

GRAND JUNCTION COMPREHENSIVE PLAN  
Initial Citizen Input Meeting  
Tuesday, October 25, 1983  
City Auditorium  
7:30 pm - 9:00 pm

The meeting was called to order by Mayor Gary Lucero at 7:30 p.m. in the City Auditorium.

In attendance, representing the City Council were:

Christine Kreissler	Ray Phipps
Betsy Clark	Frank Dunn

In attendance, representing the City Planning Commission were:

Bill O'Dwyer	Ross Transmeier
Miland Dunivent	Glen Green

In attendance, representing the Planning Department were:

Ken Strohson	Ken Glover
Greg Flebbe	Karl Metzner
Bob Goldin	Janet C.-Stephens

Rachelle Daily of Sunshine Computer Services, was present to record the minutes.

There were approximately 25 interested citizens present at the beginning of the meeting.

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**AGENDA**

- I. Call to Order. (Gary Lucero, Mayor)
- II. Pledge of Allegiance.
- III. Invocation (Greg Flebbe).
- IV. Opening Remarks

Mayor Lucero welcomed the citizens to the meeting and introduced members of the City Council, City Planning Commission and City Planning Department Staff that were present. He indicated that there would be three presentations, after which the audience would be able to ask questions.

Mayor Lucero made the following comments regarding the purpose of this meeting and the Comprehensive Plan:

1. The purpose of this meeting is to provide citizens with a basic background on the Comprehensive Plan for the City.
2. The Comprehensive Plan is a policy-oriented plan (rather than regulatory), designed around citizen input and deals with "real world situations" as they exist now and as they are expected to exist in the future.
3. The formulation of the policy is being developed by the City Council and the City Planning Commission, with the aid of the City Planning Department in the form of policy recommendations.

#### **V. Overview of the Comprehensive Plan and Process**

Ross Transmeier, representing the City Planning Commission, opened his remarks by defining the difference between the Planning Commission and the Planning Staff. (The Planning Commission is comprised of a group of people who volunteer their time to conduct Public Hearings in order to allow citizen input on specific items. The Planning Commission then provides input to City Council in the form of recommendation on these items who actually makes the final decisions. Planning Staff members are professional people, educated in Planning and have a "lot more talent in that field" than the Planning Commission members.

Ross also made the following comments regarding the Comprehensive Plan:

1. The plan isn't written yet -- A lot of work has been done, but citizen input is still needed.
2. The plan is not a regulatory document -- it is simply a plan.
3. The plan represents the City of Grand Junction (not Mesa County). The areas dealt with include those within the City Limits (approximately within the boundaries of A Road to I Road, and 22 Road to 31 Road). These are the areas within the Intergovernmental Agreement (the agreement between Mesa County and the City of Grand Junction that specifies that the two entities will communicate and make plans interrelating to each others governmental capacity within that geographical area).

4. The Goals of the Comprehensive Plan include:

- a) The plan will be a service-delivery-oriented plan that will help the City deliver services to its residents. (water, sewer, police protection, streets, etc.)
- b) The plan will provide a vehicle to get information to the people (both governmental and non-governmental individuals) who make decisions on particular items.
- c) The plan will consider the monetary factors (city budget available for long-term capital expenditures) and the timeframe for completion of these scheduled capital improvements.
- d) Policies will be established to provide guidelines for making decisions.
- e) Information for the decision-making process will be available from various data (fiscal analysis, population projections, data compiled by the Planning Department, etc.).
- f) Citizen input will be included in the development of the plan.
- g) The plan will be based upon the current population and when a certain level of population increase is reached, the plan will need to be revised to accommodate that increase. (Mr. Transmeier noted that the current population for the City of Grand Junction is about 30,000 and that a 25% increase in population -- or a population threshold of about 40,000 -- would require a revision to the plan.)
- h) Once the plan has been established, it is important to keep it updated so it will be put into action.

Mr. Transmeier summarized that the plan will include:

- (1) Delivery of services;
- (2) Policies that will set guidelines for all of us;
- (3) Citizen input;
- (4) Updating procedures; and,
- (5) Continuous updating of the implementation tasks.

## V. What Has Been Accomplished

Ken Glover, Director of City/County Comprehensive Planning, discussed the items that have been completed to date by the City Council, Planning Department, and Planning Commission.

1. The framework for the plan has been developed.
2. An agreement has been reached that will provide for developing the plan so it can be changed over time as conditions change.
3. The process has been established that provides for a significant amount of citizen participation.
4. Written material that has been produced, completed, or drafted at this time include:
  - a) Identification of the issues.
  - b) Policies intended to address the issues.
  - b) Implementation tasks that will address the policies.
5. The following items have been adopted by the Planning Commission and City Council and provide a basic framework for the rest of the planning process for the other chapters to be developed.
  - a) Table of Contents
  - b) Introductory Chapter (an overview of the Planning Process and a history of Grand Junction).
  - c) Chapter that discusses adoption, amendments, and administrative procedures.
6. The following Chapters have been adopted by the Planning Commission and will be considered by City Council after citizen input is received:
  - a) Environment Chapter (reviews air quality, water quality, climate, geologic hazards, etc.).
  - b) Educational Institutions Chapter (covers public & private schools, colleges, Mesa County Public Library, Museum of Western Colorado, Western Colorado Center of the Arts, etc.)
7. Two other Chapters currently in draft form include:
  - a) Population and Demographics (a discussion of the overview of the population growth history in Grand Junction). "Boom" or "Bust" Growth Rates (such as Grand Junction has experienced in the past) are difficult to project and they obviously create projection problems from a planning standpoint. The plan is to try and develop a Comprehensive Plan

based on a population threshold to try to identify a reasonable future population.

- b) Human Resources Services Chapter (covers health care facilities and human resource agencies and their impact on the City).

Mr. Glover added that the last four chapters he discussed (Environment, Educational Institutions, Population & Demographics and Human Resources Services) are expected to go before City Council in December, 1983. He concluded that tonight's meeting represents the first major accomplishment to involve citizens in this planning process. He noted that citizen involvement will be an ongoing process and this meeting just represents the beginning.

## VII. Citizen Involvement Process

Ken Strohson, Comprehensive Plan Project Manager, stressed the importance of citizen involvement through their participation in the growth and development of the Plan. He discussed the various methods that are being implemented to inform the public citizen input. Those methods include:

1. Public Notices
2. Media Coverage
3. Display Ads (newspaper)
4. Informational Handouts
5. Workshops
6. Hearings
7. Draft Copies of the plan available to the public
8. Normal Agency Reviews
9. Citizen Attitude Survey (questionnaires) and Follow-up
10. Area Community Meetings

Mr. Strohson stated that the data received from citizen input will be analyzed and used in the policy making process. He elaborated on the scheduled Area Community meetings (handouts were available at this meeting) which are scheduled for November and December (1983), and are designed to obtain input from citizens from specific areas with respect to the City as a whole and to provide background material on the areas. He added that the second series of meetings will be scheduled late winter and early spring which will review land-use and public facilities/services chapters (existing and proposed land-use policies) and solicit input on future land use.

**VIII. Questions and General Discussion of Land Use and Public Facilities and Services**

Ross Transmeier asked for questions and requested that they pertain to the Plan (rather than specific street improvement type of questions).

**QUESTION/COMMENT #1 (Citizen #1)**

"Is there a part of the plan which addresses the history of the city -- items of a historical nature worth saving? Is there anything that indicates that those community items of historical value are recognized and preserved?"

**RESPONSE**

Ross Transmeier replied that he thought that "briefly and in a smattering of places" that subject might be addressed, but there is no specific chapter or section of a chapter covering that subject.

Ken Strohson responded to the question by stating that previous policies have been developed in the past as part of the zoning and land-use code which addresses some of those concerns. He invited the citizens interested in this subject to attend the neighborhood meetings so it can be discussed and considered in terms of policy development.

Mr. Transmeier added that he didn't think making a list of the historical places has been considered but that it might be a good idea.

Mr. Strohson stated that one does exist in the archives of the Planning Department (a student intern surveyed the entire Grand Valley and the list has been updated).

Miland Dunivent, Planning Commission Member, urged everyone in the audience to attend the scheduled neighborhood meetings as their input will help inform the Planning Commission of the location and value of such historical sites.

**QUESTION/COMMENT #2 (Citizen #2)**

"To what extent are you concerned with Traffic Patterns. For example, will you sacrifice a neighborhood in order to get traffic patterns?"

## RESPONSE

Ross Transmeier replied that "it is always give and take whenever you are moving traffic. Ideally you try to have the traffic out of the city and the people in it (the city), but that doesn't work." Mr. Transmeier noted that the major arterials are marked on the map displayed.

Ken Strohson responded to the question by stating that there is a Transportation Chapter scheduled to be written, reviewed, and developed during the winter of 1983-84 which will be the place to have input regarding the policies.

Mr. Transmeier summarized that they will have to make some policies and guidelines on what they will be willing to give up in order to get the traffic flow.

## QUESTION/COMMENT #3 (Citizen #3)

"How does Ken Glover intend to take care of the climate?"

## RESPONSE

Ken Glover answered that there isn't a whole lot that "we can do to take care of it," but it has to be considered in our activities to know how to treat or deal with it in terms of its effect on us.

## QUESTION/COMMENT #4 (Citizen #4)

"I have attended City Council meetings in the past, but not any of Mayor Lucero's meetings, because 'they decide everything on Monday morning' and then on Wednesday evening by the time you get up to say anything, it isn't it ..."

"On traffic planning, you talk about Bike Paths, which I think is a misnomer -- I have a bicycle and I'm almost afraid to ride it ... "

"You talk about input to the City Council -- I've been to City Council, and I know that isn't part of a Planning meeting, but the Mayor is here so I thought I'd bring it up anyway. If I bring anything up, boy, they just don't want anything to do with it ... Like the time 'they said they weren't bound by any previous Council's decisions regarding the extra 1% sales tax' and they went ahead and made a big boost in the rates on the water which we had the understanding at the time (from a meeting before) that that wouldn't

be done ... But that's outside the scope of your Planning here but on the City Council I brought this up when my councilman was Karl Johnson about the traffic signals you put in around town and how traffic-activated lights will not operate by a motorcycle; you sit there and wait and wait until an automobile trips it. I don't know why in the world with all the modern, sophisticated equipment they have now that they cannot activate a traffic light with a motorcycle -- maybe I should carry a cane along to push a button in the street ..."

"It seems like the City and the Council have tried to make an obstacle course for all traffic (trucks, motorcycles, automobiles and everything else) since they block every thru street at the same time and make it almost impossible to get through. And the inefficiency of the way they handle such things; for example, a year ago they lined a half or quarter mile of Indian Wash on Orchard Avenue and blocked that street off for almost six months. The Bureau of Reclamation and some government agencies that I have worked for ..., by the way, I am a registered professional engineer in the State of Colorado so I know a little bit about construction in other places. I think this planning is fine -- its a master plan I would call it, but when you do decide that the population is justified to certain movement, why can we not get at it efficiently and get it done rather than drag it on and on like we've done on so m any of these other things. It seems like everything is torn up at once. I'm all for this planning and I'll back you all that I can on any of this, but take care of some of the little things, if you will."

#### **RESPONSE**

Ken Glover addressed some of these concerns by stating that there is now a Bicycle Committee created under the Planning Commission to review the bike program that was established in 1980 to come up with some improvements for bicycle safety and transportation and some of this will be part of the Transportation Chapter in the Comprehensive Plan. He also noted that the citizen should contact the Public Works Department to report those specific places where the traffic lights are not being activated by his motorcycle as a lot of those things can be adjusted. He added that with the electronic detectors and microprocessor-controlled signals those problems can be cleared up.



**QUESTION/COMMENT #5 (Citizen #5, Joan Razor, Northridge resident)**

Joan discussed two separate points on "Planning." Specifically she addressed what she feels have been poor planning decisions with regards to intersections and sidewalks (specifically the intersection at 28 Road and Orchard Avenue and the sidewalk next to her house). She indicated that the intersection at 28 Road and Orchard is "really a disaster" and she thinks "the road was planned but the intersection wasn't identified or figured out until someone said 'we're putting the road in.'" She stated that she thinks the people who plan roads and sidewalks need to get together to find out how these things are going to end up.

Joan then discussed her concern with the proposed Horizon Drive Extension. She said that "by the time you get to City Council it is too late because nobody wants to hear what you have to say, or else the decision has already been made." She presented a map of the area to illustrate the area she was referring to and provided photographs of the sidewalk next to her residence. She concluded her presentation by stating that she hopes the intersection will be addressed prior to the road being put in.

**RESPONSE**

Ross Transmeier asked Joan if she took the pictures in the City or in Northridge. Joan responded that "they were taken in the City -- in Northridge." Ross then stated that those are the sorts of things the Planning Commission goes to a great deal of trouble not to do when people are building things, but that it doesn't always work out. He also added that he was not aware of the history of this item.

**QUESTION/COMMENT #6 (Lorraine Boschi)**

"I live at 28th and Orchard. She (referring to Joan) had a very good point -- Get your intersection before your streets; you can see what a mess that is up there. There are accidents every day up there -- I've seen them myself. The "No Parking" sign ends up on my lawn. Please get to work on that intersection and do your intersections before you do your streets, ok?"

**QUESTION/COMMENT #7 (Citizen #4 spoke again)**

Discussing the design of 28th & Orchard Avenue, this citizen referred to it as "asinine." He also commented that the signs were not carefully planned as a "Yield" sign was installed that goes into a "One-Way only road," and it should say "Do Not Enter."

**RESPONSE**

Ross Transmeier thanked the citizen for his comments and then requested that the audience make the questions more pertinent to the Comprehensive Plan.

**QUESTION/COMMENT #8 (Citizen #6)**

"How much do City Planning and City Engineers work together?" She gets the feeling City Engineering's "hands are tied, in that they try to make the best of a situation" (1st & Grand, 28th & Orchard Horizon, etc.). She questioned whether or not they (City Engineering) are ever contacted or is it a "dictatorship" whereby City Council or City Planning Commission dictate where and what will be done.

**RESPONSE**

Ross Transmeier replied that it "generally works almost backwards" in that the Engineers say it will cost so much to build an intersection and then it has to be decided whether that money is available and whether the project can be afforded. Ross added that anyone who has ever been on the Planning Commission or City Council has wished something could be done with the intersection at 1st & Grand, but it would be a major expense to do something like that.

**QUESTION/COMMENT #9 (Citizen #6)**

"Okay then, may I ask you, do you learn from your mistakes like people are supposed to?"

**RESPONSE**

Ross Transmeier, "Well, we hope so."

**QUESTION/COMMENT #10 (Citizen #6)**

"Well, then, why do you turn around and do 28th & Orchard and then again do 1st & Patterson?"

**RESPONSE**

Ken Glover' response was that it could be attempted to bring Horizon Drive directly into the intersection at 1st & Patterson and create another 1st & Grand.

**QUESTION/COMMENT #11 (Citizen #6)**

"The answer is -- don't extend the road. If you make another 1st & Grand (another five-way intersection), you know that's wrong. In the last eight years we've tried to come up with another plan; that is, to dead-end 100 yards north from 1st & Patterson. You aren't accomplishing anything with the intersections."

**RESPONSE**

Mayor Lucero spoke to the issue being discussed by expanding on previous comments made by Ross Transmeier. He stated that the procedures followed in the past included:

1. Designs are drawn.
2. The bid for construction is let to the low bidder.
3. The project proceeds.

Current procedures provide for these designs to be presented to the Planning Commission and City Council in an effort to coordinate all areas, use common sense in making judgments on specific plans, and keep the lines of communication open. He also discussed the Metropolitan Planning Organization -- a planning process which is coordinated with the City's own transportation system so far as designating arterials, bike ways, etc. The point Mayor Lucero was making was that the Comprehensive Planning Process is a part of the whole effort to get the communications flow going so everyone knows what everyone else is doing.

**QUESTION/COMMENT #12 (Citizen #7)**

"What everybody is concerned about is that as each of these stages proceed, that there is some attention paid to handling traffic before the next segment is done (for example, there should be some thought given to the possible traffic problems that might be created before the entire Horizon Drive project is completed).

**REPOSE**

Mayor Lucero: "We're trying to anticipate that."

Ross Transmeier: "Government does not design where things go in the City, it is dictated by private investors, basically, and we kind of 'react' to that. The city provides service to these places and we can't go everywhere with services and try to get the rotation of new development in an area that is economically and efficiently feasible. That's the purpose of having a plan -- to let people know where they can build what would be economically feasible and that transportation would not be a problem.

Mayor Lucero: "We're working with real issues and real problems. One example I can give of a project that was totally planned (road systems, business uses, etc.) at the national level was Washington, D.C. We don't have that opportunity here; we have things that just happen and we have had to act as "coordinators" to bring things together.

Ken Strohson: "What we are trying to do here is build some consensus in our policies. It isn't just an issue of citizens groups, people, planning, and developers. Private developers are what built this town and are who will build it in the future. What we are trying to look at is what kind of population levels the city may grow to in the future, what kind of city the people have some dreams for, etc. It is not going to be "totally done by consensus," there will be some give and take about how its going to grow and develop and the way things will be in the future. The Comprehensive Plan will establish general guidelines so when we get down to site planning level, we basically know where to develop. Nobody is painting this as a panacea that every chuckhole in the City is going to be instantly fixed or that every historical problem or 'dumb screwup' will be instantly solved."

Bill O'Dwyer, City Planning Commissioner, commented that part of the problem is that City elected officials, Planning Commissioners and Planning Staff are always in the position of "reacting rather than leading out," and the Comprehensive

Plan may provide the opportunity to lead out in a plan. Mr. O'Dwyer used Horizon Drive as an example of what he was trying to say. He asked the question, "How many of us fifteen or twenty years ago thought there would be the development on Horizon Drive as there is now?" This type of development wasn't visualized at all at that time. It is there today because of developers and the City has the responsibility of handling the situation by upgrading streets, etc. As another illustration, Mr. O'Dwyer commented on Mesa Mall and how that the construction of that facility has resulted in the City having to build highways, bridges, intersections, upgrade roads, etc.

Ross Transmeier commented that most of the Planning Commissioners currently on the Commission came on 2-3 years ago and at that time developers were presenting 12-20 items a month for consideration. There was no time for "planning," only time to react to the items. The City was experiencing a tremendous amount of growth and impact. The recent drop in the economy has provided us time to "catch our breath," get ready in case another growth period comes along, and be ready to tell the developers where they can or cannot go.

Frank Dunn, City Council, stated that he is personally gratified that the citizens were represented at the meeting tonight. He reminded them that this City is also their (the City Council members) City and they try to make decisions with the City's best interests in mind. He said, "We are not your enemy; members of the Planning Commission and City Council value this community too." Mr. Dunn also informed the audience that they do not make all their decisions in workshops and that workshops are necessary to study the items and get input. Speaking directly to Joan Razor, he indicated that the public is invited to attend these workshops.

Joan Razor discussed the Environmental Impact Statement, which went on for 4-5 years and had a lot of input from citizens which was not listened to. She said there were 83 people who said "Don't do the extension" and 197 who said "Don't do the intersection." She continued to say that this information is all in a little book, but it is just shelved.

Jane Quimby commented that she thinks that what people lose sight of is the fact that citizens tend to discuss and view specific items from one perspective, whereas the Planning Commission and City Council have to look at things from the standpoint of what is good for the City as a whole.

**QUESTION/COMMENT #13 (Citizen #8)**

"I'm not directly involved with any of these neighborhoods but it is human nature, as Jane just pointed out, that people react just as government reacts and I think its important how we measure the intensity of these needs. The decisions have to be made by the Council. I think what you're hearing from the public is that you're only going to get reactions from the neighborhoods. How much weight are you going to measure on this input from someone in the neighborhood because members of other neighborhoods don't care? Who is going to attend the meetings? The overall plans have to be made, but then do you sit back and say 'the only people who come are the ones from the neighborhood' so are you going to go ahead and do it anyway? I think this is how the people in the City feel. I'm glad to see that you are working to come together because otherwise, how are you going to weigh those issues -- the decisionmakers vs. the neighborhood, or are you going to say that those people really represent the City? I think you are going to be interested to find out how many people are really concerned with this.

**QUESTION/COMMENT #14 (Citizen #9)**

"I live three houses from there and I'm certainly opposed to the whole extension of Horizon Drive. I think its a lot better to go straight down 7th Street and help the whole business down there."

**QUESTION/COMMENT #15 (Citizen #10)**

"I'd like to say something in favor of long-range Comprehensive Plans. We've talked a lot here tonight about things that have happened and things that are about to happen that don't look too good, but if we can get to the essence of long-range plans and go through the total program and develop something you can see with eye and keep in front of us for a ten-year period, it will inspire engineers and citizens to look forward to the development of that plan. This gives everybody a chance to either learn to like it or dislike it and do something about it." This citizen also agreed with the Mayor when he said that you seldom have the opportunity to start from scratch and it is difficult to plan over something that already exists. He added that he had the privilege of being in on the planning of the Keystone/Copper Mountain Ski Area (Dillon, Colorado) where they started from scratch and used a long-range plan and it was most effective.

Ray Phipps, City Council member, reminded the audience that

the Council is not the same Council that was there ten years ago and they are trying to change their policies. He asked the public to not 'give up on them.' They are re-thinking Horizon Drive and something will happen someday. He added that he realizes mistakes have been made in the past and there will probably be more made.

Bill O'Dwyer encouraged the citizens present to talk to their neighbors so when the meetings are held in their neighborhood, there will be input by the citizens.

Mayor Lucero summarized the importance of communication and realizing that the issues are multi-faceted. He stated that he feels there is some misconception on just how the process works, in that most people seem to think that by the time a project gets to Council that the decision has already been made. He explained that it may appear that way, but that is because of the process involved (by the time a project gets to City Council it has already been reviewed and discussed at several other levels -- Review agencies, Planning Staff, Planning Commission, etc. Recommendations on the project have been made by the various agencies and it is time for City Council to make a final decision. Mayor Lucero also suggested that the public obtain a copy of the Table of Contents for the Comprehensive Plan so they will have an opportunity to prepare for the upcoming meetings and have questions ready.

Mayor Lucero adjourned the meeting at 9:00 p.m.