, safety, and welfare, and to conform with US Supreme Court precedent, the following change is made to GJMC 12.08.140 (addition in ALL CAPS, deletions in ~~strikethrough~~):

§ 12.08.140 Regulations relating to trails, lands and waters.

(a) "Riverfront trails, lands and waters" shall mean all trails, surfaced or unsurfaced, lands and waters which are under the administration, ownership or control of the City of Grand Junction Parks and Recreation Department and/or the trails, lands and waters of the Riverfront Commission which lie within the City of Grand Junction.

(b) No person shall:

(1) Operate any motor vehicle or other power driven mobility device(s) (OPDMD) on any City trail(s) or land(s) as those are depicted and described on the "Trails Map(s)" except maintenance or emergency vehicle(s) or as may be authorized by the City or by signs and except for a "common wheelchair" which is defined as a manually operated or power driven device designed primarily for use by a person with a mobility disability for the purpose of indoor, or of both indoor and outdoor, locomotion. An electric motorized scooter/power chair meets this definition, provided it meets Section 37.3 of the U.S. Department of Transportation's regulations implementing the ADA (49 CFR Parts 27, 37, and 38).

An OPDMD is defined as any mobility device powered by batteries, fuel, or other engine(s), whether or not designed primarily for use by persons with mobility disabilities, that is used by persons with mobility disabilities for the purpose of locomotion, including golf cars, electric personal assistance mobility devices (EPAMDs), such as the Segway PT ® or any mobility device designed to operate in areas without defined pedestrian routes, but that is not a common wheelchair within the meaning of this section.

Motor vehicle shall be as defined in § 42-1-102(58), C.R.S. et seq. EPAMDs shall be as defined in § 42-1-102(28.7), C.R.S.

(2) Operate any motorboat, motorized vessel or gasoline or electric motor-powered craft on any of waters owned and/or controlled by the City. All as defined in § 33-13-102, C.R.S.

(3) Enter, use or occupy the lands or trails of the riverfront between the period from 8:00 p.m. and 5:00 a.m. November 1 to March 1 and 10:00 p.m. and 5:00 a.m. March 2 to October 31 of each year.

(4) Carry or possess any glassware or serve or consume food or beverages from glass containers on riverfront lands or trails.

(5) Carry, possess, serve or consume any malt, vinous or spirituous liquor on riverfront lands or trails. Fermented malt beverages containing no more than ~~three and two tenths~~ FIVE percent alcohol by weight which are served or consumed from nonglass containers are allowed.

(6) Allow any dog or other animal on riverfront lands or trails unless the animal is under control by means of a leash not exceeding six feet in length. Animal(s) shall likewise be subject to all animal control ordinances and regulations of the City of Grand Junction.

(7) Camp, park a motor vehicle, trailer or camper on Riverfront lands or trails, with the intention or for the purpose of camping, unless:

(i) The person has the authorization of the owner of the property to camp at that location; or

- (ii) Overnight use is specifically authorized by the issuance of a use permit; or
- (iii) Camping or overnight use is otherwise specifically authorized by GJMC; or
- ~~(iv) There is no available overnight shelter; or~~

(iv) Camping is necessary after the formal declaration of an emergency in accordance with City Charter or a declaration of the Governor.

“Camp” or “camping” means to set up or to remain in or at an encampment.

“Encampment” means any place where bedding, sleeping bag(s) or other things used for bedding purposes, or any stove or fire is placed, established or maintained for the purpose of maintaining a place to stay or sleep, whether or not such place incorporates the use of any tent, lean-to, shack, or any other cover, structure or elements of a structure or any vehicle or part thereof. Ordinary use of the trail system such as resting or sleeping on a bench during normal trail hours or using the trails for other lawful uses does not constitute encampment.

~~“Available overnight shelter” means a public or private facility, with all necessary or required City occupancy approvals, open to a person(s) or a family experiencing homelessness with an available overnight space to house the person(s) or family at no charge or a nominal charge (presumptively \$5.00 or less per person). Overnight shelter space shall be considered available if the person(s) is not permitted by a public or private facility to use otherwise available overnight shelter space due to the person’s actions.~~

~~For persons under the age of 21 experiencing homelessness, The House shall, for purposes of this section, be considered the only available overnight shelter.~~

“Overnight use” means the use of public lands and/or trails pursuant to a special permit where an event is authorized to last overnight.

(8) Vend, sell or otherwise engage in a commercial or business operation on riverfront land or trails unless such is by the authority of a vending permit issued by the Department of Parks and Recreation of the City of Grand Junction. Possession of a valid vending permit shall authorize the use of the riverfront lands and trails subject to the terms and conditions imposed thereon by the Director or his designee.

(9) NO STRUCTURE OR ENCLOSURE IS TO BE COUNSTRUCTED, ERECTED, INSTALLED, ATTACHED, OR STAKED IN ANY RIVERFRONT TRAILS, LANDS AND WATERS, WITHOUT AN EVENT OR COMMERCIAL ACTIVITY PERMIT. THIS INCLUDES, BUT IS NOT LIMITED TO: TENTS, ENCLOSED BOOTHS, MONUMENTS, ARTWORK, AND OTHER SIMILAR FURNISHINGS, WHETHER TEMPORARY OR NOT.

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(5) No person shall operate an electrical assisted bicycle in any place where there are one or more signs posted prohibiting such activity. No person shall operate an electrical assisted bicycle in any public place in a manner which causes injury to any person or damage to public or private property.

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INTRODUCED on first reading the ____ day of May 2026 and ordered published in pamphlet form.

PASSED and **ADOPTED** on second reading the ____ day of June 2026 and ordered published in pamphlet form.

Laurel Lutz
President of the City Council

ATTEST:

Selestina Sandoval
City Clerk