

**CITY COUNCIL, CITY OF GRAND JUNCTION
RESOLUTION NO. 65-04**

**A RESOLUTION AMENDING THE GRAND VALLEY CIRCULATION PLAN BY
CHANGING THE CLASSIFICATION OF VARIOUS ROADS IN THE URBAN AREA**

Recitals:

The Grand Valley Circulation Plan, formerly known as the Major Street Plan (referred to as “the Plan” hereinafter) identifies both major and minor transportation, circulation and connectivity routes and opportunities. The Plan is made and adopted pursuant to and in accordance with the Colorado Revised Statutes and the Grand Junction Zoning and Development Code.

This modification to the Grand Valley Circulation Plan was adopted by the Mesa County Board of County Commissioners on June 21, 2004 and recommended for approval by the City of Grand Junction Planning Commission on June 22, 2004.

This update amendment to the Grand Valley Circulation Plan reflects changes in the following categories:

- a. Updating “Proposed” roadways to “Existing” reflecting actual construction progress.
- b. Modifying roadway classifications based on changing development patterns, updates to transportation models, and the better technical information.
- c. Drafting errors.
- d. Reflecting changes in previous district maps/amendments.
- e. Changes proposed by Mesa County Staff outside of the 201 boundary.

A complete list of these changes is available upon request.

In accordance with section 1.11B.3 of the Zoning and Development Code, the City Council shall, as it deems appropriate, decide, adopt and/or amend the City’s street plans and components to it. For the reasons stated in the foregoing recitals, the Grand Junction Planning Commission and the staff recommend that the City Council adopt the amendment to the Grand Valley Circulation Plan as proposed in the attached maps marked “Grand Valley Circulation Plan – Grand Junction/Mesa County Urban Area Functional Classification Map” [Exhibit A] and “District Map 2004-01: Access Management Plan 24 Road/F Road” [Exhibit B].

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

The Grand Valley Circulation Plan is hereby amended to include the above described map and district map.

PASSED AND ADOPTED this 21st day of July, 2004 by the City Council of the City of Grand Junction.

ATTEST:

/s/ Bruce Hill
Bruce Hill
President of the City Council

/s/ Stephanie Tuin
Stephanie Tuin
City Clerk

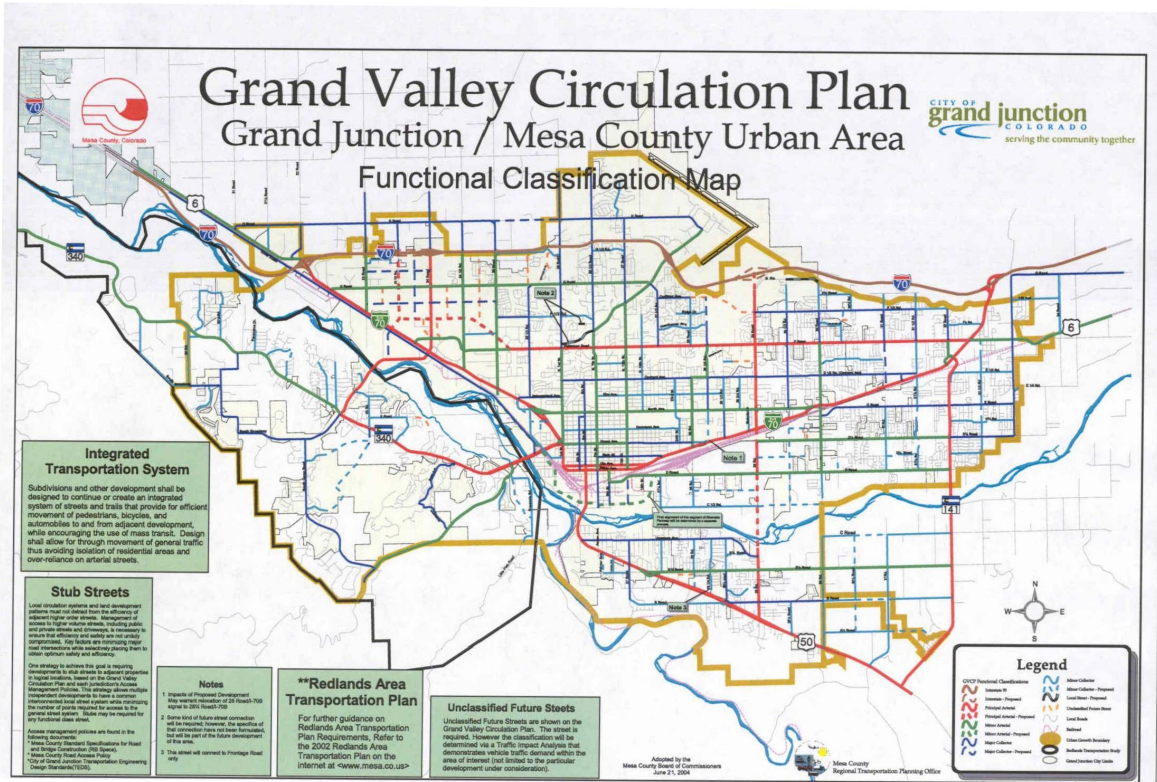
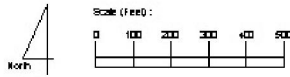


Exhibit A

This drawing is not intended to serve as a legal representation of the detailed sites. It is intended to show current and future access requirements, as described.



**Patterson Rd., 24 Rd to I-70B
20 Year Area Access Plan**

Due to anticipated future volumes and accident control needs, future corridor access spacing will be more restrictive. The model's intent is that major access points be spaced at a minimum 300' between the 24 Rd and I-70B intersections.

Shown are proposed full-movement access (2 and 4) that will serve all highlighted properties. "Cross-Access" agreements, which will allow access to all full-movement access points and all highlighted parcels, will be required of all involved property owners.

Future access patterns (shown in red) will change from existing only as adjacent properties develop, and equal, or better, access options become available.

Access Change Notes

- ① This "right in - right out only" access will become the only access permitted along 24 Rd between Patterson and I-70B. Median construction will occur with property development, or for accident control. Its location will be determined by the City.
- ② This shared, full-movement access will most immediately serve properties A - C, and I - L. The north and south access points will be opposite each other. The City will determine access placement upon first development by a property adjacent to this access point on either the north or south side of Patterson, based on left turn lane storage and existing development needs.
- ③ As properties (A - C) gain alternate access to either Patterson or 24 Rd, they will relinquish their right to use of this access upon redevelopment. No access will be permitted along I-70B, between 24 Rd and Patterson once this access fully closes.
- ④ This full movement access point will be placed at either of the two locations shown, as determined by the City when the first adjacent property undergoes development on either the north or south side of Patterson. This full-movement access will most immediately serve parcels D - F, H, and I.
- ⑤ The Cassandra intersection with 24 Rd will become a "right in-right out only" access when Rae Lynn extends north to Leland, or for reasons of accident control on 24 Rd.
- ⑥ The Leland intersection with 24 Rd will become a "right in-right out only" access when Rae Lynn extends from Cassandra north to F 1/2 Rd, and the F 1/2 Rd - 24 Rd intersection becomes fully developed.
- ⑦ This existing access will be relocated upon redevelopment or for accident control. The relocation will be to the west, or through an adjacent property.
- ⑧ This access point will be closed when alternate access becomes available ④.

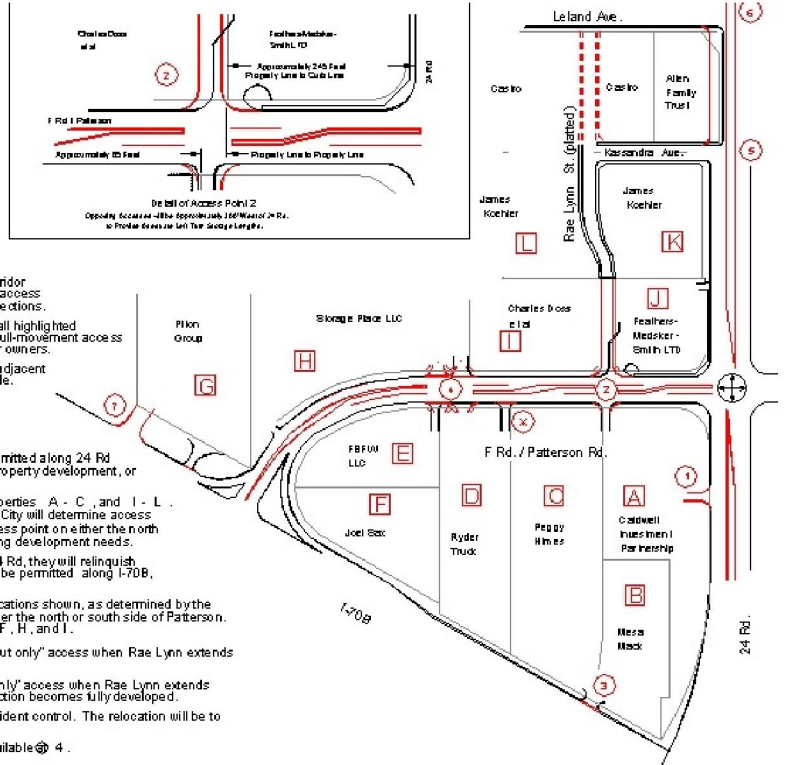
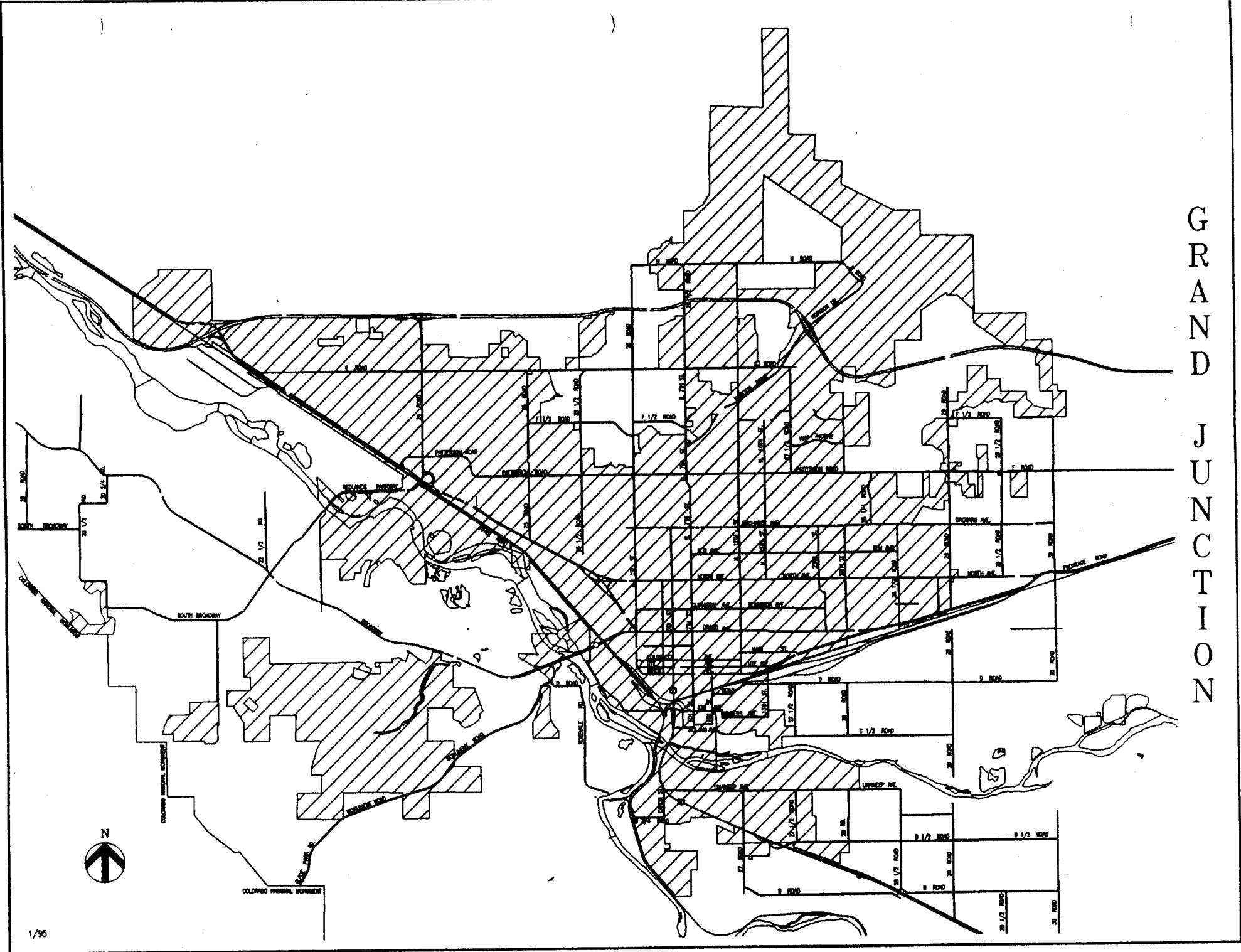
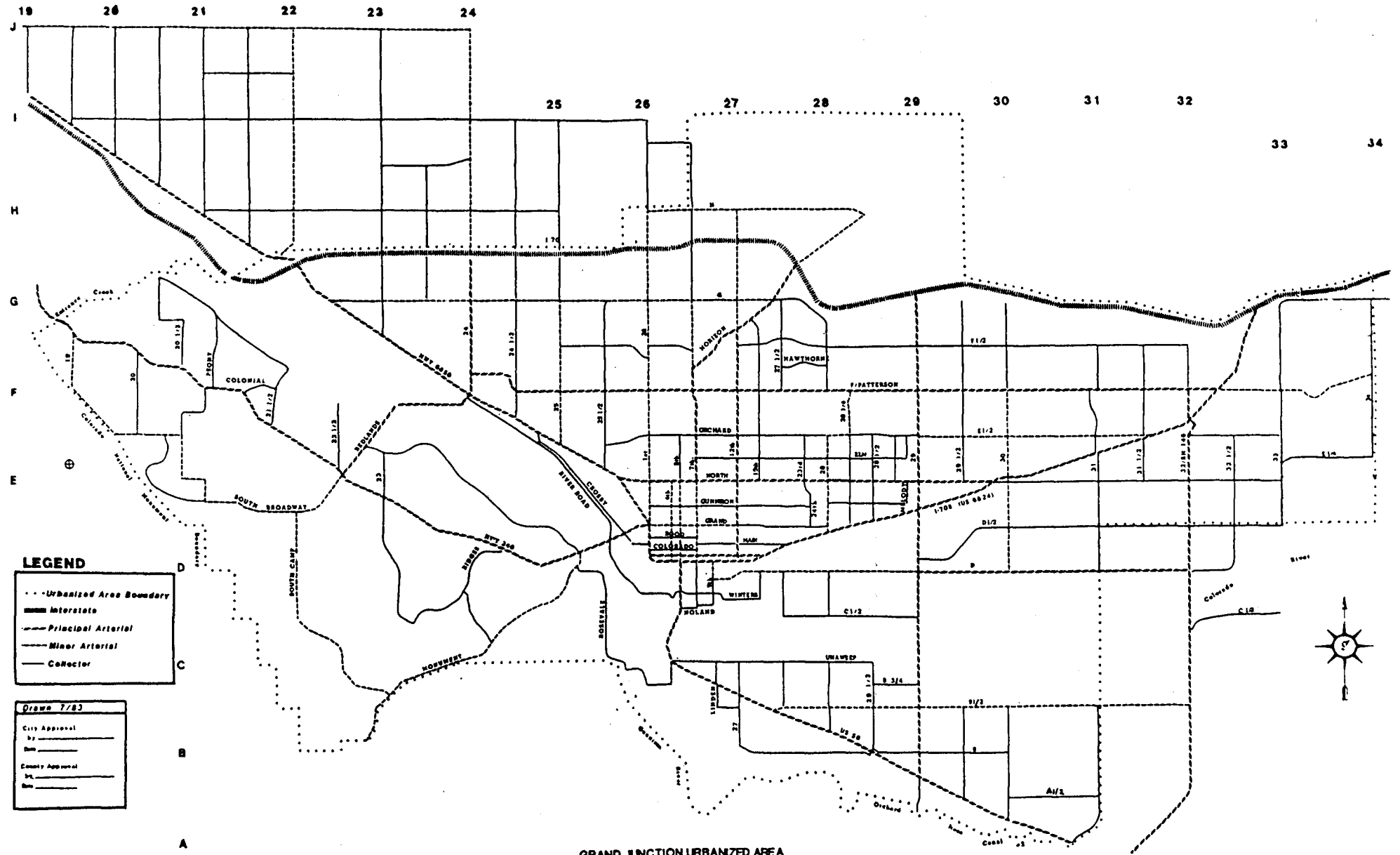


Exhibit B

1A

GRAND JUNCTION ZONING





LEGEND

- - - Urbanized Area Boundary
- ==== Interstate
- Principal Arterial
- Minor Arterial
- - - Collector

Drawn 7/83

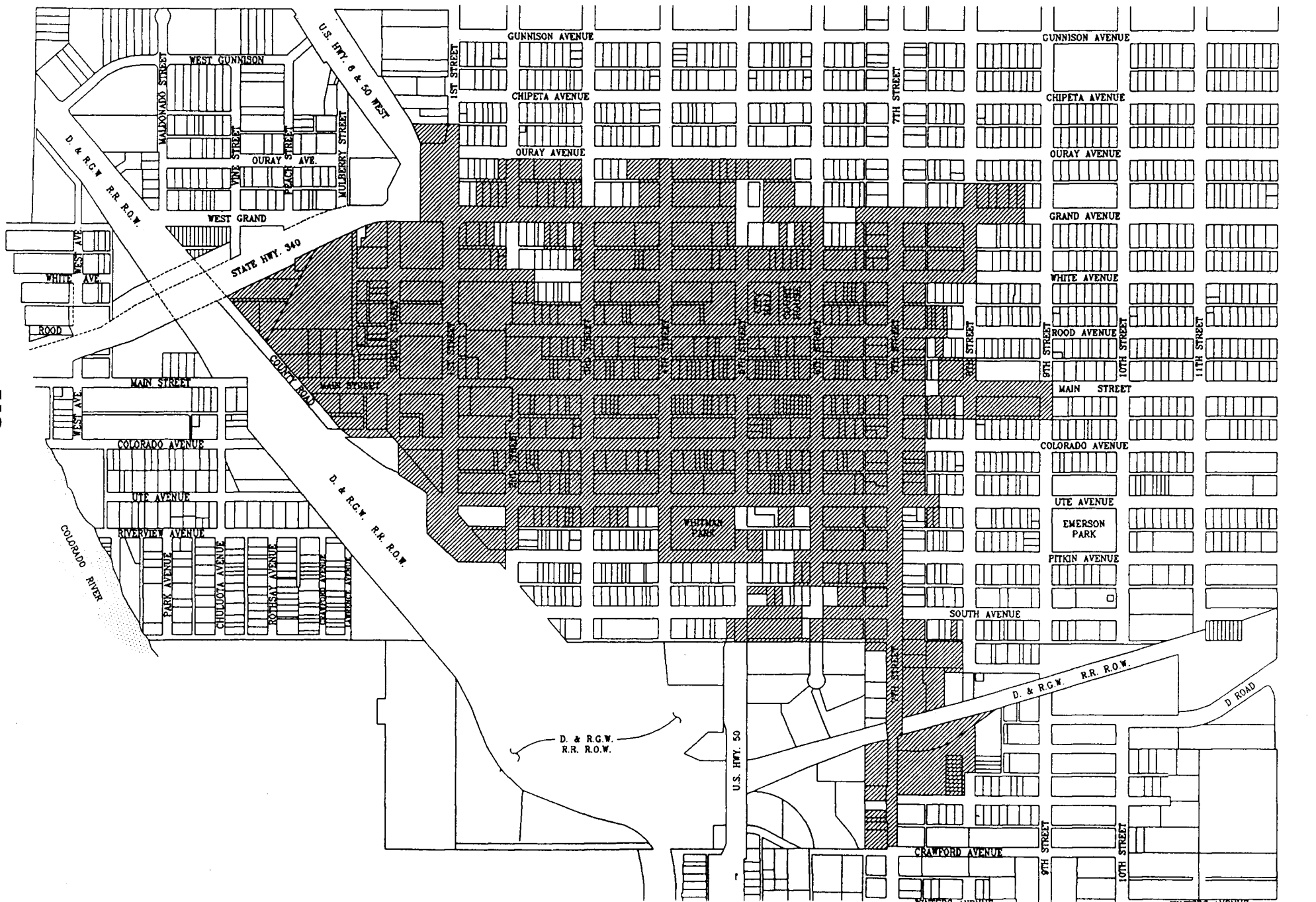
City Approval
by _____
Date _____

County Approval
by _____
Date _____

**GRAND JUNCTION URBANIZED AREA
RIGHT OF WAY
FUNCTIONAL CLASSIFICATION**

DDA BOUNDARY MAP

N.T.S.



3A