

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

June 3, 1998

The City Council of the City of Grand Junction, Colorado, convened into regular session the 3rd day of June, 1998, at 7:33 p.m. in the City/County Auditorium at City Hall. Those present were Cindy Enos-Martinez, Gene Kinsey, Earl Payne, Mike Sutherland and President of the Council Janet Terry. Jack Scott and Reford Theobold were absent. Also present were City Manager Mark Achen, City Attorney Dan Wilson, and Acting City Clerk Christine English.

Council President Terry called the meeting to order and Council-member Payne led in the Pledge of Allegiance. The audience remained standing during the invocation by Ken Wilson, Abundant Blessings Mission.

CONSENT ITEMS

1. **Minutes of Previous Meeting**

Action: Approve the Minutes of the Regular Meeting May 20, 1998

2. **Award of Contract for Design of Eagle Rim Park**

In response to a request for proposals for park master planning and landscape architectural design services relative to the construction of Eagle Rim Park, six firms submitted proposals. Three of these were invited to make oral presentations. The City evaluation committee selected Winston and Associates of Boulder for Council recommendation.

If approved, the fixed fee to perform the scope of services will be \$94,425.

Action: Award Professional Services Contract to Winston and Associates, Boulder, to Re-define the Existing Master Plan, Perform Design Development Services and Prepare Construction Documents for Eagle Rim Park in an Amount of \$94,425.

3. **Award of Bid for Concrete Pipe, Storm Drain Inlets and Various Pipe Connections to Grand Junction Pipe and Supply and Approve Sole Source Vendor**

Invitation for Bids was sent to three (3) concrete pipe manufacturers for the purchase of concrete pipe, storm drain inlets and pipe fittings for construction of storm drainage improvements on Orchard Avenue from 28 Road to Linda Lane. Only one complete bid was received from Grand Junction Pipe and Supply in the amount of \$114,000. Due to the high cost of shipping, out-of-town vendors cannot be price competitive with GJP&S, therefore, the City Purchasing Agent recommends establishing GJP&S as a sole-source vendor for reinforced concrete pipe and associated pre-cast concrete pipeline construction products.

Action: 1) Award Purchase Contract to the Sole Responsive Bidder, Grand Junction Pipe and Supply, for the Acquisition of Concrete Pipe, Storm Drain Inlets, and Various Pipe Connections in the Amount of \$114,000 for Construction of the Storm Drainage Improvements on Orchard Avenue from 28 Road to Linda Lane. 2) Approve Grand Junction Pipe and Supply as Sole-source Vendor for the Negotiated Procurement of Future Concrete Pipe Acquisitions.

4. **Award of Contract for 1998 New Sidewalk Construction**

The following bids were received on May 19, 1998:

Reyes Construction, Inc., Grand Junction \$140,145.20
Mays Concrete, Inc., Grand Junction \$151,439.50

City Estimate \$126,909.60

Action: Award Contract for 1998 New Sidewalk Construction to Reyes Construction, Inc. in the Amount of \$140,145.20.

5. **Mesa County Transportation Coalition Interagency Memorandum of Understanding to Assist with Implementation of the 1998-2002 Transit Development Plan**

Authorization for the Mayor to sign a Memorandum of Understanding whereby the City of Grand Junction would be recognizing the efforts of the paratransit providers of Mesa County in their efforts to maximize the efficiency of their operations by consolidation and to provide input in the implementation of the MPO's 1998-2002 Transit Development Plan.

Resolution No. 37-98 - A Resolution Authorizing the Mayor to Sign a Memorandum of Understanding Thereby Supporting the Goals of the Mesa County Transportation Coalition

Action: Adopt Resolution No. 37-98

6. **Setting a Hearing on Rezoning the Parcel on the West Side of 24 1/2 Road, North of F 1/4 Road (631 24 1/2 Road - Sticks & Stones) from RSF-R to H.O.** [File #RZ-1998-031]

The applicant requests to rezone the parcel west of 631 24 1/2 Road from RSF-R to H.O. (Highway Oriented) to allow the expansion of a landscape business. The Growth Plan Map supports a commercial use at this location. At the May 12, 1998 hearing, the Planning Commission recommended approval of this rezone request.

Proposed Ordinance Rezoning Property Located on the West Side of 24 1/2 Road, 400 Feet North of F 1/4 road (631 24 1/2 Road) from RSF-R to H.O.

Action: Adopt Proposed Ordinance on First Reading and Set a Hearing for June 17, 1998

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

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

NORTH CENTRAL VALLEY PLAN - RESOLUTION NO. 38-98 ADOPTING THE NORTH CENTRAL VALLEY NEIGHBORHOOD PLAN [FILE #PLN-1998-019]

The North Central Valley Plan was jointly adopted by the City and County Planning Commissions in March, 1998 and covers an area from Persigo Wash to 27 1/4 Road, north of G Road, and includes areas within the current City limits. The land use recommendations in the North Central Valley Plan are generally consistent with the Growth Plan. Staff recommends approval.

Michael Drollinger, Community Development Department, gave a brief overview of the North Central Valley Plan as it relates to areas

within the City limits. The study area is bounded by G Road on the south, Persigo Wash on the north and west, K Road on the north, and 27 1/4 Road on the east, encompassing approximately 16 square miles, 11 of which are in unincorporated Mesa County and five square miles which are inside the Grand Junction City limits.

If the North Central Valley Plan is adopted it will replace the existing mid-valley Appleton Area Plan where applicable. However, the Mesa County-wide Land Use Plan and Grand Junction Growth Plan Goals & Policies would remain in effect and continue to apply to the plan area.

There are no recommended changes in the Plan on land use designations from what was adopted with the Grand Junction Growth Plan. The land use designations for areas in the City remain the same, with one exception. The northeast corner of the I-70/24 Road interchange is designated in the North Central Valley Plan for non-residential uses rather than the current Growth Plan designation of rural residential. Mr. Drollinger said a question came up at the June 1, 1998, Council Workshop regarding the urban levels of service and where there might be some references to that concept. There are two references in the adopted Growth Plan: (1) a specific policy in the Growth Plan; and (2) an implementation item which referenced the urban level of service concept. Mr. Drollinger provided copies of the references to Council.

Mayor Terry asked if the North Central Valley Plan is consistent. Mr. Drollinger answered yes, the recommendations in the North Central Valley Plan were developed and taken directly from the policy and implementation items in the Growth Plan.

Mayor Terry said there has already been much public input which has been heard and which has gone into the North Central Valley Plan. She said her previous concerns have been addressed to her satisfaction.

Councilmember Sutherland referred to the alternatives listed in the January 9, 1998 document. He asked how the boundary line got moved from H Road to H 1/4 Road. Keith Fife, Mesa County, Long Range Planning, said the line moved north because of the extension of the sewer line to Appleton Elementary School. It will also make future sewer service available for properties which front on H Road.

Councilmember Sutherland asked about the area shown as the joint urban plan uses. He asked what the expected densities would be. Mr. Fife said they are identical to the Growth Plan.

There were no other comments. Upon motion by Councilmember Enos-Martinez, seconded by Councilmember Kinsey and carried by roll call vote, Resolution No. 38-98 was adopted.

Councilmember Sutherland said the discussions among a number of people in the area north of I Road were contentious regarding two acres versus five acres. Council has received feedback and it is a division of people who live in that area. The Planning Commission made the decision to go with the two to five acres in that area. Since there was no public comment at tonight's meeting, Councilmember Sutherland assumed they agree with the final document. Mayor Terry agreed.

PUBLIC HEARINGS ON REZONING A PORTION OF PROPOSED LOT 3, GRAFF MINOR SUBDIVISION, FROM RSF-2 TO RSF-4 AND VACATING THE EASEMENTS WITHIN WOODSMOKE SUBDIVISION, LOCATED AT 575-581 29 ROAD - ORDINANCE NO. 3058 REZONING PROPERTY PROPOSED TO BE SUBDIVIDED AS LOT 3, GRAFF MINOR SUBDIVISION, LOCATED ON THE WEST SIDE OF 29 ROAD, SOUTH OF F ROAD FROM RSF-2 TO RSF-4 - ORDINANCE NO. 3059 VACATING ALL EASEMENTS DEDICATED WITHIN THE WOODSMOKE SUBDIVISION AS RECORDED IN PLAT BOOK 13, PAGES 150, 151 AND 152, LOCATED ON THE WEST SIDE OF 29 ROAD, SOUTH OF F ROAD

[FILE #VE-1998-073]

The applicant is in the process of replatting the Woodsmoke Subdivision, which contains Graff Dairy and adjacent residential homes, into a four-lot minor subdivision. Approval of the subdivision creates split zoning on proposed Lot 3, triggering the need to rezone the remainder of the lot to RSF-4. Unneeded easements dedicated in the Woodsmoke Subdivision are proposed to be vacated. At the May 12, 1998 hearing, the Planning Commission recommended approval of the rezone and vacation requests.

A hearing was held after proper notice. Patrick Green, Firm Land Design, 259 Grand Avenue, Grand Junction, spoke representing the Graffs. They are in the process of developing a minor subdivision which consists of the existing Woodsmoke Subdivision and one parcel that is south of the Woodsmoke Subdivision. The Woodsmoke Subdivision is zoned RSF-2 and the adjoining parcel is zoned RSF-4. When reconfiguring the lots it became necessary to request the rezone in order to stay consistent so the zoning followed the lot lines. Lot 2 of the Woodsmoke Subdivision was initially going to be a separate development. It had a series of easements running through it. The development never took place and there were no utilities installed, therefore, the Graffs are requesting the easements be vacated as they are of no use at this time.

Bill Nebeker, Community Development Department, said the rezone request would solve the split-zoning on residential property which could create problems with setbacks. The Woodsmoke Subdivision had some ingress/egress and utility easements throughout because originally there were private streets planned. All of the easements within Woodsmoke Subdivision are being vacated, with the exception of one easement (sewerline easement running along the Grand Valley Canal) which is being retained, although it was previously dedicated on another recorded document. This is mentioned in the proposed ordinance.

City Manager Mark Achen asked how many lots it started with and how many it ended with. Bill Nebeker said it started with three lots and ended with four.

Mayor Terry said the plan which was originally filed is no longer legal. Mr. Nebeker said the zoning reverted from the Planned Residential back to RSF-2.

Mayor Terry asked how long a plan remains in effect. Mr. Nebeker said generally one year. By replatting, the old plan becomes obsolete.

Mr. Nebeker said the vacating of easements will not land-lock any properties.

There were no other comments. The hearing was closed at 7:55 p.m.

Upon motion by Councilmember Payne, seconded by Councilmember Sutherland and carried by roll call vote, Ordinance No. 3058 rezoning and Ordinance No. 3059 vacating were adopted on second reading, and ordered published.

OTHER BUSINESS

Report on Discussions with Walker Field Airport Authority

Mayor Terry asked Councilmember Sutherland to give a summary update to clarify Council's discussions with the Airport Authority.

Councilmember Sutherland said at last week's special Airport Authority meeting there was a motion made to exercise the 30-day lease option in the current lease with Larry Kempton. The lease is scheduled to expire August 31, 1998. The 30-day option

primarily benefits Mr. Kempton who, when he took the building, agreed to take on the maintenance of the building. He wanted a 30-day out if something major came up with the maintenance of the building. The Airport Authority agreed to the option as well because there might be a need for that land in the future. Long range plans for the land were to level the building and clear out the entire site for expansion of the air carrier operations. They are limited in size for future expansion for air carrier or commercial aircraft. Mr. Kempton originally signed a five-year contract which was extended another five years. Approximately two years ago, the Airport Authority made a public statement that it does not plan to extend the lease upon the completion of this term because of the need to build an aircraft rescue fire fighting and snow removal equipment storage building in that area. It would also like to clear the site for expansion.

A potential tenant (Federal Express) came to the table to consider several options. Federal Express was faced with a time frame to make a decision and be able to begin operating at another airport, whether it was Grand Junction, Montrose, etc. and Grand Junction was their first choice. They were faced with needing to have an operation underway by September 1, 1998, or they would be forced to stay at DIA for another year. If they can move all their western slope hub operations to Grand Junction, they could save a considerable amount of money. Rather than flying the 727's from Memphis into Denver, then flying the smaller aircraft to the western slope communities, they will fly the 727's directly from Memphis into Grand Junction. The smaller aircraft will distribute the cargo to western Colorado and eastern Utah.

There were two tenants who came to the table originally, one who was willing and able to pay \$900/month, another who would pay \$9,000/month. The intent of the Airport Board was to put the bid out to all interested parties at the end of the five-year Kempton lease. The Airport Board made the decision in April, 1998 to not extend Mr. Kempton's lease. At that time, they discussed what options would work for Federal Express within their timeframe. Mr. Kempton was told at that time that his lease would expire and he would have to find a new location.

Some hazardous materials cleanup is needed on the building since a crop dusting business inhabited the building at one time, but it is not complicated or expensive. It does need to be accomplished before Federal Express inhabits the building. To put any new tenant or change of use in that building requires the building meet all current building codes. Initially, it was determined the cost would be fairly expensive and that expense would be incurred

entirely by the Airport Authority. Last Tuesday, a motion was passed to authorize expenditures up to \$75,000 for those improvements and others necessary to meet the requirements of Federal Express. Since that time the head building official has inspected the building and found the improvements are not as extensive as originally determined.

The intent of the Airport Board was that the airport would expend whatever monies necessary to bring the building up to code, but anything over that, which the tenant would finish, the Airport would pay up front, but Federal Express would reimburse the Airport Authority as an addition to the lease cost amortized over whatever period of time they are leasing the building. Essentially, the Airport Authority will get everything back except what is necessary to bring the building up to code.

The issue is where does Kempton Air Service relocate. The Airport Authority passed a motion to give certain limited incentives to Kempton Air Service without going above and beyond what the Airport can give to any other tenants. Because of federal limitations, there are restrictions on what can be done for one client or another. The Airport can front some money as long as it gets it back amortized over the lease period. The Airport has some ramp space where K.A.S. can move its airplanes and continue to operate. He will be able to fuel his own airplanes which will provide a savings for the company. He will lease office and classroom space from West Star. He still needs a hangar building to conduct interior work.

Councilmember Sutherland said the Airport Authority is close to an agreement with Mr. Kempton. The Airport has offered some incentives to have Kempton Air Service end its lease by July, 1998 rather than August, 1998.

Mayor Terry asked if Federal Express has signed a lease. Councilmember Sutherland said the Airport Board will consider a finalized lease on June 16, 1998, the regularly scheduled board meeting. He was hopeful a lease agreement would be worked out with Mr. Kempton on his chosen site for a long term home for his company.

Mayor Terry asked about the economic impact of Federal Express. Councilmember Sutherland said they're talking about creating ten new jobs. Another air cargo operation that works hand in hand with Fed Ex is talking about moving their international operation to Walker Field if Fed Ex moves there, with a possibility of 20 to 25 new jobs, from corporate pilots to ground handling and clerical positions. He estimated \$1 million coming into the community.

There should be some benefit to the hotels and restaurants in the Horizon Drive area because of the executives flying into Grand Junction periodically.

There are also indirect benefits such as more aircraft operations which helps keep the tower in Grand Junction, helps get bigger and better radar service, helps with the federal entitlement grants from Washington which are based on passenger enplanement and cargo enplanements. State collected fuel tax will come back as more and more fuel is purchased.

Councilmember Sutherland said historically Fed Ex has never left their hub communities and have expanded and grown. They recognize that the growth potential at this site is fairly limited. The Airport Authority is hopeful that they will be building a larger site exclusive to them. They have relocated from DIA because of the high taxiing time, landing fees are approximately four to five times as much every time the 727 lands. They are anxious to move their operation out of DIA and would see a tremendous savings by moving the operation.

ADJOURNMENT

Mayor Terry adjourned the meeting at 8:08 p.m.

Christine English
Acting City Clerk