GRAND JUNCTION CITY COUNCIL
MONDAY, APRIL 17, 2017

PRE-MEETING (DINNER) 5:00 P.M. ADMINISTRATION CONFERENCE ROOM
WORKSHOP, 5:30 P.M.
CITY HALL AUDITORIUM
250 N. 5TH STREET

To become the most livable community west of the Rockies by 2025

1. Discussion Topics

a. Presentation of the City of Grand Junction Fire Department/Grand Junction Regional Airport Authority Fire Station Partnership Feasibility Study

b. Municipal Court Operations

2. Update

a. Update on the Grand Junction Regional Center Campus

3. Next Workshop Topics

4. Other Business

Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: April 17, 2017

Presented By: Ken Watkins, Fire Chief, Brian Harris, Principal TCA Architecture and Planning

Department: Fire

Submitted By: Ken Watkins, Fire Chief

Information

SUBJECT:

Presentation of the City of Grand Junction Fire Department/Grand Junction Regional Airport Authority Fire Station Partnership Feasibility Study

EXECUTIVE SUMMARY:

The Grand Junction Fire Department and the Grand Junction Regional Airport Authority partnered together to complete a third party fire station feasibility study. TCA Architecture and Planning in conjunction with Roth Sheppard Architects explored the implications and viability of an independent or combined Municipal Fire Station/Aircraft Rescue and Firefighting(ARFF) facility located on or near the Grand Junction Regional Airport. This study has been completed and will be presented by the consultants at this City Council workshop.

BACKGROUND OR DETAILED INFORMATION:

The Grand Junction Fire Department and the Grand Junction Regional Airport Authority have expressed the need for additional or improved firefighting facilities on or near the airport. A number of staff level discussions have occurred over the years and frequently the discussion has included the idea of a combined or joint facility that would provide municipal fire and emergency medical response to the community and also provide ARFF services to the airport.

In 2016, the City applied for a Colorado Department of Local Affairs Administrative Grant to study the feasibility of this option. The City Purchasing Division issued a Request for Proposals and awarded a contract to Roth Sheppard Architects/TCA Architecture and Planning. This team has completed the feasibility study and is ready

to present the findings. Key considerations of this analysis include:

- Incidents, optimized travel, and ARFF response
- Apparatus and staffing
- Predictive airport growth and implications of the runway relocation plan
- Impact on workload distribution at surrounding stations if the ARFF/ Fire Station were combined
- Optimal location of Station 3 to support a combined ARFF/Fire Station
- Space needs analysis and opportunities relative to shared and independent facilities
- Standards and regulations pertaining to ARFF facilities and fire stations
- Security

The report addresses specific operational criteria associated with each entity, the dynamic relationship and potential synergies between the two entities, and concludes with a summary of findings and opinion of the feasibility of partnering in a combined facility.

FISCAL IMPACT:

Final cost of the study will be within the $50,000 maximum for the DOLA Administrative Grant. Grant funds will cover 50% of the cost and the remaining 50% will be shared by the City of Grand Junction and the Grand Junction Regional Airport Authority.

SUGGESTED ACTION:

No action needed at this time.

Attachments

1. City of Grand Junction Fire Department and Grand Junction Regional Airport Authority Fire Station Partnership Feasibility Study

March 22, 2017

Kip Turner
Executive Director
Grand Junction Regional Airport Authority

Ken Watkins
Fire Chief
Grand Junction Fire Department

Subject: City of Grand Junction Fire Department & Grand Junction Regional Airport Authority Fire Station Partnership Feasibility Study

The following report includes the analysis and final work product, prepared by TCA Architecture Planning in conjunction with Roth Sheppard Architects, exploring the implications and viability of an independent and combined Fire Station/ Aircraft Rescue and Fire Fighting (ARFF) facility located near, or at, the Grand Junction Regional Airport.

Key considerations of this analysis include the following:

- Incidents, optimized travel, and ARFF response.
- Apparatus and staffing.
- Identified airport growth and implications of the runway relocation plan.
- Impact on workload distribution at surrounding stations if the ARFF/Fire Station were combined.
- Analysis of the optimal location of Station 3 in consideration of a combined ARFF/Fire Station.
- Space needs analysis and opportunities relative to shared and independent facilities.
- Standards and regulations pertaining to ARFF facilities and fire stations.
- Security.

This report addresses specific operational criteria associated with each Department, the dynamic relationships and potential synergies between the two Departments, and concludes with a summary of findings, and recommendations of the feasibility of partnering in the design of a new combined fire station.

Thank you for the opportunity to support you in this important strategic decision.

Sincerely,

Brian J. Harris AIA, Principal
TCA Architecture • Planning

Herb Roth, FAIA
Roth Sheppard Architects

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Approach

The analysis commenced with a client group kick-off meeting, followed by the identification and review of the City of Grand Junction Fire Department 2016 emergency response records and understanding of the Grand Junction Regional Airport Authority emergency response records for Alert 1 calls. This analysis was done to understand incident types and call volume within the service area for a proposed independent or combined station location(s). Predetermined facility locations provided by the agencies were used as a starting point for this analysis to understand if each location could adequately provide an acceptable level of service independently or in support of one another. The proposed station location 6A (combined facility), located on Landing View Ln at the Walker Field perimeter and 6B (independent facility), located at the intersection of H Rd and 26 1/2 Rd were used for initial modeling purposes. To understand future conditions, the proposed new runway location at Walker Field was also modelled and incorporated into the study to verify that the identified station 6A location was optimal relative to ARFF facility placement standards. This proposed new runway is anticipated to have a 637.5 foot offset from the existing 11/29 runway and be shifted 1,100 feet to the northwest. This study assumes that designated Grand Junction Regional Airport Authority ARFF apparatus do not respond into the community.

After gaining an understanding of the incident type and workload distribution, optimized travel maps were prepared to understand Fire, EMS and ARFF hazard mitigation and rescue incidents that fell within each of the station locations optimized response area. This was done to understand what influence each station would have on the overall network of facilities. It is understood that fire stations 2 and 3 are the Grand Junction Fire Departments busiest stations and station 3 is slated for future renovation, replacement or relocation.

Parallel to this effort, material considerations were identified for evaluation in a matrix format. Categories for separate and combined stations were prepared and a weighted determination of importance was given to each consideration based on previous studies of this nature. The highest consideration was given to location relative to target responsive area, growth, potential traffic congestion, and relative development cost.

Following the preparation of the evaluation matrix, baseline square foot summaries were prepared for a proposed new fire station (based on the existing City of Grand Junction Orchard Mesa Fire Station 4) and the existing ARFF station. Station 4 is a new three bay station with six sleeping rooms, and the existing ARFF is an older facility which accommodates two ARFF apparatus, a maintenance bay, airport support vehicles and does not include sleeping rooms. Once the baseline facility components were identified, a new ARFF facility was sized in accordance with the Airport index per title 14 CFR Part 139.315 and associated Advisory Circular 150/5210-15A in consideration of current operations, predictive future growth, potentially larger planes coming to the airport, and associated longer hours of operation.

Currently, the ARFF facility is staffed as follows:

Monday-Friday:
0000-0600- No ARFF personnel on site
0600-0700- One ARFF person on site
0700-1600- Four to ten ARFF personnel depending on the day, who is available onsite, PTO, etc.
1600-0000- One ARFF person on site

Saturday-Sunday:
0000-0600- No ARFF personnel on site
0600-0000- One ARFF person on site

It was assumed that the airport maintenance equipment would remain within the existing ARFF facility, which would be repurposed as a designated airport maintenance facility, and a relocated ARFF station would be designed as a designated facility for ARFF personnel or as a combined facility to support both the Grand Junction Regional Airport Authority and City of Grand Junction Fire Department.

Finally, each Departments' unique program square footage summaries were developed for alternative shared configurations to assist in understanding a range of combined alternatives which could be considered for future planning phase alternatives. Using the previously prepared evaluation matrix, pros and cons were identified and a comparison of the relative opportunity for separate or shared facilities were documented.

From this information conclusions are made.

2016 Incident Analysis
Existing and Proposed Station Locations

The airport covers approximately 2,357 acres at an elevation of 4,858 feet. It has two runways: 11/29 is 10,501 by 150 feet and 4/22 is 5,502 by 75 feet. The combined ARFF/maintenance facility is located toward the southeast portion of runway 11/29 at the base of the air traffic control tower. The station was in receipt of 17 Alert calls during 2016.

Additionally, a total of 15,476 emergency response records from 2016 were provided by the City of Grand Junction Fire Department GIS staff. These incidents, extracted from Grand Junction Fire Department's High Plains records management system (RMS), included WGS 1984 longitude and latitude coordinates incident date/time, and National Fire Incident Reporting System (NFIRS) incident type. The data was filtered at the incident level and did not include multiple apparatus records for a single incident. All incident records were validated for location and completeness and were prepared for mapping in the UTM NAD 83 Colorado State Plane Central coordinates.

Incidents were coded to include only responses within the Grand Junction Fire Department boundary. Table 1 summarized all filtered and coded incidents.

Incident Type	In-Jurisdiction Incidents	Out of Jurisdiction Incidents	All Incidents
Fire, Explosion, Haz Mat	393	12	405
Rescue, EMS	12,424	112	12,536
Service Calls, Other	2,470	65	2,535
All Responses	15,287	189	15,476

Table 1, 2016 Incident Summary

Filtered incidents, located within and outside of the Grand Junction Fire Department, were modeled and mapped showing incident density for Fire and EMS responses.

Figure 2a, page 29, shows incident location and density for 15,476 emergency responses in the study area, both inside and outside the Grand Junction Fire Department boundary. All Responses includes incidents coded and mapped using National Fire Incident Reporting System (NFIRS) for All Fire (100 series), Rupture, Explosion (200 series), Rescue, EMS (300 Series), Hazardous Condition (400 series), Service Call (500 series), Good Intent Call (600 series), False Alarm, False Call (700 series), Severe Weather, Natural Disaster (800 Series), and Special Incident (900 series).

Figure 2b, page 30, shows incident location and density for 405 emergency Fire, Explosion, Haz Mat responses in the study area, both inside and outside the Grand Junction Fire Department boundary. Fire, Explosion Haz Mat models incidents representing NFIRS codes for All Fire (100 series), Rupture, Explosion (200 series), and Hazardous Condition (400 series).

Figure 2c, page 30, shows incident location and density for 12,536 emergency Rescue, EMS responses in the study area, both inside and outside the Grand Junction Fire Department boundary. Rescue, EMS includes incidents in the NFIRS Rescue, EMS (300) series.

Figure 2d, page 31, shows incident location and density for 2,535 emergency Service Calls and Other responses in the study area, both inside and outside the Grand Junction Fire Department boundary. Service Calls, Other maps models incidents representing NFIRS codes for Service Calls (500 series), Good Intent Calls (600 series), False Alarms, False Calls (700 series), Severe Weather, Natural Disaster (800 Series), and Special Incidents (900 series).

Figure 2e, page 31, shows incident location and density for 47 emergency Structure Fire responses in the study area; nearly all are within the Grand Junction Fire Department boundary. Structure Fires include selected incidents coded as fixed or immobile structures in the NFIRS 100,

Figure 2f, page 32, shows incident location and density for 491 emergency Vehicle responses in the study area, primarily within the Grand Junction Fire Department boundary. Vehicle Responses include selected incidents coded as NFIRS 100, 200, 300, or 400 series.

All 2016 incidents were re-sampled to identify and model multiple responses to a single location. Figure 3, page 32, displays single locations that received three or more responses during 2016. Points are symbolized by response count and frequent responses, points over 20 are labeled. Ideal travel times and distances were modeled for proposed stations 6A, located on Landing View Ln at the Walker Field perimeter and 6B, located at the intersection of H Rd and 26 1/2 Rd Proposed 6C, a third location on H Road, immediately east of the Highline Canal, was also modeled to understand if an alternative location would influence the findings, it's impact was found to be preferable to the 6B location. Two additional locations on the airport property were also modeled. Proposed Station 6D is located at the current Walker Field ARRF facility. Proposed 6E is located west of 6A and both have essentially the same response signature for travel away from the airport. Typical response parameters for 1,644, 2016 emergency incidents, located north of I-70 and between 26 Rd and North Ave, north of F 1/2 Rd were modeled on a time- and distance-based street network. Esri's Network Analyst extension and commercial StreetMap streets were used for modeling. Table 2, page 6, presents ideal time and distance average and sum to all 1,644 incidents for each proposed scenario.

Station	Total Incidents	Average Travel Time	Total Travel Time	Average Distance Miles	Total Distance Miles
6A	1,644	4.85	7,977.03	2.33	3,824.38
6B	1,644	4.36	7,159.69	2.18	3,577.17
6C	1,644	3.92	6,446.67	2.01	3,304.57
6D	1,644	4.23	6,953.81	2.06	3,383.12
6E	1,644	4.23	6,953.81	2.06	3,383.12

Table 2, Average travel time and distance to all 1,644 selected 2016 incidents were quite similar for proposed stations 6A and 6B, with 6B showing a slight advantage. Travel times and distances for Proposed 6C (a test location) were noticeably better than either 6A or 6B. Proposed 6D and 6E share nearly identical response characteristics. Their relatively small average travel time is heavily weighted by approximately 200 responses to a nearby patient transfer point.

Optimized Travel Analysis
Existing and Proposed Stations

Based on the most recent FAA certification inspection and test, the response time from the existing ARFF station to the midpoint of the farthest Air Carrier use runway, runway 11/29, was 1 minute 53 seconds. This time included alarm receipt, turnout time (movement within the station to the bay, donning turnout gear, contacting the air traffic control tower for clearance, to wheels rolling), and driving to the runways mid-point (A4). This response is acceptable based on the FAA 3-minute response standard. To understand the implications of the future 11/29 runway location, response times were also modelled to the mid-point of the proposed runway from site 6A. It was found that the response time from site 6A to the mid-point of the new runway location also falls well within an acceptable 3-minute FAA standard. If the goal were to optimize a future ARFF station location solely for airport response, site 6A is in an improved location relative to the existing station. However moving the station slightly NW of the fuel farm could mitigate potential hazards. As the new runway plan is finalized, consideration could be made to incorporate an emergency access drive which heads NE to the future runway for direct access. If this does not align with long-term airport planning objectives, the access point just to the NE of the station 6A site across the existing runway can be utilized and would be acceptable. Additionally, potential combined facility locations 6D (existing ARFF station site), figure 19 page 40, and 6E (partially constructed Airport Administration Building site), figure 20 page 41, were studied but were found to be significantly less optimal than site 6A for both an optimized ARFF response as well as a City of Grand Junction Fire Department response. Site 6E poses challenges relative to the excessive size and configuration of the existing structure, retrofitting of the structure (since it was not designed to an Essential Facility Standard per the International Building Code), apparatus bay placement opportunities and its location within the secure area of the airport relative to a Grand Junction Fire Department response. Site 6D, is constrained by the available ARFF facility footprint, bays which do not face the runway requiring sharp turning movements when responding, and concerns that the station would have to be put out of service when expanded. Also, most importantly, both sites 6D and 6E have a reduced Grand Junction Fire Department Coverage areas based on 4 and 8-minute travel times relative to the 6A site, and are not optimally placed relative to the future proposed runway. To further study the optimization of site 6A, a proposed alternate access was analyzed, which extended Landing View Lane to 27 ¼ Road, this had no influence on optimizing travel time due to the required street configuration and associated path of travel and would not be considered meaningful to response at this time. See figure 10, page 36.

Optimized Travel areas were modeled for all existing Grand Junction stations, for existing stations plus Proposed 6A, and for existing stations plus Proposed 6B. Emergency incidents inside the Grand Junction Fire boundary and within individual station areas were tabulated. Travel areas were modeled using Esri's Network Analyst extension and Esri StreetMap time and distance based streets. Maximum travel times were extended to 12 minutes.

Figure 4, page 33, shows optimized travel for existing Grand Junction Fire Stations 1 through 5, focusing on the study area. Incident counts for each station's optimized travel area presented.

Figure 5, page 33, shows optimized travel for existing Grand Junction Fire Stations 1 through 5, plus Proposed 6A, again focusing on the study area. Incident counts for each station's optimized travel area presented.

Figure 6, page 34, shows optimized travel for existing Grand Junction Fire Stations 1 through 5, plus Proposed 6B, again focusing on the study area. Incident counts for each station's optimized travel area presented.

Table 3 also shows incidents included in optimized response areas for Proposed stations 6D and 6E, located at and near the current Walker Field ARFF facility. Since these locations are close to each other, they enter the travel network at essentially the same point and their incident counts (843 total responses) are identical.

Station	Base Case Incidents	Station 6A Incidents	Station 6B Incidents	Station 6C Incidents	Station 6D Incidents	Station 6E Incidents	Base Case Percent	Station 6A Percent	Station 6B Percent	Station 6C Percent	Station 6D Percent	Station 6E Percent
1	2,991	2,991	2,991	2,991	2,991	2,991	19.6%	19.6%	19.6%	19.6%	19.6%	19.6%
2	6,320	5,590	5,613	5,490	5,569	5,569	41.3%	36.6%	36.7%	35.9%	36.4%	36.4%
3	3,945	3,833	3,644	3,707	3,853	3,853	25.8%	25.1%	23.8%	24.2%	25.2%	25.2%
4	1,246	1,246	1,246	1,246	1,246	1,246	8.2%	8.2%	8.2%	8.2%	8.2%	8.2%
5	785	785	785	785	785	785	5.1%	5.1%	5.1%	5.1%	5.1%	5.1%
6A	0	**842**	0	0	0	0	0.0%	**5.5%**	0.0%	0.0%	0.0%	0.0%
6B	0	0	**1,008**	0	0	0	0.0%	0.0%	**6.6%**	0.0%	0.0%	0.0%
6C	0	0	0	**1,068**	0	0	0.0%	0.0%	0.0%	**7.0%**	0.0%	0.0%
6D	0	0	0	0	**843**	0	0.0%	0.0%	0.0%	0.0%	**5.5%**	0.0%
6E	0	0	0	0	0	**843**	0.0%	0.0%	0.0%	0.0%	0.0%	**5.5%**
Total	**15,287**	**15,287**	**15,287**	**15,287**	**15,287**	**15,287**	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 3, All Incidents by Station Area

Standards and Regulations

There are a multitude of codes, standards, recommended practices and guides which are developed and approved by entities such as the American National Standards Institute, International Building Code Conference, FAA, Congress, Department of Defense, Local Jurisdictions, which influence fire station and ARFF Facility design. While some of these documents are mandated for specific facility types, others can be adopted or are best practices. Generally, each has a common goal focused on the general safety and health of emergency responders and providing the appropriate and safe delivery of services.

These documents are not static and will continue to evolve over the expected life of the facilities with a historical trend of becoming more stringent and specific to an identified issue. Often codes and standards become more aligned overtime since they are informed by one another.

For this study, the primary standards considered include:

Advisory Circular 150/5210-15A	Aircraft Rescue and Firefighting Station Building Design
Title 14 CFR Part 139.315	Airport Rescue Firefighting Index Determination
NFPA 402 & 403- not adopted	Standard for Aircraft Rescue Firefighting Services at Airports
NFPA 1500	Standard of Firefighter Health and Safety
NFPA 1581	Standard on Fire Department Infection Control Program
NFPA 1583	Standard on Health Related Fitness Programs for Firefighters
NFPA 1851	Selection, Care and Maintenance of Structural Firefighting Equip
NFPA 1971,1972,1976,1981	Protective Clothing for Structural Firefighting
UFC 3-601-02	United Facilities Criteria
ADA	Americans with Disabilities Act
IBC	International Building Code

General Criteria

Airport Category US			Overall Length of Aircraft		Max Exterior Width	
NFPA		ICAO	m	ft	m	ft
5	A	5	28	90	4	13.0
6	B	6	39	126	5	16.4
7	C	7	49	160	5	16.4

Airport Category	# of Vehicles	NFPA	Circular (used)
5	2		
6/B	2	9	2
7	3		

Note: The circular potentially allows for building a case for 2 ARFF bays, an additional bay for fire/EMS operations and a maintenance bay, however 3 bays were considered for this analysis. Exterior training areas can also be considered for funding purposes.

Space Needs Summary & Configurations

Existing Station Sizes (Station 4- GJFD design basis)

		EXISTING			
		Existing GJFS #4		Existing ARFF	
Criteria					
		NSF	Qt	NSF	Qt
Public Area					
Vestibule					
Lobby		125	1	103	1
First Aid Room					
Conference Room (L)				368	1
Conference Room (S)					
Public Restroom		87	1	50	2
Subtotal NSF		212		571	
Subtotal NSF w/ 20% circulation		254		685	
Crew Admin Area					
Officer's Office		205	1	142	1
Firefighter Office		384	1	151	1
Storage					
File Storage					
Subtotal NSF		589		293	
Subtotal NSF w/ 20% circulation		707		352	
Crew Living Area					
Kitchen / Dining / Pantry		904	1	112	1
Day Room		338	1		
F.F. Sleeping Room		172	6		
Officer's Sleeping Room					
Shower / Restroom		113	3	25	1
Officer's Shower / Restroom					
Laundry Room		144	1		
Physical Fitness		501	1		
Computer Training Room					
Trash / Recycling Room					
Janitor					
Subtotal NSF		3,258		137	
Subtotal NSF w/ 20% circulation		3,910		164	
Apparatus Area					
Appartus Bays (Structural)		5,246	1		
ARFF Bays				5,216	1
Maintenance Bays				900	1
Cold Vehicle Bays				3,037	1
Subtotal NSF		5,246		9,153	
Subtotal NSF w/ 5% circulation		5,508		9,611	
Support Area					
EMS Storage		158	1		
Cleaning / Decon		145	1	43	1
Maintenance / Shop		294	1	292	1
Compressor & SCBA		144	1	196	1
Turnout Gear Storage		361	1	80	1
Equipment Storage		96	1	128	1
Hose Drying / Storage		240	1		
Foam Storage / Recharge				292	1
Wash Alcove		63	1		
Janitor for App Bays					
Fire Riser		9	1		
Mechanical		130	1	exterior	
Electrical		65	1		
IT / Server		96	1	81	1
Subtotal NSF		1,801		1,112	
Subtotal NSF w/ 5% circulation		1,891		1,168	
Total NSF		11,106		11,266	
Total NSF w/ circulation		**12,270**		**11,979**	

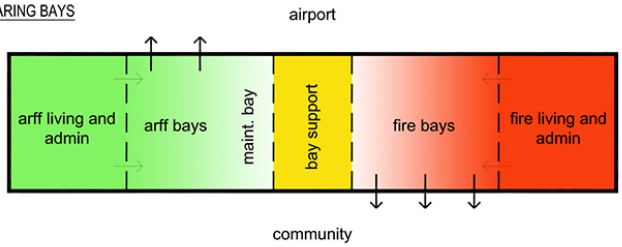
Operational Space Needs Comparison

Referring to Title 14 CFR Part 139.315, the Grand Junction Regional Airport is classified as an Index B Airport. Classifications are based on a combination of two factors, length of carrier aircraft and average daily departures of air carrier aircraft. This classification was confirmed during the client kick-off meeting. Based on the Index B classification, the Advisory Circular 150/5210-15A was used as a tool to identify what approximate size of ARFF facility could be pursued from the FAA for funding purposes. This optimized standalone facility would net the highest degree of potential funding. The identified size from a funding perspective was then adjusted in consideration of present and future use allowing for long-term staffing growth. Ultimately the facility size and associated funding request is determined on a case by case basis using the framework above.

	PROPOSED									
	SEPARATE				COMBINED					
	GJFS		ARFF		Sharing Bays Only		Sharing Living & Admin Only		Sharing All	
Criteria	NSF	Qt	NSF	Qt	NSF	Qt	NSF	Qt	NSF	Qt
Public Area										
Vestibule	60	1	60	1	50	2	60	1	60	1
Lobby	100	1	140	1	120	2	140	1	140	1
First Aid Room			100	1	100	1	100	1	100	1
Conference Room (L)			600	1	600	1	600	1	600	1
Conference Room (S)			120	1	120	1	120	1	120	1
Public Restroom	90	1	75	2	75	2	75	2	75	2
Subtotal NSF	250		1,170		1,310		1,170		1,170	
Subtotal NSF w/ 20% circulation	300		1,404		1,572		1,404		1,404	
Crew Admin Area										
Officer's Office	200	1	240	1	240	2	240	2	240	2
Firefighter Office	390	1	250	1	250	2	400	1	400	1
Storage			100	1	100	1	100	1	100	1
File Storage			150	1	150	1	150	1	150	1
Subtotal NSF	590		740		1,230		1,130		1,130	
Subtotal NSF w/ 20% circulation	708		888		1,476		1,356		1,356	
Crew Living Area										
Kitchen / Dining / Pantry	900	1	611	1	700	2	900	1	900	1
Day Room	350	1	192	1	275	2	500	1	500	1
F.F. Sleeping Room	170	6	168	4	170	10	170	10	170	10
Officer's Sleeping Room										
Shower / Restroom	120	3	644	1	120	6	120	6	120	6
Officer's Shower / Restroom										
Laundry Room	140	1	120	1	120	2	180	1	180	1
Physical Fitness	500	1	450	1	600	1	600	1	600	1
Computer Training Room			58	1	58	1	58	1	58	1
Trash / Recycling Room			180	1	180	1	180	1	180	1
Janitor	50	1	36	1	36	2	36	1	36	1
Subtotal NSF	3,320		2,963		5,520		4,874		4,874	
Subtotal NSF w/ 20% circulation	3,984		3,556		6,624		5,849		5,849	
Apparatus Area										
Appartus Bays (Structural)	1,750	3			1,750	3	1,750	3	1,750	3
ARFF Bays			1,700	2	2,000	2	2,000	2	2,000	2
Maintenance Bays			1,700	1	2,000	1	2,000	1	2,000	1
Cold Vehicle Bays										
Subtotal NSF	5,250		5,100		11,250		11,250		11,250	
Subtotal NSF w/ 5% circulation	5,513		5,355		11,813		11,813		11,813	
Support Area										
EMS Storage	150	1	100	1	100	1	100	2	100	1
Cleaning / Decon	150	1	420	1	420	1	250	2	420	1
Maintenance / Shop	300	1	480	1	480	1	400	2	480	1
Compressor & SCBA	150	1	340	1	340	1	200	2	340	1
Turnout Gear Storage	350	1	100	1	400	1	250	2	400	1
Equipment Storage	150	1	100	1	100	2	100	2	100	2
Hose Drying / Storage	200	1	180	1	250	1	250	1	250	1
Foam Storage / Recharge			630	1	630	1	630	1	630	1
Wash Alcove	60	1	120	1	80	1	80	2	80	1
Janitor for App Bays			72	1	60	1	60	2	60	1
Fire Riser	50	1	50	1	50	1	50	1	50	1
Mechanical	130	1	200	1	300	1	300	1	300	1
Electrical	80	1	100	1	100	1	100	1	100	1
IT / Server	100	1	96	1	100	1	100	1	100	1
Subtotal NSF	1,870		2,988		3,510		4,310		3,510	
Subtotal NSF w/ 5% circulation	1,964		3,137		3,686		4,526		3,686	
Total NSF	11,280		12,961		22,820		22,734		21,934	
Total NSF w/ circulation	**12,468**		**14,340**		**25,170**		**24,947**		**24,107**	
Separate option total NSF w/ circulation			**26,808**							
Reduction from separate option total NSF w/ circulation					**1,638**		**1,861**		**2,701**	

Diagrammatic Combined Station Alternatives

SHARING BAYS



Pros
- reduction of bay support area (saving total building SF)
- sharing of maint. bay
- simple circulation for bay access from each group's living & admin area
- sharing of mechanical system

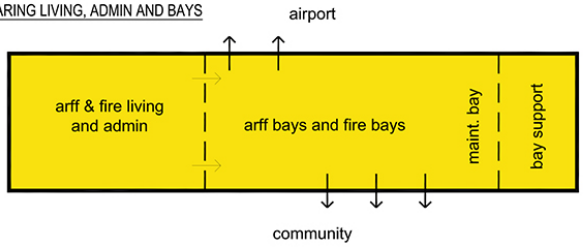
Cons
- many duplicated living and admin spaces
- difficulty of sharing administrative and operational spaces and programs
- least savings of total building SF among sharing options

SHARING LIVING & ADMIN.

Pros
- reduction of living & admin area (saving total building SF)
- sharing of administrative and operational spaces and programs
- sharing of mechanical systems

Cons
- duplicated bay support area
- difficulty of sharing maint. bay
- mix of user group's circulation

SHARING LIVING, ADMIN AND BAYS



Pros
- most savings of total building SF
- sharing of administrative and operational spaces and programs
- sharing of bay support spaces
- sharing of maint. bay
- sharing of mechanical systems

Cons
- mix of user group's circulation
- longer access path from some building areas to bays
- commingled staff
- difficulty of separation in future

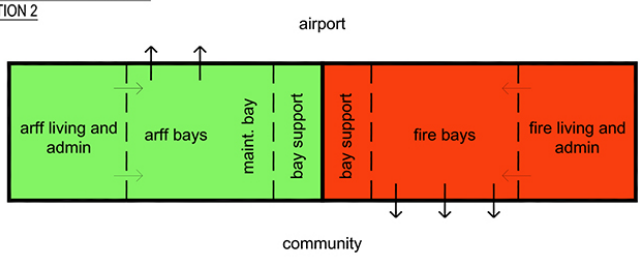
COMBINED BUT SEPARATE OPTION 1

Following pros and cons apply to all separate options.

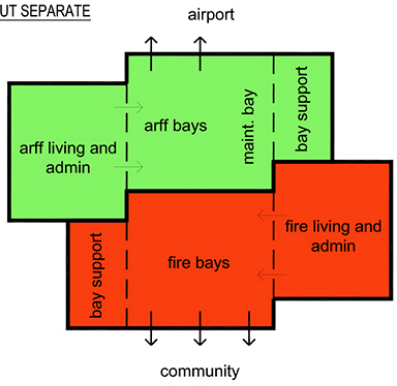
Pros
- no mixed circulation between user groups
- privacy between user groups
- sharing of mechanical systems

Cons
- no area savings
- no sharing of any programmed areas

COMBINED BUT SEPARATE OPTION 2



COMBINED BUT SEPARATE OPTION 3



KEY

Grand Junction Airport Authority- Sized based on the Advisory Circular 150/5210-15A

Operational Needs Assessment

OPERATIONS BASED COMPONENTS			TYP. SPACE FOR INDEX B ARFF					GJARFF AREA	NOTES
AC REF	ROOM NAME	OPERATIONAL CRITERIA & ATTRIBUTES	Quant.	SF/ Item	SF	20% increa-se	NSF		
3-2	**Apparatus Bays**	Space for projected apparatus needs plus expansion, ability to wash apparatus inside bays, sprinkler riser in bay, trench drains, source capture exhaust system. Number of bays is dependent on station index. Size of bays is determined by size of vehicles and bay doors. Standard Circular recommended door sizes: 18'-0"x18'-0". 16'-0"x16'-0" doors can be considered.	3 bays	1700	5100	0	5100	5100	2 ARFF bays + 1 Maint. bay.
3-2.c.6	**Turnout Gear Storage**	Located in lockers or open racks near vehicles. Space allotted for 10 SF/ firefighter. Lockers should be 36"Wx30"D and 2'x3' space in front of the locker. Storage area should natural or forced are ventilated to completely dry gear between shifts. PPE should not be exposed to direct ultra-violet rays.	1 room for 4 FF + 2 extra	14	84	4	88	100	2 crews per apparatus vehicle. Total of 4 crew members. Added 2 extra lockers for expansion and extra grear. **Adjusted to 100 SF.**
3-2.c.7	**General Storage**	Additional storage for unanticipated items. Storage room can be 10% of total apparatus bay area. Includes storages for hoses, hose drying equipment, tools, EMS, etc.	1 room	510	510	0	510	100	Total area of 510 SF (10% of apparatus bay) which includes 3-2.f.5 House Air Compressor Room (100 SF), 3-7 EMS Storage (60 SF), 3-9 SCBA Room (200 SF), and Hose Drying Facilities (150 SF). Plus 100 SF for extra equipment storage.
3-2.f.3	**Utility Room**	Provide for hot & cold water, mop sink, storage for cleaning equipment and supplies. Range from 64 SF to 100 SF. Separate from Janitor's Closet.	1 room	100	100	20	120	120	Wash alcove in apparatus bay area.
3-2.f.5	**House Air Compressor Room**	Space for air compressor capable or providing an operating pressure of at least 120 psi. Air compressor should be adequate to operate ARFF bay exhaust system as well. Min. area is not provided by Circular.	1 room	100	100	0	100	100	20% increase not applied as no min. size was provided in Circular. Program space to include SCBA Compressor. **COMBINED WITH 3-9 SCBA ROOM. Total area: 340 SF = House Air Compressor Room (100 SF) + SCBA Room (240 SF)**

Grand Junction Airport Authority- Sized based on the Advisory Circular 150/5210-15A

Operational Needs Assessment

OPERATIONS BASED COMPONENTS			TYP. SPACE FOR INDEX B ARFF					GJARFF AREA	NOTES
AC REF	ROOM NAME	OPERATIONAL CRITERIA & ATTRIBUTES	Quant.	SF/ Item	SF	20% increa-se	NSF		
3-2.f.6	**Foam Storage / Recharge**	Housing foam storage tanks and pumping system with capacity of filling all vehicles with min. 2x their assigned capacity. Area is dependent on ARFF index - ranges from 200 SF (index A) to 500 SF (index E).	1 room	275	275	55	330	330	Assumed 275 SF based on a 75 SF incremental increase per ARFF index. **COMBINED WITH 3-8 COMPLEMENTARY AGENT STORAGE. Total area: 630 SF = Foam Storage / Recharge (330 SF) + Complementary Agent Storage (300 SF)**
3-3	**Apron**	Vehicle apron must run between bay doors and extend 3'-0" beyond outermost left and right doors. Full width apron shall extend 1 1/2 times the length of the longest vehicle then taper down to 28'-0" in width after that point.	0	0	0	0	0	0	Exterior Space - Neck down at end of apron should be gradual
3-4	**Watch / Alarm Room**	Central point of Station for receiving calls, dispatching, mobilizing and directing support. Surveillance of airfield and observation of vehicle room activities. Log book storage, maps and charts. Conveniently accessible to restroom. Min.130 SF is recommended.	1 room	130	130	26	156	250	Firefighter office for 4 firefighters. Responders / Staff need high point to provide surveillance of runway areas. **Adjusted to 250 SF.**
3-5	**Medical Decon Room**	EMS equipment cleaning / disinfecting, SCBA and rope cleaning after incidents. Stainless steel sink, sprayers, wash-down area, controlled waste disposal. Near corner of apparatus bay. Min.150 SF is recommended.	1 room	150	150	30	180	180	**COMBINED WITH 3-6 GEAR WASH / DRYING ROOM. Total area: 420 SF = Medical Decon Room (180 SF) + Gear Wash / Drying Room (240 SF)**
3-6	**Gear Wash / Drying Room**	Turnout washing area, extractor, hanging rod, washer & dryer for small items, small table to prep gear. Gear dryer. Min. 200 SF is recommended.	1 room	200	200	40	240	240	**COMBINED WITH 3-5 MEDICAL DECON ROOM. (See note at 3-5.)**
3-7	**First Aid and Medical Storage**	Clean environment for treatment of minor first aid to ARFF and other personnel as well as EMS supply storage. Provide cabinets and sink. Lockable door needed. Min. 120 SF is recommended.	1 room	120	120	24	144	200	First Aid Room 100 SF + Medical Storage 100 SF. Medical Storage located in apparatus support area. **Adjusted to 200 SF.**
3-8	**Complement-ary Agent Storage**	Storage of dry chemicals and firefighting powder on 4x4 pallets, and re-supply tanks of halogenated fire extinguishing agents, nitrogen or argon cylinders. Doors wide enough to move 4x4 pallets. Space varies from 225SF to 350SF.	1 room	250	250	50	300	300	**COMBINED WITH & LOCATED IN 3-2.f.6 FOAM STORAGE / RECHARGE. (See note at 3-2.f.6)**

Grand Junction Airport Authority- Sized based on the Advisory Circular 150/5210-15A

Operational Needs Assessment

OPERATIONS BASED COMPONENTS			TYP. SPACE FOR INDEX B ARFF					GJARFF AREA	NOTES
AC REF	ROOM NAME	OPERATIONAL CRITERIA & ATTRIBUTES	Quant.	SF/ Item	SF	20% increa-se	NSF		
3-9	SCBA Room	Storage of fire extinguishers & SCBA, working space to refill and repair bottles and a compressor. Locate on outside wall if compressor is needed. Min. 200 SF is recommended.	1 room	200	200	40	240	240	COMBINED WITH 3-2.f.5 HOUSE AIR COMPRESSOR ROOM. (See note at 3-2.f.5)
3-10-A	Chief's Office	Accommodate a small conference table, personal storage space, file cabinets, book shelves and computer desk. Min. 200 SF is recommended.	1 room	200	200	40	240	240	
3-10-B	Deputy Chief's Office	Needs to accommodate personal storage space, file cabinets, book shelves and computer desk. Min. 160 SF is recommended.	1 room	160	160	32	192	0	Not used.
3-10-C	Lieutenant / Captain's Office	Needs to accommodate personal storage space, file cabinets, book shelves and computer desk. Min. 200 SF is recommended including sleeping room.	1 room	200	200	40	240	0	Notused.
3-10-D	Fire Inspector's Office w/ Plan Room	An office space for a Fire Inspector (160 SF) and plan room (200 SF). Fire Marshal office as needed is allowed. (Min. area is not provided by Circular.)	1 room	360	360	72	432	0	Not used.
3-10-E	Entry / Lobby / Reception / Waiting Area	For public use. Can be combined into one space. Recommended to have seating area and access to restrooms that are ADA compliant. Min. area is not provided by Circular.	1 or more rooms combin-ed	200	200	0	200	200	20% increase not applied as no min. size was provided in Circular. Area also includes Main Entry Air Lock space (Vestibule) to improve building energy performance.
3-10-F	Training Officer	Accommodate storage for training equipment and supplies, file cabinets, book shelves, computer desk and space for (1) visitor. - Separate from other offices. Min. 250 SF is recommended.	1 room	250	250	50	300	0	Not used.
3-10-G	Small Conference Rm	Consideration for small conference room of 100 SF for use by officers	1 room	100	100	20	120	120	
3-10-H	Department File Room	Secured access to archive storage area for administrative staff. Storage for files. Space varies from 250 SF to 500 SF.	1 room	350	350	70	420	150	Adjusted to 150 SF.
3-10-J	Conference Rm	For meetings too large for individual offices. Provide chairs, tables and AV equipment. 30 SF/ 8-16 people recommended.	1 room for 16 people	30	480	96	576	576	COMBINED WITH 3-10-L KITCHENETTE. Total area: 600 SF = Conference Room (576 SF) + Kitchenette (24 SF). ALSO USED AS 3-23 TRAINING ROOM.

Grand Junction Airport Authority- Sized based on the Advisory Circular 150/5210-15A

Operational Needs Assessment

OPERATIONS BASED COMPONENTS			TYP. SPACE FOR INDEX B ARFF					GJARFF AREA	NOTES
AC REF	ROOM NAME	OPERATIONAL CRITERIA & ATTRIBUTES	Quant.	SF/ Item	SF	20% increa-se	NSF		
3-10-K	**Janitor's Closet**	Accommodate for storage racks, shelves, cabinets, mop rack and mop sink. Ceiling height at 8'-0" min. Min. 60 SF is recommended.	1 room	60	60	12	72	72	Janitorial room for Apparatus Bays. Separate Janitorial room for living and admin is needed. (See note at 3-36.)
3-10-L	**Kitchenette**	For administrative offices. Provide cabinetry, sink, coffee maker, microwave and small refrigerator. Min. area is not provided by Circular.	1	24	24	0	24	24	20% increase not applied as no min. size was provided in Circular. **COMBINED WITH & LOCATED IN 3-10-J CONFERENCE ROOM. (See note at 3-10-J.)**
3-11	**Work Shop**	For performing routine maintenance of ARFF vehicles and other station equipment. 100 SF for storage & 300 SF for workshop recommended.	1 room	400	400	80	480	480	Separate room from and adjacent to apparatus bays. Isolate for sound.
3-12	**Hose Drying Facilities**	For mechanical means of drying hose. Provide hose table and rack for loading, unloading and storing hose. 150 SF recommended. Located in app bay.	1 room	150	150	30	180	180	
3-13	**Fueling Area**	If fuel service is not provided elsewhere on the airport. Min. space req's not defined.	0	0	0	0	0	0	Fueling is off site
3-14	**Dayroom**	Provided for socializing, casual meetings and possible watching TV. Sized to accommodate 20 SF/ firefighter on shift + held over shift - includes space for circulation, table, chairs and sofa.	1 room for 4 FF	20	80	16	96	96	**COMBINED WITH 3-15 TV ROOM. Total area : 192 SF = Dayroom (96 SF) + TV Room (96SF)**
3-15	**TV Room**	Separate room for watching TV so not to disturb others. 20 SF/ occupant. Includes space for large TV and lounge chairs.	1 room for 4 FF	20	80	16	96	96	Provide sound isolation. **COMBINED WITH & LOCATED IN 3-14 DAYROOM. (See note at 3-14.)**
3-16	**Telephone Room**	(Optional) Provided for private conversations on a land line. Min 2 rooms are recommended. Min. area is not provided by Circular.	2 rooms	20	40	0	40	0	20% increase not applied as no min. size was provided in Circular. **Not used.**
3-17	**Dormitories**	Individual rooms to provide 6'-6" bed, night stand, small study desk w/ chair, (3) lockable storage units for ea. shift. Min. 140 SF is recommended.	4 rooms (4 FF)	140	560	112	672	672	Provide sound isolation.

Grand Junction Airport Authority- Sized based on the Advisory Circular 150/5210-15A

Operational Needs Assessment

OPERATIONS BASED COMPONENTS			TYP. SPACE FOR INDEX B ARFF					GJARFF AREA	NOTES
AC REF	ROOM NAME	OPERATIONAL CRITERIA & ATTRIBUTES	Quant.	SF/ Item	SF	20% increa-se	NSF		
3-18	**Male Locker Room**	Part of shower room and lavatories. Recommend 9 SF clearance centered at front of each locker. Recommended locker size is 18" W x 24" D x 78" H with (1) half shelf and hooks or coat hanger rod. 15 SF/ firefighter is recommended. Additional lockers should be provided for future expansion. Provide speakers for station alarm system.	1 room for 4 lockers + 2 extra	15	90	18	108	108	4 lockers for 4 crew members and 2 extra for expansion. **COMBINED WITH & LOCATED IN 3-20-A MALE LAVATORY. (See note at 3-20-A.)**
3-19	**Female Locker Room**	Same as requirements for Male Locker Rooms 3-18. Provide speakers for station alarm system.	1 room for 2 lockers	15	30	6	36	36	**COMBINED WITH & LOCATED IN 3-20-B FEMALE LAVATORY. (See note at 3-20-B.)**
3-20-A	**Male Lavatory**	Appropriate number of toilets, sinks & showers as req'd per building code. Provide ADA compliant facilities. Shower stalls shall have a min. dimension of 42"x42". Hooks for clothing and showers shall be provided near showers and sinks, but be far enough away to keep items dry. Provide speakers for station alarm system. Min. area is not provided by Circular.	1 room	320	320	0	320	320	20% increase not applied as no min. size was provided in Circular. (2) Urinals, (2) Toilets, (3) Sinks, (2) Showers. **COMBINED WITH 3-18 MALE LOCKER ROOM. Total area: 428 SF = Male Lavatory (320 SF) + Male Locker Room (108 SF)**
3-20-B	**Female Lavatory**	Same as requirements for Male Lavatory.	1 room	180	180	0	180	180	20% increase not applied as no min. size was provided in Circular. (1) Toilets, (1) Sinks, (1) Shower. **COMBINED WITH 3-19 FEMALE LOCKER ROOM. Total area: 216 SF = Female Lavatory (180SF) + Female Locker Room (36 SF)**
3-21	**Laundry**	Provide space for washer, dryer, counter for folding and shelves for storage. Min. 100 SF is recommended.	1 room	100	100	20	120	120	Clean laundry room.
3-22	**Kitchen / Dining**	Provide stove w/ 4-6 tops, (2) ovens & griddle, refrigerator / freezer per shift, microwave, food prep area, storage / shelving, double sink / commercial dishwasher. 400 SF kitchen area is recommended. 20 SF/ firefighter for dining area is recommended. Dining area sized to allow (1) place setting to seat (1) full shift of firefighters. Alarm activated shut off and doorway to outside is required.	1 room	400 + 80 (20 x 4 FF)	480	96	576	576	**COMBINED WITH 3-22.c.4 PANTRY. Total area: 611 s.f. = Kitchen / Dining (576 SF)+ Pantry (35SF)**

Grand Junction Airport Authority- Sized based on the Advisory Circular 150/5210-15A

Operational Needs Assessment

OPERATIONS BASED COMPONENTS			TYP. SPACE FOR INDEX B ARFF					GJARFF AREA	NOTES
AC REF	ROOM NAME	OPERATIONAL CRITERIA & ATTRIBUTES	Quant.	SF/ Item	SF	20% increa-se	NSF		
3-22.c.4	**Pantry**	(1) pantry or closet with locking doors shall be provided for each shift for storage of goods. Min. area is not provided by Circular.	1	35	35	0	35	35	20% increase not applied as no min. size was provided in Circular. **COMBINED WITH & LOCATED IN 3-22 KITCHEN DINING. (See note at 3-22.)**
3-23	**Training Room**	Provide sufficient space training and equipment. Rooms shall have secured storage for audio visual aids. Space can be included in conference room. If separate room, provide 48 SF/ firefighter/ shift. Accommodate a desk for each firefighter or tables.	1 room for 4 FF	48	192	38	230	0	**Not used.** 3-10-J Conference Room will be used for Training Room purpose.
3-24	**Computer Training Room**	Room should be quiet and have space for min. (2) stations. Room shall be a minimum of 24 SF per station. Unit figure allows for circulation.	1 room for 2 station-s	24	48	10	58	58	
3-25	**Mechanical Room**	Provide adequate space for major components of heating, ventilation and air conditioning systems, sprinkler controls and safe servicing of equipment. Room heated and cooled. Floor finishes resistant to oil, grease and water. Provide floor drains and door to be large enough to remove equipment. Sound attenuation shall be provided. Min. area is not provided by Circular.	1 room	200	200	0	200	200	20% increase not applied as no min. size was provided in Circular. Final size of mechanical room will be determined by the mechanical needs of the station.
3-26	**Storage**	Provide space for storing department supplies. Provide for shelves and cabinets, etc. Should be located adjacent to administrative area and shall be large enough for future expansion. Min. area is not provided by Circular.	1 room	100	100	0	100	100	20% increase not applied as no min. size was provided in Circular. Multiple spaces within building for general storage.
3-27	**Electrical Room**	For power distribution and panel boards. Separate from Emergency Generator Room. Provide adequate space for future expansion. Min. area is not provided by Circular.	1 room	100	100	0	100	100	20% increase not applied as no min. size was provided in Circular.
3-28	**Emergency Generator**	Accommodate generator sufficient in size to carry entire ARFF station. Doors to be large enough to replace entire generator if located inoor.	0	0	0	0	0	0	Exterior protected space. Generator location to mitigate operation sound from station interior. Provide 72 hour diesel day tank. Size of generator will be determined by overall station load.

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Operational Needs Assessment

OPERATIONS BASED COMPONENTS			TYP. SPACE FOR INDEX B ARFF					GJARFF AREA	NOTES
AC REF	ROOM NAME	OPERATIONAL CRITERIA & ATTRIBUTES	Quant.	SF/ Item	SF	20% increase	NSF		
3-29	**Telecom and Electronics Room**	Provide space for UPS, telephone racks, LAN or information technology (IT) requirements, PA system, security system racks… etc. Allow space for service of equipment. Consider location of specialized fire protection systems as recommended or required by local code. Min. 80 SF is recommended.	1 room	80	80	16	96	96	ARFF "IT" department to work with Electrical Engineering for final room needs.
3-30	**Trash and Recycling Room**	Storage of trash and recycle materials. Area shall be located in close proximity to where trash truck will be servicing station. Dumpster or trash compactor may be used based on local airport choice. 150 SF is recommended.	1 room	150	150	30	180	180	
3-31	**Parking**	**(1) space/ person/ shift**. Provide space for (2) shifts to accommodate shift change. TSA will determine if employee parking should be access controlled, however areas should be protected against vandalism after regular business hours. Area shall not disrupt firefighting operations. Accessible requirements shall be accommodated in public parking areas. Public parking shall accommodate for (1 or 2) school buses.	0	0	0	0	0	0	Number of public parking spaces will be determined by Airport and Fire Crew Needs. Local jurisdiction review based on size of facility and public services area. Will not impact size of building.
3-32	**Delivery Truck Access**	For delivery truck access to station. May include a truck dock. Consider maneuvering space for semi-trailers. Space could include area for trash pick-up.	0	0	0	0	0	0	**Not Applicable**
3-33	**Exercise Room**	Physical training area for mandated physical training. Sized to accommodate 50% of a shift and equipment. Configuration based on equipment requirements and layout. Treadmill / stair machines to be orientated toward TV, natural light. High ceiling. Min. area is not provided by Circular.	1 room	450	450	0	450	450	20% increase not applied as no min. size was provided in Circular.
3-34	**Patio**	Area located adjacent Kitchen/ Dining Rooms and easily accessible to the vehicle rooms. Protected from wind, excessive noise, aircraft backwash, airborne debris and should offer privacy.	0	0	0	0	0	0	Exterior Space next to Kitchen area.

Grand Junction Airport Authority- Sized based on the Advisory Circular 150/5210-15A

Operational Needs Assessment

OPERATIONS BASED COMPONENTS			TYP. SPACE FOR INDEX B ARFF					GJARFF AREA	NOTES
AC REF	ROOM NAME	OPERATIONAL CRITERIA & ATTRIBUTES	Quant.	SF/ Item	SF	20% increa-se	NSF		
3-35	**Station Store**	Vending machines to support training room & station activities. Min. area is not provided by Circular.	1 room	30	30	0	30	0	20% increase not applied as no min. size was provided in Circular. **Not used.**
3-36	**Janitor's Closet**	For living and admin area. Provide for storage racks, shelves, cabinets, mop rack & mop sink. Ceiling height at 8'-0" min. Min. 30 SF is recommended.	1 room	30	30	6	36	36	Separate Janitorial room for living and admin area.
Non-Circ 1	**Fire Riser Room**	Room for Fire Riser Assembly. Sized to meet fire riser assmebly clearance.	1 room	50	50	0	50	50	**Non-Circular space.**
Non-Circ 2	**Men's Public Restroom**	Sized to support firefighter & public meetings. Provide appropriate number of toilets and sinks as required per code. ADA requirements. Provide speakers for station alarm system.	1 room	75	75	0	75	75	**Non-Circular Space.** Based on size of meeting room: 576 SF/ 30 SF per Occupant = 20 Occupants. 20/2 = 10 per sex. Code requires (1) toilets with occupant load of 1-25 for each sex. Provide (1) Urinal, (1) toilet & (1) sink.
Non-Circ 3	**Women's Public Restroom**	See requirements for Men's Public Restroom	1 room	75	75	0	75	75	**Non-Circular Space.** See requirements for Men's Public Restroom.
		Total Circular NSF			13728	1215	14943		
		Total GJARFF NSF						12961	**TOTAL NSF AREA OF GJARFF IS LESS THAN ALLOWED UNDER THE CIRCULAR GUIDELINES.**
		Added area for Circulation, walls, etc						1879	Represents 14.5 % of total building area
		Total GJARFF Area						14840	Total actual Building Area for GJARFF

Note:

With further analysis, specific details on ARFF sizing and long-term staffing objectives will allow for further space adjustments. See page 3 for current facility staffing.

Maximum facility sizing is used to identify potential FAA funding available for the project and should be pursued to the maximum extent feasible to accommodate expected future airport growth. Additional features such as a back-up watch tower, building integrated training features, etc. could also be considered.

Evaluation Matrix and Ranking Criteria

To assess and document the attributes of the alternative options 6A, located on Landing View Ln at the Walker Field perimeter and 6B, located at the intersection of H Rd and 26 1/2 Rd, the alternative ranking matrix was developed. This tool focuses the analysis of the standalone vs. combined facility alternatives, and color codes each potential option based on the consequences. The boxes in the chart are coded under the following system:

Green = beneficial or no consequences
Yellow = moderately negative consequences
Red = negative consequences

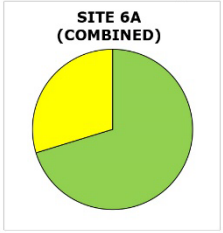
The criteria were developed by the consultant team based on like evaluations for fire facilities. A glossary of the ranking criteria is included with the site ranking chart.

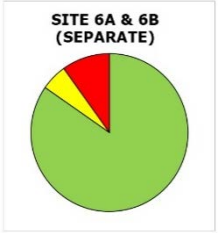
	Site 6A only Combined Station	Site 6A & 6B Separate Stations	Relative Weight
Criteria			
Response			
Delivery of service - short term (5-10 yrs)			5
Delivery of service - long term (20 yr. Planning Horizon)			1
Operations efficiency			1
Managerial efficiency			1
Traffic congestion (non-event related)			10
Location relative to target response area			10
Location relative to increased growth			10
Street configuration / accessibility - response related			5
Multiple response ingress / egress points from site			5
Preferred impact on other stations - short term (5-10 yrs)			5
Financial Issues			
Development cost			10
Staffing impacts			5
Site acquisition costs / utilization			5
Design Issues			
Program sharing			1
Site Issues			
Dimensions			10
Size			10
Street frontage			5
Topography			5
Street slope			5
Site Vulnerability - Security			
Utility access			1
Potential for exterior security layering complexity			1

Relative Weight Scale
1=Low Importance
5= Moderate Importance
10= High Importance

Color Legend

Beneficial or no consequences
Moderately negative consequences
Negative consequences





Glossary
Alternative Site Ranking Criteria

Operations/Response

Delivery of Service- Short Term (5-10 yrs. Planning Horizon)
As measured by response coverage, the station's ability to deliver service in the next five years. This parameter may be measured by current and projected response times and compared to the Department's response time goals.

Delivery of Service- Long Term (20 yr. Planning Horizon)
As measured by response coverage, the station's ability to deliver service within the 20 year planning horizon. This parameter may be measured by current and projected response times and compared to the Department's response time goals. It may be necessary to augment the projections with additional growth factors, such as increased traffic congestion and a higher number of incidents, to evaluate the long term implications on response time. It is assumed growth will continue in unbuilt open areas.

Managerial/Operations Efficiency
Measurement of the efficiency gained by the proximity of the station to the managerial functions. This is a somewhat subjective criteria and it is based on the underlying assumption that it is more efficient to locate the operations functions in close proximity to each other. Based on the quantity of transports at the airport.

Traffic Congestion (non-event related)
Traffic congestion and circulation issues that may impede response time. The preferred location would have alternative routes available and be able to avoid the known peak hour traffic congestion problem areas.

Location Relative to Target Response Area
The station's location relative to the operational "center" of the response area, adjusted for traffic patterns and circulation issues, the preference is to be as close to the theoretical center of the response area as possible as measured by response time.

Location Relative to Increased Growth
The station's proximity to growth to balance both the response to the new growth and the need to limit the impact of new growth (i.e. traffic) on response time.

Street Configuration/Accessibility Response Related
The street configuration in the immediate vicinity of the site as it relates to the station's ability to respond. Physical issues such as center median's, or one-way streets for a significant distance could impede the ingress and egress from the station and ultimately impact response time.

Multiple Response Ingress/Egress Points from Site
Sites ability to accommodate more than one response route off site to avoid being isolated during emergency event. Assumes adequate property can be attained at each location.

Preferred Impact on Other Stations- Short Term (5-10 yrs.)
Impact on the response time of other stations upon relocation as measured by the optimize travel mapping.

Financial

Development Cost
Issues impacting development costs specific to a particular site. These may include issues such as topography, poor soils, demolition costs, etc. Assumes cost sharing can occur when combined.

Staffing Impacts
Impacts of the location on staff issues such as bus routes, traffic, amenities, that may impact operational costs. Cross training costs were no considered.

Site Acquisition Costs
Assumes both sites are equally available.

Design

Program Sharing
Efficiency effectiveness of sharing programs and spaces between user groups. Assumes variety levels of shaming can occur based on an inter-local agreement. Combined options can allow for complete or partial separation under a common roof.

Site

Dimensions
The property dimensions as measured against the ideal configuration to meet the program objectives. Assumes both sites can accommodate programs.

Size
Adequacy of property size to meet program objectives. Assumes both sites can accommodate programs.

Street Frontage
Adequate primary street frontage to meet program objectives. The ideal street frontage to accommodate the required by widths and apron depth for conceptual site diagram. Assumes both sites can accommodate programs.

Topography
Site topography and the ability to construct and access the proposed structure. Assumes both sites can accommodate programs.

Street Slope
Potential impact of street slope on ingress and egress. For optimum equipment maneuvering, a relatively flat street in front of the equipment bays is desirable.

Site Vulnerability- Security

The impact to secured areas such as fire fighter parking, utilities, and the secure side of the airport. This becomes a more significant policy issue in the combine facility. Alternative strategies based on degree of separation under a single roof would need further study during design. Strategies relative to running lines of security through the building, badging, controls hardware gated operations will add a degree of complexity but are not considered insurmountable.

Conclusion

As a result of the analysis, certain key conclusions were reached. Beyond the analysis of straight statistical response data based on the current situation today, consideration is also given to predicted airport growth, the planned runway expansion, call burden reduction on station's 2 and 3, potential expansion/replacement of fire station 3, capital facility cost sharing, long-term operational and maintenance savings, reduced environmental impacts, and the more intangible attributes of public and political acceptance.

Optimized Response

Based on the initial two identified location sites, 6A (combined station or standalone ARFF station) & 6B (standalone City station), are reasonably comparable to one another relative to providing first-in response for the City. If one were to weight medical transport/transfer high enough 6A & 6B could be considered equal. Based on this information, additional studies where developed to determine if either site was influenced by; moving station 3, (slated for future renovation, replacement or relocation), slightly to the NE and/or improving the street network around site 6A, or looking at combined facility at sites 6D and 6E. This analysis of alternate street networks and site options were found to be less optimal than sites 6A and 6B initially studied.

When studying the overall call load distribution, specifically for station 2, neither the 6A or 6B location appeared to be optimal. Thus, a proposed location 6C, on the south side of H Road, 450 feet east of 27 Road and east of the Highline Canal, was identified to show how distribution could be influenced by an alternative site location. While there was limited improvement to this new location, it is not significant.

Staffing

Reviewing all hours of operation, current ARFF staffing is considered minimal. As the airport continues grow and gets busier, priorities should be placed on an increase of dedicated Grand Junction Regional Airport staffing or through a joint partnership with the City of Grand Junction Fire Department for additional staff to meet response demands. Providing a higher level of service during all hours of operations and potential extended hours of operation is suggested. Given the current limited available staffing at the airport, a cross-staffed facility could provide secondary support to ARFF personnel in the interim. While NFPA 403 (not adopted or mandated) calls for a significant increase in staffing, working with cross-trained City of Grand Junction personnel, provides better deployment to structural, EMS and hazmat responses which would be of benefit to the safety of passengers, airport personnel and airport transport activities. While it is very unlikely that NFPA 403 and NFPA 1710 will ever completely align due to significant funding disparities, we do expect further alignment will occur.

Security

Though security is more complex in a combined facility, with technological advancements, security concerns can be easily mitigated through design and operating agreements.

Personnel

One of the more intangible issues revolves around co-housed personnel. If both agencies are combined at a single location, this could add complexity. There are many examples around the country of multiple user groups operating out of a single facility successfully. Developing a Change Management plan to anticipate and address issues preemptively would be recommended. While design can mitigate some issues relative to space accommodation and growth issues, maintenance and operating agreements would need resolution.

Cost

Answering the question, “What is the best for the community, City and Airport, and does it make sense to partner,” was the primary goal of this analysis. While cost was not deemed to be a consideration of this analysis, given our findings, we felt it relevant to address. If facilities were combined under a single roof without any sharing of any functionality, we would anticipate an approximate 15-20% savings in land development costs without any consideration of land values. If select programmatic elements were consolidated, which we believe to feasible, we would anticipate an additional 10-15% savings. Based on funding mechanisms available to the Grand Junction Regional Airport Authority through the FAA, we would anticipate a case can be built to pursue a maximum allowable facility size per the Advisory Circular. While short-term funding may not be immediately available to the Grand Junction Regional Airport Authority due to current runway expansion plans, a longer-term funding strategy in conjunction with the City of Grand Junction Fire Department could be formulated and pursued rather than independently funding two separate facilities over time.

In Summary

Based on the above analysis, while current response data suggests it is marginally better to locate a new Grand Junction Fire Station at or near site 6C, with a relocated Grand Junction Regional Airport Authority ARFF station at or near site 6A, additional considerations alter that conclusion based on a holistic consideration of the information identified within this study. In our expert opinion, given the near equal Grand Junction Fire Department response generated from separate and combined station alternatives at sites 6A & 6C, there are strategic reasons why a combined facility located at site 6A is a preferred option. As the airport continues to grow there will be increased airport traffic, flights and associated community travelers equating to increased call load. We see the opportunity for substantial short and long-term cost reductions in the design, construction, long-term maintenance and operational costs of a single combined facility. A combined facility will mitigate potential neighborhood impacts by not adding a new station in the proximity of site 6C. In a co-located facility, there is a significant opportunity for in-service cross-training which would optimize airport response if an event were to occur at or around the airport proper. Finally, the creation of a collaborative governmental partnership, which will provide effective operational efficiencies to the community, is a good business model and positive achievement in the delivery of public service.

Thus, it is our recommendation to move forward with the development of an interlocal agreement that would define how both agencies can develop, staff, and fund a combined facility at or near site 6A in a way to best benefit the community. This partnership would need to be further developed into an overall business plan to understand the nuances of an Inter-local Agreement relative to:

1) Increased staffing demands and associated funding needs placed on both agencies
2) The design, operations, and maintenance aspects of the facility.
3) Change Management relative to co-location challenges.
4) House rules of a co-located facility.
5) A deeper understanding of funding allocation.
6) Operating agreements and associated budgets.
7) An overall strategy for separation if the partnership dissolves.

APPENDIX OF TABLES AND FIGURES

Station	Base Case Incidents	Station 6A Incidents	Station 6B Incidents	Station 6C Incidents	Base Case Percent	Station 6A Percent	Station 6B Percent	Station 6C Percent
1	3,453	3,453	3,453	3,451	22.8%	22.8%	22.8%	22.8%
2	5,969	5,325	5,315	5,200	39.4%	35.1%	35.1%	34.3%
3	3,881	3,797	3,637	3,703	25.6%	25.1%	24.0%	24.4%
4	1,248	1,248	1,248	1,250	8.2%	8.2%	8.2%	8.2%
5	604	604	604	604	4.0%	4.0%	4.0%	4.0%
6A	0	**728**	0	0	0.0%	**4.8%**	0.0%	0.0%
6B	0	0	**898**	0	0.0%	0.0%	**5.9%**	0.0%
6C	0	0	0	**947**	0.0%	0.0%	0.0%	**6.2%**
Total	**15,155**	**15,155**	**15,155**	**15,155**	100.0%	100.0%	100.0%	100.0%

Table 4, EMS Incidents by Station Area

Station	Base Case Incidents	Station 6A Incidents	Station 6B Incidents	Station 6C Incidents	Base Case Percent	Station 6A Percent	Station 6B Percent	Station 6C Percent
1	276	276	276	275	25.7%	25.7%	25.7%	25.7%
2	364	310	308	301	34.0%	28.9%	28.7%	28.1%
3	191	184	156	166	17.8%	17.2%	14.6%	15.5%
4	143	143	143	144	13.3%	13.3%	13.3%	13.4%
5	98	98	98	98	9.1%	9.1%	9.1%	9.1%
6A	0	**61**	0	0	0.0%	**5.7%**	0.0%	0.0%
6B	0	0	**91**	0	0.0%	0.0%	**8.5%**	0.0%
6C	0	0	0	**88**	0.0%	0.0%	0.0%	**8.2%**
Total	**1,072**	**1,072**	**1,072**	**1,072**	100.0%	100.0%	100.0%	100.0%

Table 5, Fire Incidents by Station Area

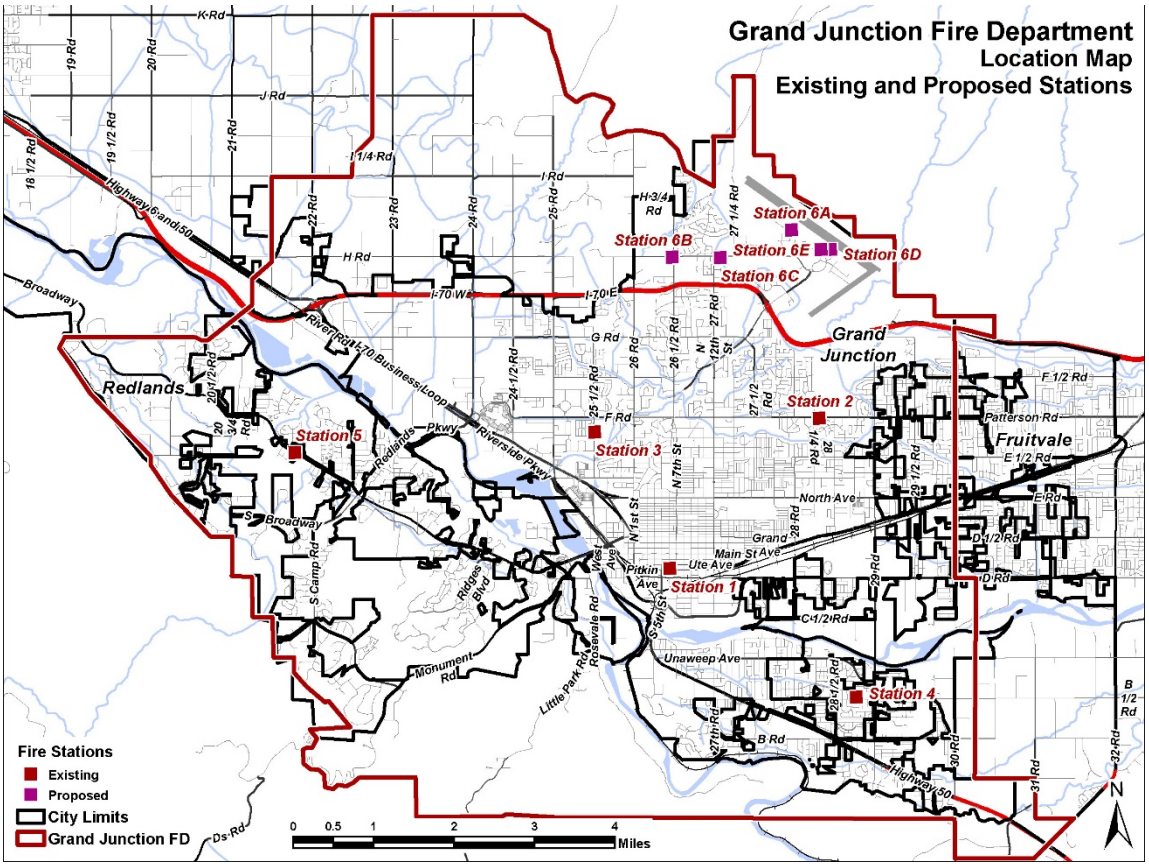


Figure 1

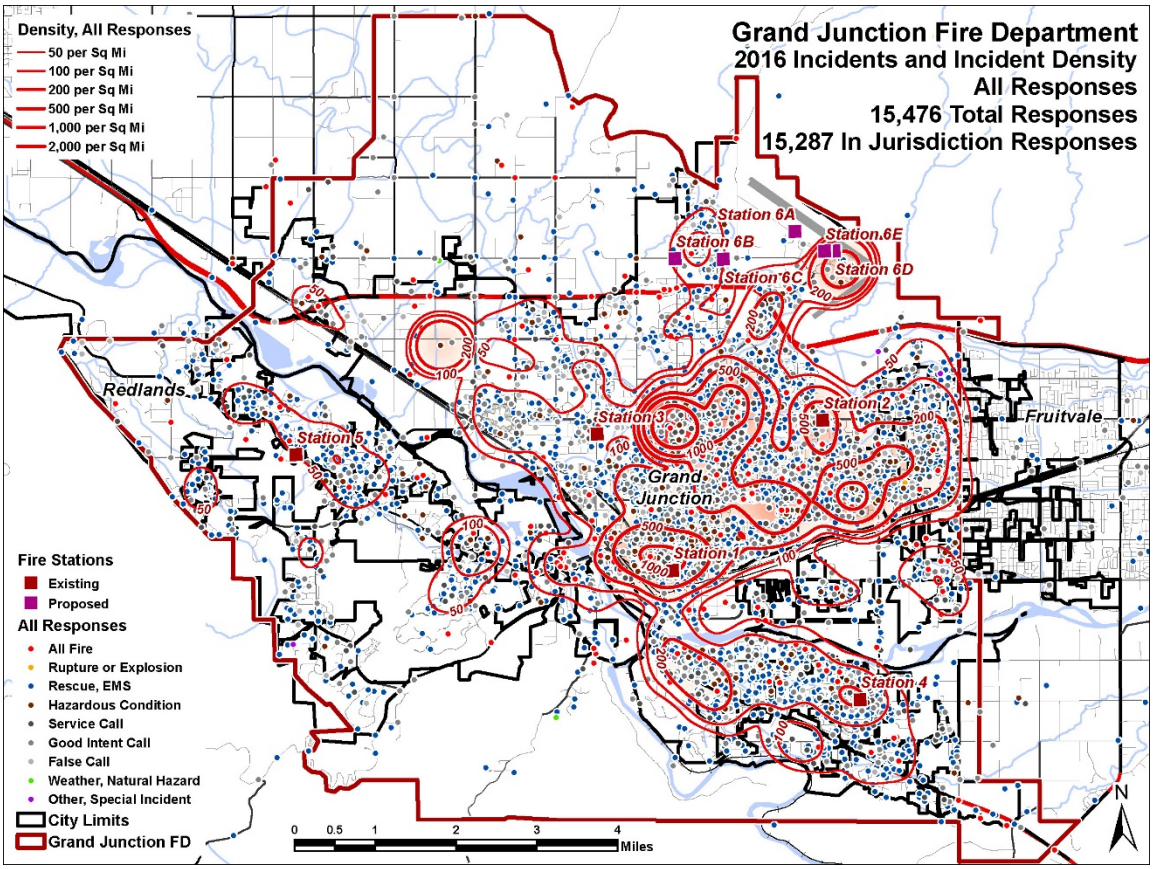


Figure 2a

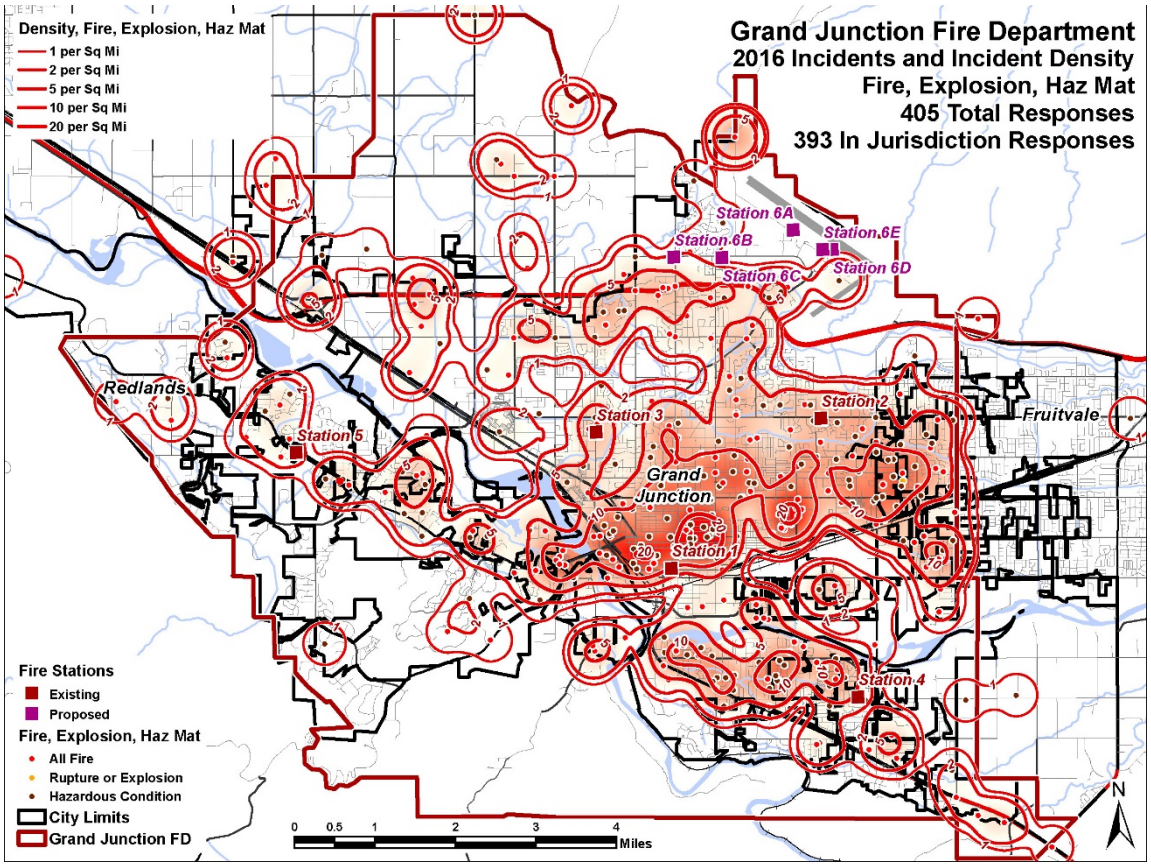
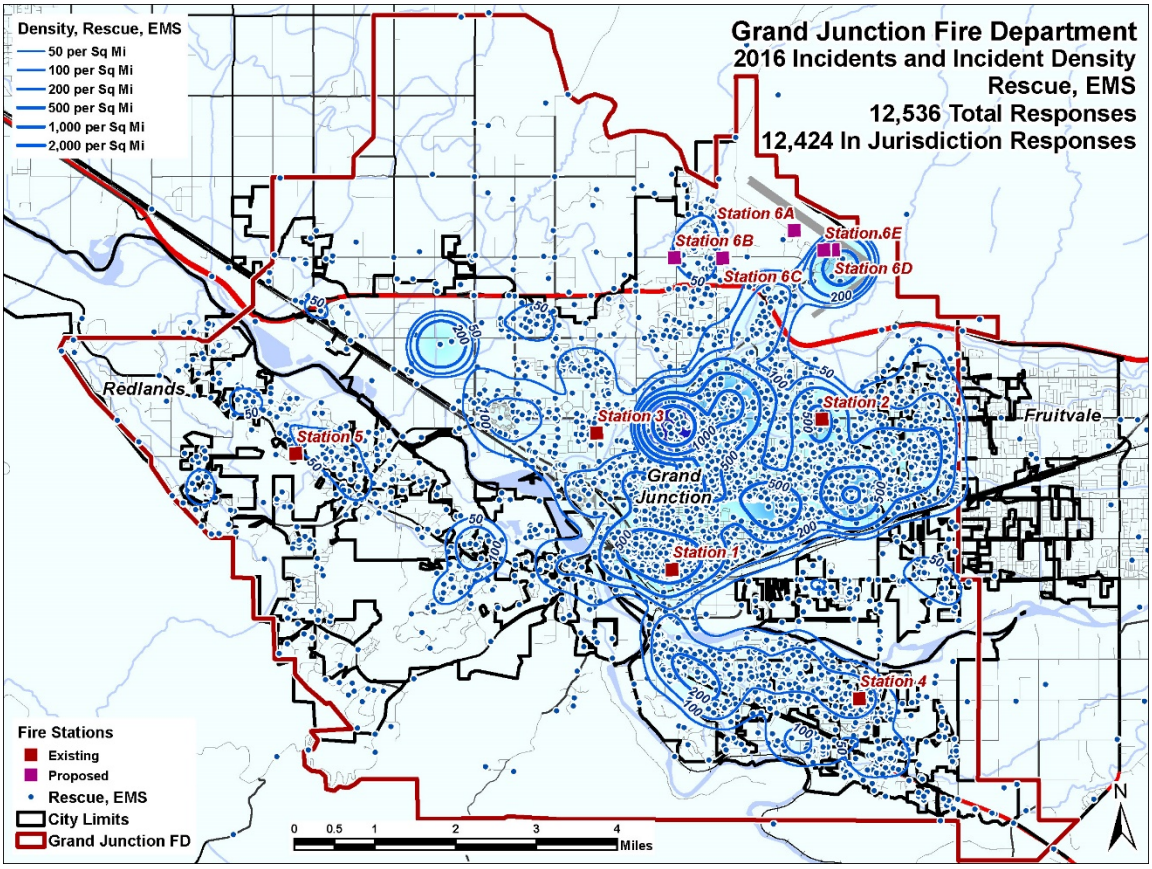


Figure 2b



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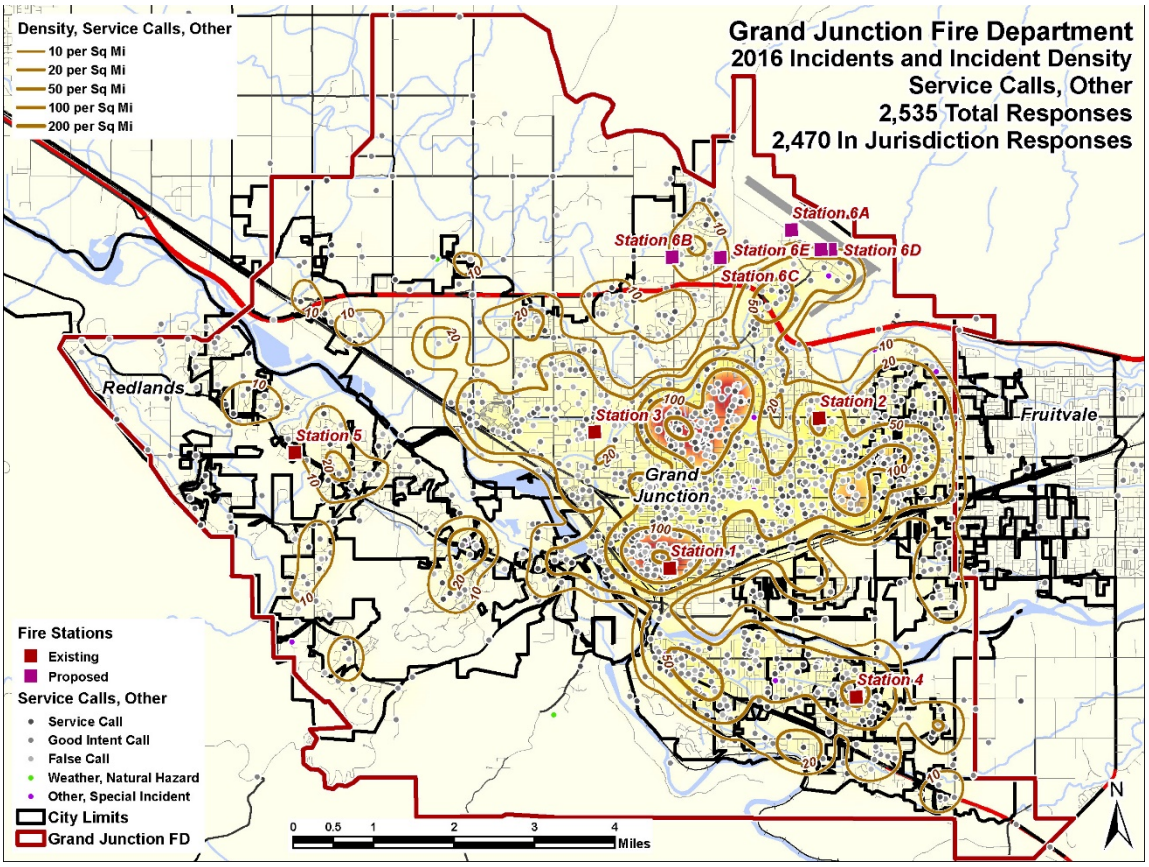

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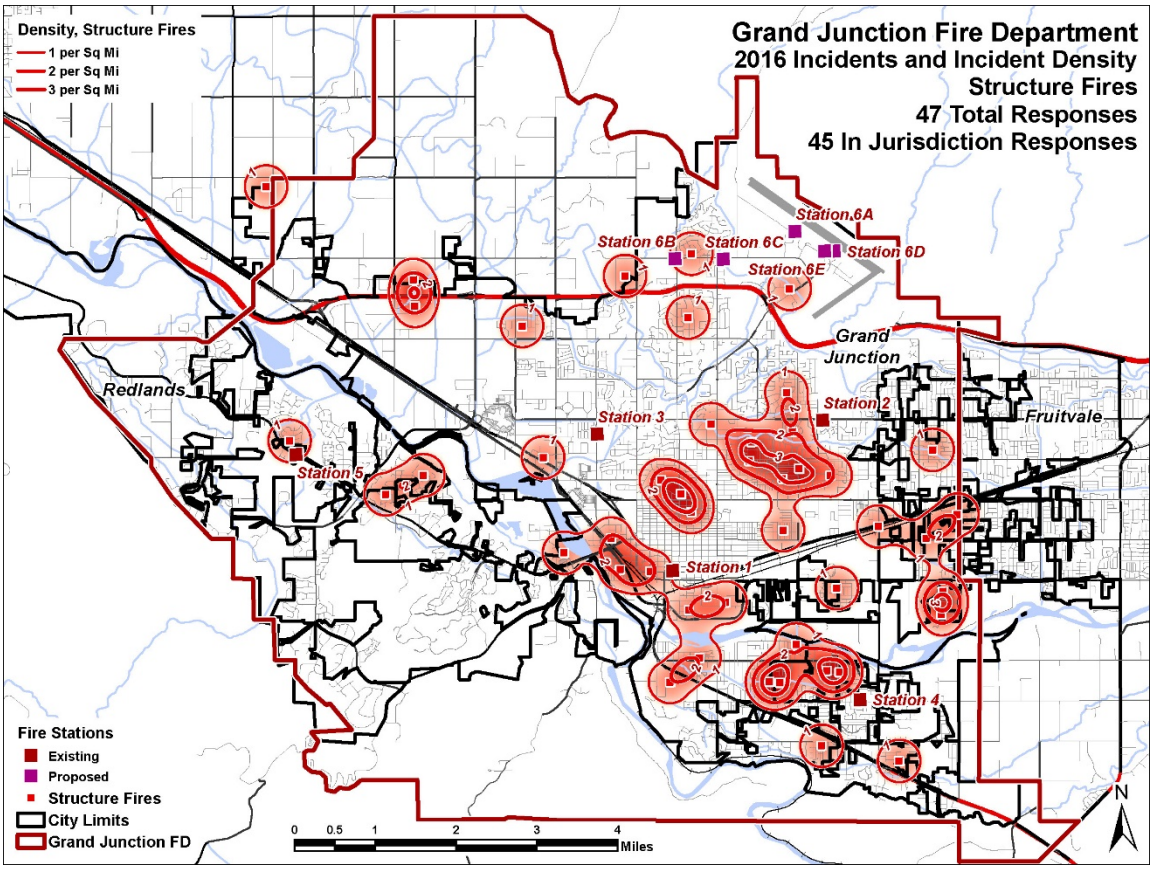

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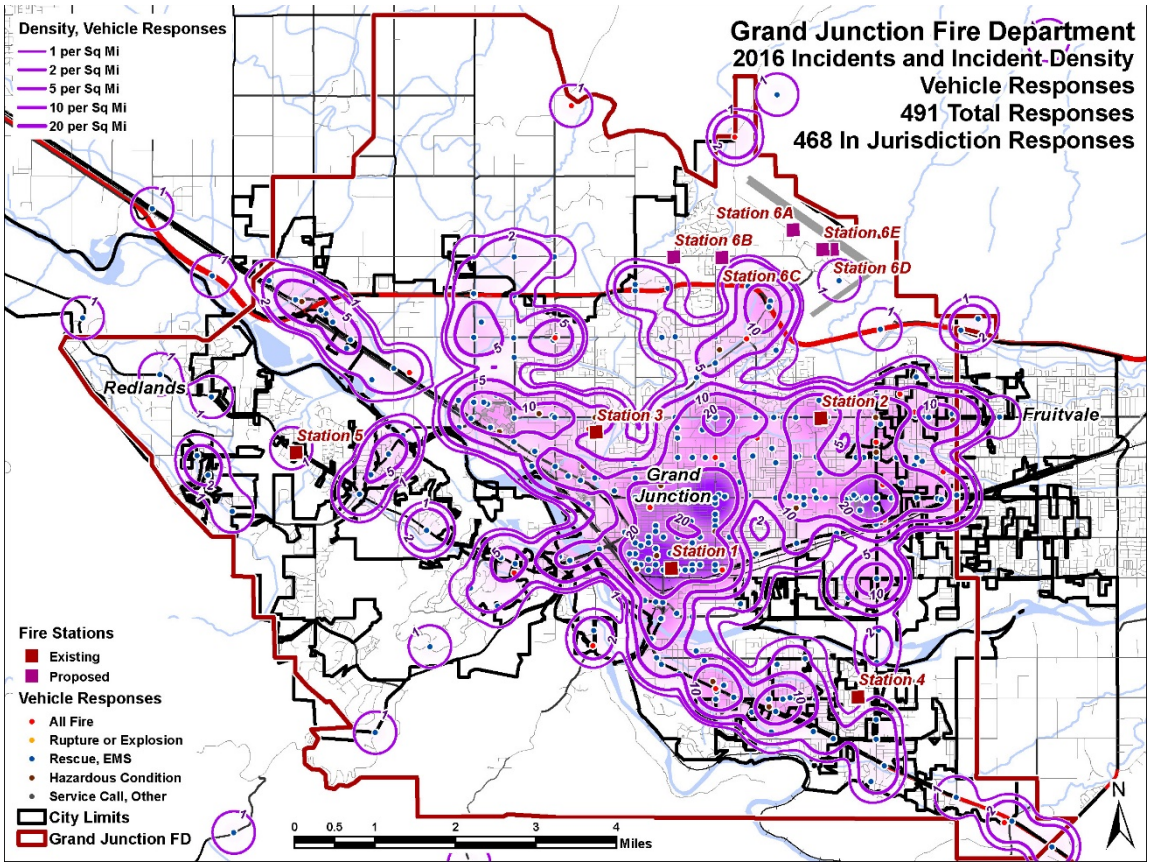

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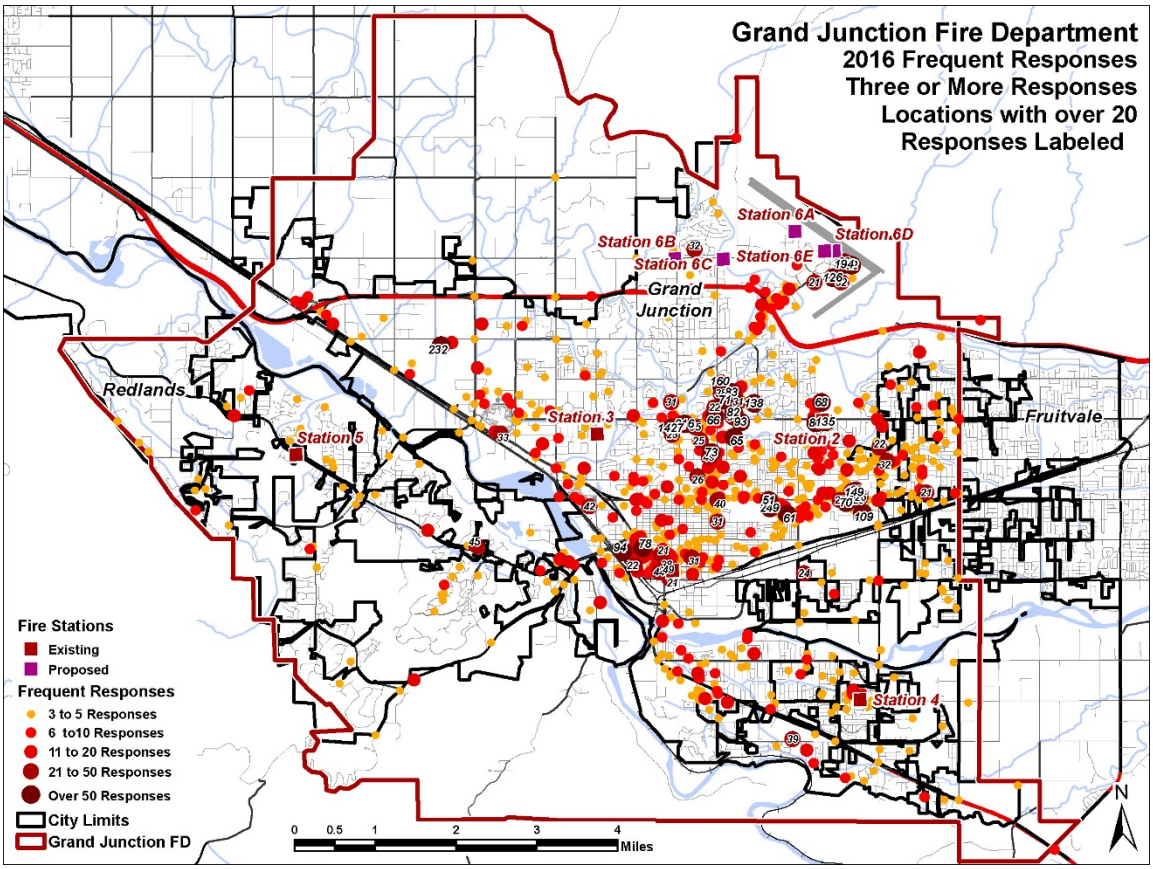

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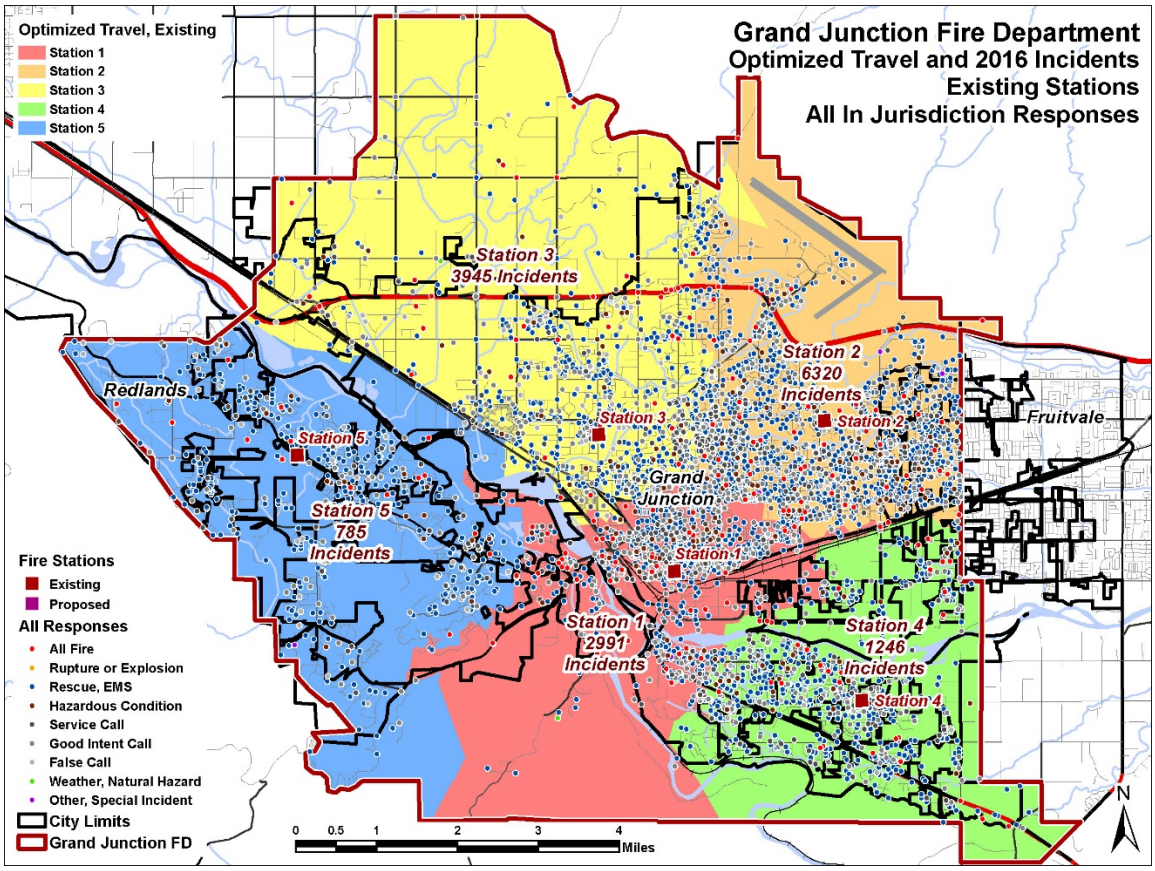

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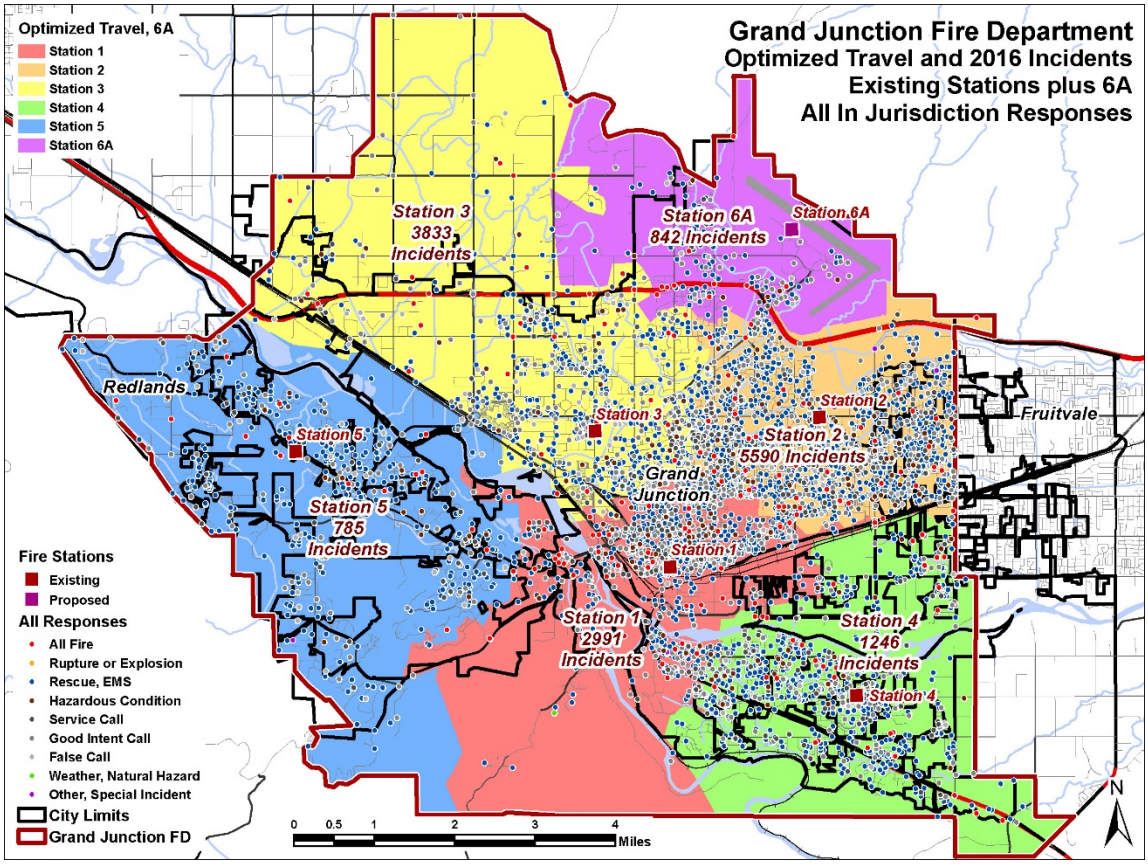

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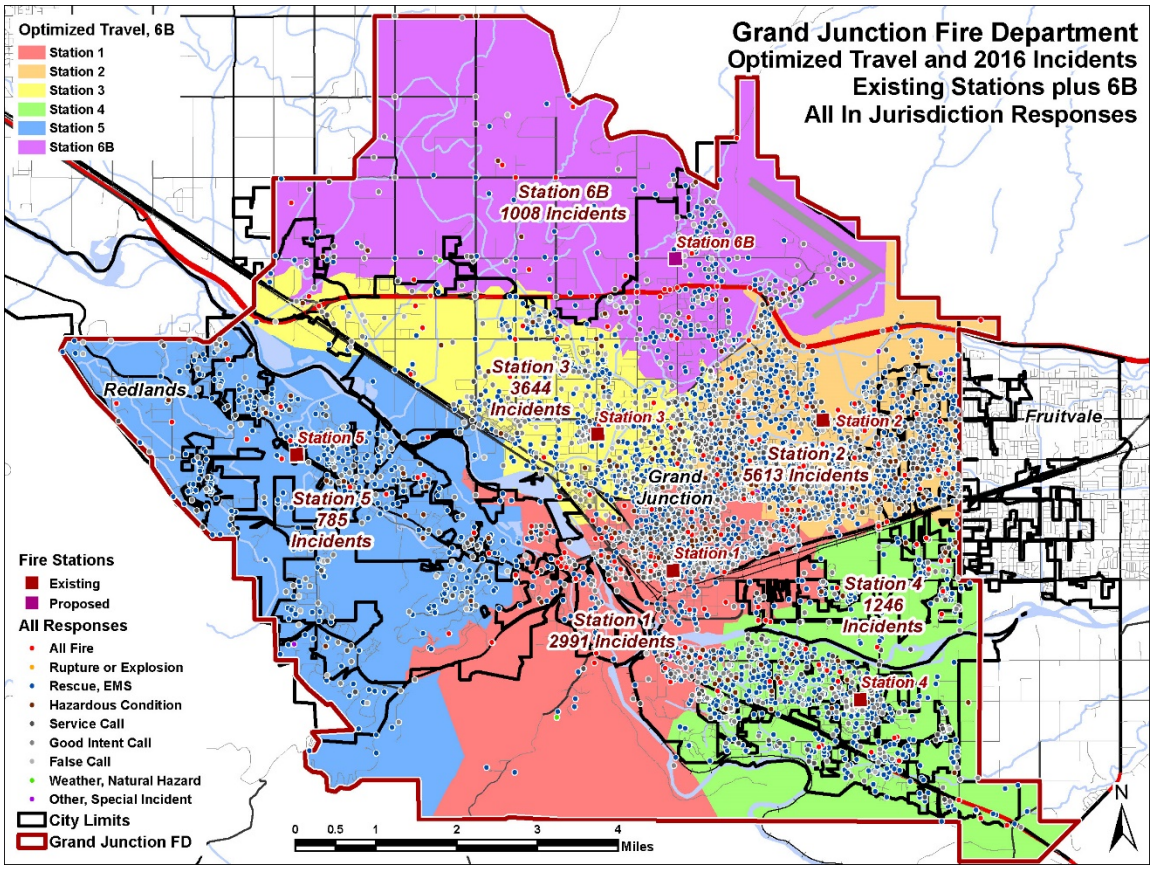

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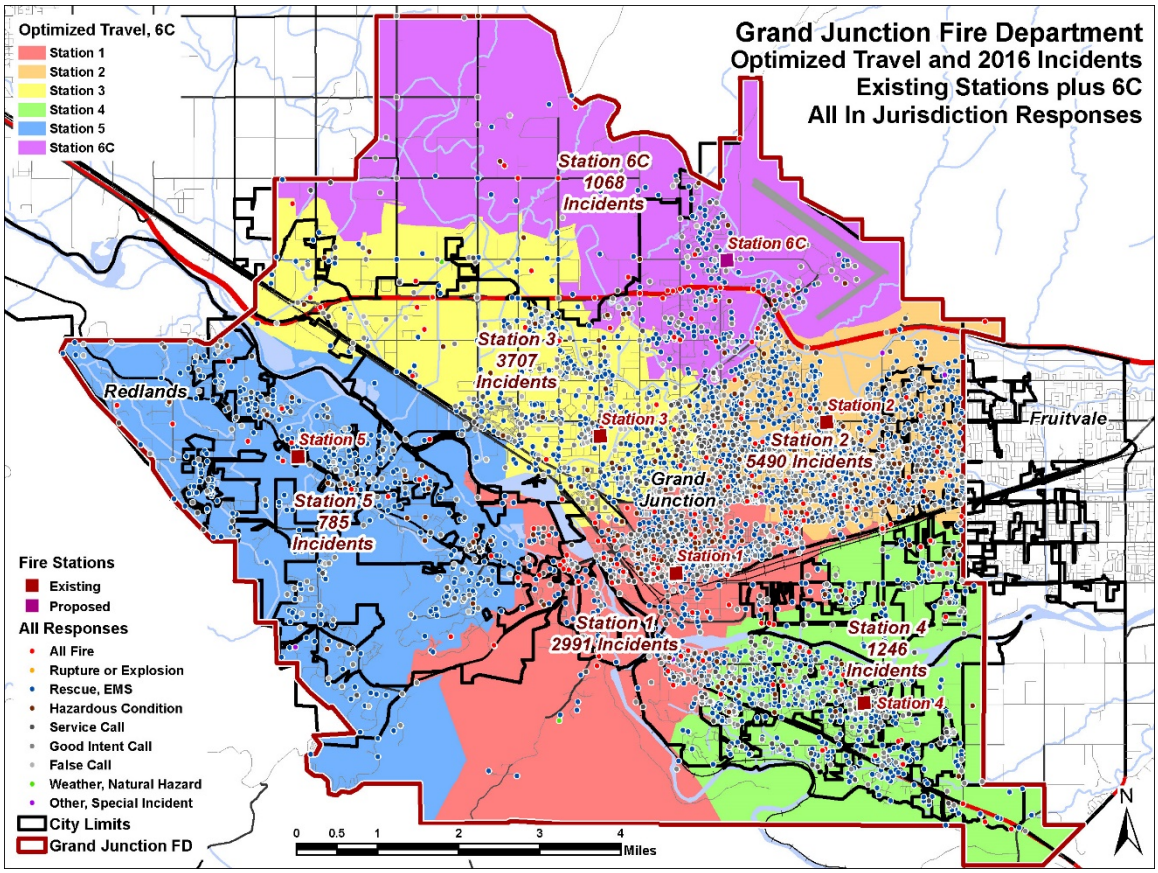

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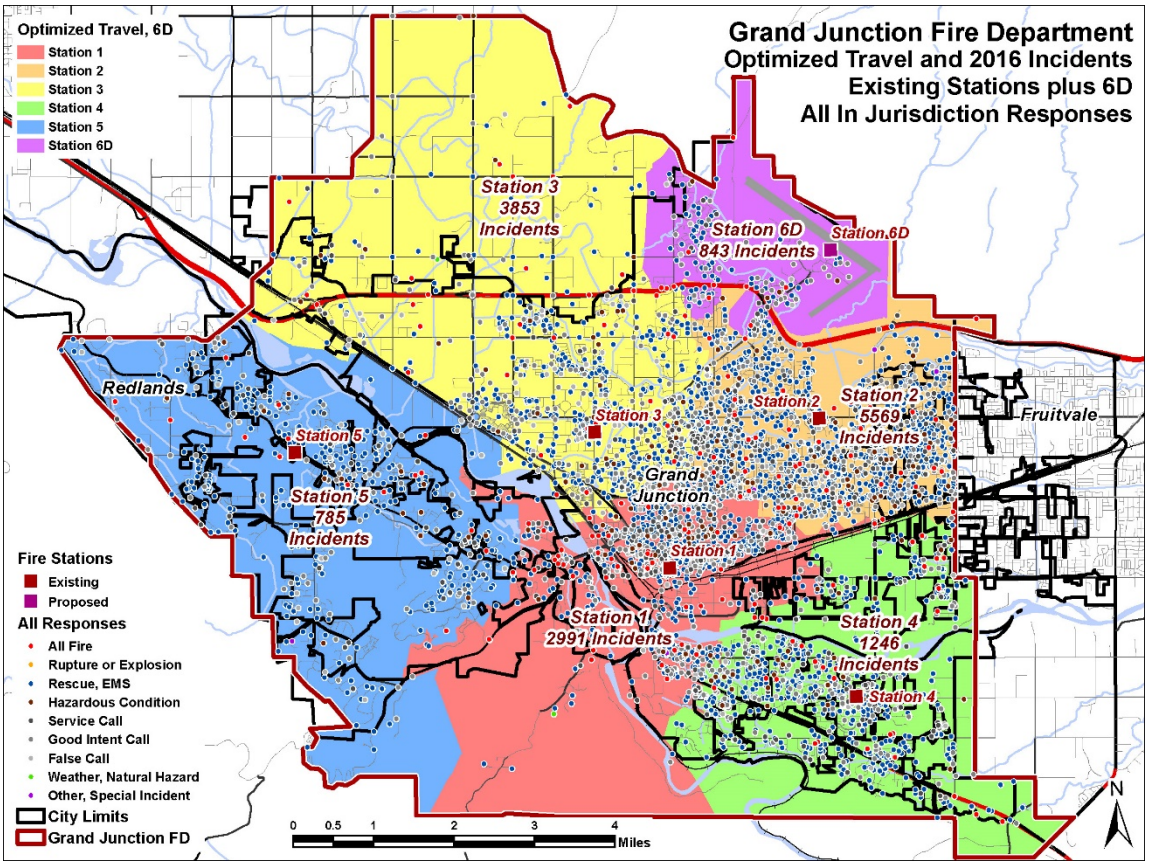

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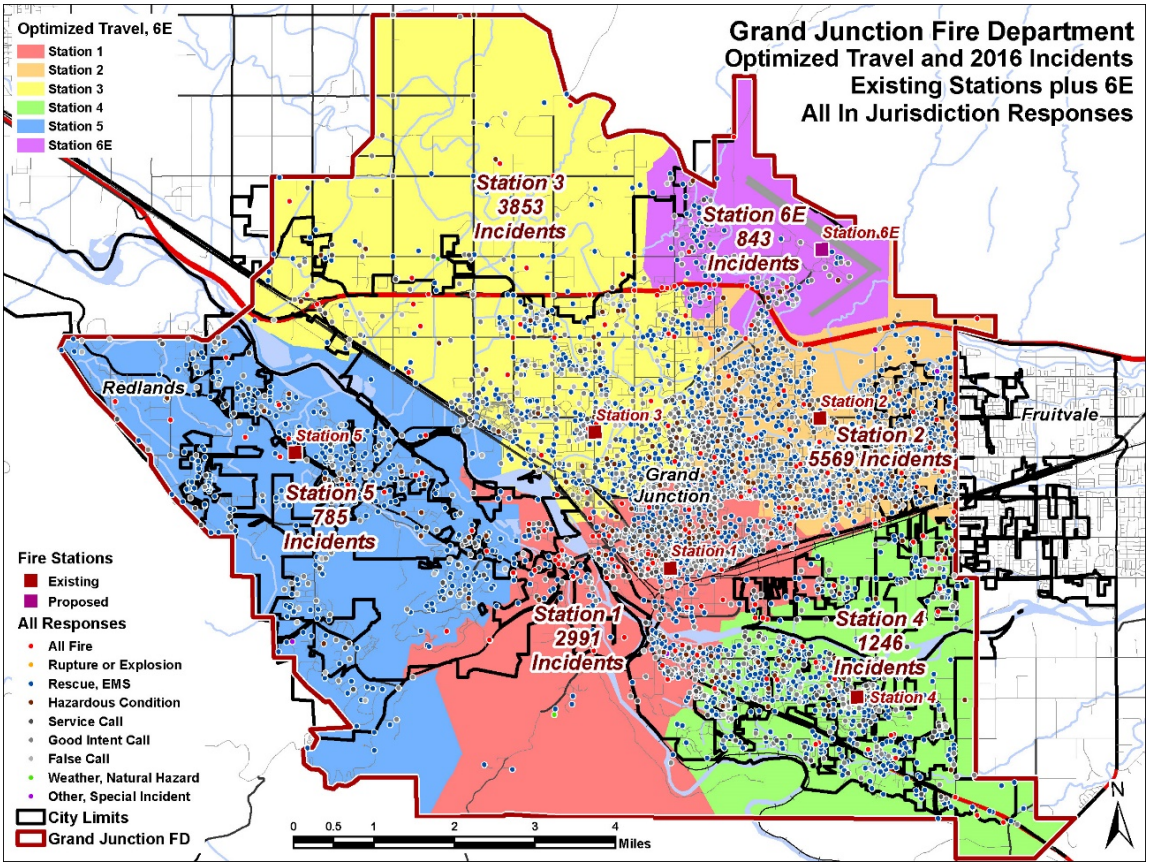

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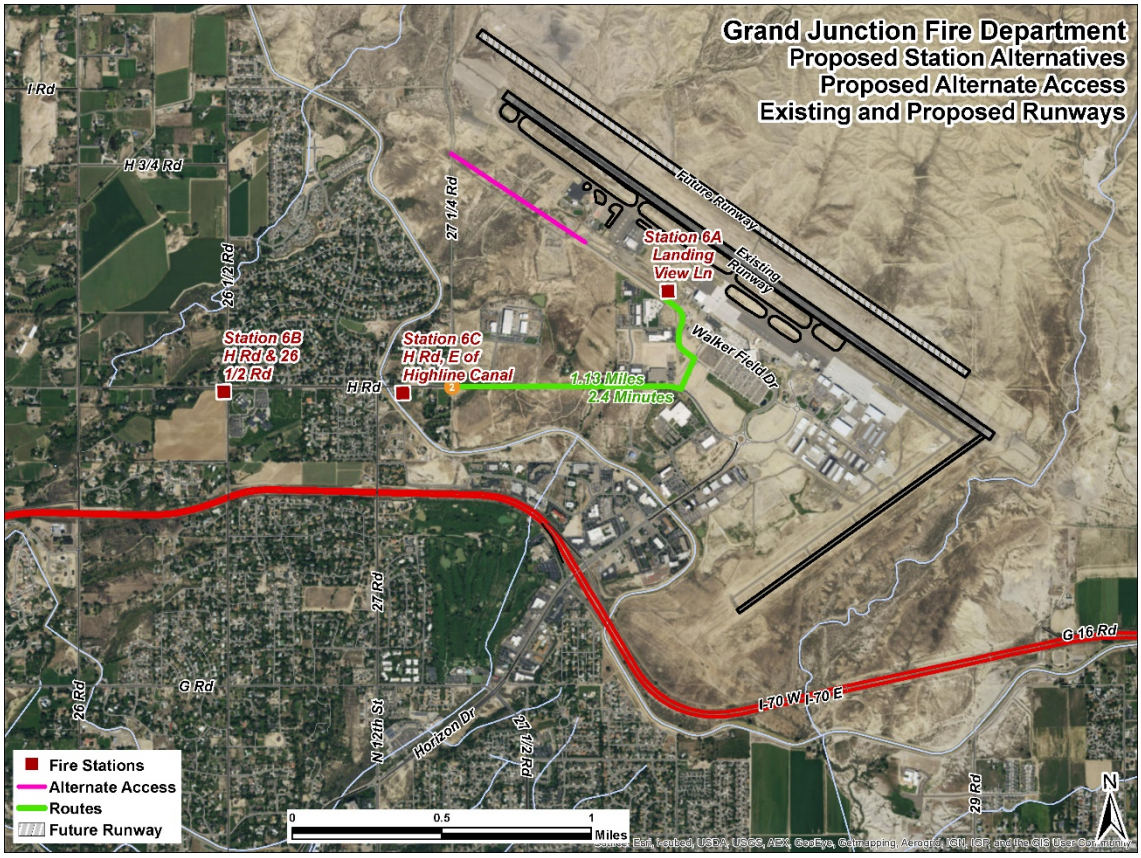

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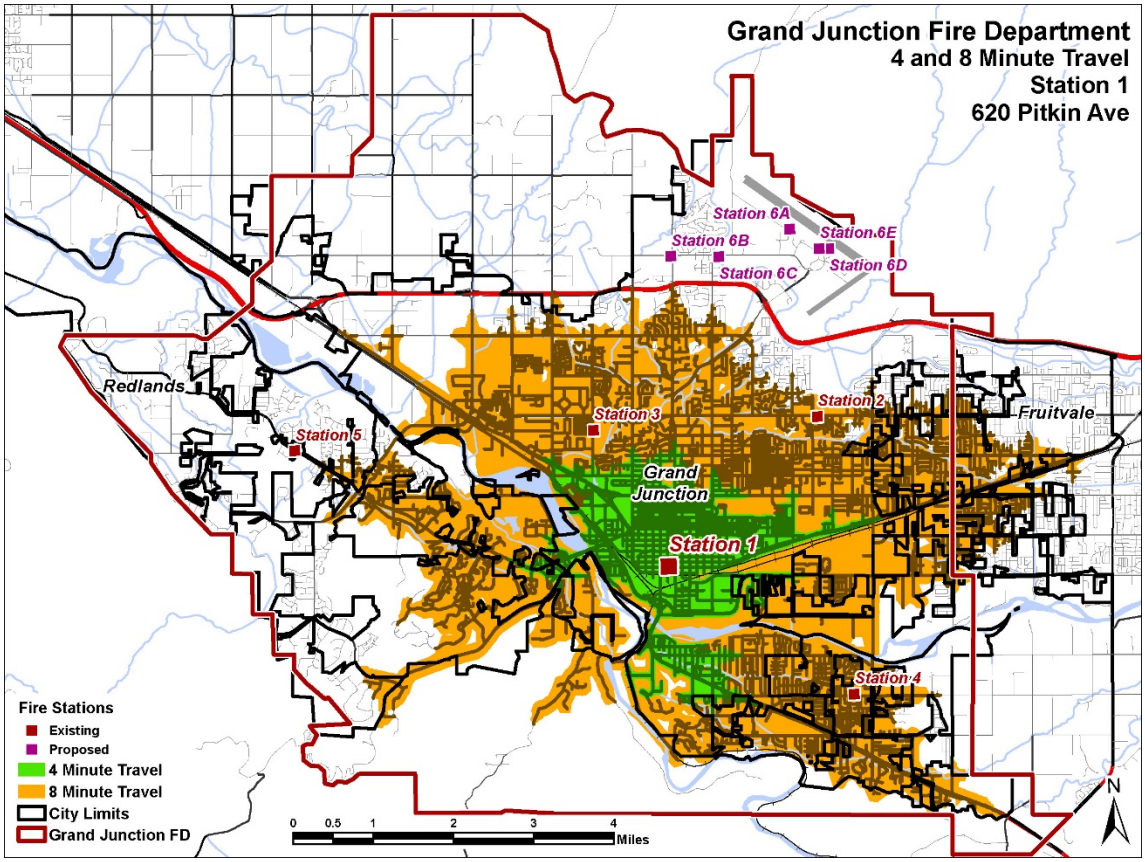

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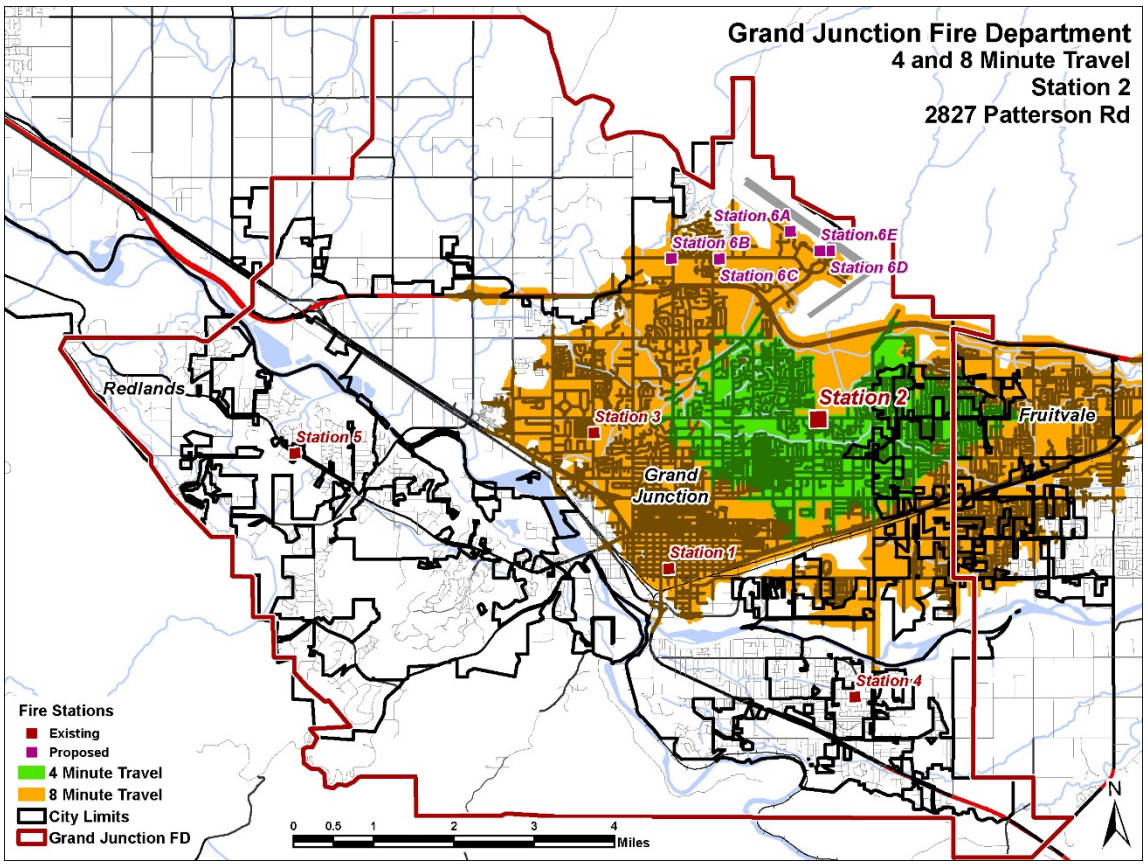

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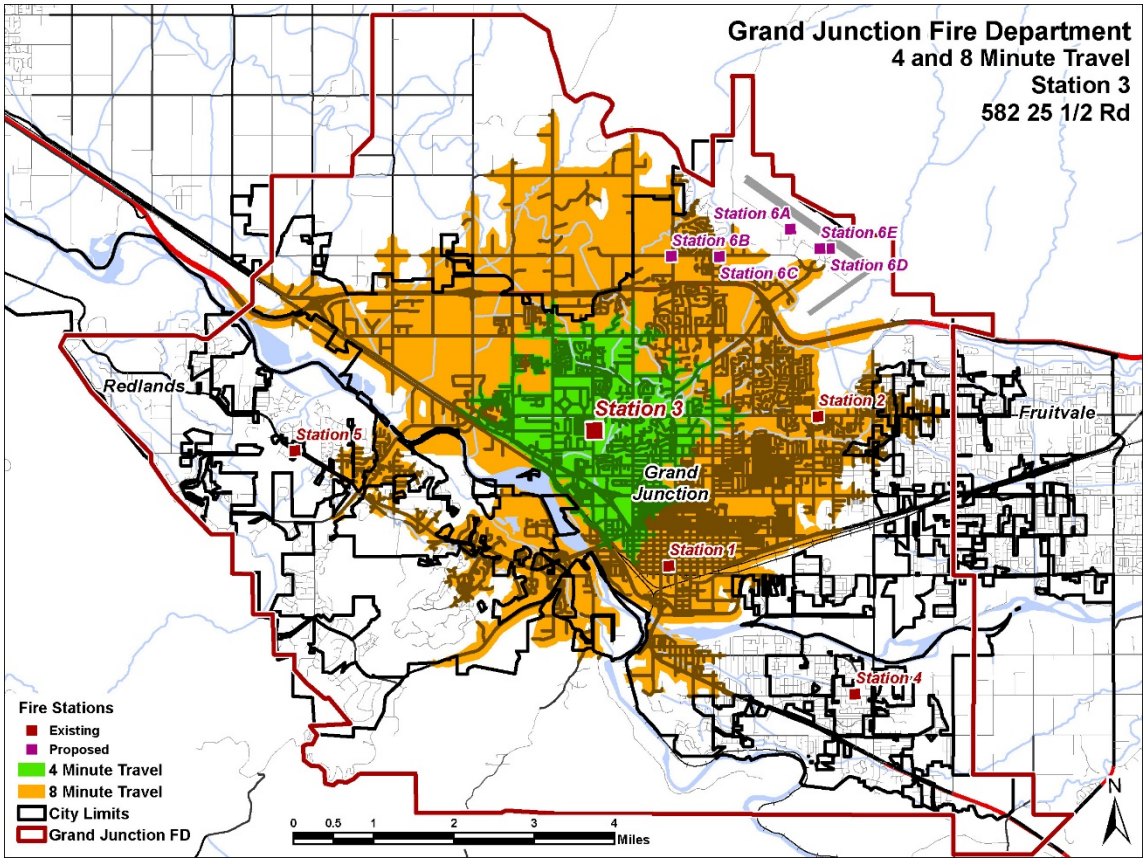

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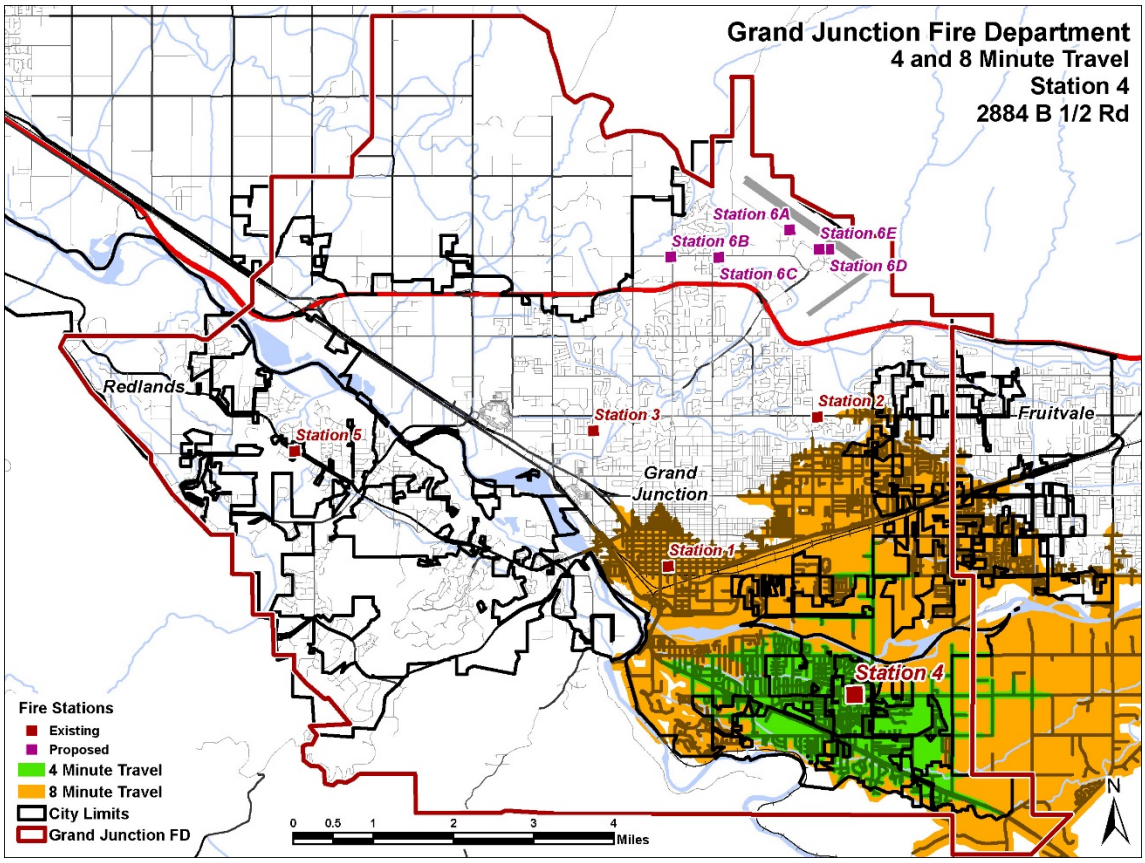

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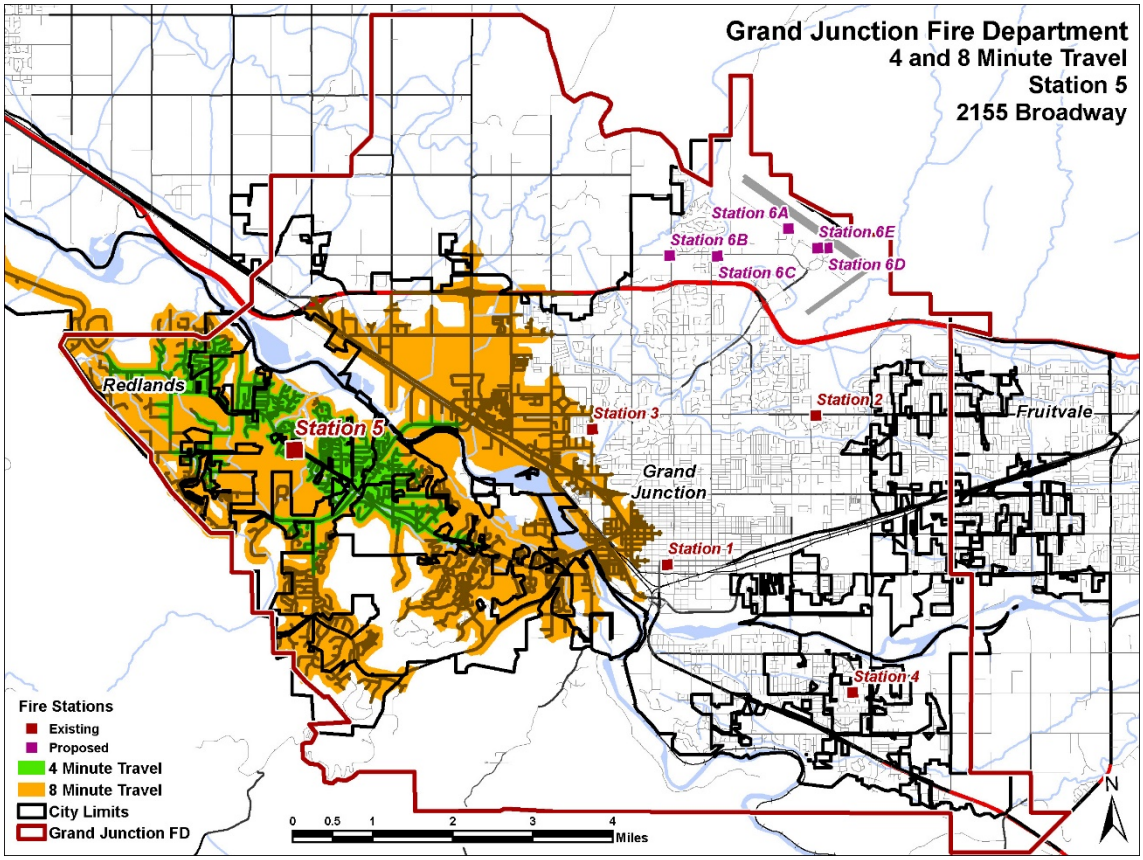

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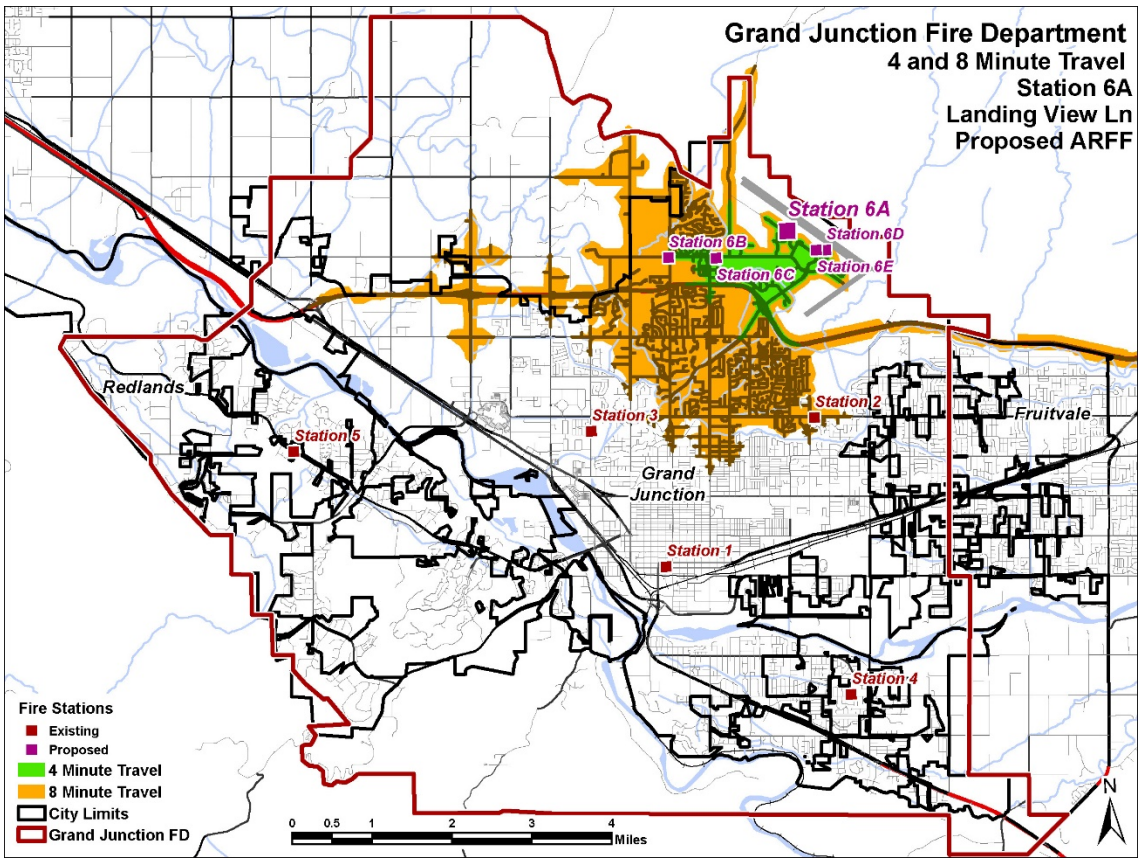

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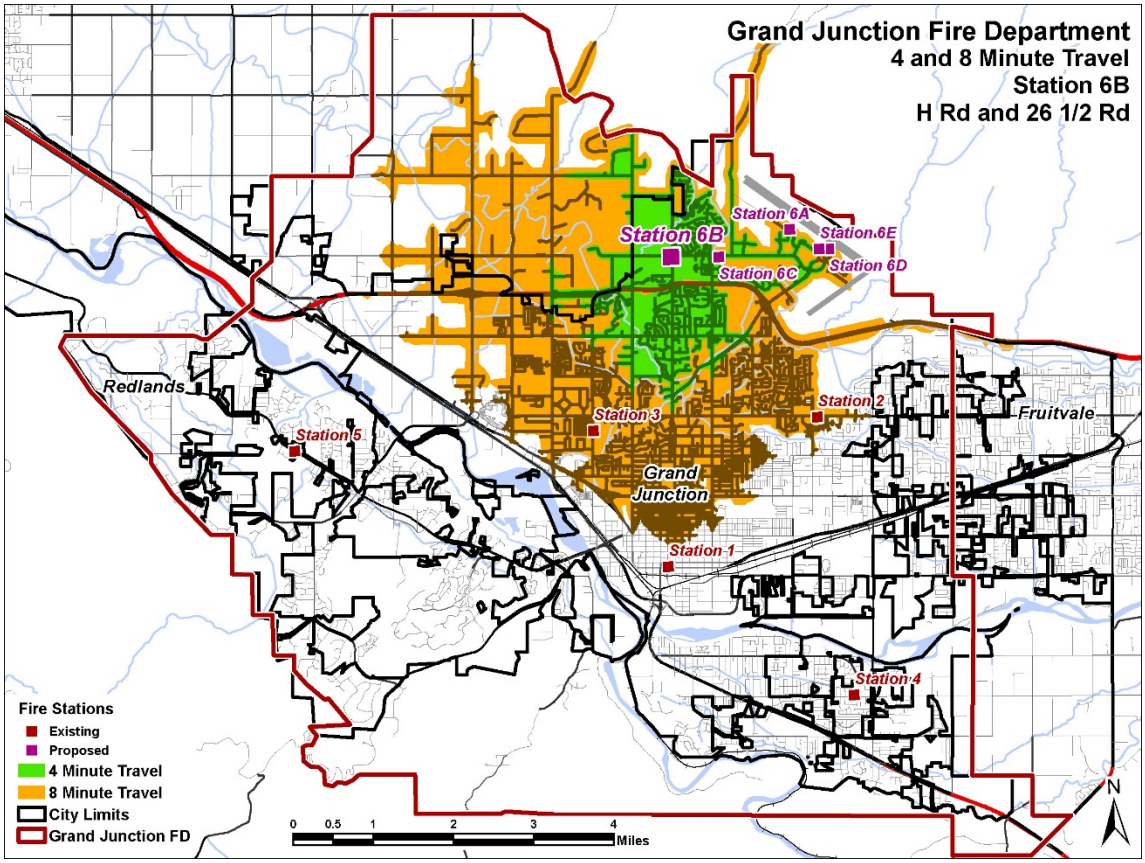

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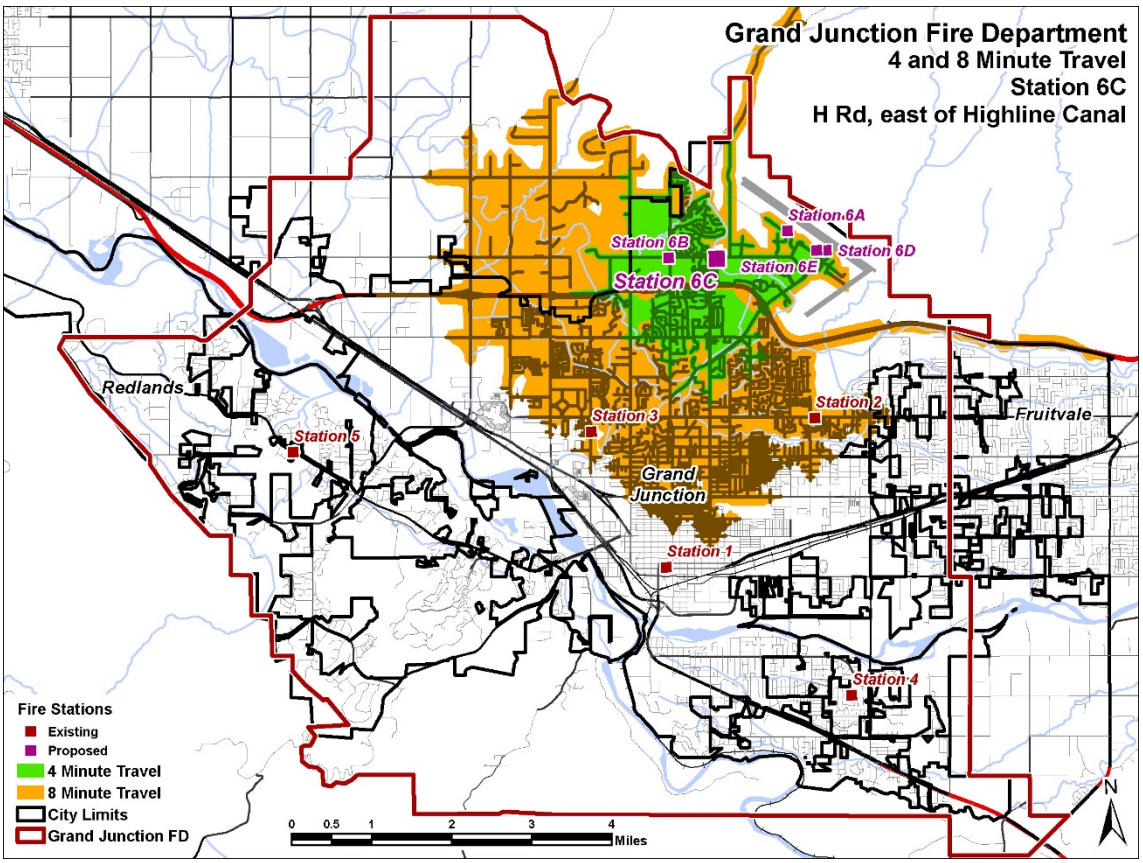

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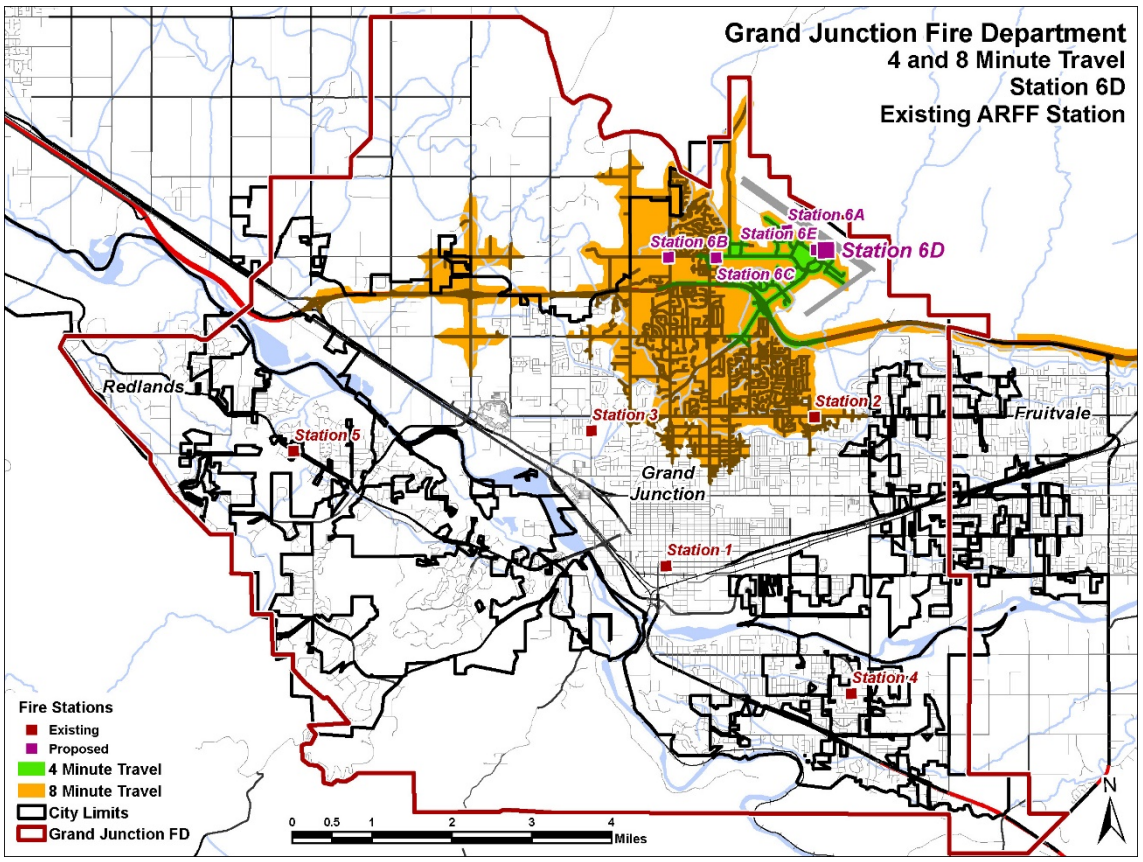

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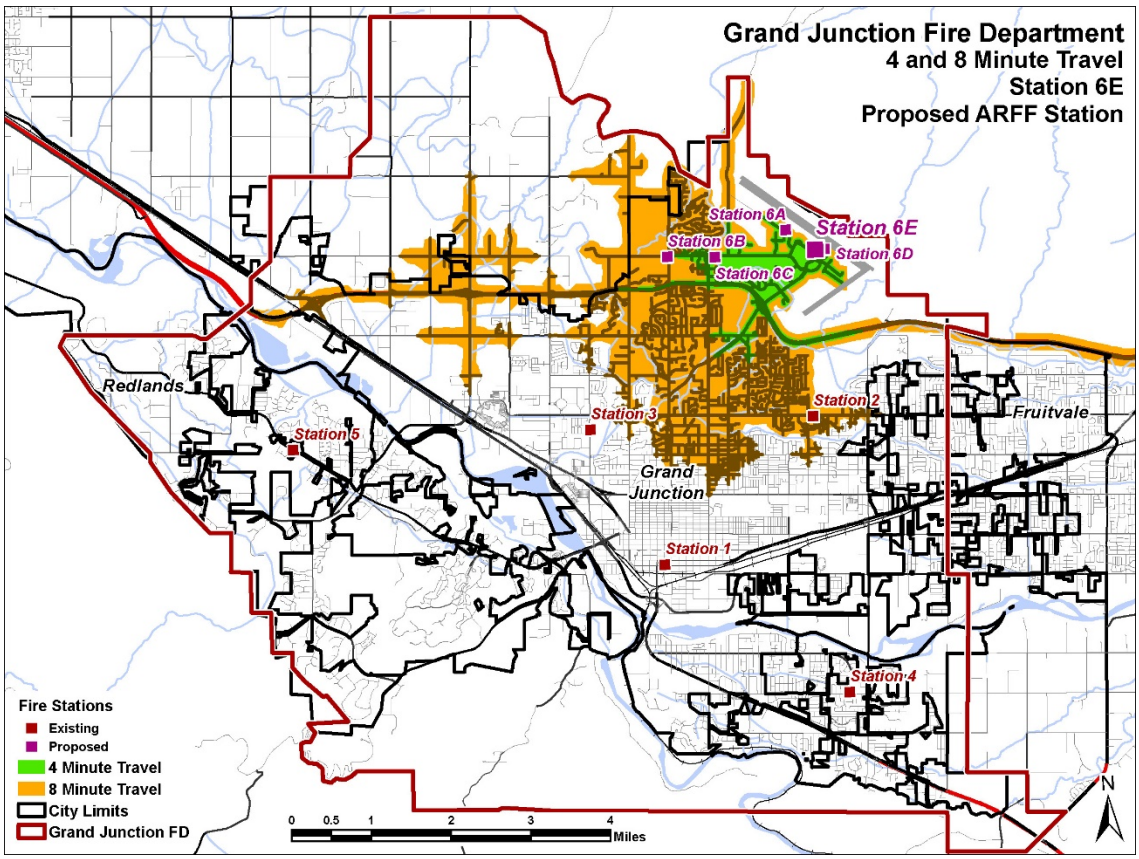

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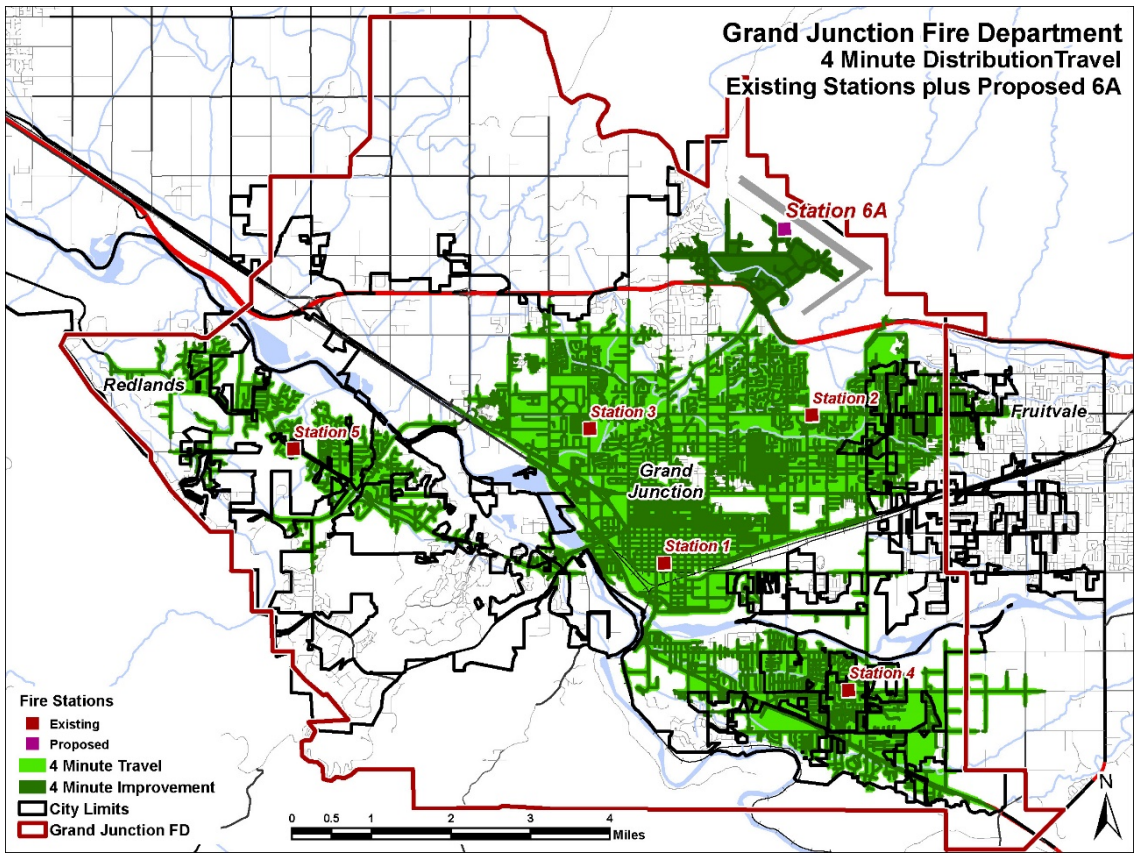

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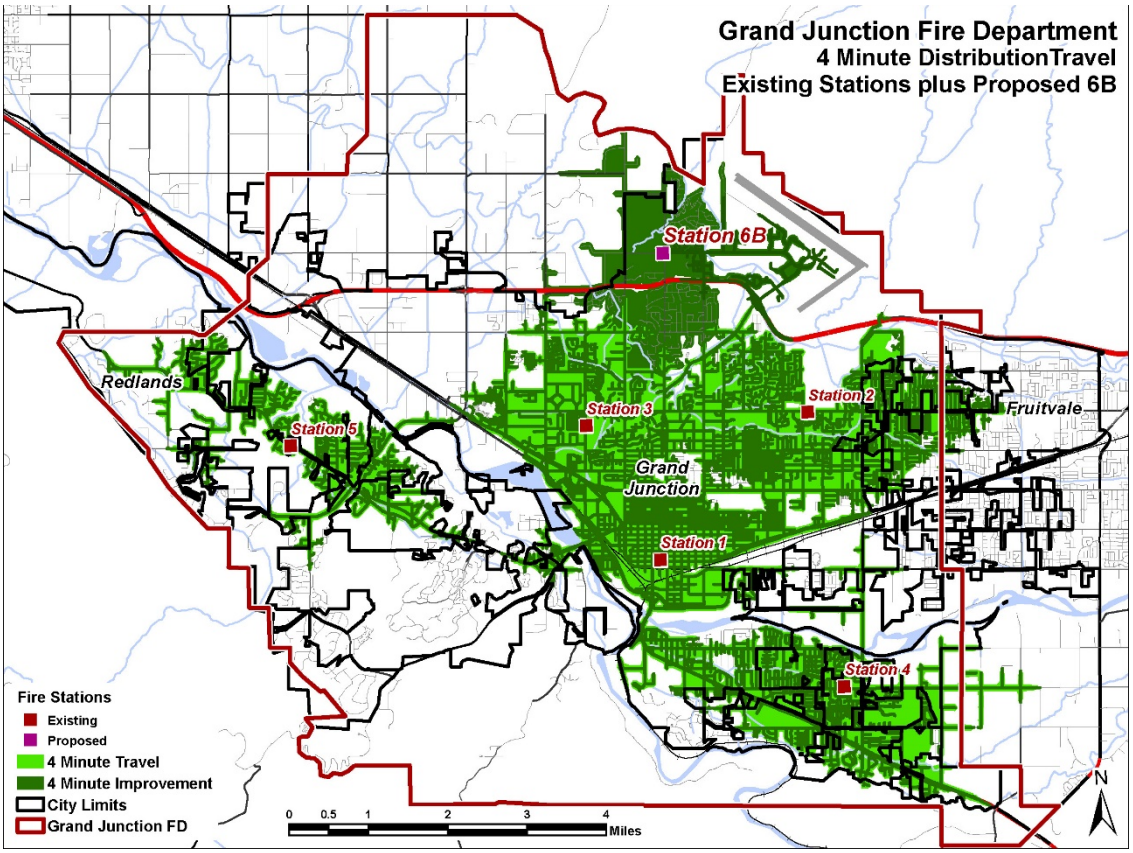

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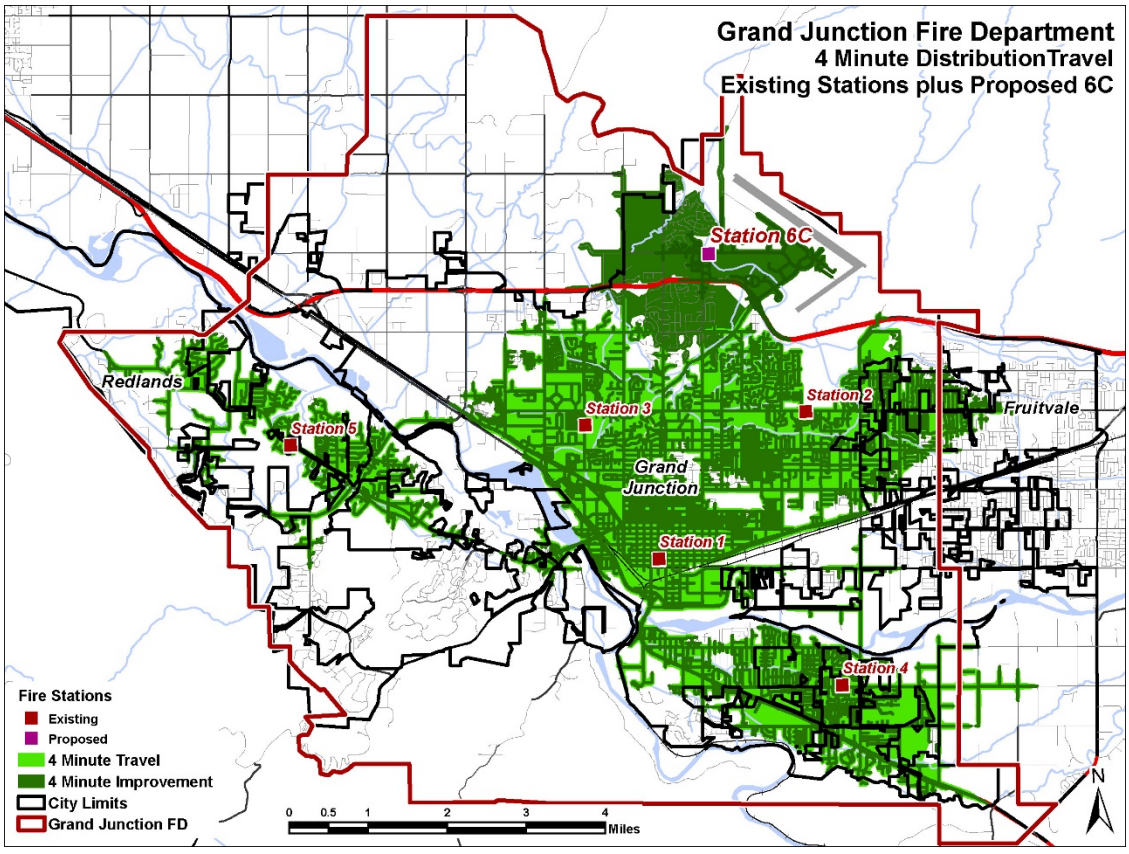

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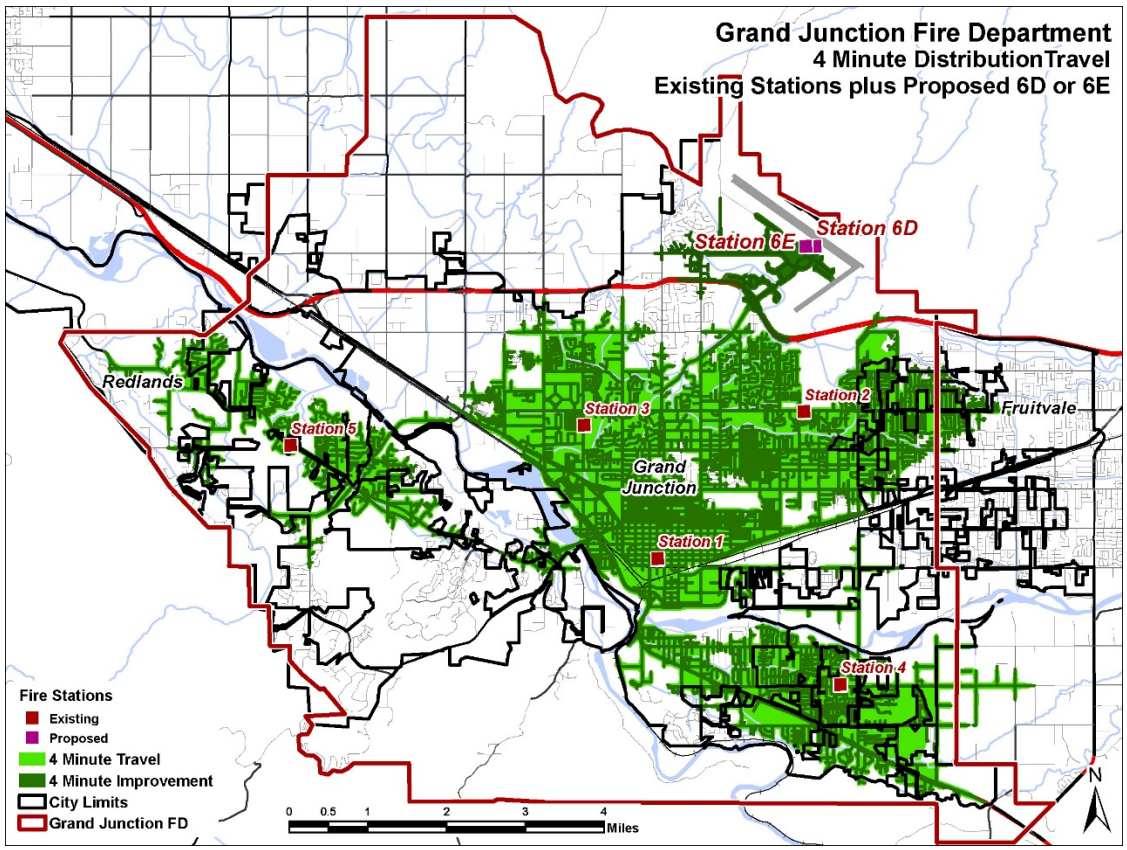
Grand Junction Fire Department
4 Minute DistributionTravel
Existing Stations plus Proposed 6D or 6E
Station 6E
Station 6D
Redlands
Station 5
Station 3
Station 2
Fruitvale
Grand Junction
Station 1
Station 4
Fire Stations
Existing
Proposed
4 Minute Travel
4 Minute Improvement
City Limits
Grand Junction FD
0 0.5 1 2 3 4
Miles
N

Figure 24

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Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: April 17, 2017

Presented By: Care' McInnis, Presiding Municipal Court Judge

Department: Municipal Court

Submitted By: Care' McInnis, Presiding Municipal Court Judge

Information

SUBJECT:

Municipal Court Operations

EXECUTIVE SUMMARY:

1. Selection and appointment process for the Associate Judge
2. Process for performance evaluation of the Presiding Municipal Judge

BACKGROUND OR DETAILED INFORMATION:

1. Associate Judge Sara Hermunstad retired in August of 2016. The position has not been refilled to date. Prior practice has always been that the Presiding Judge would submit a recommendation for approval/appointment by Council. Larry Beckner has been recommended subject to compensation.
2. A formal structure for the performance evaluation of the position of Presiding Municipal Judge has not been established.

FISCAL IMPACT:

1. The estimated fiscal impact for the position of Associate Municipal Judge is $17,293. The current budget for this position in 2017 is $5,500.
2. The courtroom survey will result in an increase in time and resources in Human Resources to distribute, receive, compile data, and report to Council.

SUGGESTED ACTION:

A. Continue to evaluate the position of Presiding Judge in a similar fashion as the other two direct reports through the attached rubric completed by Council and self assessment of the Presiding Judge; or

B. Combine self assessment with Courtroom Survey attached to rubric completed by Council.

Attachments

1. Associate Judge Info
2. Performance Evaluation of Judge

.1 FTE ASSOCIATE JUDGE

Salary (208 hrs/year at $75/hour)		$15,600
Medicare		$226
Social Security		$967
CLE/Bar dues		$500
Total		$17,293

ASSOC/SUBS JUDGE

ENTITY	PREVIOUSLY PROVIDED	ACTUAL HOURLY	PER SESSION
Boulder	NONE	$75.74	N/A
Mesa County Court Judge	N/A	N/A	N/A
Lakewood	NONE	$76.24	N/A
Arvada	NONE	$75-$90	N/A
Westminster	NONE		N/A
Thornton	NONE	$78	N/A
Fort Collins	NONE	$75	N/A
Loveland	NONE	$65	N/A
Fruita	not market Town	app $100-$200/HR	$400
Palisade	not market Town	app $90-$270/HR	$270.38

PERFORMANCE EVALUATION OF PRESIDING JUDGE

BY

MEMBERS OF COUNCIL 2017

A. Not required or defined by Statute or Charter
B. Power lies entirely with the 7 members of Council for all 3 direct reports (Not diminish power of current Council Members or Court with review board outside of Council Members)
C. What is the **PURPOSE** and how will it be **USED**?
    a. Allows **input** and provides **feedback** regarding past performance
    b. Outlines responsibilities and expectations for **future year**
    c. Recommends **retention** or not at end of term
    d. **Review Compensation**
    e. Allows **Judge** to **commit** to **performance** and **goals** &
    f. Council to support for success

PUT TOGETHER A LITTLE PACKET (JOB DESCRIP, DATA SOURCES, SURVEY, RUBRIC)

D. Job description-consistent with Charter, Statute, & **job descriptions** of other 2 direct reports and Department Heads
E. Data Sources-COMBINATION OF:
    a. Continuous open communication between Council Members and Judge
    b. Self Assessment
    c. Complaints/Appeals
    d. Courtroom Survey-Numeric (See attached form)-**GREATER DIVERSITY=ACCURATE RESULTS**
        i. The Municipal Court Prosecutor for the City of Grand Junction
        ii. Municipal Court Prosecutors from other jurisdictions, (Silt, Parachute, and Debeque)
        iii. Clerk on bench in City of Grand Junction
        iv. Clerks on bench in other jurisdictions, (Silt, Parachute, and Debeque)
        v. Defendants
            1. Diverse types of cases, recent and older cases, diverse age and ethnicity
        vi. Teen Court Facilitator
        vii. Teen Court Volunteers
        viii. Sheriff deputies assigned to video dockets from the jail
        ix. Lay witnesses such as store security personnel
        x. Grand Junction Police Officers that have participated in a trial over the past year
        xi. Private Courtroom Security Personnel (Citadel)
        xii. Members of Council (Time permitting)
F. **Apply above data** to **RUBRIC** (attached)-**consistent** w/ direct reports

2016 PRESIDING MUNICIPAL JUDGE PERFORMANCE EVALUATION

PERFORMANCE DIMENSION	COUNCIL MEMBER COMMENTS	PERFORMANCE LEVEL
Communication and Customer Relations • Thorough and effective communication, both oral and written. • Availability to Council, personally and through appropriate, designated subordinates. • Maintain an effective and dependable stream of information reporting to Council the current issues/concerns. • Provide effective materials to Council in a comprehensive and clear manner.		**Circle one:** Distinguished Highly Competent Competent Inconsistent Unsatisfactory
Relationship with Public/Public Relations • Promote and provide for customer service training of employees in contact with the public, either by phone or in person. • Ensure that an attitude of helpfulness, courtesy and sensitivity to public perception exists in employees coming in contact with the public. • Establish and maintain an image of the Court to the community that represents service and professionalism. • Establish and maintain a collaborative relationship with agencies, organizations and governmental jurisdictions involved in areas of concern that relate to services or activities of the Court.		**Circle one:** Distinguished Highly Competent Competent Inconsistent Unsatisfactory

2016 PRESIDING MUNICIPAL JUDGE PERFORMANCE EVALUATION

PERFORMANCE DIMENSION	COUNCIL MEMBER COMMENTS	PERFORMANCE LEVEL
Intergovernmental Relations • Maintain awareness of new law, legislation, decisions and other developments which may relate to or affect the Court. • Establish and maintain positive relations with judges, courts and other governmental jurisdictions, in areas that affect the Court. • Establish and maintain positive relations with local, regional, and statewide municipal courts and judges.		**Circle one:** Distinguished Highly Competent Competent Inconsistent Unsatisfactory
Professional/Personal • Demonstrate positive leadership and representation of the Court. • Maintain professional competence and a professional reputation. • Provide relevant, legal education to court staff. • Establish and maintain ethical standards.		**Circle one:** Distinguished Highly Competent Competent Inconsistent Unsatisfactory

PRESIDING MUNICIPAL COURT JUDGE

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

DEFINITION

To direct, manage, supervise and coordinate the activities and operations of the Municipal Court; to adjudicate and sentence Municipal Court cases including preparation of legal documents and related work pursuant to City Charter, Ordinance and 13-10-101 et. sec. C.R.S.

SUPERVISION RECEIVED AND EXERCISED

Receives policy direction from the City Council.

Exercises direct supervision over supervisory, professional, technical, and clerical staff of the court.

PRIMARY DUTIES--*The following are examples of primary duties assigned to positions in this classification. Other related duties and responsibilities may be assigned.*

Assumes management responsibility for assigned services and activities of the Municipal Court; recommend and administer policies and procedures.

Adjudicates civil and criminal cases arising under City Charter, City Code and other ordinances of the City. Explains the laws and system to offenders. Evaluates evidence, testimony, and legal briefs. Issues written findings as necessary. Applies appropriate ordinances, code provisions and/or regulations. Imposes fines and penalties. Assesses and collects civil penalties. Orders and enforces contempt, failure to appear, abatement of nuisance, and other responsibilities prescribed by the charter, code or ordinance. Acts as hearing officer. Issues inspection and search warrants in accordance with applicable law. Recommends the appointment of associate and substitute judges. Oversees and supervises Associate/Substitute judges, temporary referees, and Administrative Officers. Oversees and participates with Court staff on matters related to Court procedures.

Promulgates and enforces all rules, procedures and proceedings pertaining to the Municipal Court.

Oversees and participates with Court staff in legal or procedural matters of recordkeeping and docketing.

Provides input on the revision and creation of City ordinances related to matters of the Municipal Court.

Manage and participate in the development and implementation of goals, objectives, policies and priorities for assigned programs; recommend and administer policies and procedures.

Monitor and evaluate the efficiency and effectiveness of service delivery methods and procedures; recommend, within departmental policy, appropriate service and staffing levels.

Plan, direct, coordinate and review the work plan for Court staff; assign work activities, projects and programs; review and evaluate work products, methods and procedures; meet with staff to identify and resolve problems.

Select, train, motivate and evaluate support personnel; provide or coordinate staff training; work with employees to correct deficiencies; implement discipline and termination procedures.

Oversee and participate in the development and administration of the division's annual budget; participate in the forecast of funds needed for staffing, equipment, materials and supplies; monitor and approve expenditures; implement adjustments.

Serve as the liaison, or delegate to other Court staff in matters which may require Judicial recusal, for the Municipal Court with other divisions, departments and outside agencies; negotiate and resolve sensitive and controversial issues.

Attend and participate in professional group meetings; stay abreast of new innovations and law.

Keeps abreast of and current in the areas of Municipal Court proceedings. Provides relevant legal education to Court staff.

Takes proper safety precautions, anticipates unsafe circumstances and acts accordingly to prevent accidents.

Serves as the Presiding Judge over Teen Court.

Performs related duties as required by management to meet the needs of the City.

QUALIFICATIONS

Knowledge of:

Operational characteristics, services and activities of the Municipal Court.
Principles of civil, criminal, constitutional, and administrative law.
Judicial procedures and rules of evidence.
Principles, materials and methods of legal research.
Legal precedents and court decisions impacting municipal government.
Charter, statutes, and codes applicable to legal proceedings.
Duties, powers, limitations and authority of a municipal court judge.
Principles of supervision, training and performance evaluation.
Pertinent Federal, State and local laws, codes and regulations.

Ability to:

Oversee and participate in the management of a Municipal Court.
Oversee, direct and coordinate the work of lower level staff.
Select, supervise, train and evaluate staff.
Participate in the development and administration of division goals, objectives and procedures.
Prepare and administer large program budgets.
Display respect for the judicial system and rule of law.
Prepare and conduct trials, sentence, and assure enforcement of lawful judgements of the Court.
Present statements of fact, law and argument clearly and logically in both written and oral form.
Use a wide variety of legal research methods.
Work effectively with difficult people and adapt well to diverse populations.
Demonstrate strong analytical and writing skills.
Demonstrate strong organizational and problem-solving skills.
Make sound judgments and exhibit patience when dealing with stressful situations.
Establish and maintain effective working relationships with those contacted in the course of work.

Experience and Training Guidelines

Experience:

Four years of increasingly responsible experience in the practice of law in Colorado.

Training:

A Juris Doctorate from an accredited law school.

License or Certificate

Membership in the State Bar of Colorado.

WORKING CONDITIONS

Environmental Conditions:

Office environment; some travel to other locations.

Physical Conditions:

Primary functions may require maintaining physical condition necessary for effectively performing assigned functions and may include sitting for prolonged periods of time; and operating a computer.

CITY OF Grand Junction COLORADO

Courtroom Observation Survey

Please circle the number that most closely describes your opinion.

5=Outstanding 4=Excellent 3=Acceptable 2=Needs Improvement 1=Unacceptable N/A=Not applicable/can't rate

1. **Professional Demeanor:** How would you rate Judge Care' McInnis on the manner in which she conducts herself and controls the court sessions (Is the court session under control, how does she interact with all parties, does she foster an environment of mutual respect?

N/A (Proficient; respectful environment) 5 4 3 2 1 (Uncontrolled; disrespectful environment)

Comments:

2. **Impartiality:** How would you rate Judge Care' McInnis on treating those involved in the case equally?

a) Regardless of race. **N/A (Equal treatment) 5 4 3 2 1 (Shows favoritism)**

b) Regardless of gender. **N/A (Equal treatment) 5 4 3 2 1 (Shows favoritism)**

c) Regardless of age. **N/A (Equal treatment) 5 4 3 2 1 (Shows favoritism)**

d) Regardless of social/economic status. **N/A (Equal Treatment) 5 4 3 2 1 (Shows favoritism)**

e) Both the prosecution and defense. **N/A (Equal Treatment) 5 4 3 2 1 (Shows favoritism)**

Comments:

3. **Communication skills:** How would you rate Judge Care' McInnis on speaking in a way that is clearly understood by defendants:

N/A (Clear; understandable) 5 4 3 2 1 (Unclear, not understood)

Comments:

4. **Decision Making:** How would you rate Judge Care' McInnis on considering all information presented when making a decision and making decisions without regard to public criticism:

N/A (Informed decisions; regardless of public approval) 5 4 3 2 1 (Uninformed decisions; considers criticism)

Comments:

5. **Courtroom Management & Preparedness**: How would you rate Judge Care' McInnis on her management of court arraignments and trials – is she prepared and are the sessions organized and handled in a timely, professional manner and in a way that makes the best use of court time while honoring customers' time?

N/A (Prepared, organized & timely) 5 4 3 2 1 (Not prepared, disorganized & untimely)

Comments:

6. **Consistency**: How would you rate Judge Care' McInnis on her consistency in the application of penalties? Does she explain why penalties may be different for different defendants charged with the same offense?

N/A (Consistent) 5 4 3 2 1 (Inconsistent)

Comments:

7. Other comments regarding the Judge's strengths and weaknesses:

Comments:

Grand Junction City Council

Workshop Session

Item #2.a.

Meeting Date: April 17, 2017

Presented By: Reggie Bicha, CO DHS Director

Department: Admin - City Manager

Submitted By: Greg Caton, City Manager

Information

SUBJECT:

Update on the Grand Junction Regional Center Campus

EXECUTIVE SUMMARY:

Mr. Reggie Bicha, Director of the Colorado Department of Human Services will update the City Council on the status of the Grand Junction Regional Center Campus.

BACKGROUND OR DETAILED INFORMATION:

N/A

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

This is an update.

Attachments

None