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**PLANNING COMMISSION AGENDA
CITY HALL AUDITORIUM, 250 NORTH 5TH STREET
TUESDAY, MAY 22, 2018, 6:00 PM**

Call to Order - 6:00 P.M.

1. Minutes of Previous Meetings

[Attach 1](#)

Action: Approve the minutes from the April 24, 2018 meeting.

2. 519 30 Road Rezone

[Attach 2](#)

FILE # RZN-2018-209

Consider a request to rezone 1.28 acres from B-1 (Neighborhood Business) zone district to C-1 (Light Commercial) zone district.

Action: Recommendation to City Council

Applicant: Greg Cole
Location: 519 30 RD
Staff Presentation: Lori Bowers

3. KOA Zone of Annexation

[Attach 3](#)

FILE # ANX-2018-131

Consider a request to zone an annexation of 6.22 acres to a City C-1 (Light Commercial) zone district.

Action: Recommendation to City Council

Applicant: Two Rivers RV Park LLC DBA Grand Junction KOA - Curtis Paul
Location: 2819 HWY 50
Staff Presentation: Kristen Ashbeck

4. Grand Junction Circulation Plan

[Attach 4](#)

FILE # CPA-2017-554

Consider a request to 1) amend the Comprehensive Plan by adopting the Grand Junction Circulation Plan, including the Street Plan Functional Classification Map and Active Transportation Corridor Map; 2) repeal and replace the existing Grand Valley Circulation Plan and Urban Trails Plan; and 3) approve a Complete Streets Policy.

Action: Recommendation to City Council

Applicant: City of Grand Junction

Location: Urban Development Boundary Area

Staff Presentation: Dave Thornton

5. Other Business

6. Adjournment

Attach 1

GRAND JUNCTION PLANNING COMMISSION April 24, 2018 MINUTES 6:04 p.m. to 8:58 p.m.

The meeting of the Planning Commission was called to order at 6:04 p.m. by Chairman Reece. The hearing was held in the City Hall Auditorium located at 250 N. 5th Street, Grand Junction, Colorado.

In attendance representing the City Planning Commission were; Christian Reece, Bill Wade, Jon Buschhorn, Kathy Deppe, George Gatseos, Brian Rusche, and Andrew Teske.

In attendance, representing the Community Development Department–Kathy Portner (Community Development Manager), Kristen Ashbeck (Senior Planner), Dave Thornton, Principal Planner.

Also present was John Shaver (City Attorney).

Lydia Reynolds was present to record the minutes.

There were 60 citizens in attendance during the hearing.

***** CONSENT CALEDAR *****

1. Minutes of Previous Meetings

There are no previous minutes to approve with this agenda.

Chairman Reece explained the purpose of the meeting and noted that there will be a written and video recording of the meeting. The order of the meeting will be as follows:

- 1) Examination of the application and a determination concerning the adequacy of notification.
- 2) Presentation, description and analysis of the application by the staff,
- 3) Opportunity for the applicant to present evidence and arguments concerning their position on the project
- 4) All other interested parties may then address the Commission, with comments limited to three minutes per speaker.
- 5) Planning Commission may ask questions from staff, applicant, or members of the Public after each presentation.
- 6) The public comment section of the hearing may be closed after all public comment has been received.
- 7) The applicant will be given the opportunity to respond or give a rebuttal.
- 8) Staff may respond to any statement made by applicant, public or Planning Commission.
- 9) The Chair will close the public hearing and no further evidence will be accepted.

- 10) The evidentiary portion may be reopened only by a majority vote of the Planning Commission.
- 11) After the closure of the public hearing the Planning Commission will begin its deliberation which will end with a passage of a motion.

*** * * INDIVIDUAL CONSIDERATION * * ***

2. Freddy's Utility Easement Vacation FILE # VAC-2018-59

Consider a request to vacate a public utility easement.

Action: Recommendation to City Council

Applicant: N3 Real Estate - Mark Huonder

Location: 2489 HWY 6 AND 50

Staff Presentation: Kristen Ashbeck

Chairman Reece asked if the applicant was present. Kristen Ashbeck (Senior Planner) stated that the applicant was out of state and could not be present. Chairman Reece asked if there was required public notice given for the item. Ms. Ashbeck responded that notice was provided in accordance with the Zoning and Development Code.

Staff Presentation

Kristen Ashbeck (Senior Planner) stated that there were three exhibits entered into the record for this item.

- 1) Application provided by applicant
- 2) Staff report dated April 24th 2018
- 3) Staff presentation dated April 24, 2018

Ms. Ashbeck began her presentation by stating that this is a request to vacate a public utility easement located on the property at 2489 Highway 6 and 50. Ms. Ashbeck displayed an aerial photo of the site as it was before the construction of Freddy's Frozen Custard and Steakburgers that was completed in early 2017.

Ms. Ashbeck displayed an improvement survey and pointed out that a utilities easement that runs east-west across the site originally protected various dry utilities. Prior to construction of the building, all utilities were relocated elsewhere on the site so the east-west easement was no longer needed but it was not formally vacated at that time. The easement must be vacated in order for the owner to clear the property of the encumbrance and be able to perform a number of real estate activities, including the sale or refinance of the property.

Ms. Ashbeck's next slide was a detailed sketch of the easements and she explained that there is another easement that appears on the attached drawings that is perpendicular to the easement that is requested to be vacated and is also partially under the building. This easement was deeded specifically to Xcel and has been extinguished via quit claim deed from Xcel to the current property owner. Thus, it is no longer an encumbrance to the property.

Ms. Ashbeck stated that the application was reviewed by all potentially-affected utilities and the only comment was from Ute Water. There is an additional easement on the west end of the utility easement that is requested to be vacated. This additional easement is specifically deeded to Ute Water. While the Ute Water easement slightly overlaps the utility easement, the requested vacation will not impact the Ute Water easement.

Ms. Ashbeck displayed a slide of the Vacation Criteria and explained that it was addressed in detail in the staff report. Regarding the criteria, Ms. Ashbeck stated that the requested vacation conforms with section 21.02.100 of the Zoning and Development Code in that:

- *The request does not impact the Grand Valley Circulation Plan and is consistent with the Comprehensive Plan.*
- *No private parcels will be landlocked.*
- *Access will not be restricted to any privately held parcels.*
- *There will be no adverse impacts on the health, safety and welfare of the community.*
- *Adequate public facilities and services will not be inhibited. An existing Ute Water easement on the west end of the utility easement to be vacated will not be impacted.*
- *Vacation of this easement will provide benefit to the City by removing an encumbrance and allowing it to remain a viable commercially-developed property.*

Staff recommends approval of the request for Freddy’s Easement Vacation finding that:

After reviewing VAC-2018-59, a request to vacate a utility easement on the property located at 2489 Highway 6 & 50, Staff finds that the proposal conforms with Section 21.02.100 (c) of the Grand Junction Zoning and Development Code.

Public Comment

Charles Michael Elliot asked how the building was built if there was an easement across it.

Questions for Staff

Commissioner Wade asked if he was correct in assuming that once they relocated the utilities, they did not find it necessary to vacate the easement at the time construction took place.

Ms. Ashbeck replied that she had spoken with the planner who initially reviewed the project and was told that this easement was never represented that it existed on the site plans that were reviewed. Ms. Ashbeck confirmed that the utilities were indeed relocated. Chairman Reece asked if this was just a clean-up item. Ms. Ashbeck indicated that it was.

MOTION:(Commissioner Gatseos) “Madam Chairman, on the request to vacate a utility easement located on the property at 2489 Highway 6 & 50, file number VAC-

2018-59, I move that the Planning Commission forward a recommendation of approval with the findings of fact listed in the staff report.”

Commissioner Wade seconded the motion. A vote was called and the motion passed unanimously by a vote of 7-0.

3. Darla Jean Walkway VacationFILE # VAC-2018-44

Consider a request to vacate a platted Walkway located in the Darla Jean Subdivision.

Action: Recommendation to City Council

Applicant: Raquel Mollenkamp

Location: Darla Jean

Staff Presentation: Kristen Ashbeck

Chairman Reece asked if the applicant was present. Kristen Ashbeck (Senior Planner) stated that the applicant was present. Chairman Reece asked if there was required public notice given for the item. Ms. Ashbeck responded that notice was provided in accordance with the Zoning and Development Code.

Staff Presentation

Kristen Ashbeck (Senior Planner) stated that there were five exhibits entered into the record for this item.

- 1) Application provided by applicant
- 2) Staff report dated April 24th, 2018
- 3) Correspondence from citizens
- 4) A petition received
- 5) Staff presentation dated April 24, 2018

Chairman Reece asked if there were any other exhibits to add. Ms. Ashbeck stated there was one more that was received today:

- 6) An email from Mesa County Assessor, Ken Brownlee, to John Shaver, City Attorney dated today, April 24th, 2018.

Chairman Reece asked the Planning Commissioners if there was interest in accepting the new exhibit into the record. Commissioner Wade requested that the Commissioners take a few moments to look over the exhibit, and perhaps have some discussion among the Commissioners before entering it into the record. Chairman Reece stated that they will break for five minutes to consider the new exhibit. A short break was taken to read the exhibit.

After the break, Mr. Shaver stated he had some extra copies if the Commission wanted to make them available to the public. Mr. Shaver explained that he would like to characterize what Exhibit 6 is, and why the Commission may want to entertain either postponing the hearing or after further discussion, continuing with the hearing.

Mr. Shaver explained that Ms. Ashbeck had come to him about 4:30 pm after she had met with some of the County Assessor's staff regarding the Darla Jean vacation application, specifically in response to something in the Daily Sentinel. Ms. Ashbeck had mentioned that the property did not actually have an owner, either by dedication or some other conveyance of the walkway track to an owner. Mr. Shaver stated that they then contacted the Assessor's office to better understand their concerns.

Mr. Shaver explained the Exhibit 6 is an email response from the Ken Brownlee of the County Assessor's Office. Mr. Shaver added that the email states that there is in fact, an owner for the track, therefore it is taxable. The email states that in the coming days, they plan to assign it a parcel number and begin to tax the property.

Mr. Shaver explained to the Commissioners that the City application before them is for the vacation and the ownership is not in question. The application before them is for the vacation of the rights of the use of the property. Mr. Shaver explained the City is not disclaiming any ownership of the property, however the applicants may have an expectation, if the Vacation is approved by City Council, that they would vest some ownership interest of that tract. Mr. Shaver stated that if the position of the Assessor's Office is that that if there is an ownership interest that is outstanding, the Vacation may be kind of a hollow consideration if the applicants are truly looking to own the property. If the applicants are looking to have the rights of use, which the City Vacation process would extinguish, it doesn't convey the ownership. Because of the question of ownership, it may be proper for the Commission to entertain continuing the item. Mr. Shaver stated that it was his opinion that they have authority to continue if they so choose, based upon the narrow question of extinguishing the rights of the public use.

Ms. Ashbeck added that the Assessor's Office, after reading the article in the paper, researched the tract. Ms. Ashbeck added that currently a tract like that is dedicated on the plat, usually to a Homeowners Association or the City, and there would also be a deed recorded specifically describing the tract. In their research, they did not find evidence of a Homeowners Association, however they found covenants and restrictions that had been recorded but did not reference the walkway. Ms. Ashbeck reported that the Assessors conclusion and opinion was that the ownership, since it never transferred, should go back to the original developer.

Mr. Shaver explained that the subdivision was originally platted in 1975 in the County's jurisdiction and annexed into the City in 1994, therefore it has been a long-standing question. Mr. Shaver stated that it is important to resolve the underlying ownership, however one of the problems is that with the passage of time, the original corporate owner, SEGO, is now a defunct corporation according to the records from the Secretary of State website. In addition, there is reason to believe that the two original owners are deceased now. Mr. Shaver added that the ownership question will not likely be answered anytime soon.

Commissioner Rusche asked who can petition to vacate the use rights since the owners are not a party to the application. Mr. Shaver responded that usually when the City entertains Vacations like this the ownership is clear, such as with streets or public rights-of-way where there will have been some type of conveyance of ownership with a

recorded instrument. In this case, since there is none and the nature of the application is for the extinguishment of use rights, probably anyone could apply. Mr. Shaver stated that in this application, there are the four neighbors that have the expectation that if this is approved by Council, the land would go to them and they could fence it and use it as their property.

Commissioner Wade asked if the issue of the ownership (being undecided), was not determined for some time, would that impede the applicants from doing anything with the property even if the right-of-way was vacated. Mr. Shaver stated that he was correct, that the ownership would have to be resolved and that this process is a little out of sequence.

Commissioner Gatseos noted that there was an irrigation easement on the property and asked how the question of ownership would affect that easement. Mr. Shaver explained that those are private easements, so the City would only be vacating what has incidents of public use such as walking, access to and from streets and undersurface rights would not be affected. Ms. Ashbeck added that there are no additional easements, however, there is a utility line but it does not have an easement or dedication.

Commissioner Teske asked if it is the City's position is that there are public use rights in this area. Mr. Shaver answered that the City's position is by virtue of the failed dedication, there has to be some incidence of ownership. Therefore, in the absence of dedication, it is public.

Commissioner Buschhorn asked if they vacate the use access, but don't know who the owner is, who has the ability to prevent access. Mr. Shaver stated that it would likely be on a complaint basis, such as trespass.

Chairman Reece asked if the Planning Commission chose to continue the item, would they want to do that before they open the hearing to public comment or after they have heard from the applicant. Mr. Shaver suggested that if they continue the item, they would want to do that without testimony, however, they may want to hear from the applicants since they have invested time and money in bringing the application forward. Chairman Reece asked if they would hear from the applicants after staff presentation. Mr. Shaver suggested that the presentation would not be necessary at this point, but focus on one narrow question of what the applicants intend and whether or not if they have questions about this specific procedural issue prior to engaging in any receipt of evidence or discussion of the application itself.

Applicants Response

George Freeman asked if the applicants could have a few minutes to look over the new Exhibit and discuss among themselves. Chairman Reece called for a five-minute recess.

Raquel Mollenkamp stated that the reason the applicants are bringing this before the Commission is accountability. There has been damage due to drainage and loitering on this walkway. Chairman Reece asked that the comments be limited to the ownership issue to determine if a continuance would be practical. Ms. Mollenkamp stated that they want to know who takes care of this property regarding the issues they are having.

Mr. Freeman asked about adverse possession. He stated that the neighbors have all been there many years and would qualify for adverse possession.

Brian Porter reiterated that they would like someone to spray for weeds, take care of issues they are having and if the owners are deceased, then they would like the City to look into adverse possession for the walkway.

Questions for Staff

Commissioner Wade asked Mr. Shaver what process would have to take place to determine if there is an owner. Mr. Shaver stated that it is not uncommon that this situation exists and there are many means available to research such as a lineage sites, birth and death records that may lead to an heir. The City has not done that because they do not claim ownership. Mr. Shaver stated that Mr. Brownlee's staff will need to research the ownership to see who will get the tax bill. The corporation is defunct and typically once they go, there are no successors, unless it's a stock corporation. Mr. Shaver did not believe that was the case here and most likely it was a closely held corporation that didn't issue stock other than to its individual stockholders.

Mr. Shaver explained that once the tax bill is sent, the recipients will have to decide if they will pay the taxes and/or claim ownership of the property. The recipients of the bill may choose not to pay and it could become a tax-sale parcel. The sale would create a clearer ownership but may take years to get to that point.

Chairman Reece asked if the lack of payment of taxes would trigger an investigation by City staff to see if they wanted to keep the property. Mr. Shaver stated that the City staff would not likely be involved any further as the application is specific to the vacation unless the City Council or City Manager requested that they further invest time and effort to this matter.

Mr. Shaver added that according to the Assessor's Office, this property has not been taxed before and it will be assigned a tax parcel number and a bill will be sent as soon as it is determined who to send the bill to. Mr. Shaver cautioned that that is just the beginning of a longer process if the owners don't pay as there are no unpaid taxes at this point.

Chairman Reece asked if the City was to Vacate the use of the right-of-way, the question of who is responsible for the issues the neighbors are having would still be unresolved. Mr. Shaver explained that it would be neighbors who would likely call the City and the Parks Department and/or City Manager would need to evaluate and determine whether or not the City will have to be involved in any of the maintenance activities pending the resolution of the ownership. Mr. Shaver added that because it is, and has been, historically used as a public access there is a possibility that the City may become involved. Likewise, now that there is an open question as to who owns it, and whether or not there should be private accountability, the City may not choose to exercise those rights. Mr. Shaver stated that the City will have to do some research as to the practical side of this as well as the Assessor's Office doing research regarding the ownership side.

Commissioner Rusche asked what the City's involvement would be going forward if the Application is continued. Mr. Shaver responded that the Vacation request will either be continued or decided. If it is continued, then the applicants will have opportunity to provide input to the City relative to their concerns. Mr. Shaver stated that although he cannot commit to the outcome, the City is willing to listen and help when appropriate.

Commissioner Discussion

Commissioner Wade agreed with the need for accountability of a property, however he thinks they should continue the application until after they find out more about the ownership of the property.

Commissioner Gatseos agreed with Commissioner Wade and added that maintenance and the question of access to the water utility needed to be considered. Commissioner Gatseos stated that he would not want to vote without more information. Commissioner Deppe and Buschhorn agreed with the other Commissioners.

Commissioner Wade asked if it is advisable to put a time on the continuation. Mr. Shaver suggested that it would be reasonable to set a review date, such as 90 or 120 days.

MOTION:(Commissioner Wade) "Madam Chairman, on the request to vacate a walkway tract within the Darla Jean Subdivision, file number VAC-2018-44, I move that the Planning Commission defer action on this item and continue it for a period of 120 days until the issue of ownership can be more completely resolved."

Commissioner Deppe seconded the motion. A vote was called and the motion passed unanimously by a vote of 7-0.

4. Tallman Zone of AnnexationFILE # ANX-2018-90

Consider a request to zone 5.20 acres of the proposed Tallman Annexation including 3.79 acres from County RSF-4 (Residential-Single Family - 4 units per acre) to a City C-2 (Heavy Commercial) zone district and 1.41 acres from County RSF-4 (Residential-Single Family - 4 units per acre) to a City R-8 (Residential 8 du/ac)

Action: Recommendation to City Council

Applicant: Joyce Luster

Location: 2734 B 1/4 RD

Staff Presentation: Dave Thornton

Chairman Reece asked the applicant to identify themselves and their team.

Mark Austin, Austin Civil Group, stated they he was representing the applicant Joyce Luster.

Chairman Reece asked if there was required public notice given for the item. Dave Thornton (Principal Planner) responded that notice was provided in accordance with the Zoning and Development Code.

Staff Presentation

Mr. Thornton stated that there were three exhibits entered into the record for this item.

- 1) Application submitted by applicant, February 5, 2018
- 2) Staff report dated April 24th, 2018
- 3) Staff presentation dated April 24, 2018

Mr. Thornton began his presentation by noting that the Tallman Annexation is running concurrently through the process with the City Council. Mr. Thornton explained that the Planning Commission does not review the annexation but they make a recommendation for the zoning of an annexation.

Mr. Thornton displayed a PowerPoint slide of the area highlighted on an aerial photo and explained that the property consists of 5.197 acres and is bounded by B ¼ Road on the south, and US Hwy 50 Frontage Road on the north. The property is located at 2734 B ¼ Road and 2723 Hwy 50 across the highway from the City Market Shopping area on Orchard Mesa. Mr. Thornton stated that it forms an enclave area that will be considered for annexation within 5 years. The applicant has requested annexation in anticipation of future development of the property. The adjacent properties to the south and west are already within the city limits.

Mr. Thornton displayed a closer slide of the property consists of 5.197 acres and is bounded by B ¼ Road on the south, and US Hwy 50 Frontage Road on the north. Mr. Thornton pointed out that the photos are a little dated as there is now a duplex on the property located at 2723 Highway 50. In addition, on the property located at 2734 B ¼ there are 6 residential units.

The next slide displayed was the area with the Future Land Use map depicted. The future land use designation on the south half of the property is Residential Medium, which would allow for 4 to 8 dwelling units per acre with a mix of housing types, both single family and multi-family, and open space. The future land use designation on the north half of the property is Commercial which allows the Residential Office, Neighborhood Business, Light Commercial, Heavy Commercial and Mixed Use zone districts.

Mr. Thornton explained the properties are currently zoned RSF-4 in Mesa County. Properties to the north are in the City across the highway 50 corridor and are zoned C-1 and R-8. Properties to the west have a City zone of Planned Development (Western Hill Mobile Home Park) and County zoning of RSF-4 (Res. Single family, 4/acre). The property to the south was recently annexed and zoned R-8 in the City. Property to the west is part of the enclaved area and is zoned C-2 and RSF-4 in Mesa County.

Mr. Thornton noted that the applicant is proposing a R-8 zoning for the 1.41 acres at 2734 B ¼ Rd property and C-2 zoning for the 3.79 acres at 2723 Hwy 50. Mr. Thornton added that a Commercial zoning is appropriate in that there is an existing RV storage lot which would require a C-2 zoning to be conforming.

The next slide showed the photos of the property from the B ¼ Road street frontage. One photo shows the five existing residential buildings that include 4 single family detached dwelling units and one duplex for a total of 6 residential units.

The following slide showed photos of the property from US Highway 50 frontage Road frontage. One of the photos shows the existing duplex with vacant commercial property behind the fence. Further to the south and east is an existing RV Storage lot that is part of this L-shaped property.

Mr. Thornton displayed a slide of the rezone criteria as follows:

Pursuant to Section 21.02.140 of the Zoning and Development Code, rezoning must be consistent with the Comprehensive Plan and meet one or more of the following criteria:

1. *Subsequent events have invalidated the original premises and findings;*
2. *The character and/or condition of the area has changed such that the amendment is consistent with the Plan;*
3. *Public and community facilities are adequate to serve the type and scope of land use proposed;*
4. *An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or*
5. *The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.*

Mr. Thornton stated that staff believes criterion 1,3,4 and 5 have been met.

Staff recommends approval of the request for the zoning of the Tallman Annexation finding that:

After reviewing the Zoning of the Tallman Annexation, ANX-2018-90, a request to zone the 5.197-acre annexation to the R-8 zone district (1.41 acres) and C-2 zone district (3.78 acres), the following findings of fact have been made:

- *The requested zone is consistent with the goals and policies of the Comprehensive Plan.*
- *More than one of the applicable review criteria in Section 21.02.140 of the Grand Junction Municipal Code have been met.*
- *The applicable review criteria in Section 21.02.160(f) of the Grand Junction Municipal Code have been met.*

Questions for Staff

Commissioner Gatseos asked if an enclave automatically triggers annexation by City Council. Mr. Shaver replied that the statutory provision is that within three years of the creation of the enclave, it may be annexed to the City. However, by virtue of the Intergovernmental Agreement between Mesa County and the City of Grand Junction, the Persigo Agreement of 1998, the local jurisdictions have extended that to five years. In that interim time, the City will evaluate the proper time to bring that enclave into the City. Once that is determined, those property owners will be notified of the enclave and will be given opportunity to engage in any kind of review of their uses and determine the

compatibility and suitability of their zoning. Typically, uses are grandfathered in unless they are illegal.

Commissioner Gatseos asked if the homeowners in that enclave are aware of the potential of being enclaved. Mr. Thornton stated that the property owners have been notified.

Noting Mr. Thornton's comment that there was an inadequate supply of this zoning in the City, Commissioner Buschhorn asked how that is determined. Mr. Thornton stated that it is subjective. Mr. Thornton added that much of the R-8 land is already developed. Commissioner Buschhorn inquired if there was a percentage goal. Mr. Thornton explained that the projected population growth is a factor that goes into how much housing will be needed in the future. Mr. Thornton added that the existing housing on the property as well as the abutting C-2, is reason to determine that R-8 would make the most sense.

Chairman Reece asked if the duplex on the property to be zoned C-2 would be non-conforming as a result of this zone district. Mr. Thornton stated that the duplex would become legal non-conforming, however the larger use is RV storage and the applicant hopes to expand the RV storage and use the duplex as an office/resident manager type use.

Applicants Presentation

Mark Austin, 123 N. 7th St. STE 30, stated that staff did a great job in the presentation and that he was available for questions. Commissioner Rusche asked if the applicant owns any adjacent properties and if so, why are they not being included. Mr. Austin explained that the applicant is not in a position to annex the properties at this time. Commissioner Rusche noted that a couple of the properties will eventually be annexed as they will be in the enclave.

Public Comment

Leslie Karschnik, 2715 B ¼ Rd. stated that he is not aware of what the applicant wants to do with the properties. Mr. Karschnik added that there have been multiple changes in the property lines over the past two or three years. Mr. Karschnik doesn't understand why the applicant is making more lots out of the properties she owns and would like to understand what the objective is. Mr. Karschnik asked for clarification of what Medium Residential density on the Land Use Map means. Mr. Karschnik is aware that this meeting is not addressing what he sees as future development.

Susan Clark, 2714 B ¼ Rd stated that she also lives in the area. Ms. Clark stated that she does not want to be annexed into the City. She likes her neighborhood and wants it to stay the same. Ms. Clark also expressed concerns that she does not know what future development will happen.

Applicants Rebuttal

Mr. Austin explained that this annexation has been a long process over the past three years. There were gap issues involved and it took some boundary line adjustments to clean them up.

Questions for Staff

Commissioner Wade asked what happens if the enclaved property owners do not annex in the five-year timeline. Mr. Shaver clarified that the five-year mark is the maximum time allowed, however it can occur any time in that period. Mr. Thornton added that historically the enclaves are annexed closer to five years than three.

Chairman Reece asked if Ms. Clark's property would be located in the enclave. Mr. Thornton confirmed that her property is not in the enclave that will be created if this annexation is approved.

Commissioner Rusche added that Mr. Karschnik's property is not in the enclave area as well. Commissioner Rusche asked Mr. Thornton to explain the Medium Residential designation for Mr. Karschnik. Mr. Thornton explained that the range of density would allow for densities of 4 du/ac to 8 du/ac.

Commissioners Discussion

Commissioner Rusche stated that the application meets one or more of the criteria and while creating one non-conformity it cleans up two non-conformities. Commissioner Rusche added that he will be voting in favor of this application.

MOTION:(Commissioner Rusche) "Madam Chairman, on the Tallman Annexation Zoning application, ANX-2018-90, I move that the Planning Commission forward to the City Council a recommendation of approval of the R-8 and C-2 zone districts with the findings of facts as listed in the staff report."

Commissioner Wade seconded the motion. A vote was called and the motion passed unanimously by a vote of 7-0.

5. York Zone of Annexation FILE # ANX-2018-110

Consider a request to zone 5.93 acres of the proposed York Annexation from County RSF-R (Residential-Rural) to a City I-1 (Light Industrial) zone district.

Action: Recommendation to City Council

Applicant: Dale & Cindy York

Location: 2122 H RD

Staff Presentation: Kathy Portner

Chairman Reece asked if there was required public notice given for the item. Kathy Portner (Community Development Manager) responded that notice was provided in accordance with the Zoning and Development Code.

Ms. Portner stated that there were four exhibits entered into the record for this item.

- 1) York Annexation Information submitted by the Applicant
- 2) Staff report dated April 24th, 2018
- 3) H Road North West Area Plan Memo

4) Power Point Presentation dated April 24th, 2018

Staff Presentation

Ms. Portner began her presentation with a PowerPoint slide of the site location map and pointed out that the 5.9-acre property is located at 2122 H Road. The property is currently being used as a large lot single-family residence. The owners have requested annexation in anticipation of future development of the property for outdoor storage.

The next slide presented showed the Future Land Use Map. Ms. Portner explained that the future land use designation for this property, as well as the surrounding properties is Commercial/Industrial, which would allow for heavy commercial, offices and light industrial uses with outdoor storage.

The following slide showed the existing zoning and Ms. Portner stated that the property, as well as the properties to the east and west have a County zoning of RSF-R (Res. Single family, rural) and the properties to the south have a County zoning of RSF-R and C-2. All of the surrounding properties that are inside the City limits are zoned I-1. The applicant is requesting the I-1 zone district, consistent with the Future Land Use designation of Commercial/Industrial.

The next slide was a photo showing the property looking north from H Road. The single family residence will remain and the proposed outdoor storage will be in the rear of the property.

Ms. Portner presented a slide of the rezone criteria and explained that pursuant to Section 21.02.140 of the Zoning and Development Code, rezoning must be consistent with the Comprehensive Plan and meet one or more of the following criteria:

1. *Subsequent events have invalidated the original premises and findings;*
2. *The character and/or condition of the area has changed such that the amendment is consistent with the Plan;*
3. *Public and community facilities are adequate to serve the type and scope of land use proposed;*
4. *An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or*
5. *The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.*

Ms. Portner pointed out how this proposal meets the criteria:

- 1) *that the future land use map adopted in 2010 has invalidated the County zoning of RSF-R.*
- 2) *The character of the area has changed as the surrounding properties have developed in a manner consistent with the commercial/industrial designation.*
- 3) *There is an inadequate supply of I-1 zoning in the area consistent with the Future Land Use designation of Commercial/Industrial.*
- 4) *The area and community will derive benefits from the proposed zoning as it would provide additional property to accommodate the needed commercial/industrial development for the community.*

In addition, the request to zone the property I-1 is consistent with the Comprehensive

Plan

Staff recommends approval of the request for the zoning of the York Annexation finding that:

After reviewing the Zoning of the York Annexation, ANX-2018-110, a request to zone the 5.943-acre property to the I-1 zone district, the following findings of fact have been made:

- 1) The requested zone is consistent with the goals and policies of the Comprehensive Plan.
- 2) More than one of the applicable review criteria in Section 21.02.140 of the Grand Junction Municipal Code have been met.
- 3) The applicable review criteria in Section 21.02.160(f) of the Grand Junction Municipal Code have been met.

Applicants Presentation

Dale and Cindy York, Mesa Co, were present to answer any questions.

Public Comment

None

Commissioner Discussion

Commissioner Teske stated that he believes the criteria for the rezone has been met and he would support the proposal for that reason.

MOTION:(Commissioner Wade) “Madam Chairman, on the York Annexation Zoning application, ANX-2018-110, I move that the Planning Commission forward to the City Council a recommendation of approval of the I-1 zone district with the findings of facts as listed in the staff report.”

Commissioner Teske seconded the motion. A vote was called and the motion passed unanimously by a vote of 7-0.

Chairman Reece called for a five-minute break before the last item.

6. Tiara Rado East Subdivision FILE # CPA-2018-182

Consider a request for a Comprehensive Plan Amendment to change the Future Land Use Designation from Park to Estate on 37 acres and rezone the property from CSR (Community Services and Recreation) to R-2 (Residential 2 du/ac).

Action: Recommendation to City Council

Applicant: City of Grand Junction - Rob Schoeber

Location: 2064 S BROADWAY

Staff Presentation: Kathy Portner

Chairman Reece asked if the applicant was present. Ms. Portner stated that the applicant was the City. Chairman Reece asked if there was required public notice given for the item. Ms. Portner responded that notice was provided in accordance with the Zoning and Development Code.

Staff Presentation

Ms. Portner stated that there were four exhibits entered into the record for this item.

- 1) Staff report dated April 24th, 2018
- 2) Compilation of Public Comment that were received through the neighborhood meeting both during and after.
- 3) PowerPoint presentation dated April 24, 2018.
- 4) Late email distributed at meeting. (not in the staff report)

Commissioner Wade recommended accepting the email into the record. The other Commissioners concurred. Chairman Reece stated the email from Ruth Ehlers will be entered into the record as Exhibit #4.

Ms. Portner displayed a PowerPoint slide of the Site Location Map and explained that this is a request for a Comprehensive Plan Amendment and Rezone to change the Future Land Use Designation to Estate and rezone to R-2 for the Tiara Rado East property. The City owns 80 acres at 2064 South Broadway, located north-east of South Broadway and Desert Hills Road. Approximately half of the property is being used for the existing driving range and irrigation ponds. The City intends to sell 37 acres of the unused property for purposes of future development.

The next slide depicted the Future Land Use map and The Comprehensive Plan Future Land Use map designates the entire 80 acres, as well as the Tiara Rado Golf Course as Park. The subject property was purchased through the golf enterprise fund for the anticipated expansion of the golf course, but that did not occur. Plans for this site have never included traditional community park development. The properties surrounding the 37 acres are designated Estate by the Comprehensive Plan Future Land Use map. Properties surrounding Tiara Rado golf course are designated Residential Medium Low (2-4 du/ac) and Residential Medium High (8-16 du/ac).

Ms. Portner displayed the Future Land Use Blended Map and explained that the Comprehensive Plan also includes a Blended Residential Land Use Categories Map with Low, Medium and High densities. The Blended Map provides flexibility and overlap of residential densities to accommodate market preferences and trends and to provide for a mix of housing types and zoning options. The area surrounding the 37 acres is designated as Residential Low, that allows for densities of up to 5 du/ac.

The following slide showed the existing zoning and Ms. Portner explained that the property is currently zoned CSR (Community Services and Recreation), as is all of the Tiara Rado golf property. The Zoning and Development Code defines uses in the CSR zone district to include parks, open space, schools, libraries and recreational facilities, as well as environmentally sensitive areas.

Because the intended use of the 37 acres is proposed to change, a rezone is being requested. Properties to the north and east are not in the City limits and have County

zoning of RSF-4 (Residential Single Family, 4 du/ac). Properties to the south, across Desert Hills Road are in the City limits and are zoned R-E (Residential Estate, 1 du/acre). Zoning surrounding the golf course ranges in density from 4 du/ac to 12 du/ac.

Ms. Portner displayed a photo and stated that the first photo shows the property from Desert Hills Road looking west. The second photo is the east end of the property looking north along the irrigation canal. The 37 acres is densely vegetation, mainly with tamarisk and Russian olive.

The next slide displayed listed the Comprehensive Plan Amendment and Rezone Criteria. Pursuant to Section 21.02.130 and 21.02.140 of the Zoning and Development Code, Plan amendments rezoning must be consistent with the Comprehensive Plan and meet one or more of the following criteria:

1. *Subsequent events have invalidated the original premises and findings;*
2. *The character and/or condition of the area has changed such that the amendment is consistent with the Plan;*
3. *Public and community facilities are adequate to serve the type and scope of land use proposed;*
4. *An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or*
5. *The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.*

Ms. Portner stated that Staff finds that the Comprehensive Plan amendment and rezone meets the following criteria of sections 21.02.130 and 140 of the Z & D Code:

- 1) *The park designation and CSR zoning was premised on the property being used for expansion of the golf course. The determination that the 37 acres will not be developed for public purposes and the adoption of the Blended Map in 2010 are subsequent events that have invalidated the original Future Land Use Designation and zoning of the property.*
- 2) *The character of the area has changed since the adoption of the Comprehensive Plan with significant development adjacent to the golf course, ranging in densities of 4-12 du/ac.*
- 3) *There are adequate services and facilities to serve development in the area.*
- 4) *The community will derive benefits from the proposed amendment and rezone with additional opportunities for residential development in an area of the Redlands that is near neighborhood centers and schools. The proposed R-2 zoning will provide a transition from the higher densities surrounding the golf course to the large lot development to the south and east.*
- 5) *The proposed amendment and rezone are consistent with the goals and policies of the Comprehensive Plan by providing additional housing opportunities in the Redlands.*

Staff recommends approval of the request for the Tiara Rado East Comprehensive Plan Amendment and Rezone finding that:

After reviewing the Tiara Rado East Comprehensive Plan Amendment and Rezone, CPA-2018-182 and RZN-2018-181, a request to change the Future Land Use Map designation to Estate and rezone to R-2, the following findings of fact have been made:

1. *The requested Comprehensive Plan Amendment and Rezone is consistent with the goals and policies of the Comprehensive Plan.*
2. *More than one of the applicable review criteria in §21.02.130 of the Grand Junction Municipal Code have been met.*
3. *More than one of the applicable review criteria in §21.02.140 of the Grand Junction Municipal Code have been met.*

Questions for Staff

Commissioner Rusche wanted to clarify that the section that is at the Broadway curve and cross-hatched on the map, is not a part of this application. Ms. Portner confirmed that he was correct and stated that the City has prepared a subdivision plat to separate the 80 acres into three parcels. The parcel Commissioner Rusche pointed out is one of them that is about four acres. Ms. Portner added that the second parcel is the driving range and irrigation ponds that is about 40 acres and the third parcel is the 37 acres under consideration in this application.

Chairman Reece asked what year the property was acquired. Ms. Portner stated it was 1993. Chairman Reece asked if it was zoned CSR at that time. Ms. Portner answered that it may have been zoned PZ which was a public zone at that time. Chairman Reece asked if the needs of the golf course were met without using this piece of land and the City does not foresee needing it in the future. Ms. Portner confirmed that it has been determined that the property is not needed for public use. Ms. Portner mentioned that Trent Prall, the Public Works Director and Rob Schoeber, the Parks and Recreation Director were also present to answer questions.

Regarding this project meeting the rezone criteria requirements, Commissioner Buschhorn stated he has a problem with pretty much all of them, specifically schools. Commissioner Buschhorn stated that it is his understanding that the schools in the Redlands and other parts of Grand Junction are near capacity. Commissioner Bushhorn asked how rezoning from CSR to R-2 jives with an already nearly overcrowded school system in the Redlands. Ms. Portner stated that she could not answer definitively if the schools were overcrowded. Ms. Portner stated that as growth occurs, the school district looks at how they can shift their boundaries and expand to meet the needs of specific neighborhoods.

Commissioner Bushhorn stated that he had contacted the three elementary schools and their capacity is based on State guidelines of 30 students per classroom, or 1,100 students. Between the three elementary schools they are at 1,030. Commissioner Bushhorn stated that that leaves 70 spots before they are at capacity and there are three other developments in the works close to all of these schools; Granite Falls, which is 51 acres, Country Meadows, and Chaparral West. Commissioner Bushhorn feels that if they were to rezone from CSR to R-2 that would create a burden to the school system. Commissioner Bushhorn stated that for those reasons, he feels there is not adequate public facilities as reported.

Regarding #4, adequate supply of land, Commissioner Buschhorn feels there is not an adequate supply of CSR in the Redlands. Commissioner Bushhorn stated that he

calculated that there are about 10,000 acres on the Redlands and if you take out the Fire Stations and drainage ditches which are CSR, you end up with about 3 percent of CSR. Commissioner Buschhorn feels we are doing a disservice if we are to be the “Best City West of the Rockies” by giving up CSR and creating more housing. Therefore, he finds this inconsistent with the Comprehensive Plan and the Future Land Use Map.

Ms. Portner replied that the CSR district is very different than the other districts and there is a dated Parks and Recreation Plan that talks about the need for parks and park facilities. Ms. Portner reminded the Commissioners that only one of the criteria needs to be met. Chairman Reece asked why the City doesn't wait until after they complete an updated park plan before making this request. Ms. Portner replied that this is not park property in that it was purchased through the golf enterprise fund for the expansion of the golf course. If it was to be used for any other purpose, it would need to be purchased from the golf enterprise fund.

Rob Schoeber explained that the 37 acres was held by the golf fund solely for golf use and was never considered a “park amenity”. Mr. Schoeber added that the Master Plan from 2001 speaks very little about this piece of property other than if they were to utilize this property, they would need to acquire more property to make this useful for golf.

Public Comment

Mike Anton, 2111 Desert Hills Road, stated that he has lived there for 20 years. It was Mr. Anton's impression, that when looking at the zoning map, that in order to change something, something would have had to change. Mr. Anton stated that nothing has changed in 20 years and he wants to leave it the same way. Mr. Anton stated that there was a change of zoning to Residential Estate which had a density of one unit every 2-5 acres, not two units per acre. This property was set aside for park and the extension of the golf course. Mr. Anton stated he would like the land to go to a park zoning and asked where the supporting infrastructure is for housing development such as curbing, lighting, sidewalk, and sewer systems. Mr. Anton believes the cart has been put before the horse. Mr. Anton wanted to know if there are other properties that are attached to this for development or if there are land trades involved. Mr. Anton asked if this is developed would they cluster the development. Mr. Anton stated that he thinks the City should start meeting with the neighbors to see if they really want the master plan to change.

Steve Voytilla, 2099 Desert Hills Road stated that he went to a neighborhood meeting about a month ago to get the neighbors input and he counted about 70 people there, none of whom were in favor of this request. Mr. Voytilla stated that he is in the building business and Grand Junction is in a growth spurt with many people coming from Denver. Mr. Voytilla thinks it's silly to be selling off part of the golf course when it may be time to add onto it. Mr. Voytilla speculated that a developer would have to widen the road and put two or three miles of curb/gutter and sidewalk and road to make the site accessible.

Mr. Voytilla believes the zoning requested is too high and it should stay at the R-E (Residential Estate) zone district. Mr. Voytilla said he does not believe the infrastructure is available like the City staff says it is. Mr. Voytilla stated there is no high school around there and the schools are at capacity.

Tom Abbot, 2105 Desert Hills Road, stated that this is a unique piece of property in that there are wetlands and it is loaded with wildlife. Mr. Abbot stated there is a ditch in there with a right-of-way attached to it. Mr. Abbot speculated that about only one third of the property is developable, therefore he anticipates a cluster development. Mr. Abbot added that there is a lot of development going on now which will only increase the value and demand for park areas. Mr. Abbot felt that even though the Golf fund is different, the finances could be worked out. Mr. Abbot stated that the CSR designation was Community Services and Recreation. He thought any sale of recreation property had to go to a city-wide vote, but he was told in this case, it doesn't have to.

Cal Prochnow, 524 S Broadway, stated that his property overlooks the golf course and this property that is being reviewed. Mr. Prochnow stated he walks around that driving range every evening and sees grey fox, deer, raccoons, rabbits and squirrels and is like a sanctuary. Mr. Prochnow believes this is one of the few places in the Redlands with that much wildlife and he would hate to see that go away. Mr. Prochnow stated he is not in favor of the rezone.

Deanne Adamson, 499 Desert Hill Ct. stated she is on the corner lot of Desert Hills Rd. and S Broadway. Ms. Adamson stated she has witnessed multiple accidents over 15 years, mostly kids drifting the corner and they end up in her front yard. Ms. Adamson felt that putting more houses without major improvements to the curves is a mistake. Ms. Adamson stated that this area is not all Tamarisk or Russian Olives and it is one of the only wooded areas in the community. Ms. Adamson stated that in addition to the mammals mentioned, there are owls, pheasants, heron, and an occasional cougar and bear, and she would hate to see all that go away.

John Hansen, 498 Desert Hills Ct. stated that since Grand Junction is growing and people will be looking for property to develop to add onto the golf course. This will push people out to Palisade and Fruita instead of taking care of Grand Junction golf. Mr. Hansen believes more cars and houses will take away from the uniqueness of the Redlands.

Richard Innis, 2108 Desert Hills, stated that he is in support of the R-2 zoning and it will solve a lot of problems as long as the lift station is replaced with a gravity system. He stated the lift station is a health hazard and a problem for the City.

Commissioner Gatseos asked Mr. Innis to point out the area where he lives. Mr. Innis pointed out his properties on the map

Tom Abbot asked if there is another meeting where they can comment. Chairman Reece stated that if they make a recommendation for the request to move on to City Council, then citizens can voice their comments there too.

Ruth Ehlers, 551 W. Glenwood Dr. agreed with Mr. Innis in that she would be in favor of the R-2 zoning only if it came with sewer and street improvements.

Mr. Anton stated that they would like to see the sewer system improved. He believes all the infrastructure should come into play before developing this property. Mr. Anton

stated that he is definitely against this zoning but may be able to accept R-E (Residential Estate) zoning. Mr. Anton stated there is a lot of wildlife that should be protected.

Applicants Rebuttal

Greg Caton, City Manager, stated that he would like to put into context how this came forward. Mr. Caton believes it is part of the staff's fiduciary responsibility to bring items such as this forward when the original purpose that the property was bought for is no longer intended for its use. Mr. Caton explained that capacity has expanded since the property was purchased and there are additional golfing opportunities and the market has changed. Mr. Caton stated that staff believes they will never be adding holes to the course at this site. Mr. Caton pointed out that the Tiara Rado golf course serves as an open space in that it is not a built environment and he expects it to remain a golf course into perpetuity.

Regarding the comments about schools, Mr. Caton stated that it is his understanding that District 51 can accommodate these types of changes in their system that has over 20,000 students.

Commissioner Questions

Chairman Reece asked when a golf course is constructed, do you bring in heavy equipment and change the elevations of the course. Mr. Caton replied that he has worked in 4 communities with golf courses in all of them and in the first one he worked in they built a golf course to spur economic growth. Mr. Caton explained that in the early days (1930s and 1940s) cities created golf courses to play golf. In later years, (1980s and 1990s) golf courses were built for the real estate as they had homes all around them. Developers would build a golf course with the intention of handing them off, while collecting \$20,000 to \$30,000 premiums for the surrounding residential lots.

Mr. Caton explained that when a golf course is built, depending on the design, there is significant disruption to the environment. Mr. Canton added that it was his understanding that the original plan was to build nine holes as well as residential development around them. Some golf courses do have riparian areas that are preserved and you can design around those or make those accommodations.

Chairman Reece asked if the development for additional holes for the golf course is currently an allowed use under the CSR zoning. Mr. Caton replied that it was. Chairman Reece stated that should the course be constructed, there could be the disruption of wildlife and additional traffic, as it is presently zoned.

Commissioner Deppe asked Ms. Portner if this property was developed, would they have to be on City sewer. Ms. Portner replied that any potential development of the site would have to provide all of the urban services such as sewer and water. Ms. Portner added that they try to eliminate lift stations whenever they can, but gravity systems would have to be feasible. Additional development in the area could make it possible.

Chairman Reece asked how sewer issues would be considered as part of a development application. Ms. Portner replied that the developer would have to show how they could provide that service to all the properties they propose to develop.

Chairman Reece asked Ms. Portner to walk her through how that happens. Ms. Portner answered that once a property is zoned, a developer will then know the framework they are working with regarding densities and the type of development they could do. They would then need to bring to the City how they would provide the infrastructure. Ms. Portner added that a major subdivision is reviewed at an administrative level which does not come through a public hearing process, but neighbors within 500 feet are notified of the application. The neighbors have the opportunity to look at what is being proposed and comment to staff. There is also a neighborhood meeting held.

Commissioner Gatseos asked if the proposed R-2 is a transition to the County RSF-4 to the north and east. Ms. Portner explained that the County properties have a zoning of RSF-4, however none of them are developed to that density. The properties surrounding the golf course are R-4 to R-12. The properties on the south side of Desert Hills Road are 1 to 2 acre sites, therefore the R-2 would be a transition between these. Commissioner Gatseos asked if there were 9 or 10 properties in the R-E zone south Desert Hill Road. It was determined there were 9.

Commissioner Rusche asked Mr. Schoeber when the land was purchased and what the plan was. Mr. Schoeber stated that the 80 acres of land was purchased in 1993. Mr. Schoeber stated that there have been a couple of plans contemplated for the property, but nothing was ever approved. In 1999, the driving range was constructed which took a little over half out of the mix. Mr. Schoeber stated that they couldn't construct another 9 holes with the remaining 37 acres.

Chairman Reece asked Mr. Shaver to explain the difference of this land being held by the Golf Fund and not having to go to a vote of the people. Mr. Shaver explained that the underlying ownership is the City of Grand Junction. The Golf Fund is an accounting fund, and by Enterprise Fund, that means it is a separate business. From a legal standpoint there is a degree of independence that is required under TABOR about the amount of money that can come from government in support of Enterprise activities. The land was not used, held or acquired for park or other governmental purposes as stated in the Charter. Mr. Shaver read the part of the City Charter that speaks to this issue. The Charter states that real property that is designated as park or other governmental purposes is subject to a vote however, those terms are very specific and do not apply in this instance. Given the history of when and why this property was purchased, it was never intended to be a park.

Commissioner Discussion

Commissioner Gatseos stated that when he looks at the rezone and the compatibility of the issue, he agrees with the staff report. Commissioner Gatseos feels the zoning fits the intention of the Land Use Code.

Commissioner Rusche stated that the acquisition of the property in 1993, and the surrounding development at that time, there was an anticipation of how this property would be developed. Commissioner Rusche feels the Comprehensive Plan Amendment meets all the criteria. The area is still residential and in fact they will be removing one potential commercial use from the area. Regarding the comment about the cart coming before the horse, Commissioner Rusche explained that the Comprehensive Plan informs the zoning, which then informs how the property is developed which is the order

it is supposed to go in.

Regarding Commissioner Buschhorn's comments about public facilities, Commissioner Rusche stated that if an actual development proposal had come before the Commission, those issues would have been addressed in more detail. Commissioner Rusche stated that he believes the criteria for a rezone and Comprehensive Plan Amendment have been met and he will be voting in favor.

Commissioner Deppe felt that the expectations of the public in attendance was that they did not foresee residential development on that property. Commissioner Deppe complimented Mr. Shaver in explaining why that property doesn't have to go to a vote. Commissioner Deppe stated that although sewer, traffic and school capacity is a concern to her, those are concerns all over Grand Junction and not just on the Redlands and not just at Tiara Rado. Commissioner Deppe stated that although she believes this proposal meets all the criteria, she does not feel it is a good fit for the area. She is inclined to vote against it, but she is willing to listen to the other Commissioner's input before she votes.

Chairman Reece stated that as the Planning Commission, they are tasked to evaluate a proposal against the criteria, and if it meets the criteria then according to the Charter, they are bound by law to vote in favor whether they like a proposal or not. Chairman Reece reminded the Commissioners that it only needs to meet one of the criteria.

Commissioner Buschhorn stated that he does not believe the proposal meets most of the requirements. The first requirement, "subsequent events invalidate the original premise and findings". Commissioner Buschhorn stated that although the property was originally intended for a golf course, and within the very narrow confines of traditional Scottish golf it may not work, however there are other forms of golf, such as disc golf, that have increase in popularity in recent years. Commissioner Buschhorn stated that he is not a disc golf player or promoting it, however in his opinion, the first requirement is not invalid anymore.

Regarding the notion that the character of the area has changed, Commissioner Buschhorn feels it is even more important to keep the area CSR as open space and not rezone it to residential. Commissioner Buschhorn stated that he does not feel there are adequate public facilities available. Commissioner Buschhorn stated that he feels there is a low supply of CSR in Grand Junction and specifically in the Redlands. Commissioner Buschhorn added that he does not think the City will derive benefits as a result of changing CSR to R-2. Commissioner Bushhorn pointed out that the proposed changes need to meet the "intent and vision of the Comprehensive Plan" as well as at least one of the criteria. Commissioner Buschhorn stated he does not believe it meets the intent and vision of the Comprehensive Plan which is to be the most livable city west of the Rockies.

Commissioner Buschhorn stated that we cannot take R-2 and revert it back to CSR, however we can hold on to the CSR that we have. Commissioner Buschhorn suggested that the City could buy the property from the Enterprise Fund, or hold it until golf makes a rebound or a more appropriated use arises. Commissioner Buschhorn expressed empathy for those who live on Desert Hills Dr. who bought and built homes with the

understanding the land was CSR. Commission Bushhorn stated that for those reasons, he does not feel it is appropriated to rezone to R-2 and he will not be voting in favor of it.

Commissioner Wade stated that he has spent a considerable amount of time driving and walking around this property the past week and thinks it is a remarkable piece of land. Commissioner Wade explained that they are to make their decisions based on the code and criteria. Commissioner Wade reminded the public that they are not the final decisions makers, as it will move up to the City Council. Commissioner Wade informed the public that they will be able to express their concerns at that meeting as well. Commissioner Wade stated that in his opinion, he feels this meets the minimum necessary criteria, therefore it should be approved. Commissioner Wade reminded everyone that there is not presently a development proposal and it could be another 20 years before it is developed. Commissioner Wade cautioned that the next proposal could be at a higher density than what is proposed now. Commissioner Wade stated that for those reasons, he will be voting in favor of the proposal.

MOTION:(Commissioner Wade) “Madam Chairman, on the request to amend the Comprehensive Plan as presented in file CPA-2018-182, I move that the Planning Commission forward a recommendation of approval for a Comprehensive Plan Amendment to change the Future Land Use Map designation from "Park" to "Estate" on the 37 acres located at 2064 South Broadway with the findings of fact as listed in the staff report.

Commissioner Rusche seconded the motion. A vote was called and the motion passed - by a vote of 5-2, with Commissioners Deppe and Buschhorn voting no.

MOTION:(Commissioner Wade) “Madam Chairman, on the request to Rezone the subject property as presented in file RZN-2018-181, I move that the Planning Commission forward a recommendation of approval for a Rezone from CSR (Community Services and Recreation) to R-2 (Residential, 2 du/acre) on the 37 acres located at 2064 South Broadway with the findings of fact as listed in the staff report. Commissioner Rusche seconded the motion. A vote was called and the motion passed by a vote of 5-2, with Commissioners Deppe and Buschhorn opposing.

4. Other Business

None

5. Adjournment

The meeting was adjourned at 8:58 p.m.

Attach 2



EXHIBIT LIST

519 30 Road Rezone **FILE: RZN-2018-209**

| Exhibit Item | Description |
|--------------|---------------------------------|
| 1 | Application Binder |
| 2 | Staff Report dated May 22, 2018 |

Development Application

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

Petition For: Change of Use *Rezone*

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

| | |
|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| Existing Land Use Designation Residential Commercial | Existing Zoning B-1 |
| Proposed Land Use Designation Commercial | Proposed Zoning C-1 |

Property Information

| | |
|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| Site Location: 519 30 Rd. Grand junction, Colorado 81504 | Site Acreage: 1.28 |
| Site Tax No(s): 2943-084-00-031 | Site Zoning: B-1 |
| Project Description: RV Storage | |

Property Owner Information

Applicant Information

Representative Information

| | | |
|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| Name: Greg & Rhonda Cole | Name: Greg Cole | Name: Greg Cole |
| Street Address: 3662 G & 4/10 Rd | Street Address: 3662 G & 4/10 Rd | Street Address: 3662 G & 4/10 Rd |
| City/State/Zip: Palisade Colorado 81455 | City/State/Zip: Palisade Colorado 81455 | City/State/Zip: Palisade Colorado 81455 |
| Business Phone #: (970) 261-9633 | Business Phone #: (970) 261-9633 | Business Phone #: (970) 261-9633 |
| E-Mail: pdagregc@gmail.com | E-Mail: pdagregc@gmail.com | E-Mail: pdagregc@gmail.com |
| Fax #: | Fax #: | Fax #: |
| Contact Person: Greg Cole | Contact Person: Greg Cole | Contact Person: Greg Cole |
| Contact Phone #: (970) 261-9633 | Contact Phone #: (970) 261-9633 | Contact Phone #: (970) 261-9633 |

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

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

| | |
|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| Signature of Person Completing the Application <i>Greg Cole</i> | Date 1-16-18 |
| Signature of Legal Property Owner <i>Greg Cole</i> | Date 1-16-18 |

OWNERSHIP STATEMENT - NATURAL PERSON

I, (a) Gregory D Cole, am the owner of the following real property:

(b) 519 30 Rd. Grand Junction, Colorado 81504

A copy of the deed evidencing my interest in the property is attached. All documents, if any, conveying any interest in the property to someone else by the owner, are also attached.

I am the sole owner of the property.

I own the property with other(s). The other owners of the property are (c):

Rhonda Leigh Cole

I have reviewed the application for the (d) Rezone Site Plan pertaining to the property.

I have the following knowledge and evidence concerning possible boundary conflicts between my property and the abutting property(ies): (e) NONE

I understand that I have a continuing duty to inform the City planner of any changes in interest, including ownership, easement, right-of-way, encroachment, lienholder and any other interest in the property.

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

Owner signature as it appears on deed: Greg D Cole

Printed name of owner: Greg Cole

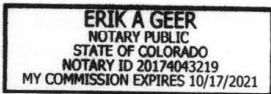
State of COLORADO)

County of Mesa) ss.

Subscribed and sworn to before me on this 16th day of JANUARY, 2018
by Greg Cole

Witness my hand and seal.

My Notary Commission expires on 10/17/2021



Erik A Geer
Notary Public Signature

RECEPTION #: 2739998, BK 5782 PG 359 10/13/2015 at 10:19:28 AM, 1 OF 7, R
 \$40.00 S \$1.00 Sheila Reiner, Mesa County, CO CLERK AND RECORDER

WHEN RECORDED MAIL TO:

Timberline Bank
 833 - 24 Road
 Grand Junction, CO 81506

SEND TAX NOTICES TO:

Timberline Bank
 Grand Junction
 833 24 Road
 Grand Junction, CO 81506



FOR RECORDER'S USE ONLY



DEED OF TRUST

MAXIMUM PRINCIPAL AMOUNT SECURED. The Lien of this Deed of Trust shall not exceed at any one time \$125,800.00 except as allowed under applicable Colorado law.

THIS DEED OF TRUST is dated October 9, 2015, among GREGORY DEAN COLE, whose address is 3662 G 24/10 ROAD, PALISADE, CO 81526 and RHONDA LEIGH COLE, whose address is 3662 G 24/10 ROAD, PALISADE, CO 81526 ("Grantor"); Timberline Bank, whose address is Grand Junction, 833 24 Road, Grand Junction, CO 81506 (referred to below sometimes as "Lender" and sometimes as "Beneficiary"); and the Public Trustee of MESA County, Colorado (referred to below as "Trustee").

CONVEYANCE AND GRANT. For valuable consideration, Grantor hereby irrevocably grants, transfers and assigns to Trustee for the benefit of Lender as Beneficiary all of Grantor's right, title, and interest in and to the following described real property, together with all existing or subsequently erected or affixed buildings, improvements and fixtures; all easements, rights of way, and appurtenances; all water, water rights and ditch rights (including stock in ditches with ditch or irrigation rights); and all other rights, royalties, and profits relating to the real property, including without limitation all minerals, oil, gas, geothermal and similar matters, (the "Real Property") located in MESA County, State of Colorado:

BEGINNING AT A POINT 840 FEET NORTH OF THE SOUTHEAST CORNER OF SECTION 8, TOWNSHIP 1

SOUTH, RANGE 1 EAST OF THE UTE MERIDIAN;

THENCE NORTH 200 FEET;

THENCE WEST 330 FEET;

THENCE SOUTH 200 FEET;

THENCE EAST 300 FEET TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM A 30 FOOT RIGHT OF WAY ALONG THE EAST SIDE OF SAID PROPERTY FOR ROADWAY OR RAILWAY PURPOSES, AS EXCEPTED IN WARRANTY DEED RECORDED AUGUST 19, 1988

IN BOOK 926 AT PAGE 16;

ALSO EXCEPTING THEREFROM THE EAST 20 FEET OF THE PARCEL DESCRIBED IN WARRANTY DEED

SEPTEMBER 14, 1970 IN BOOK 950 AT PAGE 363, AS CONVEYED TO THE COUNTY OF MESA BY QUIT

CLAIM DEED RECORDED MARCH 18, 1983 IN BOOK 1421 AT PAGE 589.

COUNTY OF MESA, STATE OF COLORADO.

The Real Property or its address is commonly known as 519 30 ROAD, GRAND JUNCTION, CO 81504.

Grantor presently assigns to Lender (also known as Beneficiary in this Deed of Trust) all of Grantor's right, title, and interest in and to all present and future leases of the Property and all Rents from the Property. In addition, Grantor grants to Lender a Uniform Commercial Code security interest in the Personal Property and Rents.

THIS DEED OF TRUST, INCLUDING THE ASSIGNMENT OF RENTS AND THE SECURITY INTEREST IN THE RENTS AND PERSONAL PROPERTY, IS GIVEN TO SECURE (A) PAYMENT OF THE INDEBTEDNESS AND (B) PERFORMANCE OF ANY AND ALL OBLIGATIONS UNDER THE NOTE, THE RELATED DOCUMENTS, AND THIS DEED OF TRUST. THIS DEED OF TRUST IS GIVEN AND ACCEPTED ON THE FOLLOWING TERMS:

GRANTOR'S REPRESENTATIONS AND WARRANTIES. Grantor warrants that: (a) this Deed of Trust is executed at Borrower's request and not at the request of Lender; (b) Grantor has the full power, right, and authority to enter into this Deed of Trust and to hypothecate the Property; (c) the provisions of this Deed of Trust do not conflict with, or result in a default under any agreement or other instrument binding upon Grantor and do not result in a violation of any law, regulation, court decree or order applicable to Grantor; (d) Grantor has established adequate means of obtaining from Borrower on a continuing basis information about Borrower's financial condition; and (e) Lender has made no representation to Grantor about Borrower (including without limitation the creditworthiness of Borrower).

GRANTOR'S WAIVERS. Grantor waives all rights or defenses arising by reason of any "one action" or "anti-deficiency" law, or any other law which may prevent Lender from bringing any action against Grantor, including a claim for deficiency to the extent Lender is otherwise entitled to a claim for deficiency, before or after Lender's commencement or completion of any foreclosure action, either judicially or by exercise of a power of sale.

PAYMENT AND PERFORMANCE. Except as otherwise provided in this Deed of Trust, Borrower shall pay to Lender all indebtedness secured by this Deed of Trust as it becomes due, and Borrower and Grantor shall perform all their respective obligations under the Note, this Deed of Trust, and the Related Documents.

POSSESSION AND MAINTENANCE OF THE PROPERTY. Borrower and Grantor agree that Borrower's and Grantor's possession and

WHEN RECORDED MAIL TO:

Timberline Bank
633 - 24 Road
Grand Junction, CO 81505

SEND TAX NOTICES TO:

Timberline Bank
Grand Junction
633 24 Road
Grand Junction, CO 81505



FOR RECORDER'S USE ONLY

**DEED OF TRUST**

MAXIMUM PRINCIPAL AMOUNT SECURED. The Lien of this Deed of Trust shall not exceed at any one time \$125,600.00 except as allowed under applicable Colorado law.

THIS DEED OF TRUST is dated October 9, 2015, among GREGORY DEAN COLE, whose address is 3662 G 24/10 ROAD, PALISADE, CO 81526 and RHONDA LEIGH COLE, whose address is 3662 G 24/10 ROAD, PALISADE, CO 81526 ("Grantor"); Timberline Bank, whose address is Grand Junction, 633 24 Road, Grand Junction, CO 81505 (referred to below sometimes as "Lender" and sometimes as "Beneficiary"); and the Public Trustee of MESA County, Colorado (referred to below as "Trustee").

CONVEYANCE AND GRANT. For valuable consideration, Grantor hereby irrevocably grants, transfers and assigns to Trustee for the benefit of Lender as Beneficiary all of Grantor's right, title, and interest in and to the following described real property, together with all existing or subsequently erected or affixed buildings, improvements and fixtures; all easements, rights of way, and appurtenances; all water, water rights and ditch rights (including stock in utilities with ditch or irrigation rights); and all other rights, royalties, and profits relating to the real property, including without limitation all minerals, oil, gas, geothermal and similar matters, (the "Real Property") located in MESA County, State of Colorado:

**BEGINNING AT A POINT 840 FEET NORTH OF THE SOUTHEAST CORNER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 1 EAST OF THE UTE MERIDIAN;
THENCE NORTH 200 FEET;
THENCE WEST 330 FEET;
THENCE SOUTH 200 FEET;
THENCE EAST 300 FEET TO THE POINT OF BEGINNING;
EXCEPTING THEREFROM A 30 FOOT RIGHT OF WAY ALONG THE EAST SIDE OF SAID PROPERTY FOR ROADWAY OR RAILWAY PURPOSES, AS EXCEPTED IN WARRANTY DEED RECORDED AUGUST 19, 1968
IN BOOK 926 AT PAGE 16;
ALSO EXCEPTING THEREFROM THE EAST 20 FEET OF THE PARCEL DESCRIBED IN WARRANTY DEED SEPTEMBER 14, 1970 IN BOOK 950 AT PAGE 363, AS CONVEYED TO THE COUNTY OF MESA BY QUIT CLAIM DEED RECORDED MARCH 18, 1983 IN BOOK 1421 AT PAGE 569.
COUNTY OF MESA, STATE OF COLORADO.**

The Real Property or its address is commonly known as 519 30 ROAD, GRAND JUNCTION, CO 81504.

Grantor presently assigns to Lender (also known as Beneficiary in this Deed of Trust) all of Grantor's right, title, and interest in and to all present and future leases of the Property and all Rents from the Property. In addition, Grantor grants to Lender a Uniform Commercial Code security interest in the Personal Property and Rents.

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GRANTOR'S REPRESENTATIONS AND WARRANTIES. Grantor warrants that: (a) this Deed of Trust is executed at Borrower's request and not at the request of Lender; (b) Grantor has the full power, right, and authority to enter into this Deed of Trust and to hypothecate the Property; (c) the provisions of this Deed of Trust do not conflict with, or result in a default under any agreement or other instrument binding upon Grantor and do not result in a violation of any law, regulation, court decree or order applicable to Grantor; (d) Grantor has established adequate means of obtaining from Borrower on a continuing basis information about Borrower's financial condition; and (e) Lender has made no representation to Grantor about Borrower (including without limitation the creditworthiness of Borrower).

GRANTOR'S WAIVERS. Grantor waives all rights or defenses arising by reason of any "one action" or "anti-deficiency" law, or any other law which may prevent Lender from bringing any action against Grantor, including a claim for deficiency to the extent Lender is otherwise entitled to a claim for deficiency, before or after Lender's commencement or completion of any foreclosure action, either judicially or by exercise of a power of sale.

PAYMENT AND PERFORMANCE. Except as otherwise provided in this Deed of Trust, Borrower shall pay to Lender all Indebtedness secured by this Deed of Trust as it becomes due, and Borrower and Grantor shall perform all their respective obligations under the Note, this Deed of Trust, and the Related Documents.

POSSESSION AND MAINTENANCE OF THE PROPERTY. Borrower and Grantor agree that Borrower's and Grantor's possession and

**DEED OF TRUST
(Continued)**

use of the Property shall be governed by the following provisions:

Possession and Use. Until the occurrence of an Event of Default, Grantor may (1) remain in possession and control of the Property; (2) use, operate or manage the Property; and (3) collect the Rents from the Property.

Duty to Maintain. Grantor shall maintain the Property in tenable condition and promptly perform all repairs, replacements, and maintenance necessary to preserve its value.

Compliance With Environmental Laws. Grantor represents and warrants to Lender that: (1) During the period of Grantor's ownership of the Property, there has been no use, generation, manufacture, storage, treatment, disposal, release or threatened release of any Hazardous Substance by any person on, under, about or from the Property; (2) Grantor has no knowledge of, or reason to believe that there has been, except as previously disclosed to and acknowledged by Lender in writing, (a) any breach or violation of any Environmental Laws, (b) any use, generation, manufacture, storage, treatment, disposal, release or threatened release of any Hazardous Substance on, under, about or from the Property by any prior owners or occupants of the Property, or (c) any actual or threatened litigation or claims of any kind by any person relating to such matters; and (3) Except as previously disclosed to and acknowledged by Lender in writing, (a) neither Grantor nor any tenant, contractor, agent or other authorized user of the Property shall use, generate, manufacture, store, treat, dispose of or release any Hazardous Substance on, under, about or from the Property; and (b) any such activity shall be conducted in compliance with all applicable federal, state, and local laws, regulations and ordinances, including without limitation all Environmental Laws. Grantor authorizes Lender and its agents to enter upon the Property to make such inspections and tests, at Grantor's expense, as Lender may deem appropriate to determine compliance of the Property with this section of the Deed of Trust. Any inspections or tests made by Lender shall be for Lender's purposes only and shall not be construed to create any responsibility or liability on the part of Lender to Grantor or to any other person. The representations and warranties contained herein are based on Grantor's due diligence in investigating the Property for Hazardous Substances. Grantor hereby (1) releases and waives any future claims against Lender for indemnity or contribution in the event Grantor becomes liable for cleanup or other costs under any such laws; and (2) agrees to indemnify, defend, and hold harmless Lender against any and all claims, losses, liabilities, damages, penalties, and expenses which Lender may directly or indirectly sustain or suffer resulting from a breach of this section of the Deed of Trust or as a consequence of any use, generation, manufacture, storage, disposal, release or threatened release occurring prior to Grantor's ownership or interest in the Property, whether or not the same was or should have been known to Grantor. The provisions of this section of the Deed of Trust, including the obligation to indemnify and defend, shall survive the payment of the indebtedness and the satisfaction and reconveyance of the lien of this Deed of Trust and shall not be affected by Lender's acquisition of any interest in the Property, whether by foreclosure or otherwise.

Nuisance, Waste. Grantor shall not cause, conduct or permit any nuisance nor commit, permit, or suffer any stripping of or waste on or to the Property or any portion of the Property. Without limiting the generality of the foregoing, Grantor will not remove, or grant to any other party the right to remove, any timber, minerals (including oil and gas), coal, clay, scoria, soil, gravel or rock products without Lender's prior written consent.

Removal of Improvements. Grantor shall not demolish or remove any Improvements from the Real Property without Lender's prior written consent. As a condition to the removal of any Improvements, Lender may require Grantor to make arrangements satisfactory to Lender to replace such Improvements with Improvements of at least equal value.

Lender's Right to Enter. Lender and Lender's agents and representatives may enter upon the Real Property at all reasonable times to attend to Lender's interests and to inspect the Real Property for purposes of Grantor's compliance with the terms and conditions of this Deed of Trust.

Compliance with Governmental Requirements. Grantor shall promptly comply with all laws, ordinances, and regulations, now or hereafter in effect, of all governmental authorities applicable to the use or occupancy of the Property, including without limitation, the Americans With Disabilities Act. Grantor may contest in good faith any such law, ordinance, or regulation and withhold compliance during any proceeding, including appropriate appeals, so long as Grantor has notified Lender in writing prior to doing so and so long as, in Lender's sole opinion, Lender's interests in the Property are not jeopardized. Lender may require Grantor to post adequate security or a surety bond, reasonably satisfactory to Lender, to protect Lender's interest.

Duty to Protect. Grantor agrees neither to abandon or leave unattended the Property. Grantor shall do all other acts, in addition to those acts set forth above in this section, which from the character and use of the Property are reasonably necessary to protect and preserve the Property.

DUE ON SALE - CONSENT BY LENDER. Lender may, at Lender's option, declare immediately due and payable all sums secured by this Deed of Trust upon the sale or transfer, without Lender's prior written consent, of all or any part of the Real Property, or any interest in the Real Property. A "sale or transfer" means the conveyance of Real Property or any right, title or interest in the Real Property; whether legal, beneficial or equitable; whether voluntary or involuntary; whether by outright sale, deed, installment sale contract, land contract, contract for deed, leasehold interest with a term greater than three (3) years, lease option contract, or by sale, assignment, or transfer of any beneficial interest in or to any land trust holding title to the Real Property, or by any other method of conveyance of an interest in the Real Property. However, this option shall not be exercised by Lender if such exercise is prohibited by federal law or by Colorado law.

TAXES AND LIENS. The following provisions relating to the taxes and liens on the Property are part of this Deed of Trust:

Payment. Grantor shall pay when due (and in all events prior to delinquency) all taxes, special taxes, assessments, charges (including water and sewer), fines and impositions levied against or on account of the Property, and shall pay when due all claims for work done on or for services rendered or material furnished to the Property. Grantor shall maintain the Property free of all liens having priority over or equal to the interest of Lender under this Deed of Trust, except for the lien of taxes and assessments not due and except as otherwise provided in this Deed of Trust.

Right to Contest. Grantor may withhold payment of any tax, assessment, or claim in connection with a good faith dispute over the obligation to pay, so long as Lender's interest in the Property is not jeopardized. If a lien arises or is filed as a result of nonpayment, Grantor shall within fifteen (15) days after the lien arises or, if a lien is filed, within fifteen (15) days after Grantor has notice of the filing, secure the discharge of the lien, or if requested by Lender, deposit with Lender cash or a sufficient corporate surety bond or other security satisfactory to Lender in an amount sufficient to discharge the lien plus any costs and attorneys' fees, or other charges that could accrue as a result of a foreclosure or sale under the lien. In any contest, Grantor shall defend itself and Lender and shall satisfy any adverse judgment before enforcement against the Property. Grantor shall name Lender as an additional obligee under any surety bond furnished in the contest proceedings.

Evidence of Payment. Grantor shall upon demand furnish to Lender satisfactory evidence of payment of the taxes or assessments and shall authorize the appropriate governmental official to deliver to Lender at any time a written statement of the taxes and assessments against the Property.

Notice of Construction. Grantor shall notify Lender at least fifteen (15) days before any work is commenced, any services are furnished, or any materials are supplied to the Property, if any mechanic's lien, materialmen's lien, or other lien could be asserted on account of the work, services, or materials. Grantor will upon request of Lender furnish to Lender advance assurances satisfactory to Lender that Grantor can and will pay the cost of such improvements.

PROPERTY DAMAGE INSURANCE. The following provisions relating to insuring the Property are a part of this Deed of Trust.

Maintenance of Insurance. Grantor shall procure and maintain policies of fire insurance with standard extended coverage endorsements on a replacement basis for the full insurable value covering all improvements on the Real Property in an amount sufficient to avoid application of any coinsurance clause, and with a standard mortgagee clause in favor of Lender. Grantor shall

**DEED OF TRUST
(Continued)**

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also procure and maintain comprehensive general liability insurance in such coverage amounts as Lender may request with Trustee and Lender being named as additional insureds in such liability insurance policies. Additionally, Grantor shall maintain such other insurance, including but not limited to hazard, business interruption, and boiler insurance, as Lender may reasonably require. Policies shall be written in form, amounts, coverages and basis reasonably acceptable to Lender and issued by a company or companies reasonably acceptable to Lender. Grantor, upon request of Lender, will deliver to Lender from time to time the policies or certificates of insurance in form satisfactory to Lender, including stipulations that coverages will not be cancelled or diminished without at least thirty (30) days prior written notice to Lender. Each insurance policy also shall include an endorsement providing that coverage in favor of Lender will not be impaired in any way by any act, omission or default of Grantor or any other person. Should the Real Property be located in an area designated by the Administrator of the Federal Emergency Management Agency as a special flood hazard area, Grantor agrees to obtain and maintain Federal Flood Insurance, if available, within 45 days after notice is given by Lender that the Property is located in a special flood hazard area, for the full unpaid principal balance of the loan and any prior liens on the property securing the loan, up to the maximum policy limits set under the National Flood Insurance Program, or as otherwise required by Lender, and to maintain such insurance for the term of the loan.

Application of Proceeds. Grantor shall promptly notify Lender of any loss or damage to the Property. Lender may make proof of loss if Grantor fails to do so within fifteen (15) days of the casualty. Whether or not Lender's security is impaired, Lender may, at Lender's election, receive and retain the proceeds of any insurance and apply the proceeds to the reduction of the indebtedness, payment of any lien affecting the Property, or the restoration and repair of the Property. If Lender elects to apply the proceeds to restoration and repair, Grantor shall repair or replace the damaged or destroyed improvements in a manner satisfactory to Lender. Lender shall, upon satisfactory proof of such expenditure, pay or reimburse Grantor from the proceeds for the reasonable cost of repair or restoration if Grantor is not in default under this Deed of Trust. Any proceeds which have not been disbursed within 180 days after their receipt and which Lender has not committed to the repair or restoration of the Property shall be used first to pay any amount owing to Lender under this Deed of Trust, then to pay accrued interest, and the remainder, if any, shall be applied to the principal balance of the indebtedness. If Lender holds any proceeds after payment in full of the indebtedness, such proceeds shall be paid to Grantor as Grantor's interests may appear.

Grantor's Report on Insurance. Upon request of Lender, however not more than once a year, Grantor shall furnish to Lender a report on each existing policy of insurance showing: (1) the name of the insurer; (2) the risks insured; (3) the amount of the policy; (4) the property insured, the then current replacement value of such property, and the manner of determining that value; and (5) the expiration date of the policy. Grantor shall, upon request of Lender, have an independent appraiser satisfactory to Lender determine the cash value replacement cost of the Property.

LENDER'S EXPENDITURES. If any action or proceeding is commenced that would materially affect Lender's interest in the Property or if Grantor fails to comply with any provision of this Deed of Trust or any Related Documents, including but not limited to Grantor's failure to discharge or pay when due any amounts Grantor is required to discharge or pay under this Deed of Trust or any Related Documents, Lender on Grantor's behalf may (but shall not be obligated to) take any action that Lender deems appropriate, including but not limited to discharging or paying all taxes, liens, security interests, encumbrances and other claims, at any time levied or placed on the Property and paying all costs for insuring, maintaining and preserving the Property. All such expenditures incurred or paid by Lender for such purposes will then bear interest at the rate charged under the Note from the date incurred or paid by Lender to the date of repayment by Grantor. All such expenses will become a part of the indebtedness and, at Lender's option, will (A) be payable on demand; (B) be added to the balance of the Note and be apportioned among and be payable with any installment payments to become due during either (1) the term of any applicable insurance policy; or (2) the remaining term of the Note; or (C) be treated as a balloon payment which will be due and payable at the Note's maturity. The Deed of Trust also will secure payment of these amounts. Such right shall be in addition to all other rights and remedies to which Lender may be entitled upon Default.

WARRANTY; DEFENSE OF TITLE. The following provisions relating to ownership of the Property are a part of this Deed of Trust:

Title. Grantor warrants that: (a) Grantor holds good and marketable title of record to the Property in fee simple, free and clear of all liens and encumbrances other than those set forth in the Real Property description or in any title insurance policy, title report, or final title opinion issued in favor of, and accepted by, Lender in connection with this Deed of Trust; and (b) Grantor has the full right, power, and authority to execute and deliver this Deed of Trust to Lender.

Defense of Title. Subject to the exception in the paragraph above, Grantor warrants and will forever defend the title to the Property against the lawful claims of all persons. In the event any action or proceeding is commenced that questions Grantor's title or the interest of Trustee or Lender under this Deed of Trust, Grantor shall defend the action at Grantor's expense. Grantor may be the nominal party in such proceeding, but Lender shall be entitled to participate in the proceeding and to be represented in the proceeding by counsel of Lender's own choice, and Grantor will deliver, or cause to be delivered, to Lender such instruments as Lender may request from time to time to permit such participation.

Compliance With Laws. Grantor warrants that the Property and Grantor's use of the Property complies with all existing applicable laws, ordinances, and regulations of governmental authorities.

Survival of Representations and Warranties. All representations, warranties, and agreements made by Grantor in this Deed of Trust shall survive the execution and delivery of this Deed of Trust, shall be continuing in nature, and shall remain in full force and effect until such time as Borrower's indebtedness shall be paid in full.

CONDEMNATION. The following provisions relating to condemnation proceedings are a part of this Deed of Trust:

Proceedings. If any proceeding in condemnation is filed, Grantor shall promptly notify Lender in writing, and Grantor shall promptly take such steps as may be necessary to defend the action and obtain the award. Grantor may be the nominal party in such proceeding, but Lender shall be entitled to participate in the proceeding and to be represented in the proceeding by counsel of its own choice, and Grantor will deliver or cause to be delivered to Lender such instruments and documentation as may be requested by Lender from time to time to permit such participation.

Application of Net Proceeds. If all or any part of the Property is condemned by eminent domain proceedings or by any proceeding or purchase in lieu of condemnation, Lender may at its election require that all or any portion of the net proceeds of the award be applied to the indebtedness or the repair or restoration of the Property. The net proceeds of the award shall mean the award after payment of all reasonable costs, expenses, and attorneys' fees incurred by Trustee or Lender in connection with the condemnation.

IMPOSITION OF TAXES, FEES AND CHARGES BY GOVERNMENTAL AUTHORITIES. The following provisions relating to governmental taxes, fees and charges are a part of this Deed of Trust:

Current Taxes, Fees and Charges. Upon request by Lender, Grantor shall execute such documents in addition to this Deed of Trust and take whatever other action is requested by Lender to perfect and continue Lender's lien on the Real Property. Grantor shall reimburse Lender for all taxes, as described below, together with all expenses incurred in recording, perfecting or continuing this Deed of Trust, including without limitation all taxes, fees, documentary stamps, and other charges for recording or registering this Deed of Trust.

Taxes. The following shall constitute taxes to which this section applies: (1) a specific tax upon this type of Deed of Trust or upon all or any part of the indebtedness secured by this Deed of Trust; (2) a specific tax on Borrower which Borrower is authorized or required to deduct from payments on the indebtedness secured by this type of Deed of Trust; (3) a tax on this type of Deed of Trust chargeable against the Lender or the holder of the Note; and (4) a specific tax on all or any portion of the indebtedness or on payments of principal and interest made by Borrower.

Subsequent Taxes. If any tax to which this section applies is enacted subsequent to the date of this Deed of Trust, this event

**DEED OF TRUST
(Continued)**

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shall have the same effect as an Event of Default, and Lender may exercise any or all of its available remedies for an Event of Default as provided below unless Grantor either (1) pays the tax before it becomes delinquent, or (2) contests the tax as provided above in the Taxes and Liens section and deposits with Lender cash or a sufficient corporate surety bond or other security satisfactory to Lender.

SECURITY AGREEMENT; FINANCING STATEMENTS. The following provisions relating to this Deed of Trust as a security agreement are a part of this Deed of Trust:

Security Agreement. This instrument shall constitute a Security Agreement to the extent any of the Property constitutes fixtures, and Lender shall have all of the rights of a secured party under the Uniform Commercial Code as amended from time to time.

Security Interest. Upon request by Lender, Grantor shall take whatever action is requested by Lender to perfect and continue Lender's security interest in the Rents and Personal Property. In addition to recording this Deed of Trust in the real property records, Lender may, at any time and without further authorization from Grantor, file executed counterparts, copies or reproductions of this Deed of Trust as a financing statement. Grantor shall reimburse Lender for all expenses incurred in perfecting or continuing this security interest. Upon default, Grantor shall not remove, sever or detach the Personal Property from the Property. Upon default, Grantor shall assemble any Personal Property not affixed to the Property in a manner and at a place reasonably convenient to Grantor and Lender and make it available to Lender within three (3) days after receipt of written demand from Lender to the extent permitted by applicable law.

Addresses. The mailing addresses of Grantor (debtor) and Lender (secured party) from which information concerning the security interest granted by this Deed of Trust may be obtained (each as required by the Uniform Commercial Code) are as stated on the first page of this Deed of Trust.

FURTHER ASSURANCES; ATTORNEY-IN-FACT. The following provisions relating to further assurances and attorney-in-fact are a part of this Deed of Trust:

Further Assurances. At any time, and from time to time, upon request of Lender, Grantor will make, execute and deliver, or will cause to be made, executed or delivered, to Lender or to Lender's designee, and when requested by Lender, cause to be filed, recorded, refiled, or rerecorded, as the case may be, at such times and in such offices and places as Lender may deem appropriate, any and all such mortgages, deeds of trust, security deeds, security agreements, financing statements, continuation statements, instruments of further assurance, certificates, and other documents as may, in the sole opinion of Lender, be necessary or desirable in order to effectuate, complete, perfect, continue, or preserve (1) Borrower's and Grantor's obligations under the Note, this Deed of Trust, and the Related Documents, and (2) the liens and security interests created by this Deed of Trust as first and prior liens on the Property, whether now owned or hereafter acquired by Grantor. Unless prohibited by law or Lender agrees to the contrary in writing, Grantor shall reimburse Lender for all costs and expenses incurred in connection with the matters referred to in this paragraph.

Attorney-in-Fact. If Grantor fails to do any of the things referred to in the preceding paragraph, Lender may do so for and in the name of Grantor and at Grantor's expense. For such purposes, Grantor hereby irrevocably appoints Lender as Grantor's attorney-in-fact for the purpose of making, executing, delivering, filing, recording, and doing all other things as may be necessary or desirable, in Lender's sole opinion, to accomplish the matters referred to in the preceding paragraph.

FULL PERFORMANCE. Upon the full performance of all the obligations under the Note and this Deed of Trust, Trustee may, upon production of documents and fees as required under applicable law, release this Deed of Trust, and such release shall constitute a release of the lien for all such additional sums and expenditures made pursuant to this Deed of Trust. Lender agrees to cooperate with Grantor in obtaining such release and releasing the other collateral securing the Indebtedness. Any release fees required by law shall be paid by Grantor, if permitted by applicable law.

EVENTS OF DEFAULT. Each of the following, at Lender's option, shall constitute an Event of Default under this Deed of Trust:

Payment Default. Borrower fails to make any payment when due under the Indebtedness.

Other Defaults. Borrower or Grantor fails to comply with or to perform any other term, obligation, covenant or condition contained in this Deed of Trust or in any of the Related Documents or to comply with or to perform any term, obligation, covenant or condition contained in any other agreement between Lender and Borrower or Grantor.

Compliance Default. Failure to comply with any other term, obligation, covenant or condition contained in this Deed of Trust, the Note or in any of the Related Documents.

Default on Other Payments. Failure of Grantor within the time required by this Deed of Trust to make any payment for taxes or insurance, or any other payment necessary to prevent filing of or to effect discharge of any lien.

Default in Favor of Third Parties. Should Borrower or any Grantor default under any loan, extension of credit, security agreement, purchase or sales agreement, or any other agreement, in favor of any other creditor or person that may materially affect any of Borrower's or any Grantor's property or Borrower's ability to repay the Indebtedness or Borrower's or Grantor's ability to perform their respective obligations under this Deed of Trust or any of the Related Documents.

False Statements. Any warranty, representation or statement made or furnished to Lender by Borrower or Grantor or on Borrower's or Grantor's behalf under this Deed of Trust or the Related Documents is false or misleading in any material respect, either now or at the time made or furnished or becomes false or misleading at any time thereafter.

Defective Collateralization. This Deed of Trust or any of the Related Documents ceases to be in full force and effect (including failure of any collateral document to create a valid and perfected security interest or lien) at any time and for any reason.

Death or Insolvency. The death of Borrower or Grantor, the insolvency of Borrower or Grantor, the appointment of a receiver for any part of Borrower's or Grantor's property, any assignment for the benefit of creditors, any type of creditor workout, or the commencement of any proceeding under any bankruptcy or insolvency laws by or against Borrower or Grantor.

Creditor or Forfeiture Proceedings. Commencement of foreclosure or forfeiture proceedings, whether by judicial proceeding, self-help, repossession or any other method, by any creditor of Borrower or Grantor or by any governmental agency against any property securing the Indebtedness. This includes a garnishment of any of Borrower's or Grantor's accounts, including deposit accounts, with Lender. However, this Event of Default shall not apply if there is a good faith dispute by Borrower or Grantor as to the validity or reasonableness of the claim which is the basis of the creditor or forfeiture proceeding and if Borrower or Grantor gives Lender written notice of the creditor or forfeiture proceeding and deposits with Lender monies or a surety bond for the creditor or forfeiture proceeding, in an amount determined by Lender, in its sole discretion, as being an adequate reserve or bond for the dispute.

Breach of Other Agreement. Any breach by Borrower or Grantor under the terms of any other agreement between Borrower or Grantor and Lender that is not remedied within any grace period provided therein, including without limitation any agreement concerning any Indebtedness or other obligation of Borrower or Grantor to Lender, whether existing now or later.

Events Affecting Guarantor. Any of the preceding events occurs with respect to any guarantor, endorser, surety, or accommodation party of any of the Indebtedness or any guarantor, endorser, surety, or accommodation party dies or becomes incompetent, or revokes or disputes the validity of, or liability under, any Guaranty of the Indebtedness.

Adverse Change. A material adverse change occurs in Borrower's or Grantor's financial condition, or Lender believes the prospect of payment or performance of the Indebtedness is impaired.

Insecurity. Lender in good faith believes itself insecure.

**DEED OF TRUST
(Continued)**

Right to Cure. If any default, other than a default in payment, is curable and if Grantor has not been given a notice of a breach of the same provision of this Deed of Trust within the preceding twelve (12) months, it may be cured if Grantor, after Lender sends written notice to Borrower demanding cure of such default: (1) cures the default within thirty (30) days; or (2) if the cure requires more than thirty (30) days, immediately initiates steps which Lender deems in Lender's sole discretion to be sufficient to cure the default and thereafter continues and completes all reasonable and necessary steps sufficient to produce compliance as soon as reasonably practical.

RIGHTS AND REMEDIES ON DEFAULT. If an Event of Default occurs under this Deed of Trust, at any time thereafter, Trustee or Lender may exercise any one or more of the following rights and remedies:

Election of Remedies. Election by Lender to pursue any remedy shall not exclude pursuit of any other remedy, and an election to make expenditures or to take action to perform an obligation of Grantor under this Deed of Trust, after Grantor's failure to perform, shall not affect Lender's right to declare a default and exercise its remedies.

Accelerate Indebtedness. Lender shall have the right at its option without notice to Borrower or Grantor to declare the entire Indebtedness immediately due and payable, including any prepayment penalty which Borrower would be required to pay.

Foreclosure. Lender shall have the right to cause all or any part of the Real Property, and Personal Property, if Lender decides to proceed against it as if it were real property, to be sold by the Trustee according to the laws of the State of Colorado as respects foreclosures against real property. The Trustee shall give notice in accordance with the laws of Colorado. The Trustee shall apply the proceeds of the sale in the following order: (a) to all costs and expenses of the sale, including but not limited to Trustee's fees, attorneys' fees, and the cost of title evidence; (b) to all sums secured by this Deed of Trust; and (c) the excess, if any, to the person or persons legally entitled to the excess.

UCC Remedies. With respect to all or any part of the Personal Property, Lender shall have all the rights and remedies of a secured party under the Uniform Commercial Code.

Collect Rents. Lender shall have the right, without notice to Borrower or Grantor to take possession of and manage the Property and collect the Rents, including amounts past due and unpaid, and apply the net proceeds, over and above Lender's costs, against the Indebtedness. In furtherance of this right, Lender may require any tenant or other user of the Property to make payments of rent or use fees directly to Lender. If the Rents are collected by Lender, then Grantor irrevocably designates Lender as Grantor's attorney-in-fact to endorse instruments received in payment thereof in the name of Grantor and to negotiate the same and collect the proceeds. Payments by tenants or other users to Lender in response to Lender's demand shall satisfy the obligations for which the payments are made, whether or not any proper grounds for the demand existed. Lender may exercise its rights under this subparagraph either in person, by agent, or through a receiver.

Appoint Receiver. Lender shall have the right to have a receiver appointed to take possession of all or any part of the Property, with the power to protect and preserve the Property, to operate the Property preceding foreclosure or sale, and to collect the Rents from the Property and apply the proceeds, over and above the cost of the receivership, against the Indebtedness. The receiver may serve without bond if permitted by law. Lender's right to the appointment of a receiver shall exist whether or not the apparent value of the Property exceeds the Indebtedness by a substantial amount. Employment by Lender shall not disqualify a person from serving as a receiver. Receiver may be appointed by a court of competent jurisdiction upon ex parte application and without notice, notice being expressly waived.

Tenancy at Sufferance. If Grantor remains in possession of the Property after the Property is sold as provided above or Lender otherwise becomes entitled to possession of the Property upon default of Borrower or Grantor, Grantor shall become a tenant at sufferance of Lender or the purchaser of the Property and shall, at Lender's option, either (1) pay a reasonable rental for the use of the Property, or (2) vacate the Property immediately upon the demand of Lender.

Other Remedies. Trustee or Lender shall have any other right or remedy provided in this Deed of Trust or the Note or available at law or in equity.

Sale of the Property. In exercising its rights and remedies, Lender shall be free to designate on or before it files a notice of election and demand with the Trustee, that the Trustee sell all or any part of the Property together or separately, in one sale or by separate sales. Lender shall be entitled to bid at any public sale on all or any portion of the Property. Upon any sale of the Property, whether made under a power of sale granted in this Deed of Trust or pursuant to judicial proceedings, if the holder of the Note is a purchaser at such sale, it shall be entitled to use and apply all, or any portion of, the Indebtedness for or in settlement or payment of all, or any portion of, the purchase price of the Property purchased, and, in such case, this Deed of Trust, the Note, and any documents evidencing expenditures secured by this Deed of Trust shall be presented to the person conducting the sale in order that the amount of Indebtedness so used or applied may be credited thereon as having been paid.

Attorneys' Fees; Expenses. If Lender forecloses or institutes any suit or action to enforce any of the terms of this Deed of Trust, Lender shall be entitled to recover such sum as the court may adjudge reasonable as attorneys' fees at trial and upon any appeal. Whether or not any court action is involved, and to the extent not prohibited by law, all reasonable expenses Lender incurs that in Lender's opinion are necessary at any time for the protection of its interest or the enforcement of its rights shall become a part of the Indebtedness payable on demand and shall bear interest at the Note rate from the date of the expenditure until repaid. Expenses covered by this paragraph include, without limitation, however subject to any limits under applicable law, Lender's attorneys' fees whether or not there is a lawsuit, including attorneys' fees and expenses for bankruptcy proceedings (including efforts to modify or vacate any automatic stay or injunction), appeals, and any anticipated post-judgment collection services, the cost of searching records, obtaining title reports (including foreclosure reports), surveyors' reports, and appraisal fees, title insurance, and fees for the Trustee, to the extent permitted by applicable law. Grantor also will pay any court costs, in addition to all other sums provided by law.

Rights of Trustee. To the extent permitted by applicable law, Trustee shall have all of the rights and duties of Lender as set forth in this section.

NOTICES. Any notice required to be given under this Deed of Trust, including without limitation any notice of default and any notice of sale shall be given in writing, and shall be effective when actually delivered, when actually received by telefacsimile (unless otherwise required by law), when deposited with a nationally recognized overnight courier, or, if mailed, when deposited in the United States mail, as first class, certified or registered mail postage prepaid, directed to the addresses shown near the beginning of this Deed of Trust. All copies of notices of foreclosure from the holder of any lien which has priority over this Deed of Trust shall be sent to Lender's address, as shown near the beginning of this Deed of Trust. Any party may change its address for notices under this Deed of Trust by giving formal written notice to the other parties, specifying that the purpose of the notice is to change the party's address. For notice purposes, Grantor agrees to keep Lender informed at all times of Grantor's current address. Unless otherwise provided or required by law, if there is more than one Grantor, any notice given by Lender to any Grantor is deemed to be notice given to all Grantors.

MISCELLANEOUS PROVISIONS. The following miscellaneous provisions are a part of this Deed of Trust:

Amendments. This Deed of Trust, together with any Related Documents, constitutes the entire understanding and agreement of the parties as to the matters set forth in this Deed of Trust. No alteration or amendment to this Deed of Trust shall be effective unless given in writing and signed by the party or parties sought to be charged or bound by the alteration or amendment.

Annual Reports. If the Property is used for purposes other than Grantor's residence, Grantor shall furnish to Lender, upon request, a certified statement of net operating income received from the Property during Grantor's previous fiscal year in such form and detail as Lender shall require. "Net operating income" shall mean all cash receipts from the Property less all cash

**DEED OF TRUST
(Continued)**

expenditures made in connection with the operation of the Property.

Caption Headings. Caption headings in this Deed of Trust are for convenience purposes only and are not to be used to interpret or define the provisions of this Deed of Trust.

Merger. There shall be no merger of the interest or estate created by this Deed of Trust with any other interest or estate in the Property at any time held by or for the benefit of Lender in any capacity, without the written consent of Lender.

Governing Law. This Deed of Trust will be governed by federal law applicable to Lender and, to the extent not preempted by federal law, the laws of the State of Colorado without regard to its conflicts of law provisions. This Deed of Trust has been accepted by Lender in the State of Colorado.

Choice of Venue. If there is a lawsuit, Grantor agrees upon Lender's request to submit to the jurisdiction of the courts of Mesa County, State of Colorado.

Joint and Several Liability. All obligations of Borrower and Grantor under this Deed of Trust shall be joint and several, and all references to Borrower shall mean each and every Grantor, and all references to Borrower shall mean each and every Borrower. This means that each Grantor signing below is responsible for all obligations in this Deed of Trust.

No Waiver by Lender. Lender shall not be deemed to have waived any rights under this Deed of Trust unless such waiver is given in writing and signed by Lender. No delay or omission on the part of Lender in exercising any right shall operate as a waiver of such right or any other right. A waiver by Lender of a provision of this Deed of Trust shall not prejudice or constitute a waiver of Lender's right otherwise to demand strict compliance with that provision or any other provision of this Deed of Trust. No prior waiver by Lender, nor any course of dealing between Lender and Grantor, shall constitute a waiver of any of Lender's rights or of any of Grantor's obligations as to any future transactions. Whenever the consent of Lender is required under this Deed of Trust, the granting of such consent by Lender in any instance shall not constitute continuing consent to subsequent instances where such consent is required and in all cases such consent may be granted or withheld in the sole discretion of Lender.

Severability. If a court of competent jurisdiction finds any provision of this Deed of Trust to be illegal, invalid, or unenforceable as to any person or circumstance, that finding shall not make the offending provision illegal, invalid, or unenforceable as to any other person or circumstance. If feasible, the offending provision shall be considered modified so that it becomes legal, valid and enforceable. If the offending provision cannot be so modified, it shall be considered deleted from this Deed of Trust. Unless otherwise required by law, the illegality, invalidity, or unenforceability of any provision of this Deed of Trust shall not affect the legality, validity or enforceability of any other provision of this Deed of Trust.

Successors and Assigns. Subject to any limitations stated in this Deed of Trust on transfer of Grantor's interest, this Deed of Trust shall be binding upon and inure to the benefit of the parties, their successors and assigns. If ownership of the Property becomes vested in a person other than Grantor, Lender, without notice to Grantor, may deal with Grantor's successors with reference to this Deed of Trust and the Indebtedness by way of forbearance or extension without releasing Grantor from the obligations of this Deed of Trust or liability under the Indebtedness.

Time is of the Essence. Time is of the essence in the performance of this Deed of Trust.

Weive Jury. All parties to this Deed of Trust hereby waive the right to any jury trial in any action, proceeding, or counterclaim brought by any party against any other party.

Waiver of Homestead Exemption. Grantor hereby releases and waives all rights and benefits of the homestead exemption laws of the State of Colorado as to all Indebtedness secured by this Deed of Trust.

DEFINITIONS. The following capitalized words and terms shall have the following meanings when used in this Deed of Trust. Unless specifically stated to the contrary, all references to dollar amounts shall mean amounts in lawful money of the United States of America. Words and terms used in the singular shall include the plural, and the plural shall include the singular, as the context may require. Words and terms not otherwise defined in this Deed of Trust shall have the meanings attributed to such terms in the Uniform Commercial Code:

Beneficiary. The word "Beneficiary" means Timberline Bank, and its successors and assigns.

Borrower. The word "Borrower" means GREGORY D COLE and RHONDA LEIGH COLE and includes all co-signers and co-makers signing the Note and all their successors and assigns.

Deed of Trust. The words "Deed of Trust" mean this Deed of Trust among Grantor, Lender, and Trustee, and includes without limitation all assignment and security interest provisions relating to the Personal Property and Rents.

Default. The word "Default" means the Default set forth in this Deed of Trust in the section titled "Default".

Environmental Laws. The words "Environmental Laws" mean any and all state, federal and local statutes, regulations and ordinances relating to the protection of human health or the environment, including without limitation the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C. Section 9601, et seq. ("CERCLA"), the Superfund Amendments and Reauthorization Act of 1986, Pub. L. No. 99-499 ("SARA"), the Hazardous Materials Transportation Act, 49 U.S.C. Section 1801, et seq., the Resource Conservation and Recovery Act, 42 U.S.C. Section 6901, et seq., or other applicable state or federal laws, rules, or regulations adopted pursuant thereto.

Event of Default. The words "Event of Default" mean any of the events of default set forth in this Deed of Trust in the events of default section of this Deed of Trust.

Grantor. The word "Grantor" means GREGORY DEAN COLE and RHONDA LEIGH COLE.

Guaranty. The word "Guaranty" means the guaranty from guarantor, endorser, surety, or accommodation party to Lender, including without limitation a guaranty of all or part of the Note.

Hazardous Substances. The words "Hazardous Substances" mean materials that, because of their quantity, concentration or physical, chemical or infectious characteristics, may cause or pose a present or potential hazard to human health or the environment when improperly used, treated, stored, disposed of, generated, manufactured, transported or otherwise handled. The words "Hazardous Substances" are used in their very broadest sense and include without limitation any and all hazardous or toxic substances, materials or waste as defined by or listed under the Environmental Laws. The term "Hazardous Substances" also includes, without limitation, petroleum and petroleum by-products or any fraction thereof and asbestos.

Improvements. The word "Improvements" means all existing and future improvements, buildings, structures, mobile homes affixed on the Real Property, facilities, additions, replacements and other construction on the Real Property.

Indebtedness. The word "Indebtedness" means all principal, interest, and other amounts, costs and expenses payable under the Note or Related Documents, together with all renewals of, extensions of, modifications of, consolidations of and substitutions for the Note or Related Documents and any amounts expended or advanced by Lender to discharge Grantor's obligations or expenses incurred by Trustee or Lender to enforce Grantor's obligations under this Deed of Trust, together with interest on such amounts as provided in this Deed of Trust.

Lender. The word "Lender" means Timberline Bank, its successors and assigns.

Note. The word "Note" means the promissory note dated October 9, 2015, in the original principal amount of \$125,600.00 from Borrower to Lender, together with all renewals of, extensions of, modifications of, refinancings of,

Grand Junction Fire Department New Development Fire Flow Form

Instructions to process the application: Step 1) Applicant's engineer should first fill out all items in Section A. Step 2) Deliver/mail this form to the appropriate water purveyor.¹ The water supplier signs and provides the required information of Section B. Step 3) Deliver/mail the completed and fully signed form to the City or County Planning Department.²

SECTION A

Date: 1-16-18

Project Name: RV Storage

Project Street Address: 519 30 Rd. GJ. Co. 81504

Assessor's Tax Parcel Number: 2943-084-00-031

Project Owner Name: Greg Cole

City or County project file #: _____

Name of Water Purveyor: _____

Applicant Name/Phone Number: 970-261-9633

Applicant E-mail: pdagregc@gmail.com

1. If the project includes one or more one or two-family dwelling(s):
 - a. The maximum fire area (see notes below) for each one or two family dwelling will be _____ square feet.
 - b. All dwelling units will , will not include an approved automatic sprinkler system.
Comments: _____
2. If the project includes a building other than one and two-family dwelling(s):
 - a. List the fire area and type of construction (See International Building Code [IBC] for all buildings used to determine the minimum fire flow requirements:

 - b. List each building that will be provided with an approved fire sprinkler system:

3. List the minimum fire flow required for this project (based on Appendix B and C in the International Fire Code [IFC]):

Comments: _____

Note:

Fire Area: The aggregate floor area enclosed and bounded by fire walls, fire barriers, exterior walls or horizontal assemblies of a building. Areas of the building not provided with surrounding walls shall be included in the fire area if such areas are included within the horizontal projection of the roof or floor next above.

Fire Flow Rule: The City's Fire Code³ sets minimum fire flows for all structures. In general, at least 1000 g.p.m. at 20 p.s.i. is required for residential one or two family dwellings up to 3,600 square feet (sf) of fire area. For dwellings greater than 3,600 sf of fire area or all commercial structures, the minimum fire flow is 1,500 gpm at 20 p.s.i. (See Fire Flow Guidance Packet⁴). Inadequate fire flows are normally due to water supply pipes that are too small or too little water pressure, or a combination of both.

Applicant/Project Engineer: Refer to City of Grand Junction most recently adopted IFC, Appendix B and C, [IFC 2012], to determine the minimum fire flow required for this project, based on the Water Purveyor's information (*i.e.*, location, looping and size of water lines; water pressure at the site, *etc.*) and the type, density and location of all structures. Base your professional judgment on the City approved utility plans and Water Provider information shown on this Form. Each time the utility plans/other information relating to treated water changes, resubmit this form just as you did the first time.

End of Section A. Section B continues on the next page

Grand Junction Fire Department New Development Fire Flow Form

SECTION B

[To be completed by the Water Supplier]

Attach fire flow test data for the hydrants

Failure to attach the fire flow test data and/or diagram may delay your project review.

- 1. Circle the name of the water supplier: Ute Clifton Grand Junction
- 2. List the approximate location, type and size of supply lines for this project, or attach a map with the same information:
See the attached map.

- 3. Attach the fire flow test data @ 20 p.s.i. for the fire hydrants nearest to the development/project that must be use to determine available fire flow. Test data is to be completed within the previous 12 months or year. Identify the fire hydrants used to determine the fire flow:

See the attached flow test results.

[Or: 1. attach a map or diagram with the same information, or 2. attach a map/diagram with flow modeling information.]

- 4. If new lines are needed (or if existing lines must be looped) to supply the required fire flows, or if more information is needed to state the available minimum g.p.m. @ 20 p.s.i. residual pressure, please list what the applicant/developer must do or obtain:

Print Name and Title of Water Supplier Employee completing this Form:

Robert Yates - Fire Hydrants Division

Date: April 6, 2018

Contact phone/E-mail of Water Supplier: hydrant@utewater.org (970) 256-2882

Note: Based on the facts and circumstances, the Fire Chief may require the applicant/developer to engage an engineer⁵ to verify/certify that the proposed water system improvements, as reflected in the approved utility plans submitted in support of the application/development, will provide the minimum fire flows to all structures in this project. If required, a State of Colorado Licensed Professional Engineer shall submit a complete stamped-seal report to the Grand Junction Fire Department. All necessary support documentation shall be included.

¹ There are three drinking water suppliers: Ute Water 970-242-7491, Clifton Water 970-434-7328 and City of Grand Junction water 970-244-1572.

² Address: City – 250 N 5th St, Grand Junction, CO 81501; County – PO Box 20000, Grand Junction, CO 81502

³ International Fire Code, 2012 Edition

⁴ <http://www.gjcity.org/residents/public-safety/fire-department/fire-prevention-and-contractors/>

⁵ City Code defines engineer as one who is licensed as a P.E. by the state of Colorado.

Fire Flow Hydrant Master With Graph

Report Generated by: IMS by Hurco Technologies Inc.

Page: 1



Company Name: Ute Water Conservancy District
Address: 2190 H 1/4 Rd
City: Grand Junction
State: Colorado
Zip: 81505

Test Date: 1/22/18 2:00 pm

| NFPA Classification: | |
|----------------------|----|
| Blue | AA |
| 8022.12 | |

Test did not reach recommended drop of 25% per NFPA 291

Work Order: 674
Operator: Robert/Dusty

Test Hydrant: 3/4 " Meter
Address: _____
Cross Street: _____
Location: _____
District: _____
Sub-Division: _____

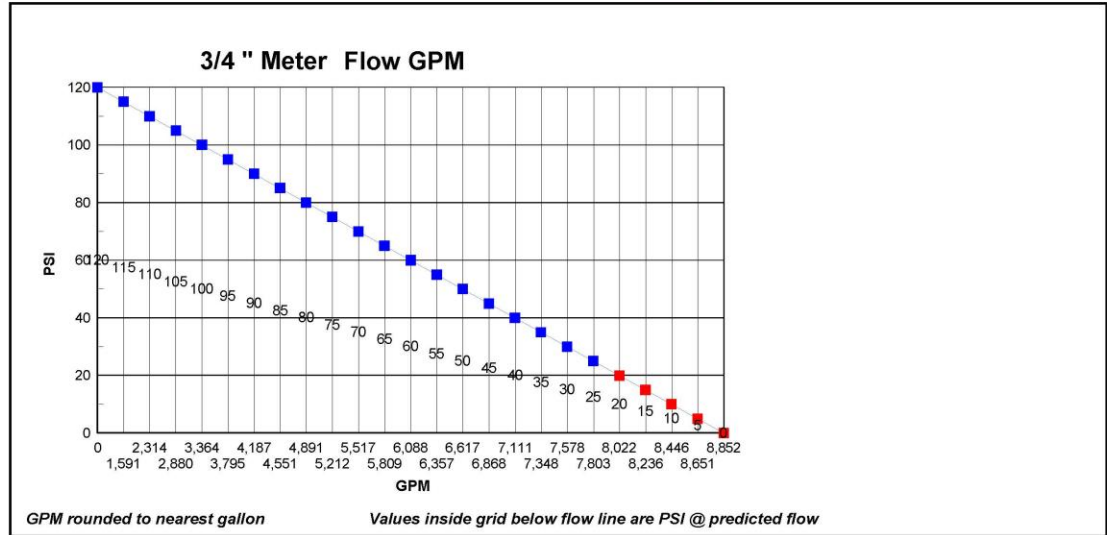
Latitude: _____
Longitude: _____
Elevation: _____
State X / Y: _____ / _____

Pumpers: _____ **Nozzles:** _____ **Open Dir:** _____

Manuf: _____ **Installed:** _____ **Vandal Proof:** _____
Model: _____ **Main Size:** _____ **Bury Depth:** _____

| | <u>Flow Hydrant</u> | <u>Flow Device</u> | <u>Diameter</u> | <u>GPM</u> | <u>Gallon Used</u> |
|----|---------------------|--------------------|-----------------|------------|--------------------|
| 1: | 2682 | 2.5" Hose Monster | 2.50 | 1591.23 | 7956.15 |
| 2: | | | | | |
| 3: | | | | | |
| 4: | | | | | |
| 5: | | | | | |

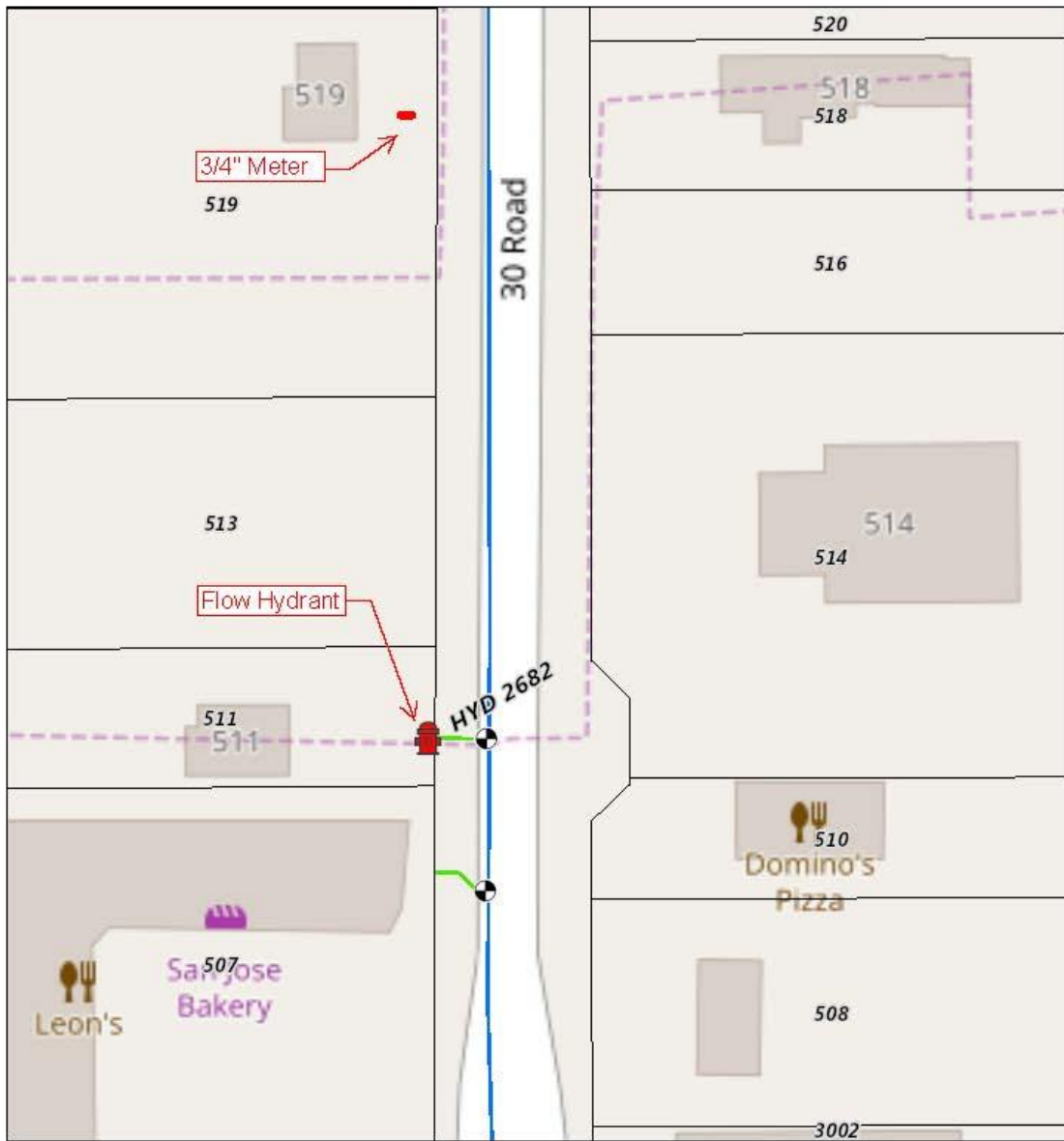
| | |
|----------------------------------|----------------------------------------|
| Pitot / Nozzle PSI: 89.00 | Total Gallons Used: 7956.15 |
| Static PSI: 120.00 | Max GPM during test: 1,591.23 |
| Residual PSI: 115.00 | Elapsed Time Min:Sec: 5 : 0 |
| Percent Drop: 4.17 | Predicted GPM @ 20 PSI: 8022.12 |



Report Generated by: IMS by Hurco Technologies Inc.

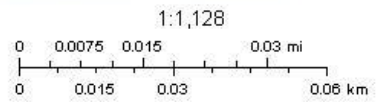
Page: 1

514 30 Rd



January 22, 2018

- | | | | | | |
|----------------------|------------------|--------------|-----------------|--|---------------------------|
| | Fire Hydrant | | Curb Stop Valve | | Lateral Lines |
| | Regulator | | Control Valve | | System Valves Maintenance |
| | Cathodic Station | | Meters | | USBR Pipeline |
| System Valves | | Mains | | | Southside Canal |
| | Gate Valve | | 12" Larger | | Parcels |
| | Ball Valve | | 8" thru 10" | | Ute Water Property |
| | Butterfly Valve | | 1" thru 4" | | Horse Mtn Pump Zone |



Map data © OpenStreetMap contributors, CC-BY-SA

met (BLM), National Operations Center (NOC), OC-530, City of Grand Junction, County of Mesa, Erie, HERE, Garmin, INCREMENT P, USGS, Bureau of Land Management, ERA, NPS, US Census Bureau, USDA

General Project Report for 519 30 Rd. Grand Junction Colorado 81504 rezone to C-1.

The area off of the house is an open dirt lot with weeds and I would like to fence it in and make it RV storage. I think the area would benefit from a secured lot instead of an open lot for people to drive through at all times of the night and weekends. The condition of the neighborhood has not changed and is surrounded by commercial and residential properties and would benefit from a clean and secure lot. There is adequate facility to serve a storage lot for all the residential properties with an HOA that will not let RV parking happen in there subdivisions or trailer parks. The area will benefit from the re zone due to the cleaning up of property and not just a dirt open lot. The area will also benefit with tax revenue.

Thanks Greg Cole (970) 261-9633

Meeting notes and attached signatures of attendees for 519 30 Rd. Grand Junction Colorado 81504 rezone to C-1.

We meet at 6:00 PM on 2/6/2018 for a neighborhood meeting on rezoning 519 30 Rd. There were 9 people that were there including me (Greg Cole). I explained that we wanted to convert the vacant land into RV storage and surround area with a 6 Ft. privacy fence and locked gate with a gravel based lot. Lois Fenton stated she thought it was a good idea and had not complaints. Kathy Bowens has storage units across the street and stated RV storage was a good idea. There was no objection from the attendees.

Sincerely, Greg Cole

Notice of Neighborhood Meeting

January 18, 2018

Dear Neighbors,

I will be holding a Neighborhood Meeting to discuss the proposed RV Storage Lot at 519 30 Rd, Grand Junction Colorado 81504. I will provide information on the planned project and will answer any questions you might have at that time. The meeting will be held on Tuesday February 6th, 2018 at 6:00 pm at 519 30 rd. Grand Junction Colorado 81504. I look forward to seeing you there.

Sincerely, Greg Cole

A handwritten signature in black ink, appearing to read 'Greg Cole', with a long horizontal flourish extending to the right.

Greg Cole

(970) 261-9633

pdagregc@gmail.com

| <u>Name</u> | <u>Address</u> | <u>phone or email</u> |
|-------------------------|--------------------------------------------------|-----------------------|
| Lori's Fenton | 513 Florence Rd. | smokie@2000@msn.com |
| Jason Fenton | 513 Florence Rd | |
| Kathy Baughman | 9985 N Ave | 970-201-2985 |
| Lori Bowers - City Rep | | 256-4033 |
| Alens & Austin Stewart | 3286 Hunter Ct Clifton CO. 81520 | (970) 361-7695 |
| Edk Coez | 1720 3 rd St | 210-4630 |
| Greg Cole | 3662 6 th 1/2 Rd Palisade Co 81526 | 261-9633 |
| Debbie Stewart | 499 Moonlight Ct. Grand Junction, CO | 361-7222 |
| John Stewart | 429 moonlight ct Grand Junction, CO | 433-5706 |



Mesa County Treasurer Tax Receipt

| Account | Parcel Number | Receipt Date | Receipt Number |
|---------|---------------|--------------|---------------------|
| R034989 | 294308400031 | Apr 20, 2018 | 2018-04-20-VP-10579 |

COLE GREGORY DEAN
 3662 4/10 RD
 PALISADE, CO 81526

| Situs Address | Payor |
|---------------|---------------------------------------------------------|
| 519 30 RD | COLE GREGORY DEAN 3662 4/10 RD PALISADE, CO 81526 |

Legal Description
 BEG 840FT N OF SE COR SEC 8 1S 1E N 200FT W 330FT S 200FT E TO BEG EXC E 50FT FOR ROW 20FT
 WHICH IS DESC IN B-1421 P-569 OF MESA CO RECORDS

| Property Code | | Actual | Assessed | Year | Area | Mill Levy |
|--------------------|--------|---------|----------|------|-------|-----------|
| SINGLE FAMILY LAND | - 1112 | 65,000 | 4,680 | 2017 | 10301 | 71.001 |
| SINGLE FAMILY IMP | - 1212 | 115,300 | 8,300 | 2017 | 10301 | 71.001 |

| Payments Received | | |
|-------------------|--|----------|
| Check | | \$460.80 |
| Check # 1483 | | |

| Payments Applied | | | | | |
|------------------|---------|----------|----------------|---------------------------------------|---------------|
| Year | Charges | Billed | Prior Payments | New Payments | Balance |
| 2017 | Tax | \$921.60 | \$460.80 | \$460.80 | \$0.00 |
| | | | | \$460.80 | \$0.00 |
| | | | | Balance Due as of Apr 20, 2018 | \$0.00 |

Thank you for your payment.

PLANNING COMMISSION AGENDA ITEM

Project Name: 519 30 Road Rezone

Applicant: Greg Cole, Owner

Representative: Greg Cole

Address: 519 30 Road

Zoning: B-1 (Neighborhood Business) to C-1 (Light Commercial)

Staff: Lori V. Bowers

File No. RZN-2018-209

Date: April 26, 2018

I. SUBJECT

Consider a request by Greg Cole to rezone property at 519 30 Road or 1.28 acres from B-1 (Neighborhood Business) to C-1 (Light Commercial).

II. EXECUTIVE SUMMARY

The Applicant, Greg Cole, is requesting a rezone of 1.28 acres of property located at 519 30 Road from B-1 (Neighborhood Business) to C-1 (Light Commercial). The purpose of the request is to rezone the property to a higher zoning designation to enable the development of an RV and boat storage yard. The proposed zoning of C-1 implements the Comprehensive Plan Future Land Use Map, which designates the property as Commercial.

III. BACKGROUND

The Applicant is requesting to rezone 1.28 acres from B-1 (Neighborhood Business) to C-1 (Light Commercial) for the property located at 519 30 Road. The requested rezone is to enable the future development of a boat and RV storage yard. The property which is presently zoned B-1 (Neighborhood Business). The site is currently occupied by a single-family residence that the owner is currently using as an office. The property owner is requesting review of the rezone application prior to submittal of a minor site plan review for the desired use of the property as RV and boat storage yard. The proposed zoning of C-1 implements the Comprehensive Plan Future Land Use Map, which has designated the property as Commercial. The property is also located within a Mixed Use Corridor which allows for an Applicant to seek a form-based zone district. The Applicant, however, does not wish to rezone the property to a form based district. The Mixed Use Opportunity Corridor overlays other future land use designations as shown on the Comprehensive Plan Future Land Use Map that allow for the Applicant to seek other zone districts which implement the underlying future land use designations, including in this case the C-1 (Light Commercial) zone district.

Adjacent properties to the south are zoned B-1 (Neighborhood Business). Properties across 30 Road are zoned C-1 (Light Commercial). The property directly north is still in unincorporated Mesa County and is zoned B-2 (Concentrated Business District). Directly west is a residential neighborhood under county jurisdiction, zoned RMF-8 (Residential Multi-Family District)

IV. NOTIFICATION REQUIREMENTS

A Neighborhood Meeting was held on February 6, 2018 consistent with the requirements of Section 21.02.080 (e) of the Zoning and Development Code. Seven citizens attended the meeting along with the applicant and City Staff. The Applicant discussed the proposed rezoning request and his anticipated type of development for the property if the rezoning is approved. He provided information about his proposal and some history about the site. Area residents who attended did not have any major concerns with the proposal and agreed that it would clean up the area and prevent the trespassing that has been occurring. To date, the City has not received any public comments concerning the proposed rezone.

Notice was completed consistent to the provisions in Section 21.02.080 (g) of the City's Zoning and Development Code. Mailed notice of the application submittal, in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on May 9, 2018. The subject property was posted with an application sign on April 30, 2018 and notice of the public hearing was published May 15, 2018 in the Grand Junction Sentinel.

V. ANALYSIS

Pursuant to Section 21.02.140 (a) of the Grand Junction Zoning and Development Code, the City may rezone property if the proposed changes are consistent with the vision, goals and policies of the Comprehensive Plan and must meet one or more of the following rezone criteria as identified:

(1) Subsequent events have invalidated the original premises and findings; and/or

The property owner wishes to rezone the property to a higher intensity zone district and develop the property with an RV and boat storage yard. An outdoor storage facility is considered an appropriate development within the existing Commercial category of the Comprehensive Plan. However, because there are no significant events that have occurred since the annexation of the property in 2008 and zoned to B-1, there is no specific event that has invalidated the original premise, staff is unable to find that this this criterion has been met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or

The area surrounding the subject parcel is currently has a mix of uses in the area. Single-family detached homes are on the west side. Directly to the north is a single-family residence that is being utilized as an automobile repair shop that is zoned B-2 (Concentrated Business District) under Mesa county regulations. To the south, the existing City zoning is B-1 (Neighborhood Business), and the adjacent use is multi-family. Further south is small retail shopping center and a convenience store. On the east side of 30 Road, the parcels within the City limits are zoned C-1 (Light Commercial). The parcels outside the City limits are zoned County B-2 (Concentrated Business District) with uses such as a car wash and a restaurant.

Staff has not found that the character of the area has changed and therefore finds this criterion has not been met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

Adequate public and community facilities and services are available to the property and are sufficient to serve the proposed land uses associated with the C-1 zone district. Ute Water and City sanitary sewer are both presently available in 30 Road and currently serve the property. The property can also be served by Xcel Energy natural gas and electric. A fire hydrant is located within 190 feet of the property on the same side of the road. Due to the proximity and availability of services and facilities, staff finds this criterion has been met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

The community as a whole has more than 1,129 acres of C-1 zoned land but comprises only six percent of the total zoned acres within the City. Further there is a limited amount of C-1 zoned property in this area of the community with only 13 other C-1 zoned parcels being located within 1.15 miles of this property. Because of a lack of supply in this part of the community, staff has found that an inadequate supply of suitability designated land is available in this area of the community and therefore has found this criterion has been met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

The area and community, in general, would derive benefits from the proposed rezone of this property as it would add more commercial opportunities as well as different intensity of commercial uses to this mixed use area. This principle is supported and encouraged by the Comprehensive Plan and furthers the goal of promoting infill development. The proposed rezone will also provide the City with land that may be developed at an increased intensity for future commercial development. This increase of zoning intensity may also provide, when developed, residents with a secured storage area for recreational vehicles that are currently not allowed to be stored on City streets or within the front yard setback of residential properties. C-1 zoned properties must have a minimum lot size of 20,000 square feet. This property exceeds the minimum square footage required. C-1 zoning requires appropriate screening and buffering from other uses and other zoning designations. Any new use will require appropriate screening, buffering and appropriate setbacks per the Code. Because the community and area will derive benefits, staff has found this criterion has been met.

Section 21.02.140 of the Grand Junction Zoning and Development Code states that the City may rezone property if the proposed changes are consistent with the vision, goals and policies of the Comprehensive Plan.

Future Land Use Map:

The Comprehensive Plan Future Land Use Map designates the property as Commercial. The request for C-1 (Light Commercial) zone district is consistent with the commercial designation and works to implement the Comprehensive Plan. The proposed rezone creates an opportunity for ordered and balanced growth spread throughout the community (Goal 3). The Comprehensive Plan's Goal 6 encourages preservation and appropriate reuse. This underutilized piece of property will likely be developed with a needed use and will allow more potential development should the proposed use of an RV storage yard either not be developed or be redeveloped in the future. Goal 7: New development adjacent to existing development (of a different density/unit type/land use type) should transition itself by incorporating appropriate buffering. C-1 zoning requires such buffering, screening and appropriate setbacks from existing developments. Staff believes this is an appropriate location for increased intensity with the required screening and buffering requirements of the C-1 zone district.

VI. STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the 519 30 Road Rezone application, RZN-2018-209, a request to rezone from B-1 (Neighborhood Business) to C-1 (Light Commercial), the following findings of fact and conclusions have been determined:

1. The requested rezone is consistent with the goals and policies of the Comprehensive Plan.
2. In accordance with Section 21.02.140 of the Zoning and Development Code, the application meets one or more of the rezone criteria.

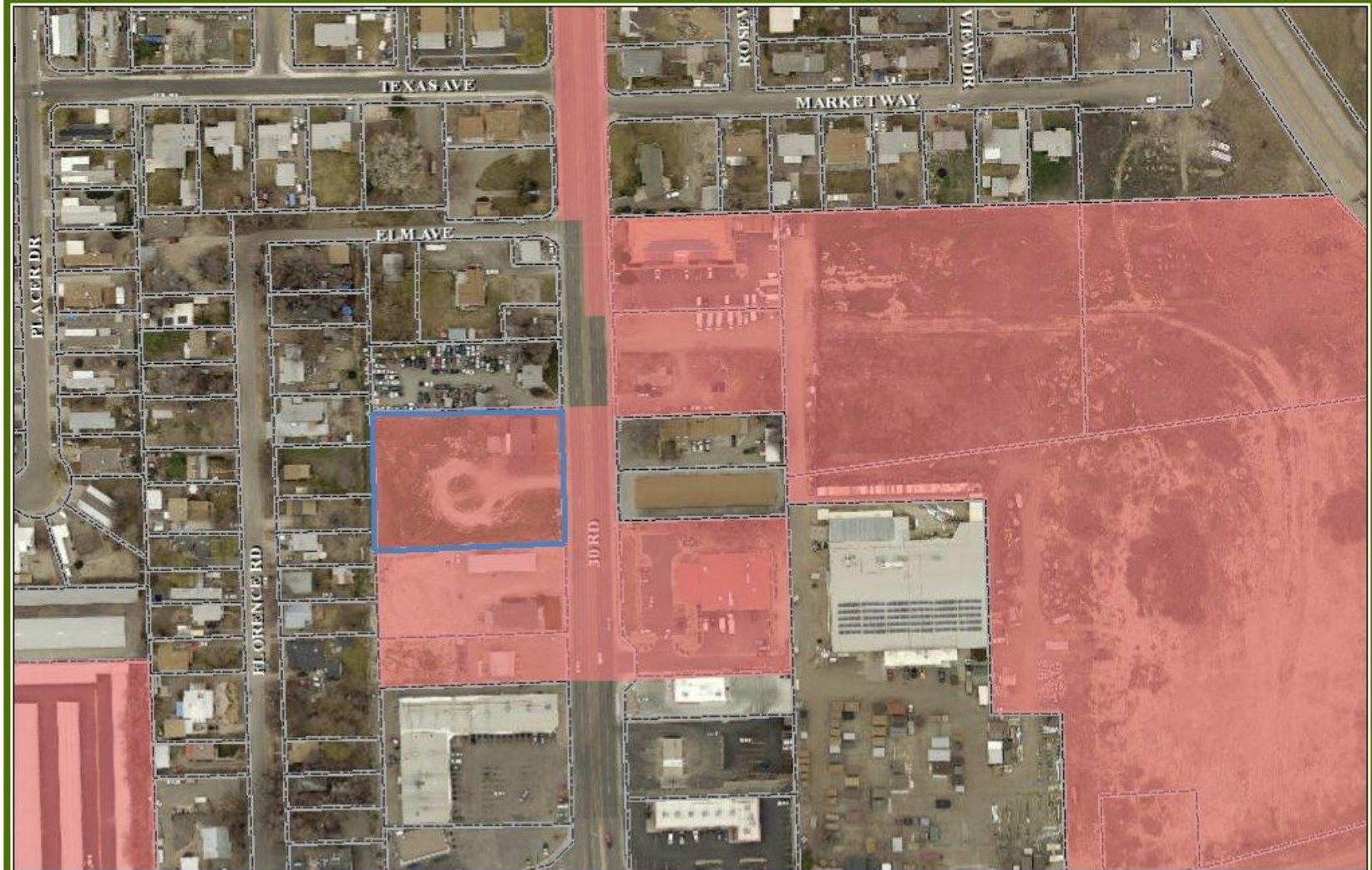
VII. RECOMMENDED MOTION

Madam Chairman, on the 519 30 Road Rezone application, RZN-2018-209, I move that the Planning Commission forward to the City Council a recommendation of approval from B-1 (Neighborhood Business) to the C-1 (Light Commercial) zone district with the findings of facts as listed in the staff report.

Attachments:

1. Vicinity Map
2. Site Location Map
3. Aerial Photo Map
4. Comprehensive Plan Future Land Use Map
5. City / County Existing Zoning Map
6. Site Photos

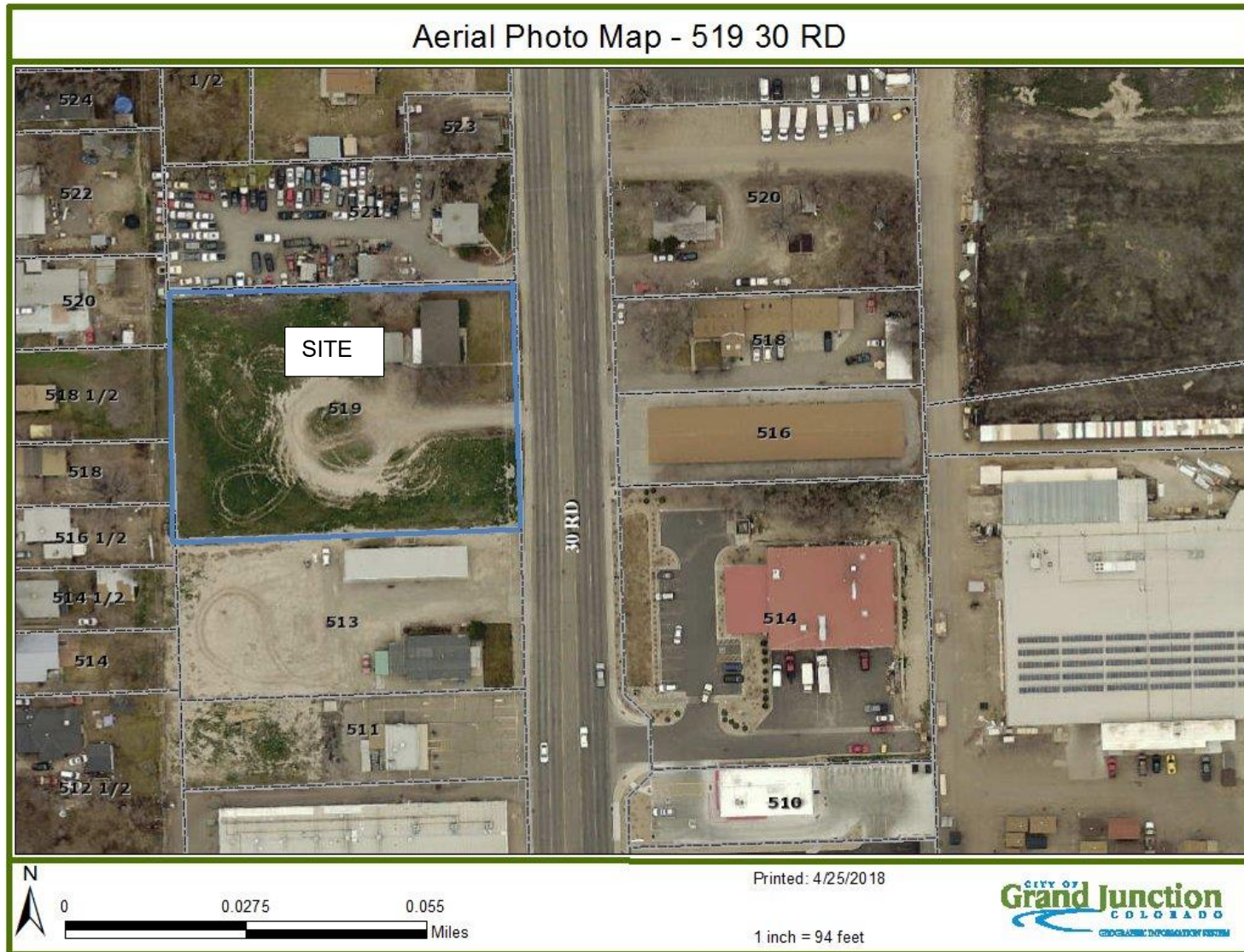
Site Location Map - 519 30 RD

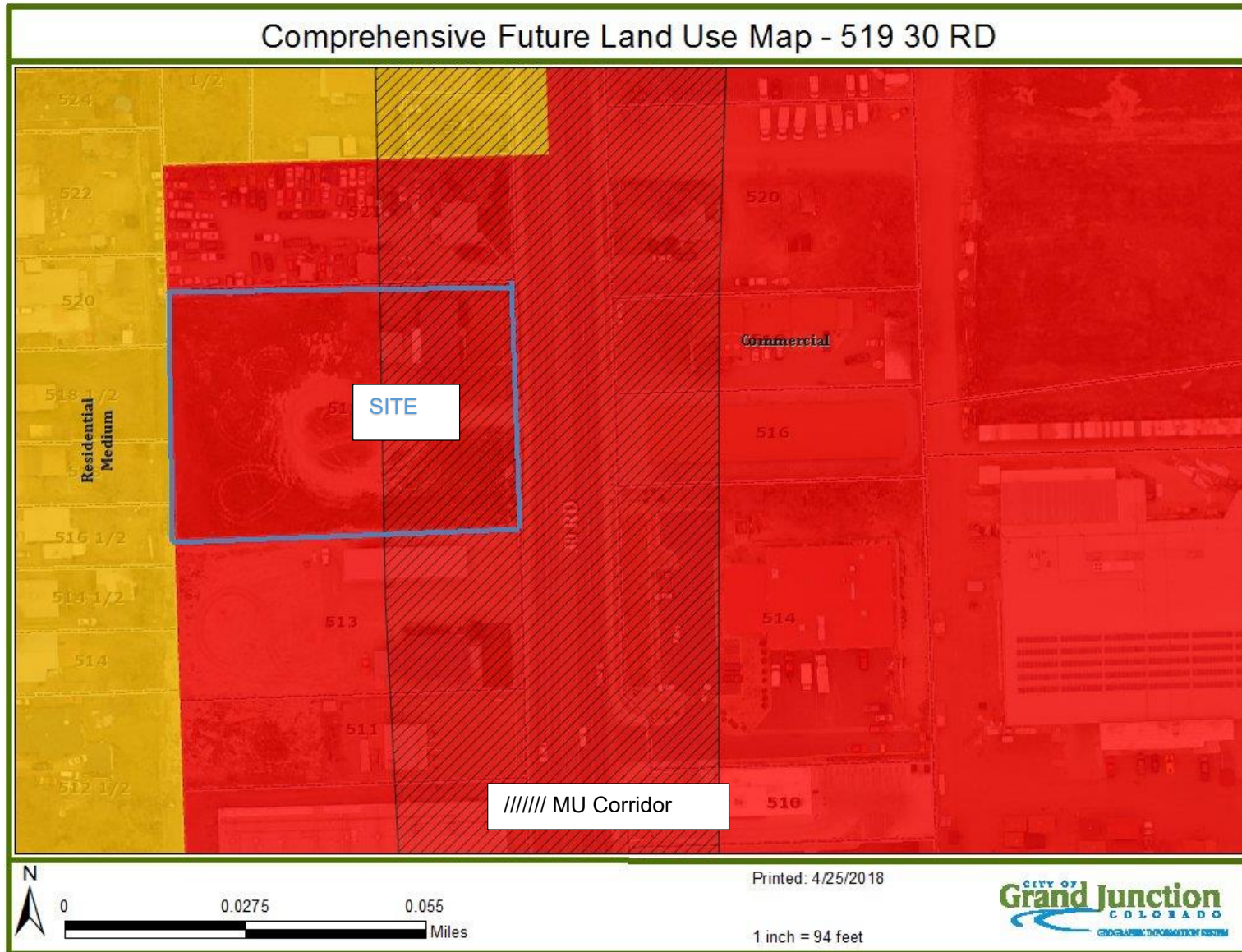


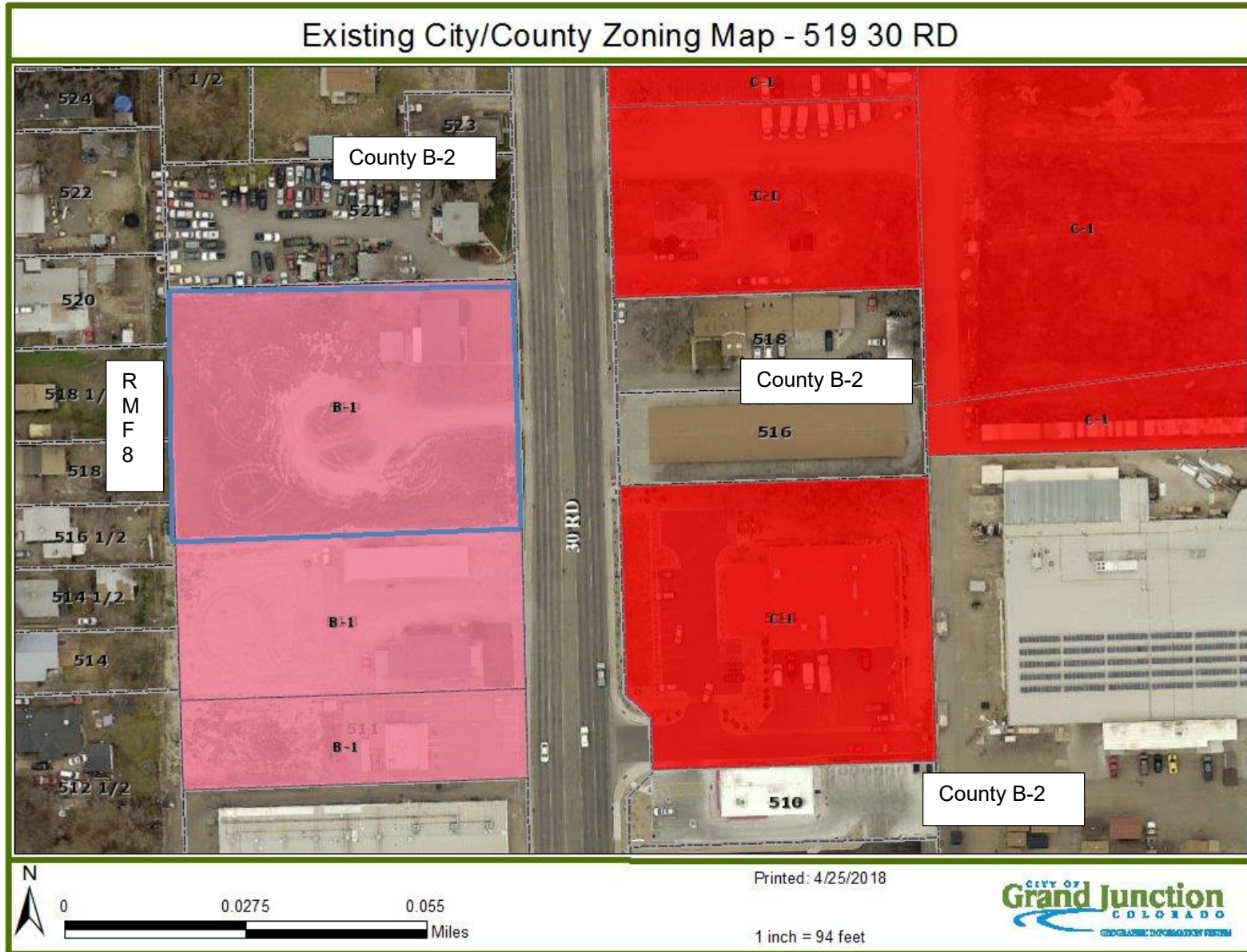
Printed: 4/25/2018

1 inch = 188 feet









View from East



03/24/2018



Street View

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE ZONING THE 519 30 ROAD
TO C-1 (LIGHT COMMERCIAL)**

LOCATED AT 519 30 ROAD

Recitals

After public notice and public hearing as required by the Grand Junction Municipal Code, the Grand Junction Planning Commission recommended approval of zoning 519 30 Road to the C-1 (Light Commercial) zone district finding that it conforms with the recommended land use category as shown on the future land use map of the Comprehensive Plan and the Comprehensive Plan’s goals and policies and is generally compatible with land uses located in the surrounding area. The zone district meets the criteria found in Section 21.02.140 of the Grand Junction Municipal Code.

After public notice and public hearing before the Grand Junction City Council, City Council finds that the C-1 (Light Commercial) zone district is in conformance with the stated criteria of Section 21.02.140 of the Grand Junction Municipal Code.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The following property be zoned C-1 (Light Commercial).

519 30 ROAD

BEGINNING AT A POINT 840 FEET NORTH OF THE SOUTHEAST CORNER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 1 EAST OF THE UTE MERIDIAN; THENCE NORTH 200 FEET; THENCE WEST 330 FEET; THENCE SOUTH 200 FEET; THENCE EAST 300 FEET TO THE POINT OF BEGINNIG; EXCEPTING THEREFROM A 30 FOOT RIGHT OF WAY ALONG THE EAST SIDE OF SAID PROPERTY FOR ROADWAY OR RAILWAY PURPOSES, AS EXCEPTED IN WARRANTY DEED RECORDED AUGUST 19, 1968 IN BOOK 926 AT PAGE 16; ALSO EXCEPTING THEREFROM THE EAST 20 FEET OF THE PARCEL DESCRIBED IN WARRANTY DEED SEPTEMBER 14, 1970 IN BOOK 950 AT PAGE 363, AS CONVEYED TO THE COUNTY OF MESA, BY QUIT CLAIM DEED RECORDED MARCH 18, 1983 IN BOOK 1421 AT PAGE 569. COUNTY OF MESA, STATE OF COLORADO.

CONTAINING 55,756.8 Square Feet or 1.28 Acres, more or less, as described.

INTRODUCED on first reading the ___ day of ___, 2018 and ordered published in pamphlet form.

ADOPTED on second reading the day of , 2018 and ordered published in pamphlet form.

ATTEST:

President of the Council

City Clerk

Attach 3



EXHIBIT LIST

KOA ANNEXATION ZONING **FILE: ANX-2018-**
131

| Exhibit Item | Description |
|--------------|--------------------------------------|
| 1 | KOA Annexation Application Statement |
| 2 | Staff Report dated May 22, 2018 |



Remember. It's not camping.
It's kamping.™

Grand Junction KOA

2819 Highway 50 • Grand Junction, CO 81505
Office: (970) 242-2527

To Kristen Ashbeck;

Project report; There are 2 reasons for requesting annexation to the city.

- 1 KOA growth or push for the future is roofed accommodations or Deluxe cabins. Without adding more cabins that are to KOA specs it will put us at a huge disadvantage as corporate pushes this and people expect it. To do this we convert RV spaces to accommodate cabins or deluxe cabins. Since there is no added sites there is no change in traffic counts. Since we have purchased the campground formerly Big J RV we have made many changes to enhance the customer experience. We have combined small sites into larger one reducing the # of RV sites by 21 sites along with this comes better site amenities and sites that accommodate the larger units that are on the road today.
- 2 The Grand Junction Visitor Center offers us a marketing tool that is not currently available to us. I believe it is beneficial to us as well as to Grand Junction to offer more options through the visitor center.

Thank you for your consideration.

Curtis Pauli

Owner Grand Junction KOA

koa.com



PLANNING COMMISSION AGENDA ITEM

Project Name: Zoning of the KOA Annexation
Applicant: Two Rivers RV Park, LLC
Representative: Curtis Pauli
Address: 2819 Highway 50
Zoning: County C-1 to City C-1
Staff: Kristen Ashbeck
File No. ANX-2018-131
Date: May 22, 2018

I. SUBJECT

Consider a request to zone 9.636 acres from County C-1 (Commercial) to City C-1 (Light Commercial). The property is located at 2819 Highway 50.

II. EXECUTIVE SUMMARY

The Applicant, Two Rivers RV Park, LLC, is requesting zoning of the property associated with the 9.636-acre KOA Annexation. The request is to zone the property located at 2819 Highway 50 as C-1 (Light Commercial). The property is currently used as a commercial campground (KOA) which is an allowed use within the City’s C-1 (Light Commercial) zone district. The proposed zoning is consistent with the Comprehensive Plan Future Land Use Map.

III. BACKGROUND

The KOA Annexation consists of a single parcel of land plus 351 linear feet of the north 30 feet of the B Road right-of-way that has been deeded to the City, totaling 9.636 acres located at 2819 Highway 50 on Orchard Mesa. The property is currently used as a year-round commercial campground with cabins and recreation vehicle and tent spaces. The site contains an office building that has an apartment unit on the second floor which is occupied by the owners of the KOA. The Applicant has no plans to further develop the property other than to continue to improve it per franchise requirements as well as update the site consistent with the market demands in the recreational vehicle and camping market. For example, the Applicant does plan to replace some recreational vehicle spaces with cabins due to the KOA franchise suggestions.

Annexation is requested in order to gain additional advertising through Visit Grand Junction. The Applicant also believes the City’s campground regulations and Code Enforcement assistance are conducive to their continued efforts to improve the property.

The Applicant is requesting a C-1 (Light Commercial) zoning designation which is the same as the property’s current County zoning. A campground is an allowed use within

the C-1 zone district. This designation is consistent with the Comprehensive Plan Future Land Use Designation for the property which is Commercial.

IV. NOTIFICATION REQUIREMENTS

A Neighborhood Meeting was held on March 7, 2018 consistent with the requirements of Section 21.02.080 (e) of the Zoning and Development Code. Nine neighbors attended the meeting along with the Applicant and City Staff. The Applicant discussed the proposed annexation and the reasons for the request. Both the Applicant and Staff clarified that the annexation was for the KOA property only and that it did not create an enclave for future annexation. Staff also outlined the annexation process and future notification that will be made of hearings on the matter. There were no negative comments concerning the request.

Notice was completed consistent to the provisions in Section 21.02.080 (g) of the City’s Zoning and Development Code. Mailed notice of the public hearing in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on May 11, 2018 and the subject property was posted with an application sign on March 21, 2018.

V. ANALYSIS

Pursuant to Section 21.02.140 (a) of the Grand Junction Zoning and Development Code, the City may rezone property if the proposed changes are consistent with the vision, goals and policies of the Comprehensive Plan and must meet one or more of the following rezone criteria as identified:

(1) Subsequent events have invalidated the original premises and findings; and/or

The current zoning of the parcel in unincorporated Mesa County is C-1 (Commercial) and the Future Land Use Map indicates the area to be Commercial. The proposed City zoning of C-1 is consistent with the existing zoning and the Future Land Use Map. The parcel is currently located within County jurisdiction and has a current County zoning designation. Because this property is being considered for annexation, the act of annexation is an event that invalidates the County zoning and therefore a City zoning district needs to be applied. Staff therefore finds this criterion has been met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or

This portion of the Highway 50 corridor has been commercial in nature for many years, with the existing commercial campground and the adjacent Mesa County Fairgrounds. The character or condition of the area has not changed therefore staff finds this criterion has not been met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

Since this site is an existing commercial campground, adequate public and community facilities and services exist and are sufficient to serve future development of potential improvements on the property. City Water and sanitary sewer are both presently available in the Highway 50 frontage road and B Road. The property is also served by Grand Valley Power (electric) and Xcel Energy (natural gas). Due to the proximity and availability of services and facilities, staff finds this criterion has been met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

As previously stated, the proposed C-1 zoning is consistent with the Commercial designation on the Future Land Use Map of the Comprehensive Plan. This portion of the Highway 50 corridor was designated Commercial to support existing non-residential uses as well as the potential for commercial growth and a Neighborhood Center located near the B-1/2 Road and Highway 50 intersection just west of the KOA property. This designation on the Future Land Use Map suggests that there is a need for more commercially-zoned properties along this corridor or at least a need to retain the commercial zoning that exists. Therefore, Staff found this criterion to have been met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

The community and Orchard Mesa area would derive benefits from the proposed zoning of this property as it would afford the Applicant additional commercial opportunities to enhance and expand an existing viable local business along the Highway 50 corridor. This supports the Comprehensive Plan and furthers the goal of sustaining a diverse economy. Because the community and area will derive benefits, staff has found this criterion has been met.

Section 21.02.140 of the Grand Junction Zoning and Development Code states that the City may rezone property if the proposed changes are consistent with the vision, goals and policies of the Comprehensive Plan.

The Comprehensive Plan Future Land Use Map designates the property as Commercial. The request for a C-1 zone district is consistent with the Commercial designation. The zoning will implement the Comprehensive Plan. Further, the zoning request is consistent with the following goals and policies of the Comprehensive Plan.

Goal 1: To implement the Comprehensive Plan in a consistent manner between the City, Mesa County, and other service providers.

Policy A: City and County land use decisions will be consistent with the Future Land Use Map.

Goal 3: The Comprehensive Plan will create ordered and balanced growth and spread future growth throughout the community.

Policy B: Create opportunities to reduce the number of trips generated for shopping and commuting and decrease vehicle miles traveled.

Goal 12: Being a regional provider of goods and services the City and County will sustain, develop and enhance a healthy, diverse economy.

Policy B: The City and County will provide appropriate commercial and industrial development opportunities.

Section 21.02.160(f)

Section 21.02.160(f) of the Grand Junction Municipal Code, states that the zoning of an annexation area shall be consistent with the adopted Comprehensive Plan and the criteria set forth. The Comprehensive Plan shows this area to develop in the Commercial category. The Applicant’s request to zone the property C-1 (Light Commercial) is consistent with the Comprehensive Plan.

VI. STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Zoning of the KOA Annexation, ANX-2018-131, a request to zone the 9.636-acre property to the C-1 (Light Commercial) zone district, the following findings of fact have been made:

3. The requested zone is consistent with the goals and policies of the Comprehensive Plan;
4. More than one of the applicable review criteria in Section 21.02.140 of the Grand Junction Municipal Code have been met; and.
5. The applicable review criteria in Section 21.02.160(f) of the Grand Junction Municipal Code have been met.

Therefore, Staff recommends approval.

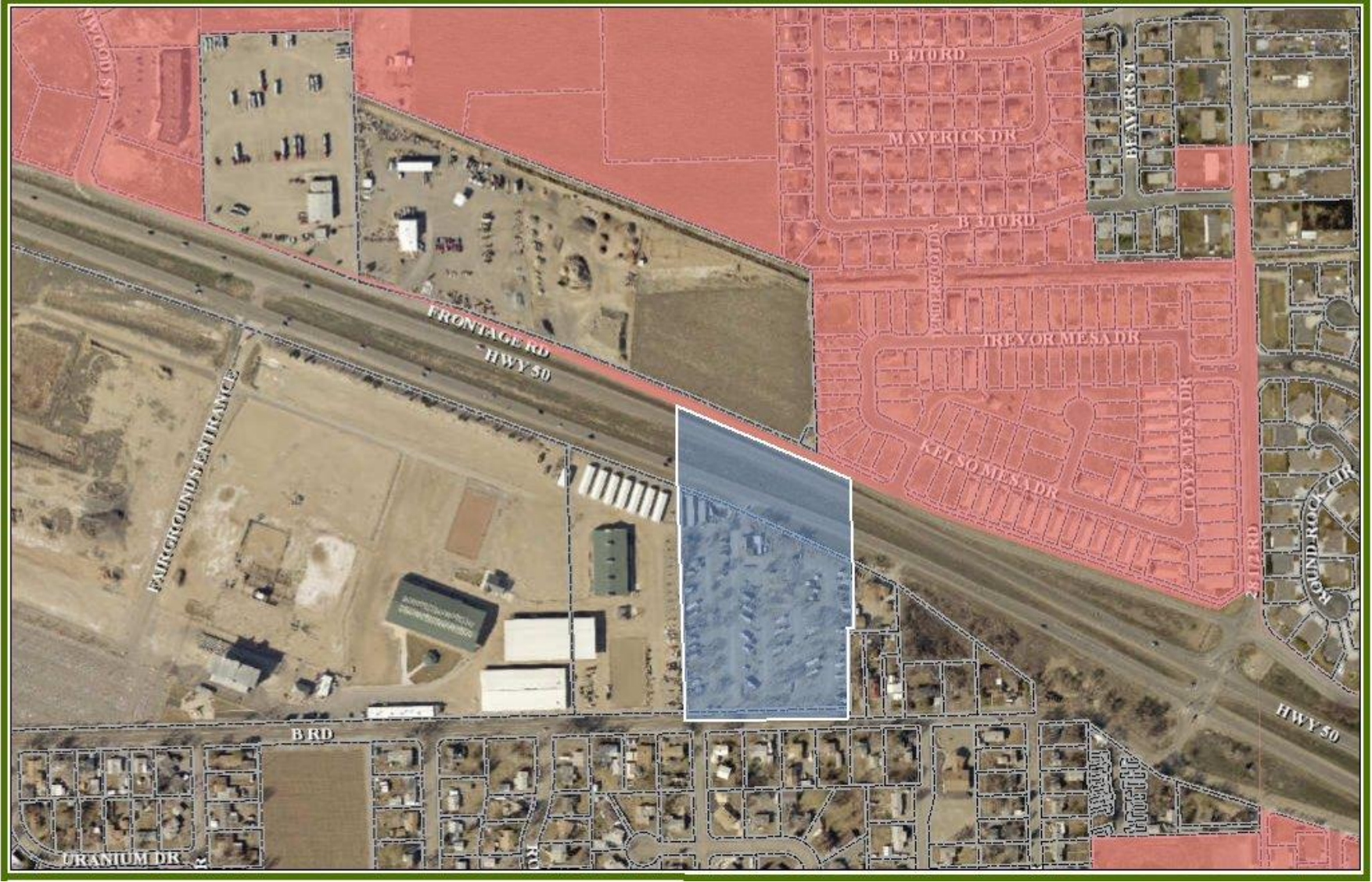
VII. RECOMMENDED MOTION

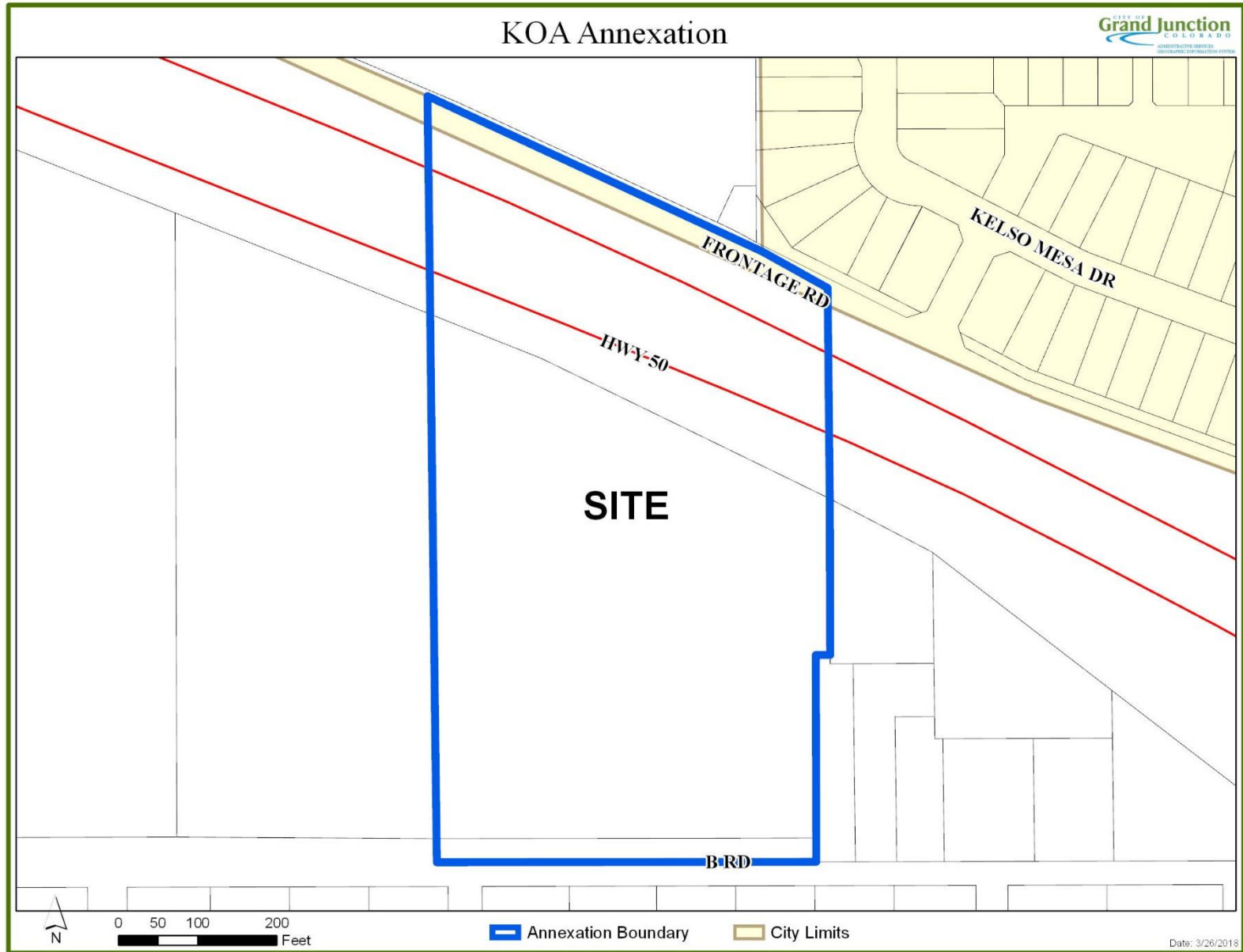
Madam Chairman, on the KOA Annexation Zoning application, ANX-2018-131, I move that the Planning Commission forward to the City Council a recommendation of approval of the C-1 (Light Commercial) zone district with the findings of facts as listed in the staff report.

Attachments:

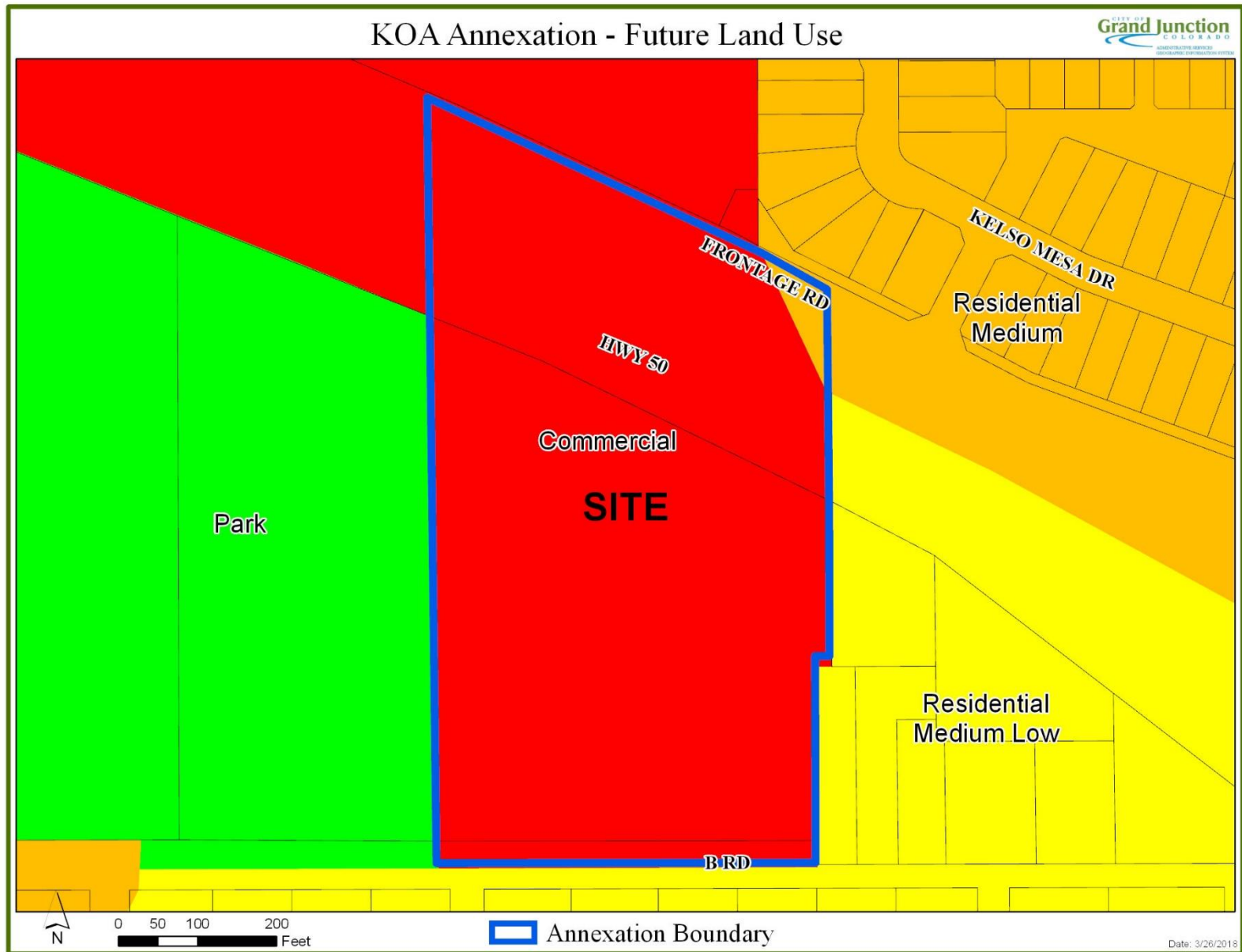
7. Vicinity Map
8. Location Map
9. Aerial Photo Map
10. Comprehensive Plan Future Land Use Map
11. City / County Existing Zoning Map
12. Site Photos

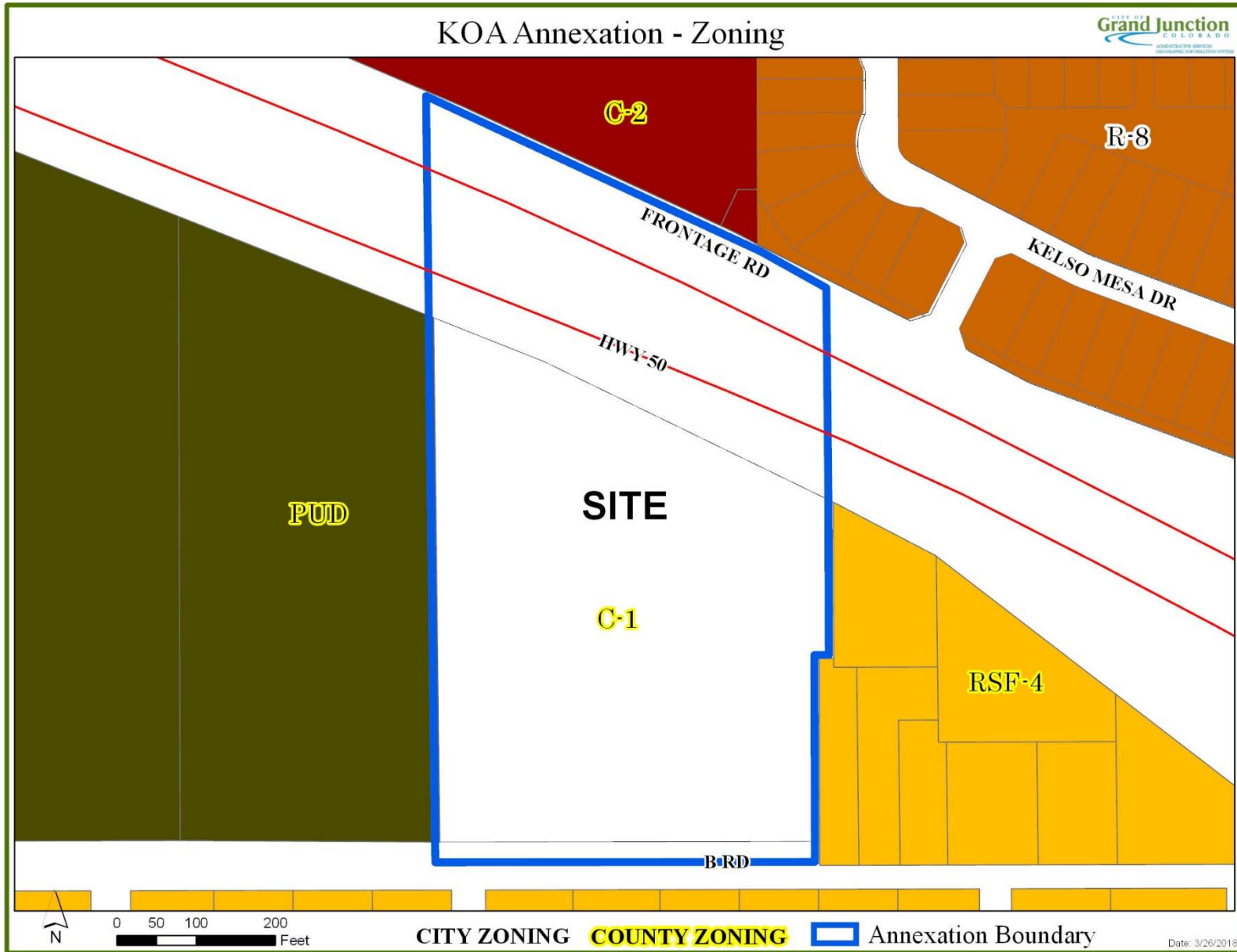
KOA ANNEXATION VICINITY MAP













KOA Campground – Entry from Highway 50 Service Road

|



KOA Campground Looking North

Attach 4



EXHIBIT LIST

**Grand Junction Circulation Plan
FILE NO. CPA-2017-554**

| Exhibit Item # | Description |
|----------------|------------------------------------------------------|
| 1 | Staff Report dated May 22, 2018 |
| 2 | Circulation Plan Document |
| 3 | Proposed Network Map |
| 4 | Map of changes to the Street Plan |
| 5 | List of changes to the Street Plan |
| 6 | Proposed Street Plan - Functional Classification Map |
| 7 | Active Transportation Corridors map |
| 8 | List of Public Meetings |
| 9 | Letters and Public Comments |
| 10 | Complete Streets Policy |
| 11 | Proposed Circulation Plan Ordinance |
| 12 | Proposed Complete Streets Policy Resolution |
| 13 | Staff Presentation dated May 22, 2018 |
| | |



PLANNING COMMISSION AGENDA ITEM

Project Name: Grand Junction Circulation Plan
 Grand Junction Complete Streets Policy
Applicant:City of Grand Junction
Representative:David Thornton
Address: Comprehensive Plan Area-wide within Urban Dev. Boundary
Zoning:N/A
Staff:David Thornton
File No.CPA-2017-554
Date:May 22, 2018

I. SUBJECT

Consider a request to 1) amend the Comprehensive Plan by adopting the Grand Junction Circulation Plan, including the Network Map, Street Plan Functional Classification Map, and Active Transportation Corridor Map; 2) repeal and replace the existing Grand Valley Circulation Plan and Urban Trails Plan; and 3) approve a Complete Streets Policy.

II. EXECUTIVE SUMMARY

The proposed Grand Junction Circulation Plan (“Circulation Plan”) establishes a comprehensive approach to transportation planning within the Urban Development Boundary and supports and builds on the transportation principles and goals of the Grand Valley 2040 Regional Transportation Plan as well as the City’s adopted Comprehensive Plan. In general, the Plan supports a balanced, multi-modal approach to transportation planning, accommodating the safe and efficient movement of people and goods and providing for transportation options for all users. The Plan document includes a Network Map, the Street Functional Classification Map, the Active Transportation Corridor Map and Strategies and Policies.

A Complete Streets Policy, as an implementation element of the Circulation Plan, is also proposed for adoption. The overall vision of the Policy is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and trails throughout the City to equitably serve all users and all modes of transportation. The proposed Policy includes seven principles and design standards to ensure that streets are designed and maintained to be safe, attractive, accessible, convenient and comfortable for users of all ages and abilities and all transportation modes. The Policy would be applicable to all development and redevelopment and outlines an exception process to be used in cases where strict adherence to the Policy is impractical or unnecessary.

As part of the Comprehensive Plan, the adoption of the Grand Junction Circulation plan requires review and recommendation by the Planning Commission and a decision by

City Council. Adoption of this plan would replace the existing Circulation Plan adopted in 2010 as well as the existing Urban Trails Plan that was last adopted in 2001.

III. BACKGROUND

Grand Junction Circulation Plan:

Staff from the City of Grand Junction, Mesa County and the Regional Transportation Planning Office, with significant input from the Urban Trails Committee, have collaborated over the last two years to develop the draft Grand Junction Circulation Plan. The Plan incorporates and updates the elements of the previous 2010 Circulation Plan and the 2001 Urban Trails Plan into one document that also includes Policies and Strategies for implementation. The planning process included more than 25 meetings with various agencies and stakeholder groups representing a variety of interests as well as a well attend public open house.

The Comprehensive Plan was jointly adopted by the City of Grand Junction and Mesa County in 2010 for that area within the Urban Development Boundary. Consistent with the Plan and related policies and agreements, the City's responsibility is to plan for areas within the Persigo 201 Boundary while Mesa County plans for those areas outside the Persigo boundary. Mesa County Planning Commission will consider the Circulation Plan on June 21, 2018. The City's adoption of the Plan is independent of Mesa County's decision. The Complete Street Policy is currently only being considered by the City.

The proposed Circulation Plan establishes a comprehensive approach to transportation planning within the Urban Development Boundary and supports and builds on the transportation principles and goals of the Grand Valley 2040 Regional Transportation Plan and the adopted Comprehensive Plan. The Plan supports a balanced, multi-modal approach to transportation planning, accommodating the safe and efficient movement of people and goods and providing for transportation options for all users. The Plan document includes a Network Map, the Street Functional Classification Map, the Active Transportation Corridor Map and Strategies and Policies.

A. The **Network Map** identifies important corridors and linkages connecting centers, neighborhoods and community attractions.

B. The **Street Functional Classification Map** identifies the functional classification of the roadway corridors that connect neighborhoods, employment centers and local attractions and amenities. Many of these corridors also provide for heavy truck movement and access to the Grand Junction community. Based on improved traffic modeling techniques and growth trends, there are a variety of proposed changes since the map was last adopted in 2010. These changes include adding road segments, reclassifying some existing road segments and removing others from the map.

C. The **Active Transportation Corridors Map** replaces the Urban Trails Master Plan/Map and identifies major corridors important for non-motorized travel by providing critical, continuous and convenient connections for bicyclists and pedestrians. The corridors are broadly defined and could accommodate active transportation as part of the road network or as separated paths. The Plan identifies corridors important for active transportation and does not attempt to identify trails that are predominately recreational in nature. Active transportation corridors are shown along, adjacent to or near canals, ditches and drainages for non-motorized connections only where there is not another safe and efficient alternative for non-motorized transportation on the road network. The map identifies 275 miles of corridors for active transportation, 236 miles of which are along road corridors, 24 miles along canals (a reduction of 20 miles from what was shown on the 2001 plan) and 15 miles along drainage corridors. Further, the plan clearly specifies that the map is a planning document. Trail corridors depicted on the map do not mean they are currently open to public use. Any future routes shown along canals and drainage corridors would be constructed in cooperation with property owners and those holding other use and/or easement rights.

D. Strategies and Policies

The Plan's Strategies and Policies provide a framework for the implementation of the Plan as follows:

1. Adopt a Complete Streets Policy for Grand Junction and develop and adopt a Complete Streets Policy for Mesa County.
2. Develop or revise policies for support of an integrated transportation system.
3. Provide conceptual and corridor maps that will be used by decision makers and staff to improve transportation systems.
4. Improve interconnectivity between Grand Valley Transit and centers, neighborhoods and community attractions.
5. Improve the Urban Trails System on and connecting to Active Transportation Corridors.
 - a. Provide guidance on incentives for trail construction
 - b. Provide guidance on standards for trail construction
 - c. Provide guidance on ownership and maintenance of trail system
 - d. Maintain or improve multi-purpose trails
 - e. Provide wayfinding to attract visitors to the trail system and improve the ability of residents and visitors to find area attractions.
6. Maintain or improve circulation of vehicles on the road system.

Grand Junction Complete Streets Policy:

The first strategy and policy for implementation of the Circulation Plan is the adoption of a complete streets policy. The Urban Trails Committee felt it was important to have a policy in place to support their mission to provide for safe and efficient transportation options throughout the community as well as a policy to specifically address the Comprehensive Plan's Guiding Principle #5: Balanced Transportation. A Complete Streets Policy also bolsters the City's efforts for designation as a Bicycle Friendly and Walk Friendly Community; Both of which are strategic initiatives of the City Council

The Urban Trails Committee has developed a recommended draft Complete Streets Policy for the City of Grand Junction. The overall vision of the Policy is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the City to equitably serve all users and all modes of transportation. A Complete Streets approach integrates people and places in planning, design, construction, operation, and maintenance of transportation networks, helping to ensure streets are safe for people of all ages and abilities, while balancing the needs of different modes, thereby supporting local land use, economy, culture and the natural environment.

The proposed Policy includes seven principles and context sensitive design standards to ensure that streets are designed and maintained to be safe, attractive, accessible, convenient and comfortable for users of all ages and abilities and all transportation modes. The Policy would be applicable to all development and redevelopment in the public realm and outlines an exception process to be used in cases where strict adherence to the Policy is impractical or unnecessary. A summary of the principles include:

1. Complete Streets serve all users and modes through design, operation and maintenance by considering the needs of motorists, pedestrians, people with disabilities, transit users, bicyclists, and commercial and emergency vehicles,
2. Complete Streets design criteria shall take an innovative approach to develop streets that meet or exceed national best-practice design guidelines by thoughtfully applying engineering, architectural, and urban design principles.
3. Create a complete transportation network that provides connected facilities to serve all people and modes of travel, that provide travelers with multiple choices of travel routes and that help to reduce congestion on major roadways. The network shall include off-street hard-surface trails for biking and walking where necessary to improve safety and convenience. The network shall connect services, schools, parks, civic uses, major centers of activity and attractions.
4. Complete Streets are attractive, interesting and comfortable places for people and designed as public amenities to include aesthetic elements such as street trees, landscaping, pedestrian lighting, street furniture, and wayfinding signage.
5. Complete Streets require context-sensitive approaches balancing land use and transportation goals, policies and code provisions to create Complete Streets solutions that are flexible and appropriate.

6. Complete Streets include all roadways and all projects and phases and the City shall apply this policy, to the greatest extent practicable given budget constraints, to all street projects.
7. The City will foster education and outreach on the Complete Streets policy to City Departments and other agencies and will encourage community engagement.

IV. NOTIFICATION REQUIREMENTS

Published Notice was completed consistent to the provisions in Section 21.02.080 (g) of the City’s Zoning and Development Code. A notice of the public hearing was published May 15, 2018 in the Grand Junction Sentinel. Mailed notice and posting are not required for Comprehensive Plan Amendments.

In addition, the proposed 2018 Circulation Plan and the Grand Junction Complete Streets Policy has been available on the City’s website and a Public Open House was held on February 28, 2018 with over 40 members of the public in attendance.

V. ANALYSIS

Pursuant to Section 21.02.130(c)(2) of the Grand Junction Zoning and Development Code, the City may amend the Grand Valley Circulation Plan and the Urban Trails Master Plan if the proposed changes are consistent with the vision, goals and policies of the Comprehensive Plan and the following criteria for Plan Amendments are met:

21.02.130(c)(2)

- (i) There was an error such that then-existing facts, projects, or trends that were reasonably foreseeable were not accounted for; or**

There was not an error in the planning analysis in 2010 when the Circulation Plan was last revised since. However, the previous plan was based on the 2010 Comprehensive Plan and its anticipated densities and some of these base assumptions have changed as the intensity of development in some areas of the Urban Development Boundary area have changed. Staff finds that this criterion has not been met.

- (ii) Subsequent events have invalidated the original premises and findings;**

The changes recommended for the 2018 Circulation Plan are based on a modified approach for planning transportation infrastructure as well as changing growth trends and increasingly sophisticated traffic modeling. The 2018 planning effort took a fresh approach to transportation planning for the urban area by looking at where people are traveling to (major attractions) and from where they are beginning their travel (home, work and

play) creating the Network Map. Both motorized and nonmotorized transportation corridors provide connections between major attractions and nodes as shown on the network map. Incorporating nonmotorized transportation corridors into the Circulation Plan emphasizes these corridors as important travel corridors to move traffic to area attractions whereas the 2001 Urban Trails Plan established corridors for the additional purpose of recreation.

Growth in Grand Junction since 2010 has been largely single family detached residential development and at densities at the very bottom of the range the Comprehensive Plan contemplated. For example, much of the development in the northwest area of Grand Junction along 24 ½ Road has built out at an average density of 5.5 units per acre rather than the anticipated minimum density of 8 units per acre, impacting the anticipated traffic demands and resulting street network and classification needs. Some of the changes proposed for the Plan reflect the decreased traffic demand in some areas. Updated traffic models support changes to the functional street classification map.

Based on the transportation network, current growth trends and traffic modeling, Staff finds that the original premises and findings of the Circulation Plan and the Urban Trails Plan have changed and, therefore, this criterion has been met.

(iii) The character and/or condition of the area have changed enough that the amendment is acceptable;

As noted under criterion (ii) the growth trends have generally been at the lowest density anticipated in the Comprehensive Plan such that planning for the future road classification needs of some corridors has changed. In addition, the need for safe and efficient corridors for nonmotorized travel, whether by choice or necessity, continues to grow. The Grand Valley 2040 Regional Transportation Plan identified the transportation mode share for nonmotorized transportation options increasing by 2040. Because of the changing needs of the traveling public as well as the development trends of specific areas within the community, Staff finds that this criterion has been met.

(iv) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment;

The Urban Development Boundary serves as the planning area for the Circulation Plan. The 2018 Circulation Plan provides for motorized and nonmotorized travel options, connecting major attractions and nodes in a comprehensive manner creating greater connectivity. The Plan supports the Grand Valley 2040 Regional Transportation Plan's principles and best practices including: reducing congestion, easing commutes, improving roadway safety, enhancing sidewalks, bike, and multi-use trails, and maintaining an efficient and effective transportation system, thereby benefitting the overall community. Further, the Plan supports the Comprehensive Plan's vision for connectivity with a well-connected street network with multiple travel routes that diffuse traffic, which have been shown to reduce congestion, increase safety for drivers and pedestrians, and promote walking, biking, and transit use. Creating a plan that provides a roadmap for the community to achieve these significant and documented community benefits supports Staff's finding that this criterion has been met.

(v) The change will facilitate safe and efficient access for all modes of transportation; and

The proposed Circulation Plan establishes a plan to improve, develop or construct a network of transportation corridors and separate active transportation (nonmotorized) corridors to specifically accommodate all modes of transportation. For example, the Circulation Plan establishes policies and strategies supporting a complete street policy, an integrated transportation system, improved transit interconnectivity between attractions and an improved urban trails system. In addition, the Plan establishes strategies and policies to add safety and efficiency to the transportation network, thereby working to plan, encourage and facilitate the implementation of safe and efficient access for all modes of transportation. The core of the plan is to facilitate safe and efficient access for all modes of transportation, therefore, Staff finds that this criterion has been met.

(vi) The change furthers the goals for circulation and interconnectivity.

The Network Map is key to understanding how people are moving throughout the community, specifically where people are coming from and going to in their daily travel decisions. Linking and providing efficient and safe transportation corridors for motorized vehicles (using the Street Plan Functional Classification Map) and nonmotorized travel (using the Active Transportation Corridors Map) provides options and furthers the

Comprehensive Plan’s vision for connectivity with a well-connected street network for an urban-wide circulation and interconnectivity. Staff therefore finds this criterion has been met.

The proposed Circulation Plan and Complete Streets Policy is consistent with the vision, goals and policies of the Comprehensive Plan as follows:

Goal 1: To implement the Comprehensive Plan in a consistent manner between the City, Mesa County, and other service providers.

- The proposed Circulation Plan was developed jointly by the City and County to be consistently implemented within the Urban Development boundary.

Goal 9: Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources.

- The proposed 2018 Circulation Plan and the proposed Grand Junction Complete Streets Policy is balanced and supports multi-modal transportation options.

Policy A. The City and County will work with the Mesa County Regional Transportation Planning Office (RTPO) on maintaining and updating the Regional Transportation Plan, which includes planning for all modes of transportation.

Note: The proposed Circulation Plan and Complete Streets Policy supports the Grand Valley 2040 Regional Transportation Plan

Policy B. Include in the Regional Transportation Plan...consider functional classification in terms of regional travel, area circulation, and local access.

Policy D. A trails master plan will identify trail corridors linking neighborhoods with the Colorado River, Downtown, Village Centers and Neighborhoods Centers and other desired public attractions. The Plan will be integrated into the Regional Transportation Plan.

VI. STAFF RECOMMENDATION AND FINDINGS OF FACT

Grand Junction Circulation Plan:

After reviewing the Grand Junction Circulation Plan, CPA-2017-554, a request to adopt the Grand Junction Circulation Plan and to repeal and replace the Grand Valley Circulation Plan and the Urban Trails Plan, as part of the Grand Junction Comprehensive Plan the following findings of fact have been made:

6. The proposed amendments are consistent with the goals and policies of the Comprehensive Plan.
7. At least one of the review criteria in Section 21.02.130(c)(2) of the Grand Junction Municipal Code have been met.

Therefore, Staff recommends approval.

Grand Junction Complete Streets Policy:

After reviewing the Grand Junction Complete Streets Policy, CPA-2017-554, a request to adopt the Grand Junction Complete Streets Policy as an element of the Grand Junction Circulation Plan, the following findings of fact have been made:

1. The proposed Complete Streets policy furthers the intent and goals of the City’s Comprehensive Plan, specifically the strategies and policies of the Circulation Plan.

VII. RECOMMENDED MOTION

Madam Chairman, on the Grand Junction Circulation Plan request, CPA-2017-554, I move that the Planning Commission forward to the City Council a recommendation of approval of the Plan with the findings of facts as listed in the staff report.

Madam Chairman, on the Grand Junction Complete Streets Policy request, CPA-2017-554, I move that the Planning Commission forward to the City Council a recommendation of approval of the Complete Streets Policy with the findings of facts as listed in the staff report.

Exhibits:

1. Staff Report
2. Circulation Plan document
3. Proposed Network Map
4. Street Plan – Functional Classification Map – proposed changes shown and listed Street Plan – Functional Classification Map
5. Street Plan – List of Changes
6. Street Plan – Proposed 2018 Final Draft – As amended
7. Proposed Active Transportation Corridors Map
8. List of Public Meetings
9. Letters and Public Comments (public, open house, development review agencies, local organizations)
10. Grand Junction Complete Streets Policy document
11. Proposed Ordinance for Circulation Plan
12. Proposed Resolution for the GJ Complete Streets Policy

| |
|----------------|
| Exhibit |
|----------------|

draft 4/25/2018

Exhibit 2

draft 4/25/2018

Proposed Grand Junction 2018 CIRCULATION PLAN

Chapter 31.08, Volume III: Comprehensive Plan of the City of Grand Junction



Comprehensive Plan
Grand Junction

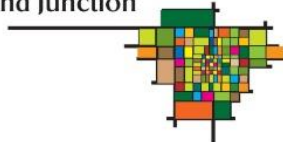


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2018 Grand Junction CIRCULATION PLAN

Adoption

The Grand Junction Circulation Plan is adopted as part of the Comprehensive Plan.

Vision

The community envisions a safe, balanced and environmentally sensitive multi-modal, urban transportation system that supports greater social interaction, facilitates the movement of people and goods, and encourages active living, mobility independence, and convenient access to goods and services for all users.

A multi-modal transportation system should accommodate pedestrians, bicyclists, motorists, movers of goods, and transit; and should be safe and navigable for all users. It must provide transportation options to all users including those with limited mobility such as children, seniors, and persons with disabilities.

Purpose

The Grand Junction Circulation Plan (“Circulation Plan”) is a strategic document adopted by both the City of Grand Junction and Mesa County. This document moves forward the transportation principles, strategies and vision to create an urban area-wide multi-modal circulation plan as identified in: the Grand Junction Comprehensive Plan adopted in 2010; the 2010 Circulation Plan; and the 2001 Urban Trails Plan.

It supports the Grand Valley 2040 Regional Transportation Plan’s sound planning principles and best practices including:

- reducing congestion;
- easing commutes;
- improving roadway safety;
- enhancing sidewalks, bike, and multi-use trails; and,
- maintaining an efficient and effective transportation system.

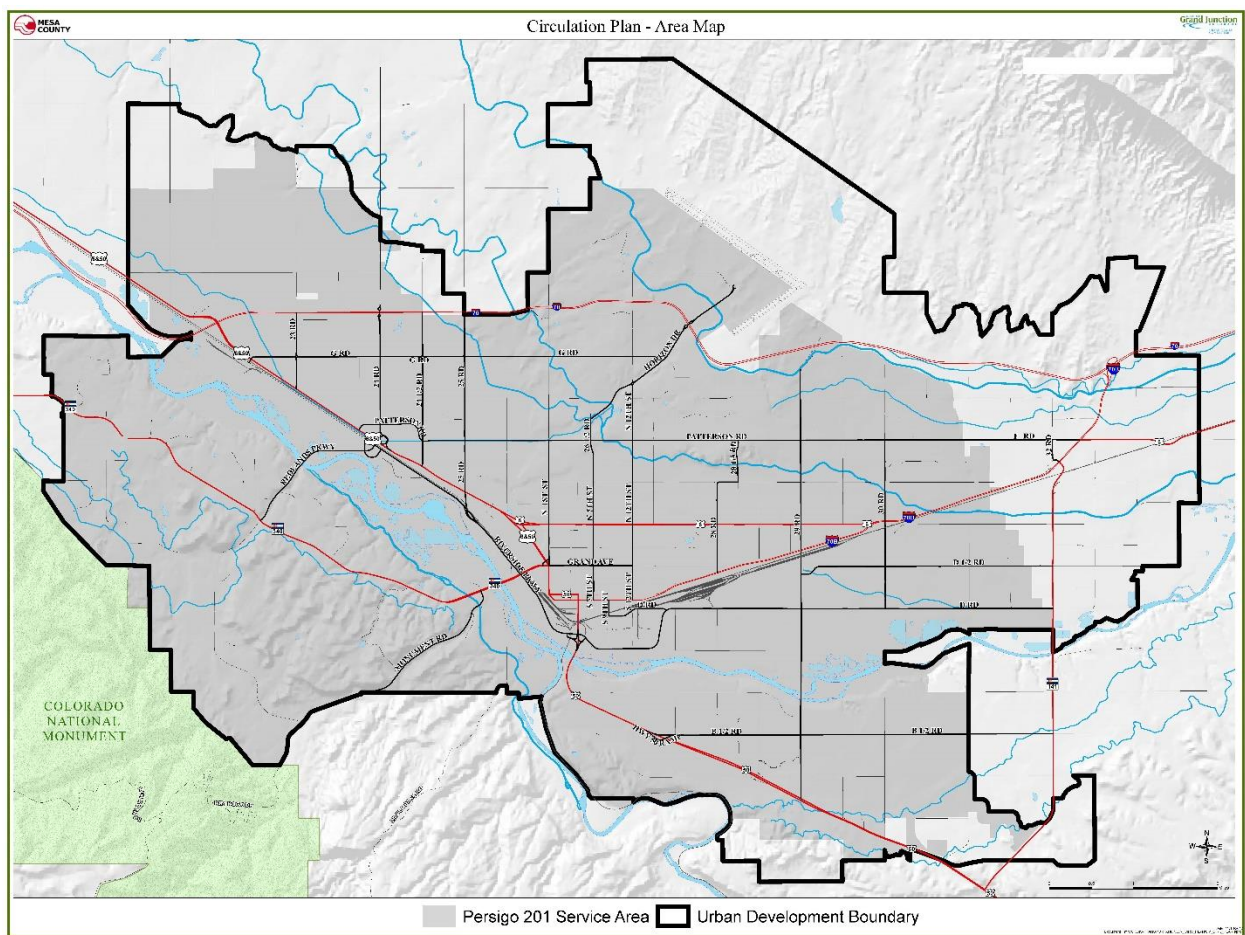
It builds on the transportation goals found in the Grand Junction Comprehensive Plan, including:

- designing streets and walkways as attractive public spaces;
- constructing streets to include enhanced pedestrian amenities; and
- developing a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, and freight movement while protecting environmental conditions of air, water and natural resources.

The Circulation Plan will be used by elected officials and staff to guide the assignment of financial resources for infrastructure construction, future development and dedication of other funds for transportation purposes.

Planning Area

This Circulation Plan is applicable to transportation corridors within the Urban Development Boundary as defined by the Grand Junction Comprehensive Plan Future Land Use Map. Minor exceptions occur where a particular corridor falls both within and outside of the Urban Development Boundary and whereby consistency of standards along the length of the corridor would be beneficial to the traveling public.



Executive Summary

The Circulation Plan establishes a comprehensive approach to transportation planning through the following four sections (Plan Elements). Conceptual and corridor maps have been created to aid decision makers and city and county staff to improve the transportation systems. See Appendix A for full-page maps. [Hyperlink to appendices](#)

Plan Elements

A. The Network Map identifies important corridors and linkages connecting centers, neighborhoods and community attractions.

B. The Street Functional Classification Map identifies the functional classification of the roadway corridors that connect neighborhoods, employment centers and local attractions and amenities. Many of these corridors are also major truck routes providing heavy truck movement and access to the Grand Junction community. There are over fifty proposed changes since the map was last adopted by City Council and Mesa County Board of County Commissioners in 2010. These changes include adding road segments, reclassifying some existing road segments and removing others from the map.

C. The Active Transportation Corridors Map replaces the Urban Trails Master Plan/Map and identifies major corridors important for non-motorized travel by providing critical, continuous and convenient connections for bicyclists and pedestrians. The corridors are broadly defined and could accommodate active transportation as part of the road network or as separated paths. This Circulation Plan identifies corridors important for active transportation and does not attempt to identify trails that are predominately recreational in nature. In the city limits, it proposes using trails on, along, adjacent to or near canals, ditches and drainages for non-motorized route connections only where there is not another safe or better alternative for non-motorized transportation on the road network.

D. Specific Strategies and Policies

Goals and policies identified in the Grand Junction Comprehensive Plan and strategies and policies identified in the Circulation Plan will help the community achieve its vision of becoming the most livable City west of the Rockies. A balanced transportation system will be achieved through the following strategies and policies that are further described in the Circulation Plan.

7. Adopt a Complete Streets Policy for Grand Junction and develop and adopt a Complete Streets Policy for Mesa County.
8. Develop or revise policies for support of an integrated transportation system.
9. Provide conceptual and corridor maps that will be used by decision makers and staff to improve transportation systems.
10. Improve interconnectivity between Grand Valley Transit and centers, neighborhoods and community attractions.
11. Improve the Urban Trails System on and connecting to Active Transportation Corridors.
 - a. Provide guidance on incentives for trail construction

- b. Provide guidance on standards for trail construction
 - c. Provide guidance on ownership and maintenance of trail system
 - d. Maintain or improve multi-purpose trails
 - e. Provide wayfinding to attract visitors to the trail system and improve the ability of residents and visitors to find area attractions.
12. Maintain or improve circulation of vehicles on road system.

Background

The 2010 Circulation Plan was adopted as an element of the Grand Junction Comprehensive Plan. It is limited to a brief description of the planning area and the principle that development should support an integrated transportation system. It also includes a functional classification street network map, of future, general vehicular circulation patterns for collector and arterial streets and highways to accommodate the ultimate buildout of the urban area.

The 2001 Urban Trails Plan was developed as a strategic tool to guide the future course of trail development in the Grand Valley. The Plan identifies the locations for new non-motorized facilities and serves as a guide for the development, protection, management, operations and use of a trail system that meets the demands of the growing community. The plan identifies the opportunity to utilize the natural waterways, drainages and canals to create an interconnected system of safe and efficient means of non-motorized travel.

This Circulation Plan acknowledges the planning that was previously completed and incorporates the previous findings into a broader framework for transportation to include more than a functional classification of streets. The Circulation Plan works to combine urban trails planning with street planning and establish goals and policies with a multi-modal approach to transportation within the Urban Development Boundary established in the Comprehensive Plan. In addition to these two plans, the City and County also have adopted transportation plans for specific neighborhoods and geographic areas (see appendix). [Hyperlink to appendices](#)

The following adopted plans have shaped the transportation planning in the community and have been adopted by one or both, the City of Grand Junction and Mesa County, and can be found at www.mesacounty.us/planning and/or at <http://www.gjcity.org>. These plans serve as the foundation for the updated Circulation plan.

- 2010 *Grand Junction Comprehensive Plan*
- Grand Valley 2040 Regional Transportation Plan
- 2001 *Urban Trails Master Plan*
- 2002 Redlands Area Transportation Plan
- 2004 Pear Park Neighborhood Plan

- 2014 Orchard Mesa Neighborhood Plan
- 2011 Clifton/Fruitvale Community Plan
- 2007/2011 North Avenue Corridor Plans and Zoning Overlay
- 24 Road Subarea Plan and Overlay

Access Management Policies and Access Control Plans -

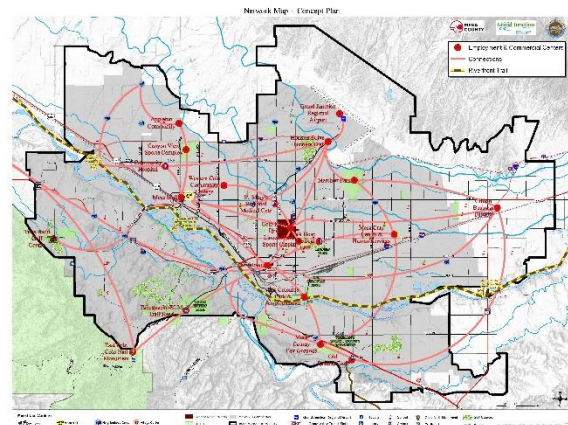
The City, County and CDOT have various access management plans and policies. This circulation plan update has been developed to work in conjunction with these policies, which can be found in the following documents:

- Mesa County Standard Specifications for Road and Bridge Construction (RB Spec) - www.mesacounty.us/publicworks/roads/specifications.aspx
- Mesa County Road Access Policy- www.mesacounty.us/RoadAccessPolicy.aspx
- City of Grand Junction Transportation Engineering Design Standards (TEDS). <http://www.codepublishing.com/CO/GrandJunction/?html2/GrandJunction29/GrandJunction29.html>
- Access Control Plans with the Colorado Department of Transportation (CDOT) - Some corridors fall under the ownership and jurisdiction of CDOT. CDOT has specific “Access Control Plans” that are implemented through intergovernmental agreements with Mesa County and/or Grand Junction for the State Highway system which affects driveways, street intersections and signalization spacing on these roads. The roads include Interstate-70, I-70 Business Loop, State Hwy 141, State Hwy 340, US Hwy 6 (North Avenue), and US Hwy 50, all of which run through the Grand Junction community.

Plan Elements

SECTION A: MAPS

1. **The Network Map** The Network Map is a conceptual view of the community from an overall “30,000 foot” vantage point that identifies important corridors and linkages connecting centers, neighborhoods and community attractions. It is used to support more detailed planning, such as the Active Transportation Corridor Map. It is implemented through capital construction of streets, sidewalks and trail infrastructure. A full-page map is included in Appendix A as Figure 1. [Hyperlink to appendices](#)

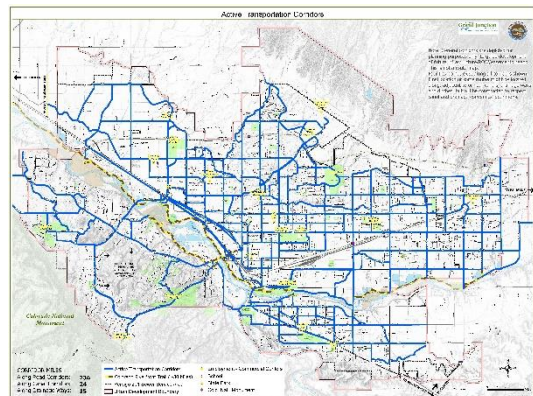


2. The Active Transportation Corridors Map (Non-motorized Transportation Map)

This Circulation Plan establishes the Active Transportation Corridor Map, to create a network of critical, continuous, safe, and convenient connections for non-motorized transportation (bicycles, pedestrians, motorized wheelchairs, e-bikes where permitted by law, etc). While it may be used for recreation or connect to the Colorado River and other trails, the Active Transportation Corridors are intended to provide a complete alternative network of non-motorized traffic routes. This includes using existing streets and future trails along water ways (canals, ditches and drainages) to connect neighborhood, schools, parks and other open space areas, as well as commercial and business districts with each other. It further identifies specific corridors that follow and support the Network Map and links important centers identified in the Comprehensive Plan’s Future Land Use Map with neighborhoods and other attractions and local amenities.

Active Transportation Corridors will include some canal, ditch and drainageway alignments where they provide the safest and best connections between neighborhoods and area attractions. This focused approach limits the use of canals, ditches and drainageways to only those routes that are most viable and critical for the active transportation network. During the planning, design and construction of these corridors the best route can be established which may include a combination of canals, ditches drainageways, roads or other properties to locate the actual active transportation non-motorized corridor on. Final location of these routes may be located on, along, adjacent to or near the canals, ditches and drainageways, but will be constructed to respect canal and drainage companies’ operations.

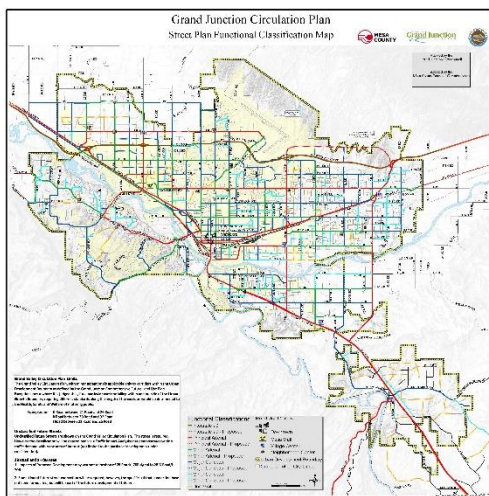
The Active Transportation Corridors Map will be used to support more detailed planning and implementation, including capital construction of sidewalks, bike lanes and trail infrastructure. Active Transportation Corridors can be improved during new development projects or through capital improvement projects and through the development of drainageways as identified in the Grand Junction Comprehensive Plan.



As property develops there may be situations where trails may be a desired amenity but a route is not shown on the Map. An example of this may be providing a connection from an internal subdivision street to an outside collector or arterial street. Constructing these type of site and development specific improvements will provide connectivity that helps the overall transportation system work. See also “5. Improve

Urban Trails System on and connecting to Active Transportation Corridors (Policy)” below. A full-page map of the Active Transportation Corridors is included in Appendix A as Figure 2. [Hyperlink to appendices](#)

3. The Street Plan Functional Classification Map The Street Plan Map identifies major corridors for general circulation of motorized traffic within the Urban Development Boundary. Roadway classifications include collectors and arterial streets that move more traffic than local subdivision streets. Subdivision and other local streets connect to collector streets that connect to arterial streets. Collector and arterial streets connect community attractions including neighborhood centers, village centers, and downtown together. The map also shows unclassified roads which are important for neighborhood circulation. They establish general locations for these important future



local streets in undeveloped areas. The classification of these will be determined via a traffic impact analysis that demonstrates vehicular traffic demand within the area of interest.

There are over fifty changes to the Street Plan Map in this Circulation Plan since the map was adopted by City Council and Mesa County in 2010. These revisions are incorporated into the map and are the result of new development or improved traffic data.

A full-page map is included in Appendix A as Figure

3. [Hyperlink to appendices](#)

SECTION B: STRATEGIES/POLICIES

1. Complete Streets Policies (Policy)

a. Grand Junction – Adopt a Complete Streets Policy – The Complete Streets Policy will support the City of Grand Junction Comprehensive Plan goal to “develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources.” A Complete Streets approach integrates the needs of people and places in the planning, design, construction, operation and maintenance of transportation networks, making streets safer for people of all ages and abilities and thereby supporting overall public and economic health. At the heart of a complete streets policy is the intent for communities to build streets that safely accommodate all modes of transportation.

While the City has historically incorporated Complete Streets concepts in the design of transportation corridors, this policy memorializes that commitment for all transportation related projects. The Grand Junction Complete Streets Policy recognizes the

importance of all modes of transportation and is established for the areas under the jurisdiction of the City of Grand Junction.

The City established the Urban Trails Committee to advise City Council on matters pertaining to the safe, convenient and efficient movement of pedestrians and bicyclists of all ages and abilities. It has been a long-standing goal and desire of the Urban Trails Committee, whose planning jurisdiction is limited to the Persigo 201 service area, to develop and adopt a Complete Streets policy. That goal was incorporated into the 2017 City Council Strategic Plan as a Key Initiative.

b. Mesa County - Develop and adopt a “Complete Streets” Policy – For Mesa County, an Urban Area Complete Streets Policy limited to the Urban Development Boundary will be developed that is appropriate to its jurisdiction and supports the Grand Junction Comprehensive Plan by fostering community values of transportation connections, attractive corridors and safe routes for all modes of travel. This policy will be part of the Mesa County Road & Bridge Standards and separate from the Complete Streets Policy adopted by the City of Grand Junction.

2. Apply the principles of an Integrated Transportation System (Strategy)

An integrated transportation system is defined as a system that provides transportation options and needs for all mobility types. New development shall be designed to continue or create an integrated system of streets and trails that provides for efficient movement of pedestrians, bicycles, and automobiles to and from adjacent development, while also encouraging the use of transit. Design shall allow for through movement of general traffic utilizing connectivity, thus avoiding isolation of residential areas and over-reliance on arterial streets.

Another aspect of an Integrated Transportation System is the concept of Complete Networks. There are limited number of corridor segments that cannot serve all mobility types due to a variety of restrictions such as constrained rights-of-way or an exclusive facility type. Some corridors, like off-street trails, are intended exclusively for bicycles and pedestrians and a small number of corridors can serve vehicles only. However, in all instances the transportation system as a whole should provide effective connections for all modes of travel. The individual corridors, when combined, work together to form an integrated transportation system or “complete network”. This circulation plan update was prepared with this concept in mind. The Street Functional Classification Map and the Active Transportation Corridor Map have been developed to work together with the Complete Network concept in mind.

Implementation Actions:

- A. Amend Development Codes to include requirements for building street networks and identify construction/reconstruction responsibility.
- B. Amend Development Codes to establish construction responsibility, design guidelines, and ownership guidance for bicycle and pedestrian facilities.
- C. Develop methods to incentivize construction of bicycle and pedestrian facilities.

- D. Revise the City of Grand Junction Transportation Engineering and Development Standards (TEDS) manual, specifically relating to street and trail design guidelines and cross sections and transit requirements, to support the concepts presented in this plan.
- E. Revise the City’s Zoning and Development Code to create best practices for street and intersection design alternatives based on anticipated travel patterns and multi-modal demand.
- F. Update the Mesa County Road and Bridge Standards to include additional options for implementation of the strategies/policies presented in this plan.
- G. Revise the Mesa County Development Standards to provide the necessary criteria to promote an integrated transportation system.

3. Incorporate Sub Area Maps (Strategy)

Various plans have been developed for some areas (sub-areas) within the Urban Development Boundary while many other areas still need specific plans. The following list recognizes planning efforts to date that are incorporated into this Circulation Plan.

- A. Safe Routes to Schools – Studies to improve safety for children between existing neighborhoods and schools continue with projects planned, funded and constructed for Nisley Elementary, Clifton Elementary and West Middle School. Other planning has occurred and will continue to occur for all schools in School District 51.
- B. Clifton Pedestrian Plan – refer to Clifton Fruitvale Community Plan
- C. Orchard Mesa Pedestrian Plan at the Fairgrounds/Meridian Park Neighborhood Center – refer to Orchard Mesa Neighborhood Plan
- D. Redlands area - refer to the Redlands Area Plan
- E. North Avenue Corridor Plans
- F. Pear Park refer to the Pear Park Neighborhood Plan
- G. Horizon Business District – refer to (future) Horizon Business District Overlay
- H. Mesa Mall Environs – (future)
- I. Safe Routes to Parks & Open Space (future)

Implementation Actions:

- A. Revisit each sub-area plan regularly and update when needed.
- B. Add to the list as new sub-areas are planned and mapped.

4. Improve Interconnectivity with Grand Valley Transit (GVT) (Strategy) - The vision for GVT is to provide a viable transportation choice for all populations that connects communities, neighborhoods, and destinations while improving quality of life and supporting economic vitality in the region. GVT strives to provide an affordable, connected, efficient, and easy to use transit system that attracts all rider types,

integrates all modes of transportation and that provides a transportation system that supports jobs, recreation and overall community well-being. Additional statistical information for GVT can be found in Appendix B. [Hyperlink to appendices](#)

To achieve GVT’s vision, the transit system must provide improved interconnectivity and accessibility including first and last mile connections. Many of the improvements will rely on coordination with both Mesa County and City of Grand Junction for implementation.

Implementation Actions:

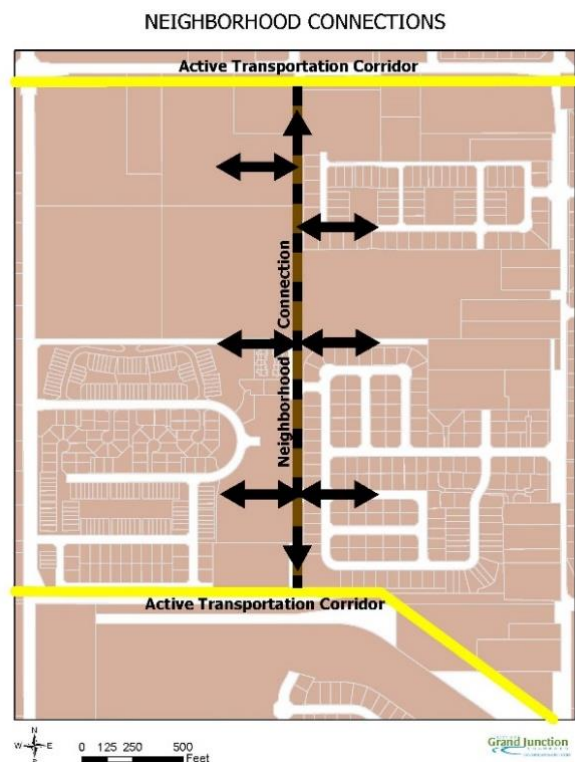
- A. Access - In coordination with its partners, GVT will improve sidewalks, curb ramps, and bike lanes and provide bike racks at bus stops in an ongoing effort to improve access for riders.

- B. Collaboration – GVT will collaborate and be a strong community partner that works with public, private, and non-governmental organizations to provide transit service options within the transportation system and look to emerging trends and technologies to bring this to fruition.

5. Improve the Urban Trails System both on and connecting to Active Transportation Corridors (Strategy)

Creating neighborhood and community connections that are safe, convenient and efficient are very important to providing transportation options. These can include active transportation routes to parks, schools, commercial and employment areas that are off the major, highly traveled ways. Efforts should look at planning at a ¼ mile radius from a proposed development as well as the entire transportation corridor between major attractions.

Access between neighborhoods and subdivisions and connecting them and other attractions to the Active Transportation Corridors can be accomplished in a variety of ways. Using drainage ways and open space areas is deemed the highest priority to make these connections work. See the four examples below.



The City has a history of working with development to create safe and convenient connectors between not only similar land uses, like residential neighborhoods, but also between unlike land uses.

Example 1: Lincoln Park Connection from North Avenue. Creating a safe community connection from collector and arterial streets allows good public access to major attractions and is important in encouraging non-motorized transportation including transit. A bus stop exists on North Avenue at the entrance of this trail connection.



Example 2: Leach Creek Trail - The Estates and Blue Heron residential subdivisions and development of the Leach Creek bike/pedestrian concrete trail.

Leach Creek Drainage Trail – Connecting G Road and G ½ Rd



Looking north from G Rd



Looking west from Beaver Lodge Dr. near G ½ Rd



Looking east from Patterson Rd

Example 3: Connection with Patterson Road – Trail across O’Reilly Auto Parts store property connects GVT Transfer Station with Patterson Road via a crosswalk at 24 ½ Road.

Example 4: Neighborhood connections to Active Transportation Corridors. These “neighborhood connections” provide individual subdivisions with access to the larger transportation system and link them with neighborhood subdivisions and other areas of the community. A “pathway” from a subdivision which leads to an Active Transportation Corridor will provide residents with an optional mode of transportation, while providing them access to major attractions in the urban area.



Pathway link from The Estates Subdivision to Leach Creek Trail

a. Incentives for Trail Construction - Trails and public streets are part of the transportation network. They provide transportation corridors for commuting purposes; serve as an amenity to the community, new developments, and neighborhoods. Trails have been shown to improve public health, strengthen community social connections and lead to increased property values.¹

Implementation Actions:

- A. The City or County will seek funding for off-site trail construction to connect development-required trail(s) to the existing trail network (Active Transportation Corridors).
 - 1. Revise the City’s Zoning and Development Code (Z&D) and County’s Land Development Code (LDC) to establish responsibility of new development and incentives for constructing trails shown on the Active Transportation Corridor Map and associated connections within their project limits.

b. Standards for Trail Design & Construction - All trails should be hard surface, preferably concrete and constructed to meet the American with Disabilities Act (ADA) requirements, follow specific regulations found in the Grand Junction Development Code and Transportation Engineering Design Standards (TEDS) manual, and be designed according to the latest industry standard.

The type of facility to be constructed for on-street trails shown on the Active Transportation Corridor map will generally be specified by the standard street cross

¹ CMU Study: “The Impact of Natural Amenities on Home Values in the Greater Grand Junction Area” by Nathan Perry, Tammy Parece, Cory Castaneda and Tim Casey – updated June 2017

sections in the TEDS Manual. However, the flexibility to choose a facility type that exceeds the minimum standards should be allowed and encouraged. Additionally, consideration should be given to implementing innovative pedestrian and bicycle facilities, in accordance with the latest industry standards, when the context of the corridor makes it feasible. Careful selection of the appropriate facility type is particularly important along the CDOT State Highway segments identified as Active Transportation corridors. For example, because of a corridor's context, a detached multi-use path or a separated two-way path could be preferred instead of on-street bike lanes. The designs for all projects on State Highway corridors are subject to the review and approval of CDOT staff.

Standards for trail design and construction must also account for crossings. Trail crossings occur when on-street or off-street trails intersect with another street. Crossings should be designed according to the latest industry standards and guidelines and prioritize the safety of vulnerable road users, pedestrians, and bicyclists.

- A. The majority of trail crossings will occur at existing street intersections. Design standards pertaining to the application of pedestrian crosswalks will apply.
- B. Current design standards and guidelines should be utilized to determine which of the various trail and pedestrian crossing treatments to select. For new crossing locations, an Engineering Study including a warrant analysis should be performed. The various trail and pedestrian crossing treatments that could be warranted by Engineering Study include crosswalk signage and markings, flashing warning beacons, pedestrian hybrid beacons, conventional traffic signals with pedestrian signal heads, or a grade separated crossing.
- C. When off-street trails cross streets, such as trails along drainageways or trails along canals, the preferred crossing treatment should be a grade separated facility. Ideally this would utilize a structure that accommodates both the trail and the necessary drainage conveyance. If a grade separated crossing cannot be reasonably accommodated, then an Engineering Study should be performed to select the appropriate at-grade crossing treatment. Ideally all at-grade crossings should occur at signalized intersections.
- D. When on-street trails cross CDOT State Highways or City/County arterials, the preferred crossing treatment should be a signalized intersection. A grade separated facility should be provided when it can be accomplished in combination with primarily vehicular bridge structures; such as the 29 Road overpass crossing the I-70 Business Loop. Grade separated trail crossings may also be possible by reallocating space on existing bridge structures; such as the B ½ Road Overpass crossing Highway 50. The designs for all projects crossing State Highway corridors are subject to the review and approval of CDOT staff.

Implementation Actions:

- A. Revise the City’s Zoning and Development Code (Z&D) and County’s Land Development Code (LDC) to reflect the intent of the following:
 - 1. Off-street trails shown on the Active Transportation Corridor Map shall be 10’ wide, designed and constructed per the Transportation Engineering Design Standards (TEDS).
 - 2. Minimum standards for on-street trails shown on the Active Transportation Corridor Map shall consist of on-street bike lanes in accordance with standard street cross sections and a detached sidewalk.
 - 3. In some cases, because of topography or other concerns, it may be impossible to meet ADA requirements. Soft trails may be acceptable in those instances.
 - 4. Per the Stormwater Management Manual (SWMM), most drainage channels require at least one 12’ wide service road. All drainage channel service roads shall also be designed to function as soft trails. If a trail is shown on the Active Transportation Corridor Map along a drainage channel, the service road must be constructed of a hard surface. To achieve the required 12’ service road width, it can be 10’ of concrete with compacted road base shoulders.

c. Ownership and Maintenance of Trail System - This policy is as follows and is different within the jurisdiction of Grand Junction than it is in the unincorporated areas of Mesa County.

City of Grand Junction Implementation Actions:

- A. Revise the Zoning and Development Code to reflect the intent of the following:
 - 1. If the trail is shown on the Active Transportation Corridor Map it must be in a tract or easement dedicated to the City of Grand Junction. If the trail is not shown on the Active Transportation Corridor Map the developer shall dedicate an appropriately sized tract or easement to accommodate the trail to the appropriate entity in the following order of descending priority: the City of Grand Junction, the Canal Company/ Drainage District, or the Homeowners Association (HOA) per the following:
 - a) When the trail is located adjacent to a drainage channel if maintained by the City of Grand Junction, it shall be dedicated to the City. If the Grand Valley Drainage District (GVDD) maintains the channel, dedication shall be to the City and/or the GVDD.
 - b) If the trail is located adjacent to a canal, dedication shall be to the City and/or the canal company.

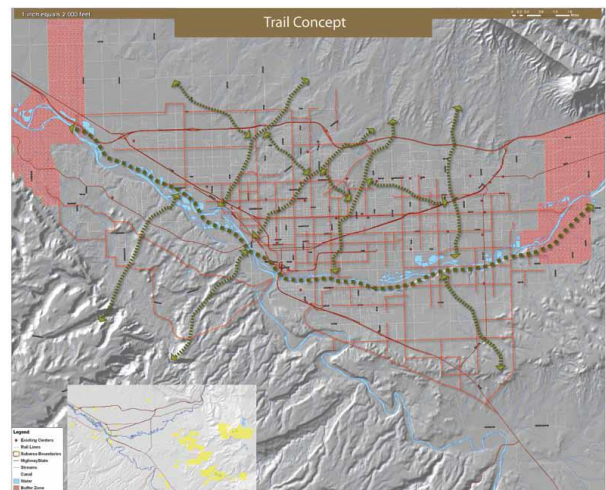
- c) Trails connecting internal subdivision streets or trails to external streets or trails shall be dedicated to the City or the HOA.
- d) Trail connections between neighborhoods shall be dedicated to the City or the HOA.

Unincorporated Areas of Mesa County Implementation Actions:

- A. Establish the following language in the Mesa County Land Development Code and/or Transportation and Engineering Design Standards (TEDS) for developing property:
 - 1. Trails connecting internal subdivision streets or trails to external streets or trails shall be dedicated to the HOA, but available for public use with appropriate easements.
 - 2. Trail connections between neighborhoods shall be dedicated to the HOA of which they are a part, but available for public use with appropriate easements.
 - 3. Sidewalks along streets shall be in the Mesa County right-of-way.

d. Active Transportation Corridors along Drainageways, Canals and Ditches – As shown in the 2010 Comprehensive Plan, the Colorado River Regional Trail envisioned by Grand Junction, Mesa County and many other partners establishes a regional trail running the length of the Colorado River from the Town of Palisade to the City of Fruita and beyond. Today parts of this trail are already built and more segments will be constructed through the combined efforts of various partners including Colorado Parks and Wildlife, the Colorado Riverfront Commission (One Riverfront), partner municipalities and the Urban Trails Committee.

Trails along Drainage Ways - North of the Colorado River, drainageways generally orient in a northeast/southwest direction as they drain toward the river. These drainageways create a grid system separate from the grid of the street system and can provide necessary connections for a trail network from many existing and future residential neighborhoods and the Colorado River. In the Redlands, drainageways generally orient from southeast to northwest. Trails can be located within some of the broader drainageways, but may have to be aligned along the edge of narrower drainage corridors.



Trails along Canals and Ditches – Canals are part of the secondary water system of the valley and generally run along contour lines in a northwest/southeast alignment,

following the terrain of the valley. These canals are owned and operated by the U.S. Bureau of Reclamation (BOR) and private irrigation companies, and are located on lands owned by the BOR, in rights-of-way or easements across private land. Using a combination of limited drainageway trails (discussed above) and limited canal trails can create a part of the active transportation corridor grid system.

The concept of accessing the Colorado River Trail system through these non-motorized Active Transportation Corridors takes advantage of existing road corridors, greenways, drainages, and a few canal and ditch segments as identified on the Active Transportation Corridor Map to tie most of Grand Junction to the Colorado River Regional Trail.

City of Grand Junction Implementation Actions:

- A. Revise the Zoning and Development Code to reflect the intent of the following:
 - 1. Trails along canals and drainages are shown on the Active Transportation Corridor map for certain segments needed to make essential trail system connections. Utilizing these segments for trail connections will require:
 - a) Cooperation and allowance of public access from the irrigation and drainage providers to ensure public safety along the canal.
 - b) Providing canal and drainage operators the ability to maintain their infrastructure.
 - c) Permission from the underlying landowners and provisions to minimize public impacts on private land (such as fencing).
 - d) Establishment of Memorandums of Understanding (MOU's) to address liability.

Unincorporated Areas of Mesa County Implementation Actions:

It is Mesa County's policy to not require trails along drainageways or canals.

- e. Develop wayfinding and marketing for trails system - A wayfinding system for bicyclists and pedestrians consists of comprehensive signing and/or pavement markings to guide bicyclists and pedestrians to their destinations along "Active Transportation Corridors" and other preferred routes. Signs are normally placed at decision points along routes – typically at the intersection of two or more routes, trails, or bikeways, and at other key locations leading to and along bike and pedestrian routes.²

Implementation Actions for all transportation providers/partners:

² Adopted from *Urban Bikeway Design Guide*, Second Edition, National Association of City Transportation Officials, March 2014

- A. Make trail maps available on key websites including at a minimum: Mesa County, City of Grand Junction, Grand Junction Economic Partners, Chamber of Commerce, Colorado Mesa University, and “Visit Grand Junction.”
- B. Distribute hard copy maps/brochures at visitors’ centers/ mobile visitor center/ hotels/ library/ schools and other locations that serve as visitor and user destinations.
- C. Distribute and/or post full-sized maps at various locations including downtown, the CMU campus, GVT transit centers and at important transit stops showing the multi-modal transportation network (GVT routes, trails, and roads, etc.).
- D. Develop a phone app showing different forms of circulation using different modes including photos. A mobile app could also be used to show history or points of interest as well as include the ability to report problems or suggestions.

6. Maintain/Improve Vehicular and Nonvehicular Circulation (Policy)

In less developed sections of the urban area there is a need for local (subdivision) streets to be constructed in specific locations for better connectivity and access to the collector and arterial street network. These streets have been identified as “Unclassified” on the Street Functional Classification Map and may be reclassified in the future when actual traffic demand is determined with development proposals.

Stub Streets - Local circulation systems and land development patterns must not detract from the efficiency of adjacent higher order streets nor limit access to undeveloped property within a neighborhood. Requiring stub streets is necessary to provide access and connectivity within a neighborhood. Management of access to higher volume streets, including public and private streets and driveways, is necessary to ensure that efficiency and safety are not unduly compromised.



Jamison Avenue is stubbed on both the east and west sides of this undeveloped area in Fruitvale

Implementation Actions:

Revise the Z&D and LDC to reflect the following:

- A. Unclassified “Future” Streets are required to be built during development. However, the classification will be determined via a Traffic Impact Analysis that demonstrates vehicle traffic demand within the area of interest (not limited to the development under consideration).
- B. Developments are required to stub streets to adjacent properties in logical locations, based on the Circulation Plan and each jurisdiction’s Access Management Policies. This will allow for an interconnected local street system while minimizing the number of points required for access to the general street system. Stub streets may be required for any functional classification street including local streets.

Appendix A- Maps

Figure 1 - Network Map

Figure 2 - Active Transportation Corridors Map

Figure 3 - Street Plan - Functional Classification Map

Figure 4 – Whitewater - Street Plan – Functional Classification Map

Figure 5 – Whitewater - Active Transportation Corridor Map

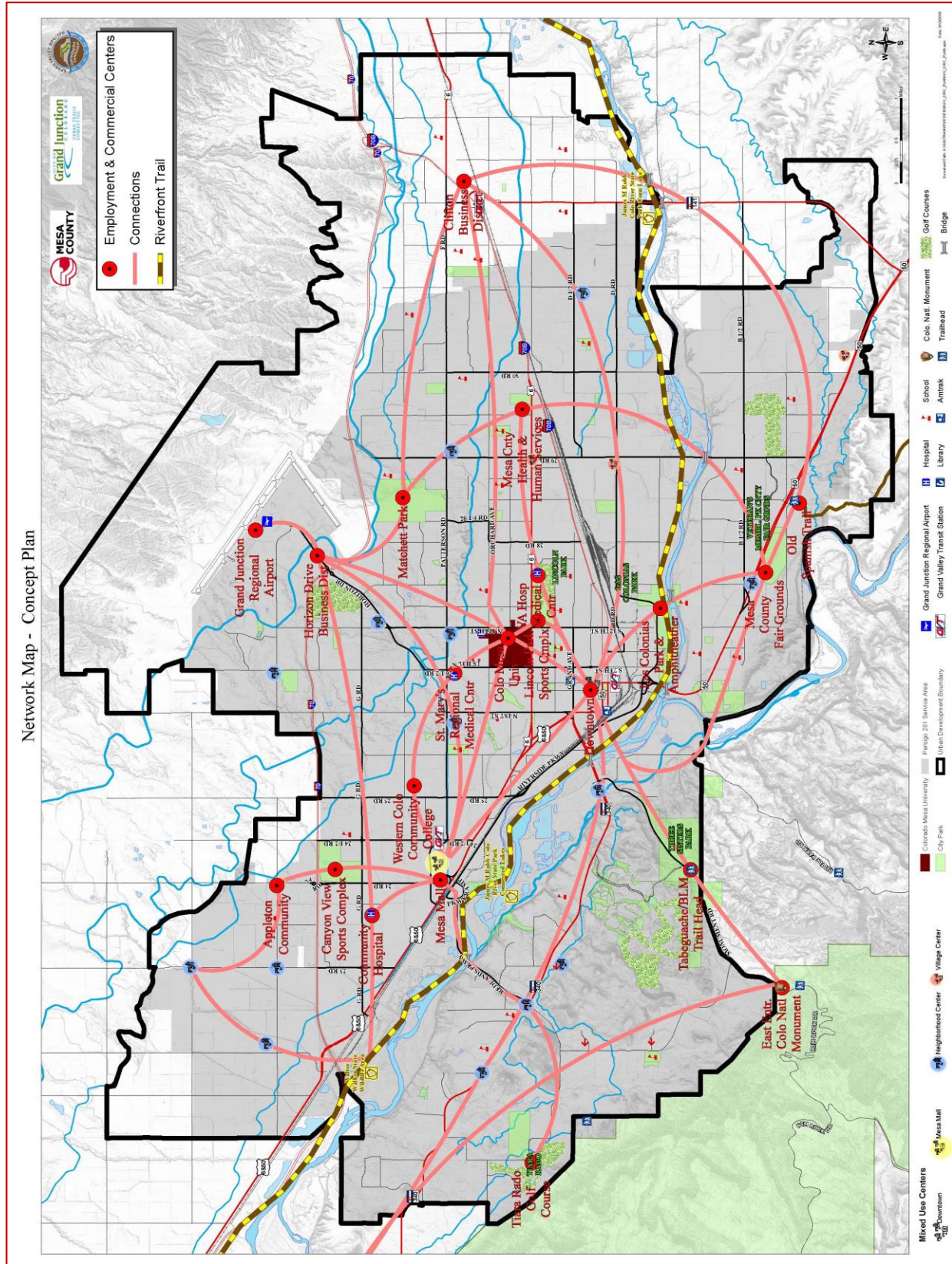


Figure 1

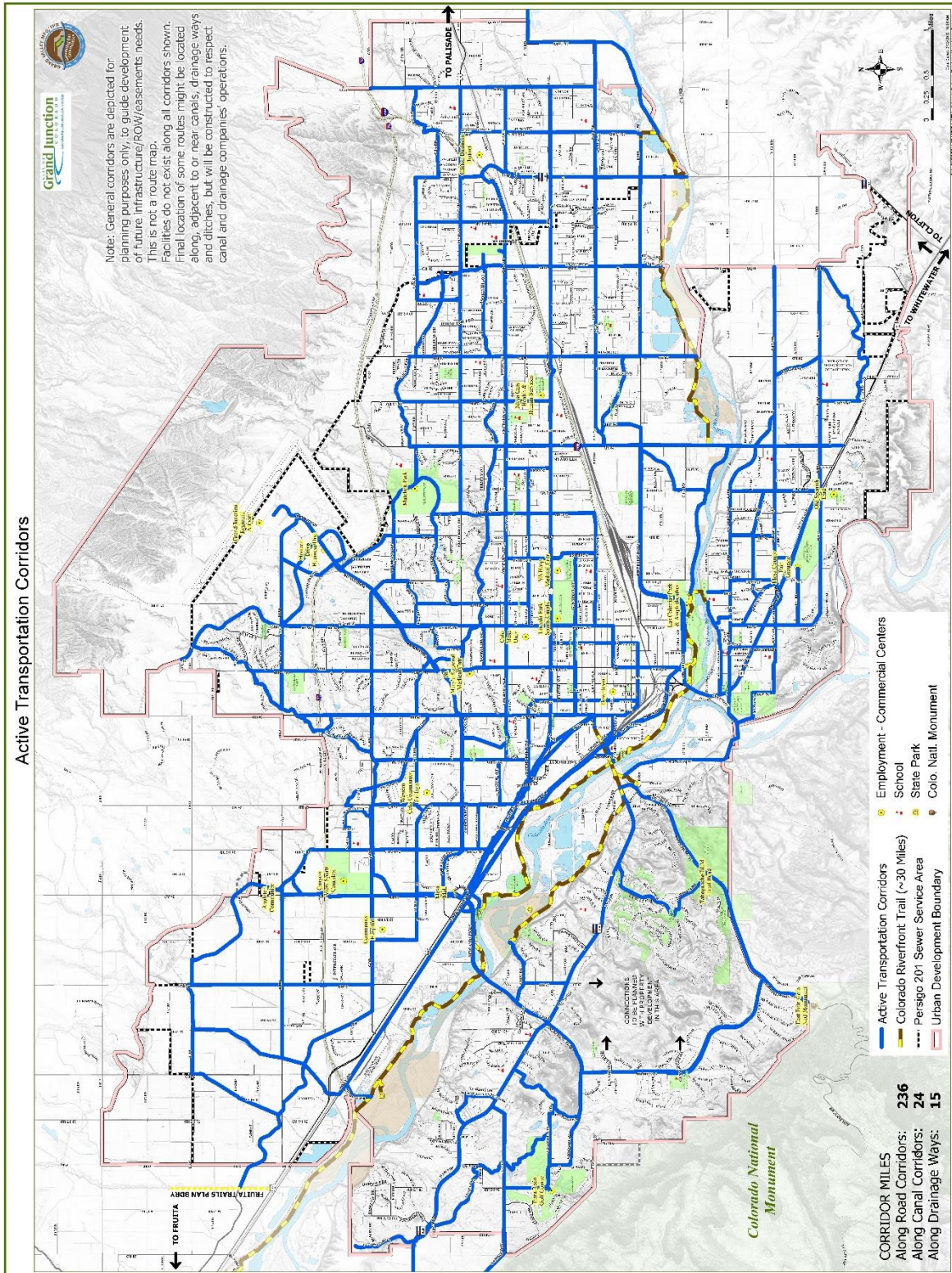


Figure 2

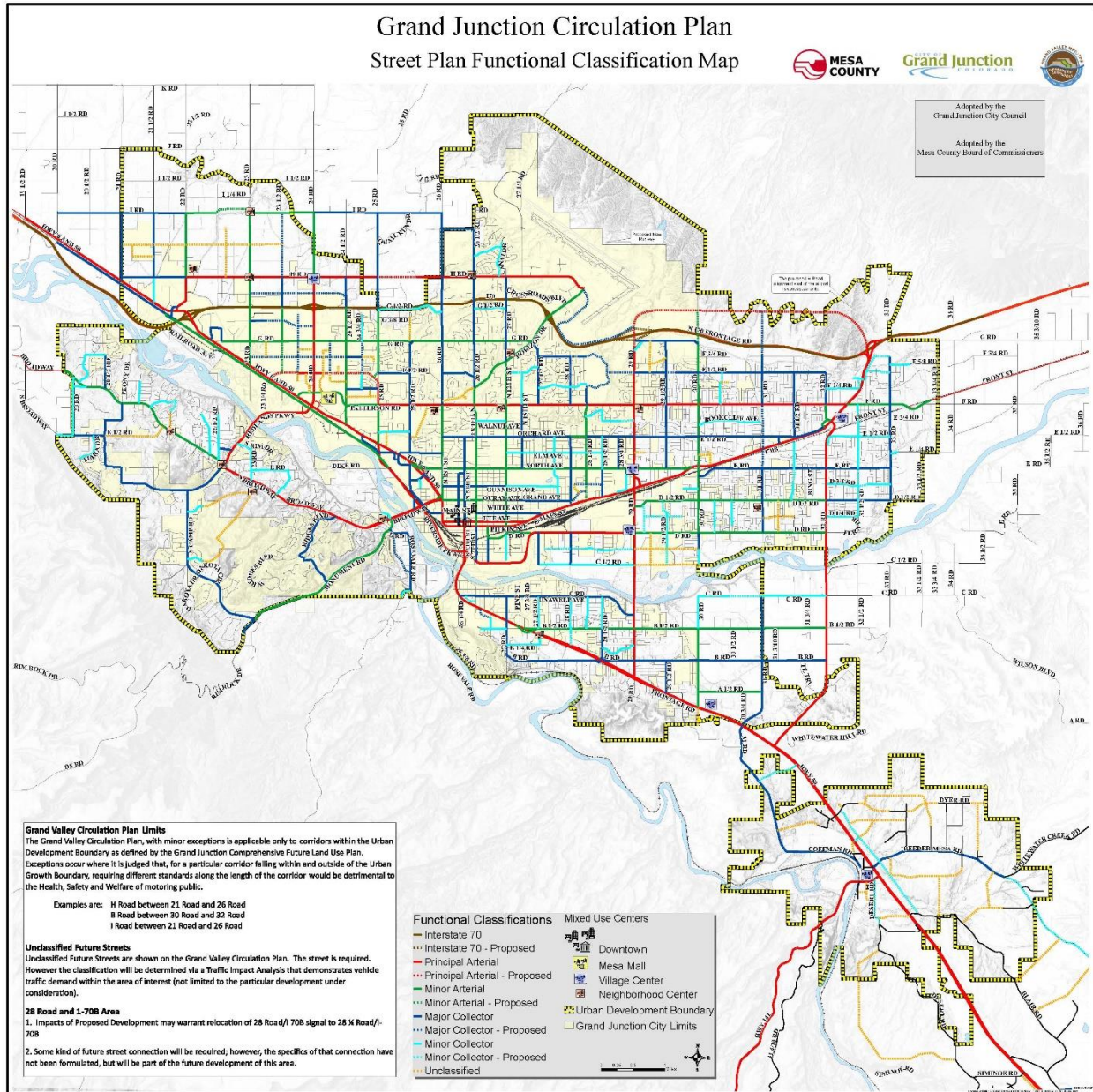


Figure 3

Street Plan - Functional Classifications Whitewater

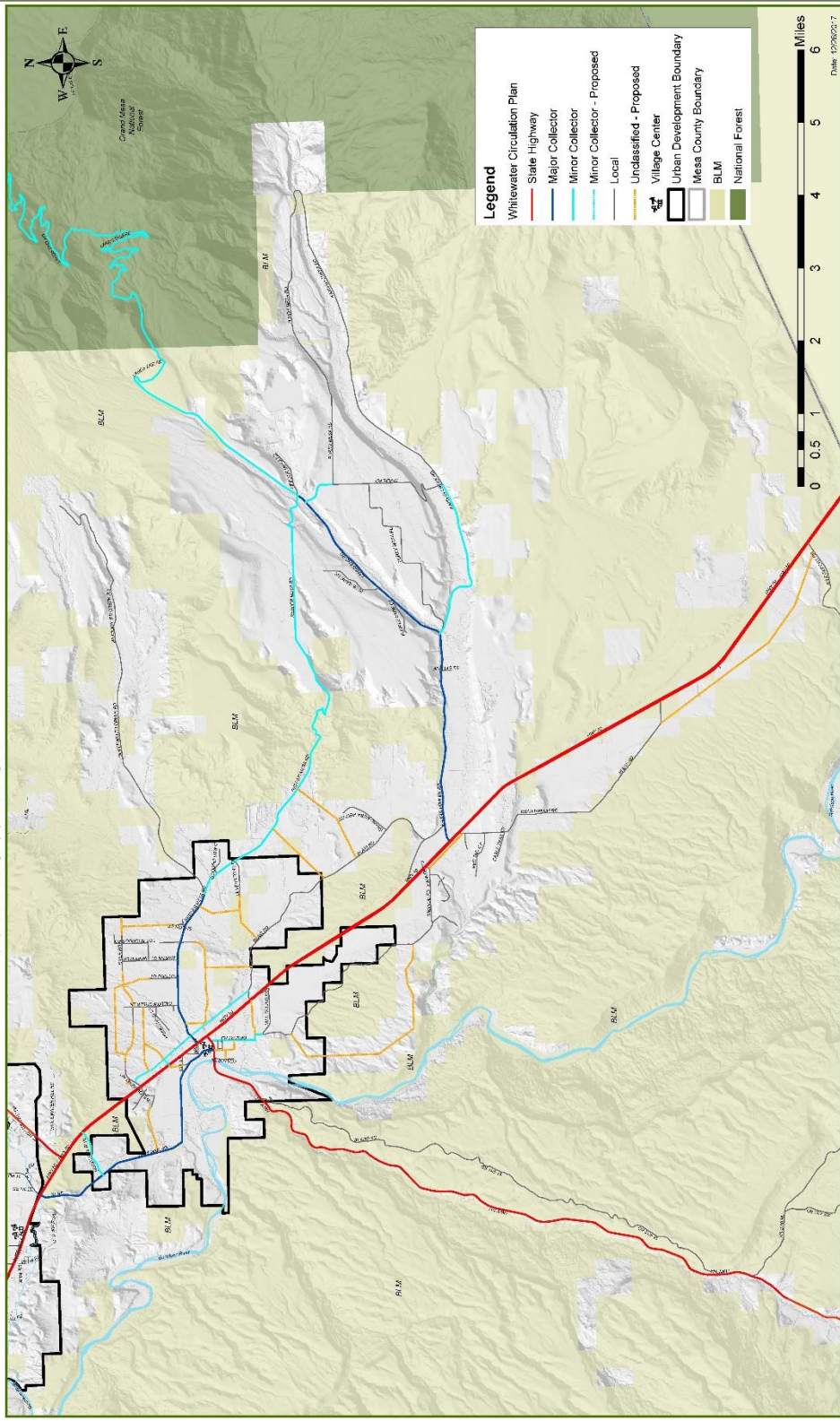


Figure 4

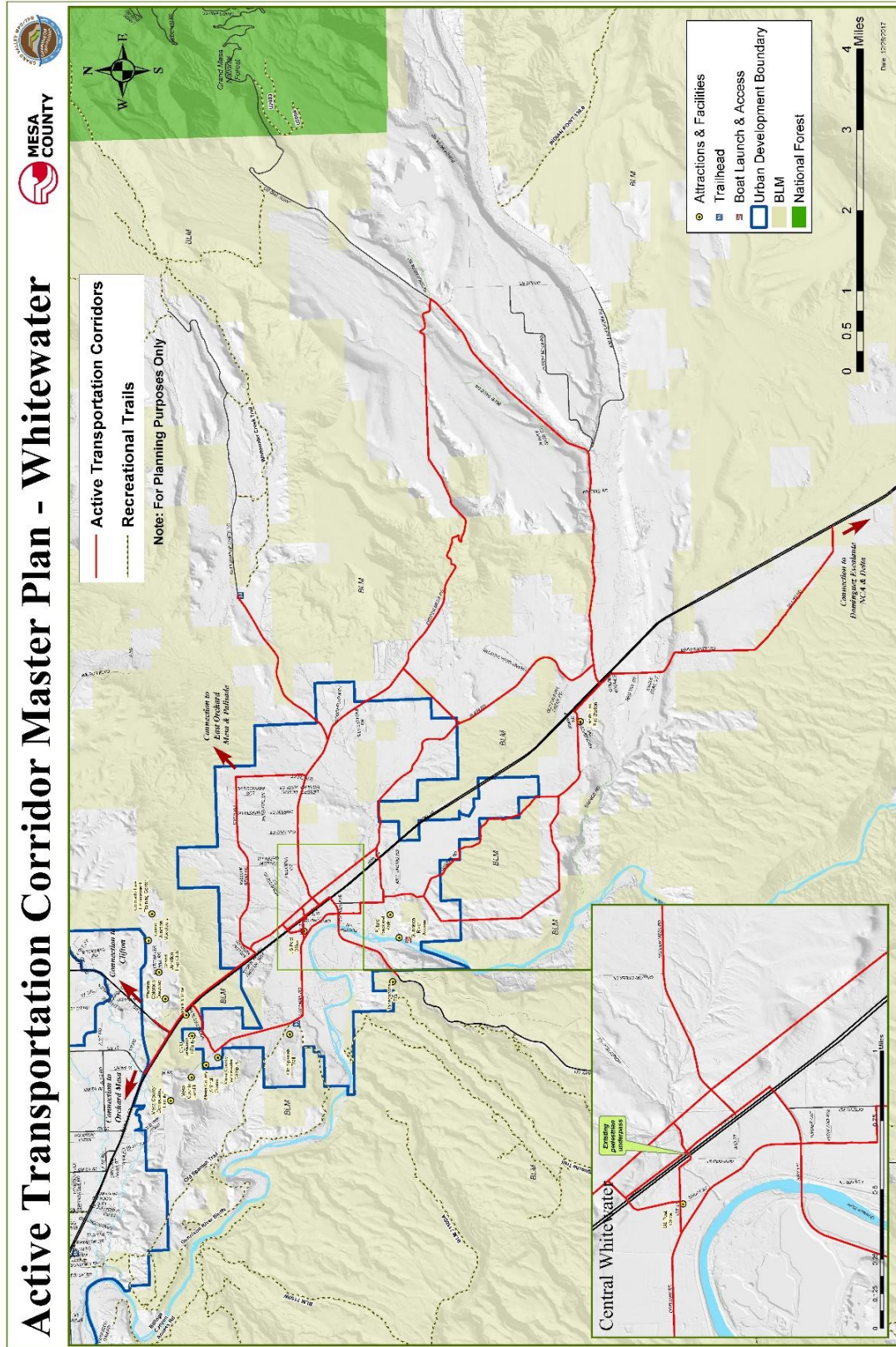


Figure 5

Appendix B - Background on Previous Adopted Transportation Plans

The following adopted plans have shaped the transportation planning in the community and have been adopted by one or both, the City of Grand Junction and Mesa County, and can be found at www.mesacounty.us/planning and/or at <http://www.gjcity.org>. These plans serve as the foundation for the updated Circulation plan.

- 2010 *Grand Junction Comprehensive Plan* The Grand Junction Comprehensive Plan was adopted in 2010 by both the City Council of Grand Junction and the Mesa County Planning Commission. The Comprehensive Plan provides the vision and the goal of “Becoming the Most Livable Community West of the Rockies”. Creating a community with an excellent transportation system is essential to achieving this vision. The goals and policies of the Comprehensive Plan are furthered discussed in this Circulation Plan.
- Grand Valley 2040 Regional Transportation Plan (see gv2040rpt.org) - The 2040 Plan was adopted by the Grand Valley Regional Transportation Commission in 2015. To maintain the region’s transportation system, ensure the efficient movement of people and goods, and support future growth and development, transportation services and infrastructure are planned and coordinated through a regional transportation planning process carried out by the Grand Valley Metropolitan Planning Organization (GVMPO). The GVMPO is the federally-designated transportation planning organization for the Grand Junction urbanized area and all of Mesa County. The long-term guidance developed in the regional Long Range Regional Transportation Plan (RTP) informs a short-term capital improvement plan, or the Transportation Improvement Program (TIP), and prioritize projects to make the best use of limited funding. The regional plan covers all of Mesa County, including incorporated Grand Junction. The Grand Valley 2040 Regional Transportation Plan (RTP) is the most recent update to the region’s overall vision for future transportation infrastructure and investment and identifies the types of investments and strategies needed to address transportation mobility needs in the region. The plan guides future investments in the region’s transportation system to reduce congestion; ease commutes; improve roadway safety; enhance sidewalks, bike, and multi-use trails; and maintain an efficient and effective transportation system that supports the regional economy. It is scheduled to be updated in 2019 by a 2045 Plan.
- 2001 *Urban Trails Master Plan* - The City of Grand Junction last adopted an Urban Trails Master Plan in 2001 and the Mesa County Board of County Commissioners retired it in April 2014, leaving a plan that is limited, outdated and only implemented within the city limits of Grand Junction. The Urban Trails Master Plan defines the type and locations of non-motorized transportation corridors in the Grand Junction urban area, as well as on-street bicycle and pedestrian facilities. Rather than update the Urban Trails Master Plan, it is being

incorporated into this Plan, which will provide more direction, priorities, policies and implementation strategies.

- 2002 Redlands Area Transportation Plan – Includes a transportation section that was adopted as part of the Circulation Plan in 2002. There were four key elements of the planning effort: 1) State Highway 340 Access Control Plan; 2) capacity improvements on existing routes; 3) new roadways and neighborhood connections; and 4) multi-modal accommodations.
- 2004 Pear Park Neighborhood Plan – Includes a Transportation and Access Management Plan for the Pear Park neighborhood and was adopted as part of the Circulation Plan in 2004. It remains a part of the Circulation Plan today and its detail at a neighborhood level guides development access and street cross sections for major corridors in Pear Park.
- 2014 Orchard Mesa Neighborhood Plan – Includes a transportation planning section supporting complete street improvements, multi-modal enhancements for all major corridors on Orchard Mesa including US Highway 50, establishing non-motorized crossings of US Hwy 50 (including the eastbound conversion of the B ½ Road overpass to a pedestrian/bicycle path), and creating safe non-motorized routes to area attractions, schools, the riverfront, and centers.
- 2011 Clifton/Fruitvale Community Plan - Includes the Clifton Transportation Study and Clifton Pedestrian Circulation Study. Adopted in 2006 and amended in 2011, it specifically looks at pedestrian and bicycle improvements to US Highway 6 that runs through Clifton on the way to Palisade.
- 2007/2011 North Avenue Corridor Plans and Zoning Overlay - Includes transportation requirements that reinforce a “Complete Street” infrastructure that support this Circulation Plan.
- 24 Road Subarea Plan and Overlay - Adopted in 2000 and updated in 2017, it includes transportation requirements that reinforce a “Complete Street” infrastructure and support this Circulation Plan.

Appendix C - GVT Transit

GVT Transit Summary, Service Areas and Major Corridors

Based on onboard passenger surveys conducted between 2008 to 2016, the two major destinations for Grand Valley Transit (GVT) passengers while riding the bus are home followed by work. Therefore, GVT focuses the system around densities of residential development and centers of employment. Determining factors for route alignments and stop placement focus on transit-dependent populations that include older adult, persons with ambulatory disabilities, low-income, and zero-vehicle populations. Much of this information comes from Census tract data, while the Grand Junction Housing Coalition is another resource.

GVT focuses on specific corridors - Since the inception of fixed routes in 2000, GVT has focused on particular corridors including the following within the City of Grand Junction: North Avenue, Patterson Road, Orchard Avenue, Horizon Drive, Unawep Avenue, D ½ Road, D Road, 4th & 5th Street couplets, 7th Street, 12th Street, 29 Road, and 32 Road.

GVT daily boarding's and alightings –

The busiest stops in 2016 for passenger boardings include the following (in order):

- Downtown Transfer Facility
- Clifton Transfer Facility
- West Transfer Facility
- North Ave & East of 28 ¾ Rd - Walmart
- 1st St & North of Rood Ave – City Market
- North Ave & West of 28 ¾ Rd – Texas Road House - North Ave & East of 28 ½ Rd – Homeward Bound

The busiest stops in 2016 for passengers' alightings include the following:

- Downtown Transfer Facility
- Clifton Transfer Facility
- West Transfer Facility
- North Ave & Orchard Ave - West of 29 ¼ Rd
- North Ave & East of 28 ½ Rd – Homeward Bound
- North Ave & West of 29 ½ Rd – Career Center
- East of 28 ¾ Rd - Walmart

GVT seeks Economic and Community Vitality – Provide a transit system that supports jobs, recreation, and overall community well-being.

GVT seeks System Preservation – Maintain a financially sustainable transit system operating in a state of good repair.

GVT seeks Education and Outreach – Strive to inform and educate the public about transit services and the mobility options they provide for all trip types and populations. Municipalities and educational institutions can partner with GVT to leverage grant funding for capital improvements.

Examples of recent successes include:

- Pedestrian and bicycle facilities (crossing beacons, sidewalks, ADA ramps, etc.)
- Buildings (County Fleet addition in Whitewater, park-and-ride facilities)
- Compressed Natural Gas (CNG) fueling facilities
- Litter vacuum for Mesa County Facilities Department
- CMU coach bus, District 51 & GVT bus pullout on 7th & Elm at new engineering building
- Connecting the GVT West Transfer Station on 24 ½ Road, to Patterson Road, A “Neighborhood Connection” a trail was built by O’Reilly Auto Parts providing pedestrian access from 24 ½ Road to Patterson Road.



CMU (7th St) – GVT Bus Pullout



GVT Bus Transfer Station across street



Looking west from 24 ½ Rd

Appendix D - Resources

City of Grand Junction

www.gjcity.org

[Grand Junction Comprehensive Plan](#)

[Transportation Engineering Design Standards Manual \(TEDS\)](#)

[Urban Trails Committee](#)

Additional Plans can be found at <http://www.gjcity.org/residents/community-development/long-range-planning/>

Mesa County

www.mesacounty.us/planning

[Mesa County Road Access Policy](#)

[Mesa County Road & Bridge Specifications](#)

Additional Plans can be found at <http://www.mesacounty.us/planning/master-plan.aspx>

Grand Valley Metropolitan Planning Organization

www.rtpo.mesacounty.us

[2040 Regional Transportation Plan](#)

[Safe Routes to School](#)

Additional Plans, Reports and Studies can be found at <http://rtpo.mesacounty.us/plans-reports-studies.aspx>

Colorado Mesa University Natural Resource Center

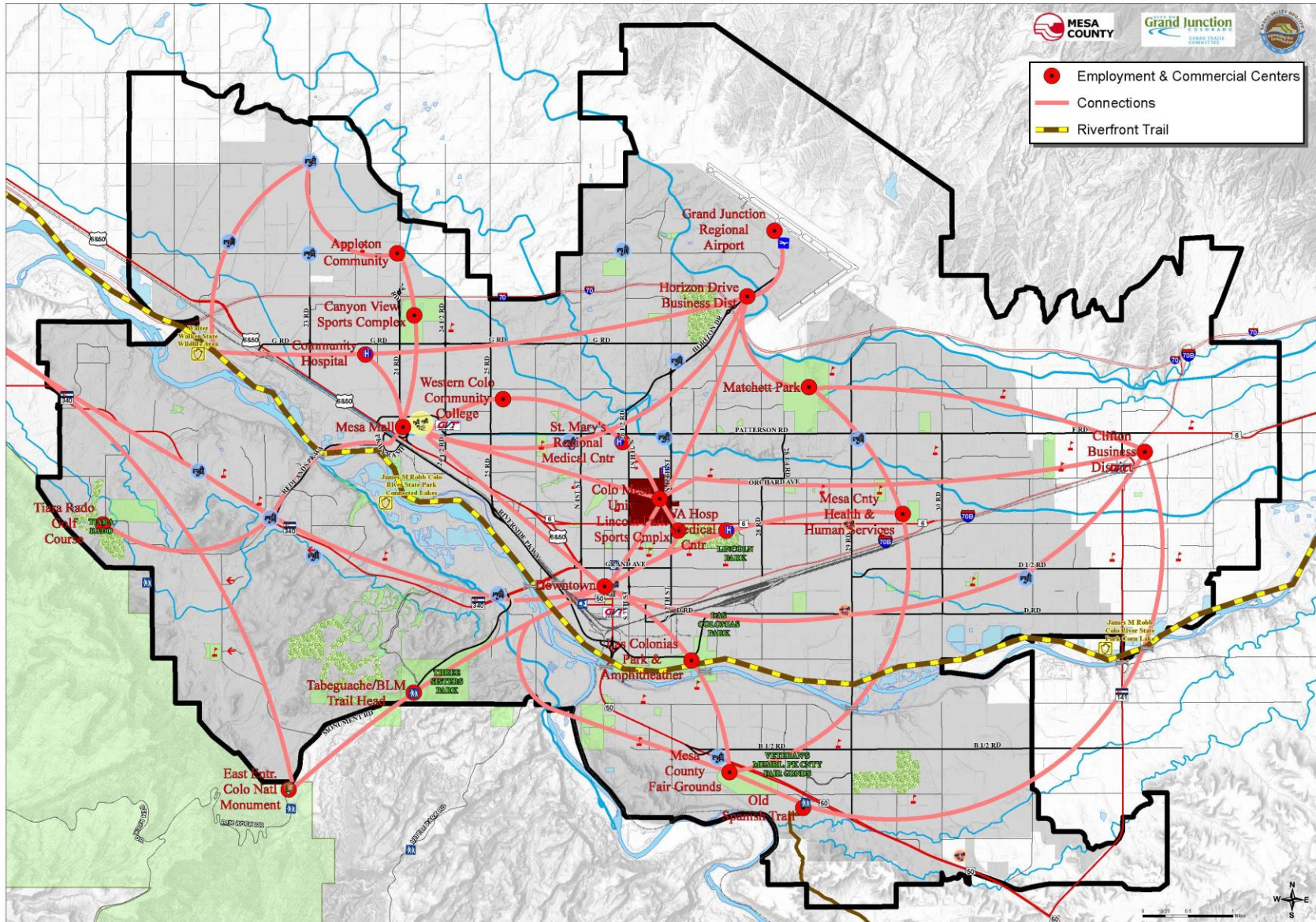
<http://www.coloradomesa.edu/natural-resource-center/NRC%20Reports/socioeconomic-studies.html>

Studies include:

- Grand Valley Public Trail Systems Socio-Economic Study, 2018
- Rural Colorado Migration Study, 2018
- Mesa County Hedonic House Price Study, 2017

Network Map - Concept Plan

Exhibit 3



MESA COUNTY **Grand Junction**

- Employment & Commercial Centers
- Connections
- Riverfront Trail

Mixed Use Centers

- Downtown
- Mesa Mall
- Neighborhood Center
- Village Center

Colorado Mesa University
Pierago 201 Service Area
✈ Grand Junction Regional Airport
 🏥 Hospital
 🎓 School
 🏛 Colo. Natl. Monument
 🏌️ Golf Courses

City Park
Urban Development Boundary
🚇 Grand Valley Transit Station
 📖 Library
 🚆 Amtrak
 Trailhead
🌉 Bridge

Project File: G:\GIS\WORKSPACE\GIS\PROJECTS\GIS_Planet_City_Plan.aprx | Page 3 of 20

EXHIBIT 4

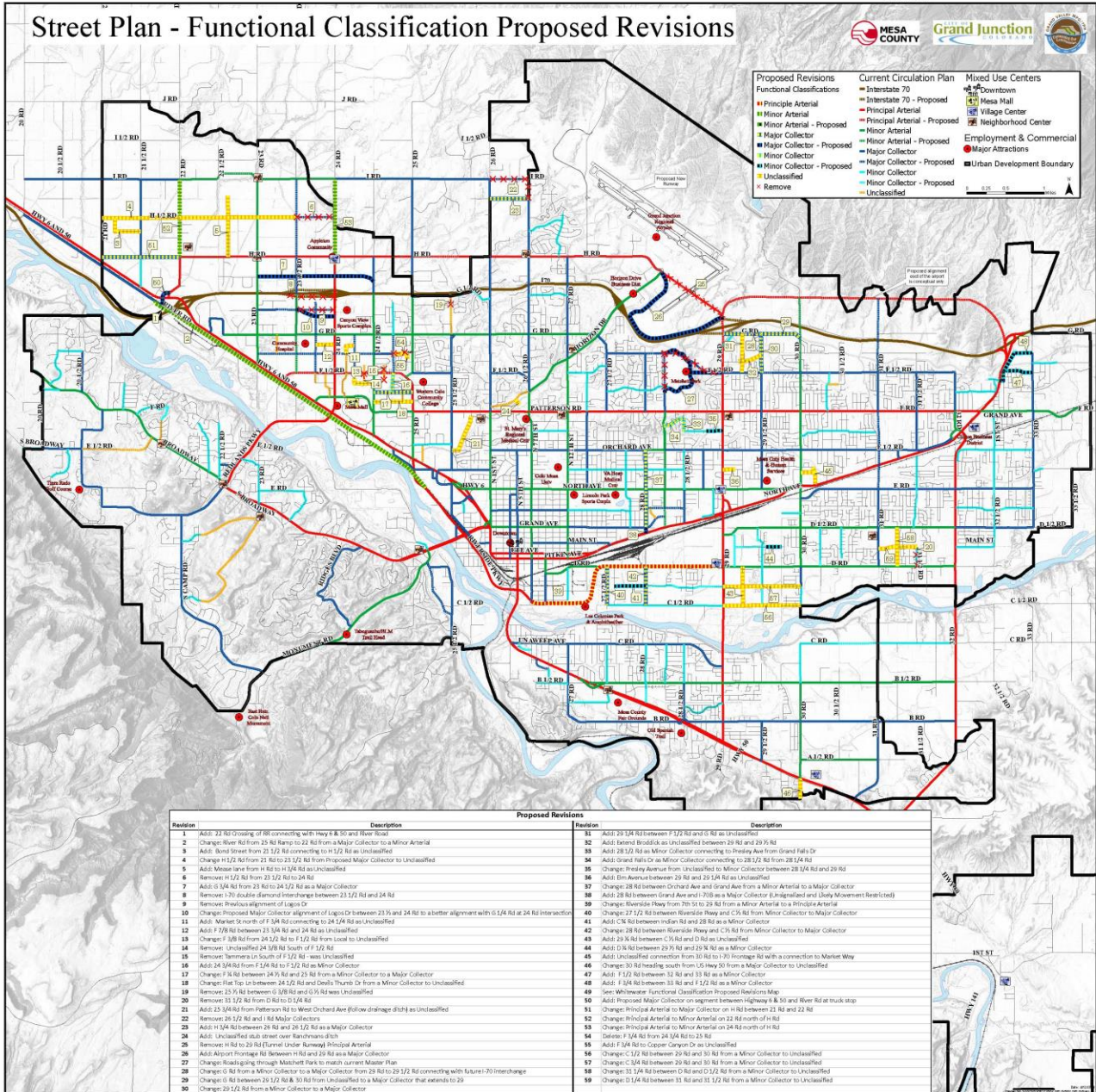


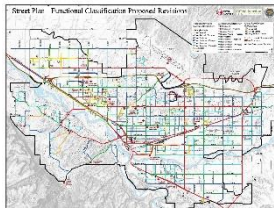
EXHIBIT 5

Proposed GJCP Revisions - Street Plan – List of Changes

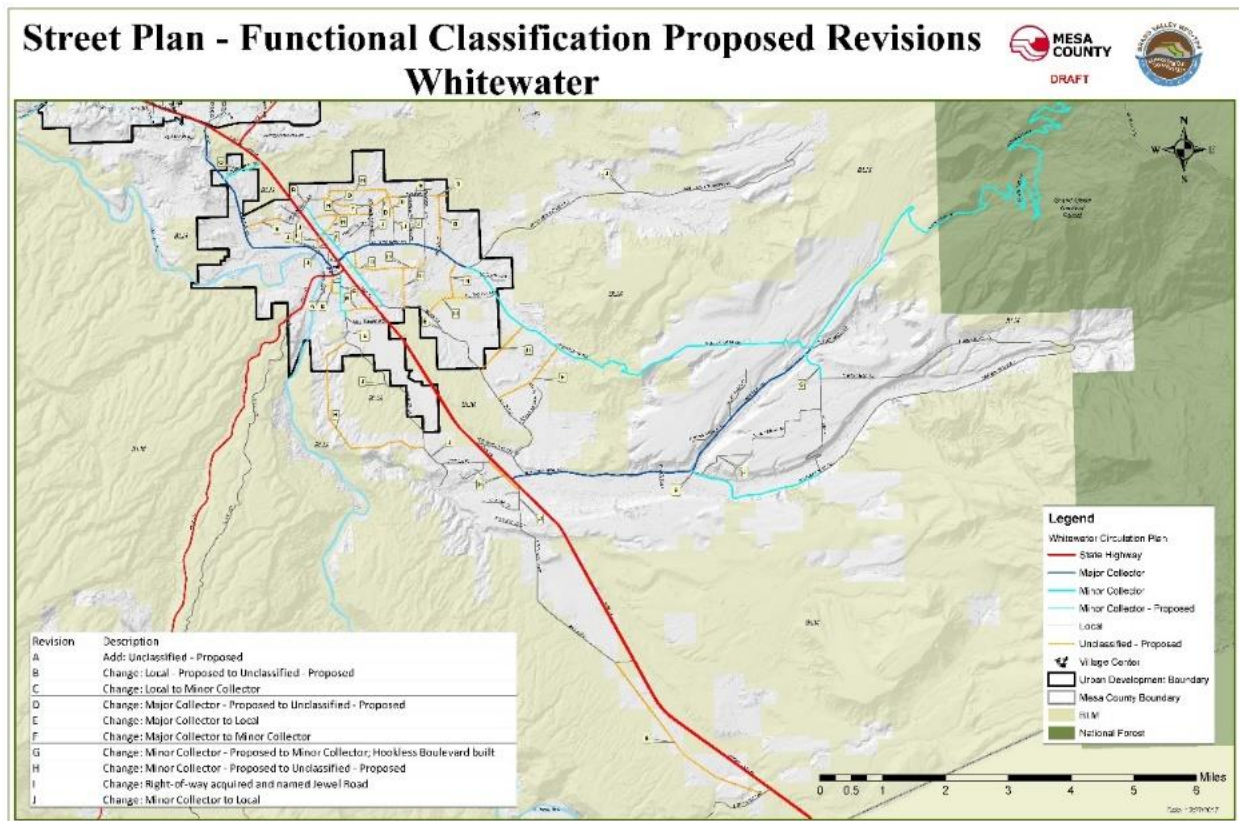
| Revision | Description |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Add: 22 Rd Crossing of RR connecting with Hwy 6 & 50 and River Road |
| 2 | Change: River Rd from 25 Rd Ramp to 22 Rd from a Major Collector to a Minor Arterial |
| 3 | Add: Bond Street from 21 1/2 Rd connecting to H 1/2 Rd as Unclassified |
| 4 | Change H 1/2 Rd from 21 Rd to 23 1/2 Rd from Proposed Major Collector to Unclassified |
| 5 | Add: Mease lane from H Rd to H 3/4 Rd as Unclassified |
| 6 | Remove: H 1/2 Rd from 23 1/2 Rd to 24 Rd |
| 7 | Add: G 3/4 Rd from 23 Rd to 24 1/2 Rd as a Major Collector |
| 8 | Remove: I-70 double diamond interchange between 23 1/2 Rd and 24 Rd |
| 9 | Remove: Previous alignment of Logos Dr |
| 10 | Change: Proposed Major Collector alignment of Logos Dr between 23 1/2 and 24 Rd to a better alignment with G 1/4 Rd at 24 Rd intersection |
| 11 | Add: Market St north of F 3/4 Rd connecting to 24 1/4 Rd as Unclassified |
| 12 | Add: F 7/8 Rd between 23 3/4 Rd and 24 Rd as Unclassified |
| 13 | Change: F 3/8 Rd from 24 1/2 Rd to F 1/2 Rd from Local to Unclassified |
| 14 | Remove: Unclassified 24 3/8 Rd South of F 1/2 Rd |
| 15 | Remove: Tammera Ln South of F 1/2 Rd - was Unclassified |
| 16 | Add: 24 3/4 Rd from F 1/4 Rd to F 1/2 Rd as Minor Collector |
| 17 | Change: F 1/4 Rd between 24 1/2 Rd and 25 Rd from a Minor Collector to a Major Collector |
| 18 | Change: Flat Top Ln between 24 1/2 Rd and Devils Thumb Dr from a Minor Collector to Unclassified |
| 19 | Remove: 25 1/2 Rd between G 3/8 Rd and G 1/2 Rd was Unclassified |
| 20 | No Change: keep as Unclassified |
| 21 | Add: 25 3/4 Rd from Patterson Rd to West Orchard Ave (follow drainage ditch) as Unclassified |
| 22 | Remove: 26 1/2 Rd and I Rd Major Collectors |
| 23 | Add: H 3/4 Rd between 26 Rd and 26 1/2 Rd as a Major Collector |
| 24 | Add: Unclassified stub street over Ranchman's ditch |
| 25 | Remove: H Rd to 29 Rd (Tunnel Under Runway) Principal Arterial |
| 26 | Add: Airport Frontage Rd Between H Rd and 29 Rd as a Major Collector |
| 27 | Change: Roads going through Matchett Park to match current Master Plan |
| 28 | Change: G Rd from a Minor Collector to a Major Collector from 29 Rd to 29 1/2 Rd connecting with future I-70 interchange |
| 29 | Change: G Rd between 29 1/2 Rd & 30 Rd from Unclassified to a Major Collector that extends to 29 |
| 30 | Change: 29 1/2 Rd from a Minor Collector to a Major Collector |

| | |
|-----------|-----------------------------------------------------------------------------------------------------------|
| 31 | Add: 29 1/4 Rd between F 1/2 Rd and G Rd as Unclassified |
| 32 | Add: Extend Broddick as Unclassified between 29 Rd and 29 1/2 Rd |
| 33 | Add: 28 1/2 Rd as Minor Collector connecting to Presley Ave from Grand Falls Dr |
| 34 | Add: Grand Falls Dr as Minor Collector connecting to 28 1/2 Rd from 28 1/4 Rd |
| 35 | Change: Presley Avenue from Unclassified to Minor Collector between 28 3/4 Rd and 29 Rd |
| 36 | Add: Elm Avenue between 29 Rd and 29 1/4 Rd as Unclassified |
| 37 | Change: 28 Rd between Orchard Ave and Grand Ave from a Minor Arterial to a Major Collector |
| 38 | Add: 28 Rd between Grand Ave and I-70B as a Major Collector (Unsignalized and Likely Movement Restricted) |
| 39 | Change: Riverside Pkwy from 7th St to 29 Rd from a Minor Arterial to a Principle Arterial |
| 40 | Change: 27 1/2 Rd between Riverside Pkwy and C 1/2 Rd from Minor Collector to Major Collector |
| 41 | Add: C 3/4 Rd between Indian Rd and 28 Rd as a Minor Collector |
| 42 | Change: 28 Rd between Riverside Pkwy and C 1/2 Rd from Minor Collector to Major Collector |
| 43 | Add: 29 1/4 Rd between C 1/2 Rd and D Rd as Unclassified |
| 44 | Add: D 1/4 Rd between 29 1/2 Rd and 29 3/4 Rd as a Minor Collector |
| 45 | Add: Unclassified connection from 30 Rd to I-70 Frontage Rd with a connection to Market Way |
| 46 | Change: 30 Rd heading south from US Hwy 50 from a Major Collector to Unclassified |
| 47 | Add: F 1/2 Rd between 32 Rd and 33 Rd as a Minor Collector |
| 48 | Add: F 3/4 Rd between 33 Rd and F 1/2 Rd as a Minor Collector |
| 49 | See: Whitewater Functional Classification Proposed Revisions Map |
| 50 | Add: Proposed Major Collector on segment between Highway 6 & 50 and River Rd at truck stop |
| 51 | Change: Principal Arterial to Major Collector on H Rd between 21 Rd and 22 Rd |
| 52 | Change: Principal Arterial to Minor Arterial on 22 Rd north of H Rd |
| 53 | Change: Principal Arterial to Minor Arterial on 24 Rd north of H Rd |
| 54 | Delete: F 3/4 Road from 24 3/4 Road to 25 Road |
| 55 | Add: F 3/4 Road to Copper Canyon Drive as Unclassified |
| 56 | Change: C 1/2 Rd between 29 Rd and 30 Rd from a Minor Collector to Unclassified |
| 57 | Change: C 3/4 Rd between 29 Rd and 30 Rd from a Minor Collector to Unclassified |
| 58 | Change: 31 1/4 Rd between D Rd and D 1/2 Rd from a Minor Collector to Unclassified |
| 59 | Change: D 1/4 Rd between 31 Rd and 31 1/2 Rd from a Minor Collector to Unclassified |

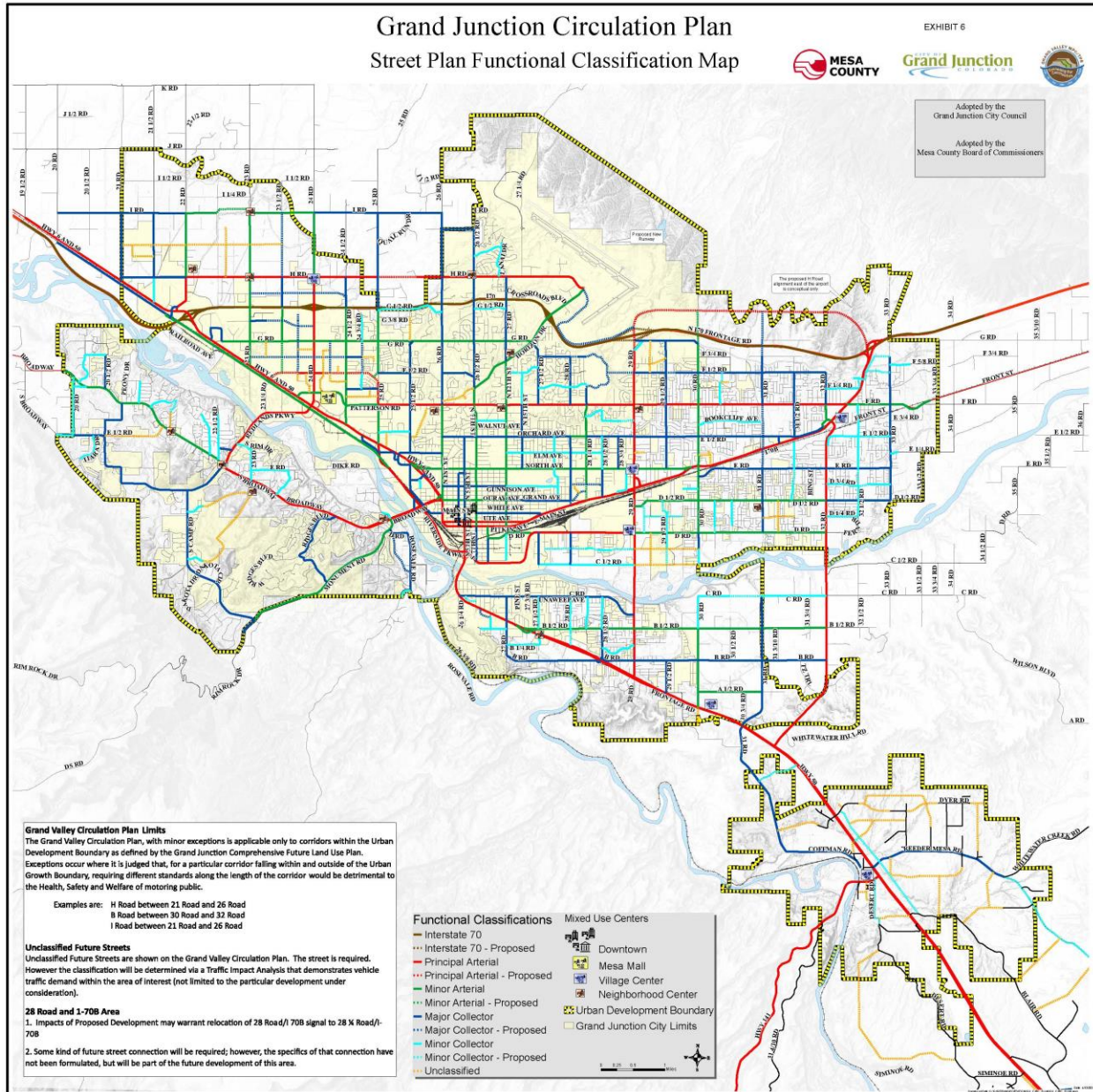
| WHITEWATER STREET PLAN MAP #49 | |
|--------------------------------|---------------------------------------------------------------------------------|
| A | Add: Unclassified – Proposed |
| B | Change: Local – Proposed to Unclassified – Proposed |
| C | Change: Local to Minor Collector |
| D | Change: Major Collector – Proposed to Unclassified - Proposed |
| E | Change: Major Collector to Local |
| F | Change: Major Collector to Minor Collector |
| G | Change: Minor Collector – Proposed to Minor Collector; Hookless Boulevard built |
| H | Change: Minor Collector – Proposed to Unclassified - Proposed |
| I | Change: Right-of-way acquired and named Jewel Road |
| J | Change: Local to Minor Collector |



See the full-size map found in Exhibit 4 to view proposed changes to the Street Plan within the Urban Development Boundary in the Grand Junction/Clifton area.



Whitewater is part of the Comprehensive Plan Urban Development Boundary area, but is not within the Persigo 201 annexable area. Mesa County Planning Commission will be including this area as part of their Plan adoption.



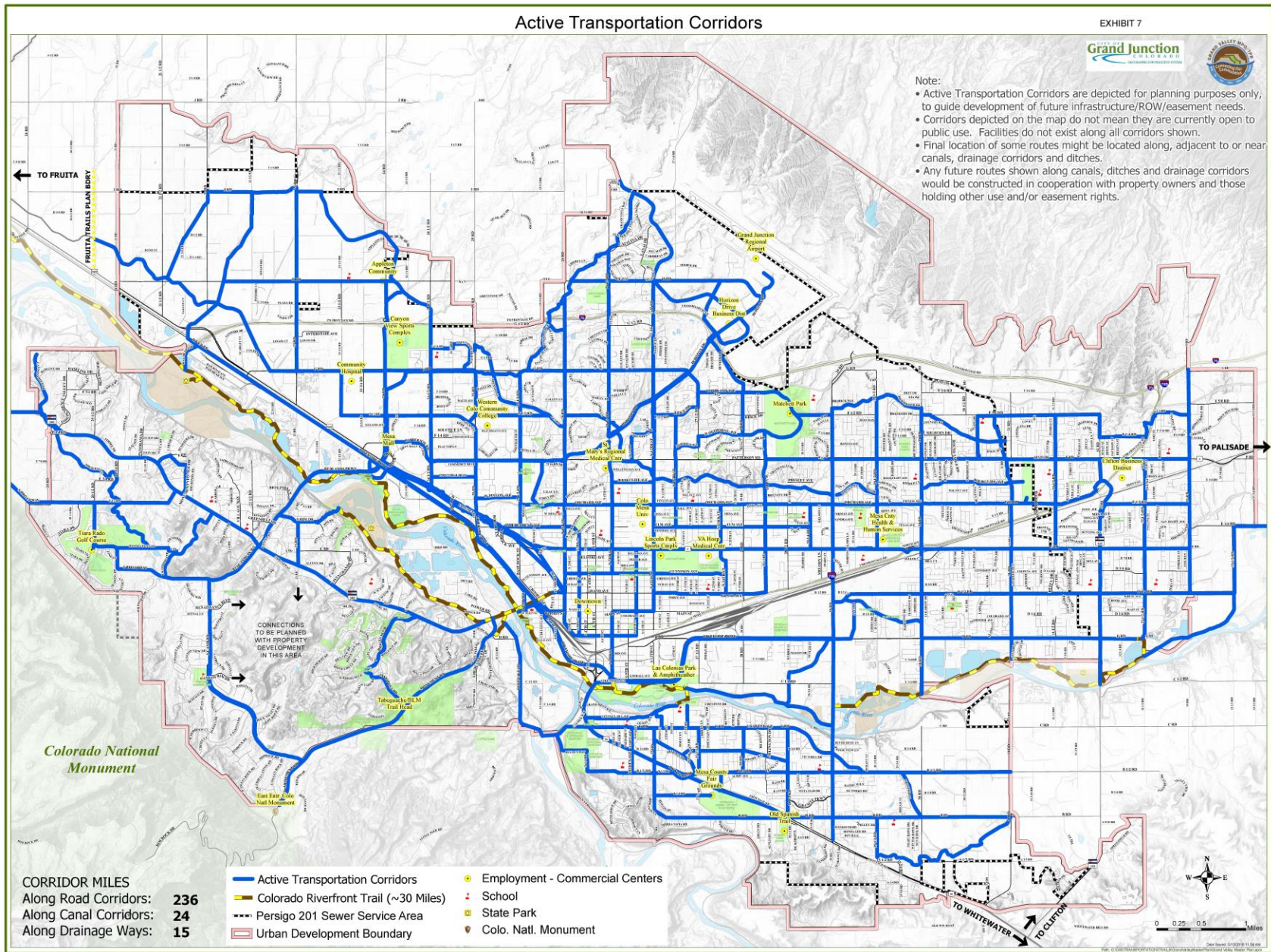


EXHIBIT 8

List of Public Meetings

Public Outreach and Comments Received: The Technical Team held focus group meetings with many organizations and entities in between workshops with both Grand Junction and Mesa County Planning Commission and workshops with the Grand Junction City Council and briefings with the Board of County Commissioners. Many comments were received from the public at the February Open House and through email. In additions letters from various agencies were received, both in support and not in support of the proposed Plan.

The following individuals, groups and organizations were given presentations of the proposed Circulation Plan. In February a community open house was held with more than 40 people in attendance.

One on Ones

1. Bill Merkel – Large property owner – met Oct. 20, 2017
2. Chris Endreson – CU Denver local Technical Assistance Coordinator– met Jan 24, 2018
3. Elizabeth Fogarty – Visit Grand Junction Director – met March 14, 2018

Canal Companies / Drainage Districts / Utility Providers

1. GVWU - Mark Harris, Manager – met Oct. 20, 2017
2. GVDD - Tim Ryan, Manager – met Oct. 20, 2017
3. PID, GVWUA, OMID managers - met Dec. 11. 2017
4. Palisade Irrigation District Board – met Jan. 4, 2018
5. GVIC - Phil Bertrand and Charlie Gunther - met Jan 10, 2018
6. RW&P - Kevin Jones with 4 Board members – met Jan 11, 2018
7. Grand Valley Water Users Board – met Jan. 11, 2018
8. GVIC Board – met May 3, 2018

Economic Development Partners

1. NAOA – met Jan 18, 2018
2. Horizon BID – met Feb 21st
3. GJEP – met Feb 28th
4. Chamber of Commerce - Met March 22, 2018
5. DDA – met April 12, 2018

Development Interests

1. WCCA and Homebuilders Association – met Nov 15, 2017
2. AMGD – met Dec 6, 2017
3. Estate and Lending – Board of Realtors - met April 12, 2018

Recreational Interests –

1. Urban Trails – met Oct 10, 2017
2. Parks Department Staff – met Jan 8, 2018
3. Grand Valley Trails Alliance – met Feb 13th
4. Colorado Riverfront Commission – met April 17, 2018

School District 51 – met January 19, 2018

Local Coordinating Council for RTPO/GVT – met April 4, 2018

Various Transportation Agency Meetings

1. GVRTC –
 - a. met Feb 27, 2017
 - b. met Feb 26, 2018
2. TAC – met Feb 14, 2018
3. CDOT Staff – met Feb 15, 2018

Planning Commission, City Council, BoCC meetings

1. February 16, 2017 – Joint Planning Commission/City Council Workshop
2. October 19, 2017 - Planning Commission Workshop
3. December 4, 2017 - City Council Workshop
4. December 7, 2017 – Planning Commission Workshop
5. December 21, 2017 – Planning Commission Workshop
6. January 4, 2018 – Planning Commission Workshop
7. February 8, 2018 – Mesa County Planning Commission Workshop
8. February 27, 2018 – Mesa County Board of County Commissioners Briefing
9. March 8, 2018 – Mesa County Planning Commission Workshop

Public Open house – February 28, 2018



Exhibit 9

April 19, 2018

City of Grand Junction
Planning Commission and City Council

Re: 2018 Grand Valley Circulation Plan

Dear Planning Commission and City Councilmembers;

Please accept this letter of support from the Grand Junction Economic Partnership (GJEP) for the proposed combination of the Circulation Plan and Urban Trails plans into a singular, updated Grand Valley Circulation Plan. As the economic development organization for Mesa County, we support a united effort between the City of Grand Junction and the County to create a more balanced transportation system. Further, we believe projects such as this will provide significant value to the overall health and economic vitality of our community.

As GJEP strives to recruit more businesses into Mesa County, it is imperative that we have a comprehensive transportation plan that supports increased demands and usage. Our prospects seek locations that offer safe, reliable and convenient means of transportation. Further, it is becoming increasingly important in our recruitment efforts to demonstrate a community that is accessible through multiple means of transportation. We feel certain that the efforts and improvements outlined in the proposed Circulation Plan will not only provide better, more balanced transportation for current residents, but will serve as a key tool in our efforts to bring more business and jobs into the Grand Valley.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Robin Brown".

Robin Brown
Executive Director



February 26, 2018

City Council
250 North Fifth Street
Grand Junction, Colorado 81501

Greetings, Mayor Taggart and Council members:

Please accept this letter as a pledge of support from the Horizon Drive Business Improvement District board for the newly updated Active Transportation Map. We support the goals of the Active Transportation Map showing proposed non-motorized corridors that was presented to us by the City's Principal Planner, Dave Thornton. Mr. Thornton attended our board meeting on February 21, 2018 to gather input on a proposed Circulation Plan for Grand Junction. We viewed the plans, asked questions, and had a good discussion of the connectivity needs of both the City in general and the Horizon Drive District.

72% of the city's lodging is located within the Horizon Drive District, and many visitors seek safe and convenient active transportation opportunities nearby. The proposed corridor that runs past the Visitor's Center in the heart of the District and provides a short connection to Matchett Park would be a valuable amenity to both visitors and the 2600 people employed in the District. We've been told that access to a park is one of the most frequent requests our lodging establishments receive. Another important link would be a connection from Horizon Drive to First Street at Corner Square as envisioned on the Active Transportation Map. This would be a vast improvement to the route currently available for active transportation to Mesa Mall, downtown Grand Junction, and the Riverfront Trail.

We encourage City Council to approve the Active Transportation Map. The Horizon Drive District will work with the City, canal companies, property owners, and any interested parties to achieve the connectivity envisioned in the plan.

Best regards,



Jay Moss
President

VISIT THE DISTRICT

WWW.HORIZONDRIVEDISTRICT.COM

970.985.1833

2764 Compass Drive, Suite 205 Grand Junction, CO 81506

North Avenue Owners Association
1708 North Ave
Grand Junction, CO 81501

19 April 2018

David Thornton, AICP
City of Grand Junction Public Works and Planning
250 N 5th Street
Grand Junction, CO 81501

Re: Comprehensive Plan for the Grand Valley Transportation and Urban Trails

Dave,

We are happy to respond, that the North Avenue Owners Association supports this vision of a Comprehensive Plan.

When we look at the total picture, we would like to see the areas where the most traffic flows, (specifically, North Avenue) and has the least amount of enhancements (safety) receive quicker attention. The North Avenue has traffic flow of thousands per day, and areas where pedestrian and bikers cannot travel safely. We feel that these areas need to be addressed prior to starting new projects. Yes, this plan is needed and appropriate, however, we feel the greater volume of need and safety should be addressed first.

We agree this is a great plan, and one we would like to occur. We feel the first steps should be; to make what we do have, safe and accessible, then complete this appropriate comprehensive plan.

Thank you for your work,



Poppy Woody
North Avenue Owners Association



TO: DEAN BRESSLER, GRAND VALLEY MPO
FROM: ZANE ZNAMENACEK, REGION 3 TRAFFIC ENGINEER *ZZ*
DATE: 4/10/2018
SUBJECT: 2018 GRAND JUNCTION CIRCULATION PLAN

I wanted to take a minute and thank you for the opportunity to review and comment on the recently completed 2018 Grand Junction Circulation Plan. Sometimes communities complete these plans without CDOT involvement, and conflicts arise during implementation. With up front CDOT involvement, we can discuss any potential conflicts of interest and resolve them before publication of the plan. In the case of the Grand Junction plan, it was great to see a presentation on the plan, and have opportunity to express comments, questions and concerns as the plan relates to state highways. This process led to a local plan that meshes well with both state and local priorities, and will be a valuable resource for all of us.

Again, thank you for the opportunity to be involved in this process, and I look forward to being involved in future revisions and discussions as they relate to CDOT facilities.





April 7, 2018

City of Grand Junction
Attn: Dave Thornton
250 North 5th St.
Grand Junction, CO 81501

Re: Grand Valley Circulation Plan & Urban Trails Plan

Dear Mr. Thornton,

Colorado Discover Ability would like to enthusiastically lend our support in favor of the adoption of the proposed Circulation Plan. We feel this plan would support accessibility as well as promote a safe and supportive environment for persons with a disability seeking independence in their lives. Furthermore, CDA supports the use of canals and drainage ways for non-motorized travel, not to exclude e-bikes, as an important means to creating a safe transportation plan. E-bikes are an essential tool for persons with disabilities and we feel strongly that their use should be protected under “non-motorized” travel as well. Lastly, CDA supports the Circulation Plan because we feel its implementation would support recreational opportunities we provide, including cycling events for disabled Veterans and community members with a disability.

Thank you for your consideration and please do not hesitate to reach out to me if I can be of assistance in the support of the Circulation Plan.

Best regards,

Daniel Brown
Program Director
Colorado Discover Ability
(970) 257-1222
programs@cdagj.org



**Mesa County Regional
Transportation Planning Office**

April 20, 2018

City of Grand Junction
ATTN: Dave Thornton
250 North 5th Street
Grand Junction, CO 81501

Re: Grand Junction Circulation Plan and Complete Streets Policy

Dear Mr. Thornton,

Grand Valley Transit (GVT) strongly supports the proposed Grand Junction Circulation Plan and Complete Streets Policy. The proposed plan and policy will increase access and mobility and create equitable investment in our transportation system. It allows a broader range of ages and abilities to get where they need to go and positively contribute to our local economy.

The Mesa County Regional Transportation Planning Office (RTPO) oversees the operational contract for GVT. GVT serves the City of Grand Junction, City of Fruita, Town of Palisade, and unincorporated urban areas of Mesa County. GVT was designed around serving the economically disadvantaged, disabled, and elderly populations for access to employment, education, medical services, shopping, and personal trips. GVT continues to focus on our core riders while addressing the diverse transportation needs in the communities we serve. GVT has three modes of service: fixed routes operating on a regular path and schedule, paratransit serving people with mental and physical disabilities who are unable to utilize the fixed route service, and Redlands Dial-A-Ride that is an on-demand, shared-ride service connecting into the fixed-route system. Over the past five years, annual ridership has averaged around 900,000 passenger trips.

The proposed plan would improve access to employment centers. Based on the latest onboard survey conducted in 2015, 61% of riders do not have a driver's license or are not able to drive and 54% have no operating vehicles in their household. Without transit service, employees would be unable to hold down jobs and employers would have a smaller pool of potential employees. GVT has multiple routes serving the Workforce Center, technical colleges, and the university in order to enable our community to gain skills to obtain employment and stay employed. People who live too far from the transit system and do not have a driver's license or operating vehicle possibly turn to public assistance to support themselves and their families. However, with better pedestrian and bicycle connectivity as the proposed plan would provide, many more people would have access to transit and therefore access to employment.

The proposed plan would improve efficiency in the transit system, allowing the existing budget to cover increased service. Like all public transit agencies, GVT struggles to address first- and last-mile connections (i.e., walking, bicycling, taxi) to our system. Were pedestrian and bicycle improvements made according to the Active Transportation Corridor Map, GVT fixed routes

525 S. 6th Street | Department 5093 | P.O. Box 20,000 | Grand Junction, CO 81502-5001

(970) 255-7188

www.rtpo.mesacounty.us

rtpo@mesacounty.us

could serve many areas more efficiently. Many existing paratransit passengers could utilize the fixed-route system if the sidewalk network was more complete, resulting in lower costs to GVT. All of these cost savings combined could allow for a variety of increased service such as Sunday or late night service.

GVT is a regular participant in our local planning processes that lay the foundation for an improved transit system. Without planning documents, development would occur in a way that is detrimental to the future of public transit and its first- and last-mile connections. The Grand Junction Circulation Plan is consistent with local and regional planning documents, including:

- Clifton Transportation Study (2003)
- Clifton-Fruitvale Community Plan (2006 – Amended 2011)
- Clifton Pedestrian Circulation Study (2006)
- Old Town Clifton Plan (2007)
- United States Highway 6 - Clifton Access Control Plan (2008)
- Grand Valley 2040 Regional Transportation Plan (2014)
- Clifton Planning and Environmental Linkages Study (2016)

In summary, the Grand Junction Circulation Plan and Complete Streets Policy are aligned with the goals of GVT and increase operational efficiencies of the transit system. That is to say, the Circulation Plan provides the planning framework for and supports equitable investment in a transportation system that increases access and mobility for all people including those who ride the bus.

Sincerely,



Elizabeth Collins
Senior Transportation Planner
(970) 683-4339
Elizabeth.collins@mesacounty.us



May 15, 2018

Grand Junction City Council and Planning Commission
 250 North 5th Street
 Grand Junction, CO 81501

Re: Grand Junction Circulation Plan and Complete Streets Policy

Dear City Council members and Planning Commissioners:

The first bike lanes came into existence in Grand Junction in 1997 as a result of the 1995 Urban Trails Master Plan; we now have over 100 miles of bike lanes throughout the city. The Urban Trails Committee (UTC) hopes to continue this legacy and therefore strongly supports the proposed Grand Junction Circulation Plan and Complete Streets Policy. We believe comprehensive, long-term visions like this proposed plan will create a community with desirable lifestyle options and attractive outdoor spaces.

Members of the UTC are appointed by Grand Junction City Council to provide advisory oversight on capital projects, land development project review and street facilities. We utilize the circulation plan to guide development in a way that provides connectivity for multimodal traffic, thus fostering a more active, healthy, economically viable, and livable community for all ages and abilities.

The economy and health of our communities and citizens are directly tied to the availability of safe commuter and recreational multimodal opportunities. The walkability score from *walkscore.com* for Grand Junction is 29 on a 100-point scale. In a *2009 Study*, for every one point increase in walkability score, property values increased by \$700-\$3000. Additionally, according to the *Association of Realtors*, 56% of Americans want to live in Smart Growth Communities.

The proposed Circulation Plan provides accessible, safe, close-to-home urban trail systems; places to walk, bike and experience nature; and public access to our rivers so they become the "front doors" to vibrant, livable communities.

In the 2012-2017 Community Health Improvement Plan for Mesa County, community health experts and the County Board of Health recognized the fundamental importance of the built environment (sidewalks, bike paths, trails, etc.) to the health of our community. The key findings of this assessment noted the importance of environmental factors to positive health outcomes, including access to health facilities, walking paths, healthy food options and green space.

The Grand Junction Circulation Plan and Complete Streets Policy are strategic tools to guide the future course of pedestrian and bike facilities in the Grand Valley. With the approval of this plan, the City will ensure safe modes of non-motorized transportation for Grand Junction citizens of all ages and abilities for the foreseeable future.

The Grand Junction Urban Trails Committee supports the adoption of the Circulation Plan and Complete Streets Policy and looks forward to your favorable consideration. Thank you.

Sincerely,

Kristin Heumann, Chair
Urban Trails Committee

David Lehmann, Vice-Chair
Urban Trails Committee

RECEPTION#: 2834320
 3/21/2018 1:36:39 PM, 1 of 3
 Recording: \$23.00,
 Sheila Reiner, Mesa County, CO.
 CLERK AND RECORDER

**Grand Valley Water Users Association
 Grand Valley Irrigation Company
 Orchard Mesa Irrigation District
 Redlands Water & Power Company
 Palisade Irrigation District
 Mesa County Irrigation District**

March 21, 2018

Dave Thornton, Senior Planner
 Community Development Department
 City of Grand Junction
 250 North Fifth Street
 Grand Junction, CO 81501

Re: City of Grand Junction
 2018 Circulation Plan

Dear Mr. Thornton:

Please accept this letter as the unified response of the above listed Grand Valley irrigation and drainage providers to the proposed 2018 Circulation Plan. Although we appreciate the work of those who have contributed to the development of the Circulation Plan, we strongly oppose the inclusion of our irrigation canals and drainage systems as part of any present or future public uses for recreation or multi-modal transportation.

As you well know, since the mid-1990s we have gone on record many times opposing the use of our systems for public recreation. Yet, we are confronted time and time again with the City's policies and practices to secure public use of our systems over our objection. These policies and practices have consequences, for example:

1. *The trails policies and practices are administered with the force of law.* The City's development staff requires land owners seeking land use approval to dedicate to the City trails on top of our systems. The dedications allow a broad range of uses that often includes small displacement motorized vehicles. In some cases, the dedications are created as "tracts." In other cases, the dedications are simply written into the plat. *The dedications are never conditioned on our consent or approval.* Although the City maintains a policy that the dedicated trails on our systems are not "open" to the public, that policy is never reflected in the dedications. *The reality is that the trails plans and policies are not mere "wish lists" but practices resulting in unconditional recorded dedications of public use.*
2. *The public perceives the trails are open.* We have heard the argument that since the public is not "presently" authorized to use our systems for public transportation, you do not consider the public's current use of our systems to be related to your trails policies and practices. However, the City's relentless pursuit of trails, the publication of trails maps and the recording of unconditional dedications creates the *present impression that the trails are in fact open to the public.* We now experience the public's unapologetic defiance and disregard of no trespass signs,

gates and requests by our employees to cease using our systems.

3. *Cooperation is being undermined.* Each of us has a job to do to serve the public. However, the City's imposition of its trails plans and practices over our objection creates friction with the City that undermines cooperation in public works projects. We still provide that cooperation, but the City does not reciprocate when we ask that trails be eliminated from our systems.

There are even more compelling reasons to exclude trails from our systems:

1. *Our systems are not safe for public use.* Our systems were designed and are maintained to serve a specific purpose not consistent with public use. The history of our canals and ditches is replete with tragic injuries and drowning because of the public's use. We have heard City representatives state their opinion that the canal embankments are "safer" than public streets. That statement is untrue if not reckless. Law enforcement, health providers and first responders oppose use of our systems by the public because they are not safe.
2. *Public use interferes with our operations.* Contrary to opinions expressed by some City officials, experience has taught us that public use of our systems interferes with the safe operation of our equipment, increases the time to perform our jobs, creates extra work and cost, and increases incidents of vandalism and deposits of refuse on our systems.
3. *Public use of our system increases our liability risks and insurance costs.* We have been portrayed as only concerned with our liability. *The fact is liability is a concern for us and rightly so.* There isn't any company or organization whether public or private that ignores liability risks. No one can credibly claim that if our systems are open to public there will be no increase in the interference with our operations and instances of injury or death. And, because of Tabor limitations, the City cannot indemnify us from liability and the City will not waive its governmental immunity.
4. *Public users trespass on private property rights.* We operate, maintain and repair most areas of our canal and drainage systems pursuant to easements on private property established over a hundred years of operations. *The current trails plan and the proposed Circulation Plan overlay these private property interests with public uses without the consent or authorization of the property owner.* Even if we were willing to consent to the use of our systems for public uses (which we are not), our consent would not confer the right to use our systems for public purposes against the underlying private landowner. Large gaps exist between existing trails dedications because they are not contiguous to each. Those members of the public that choose to enter onto our systems must (and in fact do) trespass against the interests of the underlying private owners by crossing the large gaps.

We are responsible for the safe and efficient delivery of irrigation water to our members and shareholders and, for some of us, the management of drainage systems in our respective service areas. *Our duties and responsibilities are mandated by law and are vital to the Grand Valley.*

We have urged the City to seek alternatives to the use of our systems for its trails plans by, for example, requiring trails be placed outside of our easements instead of over them. But, the City chooses the interests of private real estate developers over our interests by not requiring developers to create trails on other portions of the land to be newly developed.

The City certainly has the right to its own opinion *However, we expect the City to honor and respect our objections and defer to our experience, policies and decisions because we have the legal*

responsibility and the expertise and know-how to safely operate our systems that the City lacks.

For the reasons mentioned in this letter, we expect the Circulation Plan to be amended to exclude our systems from public use.

Very truly yours,


Grand Valley Water Users Association

By 
Mark Harris, Manager

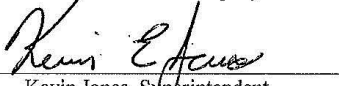
Grand Valley Irrigation Company

By 
Phil Bertrand, Superintendent

Orchard Mesa Irrigation District

By 
Max Schmidt, Manager

Redlands Water & Power Company

By 
Kevin Jones, Superintendent

Palisade Irrigation District

By 
John Krizman, Manager

Mesa District County Irrigation District

By 
Dave Voorhees, Manager

Cc: City of Grand Junction Council Members
John Shaver, City Attorney

**Grand Junction Circulation Plan
Transportation Plan**

Open House – Central Library

February 28, 2018, 4 to 6 P.M.

Comment Sheet

Please include your name and address:

Great plan! Thank you for considering
the needs of people who walk and
bike. It is obvious a lot of thought
went into developing this plan.

Vera Kusel

675 34 Road

Clifton, CO 81520

(970) 985-1833

Comments can also be emailed to davidt@gjcity.org or dropped off at City Hall, 250 N. 5th St.

**Grand Junction Circulation Plan
Transportation Plan**

Open House – Central Library

February 28, 2018, 4 to 6 P.M.

Comment Sheet

Please include your name and address:

Martie & Rich Edwards
817 bunnison AVE 81501

Tamra was very helpful.
Understand the more pragmatic
transportation-focused plan.
However, we are very dis-
appointed by the drainage dis-
trict's lack of cooperation in
creating recreational trails.
Doesn't seem fair, given the
special concessions they've
received.

Comments can also be emailed to davidt@gjcity.org or dropped off at City Hall, 250 N. 5th St.

**Grand Junction Circulation Plan
Transportation Plan**

Open House – Central Library
February 28, 2018, 4 to 6 P.M.

Comment Sheet

Please include your name and address:

Ben Harmon 827 Gunnison
BHBASS59@gmail.com

Overall planning looks good - my concerns are with operational details, especially traffic signal synchronization/timing in downtown area. Streets w/ signals that cross 4th & 5th (ie. Road joins) have ~~was~~ unnecessarily ~~big~~ long signal times at off-peak ~~hours~~ hours.

~~Concern~~
Also, can something be done to synchronize signals ~~that~~ on streets that cross Pitkin? 7th, 9th, etc.

Comments can also be emailed to davidt@gjcity.org or dropped off at City Hall, 250 N. 5th St.

**Grand Junction Circulation Plan
Transportation Plan**

Open House – Central Library

February 27, 2018, 4 to 6 P.M.

Comment Sheet

Please include your name and address:

Karen Sinclair 1057 Ouray Ave

A trail system would be GREAT for us road bikers as I feel I take my life in my hands ☺ on city streets. I have seen some near misses with bikes on the sidewalks and in crosswalks! Scary. I was excited to hear about the underpass on the Riverfront Trail - we love that trail! I hope the city has good luck getting the easements that they need.

Comments can also be emailed to davidt@gjcity.org or dropped off at City Hall, 250 N. 5th St.

**Grand Junction Circulation Plan
Transportation Plan**

Open House – Central Library
February 28, 2018, 4 to 6 P.M.

Comment Sheet

Please include your name and address: Dan Crabtree, Superintendent
Palisade Irrigation District
777 35 3/10 Rd
Palisade, CO 81526

First. Thank you for attending our January
Board Meeting to present the Draft Transportation
Corridor Master Plan. The Board appreciated the time
sacrificed to make your presentation. Follow up
discussions with the Board indicate the District
position is unchanged. The Board position is
still that irrigation facility operation and
maintenance corridors are not compatible with
non-irrigation use.

Comments can also be emailed to davidt@gjcity.org or dropped off at City Hall, 250 N. 5th St.

**Grand Junction Circulation Plan
Transportation Plan**

Open House – Central Library

February 28, 2018, 4 to 6 P.M.

Comment Sheet

Please include your name and address: Joetta Serio 2705 Patterson Rd. #105B
Grand Junction, CO 81506

I lived in Denver several years when they opened
the hi-speed rail system. I would like G. J.
to put that on its wish list for travel
East to West in town because it is so
much faster! Beyond that, the bus system
has improved but leaving people out in the
cold for an hour between bus is inhumane!
I learned in Minnesota that you can die in
45 degree weather after 15 minutes of exposure
so buses need to come more often than hourly,
at least every half hour! Everyone on the bus
that I ride with complains of this waste of
precious time during their day! It's so inefficient!
I'll be glad when G. J. does something to alleviate
this!

Comments can also be emailed to davidt@gjcity.org or dropped off at City Hall, 250 N. 5th St.

Repair roads, too! More bicycle lanes!

**Grand Junction Circulation Plan
Transportation Plan**

Open House – Central Library
February 28, 2018, 4 to 6 P.M.

Comment Sheet

Please include your name and address: Kristin Heumann, 1100 N. Ave. GJ. 81501

So exciting for the city to be proposing a Complete Streets Policy! This could foster continuous active transportation options in our community. These opportunities to improve connectivity within Grand Junction could improve health outcomes for our community that fall far below state averages. Continuous support by city council will be paramount to this city to be more livable. Access to transportation options is key to attracting new businesses to the area as well.

Comments can also be emailed to davidt@gicity.org or dropped off at City Hall, 250 N. 5th St.

Grand Junction Circulation Plan
Transportation Plan

Open House – Central Library
February 28, 2018, 4 to 6 P.M.

Comment Sheet

Please include your name and address: STEVE ALLERTON 1945 N 9TH

* Curious about congestion around and the library - Particularly crossing 5th at intersections other than 5th & 7th

* Would love to see Main St ^{downtown 3rd to 7th} become a pedestrian walk way

* How about light rail from Frisco to Palisade C.

Comments can also be emailed to davidt@gjcity.org or dropped off at City Hall, 250 N. 5th St.

**Grand Junction Circulation Plan
Transportation Plan**

Open House – Central Library
February 28, 2018, 4 to 6 P.M.

Comment Sheet

Please include your name and address:

There are NOT sidewalks on Crosby Ave
from Main St to just south of Gunnison
Ave. (people need to walk on the street.)
I see a lot of people on the street walking
it is not safe.

There's no side walks on Mulberry St from
the north end to west Gunnison Ave.
People need to walk on the street.
I see a lot of people on the street walking
It is not safe.

Comments can also be emailed to davidt@gicity.org or dropped off at City Hall, 250 N. 5th St.

David Thornton

From: Jon <jmh9480@gmail.com>
Sent: Wednesday, February 28, 2018 10:58 PM
To: David Thornton
Subject: Transportation Plan Open House Comments

1. The efforts to include more plantings in the medians and awkward areas of streetscapes is a very good idea. To improve the irrigation water usage of these areas, some extra attention should be paid to how rainwater can be utilized more effectively. For example, many of the landscaped areas are domed and covered with gravel. In order to maximize the amount of water that these areas can soak up during wet weather events, their profiles should be inverted to bowl shapes. I've also not seen any concerted effort to direct street runoff water to planted areas either. Simple curb cuts that are graded to direct gutter water into these bowled-out drainage basins would drastically reduce the amount of runoff inundating the storm sewer systems during rain events, and if designed with water absorption in mind (soils amended with compost/mulch/waste wood chips, drainage basins which overflow into still more drainage basins) there would be a great reduction in the amount of irrigation water these places need. If plantings are chosen properly, it is completely possible to use nothing but naturally occurring rainfall to water these areas. Streetscapes are tough places for plants, but there is little reason to keep them on drip irrigation life support into the indefinite future when simple, low-tech options are available.

Portland, OR, though in a drastically different climatic situation, has made heavy use of what they call bio-swales, which is just a fancy way of describing small detention ponds that they integrate into their paved areas. [Click for pictures. Rainwater Harvesting for Drylands](#) is another multivolume work dedicated to figuring out how to keep rainwater where it's needed most, for as long as possible. There are many ideas in that book for improving streetscapes.

2. In general bicycle transportation in the city is quite good. The extra attention being paid to making cycling a viable option is apparent and appreciated. I only have a couple of ideas here. First, where bike lanes/paths are required to traverse signaled intersections, cyclists need to be able to get a green light. However that detection happens, it should be reliable and not depend on the cyclist utilizing the push-buttons for crosswalks, which confuses everyone involved. Where lights don't respond to the presence of bikes, cyclists will simply run the red light. Second, there needs to be more east-west routes in the city apart from the Colorado River trail. The plans to include irrigation and drainage canals in the path system are solid ideas. Linking the River trail so that it connects to Palisade is desirable. Where major cycling routes connect, there needs to be good interchange infrastructure. Where 24 Rd. meets the CO River trail is an excellent example. The only option for cyclists who want to head north on 24 is to share traffic on the Redlands Parkway over a bridge with a shoulder that is strewn with debris. The paths that do end up becoming established, whether they are bike lanes, sidewalks, or dedicated trails, need to have good connections to other paths. Signage isn't a huge issue, since GJ is pretty easy to navigate, but ensuring that key interchanges have signs specifically for trail users is worth the effort.

3. The bus system needs help. Service frequency is far too low. Even 45 minute service would be an improvement. 30 minutes would be more appropriate. The question of funding has no easy answers, but consider that until the buses become a more viable option for trips around town, people will not want to use them. My wife and I are both licensed and we have a car, but getting to work by bus would be a welcome change to the daily routine. It is simply not true that people who own cars will not want to take the bus. It is *definitely* true that anyone who looks at the GVT schedule and sees how long they would need to wait for connections or a return trip will take the car. The city might just need to get creative to find the money to fund this, and taxes need to be considered. A tax on vehicle purchases in the city, vehicle registration fees, or extra sales tax needs to be on the table.

Consider that where we currently live in the Ridges, there are bus shelters, but no buses. In order for my wife to use the bus to get to St. Mary's (her work) she needs to walk over a mile and a half, get on the bus, transfer to another bus, and then arrive over *one hour* later. This is for a 4.5 mile, 10 minute drive. Some options take longer. You can just about walk there in as much time. We live in a populous area near a well-traveled road (Broadway). Many of my wife's patients

need to use the bus system and find themselves hamstrung by the excessive time between buses, often needing to cut short or cancel appointments simply because GVT doesn't have adequate options.

The existing routes probably need to be examined as well. Some are quite direct and work fine, but others seem to ramble and try to hit too many areas with the same bus. The 10 and the 6 are particular offenders here. East-west routes should generally travel in those directions, and north-south routes should cross them, interchanging in places that make sense for the passengers. Loop routes lead to confusion, as taking a return trip means either walking an extra mile to find the stop for the other direction or finding another bus.

If nothing else, simply increasing the service frequency would be a dramatic improvement. It's true that there's an odd social stigma surrounding bus usage, and that even with good service, many people will turn up their noses at it, especially in a town where the traffic's not that bad (yet) and fuel is still not terribly expensive (yet). While we can't force people onto the bus, we can definitely begin to create a bus system that causes people to consider its use instead of just calling an Uber driver.

Thanks!

Jonathan Hontz
2419 1/2 Hidden Valley Dr. #B
81507

David Thornton

From: Caroline Hayes <momshandfull@yahoo.com>
Sent: Thursday, March 01, 2018 7:57 AM
To: David Thornton
Subject: 2018 Circulation Plan

Good Morning.

My name is Caroline and I am a resident of Grand Junction, living in the North area. I was unable to attend the public meeting last night regarding the circulation plan however, I would like to add my two cents worth.

It would be a great help to all of us parents in the area to have sidewalks and street lights along G Rd., 12th, 7th and 1st, Patterson, out to about H Rd.

Why you may ask? There is a considerable amount of children in this area that attend Grand Junction High School and West Middle School that are not in the busing zone, requiring either the parents to drive them to school or the children to walk or ride bikes. Even my elementary aged child does not have a safe spot to wait for the bus that does come to take him to Pomona.

There is NO SAFE WAY for children to walk or bike to school from these areas. G Rd. is beautiful and HILLY! Even adult bicyclists have dangerous areas in their "bike lane" on G Rd. because of the limited sight distances.

In our neighborhood, we have many children and as we encourage more families to move to the Grand Valley, these older neighborhoods do not have any sidewalks and there are very few street lights in the area.

My opinion is to work with the school district in areas that families are living to encourage safe outdoor activities.

Thank you for your time.

Caroline Powell

David Thornton

From: Reed Kempton - MCDOTX <ReedKempton@mail.maricopa.gov>
Sent: Thursday, March 01, 2018 11:19 AM
To: David Thornton
Subject: canal paths

Hi David,

I just read the article about using canals in the Daily Sentinel that was posted on the AASHTO Daily Transportation Update. The Salt River Project in the Phoenix metro area has an extensive canal system that is open for public use.

Here is a link.

<https://www.srpnet.com/water/canals/recreation.aspx>

[Did I provide excellent service? Tell us how we are doing.](#)

Reed Kempton
Senior Planner
Systems Planning Branch
O: 602.506.7742
[Maricopa County Department of Transportation](#)
2901 W. Durango Street • Phoenix, AZ 85009
reedkempton@mail.maricopa.gov



Maricopa County
Department of Transportation

David Thornton

From: chrisginco . <chrisginco@gmail.com>
Sent: Thursday, March 22, 2018 8:58 AM
To: David Thornton
Subject: Re: Circulation plan

Good Morning, David,

Yes, I know I was kind of vague. My apologies. On the maps of the Circulation Plan, I think my house is right around numbers 29-32 or thereabouts on the legend (the legend was only on the draft copy). This means 29 1/4 Rd is being brought from F 1/2 Rd through to G Rd via the Walnut Estates subdivision that is going up across the street. It also means making G Rd a major feeder from 30 Rd to the upcoming 29 Rd interchange. If you look on the map, our house/area has the most changes in the smallest amount of area on the whole map. Oh, did I mention we're zoned RR (Rural Residential) here?

As well, on last night's news, I saw where the city and county came together on a resolution to get the 29 Rd interchange done very soon. Yes, I'm kind of concerned...

I completely understand the 29 Rd interchange needs to be done and the G Rd feeder would help get some traffic off of Patterson (which means an incredibly busy G Rd for us...). And looking at the circulation plan maps I also understand that having a feeder on G from 30 makes sense. And, since we have tons of trespassers that raise dust on the Highline Canal road behind us, we might even welcome a paved bike/walking path behind our home (though I want a tall fence installed to protect our privacy at least a little bit...).

I only have a couple of issues I'd like to address. Our home was originally built in 1947 and added on to since then. As such, our home was built somewhat closer to G Rd than the other houses nearby (I mean, in 1947, who knew!!). If I factor in parkway setbacks, I can foresee G Rd about 20' from my front door which isn't acceptable to us (as well as losing half of my shop driveway, 1/3 of my wife's garden, as well as our beautifully landscaped front yard.

I'm sure you can understand our concerns. And, yes, my wife and i would like to meet with you regarding the issues I've presented above. We love our house as well as GJ, but if we're going to be living on Patterson (as it were) we need to make plans on moving or preparing to adapt to a timeline as presented in the circulation plan.

Thank for your time,
 Chris and Lisa Greiner



Virus-free. www.avg.com

On Thu, Mar 1, 2018 at 4:02 PM, David Thornton <davidt@gjcity.org> wrote:

Chris,

I don't have a lot to go on regarding your concerns based on what you wrote, however, I can say that this is a long range plan, a 50 + year plan to make sure that as a community we are planning for the motorized and nonmotorized transportation corridors for our growing community over the next 50 years and longer. If you would like to call me, we

can further discuss your concerns and better explain what the Circulation Plan is all about, or email me back with your specific concerns.

Thanks for taking the time to comment.

Dave

David Thornton, AICP

Principal Planner

Community Development Department

City of Grand Junction

[970-244-1450](tel:970-244-1450)

From: chrisginco . [mailto:chrisginco@gmail.com]

Sent: Thursday, March 01, 2018 11:08 AM

To: David Thornton <davidt@gjcity.org>

Subject: Circulation plan

David,

I didn't know anything about this until I saw it on the news last night.

I checked out the website this morning and got a rough idea of what is going on, but could you clarify a couple of things for me?

I will be severely and directly impacted by at least 2 of these proposals.

So, are these concepts and theories only? Or, once, adopted will they come to fruition in the near future?

And, most important to me; is there a projected time line for all this to become reality? Should I brace for impact? Where I live is zoned RR and it will no longer be that...

Thanks for your time.

Sincerely,

Chris

David Thornton

From: Jack Saari <jacksaari2@icloud.com>
Sent: Thursday, March 01, 2018 11:57 AM
To: David Thornton
Subject: 29 road

Several years ago the city took out a bond issue for the 29 Road access. The city is still paying out a huge amount of interest on this bond. Does the city ever intend to finish this project with a connection to I-70 interstate!

Jack and Diann Saari
2895 F 1/4 Road

Sent from my iPad

David Thornton

From: Sabrina Suazo <sabrinasuazo@gmail.com>
Sent: Thursday, March 01, 2018 12:53 PM
To: David Thornton
Subject: Grand Junction Circulation Plan - Transportation Plan

Good Afternoon David,

My name is Sabrina Suazo and I met you last night at the Grand Junction Open House for the Transportation Plan.

As someone who has lived in large metropolitan cities and smaller towns I was very pleased to see a very comprehensive plan that included different modes of transportation. My main concern is access to public transportation for many of our citizens. I currently live in the Redlands area and there is no bus service within a mile from where I live. I know there is the call-a-ride, but it seems as though that service would be better utilized for the disabled or elderly populations as a way for them to get to important appointments.

I would also like to point out that bus service zones are 1 hour. This makes it very difficult for citizens to use the bus as a reliable mode of transportation. As just one example, there was a patient that I seeing and she had to cut her appointment short so she could go catch her bus because if she stayed the entire allotted time, she would have to wait an extra 50 minutes, which is completely unacceptable.

During peak times, morning and afternoon commutes, it would be great to have 15 minute service zones. I feel this would help with congestion and parking. Not to mention that public transit also helps with the environment with things like our clean air, which is one of the main reasons my family and I chose to move back to the Grand Valley. I feel more people would take the bus if there was a more frequent schedule.

I have also notice the absence of bus shelters. While it doesn't rain/snow very much in the Valley, there still needs to be shelters. The sun is very intense here and having that shelter would be great to help protect from the elements.

I would also like to point out the planning for the landscaping. I've noticed A LOT of water run off from irrigation. Grand Junction really needs to plan better with landscaping; using plants that are native that don't require long-term watering. Once the plant is established, you should not have to waste potable water on plants that aren't food. You are also losing what little water we do get be cause of the poorly designed landscapes. You want to design bowls so the plants can absorb the water, not let the water run off into the sewer system.

Thank you for taking the time to read this. I hope this is helpful. Have a great rest of your day.

Sabrina Suazo

David Thornton

From: Jim Henning <jimhenning24@gmail.com>
Sent: Thursday, March 01, 2018 2:25 PM
To: David Thornton
Subject: Circulation ...roads, trails

Hi David,

Thanks for inviting input. My name is Jim Henning. I have lived in The Grand Valley since '82. I live on Redlands, near 23 Rd.

When running an errand etc, I like to bike when possible, but getting to the mall area from the Redlands parkway area is quite difficult.

At best the route is indirect and not user friendly.

I know it is not easy to move bikes and walkers across Highway 6. And I know the success Fruita had with trail access under the Roads and RR tracks, to provide access to South Fruita, doesn't translate to the 24 Rd area, but it would be nice if some viable option was identified and incorporated.

Thanks for your help.

Jim

970 201 8077

David Thornton

From: Mark Blair <ottoblair@icloud.com>
Sent: Thursday, March 01, 2018 6:59 PM
To: David Thornton
Subject: 2018 Circulation Plan

Hello David,

We were unable to attend your recent meeting, but have a question. Does this plan include a provision to build an on and off ramp from 29 Rd. to I-70? As you well know, the traffic on F Rd./Patterson is horrendous during am/pm commute times, and the land between 29 and 29 1/2 Rd. will soon be filled with hundreds of new homes starting this summer. Once all the new neighborhoods are built, a new access to I-70 is imperative.

Many thanks,

Mark and Nicole Blair
665 29 1/2 Rd.
GJ, CO 81504

David Thornton

From: william ferguson <fergman3002000@yahoo.com>
Sent: Thursday, March 01, 2018 11:42 PM
To: David Thornton
Subject: Circulation Plan and Complete Streets in Grand Junction.

Hello David... In a perfect world, LOL.... I would like to see the addition of Bike Lanes on North Ave. from 1st street to 29rd and drop the speed limit to 30mph. This will make a huge change in how this corridor is used. Also add some of those stand alone flashing yellow push button crosswalks near the university, and the VA Medical Center...so that people can get across the street without backtracking and waiting on corner traffic light. It will make it safer and a more user friendly area for citizens, visitors, students and businesses. There are literally thousands of dollars not being spent everyday just on lunch by people that work at the VA Medical Center, the University, Lincoln Park/Stadium users, as well as those that live in the surround neighborhoods. Simply because of the barrier that North Avenue has become. I think these improvements will cut down on those that use North Ave as an expressway thru town and will greatly improve the growth of businesses. It will also encourage those that want a quick route around town, to use more I-70b or Patterson. I also wanted to bring up an issue that has come to light and that is the island that was put on North Ave that eliminated left turns from 21st Street onto North Ave. What this has done is eliminated the Left Turn Lane that was on 21st street, which was in the center of the street. With that now gone the traffic that is turning off North Ave onto 21st street can now do it at high rates of speed. In the past, they had to turn into a single incoming lane into 21st street...which naturally brought the speed of the cars down as they entered into the neighborhood. But now they just come racing in at 35+mph...and carry that speed into the neighborhood. We've noticed that some even speed up...since the road is nice and wide. Which has been terrible and dangerous. Not only that, but all the cars that use to use that left turn lane onto north avenue, now have to drive thru the neighborhood for blocks to get to where they can turn left and head east on North. So by eliminating that left turn...they city has increased the speeds and amount of traffic thru a residential area. To give you an idea of how crazy it is...there is a 32 unit apt complex on 21st, just a 1/2 block up...and all the tenants that use to be able to turn either left or right onto North Ave...now have to drive blocks thru the neighborhood in order to simply make a left onto North. Not to mention all neighborhood residents. It really needs to be corrected before someone gets run over, All the neighbors agree, it has to be the dumbest thing we have seen done in our area. Anyway...that's my two cents. Thanks... Bill

David Thornton

From: comdev
Sent: Friday, March 02, 2018 7:44 AM
To: David Thornton; Katherine Portner; Tamra Allen
Subject: FW: canal/rights of way

*Senta Costello
Associate Planner
City of Grand Junction
Community Development
970-244-1442
sentac@gjcity.org*

From: Lee Cassin [mailto:leecassin2@gmail.com]
Sent: Thursday, March 01, 2018 7:47 PM
To: Planning <planning@gjcity.org>
Subject: canal/rights of way

Hello,

Please work to include ALL canals and utility rights of way in your urban transportation plan. While they may not be built or used immediately, you may be able to acquire rights in the future. I have commuted by bicycle for 30 years and bike recreationally. I would be willing as a taxpayer to have my transportation taxes go to these facilities as well as roads. Grand Junction suffers greatly from being so auto-dominant and is a very pedestrian/bike-unfriendly town. As more young people come here, it will be more important to provide decent amenities and utility rights of way are ideal for that.

Thank you, Lee

David Thornton

From: Aaron Brachfeld <brachfeldbrachfeld@gmail.com>
Sent: Wednesday, February 21, 2018 3:28 PM
To: David Thornton
Subject: Re: 2018 Circulation Plan Open House

Likes:

- Use of canals and drainage areas for bicycles and pedestrians
- Incentives for trail construction

Dislikes:

- Distributing maps at hotels seems unnecessary

Wants (not in the plan):

- Better connectivity of bike lanes and sidewalks: right now, it is dangerous for bikers and pedestrians
- edible landscaping for roads and trails: besides being decorative, useful fruits, vegetables, nuts, and seeds could be planted instead of simply shade or decorative plants
- Make trails butterfly friendly with milkweed and other native plants, and bird friendly with nest boxes
- xeriscaping on trails
- public electric vehicle and electric bicycle charging stations
- modify zoning code to grant more opportunities to home businesses thereby reducing commuters
- public bicycle lockers for commuters
- improved routes of the GVT - it takes longer to take the bus than to ride a bicycle or even walk sometimes
- Cooperate with downtown business association, CMU, Vet Hospital, St Mary's, Airport and other major employers to provide express bus routes for commuters or a call-and-ride service like RTD has: facilitated ride-share.
- crack down on coal rollers
- reduce other air pollution from vehicles by vehicular emissions standards or even/odd days for vehicular travel
- a penalty tax on a household's second or third vehicle
- tax credits to reduce rates of taxi services
- a traffic violation hotline, where users can send video or photos or other reports

On Wed, Feb 21, 2018 at 3:22 PM, David Thornton <davidt@gjcity.org> wrote:

Here is a link to our web page on the Circulation Plan <http://www.gjcity.org/residents/Community-Development/circulation-plan/> Please email me any feedback or comments.

Thanks,

Dave

David Thornton, ACIP

Principal Planner

Community Development Department

City of Grand Junction

[970-244-1450](tel:970-244-1450)

From: Aaron Brachfeld [mailto:brachfeldbrachfeld@gmail.com]

Sent: Sunday, February 18, 2018 4:01 PM

To: David Thornton <davidt@gjcity.org>

Subject: 2018 Circulation Plan Open House

If we cannot attend the open house, how may we submit our feedback and comments? Thanks.

David Thornton

From: Nina Parentice <nparentice@gmail.com>
Sent: Monday, March 05, 2018 4:32 PM
To: David Thornton
Subject: transportation plan

Hi David, I have 2 comments to share regarding the proposed transportation plan.

First, I would love to see our canals used for both bikes and pedestrians. I have been to many cities, such as Eugene, OR and Albuquerque, NM, where the arteries along waterways/arroyos are major draws. Once they become used for transportation, they typically become beautified and enhance the city. My parents live on 25 3/4 Rd right near the beginning of the Redlands Canal, and currently the manager, Kevin, uses the canal banks for his horses and goats to graze on as well as his friends' children to ride dirt bikes along. I find it very hypocritical that they would oppose public use.

Second, I am definitely in favor of getting a bridge back across the Gunnison in order to link from downtown to the bike riding off Little Park Road. Currently riders have to go down Broadway, and then Rosevale and up Little Park. It is very dangerous. I also heard that there could be some danger as far as the railroad not having transportation access if something were to happen .

Thanks for your time, Nina Parentice, 625 Chipeta Avenue, 81501.

David Thornton

From: Richard & Marianne T <trvr_wstland@hotmail.com>
Sent: Wednesday, March 07, 2018 10:49 AM
To: David Thornton
Subject: Trails

Hi,

This note is from Marianne Traver, Richard might send his own. I was never one for being in favor of affecting others neighborhoods, privacy, etc all for the sake of one small group.

Here are some of my viewpoints, so far, concerning trails:

Who's responsible for the trails, injuries. You know people will sue anyone and everyone with any connection to the trail.

I do not agree with going overboard, with something that is only a passion of the few, by putting trails everywhere you see a "blank spot" on the maps.

By putting a trail on every subdivision, through every subdivision, near every subdivision it will disrupt their privacy and security.

Motorized vehicles will be using these trails, whether it's allowed or not, also adding to less security and safety around subdivisions.

Permissions for trails on ditch banks should be handled by City legal, not placed on backs of developers. In past, development had been severely delayed, with the extra cost of delay put upon the developer.

If there are bike lanes on roads and sidewalks, then no "short cut" is needed through any ditch or back lots.

There have been loitering, camping and fires being set in back lots near ditches. We have no desire to help these kinds of people have better access to these areas.

I don't believe people will opt to take a bicycle from one end of town to the other, especially if heading toward a venue where appropriate dress is needed.

There are places for recreational bicycling, no need to put any in town, or along subdivisions.

No need for "connector" trails to main trails. That will be overdoing it in my opinion.

Land being taken for trails from developers with no reimbursement for the loss seems to be a crime.

Thank you for your time,

Marianne Traver

David Thornton

From: Fred Stewart <grandvalleyboy@msn.com>
Sent: Friday, March 09, 2018 7:35 AM
To: David Thornton
Subject: Circulation Plan

Dear David,

Thanks for your gathering at MCL on Feb 28.

Looks like your canal trails were most impressive... The Sentinel had a piece the next day.

A couple of loose ends that beg for explanation/exploration: a round-about at 5th and North as a broadened two way street linking North Avenue and Main Street commerce. (albeit contingent on and cooperation with US 6), and the linking of 29 Road with I-70.

These seem to be missing links and priorities to change the dynamic of commerce here in the Grand Valley. Thank you.

Fred Stewart
2325 Hall Ave
City

Sent from [Mail](#) for Windows 10

David Thornton

From: Znamenacek - CDOT, Zane <zane.znamenacek@state.co.us>
Sent: Friday, March 09, 2018 11:18 AM
To: Dean Bressler
Cc: mark.rogers; Andi Staley - CDOT; David Thornton; Scott Mai; Paul Jagim; Dana Brosig; Tamra Allen; Kaye Simonson
Subject: Re: Circulation Plan team update, ongoing coordination

Dean, looks good to me.

Zane

On Mar 8, 2018 3:39 PM, "Dean Bressler" <dean.bressler@mesacounty.us> wrote:

Hello Andi, Zane and Mark,

Here are a few quick updates on the Circulation Plan.

- We've made additional revisions to the draft circulation plan document. In particular, Paul Jagim revised it to capture the key discussion points when we met with you on February 15. Attached is the current revision of the full plan and two excerpted pages that show *Access Management Policies and Access Control Plans*, coordination and review requirements, etc. We'll welcome any comments you have on the excerpted pages or the full plan if you have time.
- We held the public open house last Wednesday, February 28. It was well attended by about 40 members of the public (excluding staff). We received mostly positive verbal and written comments and the comments are being logged and will be a part of the eventual packets for review by the planning commissions, council, etc.

Let me know if you have any questions or comments.

Thanks, Dean

Dean Bressler, P.E.
 Senior Transportation Planner/Engineer
dean.bressler@mesacounty.us
 (970) 623-8479

Grand Valley Metropolitan Planning Organization
 525 S. 6th Street, 2nd Floor
 Grand Junction, CO 81501

On Fri, Feb 16, 2018 at 12:07 PM, Dean Bressler <dean.bressler@mesacounty.us> wrote:

Hello,

The media release announcing the open house for the Circulation Plan is attached. The information is also on the City of GJ site at this address:

<https://gcitynews.org/2018/02/16/city-and-county-seeking-input-on-grand-junction-circulation-plan/>

Public Open House
February 28,2018 from 4 to 6 pm
Mesa County Public Library Downtown in the Monument Room

Thanks and have a great weekend!

Dean Bressler, P.E.
Senior Transportation Planner/Engineer
dean.bressler@mesacounty.us
(970) 623-8479

Grand Valley Metropolitan Planning Organization
525 S. 6th Street, 2nd Floor
Grand Junction, CO 81501

On Thu, Feb 15, 2018 at 12:18 PM, Dean Bressler <dean.bressler@mesacounty.us> wrote:
Andi, Zane and Mark,

Thanks for meeting this AM to review progress in updating the Grand Junction Comp Plan, Circulation Plan, Mesa County's complementary planning process, agency and public outreach, etc., and especially for providing perspective, guidance, and support from CDOT.

For now, I've attached the agenda and the slides. We'll keep you posted on upcoming meetings. I'll send a media release for the open house. For now here's the info:

Public Open House
February 28,2018 from 4 to 6 pm
Mesa County Public Library Downtown in the Monument Room

Thanks again, Dean

Dean Bressler, P.E.
Senior Transportation Planner/Engineer
dean.bressler@mesacounty.us
(970) 623-8479

Grand Valley Metropolitan Planning Organization
525 S. 6th Street, 2nd Floor
Grand Junction, CO 81501

PRO2018-0032 - GJ CIRCULATION PLAN MASTER PLAN AMEND Review
 Agency Comments
 Comments Due Date: 2018-04-23

| User | Review Agency | Date/Time | Comment |
|---------------|---------------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Greg Linza | MC FACILITIES/PARKS | 4/2/2018 3:21:22 PM | No Comments Facilities & Parks |
| Patrick Green | MC SURVEYOR | 4/3/2018 9:55:53 AM | County Surveyor Patrick Green The Mesa County road plan should be approached with the understanding that the greater valley area will one day be entirely within the City of Grand Junction. With this in mind, the County should review the road policy, understanding that their road decisions are the first step in producing a final comprehensive plan for the valley. Mesa County is in a unique position of overseeing not only the rural areas but a large area that will become an urban area in a very short time. The County should make sure that their plan will dovetail into the City Plan as areas change from rural to urban. The Redlands is a perfect example of such an area. |
| BRIAN WOODS | SAN CLIFTON | 4/3/2018 11:14:21 AM | No comments at this time. |
| Kaye Simonson | | 4/11/2018 3:04:00 PM | From Ken Mabery, NPS: No comments other than that Plan is entirely consistent with what we have been discussing. The Monument's Trail Plan is now scheduled for FY20. This effort will help to feed into our internal effort. I will contact Fruita to encourage similar documents from them. |
| Scott Hall | US BLM | 4/17/2018 8:37:44 AM | Reviewed, no comments at this time. |
| Dean Bressler | MC RTPO | 4/20/2018 4:15:10 PM | The Grand Valley Metropolitan Planning Organization (GVMPO) and Grand Valley Transit (GVT) strongly support the proposed Grand Junction Circulation Plan. The proposed plan and policies will increase access and mobility and create equitable investment in our transportation system. Implementation of the plan will allow a broader range of ages and abilities to get where they need to go and positively contribute to our local economy. The GVMPO / Mesa County Regional Transportation Planning Office (RTPO) oversee the operational contract for GVT. GVT serves the Cities of Grand Junction and Fruita, Town of Palisade, and unincorporated urban areas of Mesa County. GVT was designed around serving the economically disadvantaged, disabled, and elderly populations for access to employment, education, medical services, shopping, and personal trips. GVT continues to focus on those core riders while addressing the diverse transportation needs in the communities served. GVT has three modes of service: fixed routes operating on a regular path |

and schedule, paratransit serving people with mental and physical disabilities who are unable to utilize the fixed route service, and Redlands Dial-A-Ride that is an on-demand, shared-ride service connecting into the fixed-route system.

The proposed plan would improve access to the Employment and Commercial Centers identified on the Network Map. GVT has multiple routes serving the Workforce Center, technical colleges, and the university in order to enable our community to gain skills to obtain employment and stay employed. People who live too far from the transit system and do not have a driver's license or operating vehicle possibly turn to public assistance to support themselves and their families. However, with better pedestrian and bicycle connectivity as the proposed plan would provide, many more people would have access to transit and therefore access to employment.

The proposed plan would improve efficiency in the transit system, allowing the existing budget to cover increased service. It is challenging to address first- and last-mile connections (i.e., walking, bicycling, and taxi) to the system. With pedestrian and bicycle improvements made according to the Active Transportation Corridor Map, GVT fixed routes could serve many areas more efficiently. Many existing paratransit passengers could utilize the fixed-route system if the sidewalk network was more complete, resulting in operational cost savings. When combined, these cost savings could allow for a variety of increased service such as Sunday or late night service.

The GVMPO and GVT are regular participants in local planning processes that lay the foundation for an improved transit system and improved mobility. Without planning documents, development would occur in a way that may limit mobility and is detrimental to the future of public transit and its first- and last-mile connections. The Grand Junction Circulation Plan is consistent with local and regional planning documents, including:

- Clifton Transportation Study (2003)
- Clifton-Fruitvale Community Plan (2006 – Amended 2011)
- Clifton Pedestrian Circulation Study (2006)
- Old Town Clifton Plan (2007)
- US Highway 6 - Clifton Access Control Plan (2008)
- Grand Valley 2040 Regional Transportation Plan (2015)
- US 6 Clifton Planning and Environmental Linkages Study (2016)

In summary, the Grand Junction Circulation Plan is aligned with the goals of the GVMPO and GVT. The plan will improve mobility for all and it will increase operational efficiencies of the transit system. The Circulation Plan provides the planning framework for and supports equitable investment in a transportation system that increases access and mobility for all people including those who ride the bus.

| | | | |
|--------------|------------------------|--------------------------|----------------------------------------------------------------|
| MIKE GAZDAK | FIRE GRAND JUNCTION | 4/20/2018 4:34:54 PM | Fire department; Reviewed documents, no comments at this time. |
| Monique Mull | MC AIR QUALITY | 4/23/2018 10:33:52 AM | Public Health has no comments at this time. |

Comments from Bike to Work day – May 2, 2018

1. Should open up Bike trail from Monument Road to Lunch Loops.
2. Need crossing lights/path at 9th and Riverside Parkway to Las Colonias.
3. Widen Broadway Bridge to match riverfront trail widths on each side.
4. Finish bike trail connection to Palisade.
5. Put trails on canal roads, pay owners for rights.



PUBLIC WORKS
& PLANNING

PHONE Message - MARCH 1, 2018

1) Richard Dawlery 245-5030
2904 Kennedy AV

Supports TRAILS Along Canals, they
Are SAFE and provide shortcuts

250 N. 5TH STREET
GRAND JUNCTION, CO 81501

[970] 244 1430 OFFICE
[970] 256 4031 FAX

David Thornton

From: Sam Rainguet
Sent: Friday, February 23, 2018 10:59 AM
To: David Thornton
Subject: Comments

Hi Dave,

I put the Circulation Plan Open House info on Facebook and it has gotten pretty good distribution: nearly 1,000 people so far.

There have been a few comments posted so I thought I would pass them along to you just so you would have them. Let me know if you have questions.



[Jay Habecker](#) Roundabouts are safer, increase traffic flow, reduce accidents, control speeds and they are energy neutral because they don't require electric traffic lights and computers to operate. People need to stop hating them just because they are different.



[Als Sheldon](#) Sidewalks on BOTH sides of a street and no more round abouts.....



[Marla Hanna](#) 21 Road is a speedway for PTI propane trucks. Scariest thing ever.



[Aaron Young](#) Bike lanes, maybe with some blue paint!



[Marilyn Romero](#) I hate round abouts

Sam Rainguet
Communications Manager
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
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www.gjcity.org
www.twitter.com/GJCity
www.facebook.com/GJCity
Follow our news blog: www.gjcitynews.org

Exhibit 10

Proposed City of Grand Junction Complete Streets Policy



Comprehensive Plan
Grand Junction



City of Grand Junction Complete Streets Policy

Vision:

The Complete Streets Vision is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the City of Grand Junction (City) to equitably serve ALL users and ALL modes of transportation. Complete Streets will provide residents improved access, safety, health and environment—helping Grand Junction to become the most livable community west of the Rockies.

The Comprehensive Plan established specific strategies to implement its vision, guiding principles, goals and policies. In Chapter 5, Balanced Transportation, there are strategies to provide alternatives to getting around the community, increasing connectivity between neighborhoods, schools, parks, shopping and employment areas. It is through the buildout of neighborhood and village centers, along with strategies identified in the Comprehensive Plan and this Circulation Plan that will help the community achieve its vision of becoming the most livable City west of the Rockies.

Grand Junction streets will be designed and maintained to be safe, attractive, accessible, convenient and comfortable for users of all ages and abilities and transportation modes. Complete Streets will make the City of Grand Junction more walkable and bikeable, support transit, foster community engagement, and support the local economy and property values. Complete Streets will strengthen quality of life by improving public health and safety, advancing mobility, enhancing livability and long-term sustainability to achieve the vision “to become the most livable community west of the Rockies.”

Purpose:

The City of Grand Junction commits to improvements that are planned, designed, constructed, operated, and maintained to support safe, efficient and convenient mobility for all roadway users—pedestrians, bicyclists, people who use mobility devices, transit riders, freight traffic, emergency response vehicles, and motorists—regardless of age or ability. Complete streets are necessary to expand everyone’s mobility choices for safe and convenient travel by different modes between destinations throughout Grand Junction and are designed, appropriate to the context, to balance safety and convenience for everyone using the road.

Safety, including a reduction in hazards for pedestrians and bicyclists on Grand Junction roadways, is a fundamental consideration of this Complete Streets Policy. Complete Streets also encourage people to more easily make active transportation choices (walking and bicycling), which are associated with improved health outcomes at all stages of life and provide the added benefit of improved air quality.

The City of Grand Junction recognizes that the planning and design of streets and regional roadways should include the entire right-of-way and public realm. A Complete

Streets approach provides a unique opportunity to thoughtfully integrate and advance multiple objectives for the community, now and into the future, while delivering maximum benefits from both public and private investments. A Complete Street includes an array of integral facilities, including, but not limited to street and sidewalk lighting, pedestrian and bicycle safety improvements, access improvements, compliance with the Americans with Disabilities Act, public transit facilities and access there-to, landscaping, drainage, and street amenities such as street furniture and shade.

Complete Street Principles/Context Sensitive Design Standards

1. **Complete Streets serve all users and modes.** The City of Grand Junction shall design, operate and maintain the communities' streets and right-of-way to reasonably enable safe, comfortable and convenient access and travel for users of all ages, abilities and income levels. Complete Streets equitably considers the needs of motorists, pedestrians, people with disabilities, transit users, bicyclists, and commercial and emergency vehicles, consistent with this policy. The City will strive to prioritize complete street improvements that impact vulnerable and underserved areas and users.
2. **Complete Streets design criteria.** The City shall take an innovative approach to develop Complete Streets that meet or exceed national best-practice design guidelines by thoughtfully applying engineering, architectural, and urban design principles.
3. **Complete Streets require connected travel networks.** The City of Grand Junction shall prioritize opportunities to create a complete transportation network that provides connected facilities to serve all people and modes of travel, now and into the future. Streets shall be connected to create complete networks that provide travelers with multiple choices of travel routes and that help to reduce congestion on major roadways. The network shall include off-street hard-surface trails for biking and walking where necessary to improve safety and convenience. All roadways and routes need not be optimized for all modes; however, the network shall provide safe, efficient and convenient travel routes for each mode throughout the City, connecting services, schools, parks, civic uses, major centers of activity and attractions.
4. **Complete Streets are attractive, interesting and comfortable places for people.** Grand Junction's streets shall be designed as public amenities and include aesthetic elements such as street trees, landscaping, pedestrian lighting, street furniture, and wayfinding signage wherever possible.
5. **Complete Streets require context-sensitive approaches.** The City will align land use and transportation goals, policies and code provisions to create Complete Streets solutions that are flexible and appropriate to the unique circumstances of the surrounding neighborhood, land use patterns and street classification to maximize travel.

6. **Complete Streets include all roadways and all projects and phases.** The City shall apply this policy, to the greatest extent practicable given budget constraints, to all street projects, including new construction, reconstruction, resurfacing, and maintenance. In addition, safe and efficient travel access for all modes of transportation shall be maintained during construction.
7. **Complete Streets Require Education, Outreach and Engagement.** The City will foster education and outreach on the Complete Streets policy to City Departments and other agencies and will encourage community engagement. Ongoing implementation and monitoring will be communicated to the community.

Exceptions

Any exception to this Policy, including for eligible private projects, must be reviewed and approved by the Transportation Engineering Design Standards (TEDS) Exception Committee, comprised of the Public Works Director, Transportation Engineer, Community Development Director, and the Fire Marshal.

The following will be considered by the Committee for exceptions to the Policy:

- a. An accommodation is not necessary on the corridors where specific user groups are prohibited;
- b. Costs of accommodation are excessively disproportionate to the need or probable use, when factoring in both current economic conditions and economic benefits of initial capital cost;
- c. A clear, documented absence of current and future need exists;
- d. Transit accommodations that may be excluded where there is no existing or planned transit service;
- e. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, spot repair, pothole filling or when interim measures are implemented on temporary detour or haul routes;
- f. A reasonable and equivalent project existing along the same corridor that is already programmed to provide facilities exempted from the project at hand; or
- g. The cost of providing accommodations is excessive compared to reasonable access to alternative facilities existing within one quarter mile of the surrounding network of complete streets to the site.

Applicability:

The policy is applicable to all development and redevelopment in the public realm within the City of Grand Junction. It applies to the work of all City Departments and other entities working within the public right-of-way. In addition, it is intended to guide all

private development that affects streets, the transportation system, and the public realm.

Where new streets and subdivisions are subject to the City of Grand Junction Zoning and Development Code and/or Transportation Engineering Design Standards, the City shall fully and consistently refer to this policy for guidance.

In the existing developed areas of the City, roadway improvements that implement this policy shall be achieved as individual projects advance, as sites and corridors are developed and improved, and as needs and travel-mode balance evolve over time.

Performance Measures

Complete Streets require appropriate performance measures. The City will track and report performance measures for the transportation system that measure how well the City is conforming to this policy. Indicators shall reflect safe and efficient mobility for all users—pedestrians, bicyclists, transit riders, motorists and freight. The City shall measure the success of this policy using, but not being limited to, the following performance measures:

| <u>Performance Measure</u> | <u>Unit/Quantity</u> | <u>Goal</u> |
|---------------------------------------------------------------------------|----------------------|--------------|
| <u>Safety:</u> | | |
| Crashes for all modes | Number | Decrease |
| Injuries and fatalities for all modes* | Number | Decrease |
| | | towards zero |
| 1. Number of Fatalities | | |
| 2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) | | |
| 3. Number of Serious Injuries | | |
| 4. Rate of Serious Injuries per 100 million VMT | | |
| 5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries. | | |
| Countdown Signals | Number | Increase |
| Audible traffic signals | Number | Increase |
| Crosswalk and intersection improvements | Number | |
| Increase | | |
| <u>Access:</u> | | |
| ADA compliant curb ramps | Number | Increase |
| ADA compliant accessible routes | Miles | Increase |
| On-street bike lanes | Miles | Increase |
| Signal approaches with bike friendly detection | Number | Increase |
| On-time arrivals for GVT | % | Increase |
| Bus stops that provide weather protection | % | Increase |
| Sidewalks | | Miles |
| Increase | | |

Off-street hard-surface trails Miles
 Increase

Health and Environment:

Students who walk or bike to school %Increase
 Mode share: walk, bike and transit %Increase
 Vehicle miles traveled (VMT) per capita NumberDecrease

Notes:

(1) *The US Department of Transportation (USDOT) Safety Performance Management Final Rule establishes five performance measures as the five-year rolling averages. The GVCP goal or target for 1-5 above will be to Decrease towards zero.

(2) As the Safety Performance Rule and other transportation system performance management rules required by the USDOT are implemented, these Complete Streets Performance Measures will be updated as applicable.

Implementation Strategies:

Policy Integration:

The City shall make the Complete Streets practices a routine part of everyday operations, approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and work in coordination with other departments, agencies and jurisdictions.

The City will review and revise, as needed, all plans, guidelines, regulations, procedures, and programs to integrate the Complete Streets principles in all street projects, as feasible.

Interagency Coordination:

Implementation of the Complete Streets Policy will be carried out cooperatively and consistently among all departments in the City of Grand Junction, outside agencies, and, to the greatest extent possible, private developers.

Training:

The City will train pertinent staff on the content of Complete Streets principles and best practices for implementing this policy.

Project Selection Criteria (3):

The City will maintain a comprehensive inventory of pedestrian and bicycle infrastructure and will prioritize improvement projects that eliminate gaps in the sidewalk and bikeway network and serves the needs of underserved and vulnerable communities..

The City will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way and will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

Oversight Responsibility:

The Department of Public Works and the Community Development Department will monitor and implement the Complete Streets Policy, with input and recommendation from the Urban Trails Committee.

Public Engagement Plan:

The City will produce an annual report detailing progress made on the performance measures and implementation of the Complete Streets Policy.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN
OF THE CITY OF GRAND JUNCTION TO INCLUDE
THE REVISED GRAND JUNCTION CIRCULATION PLAN**

Recitals:

The City of Grand Junction’s and Mesa County’s planners, engineers and traffic experts worked jointly and cooperatively to prepare revisions to the Circulation Plan, taking a fresh look at the transportation systems for motorized and nonmotorized travel within the Urban Development Boundary. The planning process included over 2 years of staff work, nine months of public outreach with more than 25 meetings and events, a public open house on February 28, 2018 with focus groups representing development interests, economic development, recreational interests, canal companies, public agencies, and workshops with Planning Commission and City Council.

The result is an urban circulation plan that:

1. defines the community’s view of its future transportation network,
2. provides strategies and policies the community can implement to achieve it,
3. accommodates future population and development growth
4. serves as a guide for public and private development decisions within the planning area
5. is a tool for managing community change to achieve the desired quality of life.

The Grand Junction Circulation Plan will replace the Grand Valley Circulation Plan and become a part of the City’s Comprehensive Plan.

The Planning Commission reviewed and considered the Grand Junction Circulation Plan in a public hearing on May 22, 2018, found and determined that it satisfies the criteria in 21.02.130(c)(2) of the Zoning and Development Code and is consistent with the purpose and intent of the Comprehensive Plan, and recommended adoption of the Plan.

The City Council has reviewed and considered the Grand Junction Circulation Plan and determined that it satisfied the criteria in 21.02.130(c)(2) of the Zoning and Development Code and is consistent with the purpose and intent of the Comprehensive Plan.

The full text of this Ordinance, including the attached text of the Circulation Plan, shall, in accordance with paragraph 51 of the Charter of the City of Grand Junction, be published in pamphlet form with notice published in accordance with the Charter.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE GRAND JUNCTION CIRCULATION PLAN IS ADOPTED AND SHALL REPLACE THE GRAND VALLEY CIRCULATION PLAN AND BECOME PART OF THE COMPREHENSIVE PLAN.

Introduced for first reading on this ____ day of ____, 2018

PASSED on this ____ day of ____, 2018.

ATTEST:

City Clerk President of Council

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. _____

**A RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR
THE CITY OF GRAND JUNCTION**

Recitals:

Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. A Complete Streets approach integrates people and places in planning, design, construction, operation, and maintenance of transportation networks, helping to ensure streets are safe for people of all ages and abilities, while balancing the needs of different modes, thereby supporting local land use, economy, culture and the natural environment.

The Grand Junction Urban Trails Committee has developed a draft Complete Streets Policy for the City of Grand Junction. The overall vision of the Policy is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the City to equitably serve all users and all modes of transportation. The proposed Policy includes seven principles and context sensitive design standards to ensure that streets are designed and maintained to be safe, attractive, accessible, convenient and comfortable for users of all ages and abilities and all transportation modes. The policy would be applicable to all development and redevelopment in the public realm and outlines an exception process to be used in cases where strict adherence to the Policy is impractical or unnecessary.

This Complete Streets Policy implements the Grand Junction Circulation Plan, an element of the Grand Junction Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE ATTACHED COMPLETE STREETS POLICY BE ADOPTED.

Approved this _____ day of _____, 2018 and ordered published in pamphlet form.

ATTEST:

City Clerk

Mayor