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**CITY COUNCIL AGENDA
WEDNESDAY, JULY 18, 2018
250 NORTH 5TH STREET
5:15 PM – PRE-MEETING – ADMINISTRATION CONFERENCE ROOM
6:00 PM – REGULAR MEETING – CITY HALL AUDITORIUM**

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

Call to Order, Pledge of Allegiance, Moment of Silence

Presentations

Presentation of June Yard of the Month Winner

Citizen Comments

Individuals may comment regarding items scheduled on the Consent Agenda and items not specifically scheduled on the agenda. This time may be used to address City Council about items that were discussed at a previous City Council Workshop.

Council Reports

CONSENT AGENDA

The Consent Agenda includes items that are considered routine and will be approved by a single motion. Items on the Consent Agenda will not be discussed by City Council, unless an item is removed for individual consideration.

1. Approval of Minutes

- a. Minutes of the June 18, 2018 Executive Session
- b. Minutes of the June 18, 2018 Regular Meeting

2. Set Public Hearings

All ordinances require two readings. The first reading is the introduction of an ordinance and generally not discussed by City Council. Those are listed in Section 2 of the agenda. The second reading of the ordinance is a Public Hearing where public comment is taken. Those are listed on the Regular Agenda.

a. Legislative

- i. Introduction of an Ordinance Making Supplemental Appropriations for 2018 and Set Public Hearing for August 1, 2018

b. Quasi-judicial

- i. Introduction of an Ordinance Vacating a Walkway Tract Within the Darla Jean Subdivision and Set a Hearing for August 1, 2018
- ii. Introduction of an Ordinance Rezoning the Fossil Trace Holdings, LLC Property from R-R (Residential – Rural) to R-1 (Residential - 1 du/ac), Located at 465 Meadows Way, and Set a Hearing for August 1, 2018

3. Resolutions

- a. A Resolution Adopting Procedures Governing the Conduct of City Council Meetings and Work Sessions
- b. A Resolution Authorizing the City Manager to Submit a Grant Request to Colorado Parks and Wildlife for the Colorado the Beautiful Grant Program for the Lunch Loop Trail Project
- c. A Resolution Supporting the Grant Application for a United States Bureau of Reclamation Grant for Water Marketing, Development and Utilization Studies
- d. A Resolution Authorizing the City Manager to Submit a Grant Request to the Department of Local Affairs for the Comprehensive Plan Update
- e. A Resolution Authorizing the City to Execute a Grant Agreement with the Grand Junction Regional Airport Authority for the Construction of a New Runway

REGULAR AGENDA

If any item is removed from the Consent Agenda by City Council, it will be considered here.

4. Items Relating to the November 2018 Coordinated Election

- a. Lodging Tax Resolution and Ballot Question
- b. A Resolution Calling a Special Election for November 6, 2018

5. Public Hearings

- a. Legislative
 - i. An Ordinance Amending the Comprehensive Plan by Adopting the Grand Junction Circulation Plan, Including the Network Map, Street Plan Functional Classification Map, and Active Transportation Corridor Map and Repealing and Replacing the Grand Valley Circulation Plan and Urban Trails Plan; and a Resolution Adopting a Complete Streets Policy for the City of Grand Junction
- b. Quasi-judicial
 - i. Public Hearing to Consider a Request by Club Deal 113/114 Park Plaza and Grand Junction Limited Partnership, a Delaware Limited Partnership for Approval of a Service Plan for the Proposed Mosaic Metropolitan Districts Nos 1-6

6. Resolutions

- a. A Resolution Rescinding Resolution No. 13-16 Regarding the Appointment of the Municipal Court Judge

7. Non-Scheduled Citizens & Visitors

This is the opportunity for individuals to speak to City Council about items on tonight's agenda and time may be used to address City Council about items that were discussed at a previous City Council Workshop.

8. Other Business

9. Adjournment



Grand Junction City Council

Regular Session

Item #

Meeting Date: July 18, 2018

Presented By: Shirley Nilsen

Department: Parks and Recreation

Submitted By: Randy Coleman

Information

SUBJECT:

Presentation of June Yard of the Month Winner

RECOMMENDATION:

The Forestry Advisory Board will announce June winner of Yard of the month. Address:
1115 Grand Avenue

EXECUTIVE SUMMARY:

The Forestry Advisory Board is recognizing the June Yard of the Month winner.

BACKGROUND OR DETAILED INFORMATION:

The Forestry Advisory Board has been recognizing summer Yard of the Month winners for five years. Yards are nominated based on curb appeal and can be either commercial or residential. The judging panel, made up of Forestry Advisory Board members, looks for thoughtful designs that take into consideration both functionality and the climate of Grand Junction. The winner receives a certificate and gift card to a garden center.

FISCAL IMPACT:

None

SUGGESTED MOTION:

N/A

Attachments

None

GRAND JUNCTION CITY COUNCIL

SPECIAL SESSION MINUTES

June 18, 2018

The City Council of the City of Grand Junction, Colorado met in Special Session on Monday, June 18, 2018 at 5:00 p.m. in the Administration Conference Room, 2nd Floor, City Hall, 250 N. 5th Street. Those present were Councilmembers Chris Kennedy, Duncan McArthur, Phyllis Norris, Rick Taggart, Duke Wortmann, and Mayor Barbara Traylor Smith.

Also present were City Manager Greg Caton, City Attorney John Shaver, Community Development Director Tamra Allen, Parks and Recreation Director Rob Schoeber, and Assistant to the City Manager Greg LeBlanc.

Councilmember Wortmann moved to go into Executive Session to discuss matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators pursuant to section 24-6-402(4)(e) of Colorado's Open Meetings Law relative to a possible transfer or sale of real property located at or near 2844-2856 Patterson Road and 2980-2982 Patterson Road and pursuant to section 24-6-402(4)(a) of Colorado's Open Meetings Law, and we will not be returning to open session. Councilmember Kennedy seconded the motion. Motion carried unanimously.

The City Council convened into Executive Session at 5:02 p.m.

Councilmember Wortmann moved to adjourn. Councilmember McArthur seconded. Motion carried unanimously.

The meeting adjourned at 5:30 p.m.

Wanda Winkelmann
City Clerk

**GRAND JUNCTION CITY COUNCIL
MINUTES OF THE REGULAR MEETING
JUNE 18, 2018**

The City Council of the City of Grand Junction convened into regular session on the 18th day of June 2018 at 6:00 p.m. Those present were Councilmembers Duncan McArthur, Phyllis Norris, Duke Wortmann, Chris Kennedy, Rick Taggart, and Council President Barbara Traylor Smith. Councilmember Bennett Boeschenstein was absent. Also present were City Manager Greg Caton, City Attorney John Shaver, and City Clerk Wanda Winkelmann.

Council President Traylor Smith called the meeting to order. Councilmember McArthur led the Pledge of Allegiance which was followed by a moment of silence.

City Manager Caton introduced the new Police Chief, Doug Shoemaker, and gave a brief background on the hiring process used to recruit him.

Proclamations

Proclaiming the week of June 17, 2018 as St. Baldrick's Foundation Week in the City of Grand Junction. Organizer Jim Hamlin was present to accept the proclamation.

Proclaiming July 2018 as Parks and Recreation Month in the City of Grand Junction. Parks and Recreation Director Rob Schoeber was present to accept the proclamation.

Proclaiming June 16 - June 24, 2018 as Grand Junction Pride Fest in the City of Grand Junction. Jesse Daniels and Heidi Hess were present to accept the proclamation.

Citizens Comments

Bruce Lohmiller spoke about the Partners and Crime Stoppers programs.

Council Reports

Councilmember Taggart gave a brief report on the Grand Junction Regional Airport Authority.

Councilmember Kennedy attended the Mountain Connect Broadband Conference, Grand Junction Economic Partnership Economic Summit, and gave a shout-out to Anna Stout, facilitator of the Sister City of El Espino cultural foreign exchange.

Councilmember Norris attended the Fire Department recruitment graduation, and took the public safety class.

Councilmember McArthur attended the Las Colonias River Recreation Community update meeting, Western Slope Latino Chamber of Commerce business after hours meeting, Joint City Council/Planning Commission meeting, Fire Department recruitment graduation, and the swearing in ceremony for Police Chief Shoemaker.

Councilmember Wortmann spoke of Grand Junction's growth and he attended the Parks and Recreation Advisory Committee meeting.

Consent Agenda

Councilmember Norris moved to adopt items #1 - #4 of the Consent Agenda. Councilmember Kennedy seconded the motion. Motion carried by unanimous voice vote.

1. Approval of Minutes

- a. Summary of the June 4, 2018 Workshop
- b. Minutes of the June 6, 2018 Regular Meeting

2. Set Public Hearings

- a. Legislative
 - i. Introduce an Ordinance Amending the Comprehensive Plan by Adopting the Grand Junction Circulation Plan, Including the Network Map, Street Plan Functional Classification Map, and Active Transportation Corridor Map and Repealing and Replacing the Grand Valley Circulation Plan and Urban Trails Plan and Set a Hearing for July 18, 2018

3. Resolutions

- a. Resolution Authorizing the City Manager to Execute a Contract for the Purchase of 729 27 Road for a Temporary Fire Station in Grand Junction, Colorado for up to \$245,000

- b. Resolution Authorizing City Manager to Sign Domestic Water Easement Across City Owned Land for Michael Reese
- c. Intergovernmental Agreement with Colorado Department of Transportation (CDOT) for Construction of Three New Crosswalks and Medians Along Horizon Drive Between the Intersections of G Road and I-70 Interchange Exit 32

Regular Agenda

Public Hearing - A Resolution Adopting the 2018 Program Year Action Plan as a Part of the Grand Junction Five Year Consolidated Plan for the Community Development Block Grant Program

Community Development Block Grant (CDBG) funds are a Department of Housing and Urban Development (HUD) entitlement grant to the City of Grand Junction which became eligible for funding in 1996. The City's 2018 Program Year will begin September 1, 2018. For each CDBG Program Year, a new Annual Action Plan is completed and adopted as part of the Five-Year Consolidated Plan. Applications for funding were solicited and received by the City in March. The City received grant requests of \$730,147 from outside agencies and identified City capital improvement projects totaling \$218,500 that are eligible for CDBG funding for a total of \$973,647.

Senior Planner Kristen Ashbeck gave a summary of allocations for the CDBG funds.

The City will receive an estimated \$457,189 in CDBG funding for the 2018 Program Year. The City also has \$7,839 remaining from the 2016 Program Year to be allocated with the 2018 funds. The purpose of the hearing is to adopt the 2018 Annual Action Plan which includes allocations for 20 projects as part of the Five-Year Consolidated Plan.

The public hearing was opened at 6:47 p.m.

There were no public comments.

The public hearing closed at 6:47 p.m.

Councilmember Kennedy moved to adopt Resolution No. 38-18, a resolution adopting the 2018 Program Year Action Plan as a part of the Grand Junction Five-Year Consolidated Plan for the Community Development Block Grant (CDBG) Program.

Councilmember Norris seconded the motion. Motion carried by unanimous roll call vote.

Public Hearing - A Resolution Accepting a Petition for the Annexation and Ordinances Annexing and Zoning the KOA Annexation C1 (Light Commercial), Located at 2819 Highway 50

The Applicant, Two Rivers RV Park, LLC, also known as Grand Junction KOA Holiday, requested annexation of the 9.636-acre KOA campground located at 2819 Highway 50. The proposed annexation includes 351 linear feet of the north 30 feet of the B Road right-of-way that has been deeded to the City of Grand Junction. The owner is requesting annexation to be able to gain additional advertising through Visit Grand Junction.

Senior Planner Kristen Ashbeck noted the applicant is requesting zoning of the property associated with the KOA Annexation. The request is to zone the property 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 public hearing was opened at 6:52 p.m.

There were no public comments.

The public hearing was closed at 6:52 p.m.

Councilmember McArthur moved to adopt Resolution No. 39-18, a resolution accepting a petition for the annexation of lands to the City of Grand Junction, Colorado, making certain findings and determining that property known as the KOA Annexation, located at 2819 Highway 50 is eligible for annexation, Ordinance No. 4805, an ordinance annexing territory to the City of Grand Junction, Colorado, KOA Annexation, approximately 9.636 acres, located at 2819 Highway 50, and Ordinance No. 4806, an ordinance zoning the KOA Annexation to C-1 (Light Commercial), located at 2819 Highway 50 on final passage and ordered final publication in pamphlet form. Councilmember Norris seconded the motion. Motion carried by unanimous roll call vote.

Public Hearing - An Ordinance Rezoning 519 30 Road from B1 (Neighborhood Business) to C1 (Light Commercial)

Senior Planner Lori Bowers noted 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.

The public hearing was opened at 7:01 p.m.

There were no public comments.

The public hearing was closed at 7:01 p.m.

Councilmember Kennedy moved to adopt Ordinance No. 4807, an ordinance rezoning 519 30 Road to C-1 (Light Commercial), located at 519 30 Road. Councilmember Taggart seconded the motion. Motion carried by unanimous roll call vote.

Other Action Items - Consider a Request by TV Holdings, LLC. to Accept the Dedication of 1.79 Acres of Open Space in the Proposed Thunder Valley Subdivision

Senior Planner Scott Peterson explained the applicant, TV Holdings, LLC, proposes the City accept dedication of 1.79 acres of open space located within and adjacent to Lewis Wash within the proposed Thunder Valley Subdivision (proposed Tract B) located at 3079 F ½ Road and south of Thunder Mountain Elementary School. The proposed open space is part of Lewis Wash and could provide a north/south off-street trail connection in the future when adjacent properties develop for interconnectivity between subdivisions and neighborhoods. The proposed trail connection is identified on the draft Active Transportation Corridor Circulation Plan.

Conversation ensued about location, storm water control, and future development.

Kevin Bray, Research and Development Coordinator with Bray Real Estate, was present to represent the applicant.

Councilmember Kennedy moved to approve the request to accept the dedication of open space land in the Thunder Valley Subdivision, proposed Tract B, 1.79 acres, on the conditions the Applicant 1) remove the old car bodies, 2) stabilize the bank, and 3) provide general clean-up of the area including removal of tires and other debris, prior to City acceptance. The Applicant shall also make payment of the remaining \$11,504.91 to the City of Grand Junction in compliance with the City's open space dedication in lieu of fee. Councilmember Norris seconded the motion. Motion carried by unanimous roll call vote.

Non-Scheduled Citizens & Visitors

There were none.

Other Business

There was none.

City Council Meeting Adjournment

The meeting was adjourned at 7:24 p.m.

Wanda Winkelmann, MMC
City Clerk

Call to Order as Ridges Metropolitan District

Board Chair Barbara Traylor Smith called the meeting to order at 7:24 p.m.

Other Action Items

a. **Ridges Metropolitan District Lien Release Request**

City Attorney Shaver gave a brief background of the District and the request, and recommended the release of the liens.

Conversation ensued about the difference in assessments.

Board member Wortmann moved that the Ridges Metropolitan District Board release the liens associated with Book 1772, Page 211, Reception No. 1533011. Board member Kennedy seconded the motion. Motion carried by voice vote.

Other Business

There was none.

Ridges Metropolitan District Meeting Adjournment

The meeting was adjourned at 7:27 p.m.

Wanda Winkelmann, MMC
City Clerk



Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: July 18, 2018

Presented By: Jodi Romero, Finance Director, Greg Caton, City Manager

Department: Finance

Submitted By: Jodi Romero, Finance Director

Information

SUBJECT:

Introduction of an Ordinance Making Supplemental Appropriations for 2018 and Set Public Hearing for August 1, 2018

RECOMMENDATION:

Introduce a proposed ordinance regarding supplemental appropriations for 2018 and set a hearing for August 1, 2018.

EXECUTIVE SUMMARY:

This request is to appropriate certain sums of money to defray the necessary expenses and liabilities of the accounting funds of the City of Grand Junction based on the 2018 budget amendments. Supplemental appropriations are required to ensure adequate appropriations by fund and often are needed to carry forward capital projects that regularly span more than one year. This action re-appropriates the funds for projects approved and started in the prior budget year but not completed in that year. Because these capital projects have already been planned for and the expenditure approved by Council in the 2017 budget, they do not decrease the budgeted fund balances. Other items requiring a supplemental appropriation include the authorization to add three Call Taker positions in the Communications Center.

BACKGROUND OR DETAILED INFORMATION:

This request is to appropriate certain sums of money to defray the necessary expenses and liabilities of the accounting funds of the City of Grand Junction based on the 2018 budget amendments.

City Council authorizes spending at a fund level based on the line item budget as reviewed and approved. The authorization occurs through the adoption of the Appropriations Ordinance.

Supplemental appropriations are also adopted by ordinance and are required when the adopted budget is increased to carryforward capital projects and approve new projects or expenditures. Capital projects may span over more than one year and the carryforward of the project re-appropriates funds for the projects approved and started in the prior year's budget but not completed in the same year.

Often supplemental appropriations are required to authorize spending of unexpected and unbudgeted revenues which are a result of successful grant applications. Required amounts for supplemental appropriations can be offset by budget savings as well.

The 2018 Supplemental Appropriation includes spending authorization in the General Fund, Visit Grand Junction Fund, Sales Tax Capital Improvements Fund, Storm Drainage Fund, Water Fund, Golf Fund, Fleet & Equipment Fund, Self-Insurance Fund, and the Communication Center Fund all as described below.

The General Fund requires supplemental appropriations of \$910,000 for the carryforward of the 2017 economic development allocations to the Grand Junction Housing Authority and Homeward Bound, for the authorization to spend grant proceeds for the Crisis Intervention Co-Responder joint project team with Mind Springs and the Mesa County Sheriff's Office.

The supplemental appropriation for the General Fund includes authorization of executive salary adjustments moving salaries to market as a result of performance evaluations of the City Manager and City Attorney by the City Council and for the appropriation necessary for the payment of \$165,200 pursuant to Resolution 47-18. Approval of the supplemental appropriation ordinance will set the City Manager's annual salary as called for by the Charter.

The City's financial condition has improved as a result of balancing the structure of the City's budget, continued conservative budgeting and careful spending combined with a strengthening economy. At this time, the ending General Fund balance for 2018 including these adjustments is projected to be \$25.3 million (including \$5.2 million in internal loans) which is nearly \$7 million above the previously set minimum of \$18.5 million.

Following the vision of becoming a destination marketing organization under the direction and leadership of our new Director, the Visit Grand Junction Fund requires supplemental appropriations of \$85,673. The Visit Grand Junction currently has a healthy fund balance over \$200,000. The appropriation of \$85,673 represents

anticipated surplus revenue for 2018 (revenue over expenditures) that was previously unallocated. These funds will be used to begin implementing innovative technologies and data based analysis to guide Grand Junction's marketing initiatives.

The Capital Fund requires supplemental appropriations of \$6.47 million. Funds are needed for the carryforward of four projects approved in 2017 but not completed including a bridge replacement that is partially funded by Federal monies, the Las Colonias Riparian project, the Community Center Feasibility Study, and the transfer for the Buthorn Drainage project.

Additional spending authority is required for a new project that City Council has asked to be moved to 2018 to complete the sidewalk project at Bookcliff Middle School. Also included is \$120,000 for the preliminary design, environmental testing, and geotechnical work for the Riverfront at Dos Rios.

A portion of the supplemental is also to authorize capital spending of unexpected grant and tax revenues for the Horizon Drive Pedestrian Improvements, the North Area Ambulance Station, Suplizio Field Infield Replacement, and for moving mill tailings from the interim storage site to the permanent facility which is fully funded by a \$100,000 DOLA grant. The majority of the capital supplemental is required for the Las Colonias Business Park in the amount of \$5.46 million for the following:

Consolidating the project by moving the planned portion of the project out of 2019 in the 10 Year Capital plan to 2018. This will allow for flexibility in scheduling and contracting for the work in order to accomplish as much of the project as possible in 2018, take advantage of economies of scale for the larger scope, and limit exposure to construction inflation. This moves \$3.76 million from the planned and funded 2019 project expense.

As City Council is aware, we were successful in receiving additional grant funding from DOLA and combined with additional capital fund dollars above what was originally budgeted, and other project savings due to unanticipated grant funding, we are recommending an increase in scope to fund additional amenities and a higher fit and finish to the project. Additional amenities include; significant improvements to the Butterfly Lake and Plazas that will enhance the look, feel, and use of the park especially with the anticipated use of the restaurant sites on the South side of the park; improvements to the "Google-like campus" ponds that will provide walls for sitting and enjoyment of the ponds; additional parking in the restaurant area, additional pedestrian lighting; and power and water connections for the festival area to broaden the appeal and use. The improvements to the Butterfly Lake and ponds will also reduce maintenance costs and maintain a higher water quality. The additional amenities are estimated to cost \$1.13 million.

Another addition to the project cost that is funded by grants and dedicated revenues including open space and conservation trust is the River Recreation amenity. The cost of this amenity was never included in the original project estimate. The cost is estimated at \$1.25 million. The spending authority needed for 2018 for the start of the project is \$250,000.

Finally, because of the robust construction industry we have experienced construction cost inflation and the project cost has been revised based on the Phase I contract prices and anticipated increases in pricing based on more recent bids. Phase II of the project is currently advertised for bids and we will receive bids on July 31st expecting to bring to Council on August 15th. The estimated cost inflation is \$320,000 which represents 3% over the last year.

2018 Supplemental Appropriation for Las Colonias Business Park

| | |
|--|---------------|
| Moved 2019 planned expenditures to 2018 | \$3.76 |
| Additional amenities, improved fit and finish | 1.13 |
| River Recreation (total cost \$1.25 million 2018/2019) | 0.25 |
| Inflation | 0.32 |
| Total | \$5.46 |

The Storm Drainage Fund requires supplemental appropriations of \$127,000 for the 2017 carryforward of the Buthorn Drainage project.

The Water Fund requires supplemental appropriations of \$418,000 for the 2017 carryforward of four projects including the Kannah Creek intake, Grand Mesa Reservoir, Water Treatment Plant Modifications, and improvements to the Summerville/Anderson Ranch. There is also a new project for the Water Fund's share of the Nexus/Impact Fee study as discussed at workshop with City Council.

The Golf Fund requires supplemental appropriations of \$55,000 for improvements to Tiara Rado Golf Course including carpeting, maintenance and kitchen equipment.

The Fleet & Equipment Fund requires supplemental appropriations of \$1 million for the 2017 carry forward of vehicles planned for and ordered for replacement in 2017, but not received until 2018. The majority of this amount is for the replacement of Ladder Truck #1 that was just recently received by the Fire Department.

The Insurance Fund requires supplemental appropriations for adjustments to workers' compensation costs which are trending higher than expected for claims under the previous self-insured model (2017 or later) at \$415,000. As is the nature of the insurance business, it is difficult to predict experience when developing the upcoming year's budget. We continue to improve stability of our insurance costs including health, workers' compensation, and property and liability by making changes to our programs

including this year going to a fully-insured model for worker's compensation. We are also evaluating and finalizing plans to start an employees' health clinic to provide basic services and labs at no cost to the employees. The concept is to provide options to help our employees manage and improve their health with lower cost healthcare and therefore drive down the overall cost of health insurance and claims. In addition to the additional costs in workers' compensation, we recommend appropriating the entire fund balance of the insurance fund through a contingency so that we are able to pay claims as they occur without requiring additional appropriations mid-year. We will continue to budget as conservatively as possible and maintain an appropriate fund balance in this fund. In order to appropriate the fund as recommended, a supplemental of \$3.5 million is required, with budgeting before contingency amounts to maintain the target fund balance of approximately \$2 million.

The Communication Center Fund requires supplemental appropriations of \$137,000 to fund the 2017 carryforward of the CopLogic project as well as fund on-half of a year of three additional call-taker positions as approved by the Communication Center Board after the passing of the Mesa County Public Safety Tax. Even though the public safety tax is available for this use the positions were able to be funded out of fund balance in the Communication Center above and beyond the target fund balance.

See attached chart for each supplemental by fund.

FISCAL IMPACT:

The supplemental appropriation ordinance is presented in order to ensure sufficient appropriation by fund to defray the necessary expenses of the City. The appropriation ordinance is consistent with, and as proposed for adoption, reflective of lawful and proper governmental accounting practices and are supported by the supplementary documents incorporated by reference above.

SUGGESTED MOTION:

I move to introduce a proposed ordinance making Supplemental Appropriations to the 2018 Budget of the City of Grand Junction, Colorado for the year beginning January 1, 2018 and ending December 31, 2018 and set a hearing for May 5, 2018.

Attachments

1. Supplemental Chart
2. First+Supplemental+Appropriation+ORDINANCE+NO (1)

| 2018 Supplemental Appropriations | | | |
|---|--------------|-------------|--|
| Fund 100 General Fund | | | |
| Grand Junction Housing Authority * | \$252,622 | | |
| Homeward Bound * | 100,000 | | |
| Crisis Intervention Team/Co-Responder Grant | 490,000 | | |
| Executive Salary Market Adjustments | 17,000 | | |
| Resolution 47-18 | 165,200 | | |
| Budget Savings Offset | (114,221) | | |
| Total Supplemental | \$ 910,601 | | |
| Fund 102 Visit Grand Junction | | | |
| New Technology Purchases | \$ 85,673 | | |
| Fund 201 Sales Tax Capital Improvement | | | |
| Bridge Replacement F.5 & 30.8 Roads * | \$860,500 | | |
| Community Center Study * | 50,000 | | |
| Las Colonias Riparian * | 99,703 | | |
| Buthorn Drainage * | 65,000 | | |
| Bookcliff Middle School Sidewalk Project | 80,000 | | |
| Las Colonias Business Park | 5,462,482 | | |
| Mill Tailings Project (grant funded) | 100,000 | | |
| Suplizio Field Infield Replacement | 50,000 | | |
| Budget Savings Offset | (295,004) | | |
| Total Supplemental | \$ 6,472,681 | | |
| Fund 202 Storm Drainage | | | |
| Buthorn Drainage * | \$ 127,010 | | |
| Fund 301 Water | | | |
| Grand Mesa Reservoir * | \$ 59,000 | | |
| Water Treatment Plant * | 23,000 | | |
| Sommerville/Anderson Ranch * | 21,000 | | |
| Purdy Mesa * | 50,000 | | |
| Nexus Study | 15,000 | | |
| Kannah Creek Intake* | 250,000 | | |
| Total Supplemental | \$ 418,000 | | |
| Fund 305 Golf | | | |
| Facility Improvements | \$ 48,961 | | |
| Equipment | 6,500 | | |
| Total Supplemental | \$ 55,461 | | |
| Fund 402 Fleet & Equipment | | | |
| Vehicle Purchases * | | \$1,040,667 | |
| Fund 404 Self-Insurance | | | |
| Workers' Compensation | \$ | 415,032 | |
| Insurance Claims Contingency | | 3,113,262 | |
| Total Supplemental | \$ | 3,528,294 | |
| Fund 405 Communication Center | | | |
| Coplogic * | \$ | 91,890 | |
| Three Call Taker Positions (half-year) | | 45,500 | |
| | \$ | 137,390 | |
| * Denotes carryforward | | | |

ORDINANCE NO. ____

AN ORDINANCE MAKING SUPPLEMENTAL APPROPRIATIONS TO THE 2018 BUDGET OF THE CITY OF GRAND JUNCTION, COLORADO FOR THE YEAR BEGINNING JANUARY 1, 2018 AND ENDING DECEMBER 31, 2018.

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

That the following sums of money be appropriated from unappropriated fund balance and additional revenues to the funds indicated for the year ending December 31, 2018 to be expended from such funds as follows:

| Fund Name | Fund # | Appropriation |
|---------------------------|---------------|----------------------|
| General Fund* | 100 | \$ 910,601 |
| Visit Grand Junction Fund | 102 | \$ 85,673 |
| Sales Tax CIP Fund | 201 | \$ 6,472,681 |
| Storm Drainage Fund | 202 | \$ 127,010 |
| Water Fund | 301 | \$ 418,165 |
| Golf Fund | 305 | \$ 55,461 |
| Fleet and Equipment Fund | 402 | \$ 1,040,667 |
| Insurance Fund | 404 | \$ 3,528,294 |
| Communication Center Fund | 405 | \$ 137,390 |

*PURSUANT TO ARTICLE VII, PARAGRAPH 57, THE CITY MANAGERS 2018 SALARY IS SET AT \$209,000.00

INTRODUCED AND ORDERED PUBLISHED IN PAMPHLET FORM this ____ day of _____, 2018.

TO BE PASSED AND ADOPTED AND ORDERED PUBLISHED IN PAMPHLET FORM this ____ day of _____, 2018.

President of the Council

Attest:

City Clerk



Grand Junction City Council

Regular Session

Item #2.b.i.

Meeting Date: July 18, 2018

Presented By: Kristen Ashbeck, Senior Planner/ CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck
Senior Planner

Information

SUBJECT:

Introduction of an Ordinance Vacating a Walkway Tract Within the Darla Jean Subdivision and Set a Hearing for August 1, 2018

RECOMMENDATION:

At its June 26, 2018 meeting, the Planning Commission made a motion to approve the vacation of the walkway tract that did not pass as it received a 3-3 vote. The tied vote results in a recommendation of denial for the vacation request.

EXECUTIVE SUMMARY:

The Darla Jean subdivision was platted in Mesa County in 1975 and annexed to the City in 1994. The subdivision plat includes a 20-foot wide tract of land indicated as Walkway that runs from Jean Lane to Darla Drive between Lots 9 and 10 and Lots 15 and 16 of Block 5 of the subdivision. There is no dedication language on the subdivision plat for the walkway; it is just depicted on the map. Also, there is no recorded deed granting the tract to any person or entity, public or private. A reasonable presumption, given Colorado case law on missing dedication language, is that the intent was for the pedestrian right-of-way to be granted to the public for public use. The four neighbors abutting the tract have requested that the public interest in the walkway be vacated. Staff provided a recommendation to vacate the public's interest in the tract due to this walkway not connecting to a larger pedestrian network not providing a discernable public benefit to the greater community.

BACKGROUND OR DETAILED INFORMATION:

The 33.32-acre Darla Jean subdivision includes 101 single family lots, a 2.798 public park site and a walkway that runs from Jean Lane to Darla Drive between four of the lots of the subdivision. There is no dedication language on the subdivision plat, no recorded deed conveying the tract, nor any record of the City accepting this tract of land. However, according to the City Attorney's Office, a reasonable presumption, given Colorado case law on missing dedication language, is that the intent was for the pedestrian right-of-way to be granted to the public for public use. Therefore, the City manages the request the same as other vacate requests of public right-of-way. The 20-foot wide by approximately 240 feet long walkway has never been improved with a sidewalk or path; it has remained vacant, with no maintenance activity by the City.

The Darla Jean neighborhood has a water users' association (the Association) with an irrigation line serving the neighborhood running under the walkway tract that has been in use for many years. The applicant has provided additional information that illustrates the location of the irrigation lines within the subdivision and the locations of access valves throughout the subdivision, most of which are located on private property (refer to Exhibit 5). Should vacation of the walkway be approved, Staff recommends retaining and granting, without any warranties of title, an irrigation easement for/to the Association, in order to help protect the Association's interest in and ability to maintain the line in this area and to help perfect the Association's implied irrigation easement.

Written public comments have been received and are attached for review. In general, these written comments do not support the vacation, primarily due to potential maintenance of the irrigation line (in which the City has no interest or responsibility), not because of its use as a neighborhood walkway. It is intended that the reservation/grant of easement for the irrigation line will help address these neighbor concerns.

Written comment by the County Assessor was received by the City prior to the previously scheduled hearing on April 24, 2018. The Assessor opined that the tract of land was owned by the original developer of the subdivision. The County Assessor has since reversed this assertion and concurs with both the City and the County Surveyor that this tract of land was intended for public ownership.

In addition, the area contains a power line administered by Grand Valley Power as well as other public utilities. Therefore, Staff recommends that the City retain a utility easement over the area for Grand Valley Power and other dry utilities within the tract.

Notification Requirements

A Neighborhood Meeting was held on October 12, 2017 consistent with the requirements of Section 21.02.080 (e) of the Zoning and Development Code. Eleven citizens attended the meeting along with the Applicant. Comments were both supportive and against the proposal, with concerns raised about an existing irrigation line that is within the walkway tract and future access to it if needed.

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 and the subject property was posted with an application sign on January 23, 2018. The notice of this public hearing was published June 19, 2018 in the Grand Junction Daily Sentinel.

Analysis

Pursuant to Section 21.02.100 of the Zoning and Development Code, the vacation of public right-of-way or easement shall conform to the following:

a. The Comprehensive Plan, Grand Valley Circulation Plan, and other adopted plans and policies of the City.

The following Comprehensive Plan goal and policy are relevant to this request:

Goal 8: Create attractive public spaces and enhance the visual appeal of the community through quality development.

Policy A. Design streets and walkways as attractive public spaces.

This walkway is not an improved walkway nor does the walkway receive any regular maintenance. As such, the walkway can be detrimental to the visual quality of this neighborhood. Vacation of the walkway may allow for this tract of land to become integrated into adjacent properties and have greater potential (though with no assurance) for the property to be incorporated into the yards of the adjacent homeowners and more attractively maintained.

This particular pedestrian walkway is not shown or required by the Grand Valley Circulation Plan or any neighborhood plan. It is presently an undeveloped tract. Adjacent streets and walkways will not be negatively impacted by the vacation of this pedestrian right-of-way, and may well be improved thereby if maintained with lawn or other landscaping by homeowners.

Staff finds that vacation of the public walkway conforms with the Comprehensive Plan, the Grand Valley Circulation Plan and other adopted plans of the City and is a better option for creating attractive spaces and enhancing visual appeal of the community.

b. No parcel shall be landlocked as a result of the vacation.

The request to vacate the walkway tract in Block 5, Darla Jean Subdivision, of approximately 0.1 acres, will not render any parcel landlocked. Moreover, the tract

does not provide contiguous access to any adjacent parcel(s). Therefore, this criterion is met.

c. Access to any parcel shall not be restricted to the point where access is unreasonable, economically prohibitive or reduces or devalues any property affected by the proposed vacation.

No access to any parcel will be restricted. The adjacent properties will continue to have access from the public streets along the front of the parcels. Staff has found this criterion has been met.

d. There shall be no adverse impacts on the health, safety, and/or welfare of the general community and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g. police/fire protection and utility services).

The walkway tract is not needed to provide emergency or sanitation services to adjacent parcels. Such services are provided from the public streets adjacent to the residential lots. The vacation request was referred to all of the potentially affected utility providers including Charter, Century Link, Grand Valley Power and Xcel Energy. Of these, Grand Valley Power indicated that there is underground high voltage single-phase power in the walkway area and that it should be retained as a utility easement and a no-structure zone. Fencing may be allowed. The other utilities had no comment or concern but the applicants requested a utility locate and there appear to be other public utilities in portions of the tract. The City Development Engineer commented that an easement be retained for this tract to allow for the continued maintenance of the irrigation line and utilities.

Those requesting the vacation state that there are public safety concerns with the tract, specifically related to loitering and crime. City staff has not independently verified these claims and has not determined whether vacation of the tract would result in a measurable improvement to public safety in the neighborhood. However, since the tract does not currently provide a tangible public benefit or purpose and its public nature is bothersome to abutting property owners, Staff recommends vacation of the public interest in the tract.

It is not anticipated that there will be any adverse impacts on the health, safety, and/or welfare of the general community, nor will the quality of public facilities and services provided to any parcel of land be reduced as a result of this vacation request. Staff therefore has found this request conforms with this criterion.

e. The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter 21.06 of the Grand Junction Municipal Code.

Adequate public facilities exist for all affected parcels and will not be negatively impacted by the vacation, so long as easements for utilities and irrigation are created. No additional services will be impacted or inhibited by this request. Staff has therefore found this request to conform with this criterion, so long as the vacation ordinance includes a reservation of easement in favor of the public utilities and is not recorded until the adjacent property owners (into whose property the walkway area will be absorbed) execute a grant of irrigation easement to the Darla Jean Water Users Association, which easement will be recorded immediately following recordation of the vacation ordinance.

f. The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.

Should the vacation of this walkway be approved, the area can be included in the front and side yards of the adjacent parcels and may be improved by the owners to enhance the overall visual quality of the neighborhood, however no improvements are specifically guaranteed.

The City does not currently provide maintenance to this tract and it is not within close proximity to other improvements maintained by the City Parks and Recreation Department. In addition, this tract is not a part of a greater walkway or path connection system and does not provide benefit to the overall community. Returning this tract to private ownership may have some additional benefits regarding policing and public safety that can not otherwise be provided when the property is publicly held.

It is typical practice of the City for this type of tract, when platted as part of a subdivision, to be held and maintained by an HOA and not an tract dedicated to the City.

Staff finds this request conforms with this criterion.

Recommendation and Findings of Fact

After reviewing VAC-2018-44, a request to vacate a walkway tract within the Darla Jean Subdivision, the following findings of fact have been made with the specific conditions:

1. The proposal conforms with Section 21.02.100 (c) of the Grand Junction Zoning and Development Code with the following conditions;

Conditions of Approval

1. An irrigation easement shall be reserved for the Darla Jean Water Users Association for maintenance of the irrigation line existing in the tract, without any warranties of title;

2. A utilities easement shall be reserved for public utilities in the tract; and
3. The four abutting property owners shall execute an easement in favor of the Darla Jean Water Users Association for maintenance of the irrigation line to be recorded immediately following recordation of the vacation ordinance.

Therefore, Staff recommended approval of the request to vacate the walkway tract within the Darla Jean Subdivision subject to the conditions that an easement for irrigation facilities be reserved for and granted to the Darla Jean Water Users Association and an easement be reserved for public utilities.

The Planning Commission's vote of 3 to 3 on a motion of approval for the request to vacate resulted in a recommendation of denial.

FISCAL IMPACT:

If the walkway tract is vacated there will not be a fiscal impact to the City.

If the walkway is not vacated there may be an expectation that the City maintain the property which will have costs associated with it. The scope and degree of desired/provided maintenance of this walkway will inform this cost. Estimated costs for maintenance of the walkway are as follows:

Initial Expenses

- 1) 60 feet of split rail fence = \$300.00
 - 2) Two trash containers, general gray park cans = \$90.00
 - 3) Two pet pick up stations = \$120.00
- Total = \$510.00

Annual Expenses

This area would be absorbed into the City's current Weed Abatement/ Riverfront and Urban trail maintenance program which would include:

- 1) Weekly inspections and trash removal
 - 2) Weed control through out the growing season
 - 3) Vandalism repair
 - 4) Supplies such as trash bags and pet-pick-up-bags
- Total = \$1,300.00

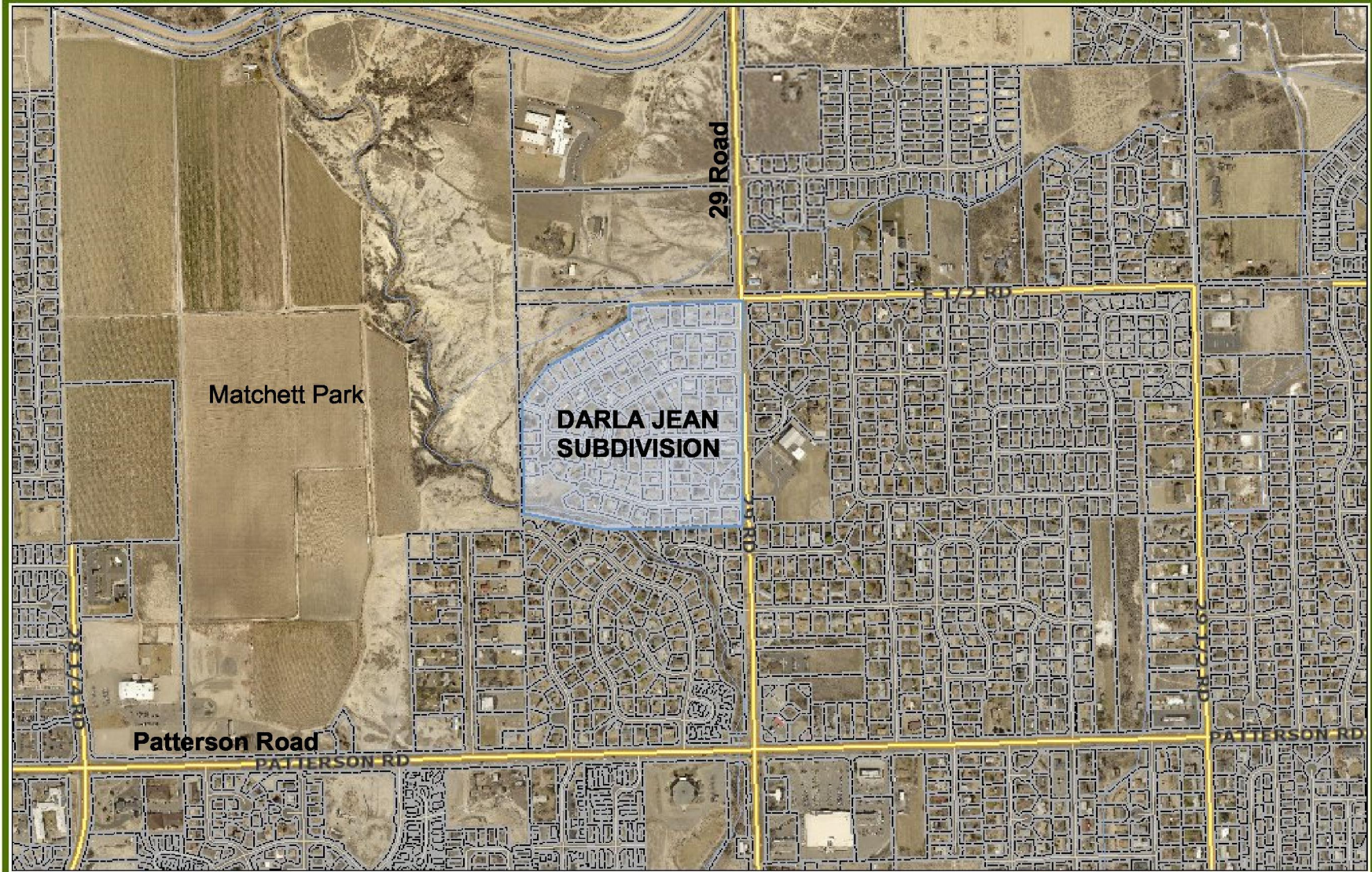
SUGGESTED MOTION:

I move to introduce an ordinance vacating a walkway tract within the Darla Jean Subdivision and set a hearing for August 1, 2018.

Attachments

1. Attachment 1 - Maps
2. Attachment 2 - Information Provided by Applicant
3. Attachment 3 - Citizen Input
4. Attachment 4 - Proposed Ordinance

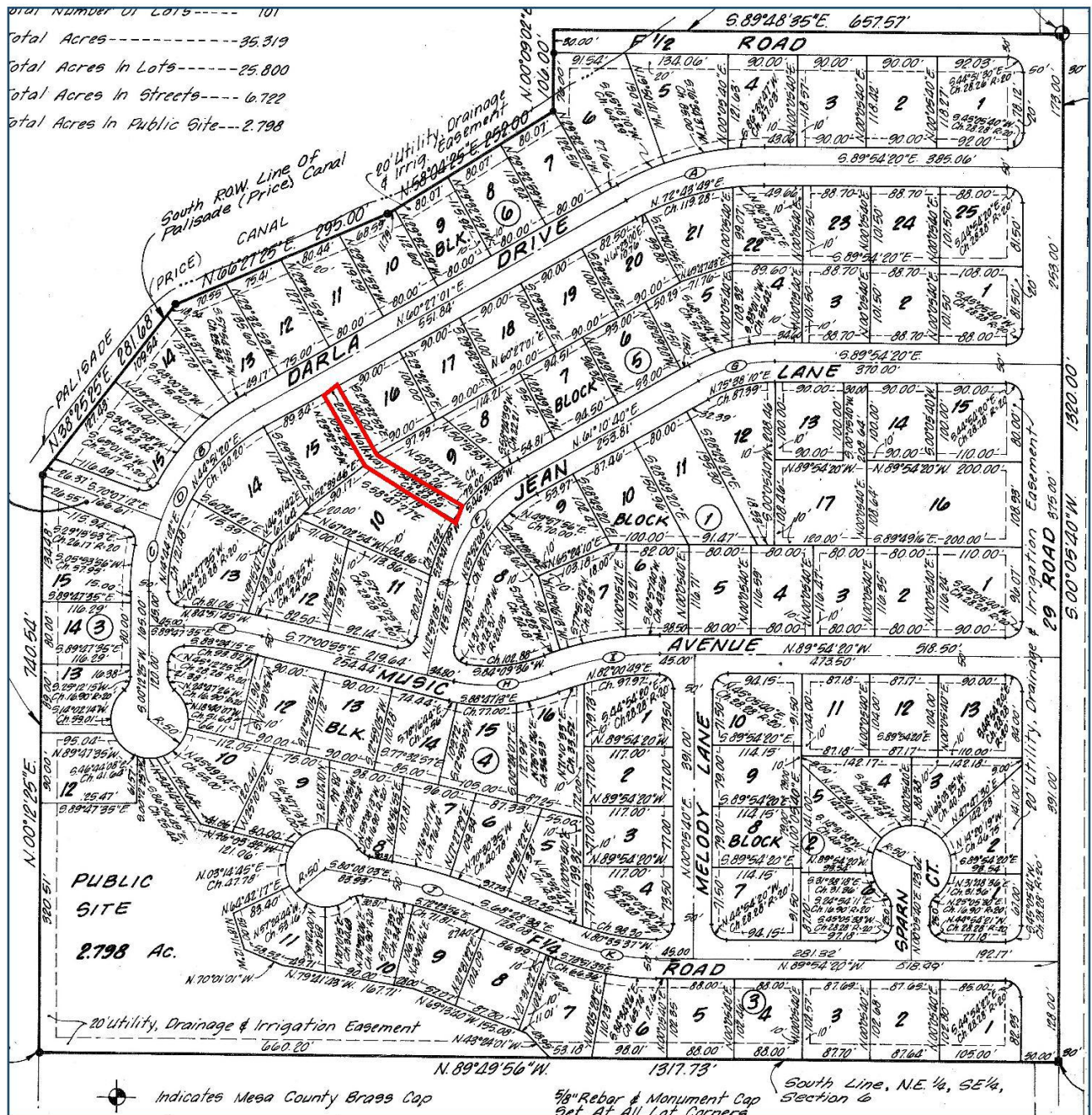
Darla Jean Subdivision Vicinity Map



Darla Jean Walkway Vacation Map



Darla Jean Subdivision Plat



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: Vacation of Right-of-Way

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

Existing Land Use Designation Residential Medium

Existing Zoning R-5

Proposed Land Use Designation NA

Proposed Zoning NA

Property Information

Site Location: Darla Jean Subdivision

Site Acreage: .15

Site Tax No(s):

Site Zoning: R-5

Project Description: Vacation of public Walkway

Property Owner Information

Name: none

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Applicant Information

Name: Raquel Mollenkamp

Street Address: 2881 Darla Drive

City/State/Zip: Grand Jct CO 81506

Business Phone #: 970-712-4663

E-Mail: rmollenkamp@yahoo.com

Fax #:

Contact Person: Raquel

Contact Phone #: 970-712-4663

Representative Information

Name: Raquel Mollenkamp

Street Address: 2881 Darla Drive

City/State/Zip: Grand Jct CO 81506

Business Phone #: 970-712-4663

E-Mail: rmollenkamp@yahoo.com

Fax #:

Contact Person: Raquel

Contact Phone #: 970-712-4663

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 Raquel Mollenkamp

Date 1-18-2018

Signature of Legal Property Owner

Date

VACATION OF WALKWAY BETWEEN DARLA DRIVE AND JEAN LANE

January 10, 2018

OVERVIEW

1. Project Background and Description

The property owners that live on both sides of the walkway 2881 Darla drive (Donald Mollenkamp), 2883 Darla drive (Brian Porter), also 2882 Jean Lane (George Freeman), 2884 Jean Lane (Curt Wilson). Have decided that vacating the walkway would be the best solution due to the crime and loitering that takes place in this area. The property owners have been maintaining this area at their own expense. The walkway is not part of the neighborhood property. Therefore, there is no financial support from the neighborhood. The walkway is very rarely used as a walkway, due to there being an alternative route.

2. Project Scope

Our plan for the property would be a Resident medium. Each resident would close the walkway off with fences. The walkway would be equally divided.

3. Meeting notes

A neighborhood meeting was held on October 12th, 2017. 10 Neighbors attended this meeting. Out of the 10 that attended, 5 agreed, 2 disagreed, and 3 were undecided. There were others that didn't attend due to prior obligations. After speaking to 3 of them, they are aware and agree with it. The concerns that were stated was mainly about the irrigation pipe that runs along the walkway. The concern was the easement and it being more difficult to fix a break if the walkway was closed off. Another concern was the change of a neighbor's view. She likes the openness of the walkway and doesn't want that to change.

4. Review Criteria

The proposed vacation leaves no parcel land locked. There is a reasonable alternative route through the neighborhood. The vacation does not devalue properties affected. There are no adverse impacts on the health, safety, and/or welfare of the general community. The quality of public facilities and services are in no way affected. The proposal will benefit the neighborhood, as it will minimize unwanted loitering and crime. It will improve the look of the street as it will no longer be vacant. Due to the land being part of the 4 property owners land. Increase in property taxes will benefit the City.

5. Affected parties

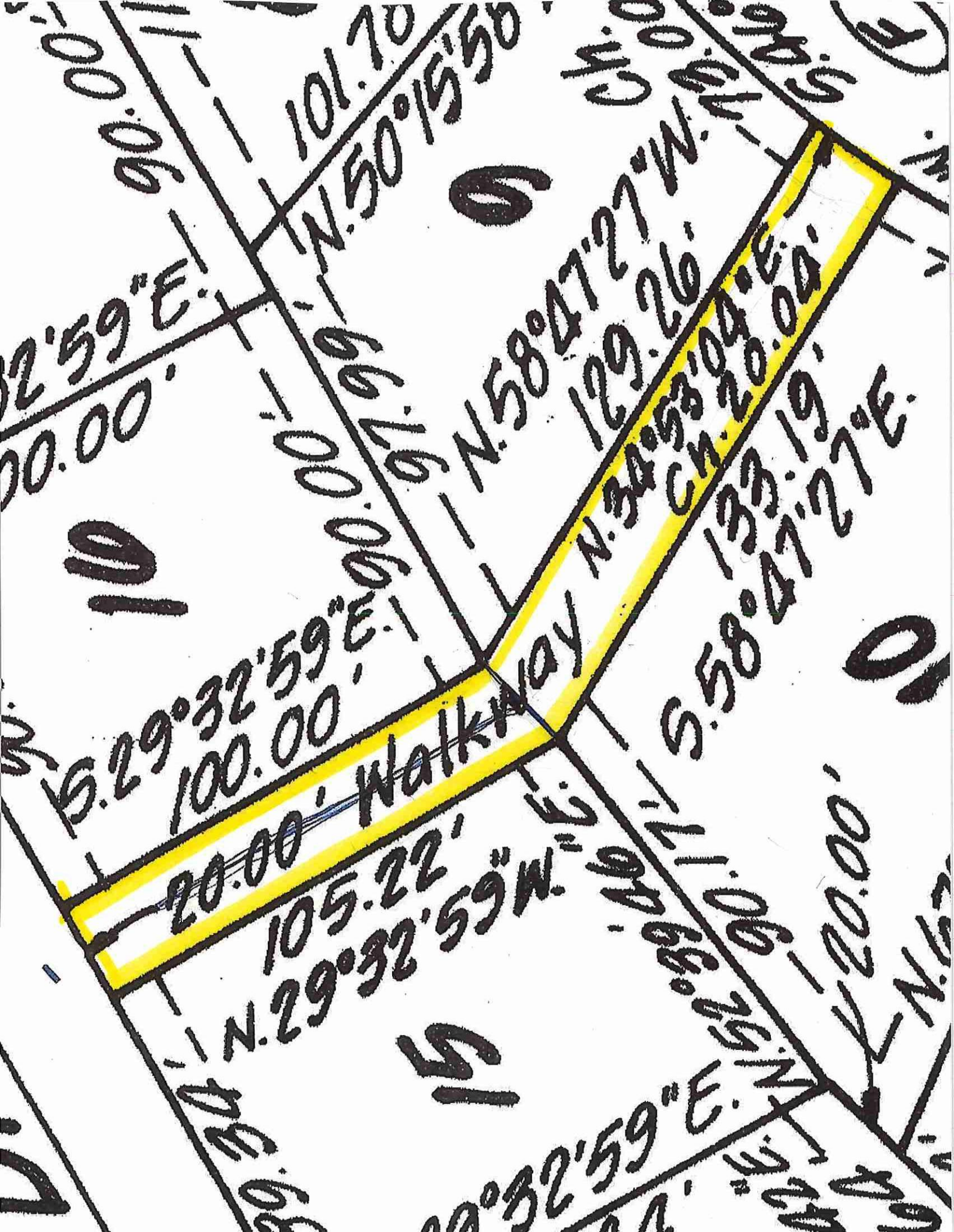
A utility locate request was submitted for Charter, Grand Valley Rural Power, Palisade Irrigation Dist, Ute Water Conservancy Dist, City of Grand Junction, Xcel Energy, and Century Link, with a positive response. There is a neighborhood irrigation line in the walkway. The irrigation line will not move. An easement will be provided.

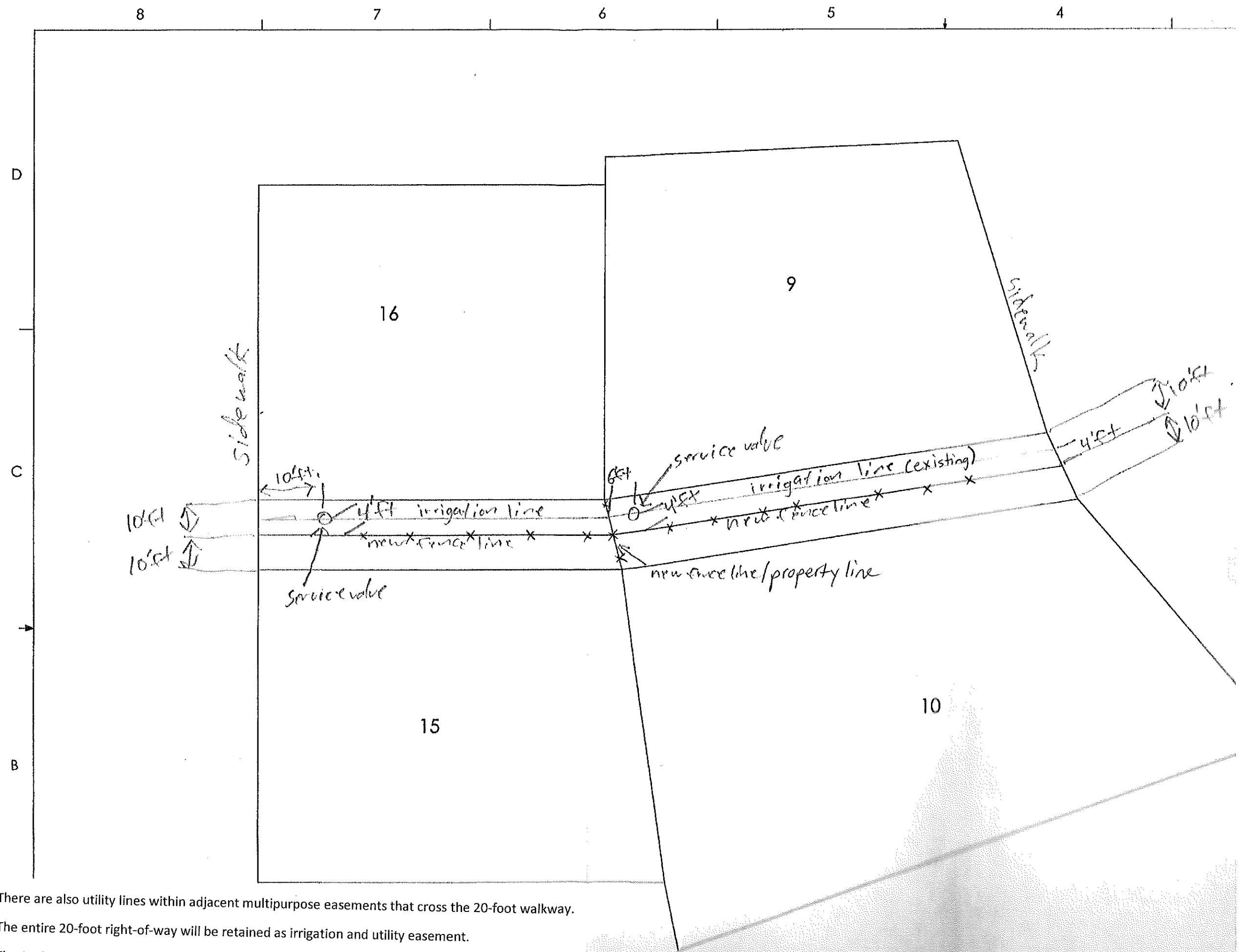
LEGAL DESCRIPTION

The entire 20-foot side right-of-way depicted on the Darla Jean Subdivision Plat as a Walkway, lying between Jean Lane and Darla Drive between Lots 9 and 10 and 15 and 16, Block 5.

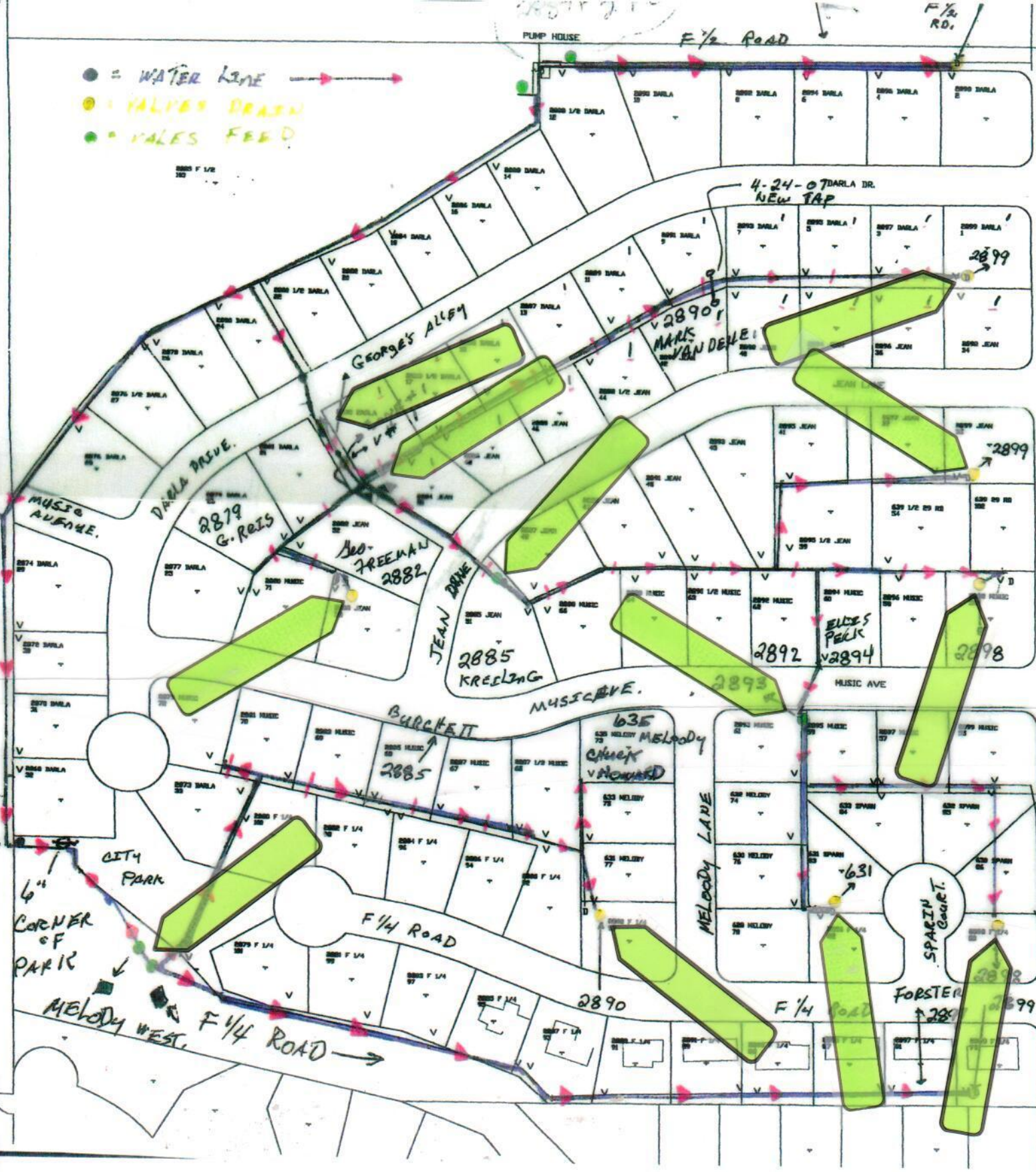
There is an existing underground irrigation line within the walkway and there are utilities within the multipurpose easements along the street frontages of the lots that cross the walkway.

The entire 20-foot width will be retained as irrigation and utility easement.





- = WATER LINE
- = VALVES DRAIN
- = VALVES FEED



Kristen Ashbeck

From: Jim.S.Parman@wellsfargo.com
Sent: Wednesday, February 28, 2018 8:36 AM
To: Kristen Ashbeck
Cc: Jim.S.Parman@wellsfargo.com
Subject: FW: darla jean subdivision alley vacation, revised.

I have resided at 2868 Darla Drive within Darla Jean Subdivision since 1986. I have also been a volunteer board member of the DJWUA (Darla Jean Water Users Association) multiple terms. I still am a member of that board although not currently an officer. The subdivision's irrigation system is maintained by and or under the direction the board. Board members must be an owner of one of the 105 or so households in the subdivision. It is funded by an annual assessment based on the estimated operating costs including scheduled and unscheduled maintenance.

The unscheduled maintenance can and usually does include leaks in an aging system that was installed more than 40 years ago. There is a high pressure irrigation line that pretty much travels right down the middle of the tract that is the subject of VAC2018-44. Whether this tract is called an alley, undivided easement, etc., it is the purpose VAC2018-44 to partition the aforementioned tract between the four adjoining property owners that abut this parcel. I understand that as it currently stands, this is a tract's ownership is unrecorded nor is it a dedicated right of way.

The subject tract has one of the main irrigation lines that does not currently require DJWUA to obtain permission, move fences, etc., or to enter any property owner's back yards for this line's maintenance. It also has a couple of block isolation valves that are used on a more frequent basis. In the past, we have had difficulty with some property owners in granting access despite a dedicated easement.

Please do not vacate this cleared right of way, alley, what other term one would like to use despite there not being a formal recording that was obviously an oversight by the original developer. Clearly, the intent was to leave this open for access to the utility lines and perhaps other reasons. I can attest that after this many years in the subdivision, there are times an urgent need arises to get unabated access to the high pressure irrigation lines. Delays can result in property damage, frustrated homeowners, and multiple other difficulties for subdivision.

It has been voiced this small tract has been burdensome for adjoining property owners. Their concerns include but not limited to upkeep, disturbances of their quiet property enjoyment, annoyances, etc. While I am very familiar with such issues as my property adjoins the Darla Jean Park on two sides and the old Matchet property to the west, I purchased my property knowing full well its issues. This undedicated alley with its easements is necessary for subdivision's utility maintenance. Its closure and restricted access will be a burden for all who are served by DJWUA whether they currently know it or not. The developer's intent dating back to 1974 was very clear.

This is in reference to the vacation of the WALKWAY and IRRIGATION PIPE EASEMENT -VAC-2018-44

I am opposed to this land grab by the 4 petitioners as The Darla Jean water users Assoc. has a significant amount of irrigation pipe and 3 isolation valves within the easement. This pipe and valves are unfettered at this time for easy repair and or replacement. If this easement is to be awarded to these people they will put fences, concrete, lean-to structures, unused cars, boats and campers on their newly acquired land grab. The ultimate cost for repair and replacement of these structures in case there is a maintenance problem on this easement will fall to the other 101 water users. Our dues will go up to compensate the water users assoc. for damage done to fences and structures for the repair.

We also have come up with a neighborhood volunteer group which will be responsible for the maintenance of the walk-way. Apparently in the last 25 years 3 beer bottles and 2 condoms have surfaced. We would keep this walkway clean. The 4 people who stand to gain will tell you there are problems in the walk-way but there has never been any reports to the police or sheriff's office.

In closing, I as a water user along with many of my neighbors implore you to leave this easement as is. It is not broke so why would you want to fix it? THIS IS NOTHING MORE THAN A LAND GRAB AT THE EXPENSE OF OTHERS. If we have a small strip of open land why do we have to fence it off? This strip also belongs to the other 101 residents of the Darla Jean subdivision and a vast majority are opposed to this petition

Richard Curfman, 24 year resident at
2882 Darla Drive



April 9, 2018

I, Andrea Christensen, and Chuck Howard, a fellow Darla Jean neighbor, are representing the undersigned neighbors on this petition.

Out of 76 Darla Jean Water User households surveyed 75 signed this petition opposing the Vacation of the Darla Jean Walkway. Some spouses and renters signed to lend their support. The opposition is overwhelming.

As I walked around the neighborhood many neighbors told me how they liked to walk the walkway and how it connected our neighborhood. I also heard of their concern for the irrigation pipe, etc. Many did not know of and/or understand this proposed vacation.

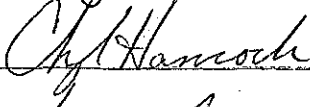
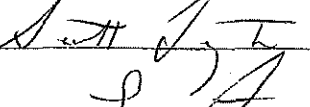

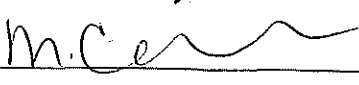
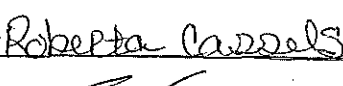
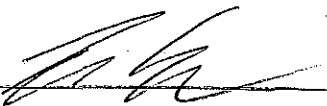
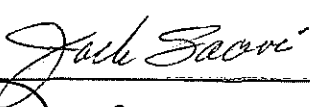

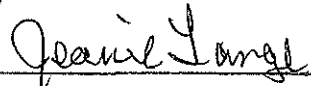


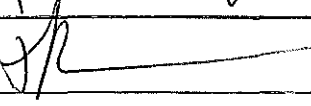
In conclusion, we believe it is in the best interest of the Darla Jean Neighborhood and Water Users that the application for the vacation of the Darla Jean Walkway to be denied.

Thank you for your consideration.

Andrea Christensen
CH Howard

This submission includes this cover letter and 9 pages of the petition.


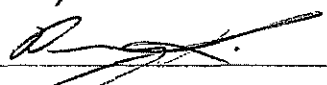



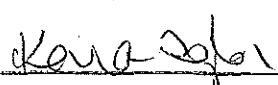
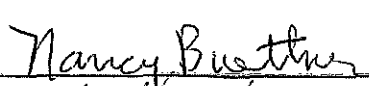
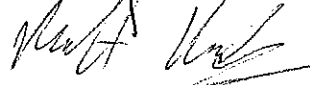
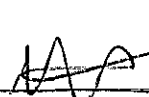

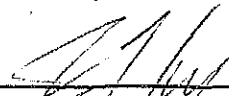
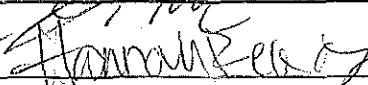
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| Date | Printed Name | Signature | Address |
|---------|-----------------|--|------------------|
| 3-24-18 | Cheryl Hancock |  | 2886 F 1/4 Rd. |
| 3/24/18 | Scott Layton |  | 631 SPARN CT |
| 3/24/18 | YURA LAYTON |  | 631 SPARN CT |
| 3/24/18 | Melissa Calkin |  | 633 Sparn Ct. |
| 3/24/18 | Roberta Caddels |  | 633 Sparn Ct |
| 3/24/18 | Leslie Eslava |  | 2899 F 1/4 Rd. |
| 3/24/18 | JACK SAARI |  | 2895 F 1/4 Rd. |
| 3/24/18 | Tom Sheldon |  | 630 melody lane |
| 3-24-18 | Jeanie Lange |  | 2870 Darla Drive |
| 3/24/18 | Jennifer Watson |  | 630 Sparn Ct |
| 3/24/18 | Richard Watson |  | 630 Sparn Ct. |
| 3/24/18 | Jim Parnan |  | 2868 Darla |

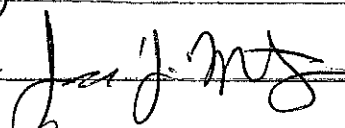
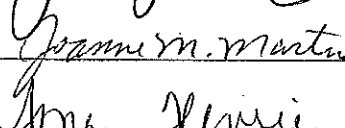
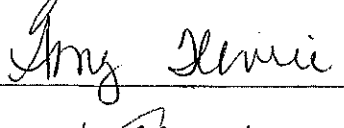
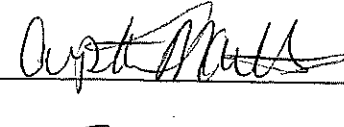
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| Date | Printed Name | Signature | Address |
|-----------|-------------------|-------------------|--------------------|
| 3-24-18 | Brandi Gerberich | Brandi Gerberich | 2892 Darla Dr. |
| 3-24-18 | Nathan Gray | Nathan Gray | 2899 Jean Lane |
| 3-24-18 | Sheena Starnes | Sheena Starnes | 2894 Jean Lane |
| 3-25-18 | Wendy Jones | Wendy Jones | 2896 Jean Lane |
| 3/24/18 | Machelle Williams | Machelle Williams | 2890 Jean Ln. |
| 3/24/18 | Ashley Safford | Ashley Safford | 2893 Jean Ln. |
| 3/24/18 | Elizabeth Zeek | Elizabeth Zeek | 2888 1/2 Jean Ln. |
| 3/24/18 | Mike Zeek | Mike Zeek | 2888 1/2 Jean Lane |
| 2-24-18 | Terry Williams | Terry Williams | 2890 Jean Ln. |
| 3/24/18 | Mike Kohl | Mike Kohl | 639 29th Rd |
| 3/25/2018 | DeLore Kohl | DeLore Kohl | 639 29 Rd |
| 3/24/2018 | Cheryl Cooper | Cheryl Cooper | 2877 Darla Dr. |

We the undersigned oppose the vacation of the Darla Jean Walkway for these reasons. We want to continue to enjoy using the walkway as a walkway. There would be added cost and hassle to the Water Users if we need to access the irrigation pipe. We are concerned about visual quality. We have little control over what the current and future property owners will choose to do with their acquired property. As of now the two Darla properties have many used and unused vehicles, boat, camper etc on their properties.

| Date | Printed Name | Signature | Address |
|---------|--------------------|--|-------------------|
| 3/24/18 | John Burdett |  | 2885 Music Ave |
| 3/24/18 | Danny Rice |  | 2899 Darla Dr |
| 3-24-18 | Rich Gorman |  | 2882 Darla Dr |
| 3/24/18 | Andrea Christensen |  | 2880 Darla Dr |
| 3/24/18 | Zachary Beckstead |  | 2898 Darla Dr |
| 3/24/18 | Kara Taylor |  | 2896 Darla Drive |
| 3/24/18 | Nancy Buettner |  | 2894 Darla Dr |
| 3.24.18 | Matt Martinez |  | 2890 Darla Dr |
| 3/24/18 | Michelle Casteel |  | 2888 1/2 Darla Dr |
| 3/24/18 | Nathaniel Ruiz |  | 2887 Darla Dr |
| 3/24/18 | Joy Thompson |  | 2886 Darla Dr |
| 3/24/18 | Hannah Leahy |  | 2813 Darla Dr |

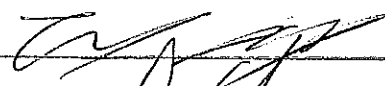
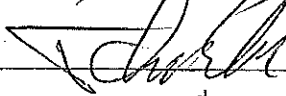
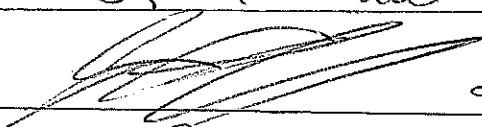

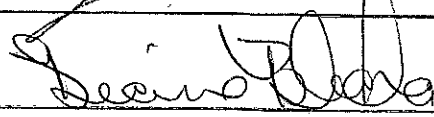
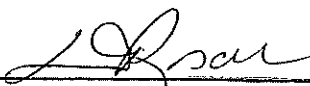
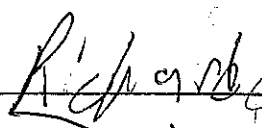
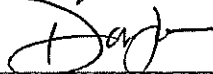
We the undersigned oppose the vacation of the Darla Jean Walkway for these reasons. We want to continue to enjoy using the walkway as a walkway. There would be added cost and hassle to the Water Users if we need to access the irrigation pipe. We are concerned about visual quality. We have little control over what the current and future property owners will choose to do with their acquired property. As of now the two Darla properties have many used and unused vehicles, boat, camper etc on their properties.

| Date | Printed Name | Signature | Address |
|-----------|---|--|-------------------|
| 3-24-2018 | Jose Juan Martinez |  | 2889 Darla Dr |
| 3/24/18 | John & Joanne Martin |  | 2885 Darla Dr. |
| 3/24/18 | Amy Henrie |  | 2884 Darla Dr. |
| 3-24-18 | Crystal Mantell |  | 2876 1/2 Darla Dr |
| 3-25-18 | <p>Greg The only Reason I'm Against the closure 2879 Darla Dr</p> <p>of the walkway AS A PAST WATER BOARD member I S HAVE ACCESS to those two MAIN Irrigation VALVES to be Able to close them In case of A pipe break, without Having to deal with Lock gates and Dogs Unless the Owners Agree And sign Paperwork that STAYS with the Property IF they should sell Later. They need to put gate In to Accommodate A back Hoe. Greg Reis 2879 DARLA</p> | | |

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| Date | Printed Name | Signature | Address |
|---------|------------------------|--------------------|--|
| 3/24/18 | Margaret Myers | Margaret Myers | 2891 Darla Dr. |
| 3/25/18 | Judy Ann Taillor | Judy Ann Taillor | 2891 Darla Dr. |
| 3/25/18 | John & Rhonda Anderson | Rhonda Anderson | 2897 Jean Lane |
| 3/25/18 | Crystal B. Cook | Crystal B. Cook | 2891 Jean Lane |
| 3/25/18 | Kerth Pulliam | Kerth Pulliam | 2889 Jean Lane |
| 3/25/18 | Connie M. Jiron | Connie M. Jiron | 2887 Jean Ln. GJ |
| 3/25/18 | Charles M. Elliott | Charles M. Elliott | 2880 Jean Ln. GJ |
| 3/25/18 | Jeff Muto | Goffrey Muto | 2880 Muto |
| 3-25-18 | Olivia | 2894 Darla Dr. | we would like to see it as a walkway, cleaned up and also accessible to the sub division in case of irrigation problems. |

We the undersigned oppose the vacation of the Darla Jean Walkway for these reasons. We want to continue to enjoy using the walkway as a walkway. There would be added cost and hassle to the Water Users if we need to access the irrigation pipe. We are concerned about visual quality. We have little control over what the current and future property owners will choose to do with their aquired property. As of now the two Darla properties have many used and unused vehicles, boat, camper etc on their properties.

| Date | Printed Name | Signature | Address |
|---------|-----------------|--|-------------------|
| 3/25/18 | Thomas Murphy |  | 2879 Music Ave |
| 3-25-18 | Jonathan Leback |  | 2881 Music Ave |
| 3-27-18 | Linda Crandell | Linda Crandell | 2895 1/2 Jean Ln |
| 3-27-18 | Cody Crandell |  | 2895 1/2 Jean Ln. |
| 4-3-18 | Jordan Keogh |  | 2893 Darla Dr |
| 4-9-18 | Diane Blecha |  | 2895 Darla Dr |
| 4-7-18 | Derek Rosales |  | 2887 Music Ave |
| 4-7-18 | David Jones | DAVID JONES | 639 1/2 29rd |
| 4-7-18 | Robert Cox |  | 2898 Jean Ln |
| 4-7-18 | Damon Jones |  | 2883 MUSIC AVE. |

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| Date | Printed Name | Signature | Address |
|---------|-------------------|-------------------|-----------------|
| 3/25/18 | Robert B. Labig | Robert B. Labig | 628 Melody Ln |
| 3/25/18 | Sharon Olson | Sharon Olson | 633 Melody Ln |
| 3/25/18 | Jonna Crutchfield | Jonna Crutchfield | 2880 F 1/4 Rd. |
| 3/25/18 | Maureen O'Connell | Maureen O'Connell | 2879 F 1/4 Rd |
| 3/25/18 | Ben Vioic | Ben Vioic | 2896 Music Ave |
| 3-25-18 | David Koons | David Koons | 2888 F 1/4 Rd. |
| 3/25/18 | Dave Lord | Dave Lord | 2887 F 1/4 Rd. |
| 3/25/18 | Sally Kroerzer | Sally Kroerzer | 2889 F 1/4 Rd |
| 3/25/18 | Mary Scholl | Mary Scholl | 2893 F 1/4 Rd |
| 3/25/18 | Joshua Hampton | Joshua Hampton | 2888 music ave. |
| 3/26/18 | Mark Locke | Mark Locke | 2883 F 1/4 rd |

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| Date | Printed Name | Signature | Address |
|-----------|-------------------|-------------------|--------------------|
| 3-24-2018 | Lillian E. Mercer | Lillian E. Mercer | 2890 1/2 Music Ave |
| 3-24-2018 | DAWN FARRIS | Dawn Farris | 2899 Music Ave |
| 3-24-18 | Lisa Trotter | Lisa Trotter | 2895 Music Ave |
| 3-24-18 | Colleen Woods | Colleen Woods | 2893 Music Ave |
| 3-24-18 | Timothy MARTINEZ | Timothy Mart | 632 Melody Lane |
| 3-24-18 | Trisha Reid | Trisha Reid | 631 Melody Ln |
| 3-24-18 | Jenny Aker | Jenny Aker | 2892 Music Ave |
| 3-24-18 | Dave Benjamin | Dave Benjamin | 2891 F 1/4 Rd |
| 3-24-18 | Laurie Gomez | Laurie Gomez | 2890 Music Ave |
| 3-24-18 | RANDAL J. BAKER | Randal J. Baker | 2887 1/2 Music Ave |
| 3-25-18 | Ellie R Beck | Ellie R Beck | 2894 Music Ave |

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| Date | Printed Name | Signature | Address |
|------------------------|----------------|-------------|-------------------|
| 3/26/18 | Nick Velasquez | Nick Velaz | 2882 F 1/4 G) CO. |
| 3/27 4/4/18 | Ferr Chase | Ferr Chase | 2885 F 1/2 Rd 1/2 |
| 4.8.18 | Lacey Borba | Lacey Borba | 2898 F 1/2 Rd |



June 13, 2018

Dear Planning Commission,

Back in 1979 the Darla Jean Water Users Association was organized. A few good men and women, all volunteers, got together, organized, and proceeded to build a irrigation system for all of the people of the Darla Jean Subdivision.

A walkway was created in order to install main water valves and a pipeline. This access was needed so that when a pipe broke somewhere along this particular part of the irrigation system the water could be turned off so that the problem could be resolved quickly.

Imagine our surprise when we discovered quite by accident that 4 homeowners, whose property borders this walkway had petitioned the city to deed this property to them. They claim that it had not been maintained to their standards. They claim that they are tired of taking care of property that doesn't belong to them. That it needs to have ownership.

A few days ago I went over to the walkway and took some pictures. I have included in this letter 3 prints of the north side of the walkway. It appears that the owner who lives on the northeast side of the walkway has not bothered to take care of the property that he currently owns. Those Elm Trees have grown from his side of the fence out into the walkway. That is the only so called trashy part of the whole walkway. I can't imagine what it will look like in just a few short years. The whole walkway will be overrun with Elm Trees. If he can't take care of what he currently owns how will he maintain what he desires to own.

As you review all the information that you have received regarding this walkway you will see that out of 103 households 75 of us signed a petition requesting that this walkway stay the way it is. Many of the surrounding property owners enjoy walking along this path. The Darla Jean Water Association needs access to this area so that when the lines break, they can quickly turn off the water so that homes are not flooded.

May common sense prevail is my desire.

Sincerely,

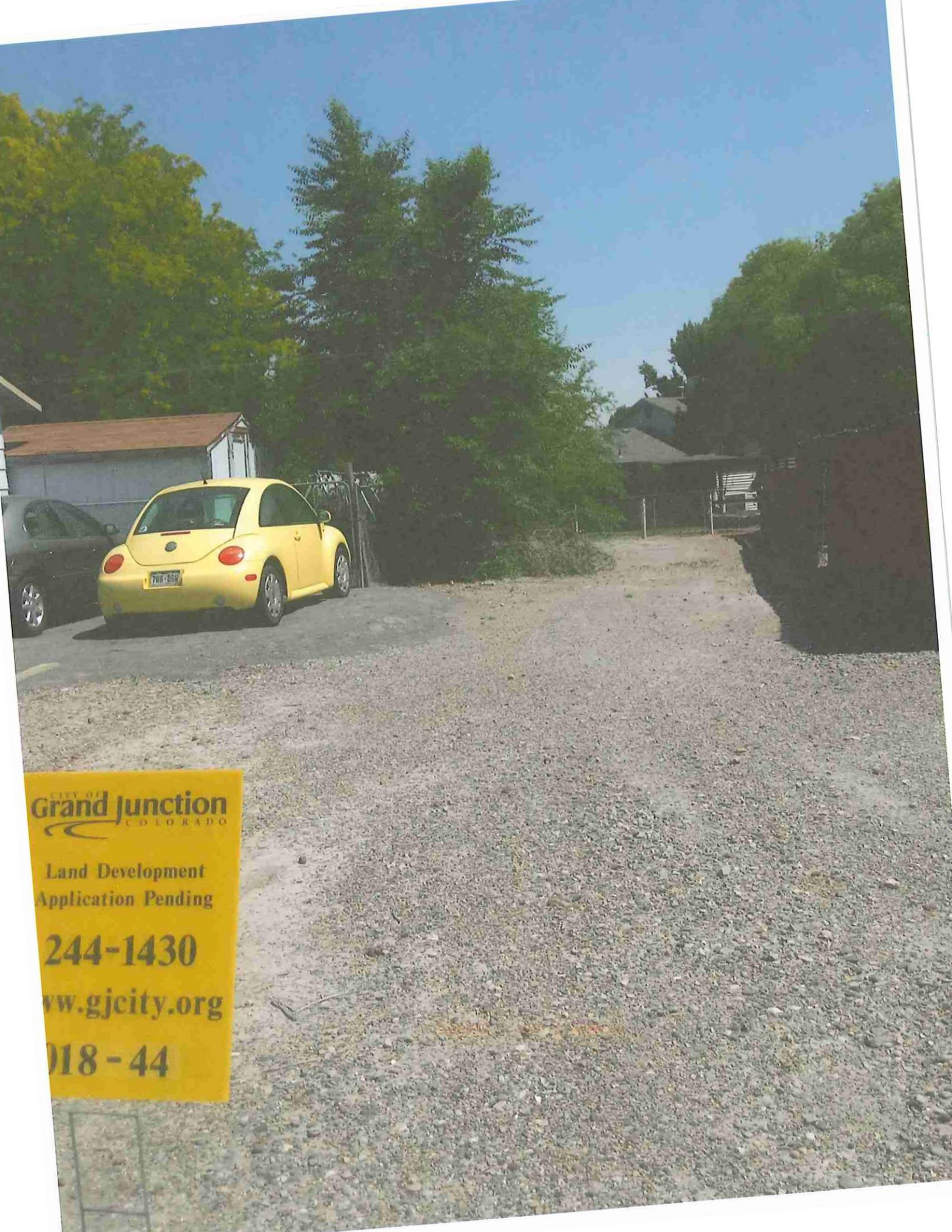
Diann Saari

Diann Saari
2895 F 1/4 Road
Grd. Jct. Co 81506

Taken
Monday
June 11, 2018







CITY OF
Grand Junction
COLORADO

Land Development
Application Pending

244-1430

www.gjcity.org

018 - 44

CALLS FOR SERVICE
2884 JEAN LANE

| Incident Number | Call Date/Time | Incident Type | Location | Dispositions | Officers |
|-----------------|-----------------|---------------|------------------------------|--------------|-------------------|
| 2018-00021037 | 4/14/2018 15:43 | FOLLOW | 2884 JEAN LN, Grand Junction | ASST - 1 | GJ011081 SMITH |
| 2018-00016496 | 3/23/2018 18:01 | PARK | 2884 JEAN LN, Grand Junction | ASST - 1 | GJ011841 PIATT |
| 2018-00006371 | 2/1/2018 13:23 | CK | 2884 JEAN LN, Grand Junction | WARN - 1 | GJ012072 FERGUSON |
| 2018-00002723 | 1/14/2018 12:41 | ASSIST | 2884 JEAN LN, Grand Junction | MSGL - 1 | GJ010120 STENDER |
| 2015-00040638 | 7/7/2015 14:33 | SUSP | 2884 JEAN LN, Grand Junction | ASST - 1 | GJ010884 GENOVA |
| 2013-00027631 | 6/20/2013 15:24 | FAUTO | 2884 JEAN LN, Grand Junction | REP - 1 | GJ009816 CARLSON |
| 2013-00021397 | 5/17/2013 15:29 | HARAS | 2884 JEAN LN, Grand Junction | ASST - 1 | GJ011271 HOVLAND |
| 2012-00027926 | 6/11/2012 22:25 | THREAT | 2884 JEAN LN, Grand Junction | ASST - 1 | GJ002590 FOY |

CALLS FOR SERVICE
2882 JEAN LANE

| Incident Number | Call Date/Time | Incident Type | Location | Dispositions | Officers |
|-----------------|------------------|---------------|------------------------------|--------------|---------------------------------|
| 2018-00020992 | 4/13/2018 14:00 | HARAS | 2882 JEAN LN, Grand Junction | TAG - 1 | GJ011081 SMITH |
| 2018-00018819 | 4/3/2018 15:58 | FOLLOW | 2882 JEAN LN, Grand Junction | ASST - 1 | GJ012072 FERGUSON |
| 2018-00016588 | 3/24/2018 7:18 | HARAS | 2882 JEAN LN, Grand Junction | ASST - 1 | GJ008869 SMITH, GJ011564 BOVEE |
| 2018-00007807 | 2/8/2018 11:31 | FOLLOW | 2882 JEAN LN, Grand Junction | ASST - 1 | GJ012072 FERGUSON |
| 2018-00007203 | 2/5/2018 16:07 | CK | 2882 JEAN LN, Grand Junction | ASST - 1 | GJ012072 FERGUSON |
| 2017-00078966 | 12/20/2017 16:06 | CK | 2882 JEAN LN, Grand Junction | ASST - 1 | GJ012072 FERGUSON |
| 2016-00004427 | 1/22/2016 17:10 | HARAS | 2882 JEAN LN, Grand Junction | REP - 1 | GJ011555 MARTIN |
| 2015-00070783 | 11/23/2015 15:46 | CK | 2882 JEAN LN, Grand Junction | ASST - 1 | GJ012072 FERGUSON |
| 2015-00040076 | 7/4/2015 18:55 | FOLLOW | 2882 JEAN LN, Grand Junction | ASST - 2 | GJ011701 GODWIN, GJ011459 WINCH |
| 2015-00039686 | 7/2/2015 20:40 | MISS | 2882 JEAN LN, Grand Junction | REP - 1 | GJ011808 EVANS |
| 2015-00016473 | 3/18/2015 18:52 | SUSP | 2882 JEAN LN, Grand Junction | ASST - 1 | GJ011772 HORST |
| 2012-00054774 | 11/9/2012 14:55 | JUVIE | 2882 JEAN LN, Grand Junction | WARN - 1 | GJ009816 CARLSON |

CALLS FOR SERVICE

2883 DARLA DR

| Incident Number | Call Date/Time | Incident Type | Location | Dispositions | Officers |
|-----------------|-----------------|---------------|-------------------------------|--------------|--------------------------------------|
| ===== | ===== | ===== | ===== | ===== | ===== |
| 2014-00021604 | 4/24/2014 17:38 | FOLLOW | 2883 DARLA DR, Grand Junction | ASST - 1 | GJ011698 HAWKINS, GJ011801 DONALDSON |

CALLS FOR SERVICE

2881 DARLA DR

| Incident Number | Officers | Call Date/Time | Incident Type | Location | Dispositions |
|-----------------|---------------------|-----------------|---------------|-------------------------------|--------------|
| ===== | ===== | ===== | ===== | ===== | ===== |
| 2014-00021509 | GJ008869 SMITH | 4/24/2014 8:18 | FOLLOW | 2881 DARLA DR, Grand Junction | ASST - 1 |
| 2014-00020814 | GJ011698 HAWKINS, G | 4/21/2014 11:01 | PARK | 2881 DARLA DR, Grand Junction | ASST - 1 |

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE VACATING A WALKWAY TRACT WITHIN THE DARLA JEAN SUBDIVISION

Recitals:

The Darla Jean subdivision was platted in Mesa County in 1975 and annexed to the City in 1994. The subdivision plat depicts a 20-foot wide tract of land indicated as a walkway that runs from Jean Lane to Darla Drive between Lots 9 and 10 and Lots 15 and 16 of Block 5 of the subdivision. There is no dedication language for the walkway on the subdivision plat; it is just depicted on the map; also, there is no recorded deed granting the tract to any person or entity, public or private. A reasonable presumption, given Colorado case law on missing dedication language, is that the intent was for the walkway to be a public pedestrian right-of-way. The four neighbors abutting the tract have requested that the public interest in the walkway be vacated.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, notwithstanding a recommendation of denial by the Planning Commission, the Grand Junction City Council finds that the request to vacate the walkway tract is consistent with the Comprehensive Plan, the Grand Valley Circulation Plan and Section 21.02.100 of the Grand Junction Municipal Code.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE FOLLOWING DESCRIBED WALKWAY TRACT IS VACATED SUBJECT TO THE FOLLOWING CONDITIONS:

1. An easement over the entire tract is reserved for and granted to the Darla Jean Water Users Association for operation, maintenance and repair of the irrigation line existing in the tract, without any warranties of title or covenants of good title;
2. A utilities easement over the entire tract is reserved for the installation, operation, maintenance and repair of public utilities in the tract; and
3. The four abutting property owners must execute an easement, in a form deemed acceptable by the City Attorney, in favor of the Darla Jean Water Users Association for operation, maintenance, and repair of the irrigation line which shall be recorded concurrently with this vacation ordinance.
4. Vacation of the public interest in the pedestrian right-of-way tract shall be effective upon recording of this ordinance.

Walkway Tract to be Vacated – Depicted in Exhibit A:

The entire 20-foot wide right-of-way depicted on the Darla Jean Subdivision Plat as a Walkway, lying between Jean Lane and Darla Drive between Lots 9 and 10 and 15 and 16, Block 5.

Introduced on first reading this 18th day of July, 2018 and ordered published in pamphlet form.

Adopted on second reading this _____ day of _____, 2018 and ordered published in pamphlet form.

ATTEST:

City Clerk

Mayor

EXHIBIT A

Darla Jean Subdivision Plat

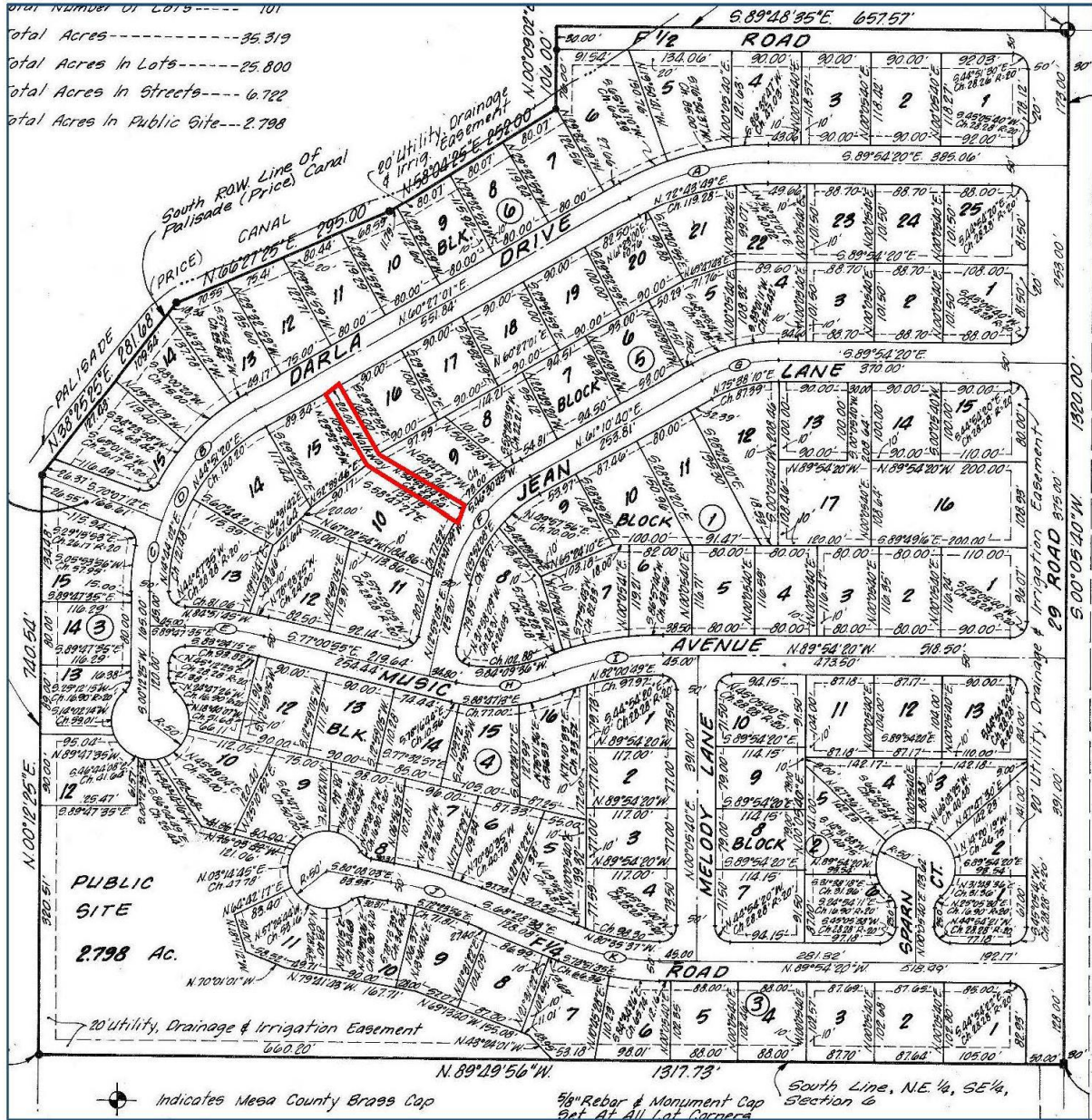
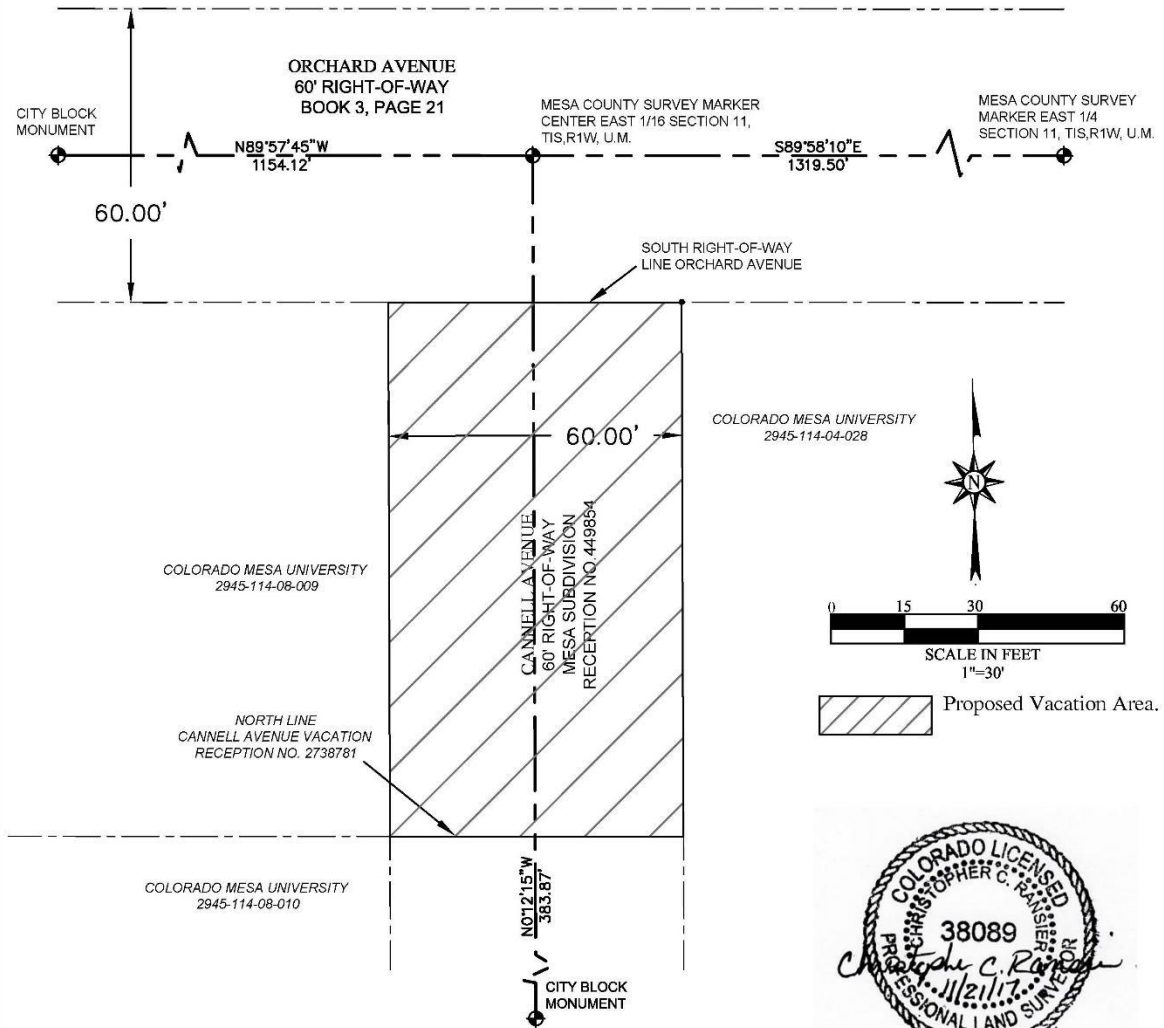


EXHIBIT "A"
SOUTHEAST 1/4 OF SECTION 11,
TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN,
IN THE CITY OF GRAND JUNCTION,
COUNTY OF MESA, STATE OF COLORADO



*This Exhibit is not intended to be used for establishing or verifying property boundary lines.
*Title information shown is from Mesa County Clerk and Records Office.
*Linear units are in U.S. Survey Feet.



Grand Junction City Council

Regular Session

Item #2.b.ii.

Meeting Date: July 18, 2018

Presented By: Scott D. Peterson, Senior Planner

Department: Community Development

Submitted By: Scott D. Peterson, Senior Planner

Information

SUBJECT:

Introduction of an Ordinance Rezoning the Fossil Trace Holdings, LLC Property from R-R (Residential – Rural) to R-1 (Residential - 1 du/ac), Located at 465 Meadows Way, and Set a Hearing for August 1, 2018

RECOMMENDATION:

Planning Commission heard this item at their June 26, 2018 meeting and recommended approval (6-0) of the R-1 (Residential - 1 du/ac) zone district.

EXECUTIVE SUMMARY:

The Applicant, Fossil Trace Holdings LLC, is requesting a rezone of Lot 3, Rump Subdivision (8.41 acres), located at 465 Meadows Way from the R-R (Residential - Rural) to the R-1 (Residential - 1 du/ac) zone district for the purpose of future subdivision development.

BACKGROUND OR DETAILED INFORMATION:

The subject property (Lot 3, Rump Subdivision) is located at 465 Meadows Way in the Redlands across the road from Riggs Hill. The property is currently vacant with portions of the property identified as wetlands and a portion within the floodplain. The Applicant is requesting to rezone the property to R-1 (1 dwelling unit/acre) from its current zoning of R-R (Residential-Rural: 1 dwelling unit/5 acres). The Applicant is interested in developing a residential single-family detached subdivision to meet the R-1 zone district densities and may utilize the cluster provisions of the Zoning and Development Code to preserve the environmentally sensitive and open space areas of the property.

The property was annexed into the City in 2000 as part of the Desert Hills Estates Annexation No. 2. During the annexation process, the property was zoned R-R (Residential – Rural). In 2001, the subject property was platted as part of the Rump Subdivision (Lot 3) with a building envelope of 0.741 acres identified on the property due to the development constraints of the existing floodplain, etc. The R-R zone district was in conformance with the Estate (1 – 3 acres) designation of the City's Growth Plan at the time.

In 2010, the City and County adopted the Comprehensive Plan's Future Land Use Map as well as the Blended Residential Land Use Categories Map ("Blended Map"). The current Future Land Use Map continues to designate the area where the property is located as Estate. The Estate land use designation provides that density should range from 1 dwelling per one acre to 1 dwelling per three acres. In addition, the adopted Blended Map, shows the blended Residential Land Use Map category as Residential Low. The Residential Low designation allows for the application of any one of the following zone districts: R-R, R-E, R-1, R-2, R-4 and R-5. When implemented, these zone districts allow a range of future development from 1 dwelling unit per five acres up to five dwelling units per acre.

Properties adjacent to the subject property to the north is Riggs Hill, which is owned by the Museum of Western Colorado. To the south and east are single-family detached residential subdivisions of Peregrine Estates (1.40 du/ac) and Monument Meadows (1.53 du/ac). To the west are single-family detached homes located on larger acreage.

A Neighborhood Meeting regarding the proposed zone change application was held on March 13, 2018. Approximately 15 citizens along with the Applicant's representative and City planning staff were in attendance. Area residents in attendance voiced concerns regarding existing drainage conditions in the area, expansive bentonite soils, two-story homes and increased traffic on Meadows Way and South Broadway.

Although not the subject of the rezone hearing, area residents are concerned about the future subdivision and development of this property related to the above mentioned issues expressed at the Neighborhood Meeting. These items would be addressed further at time of official subdivision application and review, should this application move forward.

An application was previously submitted for this property to be rezoned to R-2 (City file # RZN-2017-296). It was heard by the Planning Commission at a meeting held on August 22, 2017 and received a 6 – 0 vote on a recommendation of approval. The City Council heard the request at their October 4, 2017 meeting, but that request was denied by the City Council on a 4 – 2 vote due to development concerns of the site.

ANALYSIS

Pursuant to Section 21.02.140 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 criteria:

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

The existing property was annexed and zoned Residential-Rural in 2000. In 2010 the City of Grand Junction and Mesa County jointly adopted a Comprehensive Plan, replacing the Growth Plan and establishing new land use designations. The Comprehensive Plan includes a Future Land Use Map and a Blended Residential Land Use Categories Map ("Blended Map"). The current zoning of R-R (Rural- Residential) falls within both the Future Land Use Map designation and the Blended Map designation of Estate. The Applicant's proposed zoning of R-1 also implements the adopted Future Land Use Map as well as the Blended Map. However, because the existing zoning continues to be a valid zoning under these long-range planning documents and staff has not found other subsequent events to invalidate the existing R-R zoning, staff finds this criterion has not 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 residential character within the immediate vicinity of the proposed rezone has not changed significantly since the area first developed in the 1970's with the exception of the adjacent Peregrine Estates and the Desert Hills Subdivision which developed in 2005 and 2000 respectfully. Peregrine Estates was annexed and zoned R-2 and developed as a 25 lot residential subdivision located on 17.84 acres.

Though the character and/or condition of the immediate vicinity of the property has not changed significantly within the last 40 years, the broader area of the Redlands area has seen a variety of development pressures including single-family and multi-family residential product since the property was annexed and zoned in 2000. Staff has found the area has changed overtime such that this rezoning request is consistent with both the Plan and the surrounding uses and densities. Therefore, staff finds this criterion has 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 residential land uses allowed in the R-1 zone district. Ute Water and City sanitary sewer are presently located within Meadows Way. The

property can also be served by Xcel Energy electric and natural gas. Located within the vicinity and along Broadway (Highway 340), is a neighborhood commercial center that includes an office complex, bank, medical clinic, veterinary clinic, convenience store and car wash. In addition, Grand Junction Redlands Fire Station No. 5 is located within 2 miles of the property and the property is located nearby to Broadway Elementary School, Redlands Middle School and Wingate Elementary School. Therefore, 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

One of the City's stated goals is to provide for a diversity of housing types. The R-1 zone district currently comprises only 2% of the overall total acreage zoned within the City limits (residential, commercial and industrial) for an approximate 451 acres of land area. By providing additional opportunities for a range of lot sizes, as allowed by the R-1 zone district, this project could provide for a greater range of housing types. In addition, the property is adjacent to all necessary infrastructure and could readily be developed. Staff therefore, finds this criterion has been met.

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

The community will derive benefits from the proposed amendment by creating an opportunity to develop up to 8 homes on the property. This zone district provides additional residential housing opportunities near existing neighborhoods and within easy access of both necessary infrastructure and community amenities for future residents. The property is located within the highly desirable Redlands area and near neighborhood commercial centers, elementary and junior high schools, which could contribute positively to employers' ability to attract and retain employees.

Therefore, staff finds this criterion has been met.

This rezone request is consistent with the following vision, goals and/or policies of the Comprehensive Plan:

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 amount of trips generated for shopping and commuting and decrease vehicle miles traveled thus increasing air quality.

Goal 5: To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

Policy A: In making land use and development decisions, the City will balance the needs of the community.

Policy C: Increasing the capacity of housing developers to meet housing demand.

FINDINGS OF FACT

After reviewing the Fossil Trace Rezone, RZN-2018-219, a request to rezone 8.41 +/- acres from R-R (Residential – Rural) to R-1 (Residential – 1 du/ac) 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. In accordance with Section 21.02.140 of the Grand Junction Zoning and Development Code, one or more of the criteria have been met.

FISCAL IMPACT:

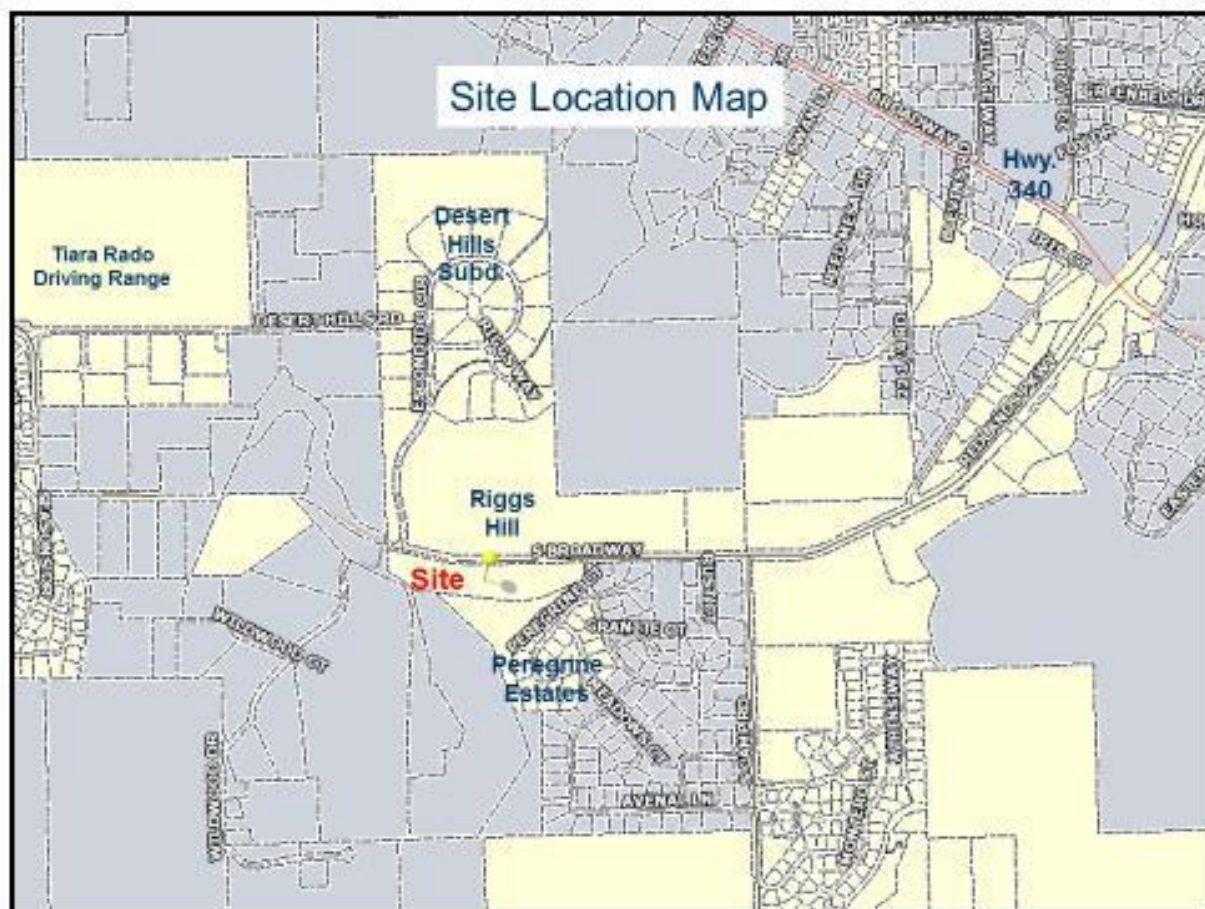
This land use action for a Rezone only does not have any direct fiscal impact. Subsequent actions such as future subdivision development and related construction will have a direct fiscal impact regarding associated road and utility infrastructure installation, future maintenance and indirect fiscal impacts related to the construction of the project and associated homes.

SUGGESTED MOTION:

I move to introduce an ordinance rezoning the Fossil Trace Holdings, LLC property from R-R (Residential – Rural) to the R-1 (Residential – 1 du/ac), located at 465 Meadows Way, and set a public hearing for August 1, 2018.

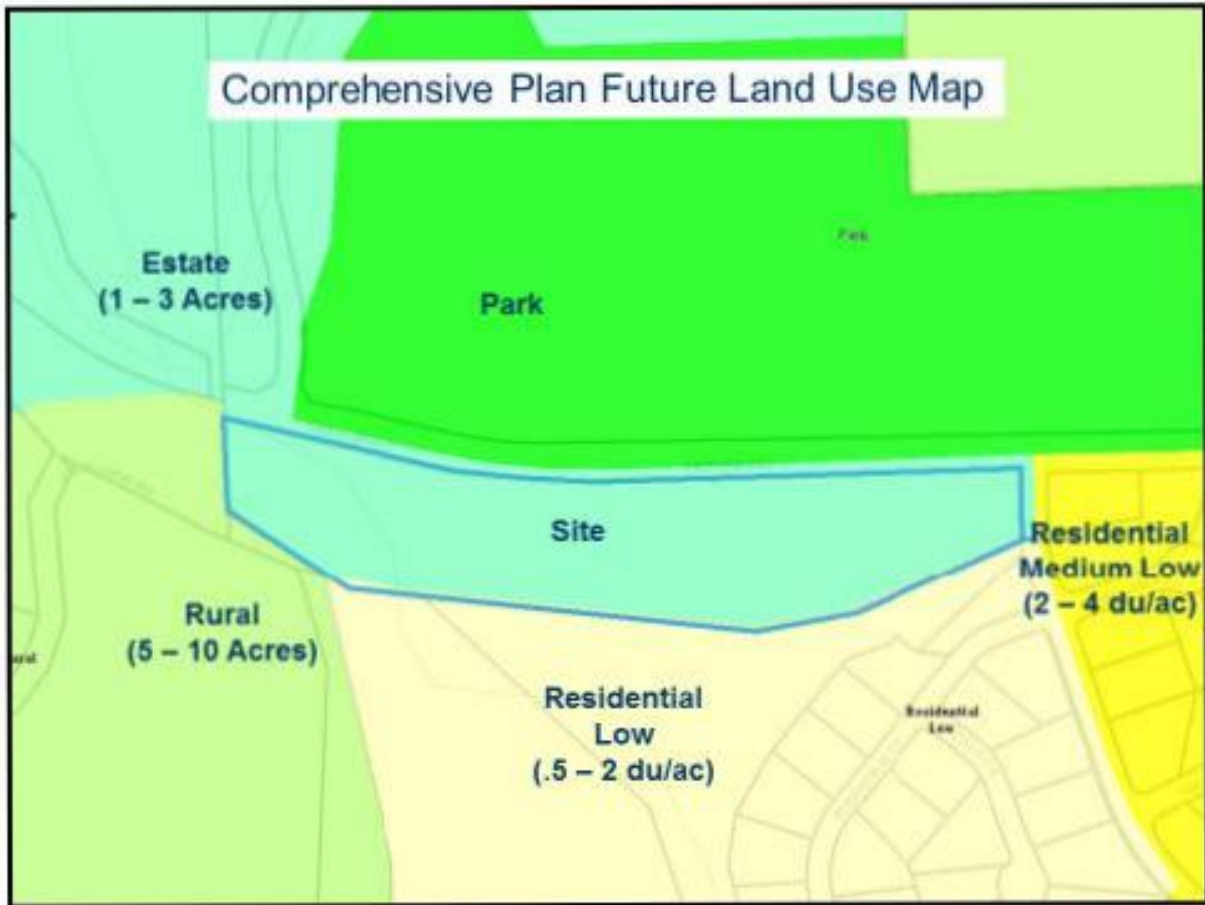
Attachments

1. Site Location, Aerial, & Zoning Maps
2. Public Correspondence Received
3. Ordinance

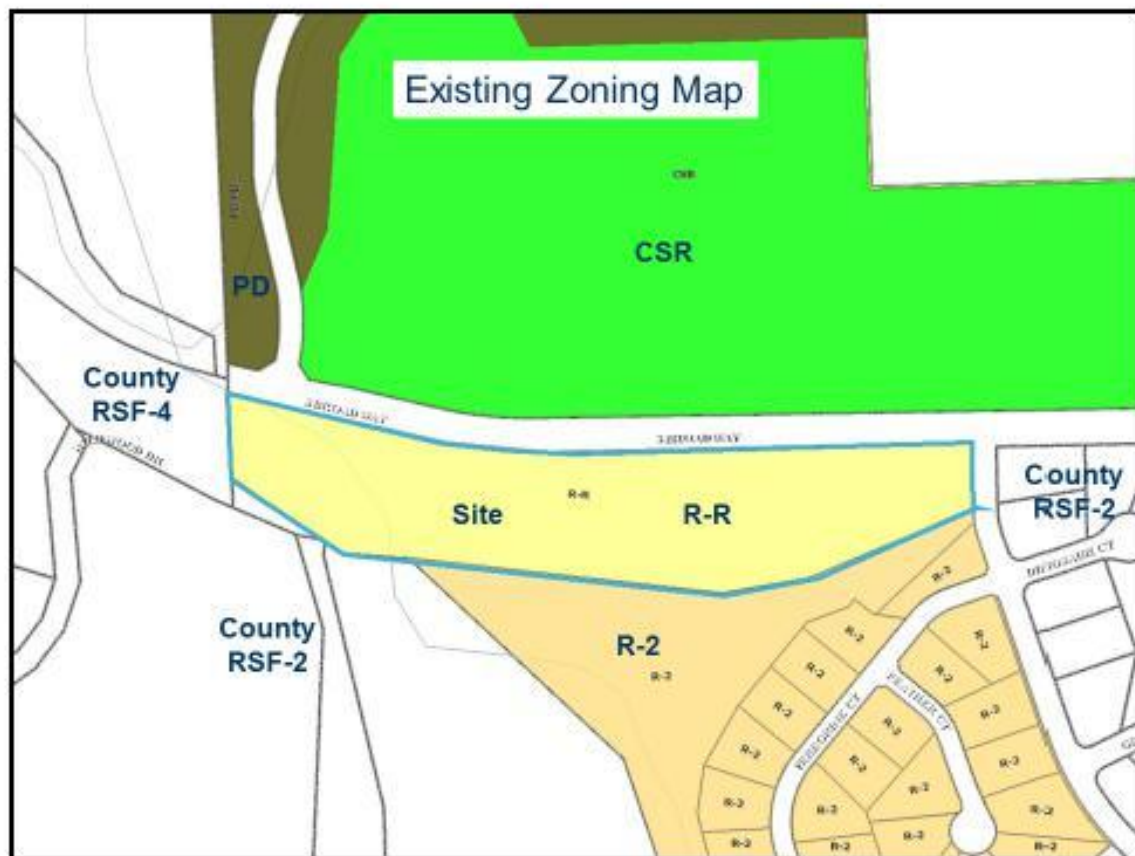




Comprehensive Plan Future Land Use Map







Scott Peterson

From: Valerie Douglas <yjvalerie@gmail.com>
Sent: Sunday, June 24, 2018 1:32 PM
To: Scott Peterson
Subject: Fossil Trace Rezone Issues

Dear Mr. Peterson,

I am writing in regards to the proposed rezone of the 8.41 acres located at 465 Meadows Way, aka Fossil Trace Rezone. I am a neighbor of this property for the last 41 years and this particular parcel of land has multiple issues for reasons why it should not be rezoned.

Rezone from R-R to R-1 in anticipation to subdivide the property into a housing development on this parcel of property is not feasible as the soil content and quality plus watershed and riparian area leave little to no land viable to build a structure on, moreless a single house or houses.

The east approximate 1/2 acreage is a defunked bentonite mine consisting of bentonite, clay, and soils that move when wet. The same soils were in the Ridges with houses that have massive foundation issues, and across the road from this proposed site on Escondido Way where multimillion-dollar homes are now experiencing foundation issues and movement beyond reasonable shifts. Homeowners are facing thousands of dollars in repair to bandaaid-fix the issues that will never be fully resolved. The city has once condemned half this piece of property to build on as a result of its soil content.

There is a significant watershed that runs through the property that comes off the Colorado National Monument and farmland south of the property. This watershed area and its adjacent wildlife refuge is home to multiple deer, a bobcat, raccoon, and other animals within that will be losing their habitat. The wildlife refuge has been in place for at least 20 years and is between Meadows Way subdivision and farmland to its west.

To rezone this parcel to R-1 will be poor planning from the City of Grand Junction and the county. This parcel has never been developed as a result of its soil content. A road is not even sustainable to put across from Meadows Way west, and there will never be access from Wildwood Drive as the property does not touch Wildwood Drive. An access point off of South Broadway would be ludicrous as it is an uphill blind turn when driving east that TWO people have crashed into the Riggs Hill fencing in the last 365 days taking out rungs of the split fence protecting the hiking trail on Riggs Hill.

Please take all of these concerns into consideration and do not rezone this property to R-1.

Thank you,

Valerie Douglas
Wildwood Drive Resident
m: 303-842-0825

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE REZONING THE FOSSIL TRACE HOLDINGS LLC PROPERTY
FROM R-R (RESIDENTIAL RURAL)
TO R-1 (RESIDENTIAL – 1 DU/AC)
LOCATED AT 465 MEADOWS WAY**

Recitals:

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of zoning the proposed Fossil Trace Rezone to the R-1 (Residential – 1 du/ac) zone district, finding that it conforms to and is consistent with the Future Land Use Map designation of Estate and the Blended Residential Land Use Map category of Residential Low of the Comprehensive Plan and the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area.

After public notice and public hearing, the Grand Junction City Council finds that the R-1 (Residential – 1 du/ac) zone district is in conformance with at least one of the stated criteria of Section 21.02.140 of the Grand Junction Zoning and Development Code.

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

The following property shall be zoned R-1 (Residential – 1 du/ac):

Lot 3, Rump Subdivision as identified in Reception # 1992762 in the Office of the Mesa County Clerk and Recorder.

Introduced on first reading this _____ day of _____, 2018 and ordered published in pamphlet form.

Adopted on second reading this _____ day of _____, 2018 and ordered published in pamphlet form.

ATTEST:

City Clerk

Mayor



Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: July 18, 2018

Presented By: Greg Caton, City Manager

Department: City Clerk

Submitted By: Wanda Winkelmann

Information

SUBJECT:

A Resolution Adopting Procedures Governing the Conduct of City Council Meetings and Work Sessions

RECOMMENDATION:

Staff recommends adoption of the resolution.

EXECUTIVE SUMMARY:

The purpose of this item is to adopt procedures regarding the conduct of City Council Meetings and Work Sessions.

BACKGROUND OR DETAILED INFORMATION:

In alignment with the City's Strategic Plan Directive, *Communication, Outreach & Engagement*, and in accordance with City Council's desire for increased citizen participation at meetings, staff presented a memo in November to clarify how increased citizen participation will occur. Subsequent changes were made to improve the process, such as including information on the agendas about how citizens can provide additional feedback to Council, amending the "Citizen Presentation Form" to remove the speaker's address, and standardizing the amount of time allotted to speakers by adding a timer. The memo also addressed meeting decorum, instructions to speakers, and the "Non-scheduled Citizens and Visitors" portion on the agenda.

As part of the next steps in the process ("Phase II"), staff presented a memo in April and "Rules of Procedure" that address:

1. The order of business for Council meetings;
2. The length of Regular meetings;
3. Citizen Comment;
4. Public Conduct;
5. Procedural Decisions;
6. Council Questions and Debate;
7. Basic Rules of Order.

After the April memo and "Rules of Procedure" were distributed to Council, Mayor Traylor Smith provided the following feedback:

1. Invocations should be added to any meeting where the Pledge of Allegiance is given.
2. Voting by acclamation would be acceptable for the consent agenda/amendments.

The suggestions above were incorporated into a draft document for Council's consideration and discussion at the June 4 Work Session. In addition to the two suggestions above by Mayor Traylor Smith, support was expressed for the following amendments:

1. Adding a "City Manager Report" section to the agenda;
2. Maintaining the "Non-Scheduled Citizens & Visitors" portion of the agenda;
3. Permitting signs and props as exhibits to a presentation to City Council.

A red-lined version is attached for Council's review.

FISCAL IMPACT:

There is no fiscal impact associated with this resolution.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 40-18, a resolution adopting policies for the conduct of City Council Meetings and Work Sessions.

Attachments

1. Rules of Procedure for Council Meetings Memo and Attachments
2. RES Council Meeting Procedures

Procedures Governing the Conduct of City Council Meetings and Work Sessions

**Adopted July 18, 2018
Resolution No. XX-2018**

Section 1. Order of Business for Regular or Special Council Meetings.

a. Council business at regular Council meetings shall be conducted in the following order:

- (1) Call Meeting to Order
- (2) Pledge of Allegiance
- (3) Invocation or Moment of Silence
- (4) Presentations, Proclamations, Appointments, Certificate of Appointments
- ~~(5)~~ Citizen Comments
- ~~(5)~~~~(6)~~ City Manager Report
- ~~(6)~~~~(7)~~ Council Reports
- ~~(7)~~~~(8)~~ Consent Agenda
- ~~(8)~~~~(9)~~ Council Pulled Consent Agenda Items
- ~~(10)~~ Regular Agenda Items Needing Individual Consideration
- ~~(9)~~~~(11)~~ Non-Scheduled Citizens & Visitors
- ~~(10)~~~~(12)~~ Other Business
- ~~(11)~~~~(13)~~ Adjournment

b. Council business at special Council meetings shall be conducted in the following order:

- (1) Call Meeting to Order
- (2) Pledge of Allegiance
- (3) Invocation or Moment of Silence
- (4) Individual Consideration of Items Identified in the Call of Special Meeting
- (5) Adjournment

c. Council business at Executive Sessions/Special Meetings shall be conducted in the following order:

- (1) Call Meeting to Order
- (2) Individual Consideration of Items Identified in the call of Executive Session/Special Meeting
- (3) Adjournment

d. Procedures for conduct of other types of special proceedings by the Council shall be established by the presiding member and shall comply with all applicable legal requirements.

Section 2. Length of Meetings

- a. Regular Council meetings will begin at 6:00 P.M.; Executive Session/Special Meetings will begin at the noticed time.
- b. Breaks may be taken during meetings at the presiding member's discretion; meeting length and agenda will be consideration for when breaks are taken.
- c. Regular Council meetings will end no later than 10:30 P.M., except that:
 - (1) any item of business commenced before 10:30 P.M. may as determined by a majority ~~vote~~ of the members be concluded before the meeting is adjourned; and,
 - (2) the Council, at any time prior to adjournment, may as determined by a majority vote of the members, extend a meeting until no later than midnight to consider additional item(s) of business.
 - (3) All matters scheduled for a meeting which have not yet been considered by the Council prior to 10:30 P.M. (or midnight if the meeting is extended), will be continued without separate motion to the next regular Council meeting and will be placed on the regular agenda for such meeting, unless Council determines otherwise.

Section 3. Citizen Comment During Regular and Special Council Meetings.

- a. Comment during Citizen Participation. Prior to the start of the Council meeting, citizens expressing an interest in addressing City Council during the "Citizen Comments" portion of the meeting shall complete a form provided by the City Clerk. Citizen comment will be allowed on matters of interest or concern to citizens except the following:
 - (1) items the Council will consider at that night's meeting that include time for citizen comment (such as items discussed during public hearings);
 - (2) matters that are the subject of a board or hearing member decision that will be appealable to the Council, if a submittal has been made to initiate the decision-making process.
- b. Comment on Agenda Items. Citizen input will be received with regard to:
 - (1) each item discussed during a public hearing on the regular agenda;
 - (2) each item pulled from the consent agenda;
 - (3) any item that is addressed by formal Council action under the "Other Business" portion of the meeting that directly affects the rights or obligations of any member of the general public.

Such citizen input will be permitted only once per item regardless of the number of motions made during Council's consideration of the item.

- c. **Time Limits for Speaking.** Each speaker will generally be limited to three minutes; however, the amount of time to be allotted to each speaker will be set by the presiding member based upon the number of persons expected to speak, in order to allow as many as possible to address the Council within a reasonable time given the scheduled agenda. The presiding member may ask those intending to speak to indicate their intention by a show of hands or some other means, and to move to a line of speakers (or to a seat nearby for those not able to stand while waiting). If necessary in order to facilitate Council's understanding of the item, or to allow the Council to consider and act upon the item in a timely fashion, the presiding member may increase or decrease the time that would otherwise be allowed for each speaker.
- d. **Manner of Addressing the Council.** Comment and testimony are to be directed to the Council. Unless otherwise directed by the presiding member, all comments must be made into the microphone.
- e. **Yielding the Lectern.** Each speaker shall promptly cease his/her comments and yield the lectern immediately upon the expiration of the time allotted or at the conclusion of questions from the Council.
- f. **Yielding of Time.** No speaker may yield part or all of his/her time to another speaker, and no speaker will be credited with time requested but not used by another.

Section 4. Public Conduct During Regular and Special Council Meetings and Work Sessions.

- a. **General Comment, or Expressions of Support or Opposition.** Members of the audience are not entitled to speak except as provided in these Rules of Procedure, or as expressly requested by the presiding member or City Manager or City Attorney and shall not engage in expressions of support or opposition, such as whistling, cheering, foot stomping, booing, hissing, speaking out, yelling, or other acts, that disturb, disrupt or impede the meeting or any recognized speaker.
- b. **Signs and Props.** With the exception of materials exhibited as part of a presentation to City Council, No signs or props are permitted in the Council chambers.
- c. **Distribution of Literature.** Distribution of fliers or other literature is permitted in the public lobby areas of City Hall only when City Hall is open for a public event. Distribution of fliers and other literature is permitted on the sidewalks and grounds around City Hall. (See, 9.04.160 et. seq. GJMC) Persons wishing to engage in such activities may do so only in a manner that does not interfere with the movement of persons or obstruct the passage of pedestrians or vehicles.

- d. **Video and Audio Recording.** Video and audio recording by the press or other members of the public is permitted in the Council chambers only if the person making the recording is seated, standing in the back of the Council chambers behind all seated persons, or standing in any other area pursuant to the direction of the presiding member in his or her reasonable discretion or designated for that purpose by the City.
- e. **Areas Permitted for Seating and Standing.** Except for persons waiting in line to speak in accordance with the presiding member's instructions, no persons shall sit in the Council chambers except in chairs or seats provided by the City or in wheelchairs or other assistive devices, and no persons shall stand in the aisles or other locations in the Council chambers except in the back of the Council chambers and only in accordance with other applicable limits for fire and building safety.

Section 5. Procedural Decisions Subject to Modification by Council.

Decisions by the presiding member regarding procedures and procedural issues, including but not limited to time limits for public comment, may be superseded by a majority vote of the Council.

Section 6. Council Questions and Debate.

Council questions and debate regarding an agenda item during a regular or special Council meeting will occur immediately following citizen input and prior to entertaining any main motion related to the item. Except when raising a point of order at a regular or special Council meeting, Councilmembers seeking to ask questions or participate in debate or discussion will do so only when recognized by the presiding member. The presiding member may limit or curtail questions or debate as he/ she deems necessary for the orderly conduct of business.

Section 7. Basic Rules of Order for Regular and Special Council Meetings.

These procedures are based on commonly used rules of order and these procedures will control the conduct of City Council business at regular and special Council meetings. Except as specifically noted, all motions require a second. These procedures are based upon *Robert's Rules of Order Newly Revised* and have been modified as necessary to conform to existing practices of the Council and to the requirements of the City Charter. For example, all motions of the Council, except a motion to go into executive session or a motion to adopt an emergency ordinance, may be adopted upon approval of a majority vote (four members) of the members of City Council, pursuant to Art. VI, Sec. 50 of the City Charter.

If a question is not addressed by these procedures then reference may be made to Robert's Rules of Order for clarification or direction, however, adherence to *Robert's Rules of Order Newly Revised* shall not be mandatory, and, in the event of any conflict between these procedures and Robert's Rules of Order Newly Revised, these procedures shall prevail. In the event of any conflict between these

procedures, Robert's Rules of Order Newly Revised and ~~a~~the City Charter and/or Code provision(s), the City Charter or Code provision shall prevail.

Any councilmember and the presiding member may make or second any motion, except as specifically limited by these procedures.

MAIN MOTIONS

- Main motions are used to bring business before the Council for consideration and action.
- A main motion can be introduced only if no other business is pending.
- All main motions require a second and may be adopted by majority vote (4) of the members of City Council.
- A main motion may be made or seconded by any Councilmember, including the presiding member.
- A main motion is debatable and may be amended.

SUBSIDIARY MOTIONS

These are motions that may be applied to another motion for the purpose of modifying it, delaying action on it, or disposing of it.

1. Motion to Amend. The point of a motion to amend is to modify the wording - and, within certain limits, the meaning - of a pending motion before the pending motion itself is acted upon.

- A motion to amend, once seconded, is debatable and may itself be amended once.
- A "secondary amendment," which is a change to a pending "primary amendment," cannot be amended.
- Once a motion to amend has been seconded and debated, it is decided before the main motion is decided.
- Certain motions to amend are improper.
 - For example, an amendment must be "germane" to be an order. To be germane, an amendment must in some way involve the same question that is raised by the motion to which it is applied.
 - Also, some motions to amend are improper, for example, a motion that would merely make the adoption of the amended question equivalent to a rejection of the original motion, or one that would make the question as amended identical with, or contrary to, one previously decided by the Council during the same session.
- "Friendly" amendments acceptable to the maker and the seconder of the main motion do not require a second and are permissible at any time before a vote is taken on motions to amend the main motion.

2. Withdrawal of a Motion. After a motion has been seconded and stated by the presiding member it belongs to the Council as a whole and the maker may withdraw his or her motion unless one or more members of the Council objects, in which case the majority of the Council must consent to withdrawal of the motion.

3. Motion to Postpone to a Certain Time (or Definitely). This is the motion by which action on an agenda item or a pending motion can be put off to a definite day, meeting or hour, or until after a certain event has occurred.

- A motion to postpone definitely can be debated only to the extent necessary to enable the Council to determine whether the main motion should be postponed and, if so, to what date or time.
- Similarly, it is amendable only as to the date or time to which the main motion should be postponed.

4. Motion to Lay on the Table. A motion to table is intended to enable the Council to lay the pending question aside temporarily, but only when something else of immediate urgency has arisen.

- Adoption of a motion to lay on the table immediately halts the consideration of the affected motion, since a motion to table is neither debatable nor amendable.

5. Motion to Postpone Indefinitely. A motion to postpone indefinitely is, in effect, a motion that the Council decline to take a position on an agenda item or main motion.

- Adoption of a motion to postpone indefinitely kills the agenda item or main motion and avoids a direct vote on the item or motion. It is useful in disposing of an item or motion that cannot either be adopted or expressly rejected without undesirable consequences.
- A motion to postpone indefinitely is debatable but not amendable.

6. "Calling the Question". "Calling the question" may sometimes motivate unanimous consent to end debate. If it does not, however, then debate does not automatically end.

- If any member objects to ending the debate, the presiding member should ask if there is a second to the motion and, if so, he must immediately take a vote on whether to end debate.
- A motion to call the question is not debatable or amendable.

INCIDENTAL MOTIONS

These are motions which usually apply to the method of conducting business rather to the business itself.

1. Point of Order. If a Councilmember thinks that the rules of order are being violated, he or she can make a point of order, thereby calling upon the presiding member for a ruling and an enforcement of the regular rules.

- A “point of order” takes precedence over any pending question out of which it may arise *and does not require a second*.
- A “point of order” is not amendable.
- Technically, a “point of order” is not debatable; however:
 - With the presiding member's consent, the member raising the point of order may be permitted to explain his or her point.
 - In response to a point of order, the presiding member can either immediately rule, subject to appeal to the Council, or the presiding member can refer the point of order to the judgment of the Council, in which case the point becomes debatable.
 - In making his or her ruling, the presiding member may consult with the City Attorney and/or members of the Council.
 - No member has the right to express an opinion unless requested to do so by the presiding member.
- When the presiding member has made a ruling, any two Councilmembers can appeal the ruling (one making the appeal and the other seconding it).
 - When an appeal is taken, the matter is decided by majority vote of the Council.
 - A tie vote sustains the decision of the presiding member.
- If a point of order is to be raised, it must be raised promptly at the time the perceived violation of the rules occurs.

2. Motion to Divide a Question. If a motion relating to a single subject contains several parts, each of which is capable of standing as a complete proposition by itself, the parts of the motion can be separated for consideration and voted on as if they were distinct questions by the adoption of a motion for division of the question.

- A motion to divide a question, if seconded, takes precedence over the main motion and is not debatable.
- The motion to divide must clearly state the manner in which the question is to be divided, and while the motion to divide is pending, another member can propose a different division by moving an amendment to the motion to divide, in which case the amended form of the motion, if seconded, would be decided first.
- Often, little formality is involved in dividing a question, and it is arranged by unanimous consent.

3. Motion to Suspend the Rules. When the Council wishes to do something that it cannot do without violating one or more of its regular rules, it can adopt a motion to suspend the rules that interfere with the proposed action.

- A motion to suspend the rules can be made at any time that no question is pending and can be applied to any rule except those that are fundamental principles of the City Charter, City Code or other applicable laws.
- This motion is neither debatable nor amendable.

RESTORATIVE MOTIONS

These are motions that bring a question again before the Council for its consideration.

1. Motion to Take from the Table. The object of this motion is to take from the table and make pending again before the Council a motion or series of adhering motions that previously had been laid on the table.

- A motion to take an item from the table is neither debatable nor amendable.
- When a question is taken from the table, it is before the Council with everything adhering to it, exactly as it was when laid on the table.

2. Motion to Reconsider. This motion enables a majority of the Council to bring back for further consideration a motion which has already been voted on.

- A motion to reconsider is in order only if made on the same date that the vote to be reconsidered was taken, and can be made only by a member who voted with the prevailing side of the vote to be reconsidered.
- The purpose of reconsidering a vote is to permit the correction of hasty, ill-advised, or erroneous action, or to take into account added information or a changed situation that has developed since the taking of a vote.
- When a member who cannot make a motion for reconsideration believes that there are valid reasons for one, he or she can try, if there is time or opportunity, to persuade someone who voted with the prevailing side to make such a motion.
- A motion to reconsider is debatable whenever the motion proposed to be reconsidered was debatable. And, when debatable, opens to debate the merits of the question to be reconsidered.
- A motion to reconsider is not amendable.
- The effect of the adoption of a motion to reconsider is that the question on which the vote was reconsidered is immediately placed before the Council in the exact position it occupied the moment before it was voted on originally.

3. Motion to Rescind or Amend Something Previously Adopted. By means of the motions to rescind or to amend something previously adopted, the Council can change an action previously taken or ordered.

- A motion to rescind or amend something previously adopted is debatable and amendable.
- In contrast to a motion to reconsider, there is no time limit on making a motion to rescind or a motion to amend something previously adopted (provided that no action has been taken by anyone in the interim that cannot be undone), and these motions can be moved by any member of the Council, regardless of how he or she voted on the original question.
- The effect of passage of this motion is not to place the matter back before the assembly as it was just prior to a vote being taken.
 - Instead, it either entirely nullifies the previous action or modifies it, depending

upon which motion is used.

- For that reason, adoption of a motion to rescind or amend something previously adopted should be carefully considered if third parties may have relied to their detriment on the previous action.
- In order to modify an adopted ordinance, Council must adopt a new ordinance making the desired modification, in compliance with all formalities applicable to adoption of an ordinance.

PRIVILEGED MOTIONS

These motions are of such urgency or importance that they are entitled to immediate consideration, even when another motion is pending. This is because these motions do not relate to the pending business but have to do with special matters of immediate and overriding importance which, without debate, should be allowed to interrupt the consideration of anything else.

1. Motion to Adjourn. Generally, the presiding member adjourns the meeting at his or her discretion at the completion of the agenda. However, any Councilmember may move to adjourn the meeting at any time.

- A motion to adjourn requires a second.
- A motion to adjourn is always a privileged motion except when the motion is conditioned in some way, as in the case of a motion to adjourn at, or to, a future time.
 - Such a conditional motion is not privileged and is treated just as any other main motion.
 - A conditional motion to adjourn at or to a future time is always out of order while business is pending.
- An unconditional, privileged motion to adjourn takes precedence over most other motions.
- The privileged motion to adjourn is neither debatable nor amendable, while a conditioned motion to adjourn is debatable and may be amended.

2. Motion to Recess. A motion to recess is essentially a motion to take a break during the course of a Council meeting.

- A motion to recess must be seconded.
 - A motion to recess that is made when no question is pending is a main motion and should be treated as any other main motion.
 - A motion to recess is said to be privileged if it is made when another question is pending, in which case it takes precedence over all subsidiary and incidental motions and most other privileged motions. It is not debatable and is amendable only as to the length of the recess.
- After a recess, the meeting resumes when the presiding member has called the meeting back to order.

Section 8. Voting Procedure.

1. Casting a vote.
 - a. A roll call vote will be taken for items on the Discussion Agenda that require a Public Hearing. The City Clerk will call each Councilmember's name individually and the results shall be recorded in the official minutes.
 - b. For non-roll call agenda items, the Presiding member will call for a voice vote whereby the response will either be in the affirmative ("Aye" or "Yes") or negative ("Nay" or "No").

RESOLUTION NO. __-18

A RESOLUTION ADOPTING POLICIES FOR THE CONDUCT OF CITY COUNCIL MEETINGS
AND WORK SESSIONS.

RECITALS:

The City Council has considered the attached *Procedures Governing the Conduct of City Council Meetings and Work Sessions* (“*Procedures*”) and has determined that the adoption thereof will provide a systematic, consistent and standardized method for conducting City Council meetings.

The *Procedures* will help the Council to conduct efficient and effective meetings in its administration of the public’s business.

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

- a) The *Procedures* shall constitute the policies for the conduct of meetings of the Grand Junction City Council; and,
- b) The *Procedures* are effective immediately and shall continue in effect until revised by subsequent resolution of the Council.

PASSED and ADOPTED this 18th day of July 2018.

Barbara Traylor Smith
President of the City Council

Wanda Winkelmann
City Clerk



Grand Junction City Council

Regular Session

Item #3.b.

Meeting Date: July 18, 2018

Presented By: Rob Schoeber, Parks and Recreation Director

Department: Parks and Recreation

Submitted By: Traci Wieland, Recreation Superintendent

Information

SUBJECT:

A Resolution Authorizing the City Manager to Submit a Grant Request to Colorado Parks and Wildlife for the Colorado the Beautiful Grant Program for the Lunch Loop Trail Project

RECOMMENDATION:

Staff recommends approval of the resolution.

EXECUTIVE SUMMARY:

In September of 2017, GOCO awarded the City of Grand Junction \$1.5 million to construct the 1.5 mile Lunch Loop Trail (also referred to as the Monument Road Shared Use Path) that connects the No Thoroughfare trail to the Lunch Loops Trailhead. Upon completion, this project will connect the Riverfront Trail, downtown Grand Junction, area neighborhoods including Riverside, James M. Robb River State Park - Connected Lakes Section, the Audubon Trail, Lunch Loops, and Three Sisters open space.

The Colorado the Beautiful grant funds projects through large trail construction grants and regional trails planning grants. The program is a unique opportunity that has goals, objectives, and criteria independent of the normal motorized and non-motorized Colorado Parks and Wildlife (CPW) trails grant program that are available each fall. The Colorado the Beautiful program will have a cycle in 2018 and 2019. This program is a partnership between Colorado Parks and Wildlife and Great Outdoors Colorado (GOCO). The City submitted a grant request to CPW for its regular non-motorized trail program in the fall of 2017 and was initially awarded Land and Water Conservation funds; however, the requirements for acceptance of these federal funds were not in the

best interest of the City or the funding partners, so the City removed itself from consideration.

This request is for authorization to submit a \$400,000 request to Colorado Parks and Wildlife to secure the remaining matching funds for the Lunch Loop Trail project. The project has secured just over \$2 million to date from GOCO, City of Grand Junction, Mesa County, One Riverfront (formerly Riverfront Foundation), El Pomar Foundation, Goodwin Foundation, and Gates Family Foundation.

BACKGROUND OR DETAILED INFORMATION:

The City of Grand Junction was awarded a \$1.5 million grant from GOCO for the construction of the Lunch Loop Trail (also referred to as the Monument Road Shared Use Path) from the current dead-end at D Road and Monument Road to the Lunch Loop parking lot. This trail connection will connect the Riverfront Trail, downtown Grand Junction, area neighborhoods including Riverside, James M. Robb River State Park - Connected Lakes Section, the Audubon Trail, Lunch Loops, and Three Sisters open space.

The Colorado the Beautiful grant funds large trail construction grants and regional trails planning grants. The program is a separate funding opportunity from the annual non-motorized CPW trails program. The City submitted a grant request to CPW for its regular non-motorized trail program in the fall of 2017 and was initially awarded Land and Water Conservation funds; however, the requirements for acceptance of these federal funds were not in the best interest of the City or the funding partners, so the City removed itself from consideration.

The Colorado the Beautiful program aims to fund projects that connect existing trail gaps, connect underserved populations to trails and outdoor opportunities, have collaborative partnerships, and are part of comprehensive planning efforts. The Colorado the Beautiful program will have a cycle in 2018 and 2019. This program is a partnership between Colorado Parks and Wildlife and Great Outdoors Colorado (GOCO).

The application is due August 1, 2018. Awards will be made in November of 2018, and projects will be under contract in the spring of 2019. Upon successful award, the trail will begin construction in the summer of 2019 with completion slated for fall of 2019.

The Lunch Loop Trail project has secured just over \$2 million to date from GOCO, City of Grand Junction, Mesa County, One Riverfront (formerly Riverfront Foundation), Bacon Family Foundation, El Pomar Foundation, Goodwin Foundation, and Gates Family Foundation. The remaining \$400,000 in matching funds will be secured through

the Colorado the Beautiful grant opportunity.

FISCAL IMPACT:

The total project cost for the Lunch Loop Trail project is \$2.5 million. The Colorado the Beautiful grant requires a 30% match (10% of that must be cash), which is easily attained with the \$1.5 million grant funding from GOCO and other sources.

| Funding Source | Status | Amount |
|----------------------------------|---|--------------------|
| Colorado the Beautiful CPW Grant | Request Aug 2018/Notification Nov 2018/Under Contract Spring 2019 | \$400,000 |
| Great Outdoors Colorado | Secured | \$1,517,045 |
| City of Grand Junction | 3 years at \$75,000 per year by annual appropriations | \$225,000 |
| Mesa County | 3 years at \$75,000 per year by annual appropriations | \$225,000 |
| El Pomar Foundation | Secured | \$15,000 |
| One Riverfront | Secured | \$50,000 |
| Goodwin Foundation | Secured | \$25,000 |
| Gates Family Foundation | Secured | \$50,000 |
| Bacon Family Foundation | Secured | \$25,000 |
| Total | | \$2,532,045 |

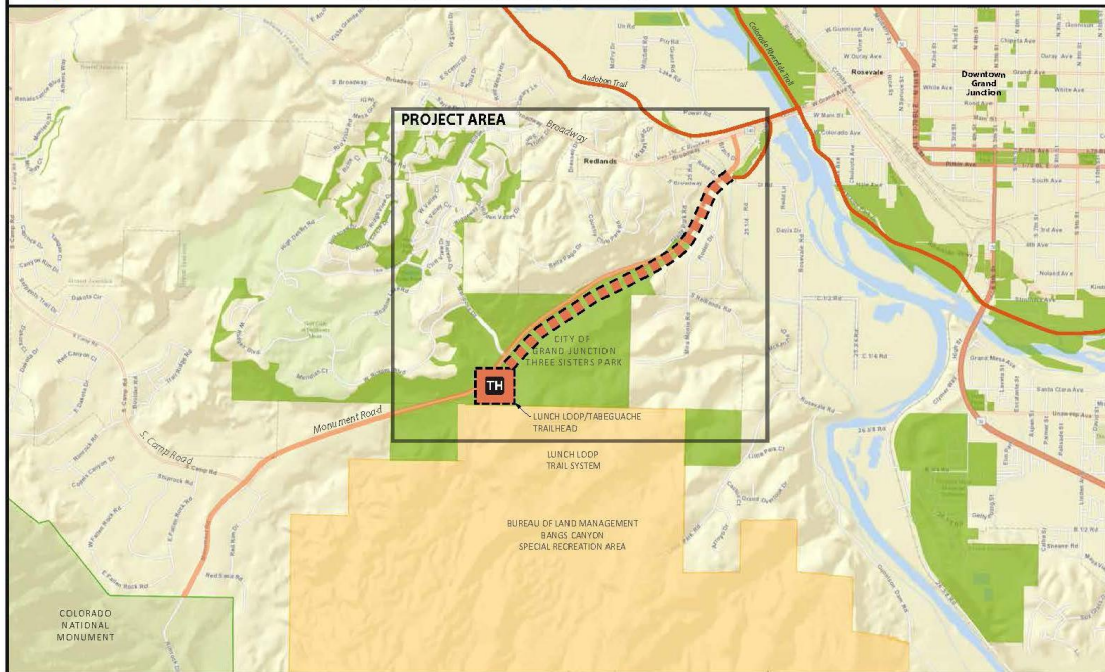
SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 41-18, a resolution supporting the grant application from Colorado Parks and Wildlife, Colorado the Beautiful funding opportunity for the construction of the Lunch Loop trail.

Attachments

1. Lunch Loop Diagram
2. Council Update 2017.7.17 LL TH Conceptual Masterplan
3. Resolution - Grant Request for Lunch Loop Trail

Monument Corridor Shared-Use Trail & Lunch Loops/Tabeguache Trailhead Enhancement Project
Project Context Map 2/2017 City of Grand Junction, Mesa County CO



RESOLUTION NO. XX-18

A RESOLUTION SUPPORTING THE GRANT APPLICATION FROM COLORADO PARKS AND WILDLIFE - COLORADO THE BEAUTIFUL FUNDING OPPORTUNITY FOR THE CONSTRUCTION OF THE LUNCH LOOP TRAIL

WHEREAS, the City of Grand Junction supports the Colorado the Beautiful grant application through Colorado Parks and Wildlife for the Lunch Loop Trail. And if the grant is awarded, the City of Grand Junction supports the completion of the project.

WHEREAS, the City of Grand Junction has requested \$400,000 from Colorado Parks and Wildlife to complete the Lunch Loop Trail.

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

- Section 1: The City Council of the City of Grand Junction strongly supports the application and has appropriated matching funds for a grant with Colorado Parks and Wildlife.
- Section 2: If the grant is awarded, the City Council of the City of Grand Junction strongly supports the completion of the project.
- Section 3: The City Council of the City of Grand Junction authorizes the expenditure of funds necessary to meet the terms and obligations of any Grant awarded.
- Section 4: The project site is owned by the City of Grand Junction and will be owned by City of Grand Junction for the next 25 years.
- Section 5: The City Council of the City of Grand Junction recognizes that as the recipient of a Colorado the Beautiful grant through Colorado Parks and Wildlife, the project site must provide reasonable public access.
- Section 6: The City Council of the City of Grand Junction will continue to maintain the Lunch Loop Trail in a high-quality condition and will appropriate funds for maintenance in its annual budget.
- Section 7: If the grant is awarded, the City Council hereby authorizes the City Manager to sign the grant agreement with Colorado Parks and Wildlife for the Colorado the Beautiful grant program.
- Section 8: This resolution to be in full force and effect from and after its passage and approval.

Passed and adopted this ____ day of _____, 2018.

President of the City Council

ATTEST:

City Clerk



Grand Junction City Council

Regular Session

Item #3.c.

Meeting Date: July 18, 2018

Presented By: Randi Kim, Utilities Director

Department: Public Works - Utilities

Submitted By: Randi Kim, Utilities Director

Information

SUBJECT:

A Resolution Supporting the Grant Application for a United States Bureau of Reclamation Grant for Water Marketing, Development and Utilization Studies

RECOMMENDATION:

Staff recommends adoption of the resolution.

EXECUTIVE SUMMARY:

The City of Grand Junction maintains a portfolio of water rights in the Kannah Creek, Colorado River, and Gunnison River basins.

The City Utilities Department proposes to submit a grant application for a water marketing strategy program that will include review of all of the City's existing water rights and quantification of the firm yield of the City's primary municipal water supply in comparison to projected water demands. Once future needs of the municipal water system are addressed, the City will identify water rights that may be available for other uses. The water marketing strategy will help ensure drought resiliency for municipalities in the Grand Valley as well as facilitate making water available to agriculture or other uses.

BACKGROUND OR DETAILED INFORMATION:

The City of Grand Junction maintains water rights in five drainage basins: the Kannah Creek drainage area, the North Fork of the Kannah Creek, the Whitewater Creek drainage area, the Gunnison River, and the Colorado River. The City has continued to invest in infrastructure projects to improve the reliability of the water supply, treatment,

and distribution system. Water from Kannah Creek, the North Fork of the Kannah Creek, and the Whitewater watershed is diverted through a system of ditches, canals, reservoirs and pipelines to supply water to the City of Grand Junction Water Treatment Plant, the Kannah Creek Water Treatment Plant, and agricultural irrigation.

The City maintains the Gunnison River pump station for irrigation water supply and as an emergency backup raw water source. While the City holds a 120 cfs water right on the Gunnison River, the Grand Junction Water Treatment Plant does not have the capability at the present time to treat this water to meet current drinking water standards. The City also maintains an 80 cfs water right on the Colorado River. The City conveyed a 20 cfs water right to the Clifton Water District in 1977 and has an agreement with the District to maintain an interconnection to provide up to 4.5 mgd of treated water, if needed.

The City's incorporated area covers 39 square miles and has a population of about 60,000. However, the City's water service area is limited to 9 square miles serving a population of about 30,000 (9,900 active water taps). The rest of the incorporated area (about 75% of the City) is served by the Ute Water District. By 2035, the population of the City of Grand Junction is expected to top 100,000. While population forecasts for the District's water service area estimate an annual growth rate of 2.95%, water demand for the City's water service area is currently only projected to grow at an annual rate of 0.70% because of the present service area boundaries. Further study is needed to evaluate the firm yield of the City's water rights under average and drought conditions and estimate the projected demand for the 50-year planning horizon.

In accordance with the grant purposes, the City Utilities Department proposes to develop a water marketing strategy for its water rights portfolio. The water rights to be evaluated include but are not limited to conditional and absolute rights in the Kannah Creek basin as well as water rights in the Colorado and Gunnison Rivers. Study and planning activities which will be supported by the grant will include review of all of the City's existing water rights and quantification of the firm yield of the City's primary municipal water supply in comparison to projected water demands. Engineering studies will be conducted to evaluate options for supplying water during peak demand and emergency conditions and the infrastructure needed to improve the reliability of the system.

Once the future needs of the municipal water system are fully evaluated and determined, the City will identify water rights that may be available for other uses. The water marketing strategy, as a component of the overall development and utilization strategy, will help ensure drought resiliency for municipalities in the Grand Valley as well as facilitating possible support of agriculture in the Kannah Creek and Lower Gunnison basin, where there is a projected shortage of 116,000 acre feet per year by 2050, through temporary leases or other mechanisms.

FISCAL IMPACT:

The total project cost for the Water Marketing, Development and Utilization Studies is \$400,000. The Bureau of Reclamation grant requires a 50% match requirement, which can be supported through the Water Enterprise Fund for the grant term. Project pre-award costs incurred after July 1, 2017 but before date of award are allowable portion of the City's cost share for the project.

| Funding Source | Status | Amount |
|--|-------------------------------|------------------|
| Bureau of Reclamation Water Marketing Strategy Grant | Request July 2018 | \$200,000 |
| City of Grand Junction – Water Enterprise Fund | FY18 Adopted Budget | \$102,500 |
| City of Grand Junction – Water Enterprise Fund | FY19 by annual appropriations | \$70,000 |
| City of Grand Junction – Water Enterprise Fund | FY20 by annual appropriations | \$27,500 |
| Total | | \$400,000 |

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 42-18, a resolution supporting the grant application for a Bureau of Reclamation Grant for water marketing, development and utilization studies.

Attachments

1. RES-BORWaterstudy

Resolution No. __-18

A RESOLUTION SUPPORTING THE GRANT APPLICATION FOR A BUREAU OF RECLAMATION GRANT FOR WATER MARKETING, DEVELOPMENT AND UTILIZATION STUDIES

Be it resolved by the City Council of the City of Grand Junction, Colorado that:

The City of Grand Junction by, with and through this Resolution of the City Council supports the WaterSMART Water Marketing Strategy Grant application that the City of Grand Junction has made to the United States Bureau of Reclamation (BOR.) The application will assist the City in studying marketing, development and utilization of the City's water resources.

The BOR provides assistance to states, tribes and local governments to conduct planning activities to develop water marketing strategies that establish or expand water markets or water marketing activities between willing participants, in compliance with state and Federal laws.

In accordance with the grant purposes, the City Utilities Department proposes to develop a water marketing strategy for its water rights portfolio. The water rights to be evaluated include but are not limited to conditional and absolute rights in the Kannah Creek basin as well as water rights in the Colorado and Gunnison Rivers.

Study and planning activities which will be supported by the grant will include review of all of the City's existing water rights and quantification of the firm yield of the City's primary municipal water supply in comparison to projected water demands. Engineering studies will be conducted to evaluate options for supplying water during peak demand and emergency conditions and the infrastructure needed to improve the reliability of the system.

Once the future needs of the municipal water system are fully evaluated and determined, the City will identify water rights that may be available for other uses. The water marketing strategy, as a component of the overall development and utilization strategy, will help ensure drought resiliency for municipalities in the Grand Valley as well as facilitating possible support of agriculture in the Kannah Creek and Lower Gunnison basin, where there is a projected shortage of 116,000 acre feet per year by 2050, through temporary leases or other mechanisms.

The City staff is seeking Bureau of Reclamation grant funding in the amount of \$200,000 over a period of 2 years. The City Council of the City of Grand Junction authorizes the expenditure of funds necessary to meet the terms and obligations, including established deadlines, of any Grant awarded.

If the grant is awarded, the City Council hereby authorizes the City Manager to sign the grant agreement with Bureau of Reclamation for the Water Marketing Strategy grant program.

The City staff has recommended that the City Council support the grant application and if awarded that the grant be utilized for the important purposes of continuing to carefully manage the water resources.

PASSED and ADOPTED this 18th day of July 2018

Barbara Traylor Smith
President of the Council
ATTEST:

Wanda Winkelmann
City Clerk



Grand Junction City Council

Regular Session

Item #3.d.

Meeting Date: July 18, 2018

Presented By: Kathy Portner, Community Services Manager

Department: Community Development

Submitted By: Kathy Portner

Information

SUBJECT:

A Resolution Authorizing the City Manager to Submit a Grant Request to the Department of Local Affairs for the Comprehensive Plan Update

RECOMMENDATION:

Staff recommends approval of the resolution.

EXECUTIVE SUMMARY:

This request is for authorization to submit a request to the Colorado Department of Local Affairs for a \$150,000 grant with a local match of \$150,000 for the purposes of completing a Comprehensive Plan Update.

BACKGROUND OR DETAILED INFORMATION:

The Grand Junction Comprehensive Plan was adopted in 2010 after 33 months of intensive public input and hearing processes. The Plan contemplates the need for review every three to five years to reflect changes in community goals and needs. A review was conducted in 2015 and, based on input from community stakeholders, the Planning Commission and City Council agreed that due to the economic downturn and resulting slow growth patterns since the Plan adoption it was premature to conduct a comprehensive review at that time.

Since 2015, the City has begun recovery from the Great Recession and with that growth pressures have returned to the Grand Valley and there are perceived changes in the social dynamics of the community. With that, the 2017 Grand Junction Strategic Plan Planning and Infrastructure Strategic Directives identifies the need for review and

potential revision of the Comprehensive Plan.

A consultant will be hired to assist with the updates of the Comprehensive Plan and the effort will result in the creation of the Comprehensive Plan for City Council consideration for adoption. The anticipated timeline for completion of the update is 18 months.

FISCAL IMPACT:

The estimated total cost for the update to the Comprehensive Plan is \$300,000. \$150,000 will be requested from DOLA, with the required 50 percent match of \$150,000 will be included in the proposed 2019 Capital Improvement budget for City Council consideration.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution 43-18, a resolution authorizing the City Manager to submit a grant request to the Colorado Department of Local Affairs (DOLA) Energy and Mineral Impact Assistance Program for the Comprehensive Plan update.

Attachments

1. DOLA Grant Request Resolution



**CITY OF GRAND JUNCTION, COLORADO
RESOLUTION NO. ____-18**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT
REQUEST TO THE COLORADO DEPARTMENT OF LOCAL AFFAIRS' (DOLA)
ENERGY AND MINERAL IMPACT ASSISTANCE PROGRAM FOR THE
COMPREHENSIVE PLAN UPDATE**

RECITALS.

The Grand Junction Comprehensive Plan was adopted in 2010 after 33 months of intensive public input and hearing processes. The Plan contemplates the need for review every three to five years to reflect changes in community goals and needs. A review was conducted in 2015 and, based on input from community stakeholders, the Planning Commission and City Council agreed that due to the economic downturn and resulting slow growth patterns since the Plan adoption it was premature to conduct a comprehensive review at that time.

Since 2015, the City has begun recovery from the Great Recession and with that growth pressures have returned to the Grand Valley and there are perceived changes in the social dynamics of the community. With that, the 2017 Grand Junction Strategic Plan Planning and Infrastructure Strategic Directives identifies the need for review and potential revision of the Comprehensive Plan.

A consultant will be hired to assist with the City's update of the Comprehensive Plan; the effort which will result in the creation of a new Comprehensive Plan for City Council consideration for adoption. The anticipated timeline for completion of the updates is 18 months.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Grand Junction does hereby authorize the City Manager to submit a \$150,000 grant request in accordance with and pursuant to the recitals stated above to the Department of Local Affairs' Energy and Mineral Impact Assistance Program for the Comprehensive Plan update.

Dated this ____ day of _____ 2018.

Barbara Traylor Smith
President of the Council

ATTEST:

Wanda Winkelmann
City Clerk



Grand Junction City Council

Regular Session

Item #3.e.

Meeting Date: July 18, 2018

Presented By: Greg Caton, City Manager

Department: City Manager

Submitted By: Greg LeBlanc

Information

SUBJECT:

A Resolution Authorizing the City to Execute a Grant Agreement with the Grand Junction Regional Airport Authority for the Construction of a New Runway

RECOMMENDATION:

Staff recommends adoption of the resolution.

EXECUTIVE SUMMARY:

The Grand Junction Regional Airport Authority (Authority) began a multi-year program to relocate the primary runway in 2016. The relocation is intended to minimize impacts to community air service while modernizing the runway. The Grand Junction Regional Airport Authority (Airport) has received grant offers from the Federal Aviation Administration. Mesa County and the City of Grand Junction are required as Co-Sponsors to the Airport.

BACKGROUND OR DETAILED INFORMATION:

The projects to be accomplished for the 2018 Airport Improvement Program (AIP) every year going forward are included on the Airport Capital Improvement Plan are part of continuing a safe and efficient airfield and overall airport operation. The Airport Improvement Program is continually coordinated with the Federal Aviation Administration (FAA) and CDOT Aeronautics to provide a five-year plan. These projects are included in the approved Airport Budget for 2018.

In 2016, the Airport began a multi-year program to relocate the primary runway. The relocation is intended to minimize impacts to community air service while modernizing

the runway, originally constructed in 1958. The most effective way to meet the current FAA design standards, maintain airport operations during construction, and reduce economic impacts by the project is to build a replacement runway north of the current runway's location. The project is listed on the Authority's approved Airport Layout Plan and Capital Improvement Plan. The Remote Transmitter/Receiver (RTR) facility will need to be replaced to a location adjacent to the new runway. The 27 ¼ Road Project, also connected with the Runway 11/29 Relocation, will relocate approximately 11,000 LF of 27 ¼ Road along the western edge of the airport property away from the Runway Protection Zone.

The FAA is willing to provide \$5,404,876 toward the estimated costs of the projects, provided the City of Grand Junction and Mesa County execute the Grant Agreements as co-sponsors with the Airport Authority. The FAA is insisting that the City and County execute the Grant Agreements as co-sponsors for two primary reasons. First, the City and County have taxing authority, whereas the Airport Authority does not; accordingly, the FAA is insisting that the City and County execute the Grant Agreement so that public entities with taxing authority are liable for the financial commitments required of the Sponsor under the Grant Agreements, should the Airport Authority not be able to satisfy said financial commitments out of the net revenues generated by the operation of the Airport. In addition, the City and County have jurisdiction over the zoning and land use regulations of the real property surrounding the Airport, whereas the Airport Authority does not enjoy such zoning and land use regulatory authority. By their execution of the Grant Agreements, the City and County would be warranting to the FAA that the proposed improvements are consistent with their respective plans for the development of the area surrounding the Airport, and that they will take appropriate actions, including the adoption of zoning laws, to restrict the use of land surrounding the Airport to activities and purposes compatible with normal Airport operations. The City is willing to execute the Grant Agreement, as a co-sponsor, pursuant to the FAA's request, subject to the terms and conditions of this Supplemental Co-Sponsorship Agreement between the City and Airport Authority.

These projects are consistent with Goal #9, Section 39.28.060 of the 2010 Comprehensive Plan – "Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources." These projects are also consistent with Section 1.4 of the 2014 Economic Development Plan – Providing Infrastructure that enables and Supports Private Investment, specifically the goal to "Continue to support the airport and its vital role in economic development."

FISCAL IMPACT:

No direct fiscal impact resulting from this action that would authorize application for grants.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 44-18, a resolution authorizing the execution of a grant agreement in support of the runway construction project at the Grand Junction Regional Airport.

Attachments

1. Co-Sponsorship Agreement
2. AIP Transfer
3. RES-AIP2018(2)

SUPPLEMENTAL CO-SPONSORSHIP AGREEMENT

This Supplemental Co-Sponsorship Agreement is entered into and effective this [] day of [], 2018, by and between the Grand Junction Regional Airport Authority ("Airport Authority"), and the **City of Grand Junction (City)**.

RECITALS

A. The Airport Authority is a political subdivision of the State of Colorado, organized pursuant to Section 41-3-101 et seq., C.R.S. The Airport Authority is a separate and distinct entity from the City.

B. The Airport Authority is the owner and operator of the Grand Junction Regional Airport, located in Grand Junction, Colorado ("Airport").

C. Pursuant to the Title 49, U.S.C., Subtitle VII, Part B, as amended, the Airport Authority has applied for monies from the Federal Aviation Administration ("FAA"), for the construction of certain improvements upon the Airport, pursuant to the terms, plans and specifications set forth in AIP Grant No. **3-08-0027-057-2018, and 3-08-0027-058-2018** ("Projects").

D. The FAA is willing to provide **\$5,191,494** toward the estimated costs of the Projects, provided the City of Grand Junction and Mesa County execute the Grant Agreements as co-sponsors with the Airport Authority. The FAA is insisting that the City and County execute the Grant Agreements as co-sponsors for two primary reasons. First, the City and County have taxing authority, whereas the Airport Authority does not; accordingly, the FAA is insisting that the City and County execute the Grant Agreement so that public entities with taxing authority are liable for the financial commitments required of the Sponsor under the Grant Agreements, should the Airport Authority not be able to satisfy said financial commitments out of the net revenues generated by the operation of the Airport. In addition, the City and County have jurisdiction over the zoning and land use regulations of the real property surrounding the Airport, whereas the Airport Authority does not enjoy such zoning and land use regulatory authority. By their execution of the Grant Agreements, the City and County would be warranting to the FAA that the proposed improvements are consistent with their respective plans for the development of the area surrounding the Airport, and that they will take appropriate actions, including the adoption of zoning laws, to restrict the use of land surrounding the Airport to activities and purposes compatible with normal Airport operations.

E. The **City** is willing to execute the Grant Agreement, as a co-sponsor, pursuant to the FAA's request, subject to the terms and conditions of this Supplemental Co-Sponsorship Agreement between the **City** and Airport Authority.

Therefore, in consideration of the above Recitals and the mutual promises and representations set forth below, the **City** and Airport Authority hereby agree as follows:

AGREEMENT

1. By its execution of this Agreement, the **City** hereby agrees to execute the Grant Agreements, as a co-sponsor, pursuant to the FAA's request.
2. In consideration of the **City's** execution of the Grant Agreement, as co-sponsor, the Airport Authority hereby agrees to hold the **City**, its officers, employees, and agents, harmless from, and to indemnify the **City**, its officers, employees, and agents for:
 - (a) Any and all claims, lawsuits, damages, or liabilities, including reasonable attorney's fees and court costs, which at any time may be or are stated, asserted, or made against the **City**, its officers, employees, or agents, by the FAA or any other third party whomsoever, in any way arising out of, or related under the Grant Agreements, or the prosecution of the Projects contemplated by the Grant Agreements, regardless of whether said claims are frivolous or groundless, other than claims related to the **City's** covenant to take appropriate action, including the adoption of zoning laws, to restrict the use of land surrounding the Airport, over which the **City** has regulatory jurisdiction, to activities and purposes compatible with normal Airport operations, set forth in paragraph 21 of the Assurances incorporated by reference into the Grant Agreements ("Assurances"); and
 - (b) The failure of the Airport Authority, or any of the Airport Authority's officers, agents, employees, or contractors, to comply in any respect with any of the requirements, obligations or duties imposed on the Sponsor by the Grant Agreements, or reasonably related to or inferred there from, other than the Sponsor's zoning and land use obligations under Paragraph 21 of the Assurances, which are the **City's** responsibility for lands surrounding the Airport over which it has regulatory jurisdiction.
3. By its execution of this Agreement, the Airport Authority hereby agrees to comply with each and every requirement of the Sponsor, set forth in the Grant Agreements, or reasonably required in connection therewith, other than the zoning and land use requirements set forth in paragraph 21 of the Assurances, in recognition of the fact that the Airport Authority does not have the power to effect the zoning and land use regulations required by said paragraph.
4. By its execution of this Agreement and the Grant Agreement, the **City** agrees to comply with the zoning and land use requirements of paragraph 21 of the Assurances, with respect to all lands surrounding the Airport that are subject to the **City's** regulatory jurisdiction. The City also hereby warrants and represents that, in accordance with paragraph 6 of the Special Assurances; the Projects contemplated by the Grant Agreements are consistent with present plans of the **City** for the development of the area surrounding the Airport.
5. The parties hereby warrant and represent that, by the **City's** execution of the Grant Agreements, as a co-sponsor, pursuant to the FAA's request, the **City** is not a co-owner, agent, partner, joint venture, or representative of the Airport Authority in the ownership, management or administration of the Airport, and the Airport Authority is, and remains, the sole owner of the Airport, and solely responsible for the operation and management of the Airport.

Done and entered into on the date first set forth above.

GRAND JUNCTION REGIONAL AIRPORT
AUTHORITY

By _____
Authorized Representative

CITY OF GRAND JUNCTION

By _____
Authorized Representative



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Denver Airports District Office
26805 E. 68th Ave., Suite 224
Denver, CO 80249

July 13, 2018

The Honorable Barbara Traylor Smith, Mayor
City of Grand Junction
250 North Fifth Street
Grand Junction, Colorado 81501

Ms. Rose Pugliese, Chair
Board of Mesa County Commissioners
544 Rood Avenue
Grand Junction, Colorado 81501

Mr. Tom Benton, Chairman
Grand Junction Regional Airport Authority
800 Eagle Drive
Grand Junction, Colorado 81506

Dear Mayor Traylor Smith, Commissioner Pugliese, and Mr. Benton,

Enclosed are five copies of the Airport Improvement Program (AIP) "Agreement For Transfer of Entitlements." This agreement will transfer \$213,382 of fiscal year 2018 AIP funds from Grand Junction Regional Airport to Aspen Pitkin County Airport. Please complete this agreement by having the authorized officials execute the appropriate sections. **Certification by the attorney should be completed following the acceptance and dated on or after the acceptance date.**

Your normal procedures for accepting documents such as this in accordance with local and state law should be followed, but evidence of such procedure is not required by the Federal Aviation Administration.

After execution and certification of the "Agreement For Transfer of Entitlements," please return two copies to this office. The other copies are for your records.

Sincerely,

John P. Bauer, Manager
Denver Airports District Office

Enclosures

Request for FAA Approval of Agreement for Transfer of Entitlements

In accordance with 49 USC § 47117(c)(2),

Name of Transferring Sponsor: **Mesa County, Colorado; City of Grand Junction, Colorado; and the Grand Junction Regional Airport Authority**

hereby waives receipt of the following amount of funds apportioned to it under 49 USC § 47117(c) for the:

Name of Transferring Airport (and Locid): **Grand Junction Regional Airport (GJT)**

for each fiscal year listed below:

| Entitlement Type (Passenger, Cargo or Nonprimary) | Fiscal Year | Amount |
|---|-------------|------------------|
| Passenger (PN) | 2018 | \$213,382 |
| Total | | \$213,382 |

The Federal Aviation Administration has determined that the waived amount will be made available to:

Name of Airport (and Locid) Receiving Transferred Entitlements: **Aspen Pitkin County Airport (ASE)**

Name of Receiving Airport's Sponsor: **Pitkin County, Colorado**

a public use airport in the same state or geographical areas as the transferring airport for eligible projects under 49 USC § 47104(a).

The waiver expires on the earlier of September 30, 2018 or when the availability of apportioned funds lapses under 49 USC § 47117(b).

For the United States of America, Federal Aviation Administration:

Signature: _____

Name: John P. Bauer

Title: Manager, Denver Airports District Office

Date: July 13, 2018

Certification of Transferring Sponsor

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this _____ day of _____, _____.

Name of Sponsor: MESA COUNTY, COLORADO

Name of Sponsor's Authorized Official: _____

Title of Sponsor's Authorized Official: _____

Signature of Sponsor's Authorized Official: _____

Certificate of Transferring Sponsor's Attorney

I, _____, acting as Attorney for the Sponsor do hereby certify that in my opinion the Sponsor is empowered to enter into the foregoing Agreement under the laws of the State of Colorado. Further, I have examined the foregoing Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said state and 49 USC § 47101, et seq.

Dated at _____ (City, State), this _____ day of _____, _____.

Signature of Sponsor's Attorney: _____

Certification of Transferring Sponsor

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this _____ day of _____, _____.

Name of Sponsor: CITY OF GRAND JUNCTION, COLORADO

Name of Sponsor's Authorized Official: _____

Title of Sponsor's Authorized Official: _____

Signature of Sponsor's Authorized Official: _____

Certificate of Transferring Sponsor's Attorney

I, _____, acting as Attorney for the Sponsor do hereby certify that in my opinion the Sponsor is empowered to enter into the foregoing Agreement under the laws of the State of Colorado. Further, I have examined the foregoing Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said state and 49 USC § 47101, et seq.

Dated at _____ (City, State), this _____ day of _____, _____.

Signature of Sponsor's Attorney: _____

Certification of Transferring Sponsor

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this _____ day of _____, _____.

Name of Sponsor: GRAND JUNCTION REGIONAL AIRPORT AUTHORITY

Name of Sponsor's Authorized Official: _____

Title of Sponsor's Authorized Official: _____

Signature of Sponsor's Authorized Official: _____

Certificate of Transferring Sponsor's Attorney

I, _____, acting as Attorney for the Sponsor do hereby certify that in my opinion the Sponsor is empowered to enter into the foregoing Agreement under the laws of the State of Colorado. Further, I have examined the foregoing Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said state and 49 USC § 47101, et seq.

Dated at _____ (City, State), this _____ day of _____, _____.

Signature of Sponsor's Attorney: _____

**AUTHORIZING THE EXECUTION OF A GRANT AGREEMENT IN SUPPORT OF THE RUNWAY
CONSTRUCTION PROJECT AT GRAND JUNCTION REGIONAL AIRPORT**

RECITALS:

In 2016 the Grand Junction Regional Airport Authority (GJRAA) began a multi-year program to relocate the primary runway (Runway Project.) The Runway Project is intended to improve air service by upgrading the runway at the airport.

The GJRAA has received grant offers from the Federal Aviation Administration (FAA) in the amount \$5,404,876.00 for the Runway Project. The City and Mesa County, as co-sponsors of the GJRAA, must execute the Grant Agreement(s) with the GJRAA. Acceptance of the grants has no direct fiscal impact or spending requirement on the City.

Having been fully advised in the premises, the City Council by and with this Resolution affirms and directs the execution of the Grant Agreement(s) from the Federal Aviation Administration (FAA) in the amount of \$5,404,876.00 in support of the runway renovation and expansion project.

NOW THEREFORE, the City Council of the City of Grand Junction authorizes the execution of the Grant Agreements(s) in the amount of \$5,404,876.00 in support of the Grand Junction Regional Airport Authority Runway Project.

Barbara Traylor Smith
President of the Council and Mayor

ATTEST:

Wanda Winkelmann
City Clerk



Grand Junction City Council

Regular Session

Item #4.a.

Meeting Date: July 18, 2018

Presented By: Greg Caton, City Manager

Department: City Manager

Submitted By: Elizabeth Fogarty

Information

SUBJECT:

Lodging Tax Resolution and Ballot Question

RECOMMENDATION:

Staff recommends adoption of the resolution.

EXECUTIVE SUMMARY:

Lodging tax is a way for local governments and destination marketing organizations to fund the promotion and marketing of travel and tourism related activities. The current lodging tax rate of 3% was set nearly 30 years ago and has not increased since then. At the City Council workshop on April 30, City Council provided direction for a resolution to increase the lodging tax by 3%, which would result in a total of 6%, to be introduced at a future meeting for consideration. The attached resolution describes the language of the ballot question and allocation of new revenues.

BACKGROUND OR DETAILED INFORMATION:

In 1988, the City Council of the City of Grand Junction adopted Ordinance 2401 creating the Grand Junction Visitors and Convention Bureau (VCB). Since January 1, 1989 the VCB (now known as Visit Grand Junction) has capably served the City and the region by providing destination marketing, promotion and visitor services. With this ordinance, the City imposed a 3% tax on the price paid for "lodging" which is defined as the providing of the right to use or possess, for consideration, any room or rooms for temporary occupancy, such as, but not limited to: a room in a hotel, guesthouse, hotel apartment and lodging houses, motel, ranch, resort, mobile home, mobile home park, bed and breakfast establishment, movable structure, auto camp, tent camp, trailer court, inn, hostel or park under any concession, permit, right of access, lease, contract, license to use or other arrangement or otherwise, but would not include rentals under a written agreement for occupancy for a period of 30 consecutive days or more.

The revenues derived from such lodging tax are used exclusively for promoting and marketing travel and tourism related activities.

The purpose of this resolution is to authorize the submission of a ballot question to enact, levy and impose an increase in the Lodgers Tax at a rate of 3% on the price paid for the leasing or rental of any occupied hotel room,

motel room, lodging house, bed and breakfast, and other accommodations. Using lodging tax revenues to fund destination marketing and visitor services also creates a positive nexus between the cost of providing those services and the users of those services, while providing a substantial economic benefit to the City by the infusion of funds from people who live outside the community. At the April 30 Workshop, City Council provided direction to move towards placing the question before eligible voters during the election on the first Tuesday of November 2018.

In 2017, tourism generated approximately \$1.46 million in lodging tax revenue. Tourism provides the City of Grand Junction 30% of local sales tax revenue totaling \$12.8 million. The travel industry provides Mesa County more than 5,566 jobs and \$139.9 million in wages. Mesa County also experienced \$282.3 million in direct travel spending in 2016.

According to the U.S. Travel Association Fast Forward Report, travel jobs granted workers the flexibility to pursue higher education and the 2017 Jobs Report states travel creates double the number of jobs for every \$1 of sales compared to the overall private sector. Travel employment continues to grow faster than rest of private sector. The April 2018 U.S. Travel Jobs Report includes the following: Nearly 40 percent of workers whose first job was in the travel industry reached an annual career salary of more than \$100,000 and the overall average career salary of Americans whose first job was in travel is \$82,000. Over 52 percent earn a middle class wage or higher. Workers with a high school degree or less, women and minorities, who began their career in the travel industry achieved salaries that are 5- to 6-percent higher than workers who started off in other industries. Travel is the United States' second-largest industry export accounting for 11 percent of all U.S. goods and services. Travel-dependent leisure and hospitality is the largest small-business employer in the United States. Colorado is ranked the top 13th state for travel employment.

Because the lodging tax is almost universally paid by business and leisure travelers, it imposes little burden on City residents.

The 1989 Lodgers Tax was imposed prior to the 1992 Taxpayers Bill of Rights (TABOR) and is therefore exempt from the provisions thereof; however, the 3% Lodgers Tax Increase must be approved by voters. The ballot question will allow voters to decide these important tax and spending questions.

FISCAL IMPACT:

If the voters approve a lodgers tax increase, the revenues generated by the additional 3% lodging tax, are estimated at \$1.75 to \$1.85 million in 2019.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 45-18, a resolution setting a title and submitting to the electorate on November 6, 2018 a measure to increase and retain and spend all lodging tax revenues as defined by Article X, Section 20 of the Colorado Constitution.

Attachments

1. CADMO Report
2. Air Service Alliance Letter to Council 012318
3. Impact of the Travel Industry on the Mesa County Economy
4. Colorado Destinations Check Out Rates 2017
5. Lodging Tax Increase Letter to Council
6. Resolution - Lodging Tax Increase - Final Draft - 2018

| CADMO DMO TAX AND FUNDING REPORT, 2017 | | | |
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| Destination | Tax | DMO Budget | Comments / Questions |
| Alamosa Updated 2017 PUBLIC (Governmental) Staff: FT – 4 PT – 1 | <u>1.9% Lodging Tax</u> 2.9% State Tax 2% Local Tax 3% County Tax 4% Other Tax (Marketing Dist Tax) Total Tax Guest Pays/ Room – 13.8% Percent of Lodging Tax DMO Receives – 100% | Total Operating Budget: \$700,000 Revenue Sources: Lodging Tax Rev: \$250,000 Membership: \$0 Other Tax Rev (Mkting Dist): \$450,000 Other Income: \$0 \$700,000 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, and it is dedicated. 2. If taxes have changed in recent years, please describe. Our County Sales Tax went up 1% in 2016. |
| Aspen Updated 2017 501C6 Staff: FT – 6 | <u>2% Lodging Tax</u> 2.9% State Tax 2.4% Local Tax 3.6% County Tax 0.4% Other Tax (Roaring Fork Transit Tax) Total Tax Guest Pays/Room - 11.3% Percent of Lodging Tax DMO Receives – 75% (of 2% lodging tax) | Total Operating Budget: \$2.6M Revenue Sources: Lodging Tax Rev: \$2.6M Membership: \$0 Other Tax Rev: Other Income: \$0 \$2.6M Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, partially. 75% of 2% lodging tax dedicated to marketing. Other 25% goes to transportation services that provide free transport around City of Aspen. |
| Aurora Updated 2017 PRIVATE Staff: FT – 8 PT – 1 | <u>8% Lodging Tax</u> 2.9% State Tax 3.75% Local Tax 2% County Tax: 0.25% Arapahoe County 0.75% Adams County 1% Douglas County Other Tax: 1% RTD, .10% Cultural Facilities | Total Operating Budget: \$1,787,600 Revenue Sources: Lodging Tax Rev: \$1,772,600 Membership: \$15,000 Other Tax Rev: \$0 \$1,787,600 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, and it is dedicated through an annual contract. 2. Comments for other Revenue Arrangements We are a membership DMO. |

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| | <p>Total Tax Guest Pays/Room - 12.25% Arapahoe 12.75% Adams 15.25% Gaylord (with incentives) 15% Hyatt Regency Aurora (with incentives)</p> <p>Percent of Lodging Tax DMO Receives – 12.25% of the 8% lodging tax for the first \$5M/50% of lodgers tax over 5M</p> | | |
| <p>Boulder Updated 2017</p> <p>PRIVATE</p> <p>Staff: FT – 9 PT – 4</p> | <p><u>7.5% Lodging/Accommodations Tax</u> 2.9% State Tax 0% Local Tax (all included in accommodations tax) .0985% County Tax 1.1% Other Tax (RTD, SCFD, & others)</p> <p>Total Tax Guest Pays/Room – 12.485%</p> <p>Percent of Lodging (Accommodations) Tax DMO Receives - 20%</p> <p><u>Plus</u> a Food Service tax on top of Sales Tax in restaurants: DMO receive 100% of the .15% tax</p> | <p>Total Operating Budget: \$2,140,545</p> <p>Revenue Sources:</p> <p>Lodging/Accommodations Tax Rev: \$1,436,861 Membership: N/A Other Tax Food Service Rev: \$699,934</p> <p>Other Income: \$3,750 (County for Boulder County Film Commission); supplemental funds, when taxes over perform</p> <p>\$2,140,545 Total Revenue</p> | <p>1. Is DMO funded in full or partially by a lodging Tax? DMO is partially funded by a lodging/accommodations tax. Tax goes into general fund with a city contract totaling 20% of that tax to DMO.</p> <p>2. Comments for other Revenue Arrangements: DMO is also partially funded by a food service tax. In addition, the Boulder County Film Commission income helps us manage the county film commission organization.</p> |

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| Breckenridge Updated 2017 PUBLIC Staff: FT – 20 PT – 0 | <u>3.4% Lodging Tax</u> 2.9% State Tax 2.5% Local Tax 2.0% County Tax Other Tax – .75% mass transit and .725% affordable housing Total Tax Guest Pays/Room – 12.275% Percent of Lodging Tax DMO Receives – 2% | Total Operating Budget: \$5,115,965 Revenue Sources: Lodging Tax Rev: \$4,125,115 Membership: \$0 Other Income: \$150,000 Breckenridge Ski Resort Partnership; \$547,000 events income; \$123,450 Welcome Center income; \$68,000 OTA marketing surcharge; \$48,000 Ski.com Partner Sales; \$54,400 miscellaneous \$5,115,965 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes. Budget annually presented to the Breckenridge Town Council for approval. 2. If taxes have changed in recent years, please describe. In November 2016 the Affordable Housing Tax was passed at a rate of .725% in Summit County. |
| Carbondale Updated 2017 Staff: FT – 0 PT – 1 | <u>2% Lodging Tax</u> 2.9% State Tax 3.5% Local Tax 1% County Tax Other Tax – 1% RTA Total Tax Guest Pays/Room – 10.4% Percent of Lodging Tax DMO Receives – 100% | Total Operating Budget: \$99,681 Revenue Sources: Lodging Tax Rev: \$98,489 Membership: \$0 Other Income: \$1,192 in merchandise income \$99,681 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes and it is dedicated. |
| Chaffee County Updated 2017 PUBLIC Staff: FT – 1 PT – 0 | <u>1.9% Lodging Tax</u> Percent of Lodging Tax DMO Receives – 100% | Total Operating Budget: \$530,000 Revenue Sources: Lodging Tax Rev: \$530,000 Other Income: CTO Matching Grant \$530,000 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, and it is an annual request to an 11 person board. |

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| <p>Colorado Springs Updated 2017</p> <p>PRIVATE</p> <p>Staff: FT – 19 PT – 2</p> | <p>2% Lodging Tax 2.9% State Tax 3.12% City Tax 1.23% County Tax 1% Other Tax (Rural Transportation Authority)</p> <p>Total Tax Guest Pays/Room – 10.25%</p> <p>Percent of Lodging Tax DMO Receives - 66.7%</p> | <p>Total Operating Budget: \$4,427,596</p> <p>Revenue Sources: Lodging Tax Rev: \$3,354,944 Membership: \$712,129 (includes \$404,500 in dues, ad and lead sales to members and 50% of visitor guide net profit in partnership with Pikes Peak Country Attractions Asso.) Other Tax Rev: \$323,723 (Automobile Rental Tax) Other Income: \$24,000 (El Paso County Support); \$12,800 (Interest and Souvenir Sales)</p> <p>\$4,427,596 Total Revenue</p> | <p>1. Is DMO funded in full or partially by a lodging Tax? Yes, and it is annually appropriated.</p> <p>2. If taxes have changed in recent years, please describe. County added a 0.23% public safety tax & city added a 0.62% road repair tax.</p> |
| <p>Crested Butte/Gunnison Updated 2017</p> <p>PRIVATE</p> <p>Staff: FT – 4 (Contracted) PT – 1 (Contracted)</p> | <p>4% Lodging Tax 2.9% State Tax 4% Local Tax 1% County Tax 0.35% Other Tax (RTA)</p> <p>Total Tax Guest Pays/Room - 12.25%</p> <p>Percent of Lodging Tax DMO Receives - 90%</p> | <p>Total Operating Budget: \$1.3M</p> <p>Revenue Sources: Lodging Tax Rev: \$1.3M</p> <p>\$ 1.3M Total Revenue</p> | <p>1. Is DMO funded in full or partially by a lodging Tax? Yes, and it is dedicated.</p> |

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| Denver Updated 2017 PRIVATE Staff: FT – 63 PT – 10 | <u>10.75% Lodging Tax</u> 2.9% State Tax 0% Local Tax 0% County Tax 1.1% Other Tax (RTD is 1% & Cultural is 0.1%) Total Tax Guest Pays/Room – 14.75% Percent of Lodging Tax DMO Receives - 2.75% | Total Operating Budget: \$27M Revenue Sources: Lodging Tax Rev: \$23.7M Membership: \$1M Other Income: \$1.3M (Advertising); \$1M (Sponsorships/Other) \$27M Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, and it is dedicated from the City & County of Denver via a 10-year agreement. |
| Durango Updated 2017 PRIVATE Staff: FT – 5 PT – 10 2 – Contracted | <u>4% Lodging Tax</u> (2% City/2% County) 2.7% State Tax 3% Local Tax 2% County Tax Total Tax Guest Pays/Room – 9.7% Percent of Lodging Tax DMO Receives - 100% from County and 70% from City | Total Operating Budget: \$1,150,000 Revenue Sources: Combination of City & County lodging tax, DATO pay to play programs and grants Lodging Tax Rev: \$900,000 Membership: \$0 Other Tax Rev: Any additional city appropriations Other Income: Self-generated revenue from co-op advertising, partner matching, or Welcome Center advertising \$ 1,150,000 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes. Annual request from city and a pass through from county. |
| Estes Park Updated 2017 PUBLIC Staff: FT – 6 PT – 3 | <u>2% Lodging Tax</u> 2.9% State Tax 5% Local Tax 0.65% County Tax Total Tax Guest Pays/Room – 10.55% Percent of Lodging Tax DMO Receives - | Total Operating Budget: \$3.2M Revenue Sources: Lodging Tax Rev: \$2,151,604 Membership: \$0 Other Tax Rev: \$0 Other Income: \$507,000 (Stakeholders Ad) | 1. Is DMO funded in full or partially by a lodging Tax? Yes and it is dedicated. |

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| | 100% | Revenue)/\$600,000 (Surplus cash reserves carry over from 2016) \$3.2M Total Revenue | |
| Fort Collins Updated 2017 PRIVATE Staff: FT – 9 PT – 0 | <u>3% Lodging Tax</u> 2.9% State Tax 3.85% Local Tax 0.65% County Tax 2.25% Other Tax – (Fort Collins Tax on Food for Home Consumption Total Tax Guest Pays/Room – 10.4% Percent of Lodging Tax DMO Receives - 70% | Total Operating Budget: \$1,149,376 Revenue Sources: Lodging Tax Rev: \$988,932 Membership: \$42,000 Other Tax Rev: \$108,144 (Special Lodging District) Other Income: \$10,300 \$1,149,376 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, on an annual request. We have a 5 year contract with the City. An RFP is offered in 5 year cycles with funding distributed approximately 90 days after the first of each year. 2. Comments for other Revenue Arrangements: Revenue Sources – Lodging taxes, membership fees, special lodging district (projected down 30%), advertising, interest, and CTA (Certified Tourism Ambassador) program. |
| Fremont County Updated 2017 Staff: FT – 1 (Contractor) | <u>2% Lodging Tax</u> 2.9% State Tax 2.9% Local Tax 2.5% County Tax Total Tax Guest Pays/Room – 10.3% Percent of Lodging Tax DMO Receives - 100% | Total Operating Budget: \$200,000 Revenue Sources: Lodging Tax Rev: \$200,000 Membership: \$0 Other Income: CTO Grants of \$25,000 (not guaranteed); occasional funding from City of Canon City of no more than \$25,000 \$200,000 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes. It is a lodging tax approved by voters and permanently reauthorized in 2015. |

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| Glenwood Springs Updated 2017 PUBLIC (Governmental) Staff: FT – 2 PT – 0 | <u>2.5% Lodging Tax</u> 2.9% State Tax 3.7% Local Tax 1% County Tax 1% Other/ Tax (Acquisitions and Improvements Tax – Used for parks, trails, arts, recreation, etc.) Total Tax Guest Pays/Room – 11.1% Percent of Lodging Tax DMO Receives – 92.5% | Total Operating Budget: \$930,367 Revenue Sources: Lodging Tax Rev: \$930,367 Membership: \$0 Other Tax Rev: \$0 Other Income: \$0 \$930,367 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes. The Glenwood Springs Chamber Resort Asso. Is the tourism promotion marketing vendor for the City of Glenwood Springs. The annual budget is set by chamber tourism staff, approved by the city-appointed tourism promotion board with final approval of city council. |
| Grand County Updated 2017 PUBLIC (Governmental) Staff: FT – 0 Contract – 3 | <u>1.8% Lodging Tax</u> 2.9% State Tax 8.2% - 11.2% Local Tax (Varies) 1.3% County Tax Total Tax Guest Pays/Room – 14.2% Percent of Lodging Tax DMO Receives – 100% | Total Operating Budget: \$989,715 Revenue Sources: Lodging Tax Rev: \$989,715 Membership: \$0 Other Tax Revenue: \$0 Other Income: \$0 \$989,715 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes. Governed by board of 12 appointed by County Commissioners. |
| Grand Junction Updated 2017 PUBLIC (Governmental) Staff: FT – 9 PT – 0 | <u>3 % Lodging Tax</u> 2.9% State Tax 2.75% Local Tax 2% County Tax Total Tax Guest Pays/Room – 10.65% Percent of Lodging Tax DMO Receives - 100% | Total Operating Budget: \$2,148,000 Revenue Sources: Lodging Tax Rev: \$1,465,000 Membership: \$0 Other Tax Rev: \$673,000 (Vendor's Fee Portion) Other Income: \$10,000 misc. \$2,148,000 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, and it is dedicated. |

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| Greeley Updated 2017 PRIVATE Staff: FT – 2 PT – 0 | <u>3 % Lodging Tax</u> 2.9% State Tax 4.11% Local Tax No County Tax Total Tax Guest Pays/Room – 7.31% Percent of Lodging Tax DMO Receives - 3% | Total Operating Budget: \$260,000 Revenue Sources: Lodging Tax Rev: \$260,000 Membership: \$0 Other Tax Rev: \$0 Other Income: \$0 \$ 260,000 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, and it is dedicated in a two year cycle. |
| Longmont Updated 2017 PRIVATE Staff: FT – 3 PT – 0 | <u>2 % Lodging Tax</u> 2.9% State Tax 3.275% Local Tax 0.985% County Tax 1.1% Other Tax (RTD 1% and Cultural .1%) Total Tax Guest Pays/Room – 10.26% Percent of Lodging Tax DMO Receives - 100% | Total Operating Budget: \$381,541 Revenue Sources: Lodging Tax Rev: \$381,541 Membership: \$0 Other Tax Rev: \$0 Other Income: \$0 \$ 381,541 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes. It is an annual request. |
| Manitou Springs Updated 2017 Staff: FT – 4 PT – 2 | <u>2 % Lodging Tax</u> 2.9% State Tax 3.9% Local Tax 1.23% County Tax 1.0% Other Tax (RTA) Total Tax Guest Pays/Room – 11.03% Percent of Lodging Tax DMO Receives - 100% | Total Operating Budget: \$526,344 Revenue Sources: Lodging Tax Rev: \$369,344 Membership: \$50,000 Other Tax Rev: \$100,000 Special Events; \$7,000 Office Income and Misc. \$ 526,344 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, but subject to approval of City Council each year. The amount is specified for economic development and promotion by ordinance but not necessarily to our organization. 2. Comments for other Revenue Arrangements: The funds listed in Lodging Tax are actually a formula that is created through a combination of lodging tax and a percentage of a percentage of the excise tax and sales tax revenues. |

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| Mesa Verde Country Updated 2017 PRIVATE Staff: FT – 2 PT – 0 | 3.9% Lodging Tax (City 2%, County 1.9%) 2.9% State Tax 4.05% Local Tax 0% County Tax Total Tax Guest Pays/Room – 14.55% (City – 9.35%; County – 5.2%) Percent of Lodging Tax DMO Receives - Varies from year to year | Total Operating Budget: \$383,000 Revenue Sources: Divided between City of Cortez general fund, City of Cortez lodger's tax and Montezuma County lodger's tax. All three vary from year to year. \$383,000 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, on an annual request that varies year to year. |
| Morgan County Updated 2017 PUBLIC (Governmental) Staff: FT – 1 PT – 0 | 1.9% Lodging Tax 2.9% State Tax 3% Local Tax 0% County Tax Total Tax Guest Pays/Room – 7.8% Percent of Lodging Tax DMO Receives – 90% | Total Operating Budget: Averages \$225,000 annually Revenue Sources: Lodging Tax Rev: \$150,000 Membership: \$0 Other Income: Varies on previous year reserve dollars and occasional grant dollars \$225,000 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes, but there is a governing body allocating funds as needed. |
| Ouray Updated 2017 PRIVATE Staff: FT – 2 Pt – 8 | <u>\$3 per night per hotel room/vacation rental; \$1 per RV/campsite/unfurnished cabin</u> 2.9% State Tax 4% Local Tax 2% County Tax Total Tax Guest Pays/Room - 8.9% (plus fixed fees) | Total Operating Budget: \$500,000 Revenue Sources: Lodging Tax Rev: \$220,000 Membership: \$85,000 Other Tax Rev: \$0 Other Income: \$195,000 (Includes annual Jeep raffle, merchandise sales, grants and co-op marketing income) | 1. Is DMO funded in full or partially by a lodging Tax? Yes, on an annual request. The annual marketing request is made to the Ouray City Council. Council requests a flat fee that represents 86.875% of the most recently completed FY (usually the prior) to fund the upcoming year's marketing program. |

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| | Percent of Lodging Tax DMO Receives - 86.857% | \$ 500,000 Total Revenue | |
| Pagosa Springs Updated 2017 PUBLIC (Governmental) Staff: FT – 2 PT – 3 | <u>(4.9% Town, 1.9% County) Lodging Tax</u> 2.9% State Tax 4% County Tax (Split 50/50 Between Town and County) Total Tax Guest Pays/Room – 11.8% Town/8.8% County Percent of Lodging Tax DMO Receives - 100% | Total Operating Budget: \$750,000 Revenue Sources: Lodging Tax Rev: \$750,000 Membership: \$0 Other Tax Rev: \$0 Other Income: \$0 \$ 750,000 Total Revenue | 1. Is DMO funded in full or partially by a lodging Tax? Yes. The Pagosa Springs Area Tourism Board is an advisory board to both Town Council and the Board of County Commissioners. The annual budget is approved by both governing entities. Bylaws indicate at least 50% of collections must be used for external marketing. 2. If taxes have changed in recent years, please describe. Prior to 2015, PSATB was funded by the Town's lodging tax collection. The Board was restructured and IGA between Town and County signed in spring, 2015. Under the agreement all lodging tax collections go to the PSATB, the Town serves as fiscal agent, budget and Board appointments are approved by both Town and County. |
| Pueblo Updated 2017 Private Staff: FT – 8 PT – 3 | <u>4.3% Lodging Tax</u> 2.9% State Tax 3% City Tax 1% County Tax ½ cent sales tax for Economic Development Fund Total Tax Guest Pays/Room – 11.7% Percent of Lodging Tax DMO Receives – Not a set % | Total Operating Budget: \$880,000 Revenue Sources: Lodging Tax Rev: \$400,000 Membership: \$30,000 (Hospitality Industry Dues) Other Tax Revenue: \$0 Other Income: \$450,000 (Pueblo Chile Festival & other event fundraisers) | 1. Is DMO funded in full or partially by a lodging Tax? Yes, on an annual request. We make a budget request and an amount is proposed by the City Manager and approved by City Council. We received \$400,000 out of \$1,341,000 in lodging tax for 2017. |

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| | | \$880,000 Total Revenue | |
| Snowmass Village Updated 2017 PUBLIC (Governmental) Staff: FT – 15 PT – 5 | <u>2.4% Lodging Tax</u> (Group Sales Fund) 2.9% State Tax (State of Colorado) 3.5% City Tax (1% Sales Tax & 2.5% Marketing Tax) 3.60% County Tax (Pitkin County) 0.40% Other Tax (Roaring Fork Transit Authority Tax) Total Tax Guest Pays/Room – 12.80% Percent of Lodging Tax DMO Receives - 4.9% (2.5% Marketing Tax, 2.4% Lodging Tax to fund Group Sales) | Total Operating Budget: \$5,800,000 (2016) Revenue Sources: Lodging & Marketing Tax Rev: 2016 = \$5,800,000 Membership: \$0 Other Tax Rev: \$0 Other Income: \$0 \$ 5,800,000 Total Revenue *We do not budget 100% of our projected revenues. And, fortunately, our actual revenues usually exceed projected so we have a reserve fund. | 1. Is DMO funded in full or partially by a lodging Tax? Yes, partially 2. If yes, is it dedicated or annual request? Dedicated- Both the Marketing Sales Tax (approved in 2002-2003) and the Lodging Tax (approved in 2005-2006) are voter approved taxes. 3. If taxes have changed in recent years, please describe. Taxes have not changed since originally voter approved. 4. Comments for other Revenue Arrangements Marketing: Co-Ops with Stakeholders on Advertising, Group Sales, Group support and/or Co-Ops at events/Tradeshows. |
| Steamboat Springs Updated 2017 PRIVATE Staff: FT – 10 PT – 5 (Visitor Center) | <u>1% Lodging Tax</u> 2.9% State Tax 4.5% Local Tax 1% County Tax 2% Other Tax (Local Marketing Dist) Total Tax Guest Pays/Room - 11.4% Percent of Lodging Tax DMO Receives – 0% | Total Operating Budget: \$1,700,000 Revenue Sources: Lodging Tax Rev: \$0 Membership: \$500,000 Other Tax Rev: \$0 Other Income: \$750,000 from city's general fund; \$200,000 from special events; \$100,000 special events separate from DMO events; \$150,000 economic development) \$ 1,700,000 | 1. Is DMO funded in full or partially by a lodging Tax? No. Our marketing budget comes from the City's general fund through an annual request - \$750,000 2.If taxes have changed in recent years, please describe. Beginning Jan. 1, 2017, general sales tax decreased by 0.25%. There had been a 0.25% general sales tax voted in by the public to support air service. The tax was proposed to run for 5 years and sunsetted. |

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| <p>Vail/Beaver Creek/Avon Updated 2017</p> <p>PRIVATE</p> <p>Staff: FT – 9 PT – 3</p> | <p><u>Vail</u></p> <p><u>1.4% Lodging Tax</u> 2.9% State Tax 4% Local Tax 1.5% County Tax</p> <p>Total Tax Guest Pays/Room – 9.8%</p> <p>Percent of Lodging Tax DMO Receives – 0%</p> <p><u>Beaver Creek</u></p> <p><u>0.96% Lodging Tax</u> 2.9% State Tax 5.35% Local Tax 1.5% County Tax</p> <p>Total Tax Guest Pays/Room – 10.71%</p> <p>Percent of Lodging Tax DMO Receives – 0%</p> <p><u>Avon</u></p> <p><u>4% Lodging Tax</u> 2.9% State Tax 4% Local Tax 1.5% County Tax</p> <p>Total Tax Guest Pays/Room – 12.4%</p> <p>Percent of Lodging Tax DMO Receives - 0%</p> | <p>Total Operating Budget: \$1,600,000</p> <p>Revenue Sources:</p> <p>Lodging Tax Rev: \$0 – No direct lodging tax revenue but we do have government contracts in the amount of \$500,000 for tourism services.</p> <p>Membership: \$500,000</p> <p>Other Tax Rev: \$0</p> <p>Other Income: \$600,000 (Economic development, air service development, leadership programming, events, affinity programs</p> <p>\$1,600,000 Total Revenue</p> | <p>1. Is DMO funded in full or partially by a lodging Tax? No, but we do have government contracts in the amount of \$500,000 for tourism services.</p> |
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**Grand Junction Regional
Air Service Alliance**



January 23, 2018

Grand Junction City Council
250 North 5th Street
Grand Junction, CO 81501
(delivered electronically)

Dear Members of the Council,

As the President of the Grand Junction Regional Air Service Alliance, a 501c6 nonprofit corporation dedicated to improving commercial air service options in Mesa County I would urge the City Council to consider asking voters in 2018 to increase the lodging tax and provide a portion of this revenue for minimum revenue guarantees to our organization.

The Grand Junction Regional Air Service Alliance (GJRASA) is a joint effort administered by the Grand Junction Area Chamber of Commerce and the Grand Junction Economic Partnership. The board of directors of GJRASA are appointed by the boards of the Chamber and GJEP and the CEOs of both organizations fulfill the role of administrators for the corporation.

For the past two years GJRASA has reviewed the status of the current levels of commercial air service in the Valley and looked for opportunities that expand service for business travelers and tourists. After a passenger demand study and discussions with a commercial air service consultant retained by the Grand Junction Regional Airport, our board is convinced that there are opportunities for air carriers to be profitable by providing more direct flights to more locations from our area. However, it is a reality of the current economic environment that in order to achieve that level of service risk will need be mitigated for the air carriers. The need for minimum revenue guarantees for airlines to begin serving other markets such as Los Angeles and/or Chicago are imperative if we are to move the needle on this needed economic infrastructure.

We would like to request that the City Council host a workshop to discuss asking voters to increase the lodging tax and that the discussion of the need for sustainable source of funding for air service minimum revenue guarantees be part of that workshop.

Thank you for considering this request.

Sincerely,

Jay Seaton
President

A handwritten signature in black ink, appearing to read 'Jay Seaton', is written over a horizontal line. The signature is fluid and cursive.

**Grand Junction Regional
Air Service Alliance**



July 12, 2018

Grand Junction City Council
250 North 5th Street
Grand Junction, CO 81501
(delivered electronically)

Dear Members of the Council,

On behalf of the Grand Junction Regional Air Service Alliance, a 501c6 nonprofit corporation dedicated to improving commercial air service options in Mesa County I would urge the City Council to take action at the City Council meeting on Wednesday, July 18th to pass a resolution placing a proposed 6% increase on the ballot for consideration by City of Grand Junction voters this fall.

As outlined in the draft we have reviewed and approved, proceeds from this increase will be used for marketing travel and tourism related activities that support destination marketing of the area, marketing, supporting and/or arranging additional direct flights to and from the Grand Junction Regional Airport and for marketing, promoting and sponsoring sporting events, tournaments, competitions and exhibitions.

The Grand Junction Regional Air Service Alliance (GJRASA) is a joint effort administered by the Grand Junction Area Chamber of Commerce and the Grand Junction Economic Partnership. For the past two years GJRASA has reviewed the status of the current levels of commercial air service in the Valley and looked for opportunities that expand service for business travelers and tourists. It is a reality of the current economic environment that in order to achieve an enhanced level of service for travelers, risk will need be mitigated for the air carriers. The need for minimum revenue guarantees for airlines to begin serving other markets such Los Angeles and/or Chicago are imperative if we are to move the needle on this needed economic infrastructure.

The first step in providing those guarantees is securing sustainable funding and this measure if approved by the voters will insure that our Alliance can begin negotiating in earnest with air carriers to offer more options to our residents.

Please act quickly to place this question before the voters.

Sincerely,
Dennis E. Derrieux
Dennis Derrieux
Vice President



GREATER GRAND JUNCTION SPORTS COMMISSION

1100 North Avenue • Grand Junction, CO 81501-3122

P: 970.248.1469 • W: grandjunctionsports.org

July 16, 2018

Members of City Council
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

Dear Mayor Traylor Smith and Members of City Council,

Please accept this letter on behalf of the Greater Grand Junction Sports Commission (GGJSC) board of directors in support of the resolution to ask voters of the City of Grand Junction to approve an increase in lodging tax percentage on the November ballot.

The GGJSC staff and board have been working hand-in-hand with representatives from both the City of Grand Junction (administration and Visit Grand Junction), and the Grand Junction Air Service Alliance (GJASA) to develop the ballot language as presented. This collaborative effort has resulted in unanimous support from the three organizations.

The Greater Grand Junction Sports Commission has blossomed into a key component of economic contribution and diversification since its inception five years ago. Results include contributing more than \$14 million dollars in economic impact, garnering regional and national exposure, and contributing to the vibrancy of our community. Additional funds received through the lodging tax increase will be used by the GGJSC to leverage sport tourism growth through our three strategic pillars: building, recruiting and enhancing events in our community.

Events such as the Special Olympics Summer Games, Train to Hunt National Championships and USA Cycling Collegiate Road Nationals are examples of the recently realized successes of the GGJSC. To date, our events have featured more than 11,000 participants, 25,000 spectators, and 12,500 volunteer hours, and importantly, an estimated 25,000 room nights.

We are bettering our community through sports, and contributing to direct sales and lodging tax revenue, but believe significant opportunity remains. Working together with Visit Grand Junction and the GJASA, an increase in lodging tax revenue – paid by non-local visitors to our community – is vital to the continued momentum of our three organizations. Therefore, we strongly encourage and appreciate your support of this initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "JLummis", is written over the word "Sincerely,".

Jamie Lummis
GGJSC, Board Chair
Partner, Moody Insurance

THE IMPACT OF THE TRAVEL INDUSTRY ON THE MESA COUNTY ECONOMY

Commissioned by Hill Aevium
for the
Grand Junction Visitor &
Convention Bureau
December 2016
Tucker Hart Adams, PhD

Peer into the future before it becomes the present



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Applied Economics

TABLE OF CONTENTS

| | |
|--|-------|
| I. Introduction | p. 4 |
| II. Overview | p. 8 |
| - The Travel Industry in Colorado | |
| III. Travel Industry in Mesa County | p. 11 |
| - Mesa County Tourism Survey | |
| - Survey Comparisons | |
| IV. Analysis by Sector of the Travel Industry in Mesa County | p. 16 |
| - Accommodations | |
| - Food Service/Drinking Establishments | |
| - Retail Trade | |
| - Arts, Entertainment and Recreation | |
| - Other Services | |
| - Transportation | |
| V. Outdoor Recreation | p. 22 |
| - Mountain Biking | |
| - Skiing | |
| - Colorado National Monument | |
| - BLM/Forest Service Land | |
| - Hunting/Fishing | |
| VI. Impact Analysis of the Travel Industry on Mesa County | p. 26 |
| - Employment | |
| - Income | |
| - Tax Revenue | |
| VII. Qualitative Impacts | p. 28 |
| VIII. Summary | p. 30 |
| Data Sources | p. 31 |
| Interviews | p. 32 |

LIST OF TABLES

| |
|---|
| Table 1: Basic Industry in the Colorado Economy |
| Table 2: National Travel Trends |
| Table 3: Household Vacation Intentions |
| Table 4: Colorado Tourism in 2015 |
| Table 5: Hotel and Meeting Space |
| Table 6: Mesa County Information Requests |
| Table 7: Tourism Comparison |
| Table 8: Mesa County Direct Travel Impact |
| Table 9: Visitor Surveys |
| Table 10: Survey Comparisons |
| Table 11: Mesa County Travel Industry |
| Table 12: Mesa County 2016 Lodging Occupancy Survey |
| Table 13: Mesa County versus Colorado in 2016 |
| Table 14: Mesa County Retail Sales |
| Table 15: Travel to Mesa County |
| Table 16: Travel within the Grand Junction Area |
| Table 17: BLM Visitation |
| Table 18: Employment Impact Analysis |
| Table 19: Travel Industry Employment |
| Table 20: Wage and Salary Impact Analysis |

LIST OF FIGURES

| |
|--|
| Figure 1. The Mesa County Travel Industry Economic Model |
|--|

I. INTRODUCTION

The travel industry is extremely important to the Colorado economy. It is one of the state's largest basic industries (a basic industry is one that brings new dollars into an economy), smaller than manufacturing but larger than agriculture, mining or the Federal government.

Table 1: Basic Industry in the Colorado Economy
(in millions of \$s)

| | 2004 | 2015 |
|------------------------------|---------|---------|
| Gross State Product | 204,242 | 313,748 |
| Agriculture/Forestry/Fishing | 2,031 | 2,479 |
| Manufacturing | 15,582 | 22,909 |
| Mining | 5,733 | 13,246 |
| Federal Government | 9,390 | * |
| Direct Travel Spending | 11,972 | 19,136 |

Source: GSP data from the Bureau of Economic Analysis; tourism data from Dean Runyon Associates

*2015 data not available; in 2014 it was \$12.6B; total government in 2015 was \$38.5B, up 3.2%

Study Purpose

This study was commissioned by Hill Aevium for the Grand Junction Visitor & Convention Bureau (GJVCB) to update similar studies done by The Adams Group, Inc. in 1997 and 2004. The objective of this study is to document the size and importance of the travel industry to the Mesa County economy. It provides tourism industry professionals, community leaders and interested citizens with detailed information on the complex interrelationship between the travel industry and employment, retail sales, personal income, construction and taxes.

Approach

The definition of a tourist is a slippery concept. When does one stop being a local visitor and become a tourist? Is a person in town on business a tourist? In this study, we define a tourist using the Travel Industry Association of America definition of a tourist – someone who is more than 50 miles from home and/or spends the night away from home. In other words, a day-tripper from Delta (45 miles away) is not a tourist, but a day-tripper from Ouray (97 miles away) is. An overnight visitor from any distance is defined as a tourist. Both the leisure travelers, whether staying in a hotel or with friends, and the business traveler, whether in town to see a client or to attend a convention, fit this definition of tourist.

The way tourism data are presented can also be confusing. The data include:

- Marketable leisure travel

- Visits to friends and relatives

- Business travel

- Overnight visitors

- Day travel

- International visitors

It is not always obvious which segment/segments are being referenced when a statistic is quoted.

The study relies on secondary data available from a wide variety of public and private sources, as well as a series of e-mail interviews conducted between March 11, 2015 and September 30, 2016, and a number of personal interviews conducted in Mesa County during November 2016. It utilizes traditional multiplier analysis, using the RIMS II multipliers developed by the U.S. Department of Commerce (Appendix A).

Multiplier analysis was developed to trace the impact of a job or a dollar as it works its way through a local economy. It recognizes the interdependence of various sectors of a region's economy. Activities in one sector of the economy spill over into other sectors, stimulating business activity there. This study tracks the flow of dollars spent by leisure and business travelers during their time in the Mesa County area. Direct spending by visitors results in jobs, income and tax revenues, to name a few. These dollars are re-spent, generating additional economic impact as the dollars circulate through the economy.

This flow of dollars is divided into three groupings:

Direct. This is the first-round impact generated by leisure and business travelers as they rent cars, reserve hotel rooms, purchase meals and souvenirs and/or visit attractions in Mesa County. Employment and personal income are supported by these direct tourist expenditures. The six business categories that constitute the bulk of the travel industry include:

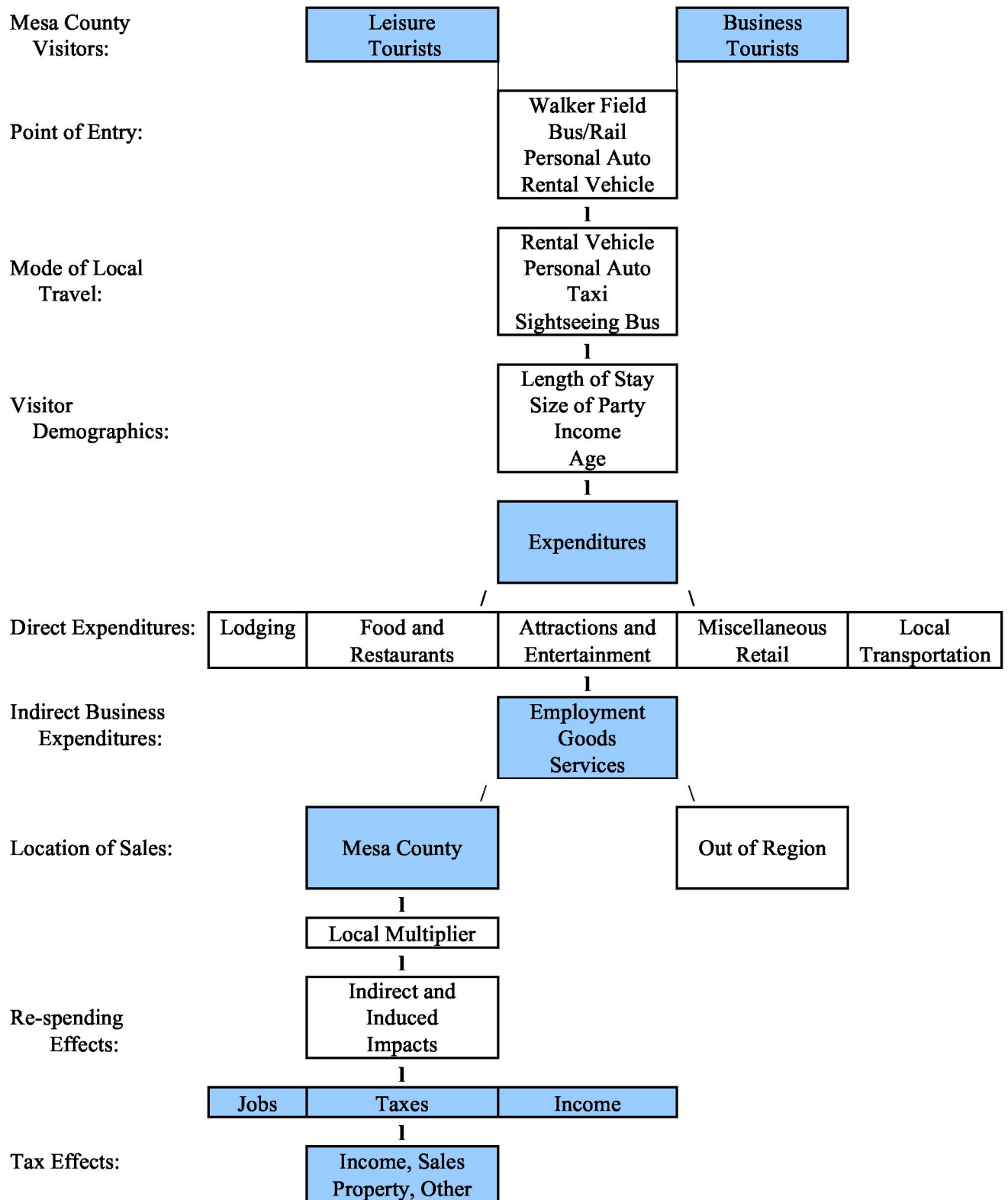
- Accommodations
- Food Service/Drinking
- Retail Trade
- Other Services
- Arts, Entertainment and Recreation
- Air/Local Transportation

Indirect. A second-round impact is generated by the purchase of goods and services by the businesses that are the original recipients of tourist expenditures. For example, the wholesale purchase of beer and hot dogs by a stadium or amusement park or cleaning services by a Grand Junction museum represent indirect economic impacts.

Induced. This is the economic activity generated by the purchase of goods and services by the individuals whose incomes are derived directly or indirectly from the tourism industry. The purchases of an automobile or home by a hotel or restaurant employee or clothing or gasoline by an employee of the cleaning service used by the museum are examples of induced economic impact.

A simple model tracing the impact of the travel industry on the Mesa County economy is shown in Figure 1.

Figure 1. THE MESA COUNTY TRAVEL INDUSTRY ECONOMIC MODEL



Limitations

Tourism is not a precise economic activity. However, it is easier to measure than it was in 1997 since the new North American Industrial Classification System (NAICS) was introduced to replace the 60-year old Standard Industrial Classification System (SIC) and data were reclassified going back to 1990. Among the industrial classifications available for Mesa County are Arts, Entertainment and Recreation (70710), Accommodations (70721) and Food Services and Drinking Places (70722).

Economic analysis must always operate within the constraints of data availability. Less data are available at the local level than at the state level. In particular, many data series in small counties such as Mesa County (population 149,249) are not statistically significant. Although the terms Grand Valley, Mesa County and Grand Junction are often used interchangeably, most data are collected at the county level.

Our data come from several sources, which sometimes disagree in results. The Bureau of Labor Statistics (BLS) and the Bureau of Economic Research (BEA) both provide employment and income data. Numerous surveys, including a recent one commissioned with Guest Research Inc., provide much of the rest of the data. Even within the same survey, results sometimes differ based on the sample size being used for a particular question. In all cases, we use the best available data, relying on a combination of government and proprietary data.

Economic analysis is both a science and an art. In the case of tourism, the analysis is particularly subjective. In all cases where a judgment call is required, we are conservative in our estimates, preferring to understate rather than overstate the importance of this major sector to the Mesa County economy.

In addition to the impacts of the travel industry that can be quantified through multiplier analysis, there are other important effects that don't lend themselves to measurement. These qualitative impacts are enumerated and discussed.

II. OVERVIEW

Tourism is big business. According to the Travel Industry Association of America, U.S. domestic travel increased 3.3 percent in 2015 to a total of almost 2.2 billion person trips. (A domestic person trip is one person who travels 50 miles (one way) or more away from home and/or overnight.) The U.S. Bureau of Economic Analysis reported that inflation-adjusted spending on travel and tourism increased at an annual rate of 5.0 percent in the third quarter of 2016, much faster than overall growth of the U.S. economy of 3.2 percent.

Domestic leisure travel increased 3.5 percent to 1.7 billion person trips (79.2 percent of all domestic travel), while business travel grew a smaller 1.9 percent to 459 million person trips. International travelers made 77.5 million visits to the U.S. in 2015.

Table 2: National Travel Trends

| | 2015 | % Change |
|---|---------|----------|
| Number of Domestic Person Trips (millions) | 2,178.2 | Up 3.3% |
| Leisure Travel | 1,700.0 | Up 3.6% |
| Business Travel | 459.0 | Up 1.9% |
| Number of International Visitors (millions) | 77.5 | Up 3.3% |

U.S. Travel Association

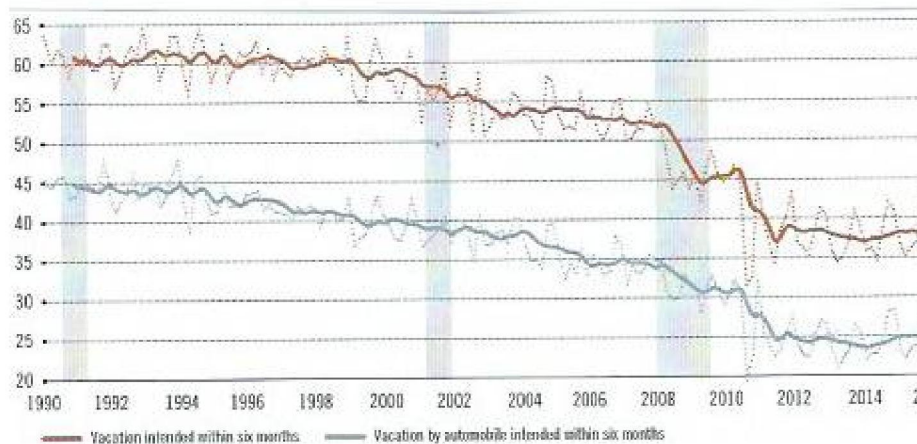
Including both resident and international travel, the U.S. travel industry received more than \$947 billion, generating over 8.1 million jobs, which provided \$232 billion in payroll income and \$148 billion in federal, state and local tax revenues (excluding property taxes). [Note: the Bureau of Economic Analysis Travel and Tourism Satellite Accounts reported a lower \$909 billion in spending by resident and foreign visitors, virtually unchanged from 2014.] In total, one out of every nine jobs in the U.S. depends in some way on travel and tourism, making it the seventh largest private employer in the country. Without the tax revenue created from tourism, each U.S. household would have to pay an additional \$1,192 in annual taxes.

An important component of the travel industry is outdoor recreation. The Outdoor Recreation and Jobs Economic Impact was signed into law in late 2016. It requires the Bureau of Economic Analysis to provide a full evaluation of the outdoor recreation industry's role in the overall economy, which supporters estimated to contribute \$646 billion annually to the U.S. economy with 6.1 million jobs.

Slow growth in the world economy and the strength of the U.S. dollars against most foreign currencies slowed international traveler spending in 2015 after five years of growth. While domestic travel spending increased 2.7 percent to \$814 billion, international travel spending fell 2 percent to \$133 billion. In addition, international travelers paid \$38.6 billion to U.S. air carriers on international passenger fares, a decline of 11 percent.

Despite recent increases in resident travel, there has been a long-term decline in the percentage of households reporting that they intend to take a vacation within the U.S. There is also a decline in households' intentions to drive for a vacation.

Table 3: Household Vacation Intentions



Source: Conference Board, Haver Analytics

(The solid lines show 12-month moving averages of underlying data (dotted lines). Gray areas indicate recessions.

Food services, which include restaurants, drinking places and grocery stores, were the largest component of travel spending, \$235.4 billion or 24.9 percent, in 2015. The second largest component was lodging, which includes hotels, motels, B&Bs, vacation homes and campgrounds. It totaled \$194.8 billion or 21 percent of travel spending. Spending on lodging was up 7.3 percent last year, the highest growth rate of any of the major components of travel spending.

Travel by auto increased noticeably in 2015 as gas prices declined. The Travel Price Index, compiled by the U.S. Travel Association, declined 2.6 percent in 2015. MMGY Global reported that in July 2016, 68 percent of U.S. adults planned to take at least one overnight leisure trip in the next six months. Spending increases were planned by 28 percent, while 12 percent planned to reduce their spending.

The Travel Industry in Colorado

Colorado is a popular tourist destination. The Portrait of American Travelers by the Harrison Group reported that 21 percent of Americans wanted to visit Colorado in 2015, behind only California and Florida (39%), Hawaii (31%) and New York (28%). In 2003 12 percent of travelers put Colorado on their wish list, up from 9 percent in 1996.

In 2015, the state's travel industry continued its recovery from the Great Recession of December 2007-June 2009. After declining to \$13.5 billion in 2008, it rose to \$19.1 billion in 2015, a 41.5 percent increase. Employment, which fell six percent between 2008 and 2010, is now over eight percent above its prerecession high. However, the average trip length of 5.1 nights, although up from 4.7 nights in 2014, remains below the prerecession high of seven nights in 2000.

Colorado welcomed a record 77.7 million visitors in 2015. Direct travel spending in the state was \$19.1 billion, also a record, according to a June 2016 study by Dean Runyon Associates. This generated \$1.13 billion in state and local tax revenues and paid over \$5.5 billion in earnings to 160,000 direct employees. While the Runyon data look at the impact of both overnight and day travel at the state level, the study does not take account of the indirect and induced impacts of tourist spending.

Longwoods International reported that 46.3 percent of tourists were overnight visitors. They were divided between marketable leisure trips (22%), visits to friends and relatives (18.7%) and business trips (5.6%). Although all sectors posted healthy gains over 2014, day visitors and visits to friends and relatives showed the biggest increases, at 11 percent and 10 percent respectively.

Table 4: Colorado Tourism in 2015

| | 2015 | % Change |
|----------------------------------|------|----------|
| Overnight Visitors (in millions) | 36.0 | 7.0% |
| Marketable Leisure Trips | 17.1 | 6.0% |
| Visit Friends and Relatives | 14.5 | 10.0% |
| Business Trips | 4.4 | 6.0% |
| Day Visitors (in millions) | 41.7 | 11.0% |

Source: Longwoods International

The statewide lodging occupancy rate has climbed steadily over the last five years, according to the Rocky Mountain Lodging Report, from 61.8 percent in 2012 to 68.8 percent in 2015 and 69.1 percent in 2016. The average daily room rate increased from \$123.48 in 2012 to \$145.30 in 2015 and \$152.11 in 2016.

Employment (seasonally adjusted) in the leisure and hospitality sectors fell in the spring of 2016, then rose to a new high of 334,200 in October before declining slightly in November.

III. TRAVEL INDUSTRY IN MESA COUNTY

As outdoor tourism grows in importance, Mesa County is well positioned to benefit. There are 13 national parks, monument and historic sites in Colorado. They were visited by 7.1 million people in 2015, providing an economic benefit of \$450.4 million to the state. Mesa County is within a three-hour drive of three of these national parks (Black Canyon of the Gunnison, Canyonlands and Arches), three national monuments (Colorado, Dinosaur and Bear Ears), two national conservation areas (McInnis Canyon and the Gunnison Gorge), six national forests and three scenic byways (Grand Mesa, Dinosaur Diamond Prehistoric and Unaweep Tabeguache). Other activities include:

- three dinosaur quarry sites
- 23 wineries with tasting rooms (this figure varies depending on the source)
- three museums
- the 18-mile paved Riverfront Trail
- 600 acres of groomed trails and another 1,000 skiable acres for skiing and snowboarding at Powderhorn
- almost 10,000 miles of trails, including 2,000 miles of mountain bike trails
- five public golf courses offering 90 holes of golf.

Mesa County hotels offer 53,622 square feet of meeting space. Another 22,980 square feet of meeting space is located at Two Rivers Convention Center in downtown Grand Junction.

Table 5: Hotel and Meeting Space

| | 1997 | 2003 | 2015 |
|-------------------------|--------|--------|--------|
| Hotel Rooms | 2,400 | 2,598 | 3,038 |
| Hotel Meeting Space | 20,000 | 50,590 | 53,622 |
| Convention Center Space | 22,980 | 22,980 | 22,980 |

Source: GJVCB

In-person meetings and conventions are declining in importance as more companies use the internet to conduct these activities. In 2013, the GJVCB Convention Services Department worked with 150 groups. By 2015 the figure had fallen to 120. Several hotel managers with whom we talked mentioned they are converting meeting rooms to other uses, including an indoor pickle ball court. Only 5.8 percent of respondents to the 2015-16 Guest Research survey reported they were in Mesa County primarily for business. However, the North Star survey conducted in June 2015 reported that 14 percent of respondents conducted business while they were visiting Mesa County.

In 2015 13,840 people visited the Visitor Center on Horizon Drive. Of these, 56 percent were from outside Colorado and 10 percent from outside the US. The GJVCB homepage on their website received 686,165 visits, enabling 535,204 visitors (from unique IP addresses) to access GJVCB services and information electronically.

Table 6: Mesa County Information Requests

| | 2015 | 2016 |
|------------------------|---------|---------|
| Visitor Center Visits | 13,840 | 12,120 |
| Outside Colorado | 56.0% | 57.4% |
| Outside U.S. | 10.3% | 10.3% |
| Website Visits | 620,834 | 686,165 |
| Non-internet Inquiries | 9,069 | 10,152 |

Source: GJVCB

Visitor Center visits and phone calls have been slowly declining as more people get their information from the Internet. This is true both nationally and in Mesa County.

Table 7: Tourism Comparison

Source: GJVCB

In looking through interesting to note 1995 they were

| | 1997 | 2003 | 2016 |
|-----------------------|--------|---------|---------|
| Visitor Center Visits | 33,196 | 28,186 | 12,120 |
| Website Visits | 50,025 | 192,188 | 686,165 |

old surveys, it is that in 1992 and based on telephone

calls, not website visits. By 1997 there were only 15,166 telephone inquiries and over 50,000 website visits. Telephone calls are no longer tracked in surveys.

One measure of the importance of the tourism industry to the local economy is the proportion of non-farm workers employed by travel related businesses. In Mesa County, 11.9 percent of the jobs (7,400) were in the Leisure and Hospitality sector in 2015, relative to 12.5 percent statewide. Of course, not all of these jobs are directly attributable to tourism, since local residents also purchase goods and services from the Leisure and Hospitality sector. By the same token, there are goods and services purchased by tourists that do not fall under Leisure and Hospitality. It is interesting to note that 2.3 percent of Colorado's Leisure and Hospitality Industry employment is located in Mesa County, relative to 2.4 percent of total wage and salary employment. These data are essentially unchanged from the 2004 study.

In assessing the impact of travel-generated jobs on the local economy, Dean Runyon Associates estimates that \$281 million in direct travel spending in Mesa County in 2015 accounted for 1.8 percent (\$68 million) of total earnings. Although nominal travel spending was a record \$281 million in 2015, in inflation-adjusted dollars it remained 7 percent below its inflation-adjusted peak in 2008 prior to the impact of the Great Recession.

Table 8: Mesa County Travel Direct Impact

| | 2008 | 2015 |
|---|-------|-------|
| Nominal Travel Spending (millions) | \$273 | \$281 |
| Inflation-adjusted Travel Spending (millions) | \$301 | \$281 |
| Employment | 3,340 | 3,050 |

Source: Dean Runyon Associates

In 2015 the travel industry accounted for \$15 million in government revenue, \$9 million in local tax receipts and \$6 million in state tax receipts.

Mesa County Tourism Survey

Between March 11, 2015 and September 30, 2016 1,104 Mesa County visitors agreed to participate in an e-mail survey conducted by Guest Research in Greenwood Village, Colorado. E-mail addresses were collected at the Visitor Center, in downtown Grand Junction, at the Mesa Mall, at a number of festivals and museums, a winery, Colorado National Monument, the airport, Powderhorn and mountain biking trailheads. There was also a pop-up questionnaire on the GJVCB website.

The survey focused on who visits Mesa County, the primary purpose of the visit, the average length of stay, visitor frequency and the visitor demographic profile. It also looked at the importance of festivals and events in attracting visitors.

Survey respondents were primarily female and over 55. Most (96%) were from the U.S., particularly Colorado, Arizona and southern California. The majority (46%) earned \$75,000 a year or more. Overnight visitors comprised 71 percent of respondents and most (70%) visited the area with their spouse/significant other or immediate family. They came for vacation/leisure (44%) or to visit friends and family (16%). Business travel accounted for less than 6 percent of survey respondents, although this may have affected by survey locations. Most visitors stayed one (25%) or two (33%) nights.

Table 9: Visitor Surveys

| | 2015-16 |
|-------------------------------------|---------|
| Respondents | 1,104 |
| U.S. | 96% |
| Foreign countries | 4% |
| Overnight Visitors | 71% |
| Day Visitors | 17% |
| Just Passing Through | 7% |
| Seasonal Resident/Second Home Owner | 5% |
| Leisure Travelers – Primary Purpose | |
| Vacationing | 44% |
| Visiting friends/relatives | 16% |
| Passing Through Area | 11% |
| Special event/festival/concert | 8% |
| Activities during Visit | |
| Restaurants | 70% |
| City/State/National Parks | 38% |
| Shopping | 38% |
| Wineries/Breweries/Distilleries | 34% |
| Hiking | 28% |
| Business Travelers | 5.7% |
| International Travelers | 4% |
| Retirees (over 65) | 25% |

Source: Guest Research, Inc.

Travelers from outside the U.S. comprise 4 percent of visitors to Mesa County. According to the GJVCB, competitive hotel rates with Moab, Utah, encourage tour operators to utilize Grand Junction as a hub for lodging. However, foreign motor coach tours have declined significantly in importance. There were 677 tours in 2000, but only 151 in 2003. Currently there are between 150 and 175 motor coach tours annually, both foreign and domestic, during the May-October season. Eighty or more are for Chinese

travelers. According to the GJVCB, each tour brings an estimated \$12,000 to Mesa County, for a total impact of almost \$2 million. Hotels we interviewed said the tour bus business (not necessarily foreign tourism) has had a major positive impact in the last few years.

The GJVCB welcomed visitors from 40 countries in 2015, led by Canada, Germany and England. The GJVCB sends out over 900 Grand Junction Visitor Guides to international tour companies from the GJVCB data base. This tour operator database information was built through the GJVCB's annual attendance at various international trade shows and familiarization tours to the Mesa County area.

Even though many of the sites that tourists visit when they come to Mesa County are outside the City of Grand Junction (e.g., Colorado National Monument, wineries and Grand Mesa), the vast majority of overnight visitors stay within the city limits. Survey respondents reported that 45 percent stayed near I70 and 23 percent stayed in downtown Grand Junction. Only 20 percent stayed in Fruita and Palisade. In addition, 66 percent visited downtown, 43 percent visited Horizon Drive and 27 percent visited the Mesa Mall area, which are all within the city limits.

Survey Comparisons

It is interesting to compare the results of the recent survey with other surveys done (by different groups) dating back to 1992 in order to look at the similarities and changes in the average Mesa County tourist. The surveys are not strictly comparable and none purports to be a scientific sample or to provide statistically significant results. However, the anecdotal data are useful and interesting.

Tourists have consistently been divided between about 96 percent U.S. and 4 percent foreign. However, the proportion from the Mountain Region has declined from 63 percent in 2004 to 56 percent in 2015-16. In 1997 only 26 percent of tourists were from Colorado. This rose to 53 percent in 2004, then fell to 45 percent in the recent survey.

Visitors continue to be well educated. In both 2004 and 2015-16, 36 percent of visitors were at least college graduates and in the recent survey 30 percent said they had a graduate degree, up from 9 percent in 2004. In 2004, 25 percent had only a high school degree or less. Recently, only six percent did not have some college education.

Income comparisons are more difficult because they are reported in current rather than inflation adjusted dollars. However, Mesa County tourists have been relatively affluent through the period studied. In 2015-16, 43 percent of survey respondents had an annual income of \$100,000 or more. In 2004, over 50 percent earned more than \$75,000, which is \$94,000 in current dollars. In 1997, 53 percent of respondents reported an annual income of less than \$50,000, which is \$74,000 in 2015 dollars.

There have been some significant changes in why tourists report they are visiting Mesa County. Shopping has declined in importance – from 65 percent in 1997 to 38 percent in 2015-16. Visits to wineries have risen from 11 percent in 1997 to 34 percent recently. Arts and culture has risen from 11 percent in 1997 to 15 percent today. Visits to Colorado National Monument have remained the most popular tourist activity throughout 20 years of surveys, ranging from 38 percent in 1997 to 31 percent in 2004 to 35 percent in 2015-16.

Table 10 Survey Comparisons

| | 1997 | 2004 | 2015-16 |
|--|-------|--------|---------|
| Residence | | | |
| U.S. | | 96.9% | 96% |
| Mountain Region | | 62.6% | 56.2% |
| Colorado | 26% | 53.0% | 44.6% |
| Utah | | 2.3% | 4.8% |
| Arizona | | 2.5% | 4.0% |
| Other U.S. | | 37.4% | 43.8% |
| California | 11% | 5.8% | 6.6% |
| International | | 3.1% | 4.0% |
| Age | | | |
| <45 | | | 23% |
| 45-64 | | | 57% |
| 65+/retirees | 20% | | 25% |
| Education | | | |
| High School or less | | 24.5% | 6.0% |
| College Graduate | 85% | 36.0% | 36.0% |
| Graduate Degree | | 9.4% | 30% |
| Income (adjusted for inflation) | | | |
| <\$50,000 | 53% | | 19% |
| \$50,000-\$99,999 | | | 39% |
| \$100,000+ | | | 43% |
| Business Travelers | 3.4% | 2.3% | 5.0% |
| Activities | | | |
| Outdoor Recreation | | | |
| Colorado National Monument | 35.7% | 31.0% | 35% |
| Wineries | 14.9% | 22.5%* | 34.4% |
| Shopping | 65% | 37.0% | 38% |
| Arts and Culture | 10.6% | 6.0% | 14.6% |

Source: Guest Research Inc. and Adams Group, Inc.
(But 21.6% of survey respondents were interviewed at the Wine Festival)

In the recent survey, 37 percent of respondents used the internet to obtain information about visiting Grand Junction, while 22 percent said that it was the most helpful source of information. Only one percent cited social media sites, likely the result of 76 percent of visitors being over 45. However, several restaurant owners we interviewed said social media was an important source of customers.

IV. ANALYSIS BY SECTOR

The tourist industry has its major direct impact on six sectors of the economy: accommodations, food service and drinking establishments, retail trade, other services, arts/entertainment/recreation, air and local transportation. The transportation sector is well paid, with an average weekly wage of \$939 in 2015 (Mesa County is too small to obtain a data breakdown below this level), while the other five sectors are among the lowest paid in the county. However, the abundance of part time jobs leads to understatement of the average hourly wage in these sectors.

Table 11: Mesa County Travel Industry

| | # Establishments | Employment | Total Wages (thousands) | Average Weekly Wage |
|-------------------------------|------------------|------------|----------------------------|---------------------|
| All Industries | 4,745 | 59,801 | \$2,474,463 | \$796 |
| Accommodations | 41 | 1,089 | \$22,986 | \$406 |
| Food Service/Drinking | 254 | 5,363 | \$85,976 | \$308 |
| Retail Trade | 536 | 8,001 | \$217,570 | \$523 |
| Other Services | 360 | 1,715 | \$51,976 | \$308 |
| Arts/Entertainment/Recreation | 61 | 886 | \$14,577 | \$316 |
| Transportation | 188 | 2,230 | \$105,961 | \$914 |

Source: QCEW, CO Department of Labor and Employment

Accommodations

There are over 3,000 hotel rooms in the Grand Junction area, up from about 2,500 when the 2004 study was done. Other overnight options include bed and breakfasts, RV parks and numerous public campgrounds. According to the 2017 Colorado Business Outlook Report from the Leeds School of Business at the University of Colorado in Boulder, there were one million visitors to Mesa County lodging properties in 2015.

There are two lodging occupancy surveys for Mesa County. The Rocky Mountain Lodging Report provides comparable data for other areas of Colorado but doesn't include several large Grand Junction properties. The STR Trend Report covers 83.3 percent of Grand Junction lodging facilities, 31 properties in all with 2,991 rooms.

The STR Trend Report indicates that both occupancy rates - 60.4 percent - and the average rental rate for a single room - \$80.93 - were at a seven-year high in 2016. The supply of rooms was down slightly from 2015 but the number of rooms sold - 659,206 - was also a seven-year record.

Table 12: Mesa County 2016 Lodging Occupancy Survey

| | 2016 | 2010-2016 average |
|---------------------|--------------|-------------------|
| Occupancy Rate | 60.4% | 57.0% |
| Average Rental Rate | \$80.93 | \$80.02 |
| Supply of Rooms | 1,091,715 | 1,077,196 |
| Rooms Sold | 659,206 | 614,135 |
| Revenue | \$53,352,263 | \$49,142,387 |

Source: STR Trend Report

The Rocky Mountain Lodging report shows an occupancy rate of 63.9 percent in 2016, up from 59.1 percent a year earlier. The average daily rental rate of \$84.80 was up from \$83.19 in 2015. This survey was based on 38,316 available rooms, well below STR's

92,721. Grand Junction was slightly above the state occupancy rate of 69.1 percent, but well below the average rental rate of \$152.11.

Table 13: Mesa County versus Colorado in 2016

| | Colorado | Grand Junction |
|---------------------------|-----------|----------------|
| Occupancy Rate | 69.1% | 63.9% |
| Average Daily Rental Rate | \$152.11 | \$84.80 |
| Available Rooms | 1,716,249 | 38,316 |

Source: Rocky Mountain Lodging Report

Lodging taxes (3%) in Grand Junction totaled \$1.416 Million in 2016, up 3.4 percent over 2015. This provided 67 percent of the GJVCB budget.

One question we had for the people in the lodging industry that we interviewed was what the mandated increase in the minimum wage would do to employment and room rates. We were told that they would cut hours, not employment, and pass along the higher costs in room rates and banquet charges.

Interviewees also said there is little government business and that private business travel is down. Tour bus business, although down from earlier peaks, and local sporting events, however, have a major positive impact.

Bookings by third parties (e.g., Travelocity) are increasing. The third party takes a substantial cut (e.g., \$35 of a \$90 fee) and, although they receive the lodging tax piece, they doubt it is passed on to local government. The internet accounts for over half of business and groups for another 36 percent.

Food Service/Drinking Establishments

Survey data show that 70 percent of visitors to Mesa County ate in a restaurant during their visit. The 254 establishments in the restaurant industry employ 5,363 workers at an average weekly wage of \$308. This excludes most tips.

We interviewed several restaurant owners with restaurants of various sizes, catering to different clientele. In our 2004 interviews, the primary problem managers cited was competition from national chains driving out the mom and pop and ethnic restaurants and driving up wages and prices. These factors were seldom mentioned in our recent discussions, although one restaurant owner did mention the pressure to compete with the chains on price and for back of house staff and another commented on the lack of good ethnic restaurants.

When asked about the potential impact of the increase in the minimum wage, one owner pointed out the seldom discussed impact on restaurant personnel now earning a few dollars above the minimum. They will likely see a decline in their wages as servers on tip wage receive a 70 percent increase.

The opening of high end downtown restaurants has encouraged tourists to not only eat downtown but also stay in downtown hotels. Healthy, locally grown food is popular, as are brew pubs. Demand for gluten-free food has dropped significantly. Pop up restaurants timed to coincide with special events are a growing market segment.

During tourist season and sporting events, up to 70 percent of restaurant clients are tourists, while in the winter customers are probably 80 percent locals. Business customers have declined significantly, especially at lunch.

High end restaurants were the one group that mentioned using social media to attract business. One owner mentioned that tourists sometimes get off of I70 just to eat at a restaurant they've heard about through social media.

Retail Trade

Tourists buy gas, tee shirts, souvenirs, books and newspaper and a host of other things at retail outlets. In addition, in a regional shopping center like Grand Junction, where people come in from more than 50 miles away or stay for more than one day and thus are classified as tourist, they buy many non-tourist goods such as cars, building materials and appliances that are not available in the small towns and rural areas where they live.

Interviews conducted with management in the retail sector pointed out that it is difficult to tell what percentage of customers are tourists. Sales don't vary a great deal from month to month, although sporting events provide a boost. The online market is cutting into local sales and retailers seem happy to push business to their website. Also, new stores in Montrose and Glenwood Springs have reduced the frequency of visits from customers from surrounding counties.

There were 536 establishments in the retail trade sector in Mesa County in 2015 employing 8,001 workers with a total annual payroll of \$217.6 million, an average weekly wage of \$523. This included 50 gasoline stations, 45 sporting goods, hobby book and music stores and 20 general merchandise stores. Retail sales in 2014 (most recent data available) totaled \$4.7 billion, up 57.1 percent from 2003. After adjustment for inflation, the real increase was 22.1 percent.

Table 14: Mesa County Retail Sales
(in millions)

| | 2003 | 2014 |
|--------------------|-----------|-----------|
| Nominal | \$2,969.3 | \$4,665.8 |
| Change | | 57.1% |
| Inflation adjusted | \$3,820.3 | \$4,665.8 |
| Change | | 22.1% |

Source: Colorado Department of Revenue

Survey data show that 38 percent of Mesa County visitors shopped while visiting. This activity was second only to dining out.

Arts, Entertainment and Recreation

Tourists avail themselves of many services in addition to hotels and lodging. They go to movies, visit museums and parks and utilize a host of other amusement and recreational services. In Mesa County in 2015 there were 61 establishments in the arts, entertainment and recreation sector, including three museums/historical sites/zoos/parks, 19 performing arts and spectator sports and 39 amusement, gambling and recreation establishments. These facilities employed 886 workers at an average salary of \$316. They directly contributed \$14.6 million in wages and salaries to the local economy.

The Bureau of Economic Analysis reports that arts and cultural economic activity has grown in every year between 1999 and 2013 (most recent data available) except for 2005, 2009 and 2011. In 2013 it increased 2.5 percent after adjustment for inflation.

A 2007 study for the Grand Junction Commission on Arts and Culture estimated that in 2006, 552,046 individuals attended almost 2,000 different events stages by local arts and cultural organizations in Mesa County. Of these they estimated that 17.8 percent (98,334) were from outside the county. This was up from 350,000 individuals at almost 700 events in 2003, with 17 percent from outside the county. Unfortunately, a 2017 update of these studies was not available when this report was completed. The economic impact of arts and cultural organization on the community was estimated at \$27.1 million in 2006.

A more recent study in January 2015 on the impact of the Museum of Western Colorado was conducted by CMU. The study estimated that 63 percent of museum visitors (38,385) came from outside the Western Slope, resulting in recreational spending of \$16.5 million, lodging expenditures of \$4.3 million and sales tax of \$1.2 million. Museum visitors (including Cross Orchards and Dinosaur Journey) stayed in the area approximately five days, well above the stay for the average tourist who responded to the 2015-16 survey.

Great Outdoors Colorado estimates that the wine industry contributes \$150 million to the Colorado economy annually. About 85 percent of the state's grapes are grown in Mesa County. The local industry has grown from Colorado's first modern winery that opened in 1968 to 15 in 2004 when we conducted our last impact analysis and to 27 today (Colorado Association for Viniculture & Enology).

According to the Colorado Association for Viniculture & Enology, 5,846 visitors from 38 states attended the 2013 Winefest. The GJVCB reported that it was the busiest tourist weekend in Mesa County, creating an economic impact between \$750,000 and \$1,000,000.

The North Star survey found that 14 percent community leaders said Grand Junction should target wineries/craft breweries to improve the economy. Twenty one percent of survey respondents said wineries/agritourism best describe the Grand Junction area and 21 percent said they had visited a winery or craft brewery.

The county's employment in the wine industry is difficult to estimate. Vineyard employment is reported in the crop production subsector of agriculture, while wineries are considered beverage manufacturers. Most tasting rooms are associated with wineries, but can spill over into food service and drinking places as well as wine shops. In Mesa County, the Beverage and Tobacco Production sector employs 202 workers in 15 establishments paying an average weekly wage of \$403, contributing \$4.2 million annually to the local economy. It is the lowest paid of the manufacturing subsectors.

Concerts and special events were cited by only 13 percent of respondents to the 2015-16 survey as something they did while in Grand Junction. However, there are several special events that make a major impact on the local tourist economy.

The Junior College Baseball World Series (JUCO) brings 180,000 fans over eight days to great Grand Junction. An \$8.2 million renovation of the JUCO center secured a 25-year

commitment to keep the event in Grand Junction. In 2015 it brought an estimated \$982,989 into the community, the largest single event.

JUCO's impact was followed by Colorado Mountain Winefest, with an estimated impact of between \$750,000 and \$1,000,000. It is the busiest tourist weekend for Mesa County. Tour of the Moon, involved 2,200 cyclists from 35 states and four foreign countries, 65 percent in the 45-64 age group. Its impact is estimated at \$740,000.

One topic that emerged in almost every interview we conducted was the need for an events center. There was a great deal of disagreement as to whether it should be built adjacent to the Two Rivers Convention Center, at Colorado Mesa University or elsewhere.

Other Services

In addition to entertainment, tourists spend money in other parts of the service economy. They get their hair cut, do laundry and seek repairs on their automobiles and electronic goods. The other services sector employs 1,715 workers at 360 establishments, paying total wages of \$51.7 million, an average weekly wage of \$580.

Transportation

The transportation is comprised of both air transportation and local transportation. Because of the small number of firms in the air transportation sector, no specific data are available. However, if we back out truck transportation, pipeline transportation, couriers and messengers, and warehousing and storage out of the Transportation and Warehousing sector, we are left with 38 firms including air transportation, transit and ground passenger transport (11 firms), scenic and sightseeing transportation and support activities (22 firms). That leaves five firms in air transportation and scenic and sightseeing transportation.

These 38 firms employ 859 workers at an average weekly wage of \$889. They contribute \$39.7 million annually to the local economy.

Most tourist travel to Mesa County in their personal car (71%) and another 12 percent come in rental cars, while seven percent arrive by plane.

Table 15: Travel to Mesa County

| | |
|----------------------|-----|
| Personal Car | 71% |
| Rental Car | 12% |
| Plane | 7% |
| RV/Camper | 5% |
| Train | 2% |
| Tour bus/Motor Coach | 1% |
| Motorcycle | 1% |
| Other | 1% |

Source: Guest Research, Inc.

One of the strengths of Mesa County is its modern airport, Walker Field. With four commercial airlines and one air taxi service offering 18 or more daily departures (varies by season) to six airports, it is the third busiest commercial airport in Colorado, after Denver and Colorado Springs. In 2016 there were 225,504 passenger boardings, up 3 percent from 2015.

Air traffic peaked in 1986 with 192,338 enplanements, prior to the lengthening of runways at Montrose and Eagle to accommodate large jets. It did not recover to that prior high until 2007, with 214,632 enplanements.

No usable air passenger data were available from the 2015-16 survey but in 2004 a survey showed that 56 percent of passengers were visitors – 19 percent from Colorado, 34 percent from other states and 3 percent from outside the U.S. This was similar to a 1997 survey that found 57.5 percent of passengers were visitors. Most (72%) were leisure travelers, while 24 percent were business travelers (30.6% in 1997) and 4 percent (1.2% in 1997) were combining business and pleasure. Airport management reports that current passenger traffic to Grand Junction includes a healthy balance of business travel, tourism and second home owners.

Airport management also reported that air traffic to Aspen is frequently diverted to Grand Junction. Shuttle services have been set up to get passengers, who frequently spend their first night in Grand Junction, to ski resorts in Aspen and Telluride. It is also cheaper to fly to Grand Junction than to Aspen and Telluride and, for people who are tired after three days of skiing, there are many other things to do in Mesa County.

Local transportation covers such things as cabs, limousines, city buses and trolleys, light rail and subways. In Mesa County, local transportation is limited to taxis and limousines. Several hotels provide shuttle service from the airport. However, most tourists (95%) rely on the automobile to get around. Only 1 percent or less used taxis, limo/car services or public transportation.

Table 16: Travel within the Grand Junction Area
(all that apply)

| | |
|-----------------------|-----|
| Car | 95% |
| Walk | 12% |
| Bicycle | 8% |
| Taxi | 1% |
| Limo/Car Service | <1% |
| Public Transportation | <1% |
| Other | 2% |

Source: Guest Research

In 2015 there were 11 firms providing transit and ground passenger transportation. They had 258 employees and an average weekly wage of \$386, for a total annual payroll of \$49.5 million. In addition, there were an undisclosed number of scenic and sightseeing transportation firms. Of course, not all ground transportation is used by tourists. Local residents without cars use cabs for shopping, etc. and local bus tours comprised primarily of Mesa County residents were cited by the wine industry as a source of visitors.

V. OUTDOOR RECREATION

MMGY Global reports that a significant theme among U.S. adults asked about their level of interest in participating in 30 different activities while on vacation is active and adventurous activities. Significant and increasing numbers want to visit a national park (61%), visit a mountain area (54%), hike (38%), camp (37%) and fish (36%).

A study by Southwick Associates for Colorado Parks and Wildlife in 2014 reported that outdoor recreation is a \$34.5 billion industry in Colorado. It supports over 313,000 jobs producing \$12.4 billion in wages and salaries and \$4.5 billion in local, state and federal tax revenues. This is the contribution of the entire recreation industry, not just the tourist portion.

Almost every person we interviewed in November cited outdoor recreation as the growing and most important segment of the Mesa County travel industry. The owner of a high-end restaurant pointed out that it is a mistake to assume people who come for outdoor recreation bring their tents and spend almost no money locally. “The mountain bikers come in their \$100,000 RVs with three \$10,000 mountain bikes on the front and spend a lot of money in town when they aren’t out on the trails.”

Twenty-eight percent of respondents to the North Star survey said “outdoor recreation” best describes the Grand Junction area, second only to “beautiful setting” – 33 percent. Community leaders (48.2%) said outdoor recreation/sports was the top area Mesa County should target to improve the community.

State and local organizations have supported this perception with dollars. Great Outdoors Colorado (GOCO), which invests proceeds of the Colorado Lottery in parks, trails, wildlife, rivers and open spaces, has committed more than \$38 million through nearly 200 grants made to 14 organizations in Mesa County since 1994. The Outdoor Recreation Coalition of the Grand Valley (ORC), which supports and promotes the outdoor recreation industry in Mesa County, has invested more than \$10 million in the county since the mid-1990s.

Mountain Biking

Mountain biking is a growing component of outdoor tourism, although it was mentioned in each of our earlier studies. The 142 mile Kokopelli’s Trail from Grand Junction to Moab, Utah, and the Tabogauche Trail across the Uncompahgre Plateau from Montrose to Grand Junction were highlighted in the 1998 GJVCB Official Visitors Guide.

Over seven percent (7.4%) of 2015-16 survey respondent’s mountain biked while in Grand Junction. They rated the experience very highly, with a net promoter score of 76 percent. (The NPR is the percentage of respondents who would definitely recommend an activity minus those not likely to recommend it.) Only parks ranked higher (83%).

The North Star study found that 12 percent of respondents said “mountain biking” best describes the Grand Junction area. This rose to 16 percent among decision makers when asked to list the top three descriptors. Although only one percent said mountain biking was the primary purpose of their trip, four percent said they mountain biked while visiting the area.

The Palisade Plunge, a mountain bike trail from the top of the Grand Mesa to Palisade, has received \$90,000 from GOCO. It will intersect the Powderhorn ski lift, or bikers may shuttle up before biking down the 5,000 foot drop.

Skiing

The Powderhorn ski resort reported that 20 percent of its skiers are from outside Mesa County. The area has 600 groomed acres, with a total of 1,600 skiable acres. Between our last two studies, skier days grew 15.6 percent, from 71,735 in 1996-97 to 82,948 in 2003-2004. The resort is no longer willing to share skier day data.

Colorado National Monument

Colorado National Monument is consistently the most visited attraction among survey respondents. It is also the one attraction with almost 100 years of visitor data. Since 1919, it has welcomed almost 23 million visitors. The 588,006 visitors in 2015 set an all-time record. A FY2016 study by the Pacific Consulting Group found that 81 percent of respondents rated the Monument's outdoor recreation as very good and 83 percent said the combined recreational opportunities were very good.

Fifty-five percent of visitors were over 50, with the 61-70 age group the largest, at 24 percent. License plate data show that 40 percent of visitors are locals, who are most likely to come to hike on the Monument's underutilized trails. Enjoying the scenery and non-extreme sports are popular with the aging demographic.

Parking lots were full during the summer and campgrounds were full a record number of nights. Bookstore sales were up 20 percent. Anecdotal reports are that southeast Utah is overcrowded, so tourists are coming here.

Motor Coach Tours reached a low point about five years ago but have been increasing slowly since then. In spring and early summer visitors come from Europe; early fall is when tourists visit from the Far East. There are few visitors from South America or Africa.

Although visitation is up 77 percent since 2006, the Monument's budget has been flat for eight years. There are now no full-time employees below the division level and many employees have had to take furloughs.

BLM/Forest Service Land

Over one third (35%) of 2015-16 survey respondents visits public lands during their time in Grand Junction. The Bureau of Land Management (BLM) Grand Junction field office reported over 1.1 million visitors in 2016, up slightly from 2015 after a two-year decline. Hiking/horseback riding areas reported a substantial decline in usage in 2016, down 31 percent. Trails for mountain biking/hiking/running had 299,999 visitors, up 15.8 percent since 2014.

Table 17: BLM Visitation

| | 2013 | 2014 | 2015 | 2016 |
|---------------------------------------|------------------|------------------|------------------|------------------|
| Overall Visitation | 1,212,065 | 1,188,526 | 1,160,646 | 1,137,356 |
| Hiking/Horseback | 131,919 | 135,510 | 123,900 | 85,300 |
| Mountain Biking/Hiking/Running | 264,260 | 258,163 | 280,700 | 299,000 |
| OHV Riding | 396,007 | 390,151 | 366,415 | 388,200 |
| Mixed Motorized/Non-Motorized | 49,089 | 58,866 | 62,326 | 62,300 |
| Scenic Touring/Wildlife Viewing/ etc. | 88,819 | 90,788 | 94,668 | 104,700 |
| Target Shooting | 91,362 | 87,997 | 109,224 | 113,873 |
| River Boating | 22,541 | 7,064 | 24,247 | 27,500 |

Source: BLM Grand Junction Field Office

Hunting/Fishing

Hunting Works for Colorado reports that 259,000 people hunt in Colorado each year, almost half (44%) from out of state. Each hunter spends an average of \$1,800 a year in Colorado, supporting 8,400 jobs paying \$292 million in wages and salaries. They pay \$51 million in state and local taxes.

The Southwick Report cites Mesa County as the one of the top ten (#6) counties by total output from hunting. This includes 484 jobs, \$12.5 million in labor income and \$2.4 million in state and local taxes. However, this is based on hunters, not just tourists.

Although only one percent of respondents to our 2015-16 survey said they came to Mesa County to hunt, the North Star study found that hunting/fishing was the primary purpose of their trip for two percent of respondents. Seven percent said it was something they did while in the county. The response to this question was likely influenced by the time of year and location of the survey.

There are several hunting outfitters in the area, which see large numbers of hunters from California and Texas. They often shop at Cabela's, have their meat processed locally and use local taxidermists. Train to Hunt is a program teaching hunting with bow and arrow and the Hook and Bullet Club at Palisade will be one of the largest shooting complexes in Colorado.

VI. IMPACT OF THE TRAVEL INDUSTRY ON MESA COUNTY

Tourism creates jobs in three ways. First, there are the jobs of the people who deal directly with tourists (direct employment). Then jobs are created in the sectors that provide goods and services to businesses dealing directly with tourists (indirect employment). Finally, jobs are created as people working in these sectors buy goods and services for their personal use (induced employment). The basis is survey data on tourist spending and likely misses some components, but it provides a rough estimate of the impact of the tourism sector as a dollar spent by someone coming from outside the region works its way through the Mesa County economy.

Employment

In 2015 the travel industry in Mesa County provided 3,050 direct jobs from overnight travelers, according to Dean Runyon Associates. This was 5.1 percent of all jobs reported in the QCEW. Runyon does not provide impact estimates at the county level for day tourists or estimates of indirect and induced employment.

Table 18: Employment Impact Analysis

| | 2004 | 2015 |
|----------------------------|---------|---------|
| Number of Visitors | | |
| Travel Spending (millions) | \$180.4 | \$281.0 |
| Employment | 2,701 | 3,050 |
| Earnings | \$43.9 | \$67.7 |
| Local Taxes | \$5.4 | \$8.7 |
| State Taxes | \$4.5 | \$6.4 |

Source: Dean Runyon Associates

To look at the total impact of tourism, we made the following estimates about employment in the industries where tourists spend their money.

Table 19: Tourism Industry Employment

| | Total Employment | % Attributable to Tourism | Tourism Employment |
|-------------------------------|------------------|---------------------------|--------------------|
| Accommodations | 1,089 | 100% | 1,089 |
| Food Service/Drinking | 5,363 | 25%* | 1,341 |
| Air/Local Transportation | 859 | 28% | 241 |
| Transit/Ground Transport | 258 | 25% | 65 |
| Support Activities | 527 | 25% | 132 |
| Air/Scenic/Sightseeing | 74 | 60% | 44 |
| Arts/Entertainment/Recreation | 886 | 25% | 222 |
| Retail Trade | 8,001 | 20% | 1,600 |
| Other Services | 1,715 | 20% | 343 |
| TOTAL | 18,772 | | 4,836 |

Source: QCEW and Summit Economics

*National Restaurant Association estimate

We estimate that 4,836 jobs are directly attributable to overnight and day tourism. When the indirect and induced employment effects are included, overnight and day tourism in Mesa County is responsible for 5,566 jobs.

Income

The QCEW reports also provide data on wages and salaries paid by reporting companies. We use these data to estimate the total wages and salaries in Mesa County attributable to the travel industry.

Table 20: Wage and Salary Impact Analysis
(millions of \$s)

| | Total Wages | % Attributable to Tourism | Tourism Wages |
|-------------------------------|-----------------|---------------------------|-----------------|
| Accommodations | 22.99 | 100% | 22.99 |
| Food Service/Drinking | 85.98 | 25%* | 21.49 |
| Air/Local Transportation | 39.70 | 28% | 11.16 |
| Arts/Entertainment/Recreation | 14.68 | 25% | 3.64 |
| Retail Trade | 217.51 | 20% | 43.50 |
| Other Services | 51.68 | 20% | 10.34 |
| TOTAL | \$432.43 | | \$113.12 |

Source: QCEW and Summit Economics

We estimate that \$113.12 million in wages and salaries are directly attributable to overnight and day tourism. When the indirect and induced income effects are included, overnight and day tourism in Mesa County is responsible for \$139.88 million in wages and salaries.

Tax Revenue

According to the Colorado Department of Revenue, retail sales in Mesa County in 2014 were \$4.66 billion. Unfortunately, 2015 data are not yet available. Taxable sales were \$2.39 billion and net taxes were \$67.5 million. BBC Research and Consulting estimates that 30 percent of sales tax revenues come from spending by visitors from outside Mesa County. In 2015 this amounted to \$12.8 million.

In addition, all lodging taxes are paid by tourists. In 2016 tourists paid \$1.416 million in lodging taxes.

Tourists were indirectly responsible for millions of dollars in taxes paid by employees whose jobs they supported. Other taxes are attributable to the tourist industry, as well, but those data are not available to make a responsible estimate of the amount.

VII. QUALITATIVE ANALYSIS

Tourism impacts the Mesa County economy in ways that go beyond what is captured by the traditional multiplier analysis used above. These impacts are both positive and negative. They are more easily identified in small, tourist-dependent resort communities than in a regional trade center such as Grand Junction, but they exist here as well.

One example is the impact on the retirement community, an important component of the local economy. The amenities that result from a healthy tourist economy – nice restaurants, attractions, cultural events and golf courses, to name a few – are attractive to retirees. The availability of these amenities helps attract retirees with their pensions, Social Security and investment income to the Mesa County area. The 2015-16 survey reported that 35 percent of survey respondents would consider relocating to the Mesa County area. This is important, since the U.S. population is aging rapidly. The Bureau of the Census estimates that by 2030, more than 20 percent of the U.S. population will be aged 65 and over, up from 12.4% in 2000.

A second example is quality of life. The availability of the amenities that attract retirees also enhances the quality of life of Mesa County residents. At the same time, the congestion and crowding caused by tourists reduces the quality of life. On balance, the impact is probably positive.

A third example is medical tourism. Local health care providers and hospitals all contribute indirectly to the tourist industry. St. Mary's Regional Medical Center estimates that 33 percent of its patients come from outside Mesa County, similar to 2004 and up slightly from 30.3 percent in 1997. Community Hospital receives 11 percent of its inpatients from outside Mesa County and eight percent of its outpatients. This eight percent total is double the impact in our 2004 report. Family and friends come with patients seeking medical care, staying in local hotels and eating at local restaurants.

Educational tourism is a fourth example. At Colorado Mesa University (CMU) in 2016, 62.7 percent of the 9,120 students are from outside Mesa County, including 16.3 percent from outside Colorado. There are 88 international students.

Family and friends accompany students on recruiting visits and when they enroll, then return for special events such as homecoming, plays and concerts, Parents' Weekend and graduation. Athletic events that bring in visitors include RMCA and NCAA championship games and "border wars" tournaments with Utah and other parts of Colorado, in addition to regular university games. Sporting events were mentioned by several people we interviewed as bringing tourists to the region and boosting their revenues.

The university also impacts the tourist economy by holding summer sports camps (e.g., soccer and basketball) and regional tournaments. Parents and friends accompany the athletes, spending an average of one night in the area. A university official we interviewed pointed out that many of these people come back to the Grand Valley to vacation after becoming acquainted with the region during their initial visit to CMU.

A recently released study identified 464,594 visitors to the university, with 33 percent from outside the western Colorado region. The study estimated that these visitors spent \$37.3 million in Mesa County in fiscal year 2015-16.

The Grand Junction Economic Partnership, an economic development agency that promotes Mesa County as a mecca for outdoor sports, suggested that recreation-related industries often locate in the Grand Junction area after the owner first comes as a tourist.

Of the 168 manufacturing firms in Mesa County, several create products for the outdoor recreation industry. These include:

- Colorado Clear – A Palisade company that crates biodegradable, recyclable water bottles.

- Bonsai Design – A Grand Junction company that develops outdoor aerial adventure parks throughout North America, including the Vail zip line and aerial adventure course.

- Leitner Poma – A leading manufacturer of cable transport systems such as gondolas and trams.

Enstrom, a fourth-generation Grand Junction firm that manufactures toffee and other confections, attracts tourists to its downtown facility to watch the process, enjoy samples and purchase their product.

Michael Porter, a respected Harvard business professor, argues that a healthy tourist economy helps make the inner-city function. The availability of low skilled part time jobs allows unskilled workers with poor work habits to enter the labor force and learn the skills that will enable them to hold better jobs in the future. Even though general merchandise store jobs pay only 51.3 percent of the Mesa County average, hotel and lodging jobs pay only 51 percent and food service jobs pay only 38.7 percent (understated because not all tips are included), they provide valuable training to workers who would otherwise be unable to enter the labor market. They also offer part time work opportunities to students, retirees and others who prefer not to enter the full-time workforce.

VIII. SUMMARY

Clearly, the travel industry is important to the Mesa County economy. In terms of bringing new dollars into Colorado, it is the state's second largest industry (after manufacturing) and there is every reason to believe it is similarly important to the Mesa County economy.

What does an industry that generates 5,566 jobs, \$139.88 million in wages and salaries, 30 percent of sales tax revenue (\$12.8 million) and \$1.416 in lodging tax revenues mean to the people who live, work and pay taxes in Mesa County?

Our estimates show that tourism directly accounts 25 percent of restaurant employment and salaries. Additional jobs and salaries are generated by the multiplier effect through indirect and induced spending. If there were no tourist industry in Mesa County, at least 64 of the region's 254 food service and drinking places would go out of business.

There would be no hotel and lodging industry in Mesa County if there were no tourists. This would eliminate 41 establishments, 1,089 jobs in the lodging industry and 179 jobs in other industries.

Walker Field would be much smaller if it weren't for the business and leisure travelers, with far fewer flights. There would be less competition and air fares would surely be higher.

There would be fewer cultural activities, less incentive for retirees to relocate or remain here and fewer opportunities for people with minimal job skills to gain valuable work experience. Without the tourist industry, Mesa County would have a far less diverse, more parochial economy.

DATA SOURCES

BBC Research and Consulting, Sources of 2015 Grand Junction Sales Tax Revenues, October 2016

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Colorado Mesa University, Museum of Western Colorado: Visitor and Resident Economic Impact Study, January 2015

Colorado Viniculture and Enology Association

Dean Runyon Associates, Colorado Travel Impacts, 1996-2015p, June 2016

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Great Outdoors Colorado

Guest Research, Inc., Visitor Satisfaction & Loyalty Research Report, November 2016

Harris Group, Portrait of an American Traveler

Hunting Works for Colorado

Longwoods International, Colorado Travel Year 2015, June 2016

MMGY Global, Travelhorizons, July 2016

North Star Destination Strategies, Grand Junction and Mesa County BrandPrint, June 2016

Rocky Mountain Lodging Report

Southwick Associates, The Economic Contributions of Outdoor Recreation in Colorado: A Regional and County-level Analysis, February 2014

STR Trend Report

The Adams Group, Inc., 1997 and 2004 studies of tourism's impact on Grand Junction

Travel Industry Association of America

U.S. Bureau of Economic Analysis

U.S. Department of Commerce, RIMS II

U.S. Department of Labor

U.S. Travel Association

INTERVIEWS

City Officials
GJVCB Board Members and Staff
Colorado Mesa University
Grand Junction Economic Partnership
Mesa Mall
Enstrom Candies
JUCO
Lodging Industry
Restaurant Industry
Ski Industry
Colorado National Monument
Grand Junction Daily Sentinel
Wineries
Walker Field
Real Estate Industry

Colorado Destinations Check-Out Rates - 2017

| Rank | Destination | Lodging Tax | City/Local Tax | County Tax | State Tax | Other Tax (i.e. transit) | Total Check-out Rate | Notes |
|------|------------------------|--------------|----------------|--------------|--------------|--------------------------|----------------------|----------------------------|
| 1 | Denver | 10.75% | 0.00% | 0.00% | 2.90% | 1.10% | 14.75% | |
| 2 | Mesa Verde Country | 3.90% | 4.05% | 0.00% | 2.90% | 3.70% | 14.55% | |
| 3 | Grand County | 1.80% | 8.20% | 1.30% | 2.90% | 0.00% | 14.20% | |
| 4 | Alamosa | 1.90% | 2.00% | 3.00% | 2.90% | 4.00% | 13.80% | |
| 5 | Snowmass Village | 2.40% | 3.50% | 3.60% | 2.90% | 0.40% | 12.80% | |
| 6 | Aurora | 8.00% | 3.75% | 0.25% | 2.90% | 1.10% | 12.75% | |
| 7 | Boulder | 7.50% | 0.00% | 0.0985% | 2.90% | 1.10% | 12.485% | |
| 8 | Avon | 4.00% | 4.00% | 1.50% | 2.90% | 0.00% | 12.40% | |
| 9 | Breckenridge | 3.40% | 2.50% | 2.00% | 2.90% | 1.48% | 12.275% | |
| 10 | Crested Butte/Gunnison | 4.00% | 4.00% | 1.00% | 2.90% | 0.35% | 12.25% | |
| 11 | Pagosa Springs | 4.90% | 2.00% | 2.00% | 2.90% | 0.00% | 11.80% | |
| 12 | Pueblo | 4.30% | 3.00% | 1.00% | 2.90% | 0.50% | 11.70% | |
| 13 | Steamboat Springs | 1.00% | 4.50% | 1.00% | 2.90% | 2.00% | 11.40% | |
| 14 | Aspen | 2.00% | 2.40% | 3.60% | 2.90% | 0.40% | 11.30% | |
| 15 | Glenwood Springs | 2.50% | 3.70% | 1.00% | 2.90% | 1.00% | 11.10% | |
| 16 | Manitou Springs | 2.00% | 3.90% | 1.23% | 2.90% | 1.00% | 11.03% | |
| 17 | Grand Junction | 3.00% | 2.75% | 2.37% | 2.90% | 0.00% | 11.02% | |
| 18 | Beaver Creek | 0.96% | 5.35% | 1.50% | 2.90% | 0.00% | 10.71% | |
| 19 | Estes Park | 2.00% | 5.00% | 0.65% | 2.90% | 0.00% | 10.55% | |
| 20 | Fort Collins | 3.00% | 3.85% | 0.65% | 2.90% | 0.00% | 10.40% | |
| 21 | Carbondale | 2.00% | 3.50% | 1.00% | 2.90% | 1.00% | 10.40% | |
| 22 | Fremont county | 2.00% | 2.90% | 2.50% | 2.90% | 0.00% | 10.30% | |
| 23 | Longmont | 2.00% | 3.275% | 0.985% | 2.90% | 1.10% | 10.26% | |
| 24 | Colorado Springs | 2.00% | 3.12% | 1.23% | 2.90% | 1.00% | 10.25% | |
| 25 | Greeley | 3.00% | 4.11% | 0.00% | 2.90% | 0.00% | 10.01% | |
| 26 | Durango | 2.00% | 3.00% | 2.00% | 2.90% | 0.00% | 9.90% | |
| 27 | Vail | 1.40% | 4.00% | 1.50% | 2.90% | 0.00% | 9.80% | |
| 28 | Ouray | 0.00% | 4.00% | 2.00% | 2.90% | 0.00% | 8.90% | plus \$3.00/nt lodging fee |
| 29 | Morgan County | 1.90% | 3.00% | 0.00% | 2.90% | 0.00% | 7.80% | |
| 30 | Chaffee County | 1.90% | 0.00% | 2.50% | 2.90% | 0.00% | 7.30% | |

GJ Current Check-out Ranking: 17th

| | Check-out Rate | State Rank |
|---------------------|----------------|------------|
| If Increase: | 1.00% | 11th |
| | 1.25% | 10th |
| | 1.50% | 7th |
| | 1.75% | 6th |
| | 2.00% | 5th |
| | 2.25% | 5th |
| | 2.50% | 5th |
| | 2.75% | 5th |
| | 3.00% | 4th |
| | 3.25% | 4th |
| | 3.50% | 4th |
| | 3.75% | 1st |
| | 4.00% | 1st |



March 2, 2018

The Honorable Mayor Rick Taggart
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Dear Mayor Taggart and members of City Council,

The Visit Grand Junction Board of Directors met on March 1, 2018 to discuss the future advancement of tourism to our area through a proposed increase to the Grand Junction lodging tax.

Today, tourism in Mesa County is the number one basic industry. It provides direct and indirect employment for over 5,500 residents and generates \$139.9 million in wages, over \$12.9 million in local tax collection, and \$282.3 million in travel spending to local businesses. Over the past 28 years, Visit Grand Junction has successfully implemented marketing and sales programs that have been used for attracting conventions, meetings, world-wide visitors and media, and diverse special events. However, in recent years our competitive edge has lost momentum due to stagnant resources.

As the tourism landscape and needs of the community changes over the next 25 years, additional revenue is critical to maintain our share in the rapidly changing and competitive marketplace and provide sustainability for the Visit Grand Junction organization.

The Visit Grand Junction Board respectfully request that the City Council refer a Ballot Initiative for the November 2018 County Election, which would raise the current 3% lodging tax an additional 3% for a total of 6%.

Elements of the ordinance:

- 1) A lodging tax increase of 3.0% is paid by visitors and if possible, be exempt from Tabor restrictions. The Visit Grand Junction Board recommends the additional 3% be utilized for:
 - Funding towards the efforts of the Grand Junction Regional Air Service Alliance
 - Funding towards the total budget of Visit Grand Junction to expand regional and national marketing and promote new air service routes
 - Sustainable funding to support the marketing efforts of the Greater Grand Junction Sports Commission and the development of additional special events
- 2) This tax will be paid by guests of hotels, motels, short-term vacation rentals, bed and breakfasts, private business campgrounds (not including Federal and State campgrounds), and similar establishments providing temporary quarters or space for less than 30 days. Unless staying in these establishments, residents do not pay this tax.
- 3) The original lodging tax transfers all monies to Visit Grand Junction, a department of the City of Grand Junction, to administer the designated marketing funds. The Board recommends that revenue

derived from this new tax be funded through Visit Grand Junction and not directly to separate special interests.

- 4) The City Council oversight of City lodging tax revenue and the 9-member Visit Grand Junction Advisory Board has resulted in strong fiscal accountability, communication and continued success of the mission. Should an increase in the lodging tax be approved by the voters, the Visit Grand Junction Advisory Board recommends continued oversight by the City of Grand Junction and its' elected officials of all collections.
- 5) This new lodging tax comes with the understanding that with the market shifts, demographic changes, and expanding attractions, Visit Grand Junction would be able to respond as needed to market changes.
- 6) Upon passage, the Visit Grand Junction Advisory Board recommends the addition of two board seats with representation from the Greater Grand Junction Sports Commission and the Grand Junction Regional Air Service Alliance.

An additional investment in effective destination marketing is economic development. These new funds are needed to remain competitive regionally, nationally and internationally. This investment will attract new visitors, create significant local economic activity and generate crucial tax revenue to support essential community services. Without this investment, Grand Junction could relinquish these benefits to competing destinations. This additional revenue from an increase in the lodging tax has the power to give our community the boost it needs to secure a diversified economy.

The Visit Grand Junction Advisory Board appreciates your time and consideration of this request.

Sincerely,

Julie Shafer

Julie Shafer
Visit Grand Junction Board Chair

Board Members:
Brad Taylor
Susie Kiger
Josh Niernberg
Kevin Reimer
Britt Mathwich
Tammy Andersen
Elizabeth Hallgren
Paul Petersen

RESOLUTION NO. __-18

A RESOLUTION SETTING A TITLE AND SUBMITTING TO THE ELECTORATE ON NOVEMBER 6, 2018 A MEASURE TO INCREASE AND RETAIN AND SPEND ALL LODGING TAX REVENUES AS DEFINED BY ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION

RECITALS.

In 1988 the City Council of the City of Grand Junction adopted Ordinance 2401 creating the Grand Junction Visitors and Convention Bureau (VCB). Since January 1, 1989 the VCB (now known as *Visit Grand Junction*) has capably served the City and the region by providing destination marketing, promotion and visitor services. With Ordinance 2401/People's Ordinance 34, the City imposed a 3% tax on the price paid for "lodging," which is defined as the providing of the right to use or possess, for consideration, any room or rooms for temporary occupancy, such as, but not limited to: a room in a hotel, guesthouse, hotel apartment and lodging houses, motel, ranch, resort, mobile home, mobile home park, bed and breakfast establishment, movable structure, auto camp, trailer court, inn, hostel or park under any concession, permit, right of access, lease, contract, license to use or other arrangement or otherwise, but shall not include rentals under a written agreement for occupancy for a period of 30 consecutive days or more.

The revenues derived from such lodging tax are used exclusively for promoting and marketing tourism and tourism-related activities.

In 2017 travel and tourism generated approximately \$1.46 million in lodging taxes and \$1.39 million in local sales tax revenues. They also bring jobs and economic prosperity: the travel industry alone provides Grand Junction more than 5,500 jobs and \$139.9 million in wages. Grand Junction experienced \$282.3 million in direct travel spending in 2017, with tremendous potential to grow beyond that sum.

Because the lodging tax is almost universally paid by business and leisure travelers, it imposes little if any burden on City residents. Using lodging tax revenues to fund travel, destination marketing, and visitor services also creates a positive nexus between the cost of providing those services and the users of those services, while providing a substantial economic benefit to the City by the infusion of funds from people who live outside the community.

Because the lodging tax rate was set nearly 30 years ago and has not increased since then, and because of a demonstrated need for new and additional services, including sports tourism marketing and support for direct air service to and from Grand Junction, the City Council has determined that the lodging tax should increase by 3%.

The purpose of this resolution is therefore to set a ballot question to increase the lodging tax and to seek voter authorization for the City of Grand Junction to retain and spend this important tax revenue for the use and benefit of *Visit Grand Junction*, of the Greater Grand Junction Sports Commission (GGJSC) and the Grand Junction Regional Air Service Alliance (GJRASA), so long as such funds are expended, as determined by the City Council, for promotion and marketing for travel and tourism-related activities

including but not limited to sports-related tourism and support for direct air service in Grand Junction.

The 1989 Lodgers Tax was imposed prior to the 1992 Taxpayer Bill of Rights (TABOR) and is therefore exempt from the provisions thereof; however, this 3% Lodgers Tax Increase must be approved by voters. The ballot question will allow voters to decide these important tax and spending questions.

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

1. The purpose of this resolution (Resolution) is to authorize the submission to the eligible electors voting at the election to be held on the first Tuesday of November 2018 (the Election), a ballot question to enact, levy and impose an increase in the Lodgers Tax at a rate of 3% (for a total Lodgers Tax of 6%) on the price paid for the leasing or rental of any occupied hotel room, motel room, lodging house, bed and breakfast, and other accommodation with the revenues derived from such lodging tax being used exclusively for promoting and marketing tourism and tourism related special events and activities all in accordance with the ordinances of the City of Grand Junction and this resolution and ballot question. The 3% increase shall be referred to herein as the "Lodgers Tax Increase."
2. If approved by the eligible electors voting thereon, the Lodgers Tax Increase shall be a voter-approved revenue change or an exception to limits on revenues and spending, without limiting the collection or spending of any other revenues or funds by the City under Article X, Section 20 of the Constitution of the State of Colorado (TABOR) or any other law.
3. If approved by the eligible electors voting thereon at the Election, the Lodgers Tax Increase shall become effective on January 1, 2019.
4. If not approved, the Lodgers Tax of 3% will remain in effect and remain an exception to the limits on revenues and spending under Article X, Section 20 of the Colorado Constitution (TABOR), having been imposed prior to the enactment of TABOR.
5. The definitions of the words contained in this Resolution, if not specifically defined herein, shall be as set forth in the Grand Junction Municipal Code (GJMC), which definitions are incorporated by reference into this Resolution as if fully set forth. The term "City" includes all lands within the corporate limits of the City of Grand Junction and all lands duly and lawfully annexed to the City.
6. At the time of making a tax return of the Lodgers Tax, every owner of every lodging property vendor shall continue to be entitled to withhold a processing fee to cover the expenses for the collection and remittance of the Lodgers Tax in accordance with GJMC 3.08.010 *et seq*; however, because the cost of processing is not expected to increase, no such processing fee shall apply to this 3% Lodgers Tax Increase amount.

7. Except for the foregoing change regarding the Vendors Fee, for the purposes of applicability, exemptions, collection, administration and enforcement of this Resolution and the Lodgers Tax, the provisions of GJMC 3.08.010 et. seq., as amended from time to time, shall be deemed applicable and incorporated into this Resolution.
8. Effective January 1, 2019, the City of Grand Junction shall budget and expend the revenue generated from the Lodging Tax Increase for the following purposes:
 - a) Marketing, promoting, soliciting and sponsoring, in whole or in part, travel and tourism related activities, including but not limited to tourism-generating sporting activities, events, tournaments and competitions; and
 - b) Marketing, promoting, purchasing and/or contracting for additional direct airline route(s) and airline service from existing or new carriers to and from Grand Junction; and,
 - c) Destination marketing and destination management services such as branding, marketing and support of the products and services that draw people to the area.
9. To promote, market and obtain travel and tourism and tourism related activities, all as generally described above, the City may annually budget 75% of the Lodgers Tax Increase to the GGJSC and 1.0% of the Lodgers Tax Increase to the GJRASA, with changes in any annual allocation(s) subject to formal consideration by the City Council. However allocated in each and every year after the Lodging Tax Increase is effective, all revenue derived from the Lodgers Tax Increase shall be used solely for the purpose of promoting and marketing travel, tourism and tourism related activities, as determined by the City Council.

At the general election, to occur on November 6, 2018, the official ballot, including absentee and mail ballots, shall state the substance of the question to be voted upon and so stated shall constitute the ballot title, designation and submission clause, and each registered elector voting at the election shall indicate his or her choice on the question submitted, which shall be in the following form:

SHALL THE CITY OF GRAND JUNCTION LODGING TAX BE INCREASED BY ONE MILLION EIGHT HUNDRED FIFTY THOUSAND DOLLARS (\$1,850,000) IN THE FIRST YEAR (2019), AND BY WHATEVER ADDITIONAL AMOUNTS ARE RAISED ANNUALLY THEREAFTER, BY THE ADOPTION OF AN ADDITIONAL THREE PERCENT (3%) TAX ON THE PRICE PAID FOR LODGING IN THE CITY, WITH THE ADDITIONAL THREE PERCENT (3%) TAX COLLECTED IN THE SAME MANNER AS THE CITY'S LODGING TAX; WITH ALL OR ANY PORTION OF THE NET PROCEEDS OF THE ADDITIONAL 3% LODGING TAX, AS DETERMINED BY THE CITY COUNCIL, BEING COLLECTED, RETAINED AND SPENT TO FUND PROMOTION AND MARKETING FOR TRAVEL AND TOURISM-RELATED ACTIVITIES SUCH AS AND INCLUDING BUT NOT LIMITED TO:

- **MARKETING, TRAVEL AND TOURISM-RELATED ACTIVITIES THAT SUPPORT DESTINATION MARKETING OF THE AREA;**

- MARKETING, SUPPORTING, AND/OR ARRANGING FOR ADDITIONAL DIRECT AIRLINE SERVICE TO AND FROM GRAND JUNCTION;
- MARKETING, PROMOTING, AND SPONSORING SPORTING ACTIVITIES, EVENTS, TOURNAMENTS, COMPETITIONS AND EXHIBITIONS;

EXCEPT THAT NO VENDOR PROCESSING FEE SHALL APPLY TO THE INCREASE AND SHALL THE REVENUES GENERATED BY SUCH TAX INCREASE AND PROCEEDS BE COLLECTED AND SPENT BY THE CITY AS A VOTER APPROVED REVENUE CHANGE, WITHOUT REGARD TO ANY SPENDING, REVENUE-RAISING, OR OTHER LIMITATION CONTAINED WITHIN ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION OR ANY OTHER LAW?

YES ____

NO ____

Adopted this ____ day of July 2018.

Barbara Traylor-Smith
President of the Council

ATTEST:

Wanda Winkelmann
City Clerk



Grand Junction City Council

Regular Session

Item #4.b.

Meeting Date: July 18, 2018

Presented By: Greg Caton, City Manager

Department: City Clerk

Submitted By: Wanda Winkelmann

Information

SUBJECT:

A Resolution Calling a Special Election for November 6, 2018

RECOMMENDATION:

Staff recommends adoption of the resolution.

EXECUTIVE SUMMARY:

The purpose of this item is to call a Special Municipal Election to be held in conjunction with the November 6, 2018 Mesa County Coordinated Election.

BACKGROUND OR DETAILED INFORMATION:

The Mesa County Clerk and Recorder will be conducting an election on November 6, 2018. If City Council decides to place any measures on the ballot, the following steps will be taken:

1. A formal letter will be sent to the Mesa County Clerk stating the City of Grand Junction will participate in the November election;
2. An Intergovernmental Agreement (IGA) will be entered into with Mesa County;
3. Staff will certify ballot language by September 7, 2018 to the County Clerk.

Additional actions, as required by State statute, will be conducted by the City Clerk as the Designated Election Official.

FISCAL IMPACT:

The City Clerk's 2018 budget included costs for a November 2018 Special Election. According to the Elections and Recording Manager with Mesa County, Grand

Junction's cost to participate in the November 2018 election is \$21,265.82 (plus costs for the TABOR notice). In 2017, the TABOR notice cost \$6,424.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 46-18, a resolution calling a special election in the City of Grand Junction, Colorado concerning the possible increase in the lodger's tax and providing other details relating thereto.

Attachments

1. Resolution Calling Special Election November 2018

RESOLUTION NO. XX-18

**A RESOLUTION CALLING A SPECIAL ELECTION IN THE CITY OF
GRAND JUNCTION, COLORADO CONCERNING THE POSSIBLE
INCREASE IN THE LODGER'S TAX AND PROVIDING OTHER
DETAILS RELATING THERETO**

WHEREAS, the City of Grand Junction, in the County of Mesa and State of Colorado (the "City"), is a home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City Charter (the "Charter"); and

WHEREAS, the members of the City Council of the City (the "Council") have been duly elected and qualified; and

WHEREAS, the Council hereby finds and determines that it is in the public interest to pose a certain question to the electors regarding an increase in lodging tax; and

WHEREAS, Article X, Section 20 of the Constitution ("TABOR") requires voter approval for a tax measure and for spending certain moneys above limits established by TABOR; and

WHEREAS, TABOR requires the City to submit ballot issues (as defined in TABOR) to the City's electors on limited election days before action can be taken on such ballot issues; and

WHEREAS, November 6, 2018, is one of the election dates at which ballot issues may be submitted to the City's electors pursuant to TABOR; and

WHEREAS, the County Clerk of Mesa County (the "County Clerk") is conducting a coordinated election on November 6, 2018, pursuant to §1-7-116, C.R.S.; and

WHEREAS, the Council is of the opinion that the City should seek voter approval for the purposes provided in this resolution and the resolution setting the ballot question; and

WHEREAS, it is necessary to set forth certain procedures concerning the conduct of the election.

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

Section 1. All actions heretofore taken (not inconsistent with the provisions of this resolution) by the City and the officers thereof, directed towards the election and the objects and purposes herein stated are hereby ratified, approved and confirmed. Unless otherwise defined herein, all terms used herein shall have the meanings defined in §1-1-104, C.R.S., and TABOR.

Section 2. Pursuant to the Uniform Election Code and all other applicable laws of the State of Colorado, the Council hereby determines that an election shall be held on November 6, 2018, at which there shall be submitted to the registered electors of the City the question set forth in Section 3. hereof. The City shall participate in the coordinated election being conducted by the County Clerk on November 6, 2018. The officers of the City are authorized to enter into an intergovernmental agreement with the County Clerk pursuant to §1-7-116 of the Uniform Election Code. Any such intergovernmental agreements heretofore entered into in connection with the Election are hereby ratified, approved and confirmed.

Section 3. The Council hereby authorizes and directs the designated election official to certify to the County Clerk, on or before September 7, 2018, the ballot issues in substantially the form of each resolution pertaining to the same.

Section 4. The Council hereby appoints the City Clerk as the designated election official for purposes of performing acts required or permitted by law in connection with the election. Pursuant to §1-1-111(2), C.R.S., all powers and authority granted to the Council may be exercised by the designated election official, including but not limited to the power to appoint election judges.

Section 5. If a majority of the votes cast on each question are in favor, then the City shall be authorized to act as provided in the question and if a majority of the votes cast on each question are opposed then the City shall not be authorized to act.

Section 6. The officers of the City are hereby authorized and directed to take all action necessary or appropriate to effectuate the provisions of this resolution.

Section 7. If any section, paragraph, clause or provision of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall in no manner affect any remaining provisions of this resolution, the intent being that the same are severable.

INTRODUCED, READ, APPROVED AND ADOPTED this ____ day of _____,
2018.

President of the Council

ATTEST:

City Clerk



Grand Junction City Council

Regular Session

Item #5.a.i.

Meeting Date: July 18, 2018

Presented By: David Thornton, Principal Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner
Community Development Department

Information

SUBJECT:

An Ordinance Amending the Comprehensive Plan by Adopting the Grand Junction Circulation Plan, Including the Network Map, Street Plan Functional Classification Map, and Active Transportation Corridor Map and Repealing and Replacing the Grand Valley Circulation Plan and Urban Trails Plan; and a Resolution Adopting a Complete Streets Policy for the City of Grand Junction

RECOMMENDATION:

The Planning Commission recommended approval (6-0) of the 2018 Grand Junction Circulation Plan and the Complete Streets Policy (5-1) at their May 22, 2018 meeting.

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. It proposes using canals and drainages for approximately 40 miles of trail connections, where it is a better and more safe alternative for non-motorized transportation using the transportation network. It reduces the number of miles of canal trails from the 2001 Urban Trails Master Plan by approximately 20 miles to 24 miles total. 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.

BACKGROUND OR DETAILED INFORMATION:

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 approved 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.

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.

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.

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:

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

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.

FISCAL IMPACT:

This is a long-range planning document, therefore there is no direct fiscal impact.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 4808, an ordinance amending the Comprehensive Plan by adopting the Grand Junction Circulation Plan, including the Network Map, Street Plan Functional Classification Map, and Active Transportation Corridor Map and repealing and replacing the Grand Valley Circulation Plan and Urban Trails Plan on final passage and order final publication in pamphlet form.

I move to (adopt/deny) Resolution 48-18, a resolution adopting a complete streets policy for the City of Grand Junction.

Attachments

1. Circulation Plan Document - Final Draft
2. Network Map
3. GJCP_Revisions to Street Plan_2018
4. GJCP_Revisions - List of Changes
5. Street Plan_2018
6. Active Transportation Corridors map
7. List of Public Meetings
8. Letters and Public Comments
9. Complete Streets Policy
10. Proposed Circulation Plan Ordinance
11. Proposed Complete Streets Policy Resolution

Proposed Grand Junction 2018 CIRCULATION PLAN

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



Comprehensive Plan
Grand Junction

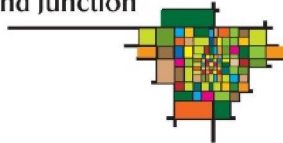


Table of Contents

| | <u>PAGE</u> |
|--|-------------|
| Introduction | |
| 1. Vision | 3 |
| 2. Purpose | 3 |
| 3. Planning Area | 4 |
| 4. Executive Summary | 4 |
| 5. Background | 6 |
| 6. Plan Elements | 7 |
| • Section A - Maps | |
| ○ Network Map | 7 |
| ○ Active Transportation Corridor Map | 8 |
| ○ Street Functional Classification Map | 9 |
| • Section B- Strategies/Policies | |
| ○ Complete Streets Policy | 9 |
| ○ Integrated Transportation System Strategy | 9 |
| ○ Sub Area Maps Strategy | 11 |
| ○ Improve Interconnectivity with GVT Strategy | 11 |
| ○ Improve Urban Trails System Policy | 12 |
| ▪ Incentives for Trail Construction | 14 |
| ▪ Standards for Trail Construction | 14 |
| ▪ Ownership & Maintenance of Trail System | 16 |
| ▪ Active Corridors Along Drainages, Canals and Ditches | 17 |
| ▪ Develop Wayfinding and Marketing for Trails System | 18 |
| ○ Maintain/Improve Vehicular and Nonvehicular Circulation Policy | 19 |
| 7. Appendix | 20 |
| • A – Maps | |
| ○ Figure 1 – Network Map | 21 |
| ○ Figure 2 – Active Transportation Corridors Map | 22 |
| ○ Figure 3 – Street Plan – Functional Classification Map | 23 |
| ○ Figure 4 – Whitewater – Street Plan – Functional Class Map | 24 |
| ○ Figure 5 – Whitewater – Active Transportation Corridors Map | 25 |
| • B – Background on Previous Adopted Transportation Plans | 26 |
| • C – GVT Transit | 28 |
| • D – Resources | 30 |

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.

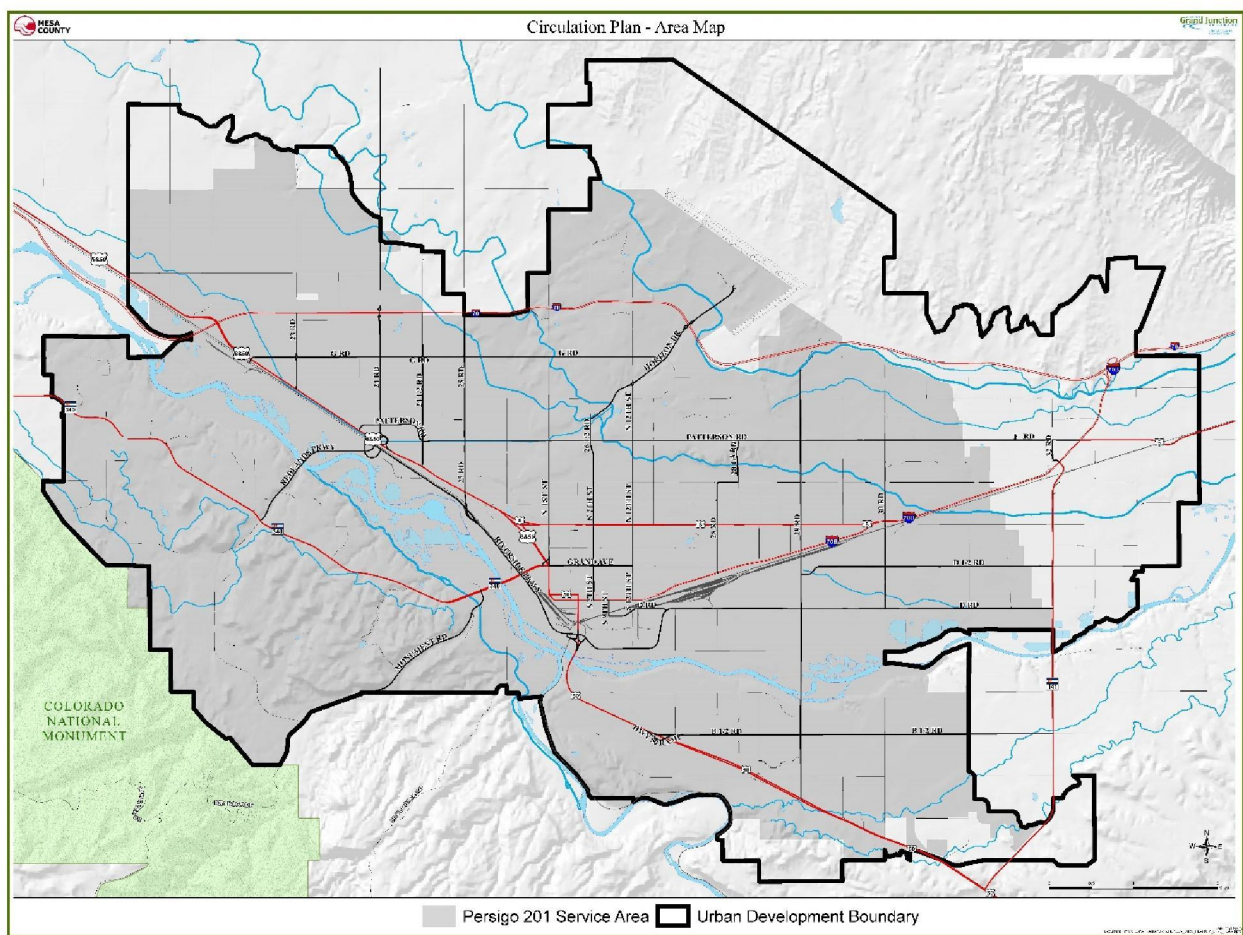
It builds on the transportation goals found in the Grand Junction Comprehensive Plan, including:

- 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.

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 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 -

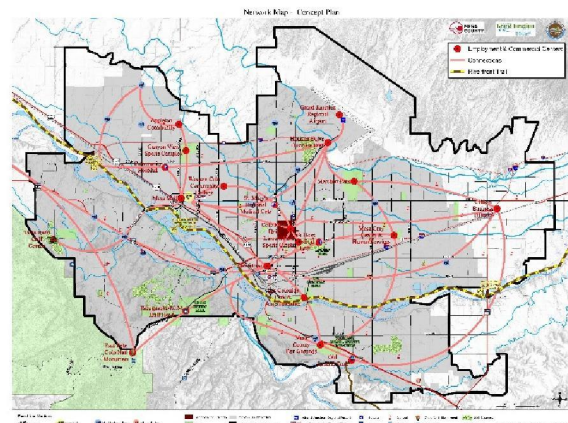
The City, County and CDOT have various access management plans and policies. This circulation plan update has been developed to work in conjunction with these policies, which can be found in the following documents:

- 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](#)

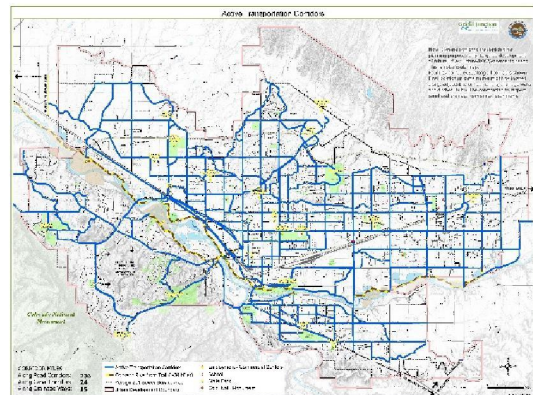


2. The Active Transportation Corridors Map (Non-motorized Transportation Map)

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.

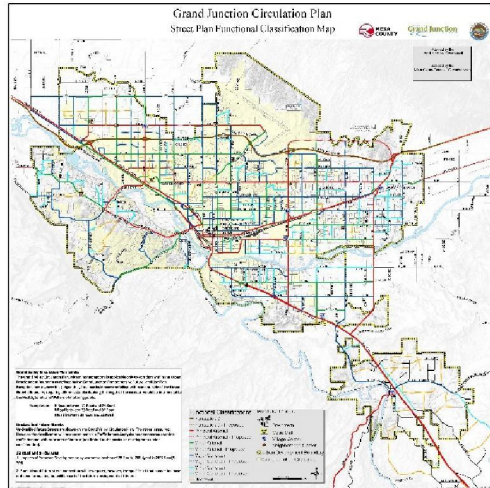
Active Transportation Corridors will include some canal, ditch and drainageway alignments where they provide the safest and best connections between neighborhoods and area attractions. This focused approach limits the use of canals, ditches and drainageways to only those routes that are most viable and 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.

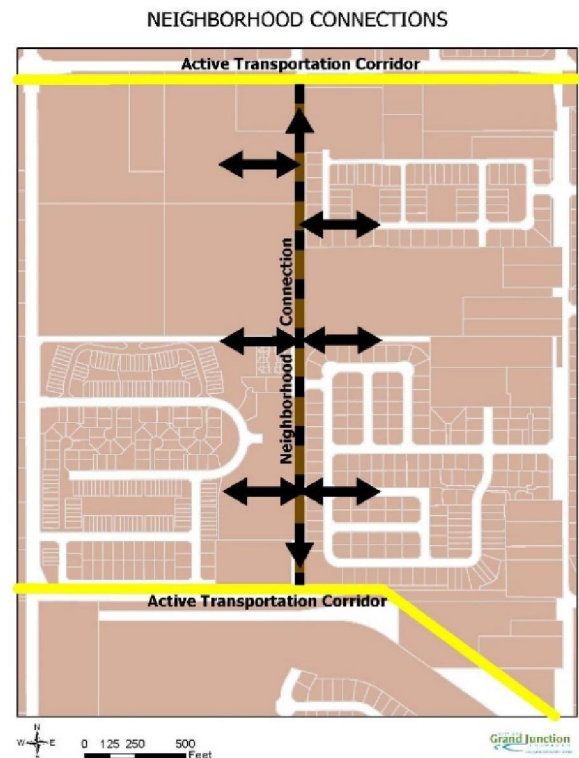
Implementation Actions:

- 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.



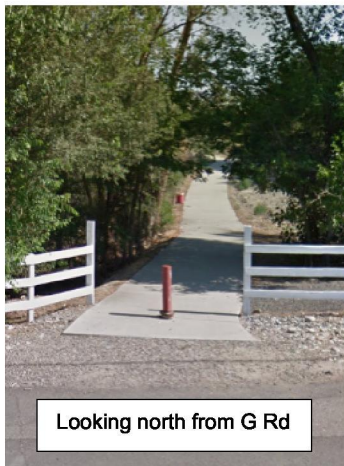
The City has a history of working with development to create safe and convenient connectors between not only similar land uses, like residential neighborhoods, but also between unlike land uses.

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



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.



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 sections in the TEDS Manual. However, the flexibility to choose a facility type that exceeds the minimum standards should be allowed and encouraged. Additionally,

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

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:

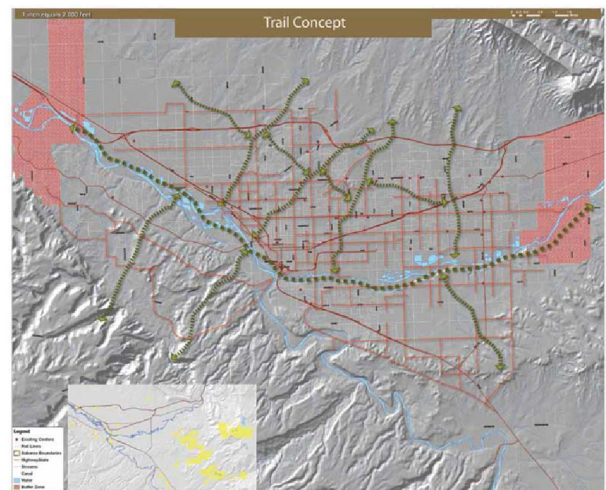
- A. Revise the Zoning and Development Code to reflect the intent of the following:
 1. If the trail is shown on the Active Transportation Corridor Map it must be in a tract or easement dedicated to the City of Grand Junction. If the trail is not shown on the Active Transportation Corridor Map the developer 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:

- 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.

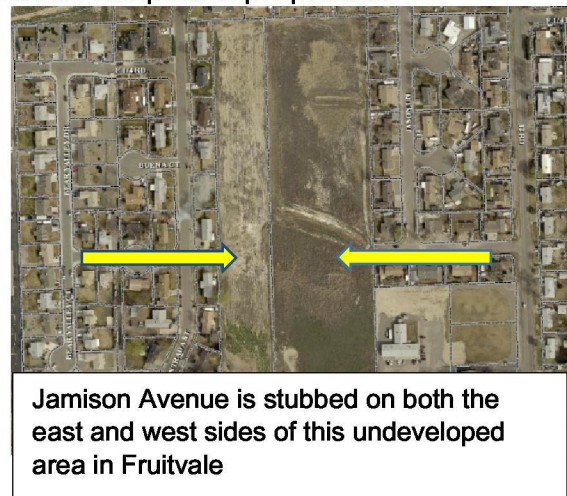
² Adopted from *Urban Bikeway Design Guide*, Second Edition, National Association of City Transportation Officials, March 2014

- 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.



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

Network Map - Concept Plan

Legend:

- Employment & Commercial Centers
- Connections
- Riverfront Trail

Map Labels:

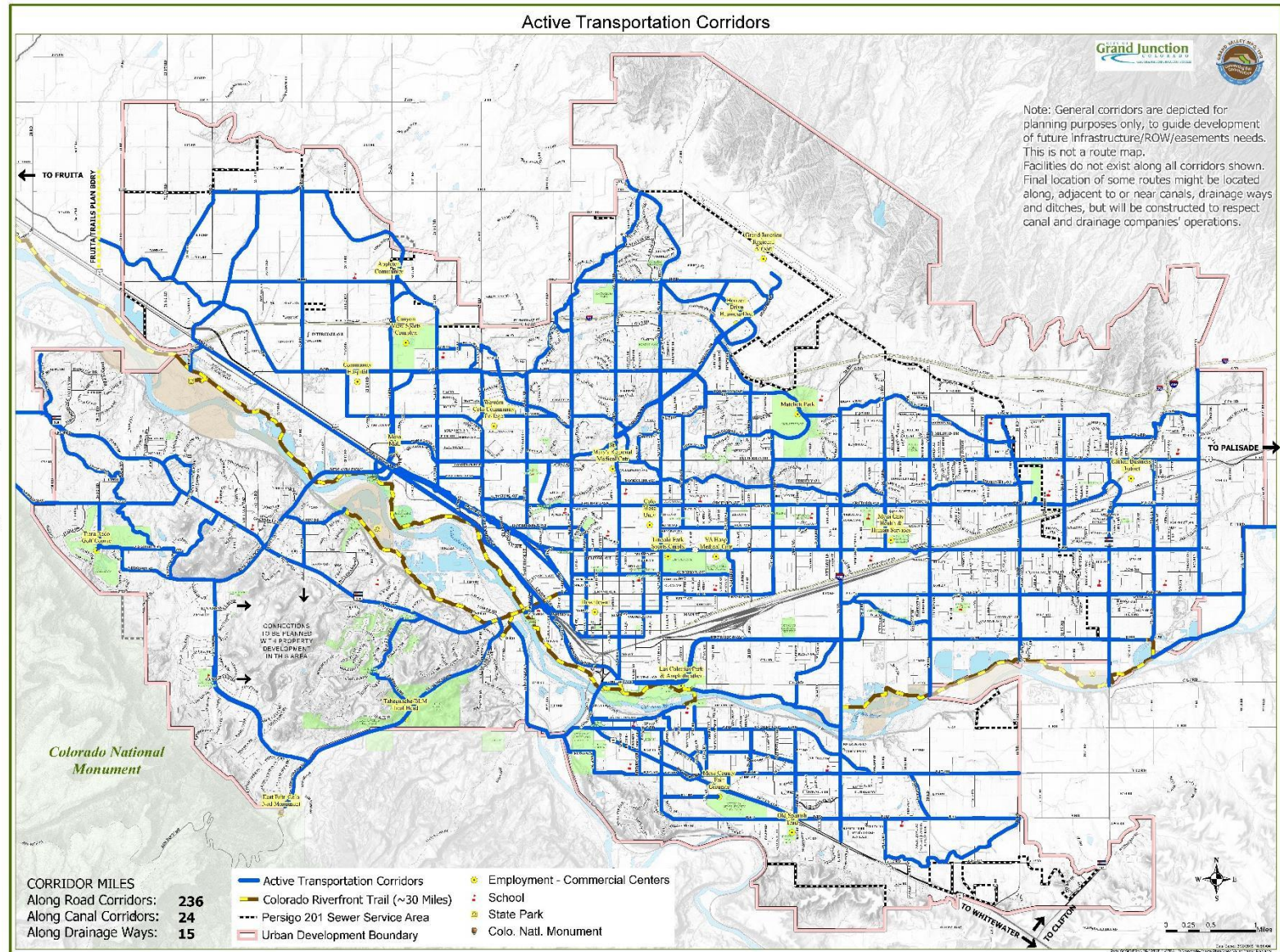
- Appleton Community
- Canyon View Sports Complex
- Community Hospital
- Western Colo Community College
- Mesa Mall
- St. Mary's Regional Medical Cntr
- Grand Junction Regional Airport
- Horizon Drive Business Dist
- Matchett Park
- Clinton Business District
- Mesa Cnty Health & Human Services
- Lincoln Sports Complex
- Devil Town
- Colo Nail Monument
- Tabeguache/BLM Trail Head
- East Entr. Colo Nail Monument
- Mesa County Fair Grounds
- Old Spanish Trail

Scale: 0 0.25 0.5 1.0 Miles

Figure 1

Figure 1

Figure 2



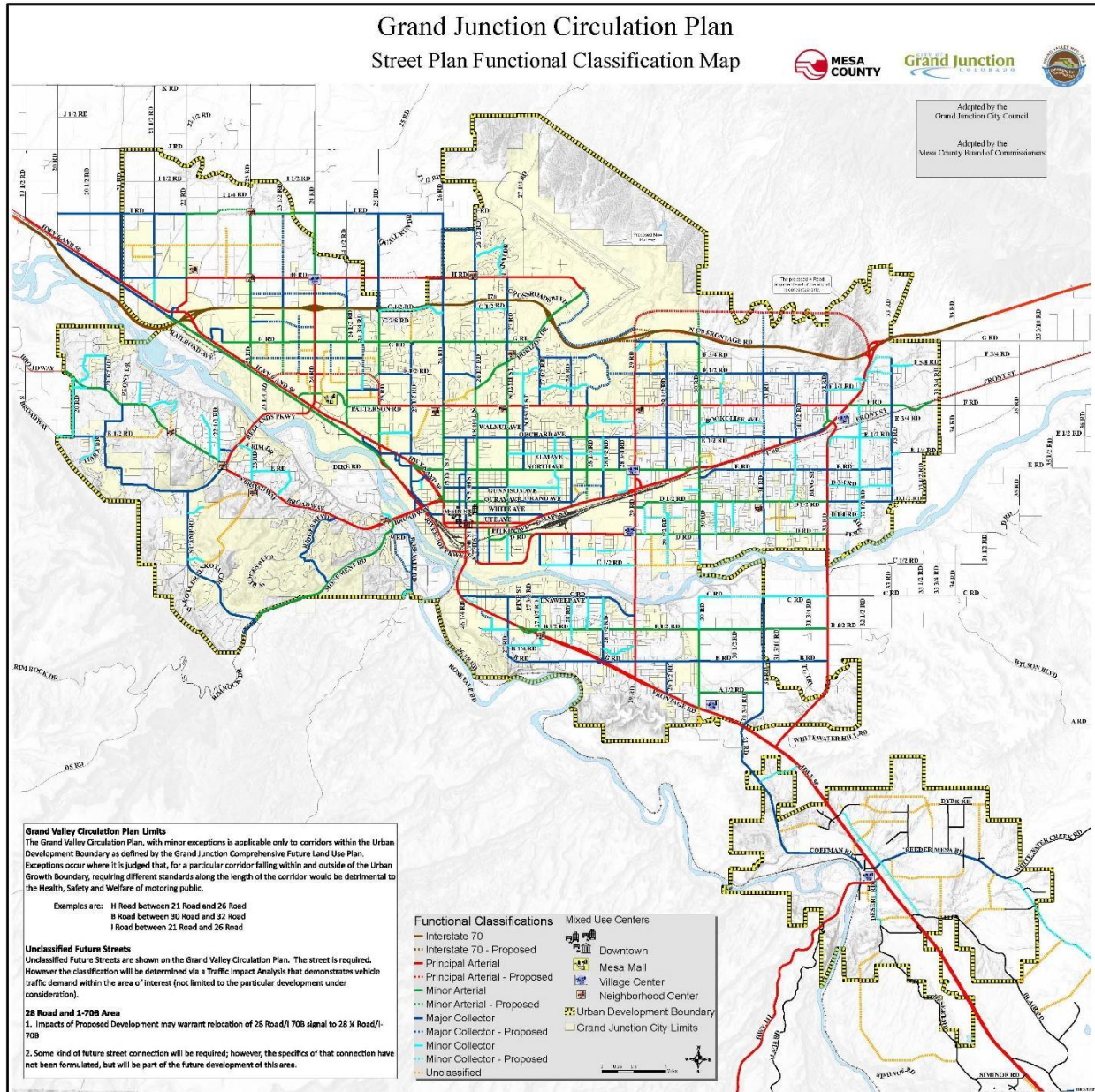


Figure 3

Street Plan - Functional Classifications Whitewater

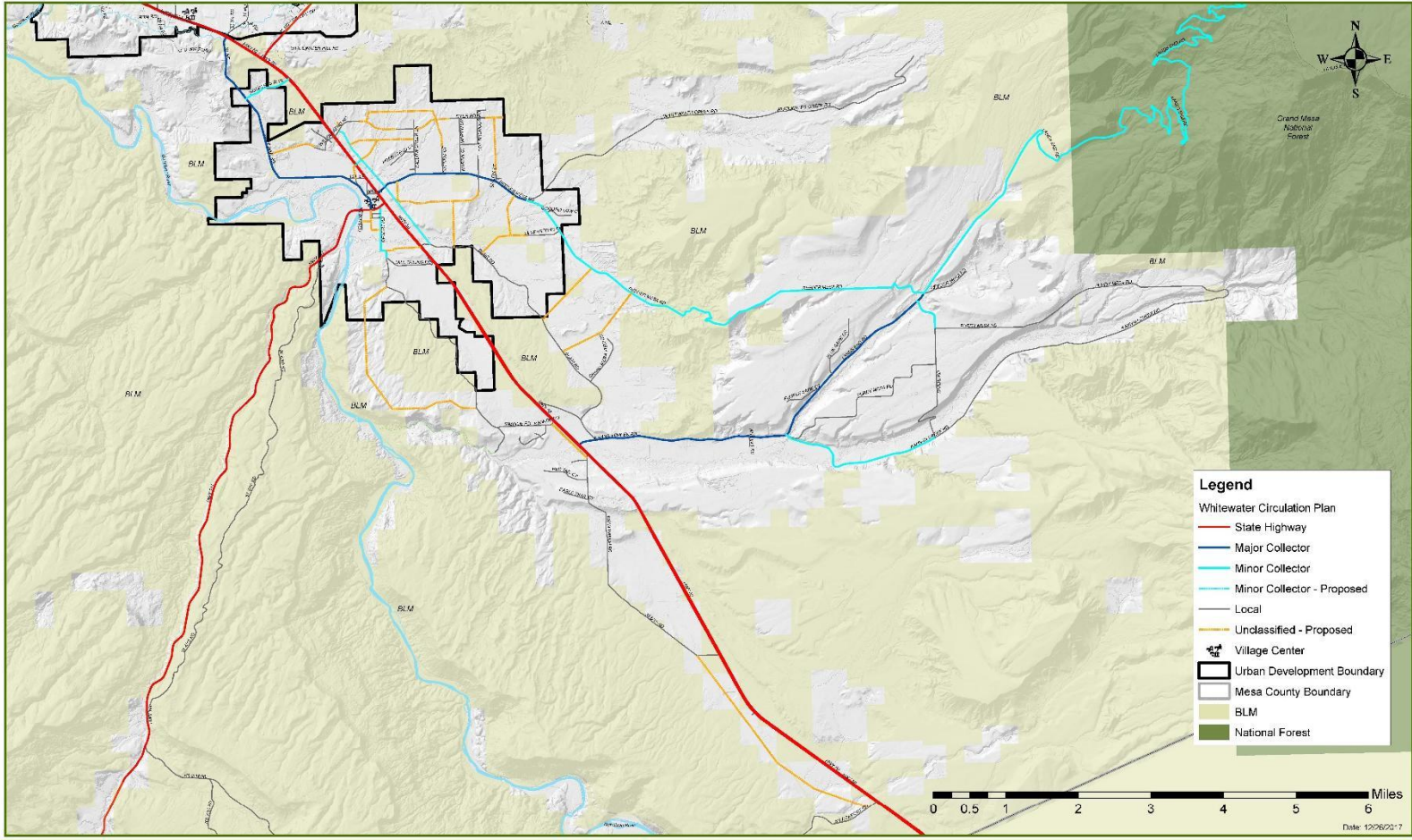


Figure 4

Active Transportation Corridor Master Plan - Whitewater

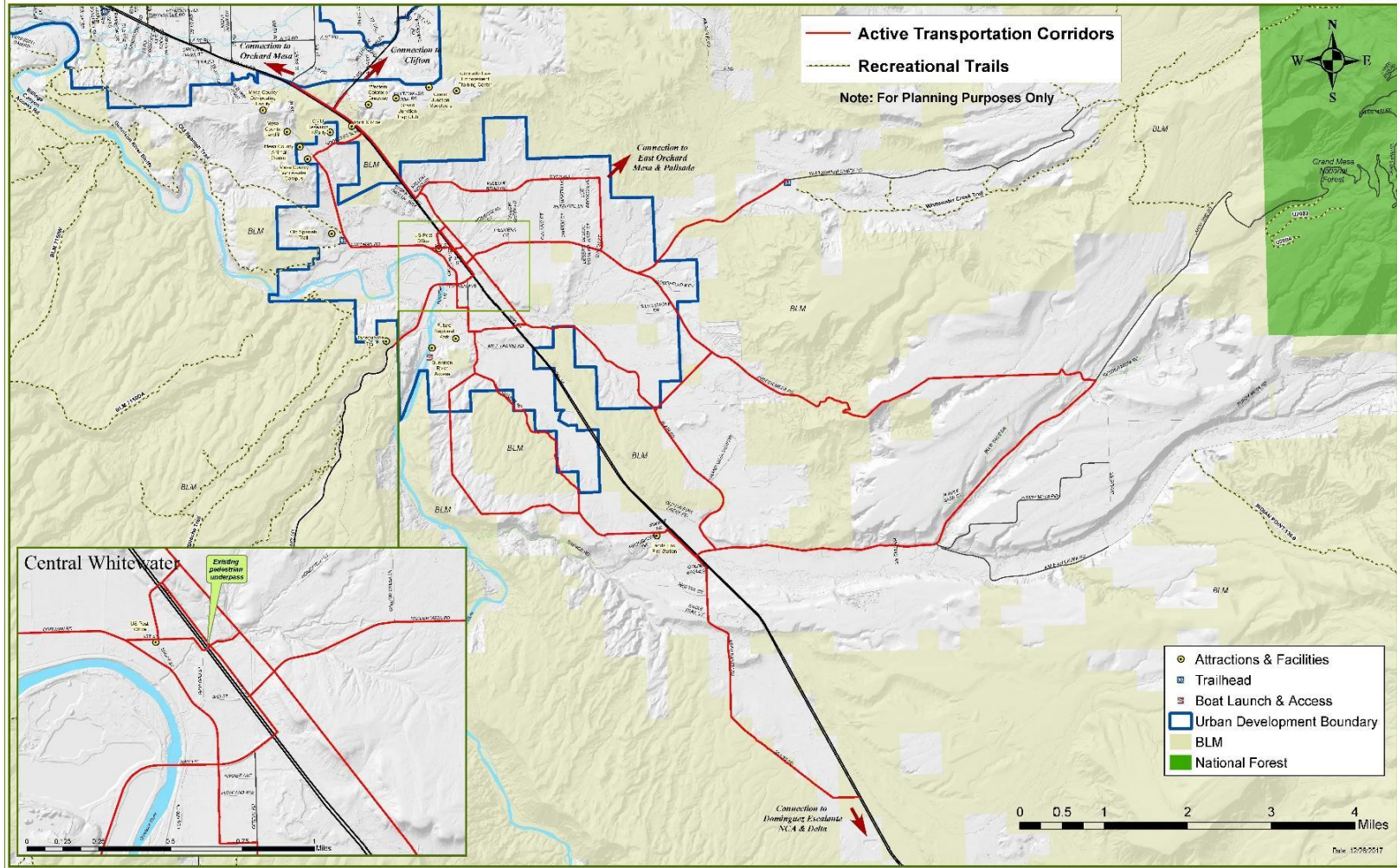


Figure 5

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>

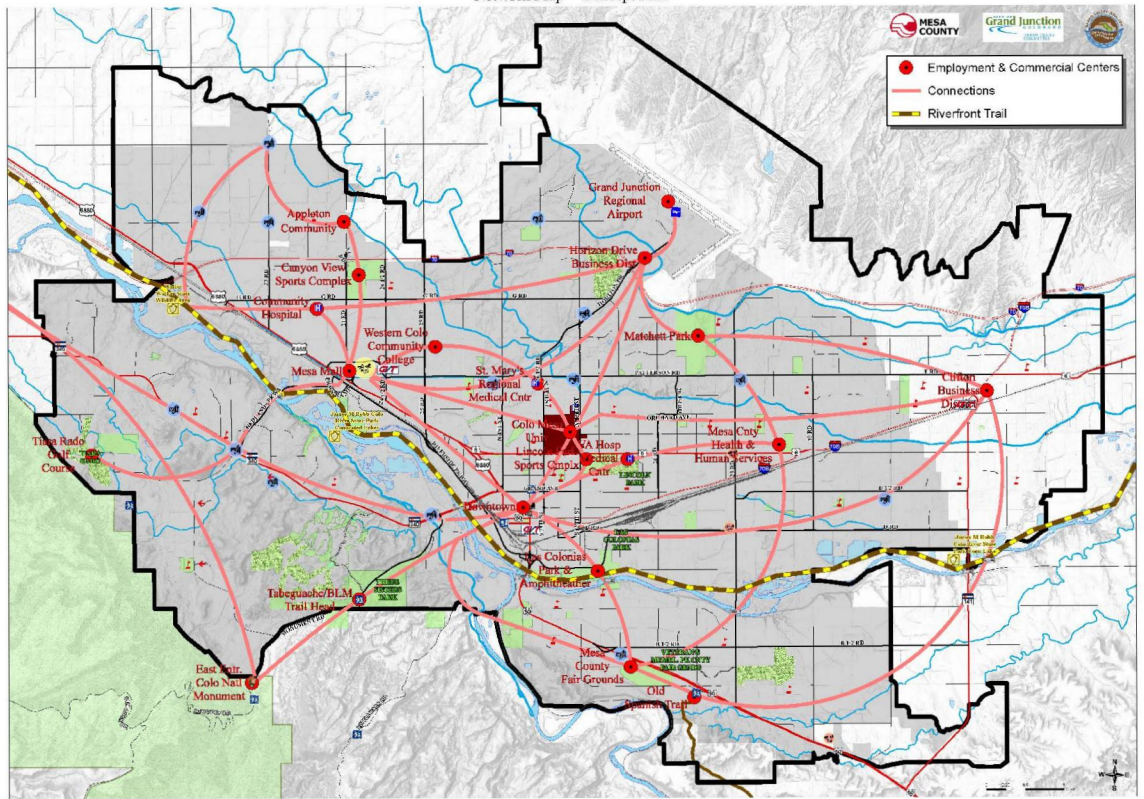
Colorado Mesa University Natural Resource Center

<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



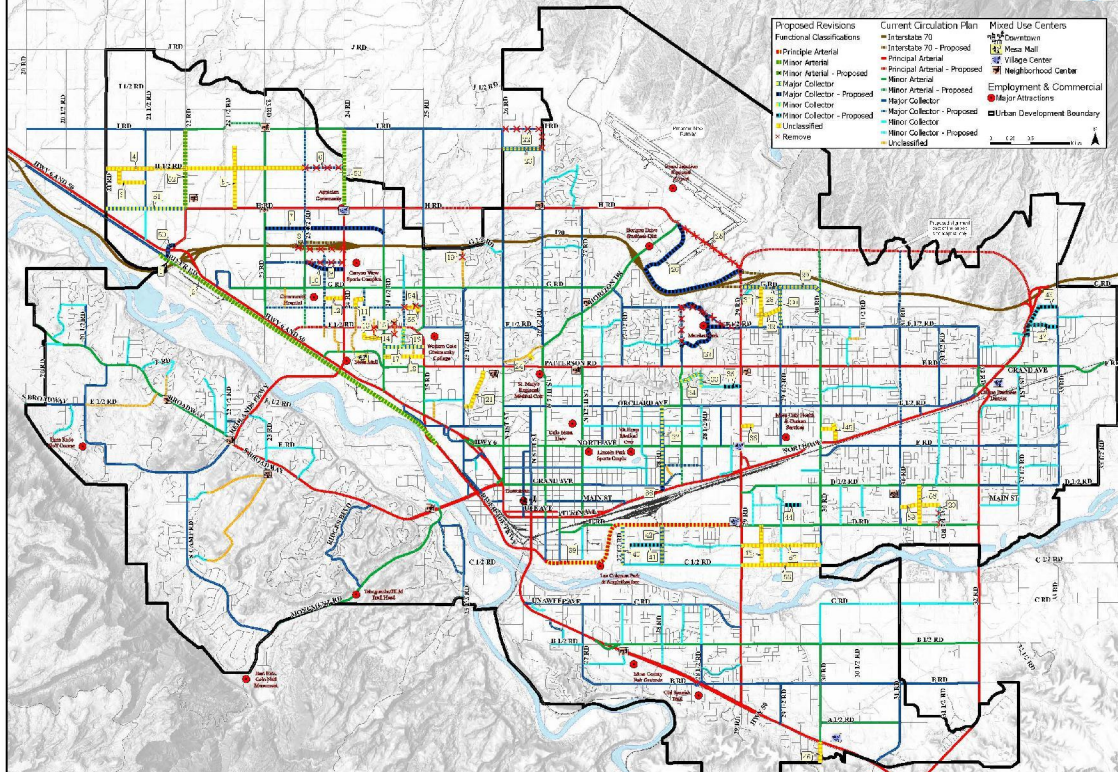
Mixed Use Centers

- City Center
- Mesa Mall
- Fairgrounds Center
- Village Center

Other Landmarks:

- Colorado River
- City Park
- City of 2010 Dev. Center
- Mountain View Center
- Grand Junction Regional Airport
- Grand Valley Transit Station
- Hospital
- School
- Library
- Amtrak
- Colo Natl Monument
- Trailhead
- Golf Courses
- Bridge

Street Plan - Functional Classification Proposed Revisions



- Proposed Revisions:**
- Principal Arterial - Proposed
 - Minor Arterial - Proposed
 - Major Collector - Proposed
 - Minor Collector - Proposed
 - Unclassified - Proposed
 - Remove
- Current Circulation Plan:**
- Interstate 70
 - Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Unclassified
- Mixed Use Centers:**
- Downtown
 - Mesa Mall
 - Village Center
 - Neighborhood Center
 - Employment & Commercial
 - Major Attractions
- Urban Development Boundary**

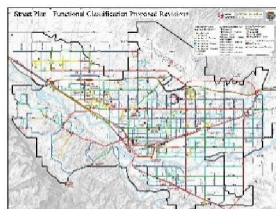
| Revision | Description | Proposed Revisions | Description |
|----------|--|--------------------|--|
| 1 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 31 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 2 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 32 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 3 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 33 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 4 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 34 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 5 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 35 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 6 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 36 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 7 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 37 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 8 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 38 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 9 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 39 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 10 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 40 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 11 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 41 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 12 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 42 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 13 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 43 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 14 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 44 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 15 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 45 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 16 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 46 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 17 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 47 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 18 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 48 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 19 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 49 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 20 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 50 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 21 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 51 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 22 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 52 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 23 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 53 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 24 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 54 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 25 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 55 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 26 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 56 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 27 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 57 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 28 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 58 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 29 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 59 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |
| 30 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH | 60 | Change SR 133 from 1.00 to 1.25 miles per hour (MPH) to 1.50 MPH |

Proposed GJCP Revisions - Street Plan – List of Changes

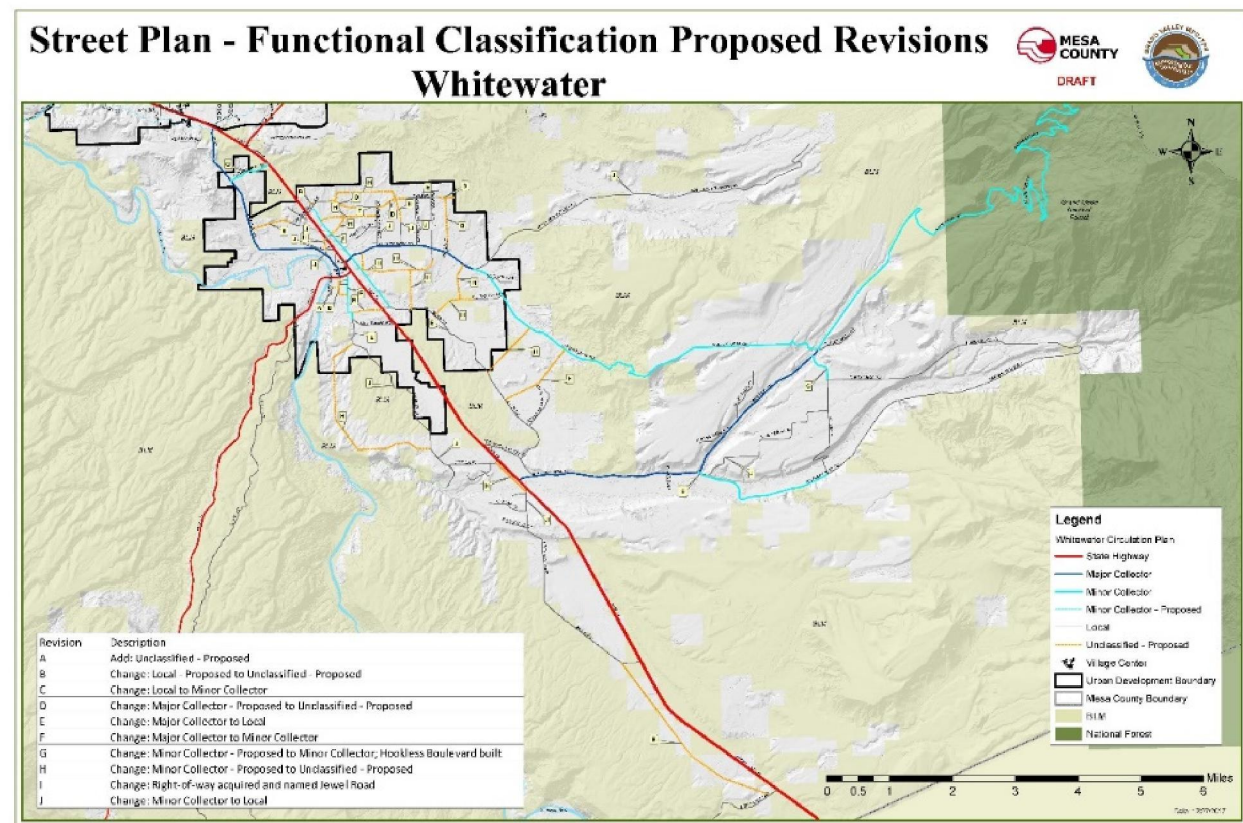
| Revision | Description |
|-----------|---|
| 1 | Add: 22 Rd Crossing of RR connecting with Hwy 6 & 50 and River Road |
| 2 | Change: River Rd from 25 Rd Ramp to 22 Rd from a Major Collector to a Minor Arterial |
| 3 | Add: Bond Street from 21 1/2 Rd connecting to H 1/2 Rd as Unclassified |
| 4 | Change 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 ½ 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 ¼ Rd between 24 ½ 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 ½ Rd between G 3/8 Rd and G ½ 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 ½ 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.



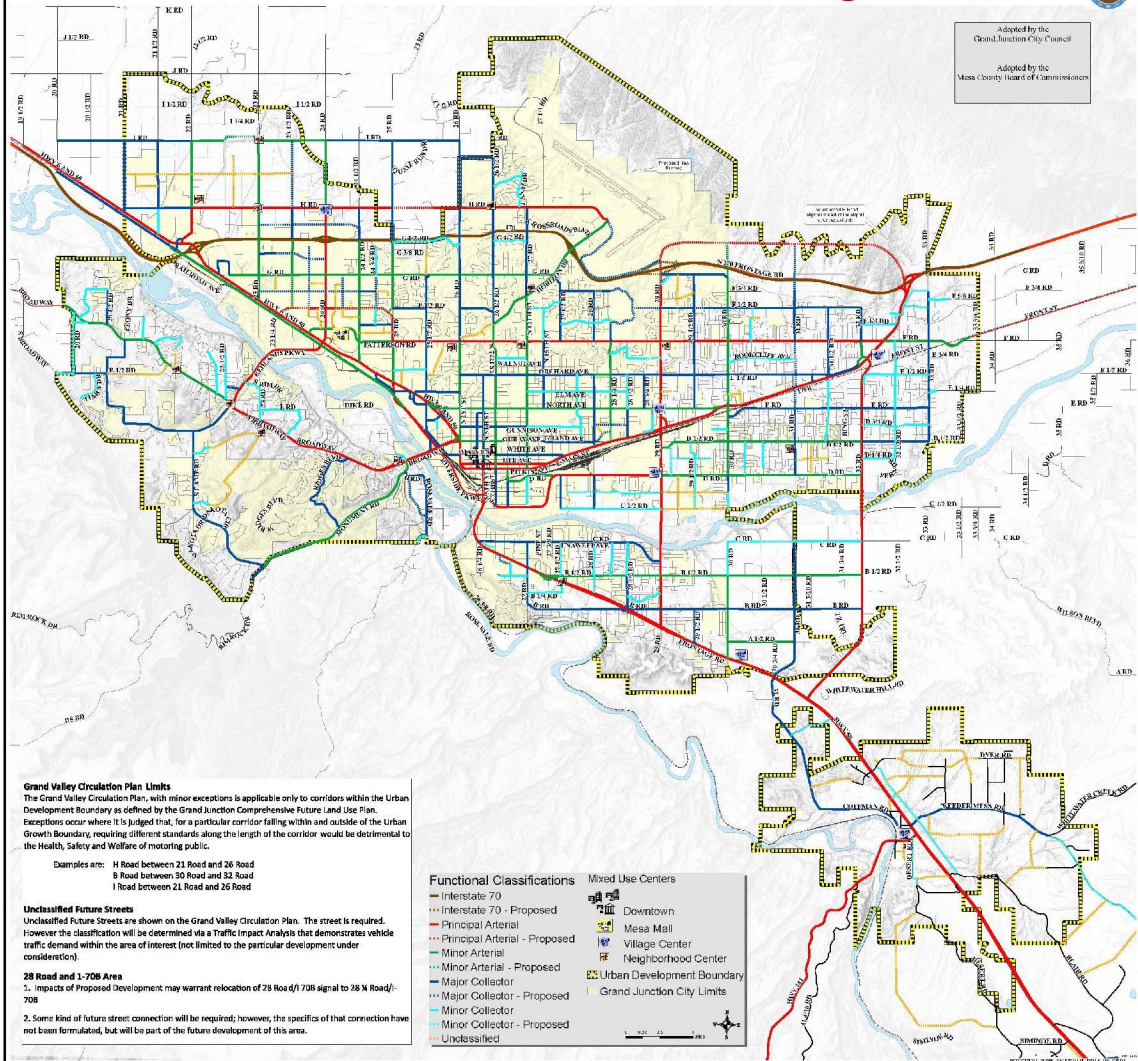
Whitewater is part of the Comprehensive Plan Urban Development Boundary area, but is not within the Persigo 201 annexable area. Mesa County Planning Commission will be including this area as part of their Plan adoption.

Grand Junction Circulation Plan

Street Plan Functional Classification Map



Adopted by the
Grand Junction City Council
Adopted by the
Mesa County Board of Commissioners

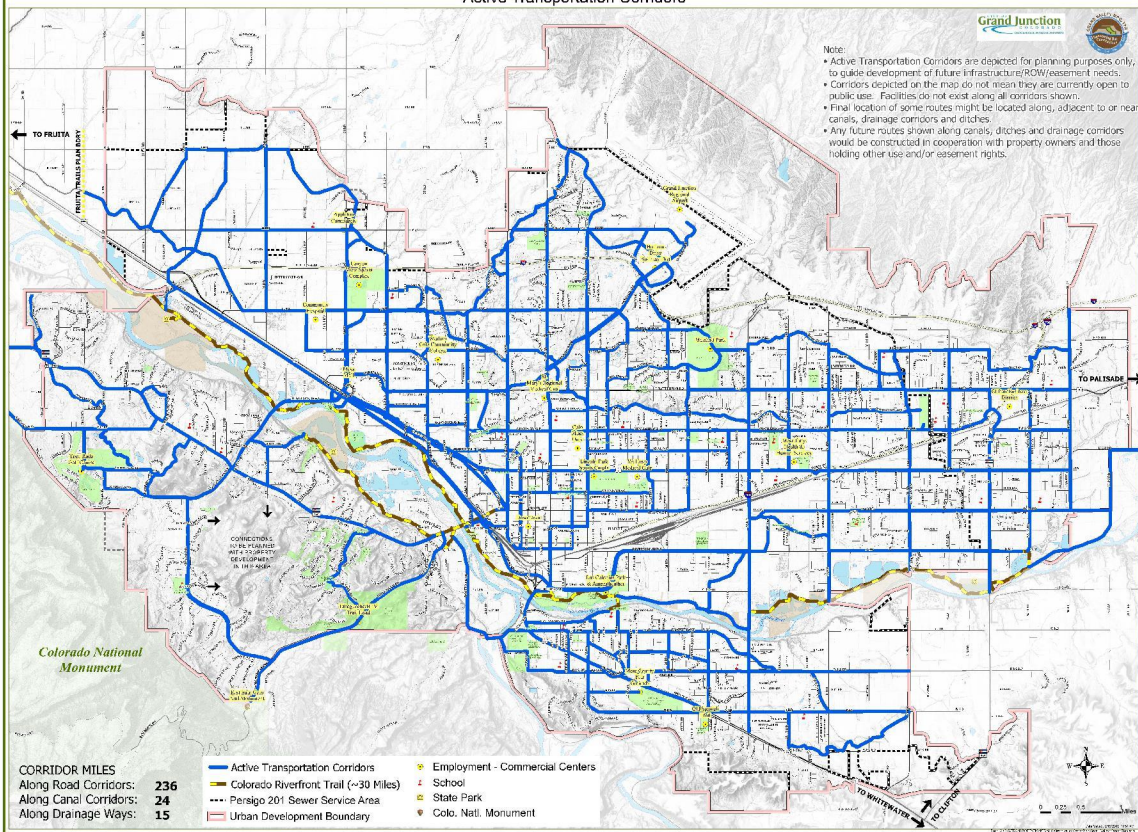


Active Transportation Corridors

Grand Junction



- Note:
- Active Transportation Corridors are depicted for planning purposes only, to guide development of future infrastructure ROW/easement needs.
 - Corridors depicted on the map do not mean they are currently open to public use. Facilities do not exist along all corridors shown.
 - Final location of some routes might be located along, adjacent to or near canals, drainage corridors and ditches.
 - Any future routes shown along canals, ditches and drainage corridors would be constructed in cooperation with property owners and those holding other use and/or easement rights.



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

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,



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



COLORADO
Department of Transportation

Region 3 Traffic and Safety

TO: DEAN BRESSLER, GRAND VALLEY MPO
FROM: ZANE ZNAMENACEK, REGION 3 TRAFFIC ENGINEER
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

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



April 20, 2018

RE: Grand Junction Circulation Plan Letter of Support

Downtown Grand Junction (DDA/BID) is pleased to support the City of Grand Junction's proposed 2018 Circulation Plan. The Active Transportation Corridors map will be an improvement to the 2001 Urban Trails Map and will help identify critical linkages for non-motorized travel. Non-motorized travel represents a large percentage of our Downtown visitors therefore it is important to provide convenient and continuous travel for the non-motorized activity in our pedestrian friendly Downtown. The utilization of Complete Streets principles is also an improvement as it will help ensure that streets are designed and operated with all user groups in mind, which is especially important in our Downtown core where there are a variety of modes of transportation that need to be accommodated in an integrated manner.

Sincerely,

Brandon Stam

Brandon Stam
Executive Director
Downtown Grand Junction

**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
Mark Harris, Manager

Grand Valley Irrigation Company

By Phil Bertrand
Phil Bertrand, Superintendent

Orchard Mesa Irrigation District

By Max Schmidt
Max Schmidt, Manager

Redlands Water & Power Company

By Kevin Jones
Kevin Jones, Superintendent

Palisade Irrigation District

By John Krizman
John Krizman, Manager

Mesa District County Irrigation District

By Dave Voorhees
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.

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:

zoe I biked
here to DAV and you
+ak in about bike paths!

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 Homan

827 GUNNISON

BHOBASS59@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, Johns) have ~~unnecessarily~~ long signal times at off-peak ~~hours~~ hours.

~~Continue~~

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

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. #103B
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@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: 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 become a pedestrian walk way downtown 3rd to 7th

* How about light rail from Frisco to Parkside E

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 sidewalks 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@gjcity.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@gcity.org> wrote:

Here is a link to our web page on the Circulation Plan <http://www.gcity.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](tel:(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://gjcitynews.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](tel:(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](tel:(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

Monique Mull

FIRE GRAND
JUNCTION

MC AIR QUALITY

4/20/2018
4:34:54 PM

4/23/2018
10:33:52 AM

Fire department: Reviewed documents, no comments at this time.

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 Messages - MARCH 1, 2018

1) Richard Dowling 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 Ranguet
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!



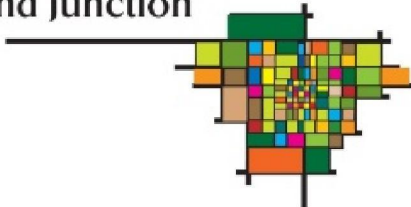
[Marilyn Romero](#) I hate round abouts

Sam Ranguet
Communications Manager
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
Phone: 970-244-1507
samr@gjcity.org
www.gjcity.org
www.twitter.com/GJCity
www.facebook.com/GJCity
Follow our news blog: www.gjcitynews.org

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:

| Performance Measure | Unit/Quantity | Goal |
|---|---------------|--------------------------|
| <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 |
| <u>Health and Environment:</u> | | |
| Students who walk or bike to school | % | Increase |
| Mode share: walk, bike and transit | % | Increase |
| Vehicle miles traveled (VMT) per capita | Number | Decrease |

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
BY ADOPTING THE GRAND JUNCTION CIRCULATION PLAN, INCLUDING THE
NETWORK MAP, STREET PLAN FUNCTIONAL CLASSIFICATION MAP AND
ACTIVE TRANSPORTATION CORRIDOR MAP AND REPEALING AND REPLACING
THE GRAND VALLEY CIRCULATION PLAN AND URBAN TRAILS PLAN**

Recitals:

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.

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 of Section 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 of Section 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 REPEAL AND REPLACE THE GRAND VALLEY CIRCULATION PLAN AND URBAN TRAILS PLAN AND BECOME PART OF THE COMPREHENSIVE PLAN.

Introduced for first reading on this 18th day of June, 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



Grand Junction City Council

Regular Session

Item #5.b.i.

Meeting Date: July 18, 2018

Presented By: David Thornton, Principal Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

Public Hearing to Consider a Request by Club Deal 113/114 Park Plaza and Grand Junction Limited Partnership, a Delaware Limited Partnership for Approval of a Service Plan for the Proposed Mosaic Metropolitan Districts Nos 1-6

RECOMMENDATION:

Planning Commission on June 26, 2018 recommended conditional approval (6-0) of the Mosaic Metropolitan Districts Nos. 1-6 Service Plan.

EXECUTIVE SUMMARY:

The Applicant, Club Deal 113/114 Park Plaza and Grand Junction Limited Partnership, a Delaware limited partnership, ("Applicant") is planning for the proposed Mosaic Planned Development project to be constructed on 68.2 acres of land with a boundary of 23 Road to the East, 22 ¾ Road to the West, H Road to the North and I-70 to the South ("Service Plan Boundaries"). The total combined area within the Consolidated Service Plan Boundaries is expected to be developed in eight phases as shown on the Development Map with six (6) proposed Title 32 metropolitan districts overlaying the eight phases. These are shown on Exhibit B (8 Phases) and Exhibit C (6 Districts) submitted in the proposed Consolidated Service Plan for the Mosaic Metropolitan Districts Nos. 1-6. The proposed development is planned to consist of 580 residential dwelling units, commercial development, parks, open spaces, clubhouse and amenities.

The actual composition and distribution of future development shall be reflected in site development approvals to be issued by the City and nothing in the proposed Metro District Service Plan shall be construed as the City granting prior approval for any site

development. The primary purpose of forming the Metropolitan Districts is to finance construction of public improvements within the Mosaic Planned Development. Per Title 32 of the Colorado Revised Statutes (C.R.S.), the first step is to develop a Service Plan for the District, which is to be considered and, if found acceptable, approved by the City.

BACKGROUND OR DETAILED INFORMATION:

Special districts are quasi-municipal corporations and political subdivisions that are organized to act for a particular purpose. A metropolitan district is a special district that provides any two or more services which may include fire protection, parks and recreation, safety protection, sanitation, solid waste, street improvements or water, to name a few. A district may issue bonds for the construction of the improvements and levy taxes within the Service Plan Boundaries to repay those bonds. The financing, construction, and operation and maintenance of improvements and services to support new development is legally the responsibility of the district if formed. In many jurisdictions, both municipalities and counties, special districts have been used as a tool to harness private investment to achieve a city's planning, redevelopment, infill and economic goals.

The trend with special district legislation has been to allow general purpose local governments to exert greater control over the formation and operation of special districts. The service plan approval process is the key to exercising that control.

The legislative declaration found in Article 1 of Title 32 refers to "the Coordination and orderly creation of special districts" and the logical extension of special district services throughout the state." It further declares that the review procedures in Part 2 (the "Control Act") are created to "prevent unnecessary proliferation and fragmentation of local government and to avoid excessive diffusion of local tax sources." Also cited as reasons for these measures are "the elimination of the overlapping services provided by local governments" and efforts to "reduce duplication, overlapping and fragmentation of the functions and facilities of special districts."

Service Plans and statements of purposes in effect create binding agreements between the special district and the approval authority. ("Upon final approval by the court for the organization of the special district, the facilities, services, and financial arrangements of the special district shall conform so far as practicable to the approved Service Plan." (C.R.S. §32-1-201(1)).

The jurisdiction may request the filing of an annual report of any special district. This report must be made available to the Division of Local Affairs and to all "interested parties" as defined in C.R.S. §32-1-207(3)(c)(d). The statute does not specify what an annual report should consist of; therefore, should the jurisdiction desire an annual report, it should provide guidelines and rationale for the request. Section III of the

proposed Service Plan does include the requirement for an Annual Report to be submitted to the City no later than August 1st of each year as well as outlines requirements for its contents.

The formation of a special district entails a three-part process that requires: 1) obtaining review and approval from the local governmental jurisdiction; 2) review by district court; and 3) a special election. The Grand Junction Municipal Code does not contain specific provisions related to the review of service plans therefore the process of submittal and review of the plans must be in compliance with requirements Title 32 of the Colorado Revised Statutes. Those statutory requirements include submittal of the service plans to the Clerk for the City Council, referral of the plans to the Planning Commission for review and recommendation (if consistent with City policy), referral to City Council within thirty (30) days of plan submittal, and a public hearing with the City Council not more than thirty (30) days after setting the public hearing date.

In summary, metropolitan districts are formed and operated as follows:

- City Council must vote to approve a district service plan based on statutory approval criteria
- Affected property owners must vote to approve district formation by a simple majority
- Sale of municipal bonds generates funding for infrastructure and amenities
- As development occurs and property values increase, bonds are repaid by homeowners within the district via the additional taxes paid by district residents. The district does not tax anyone outside of its boundaries.
- The developer maintains oversight of the district, an annual outside audit is conducted of the district, and annual transparency reports are submitted to the City and State and made publicly available.
- The City has no legal or financial liability during the life of the district; it does not reduce current or future tax revenues of other public agencies and it does not draw from the City's capital improvement budget or capital reserves.

The Applicant submitted and requested review of its proposed Service Plan on June 7, 2018. The Consolidated Service Plan proposes to serve the Mosaic Planned Development, a proposed 580-unit residential development and commercial area on 68.2 acres in a proposed Planned Development (PD) zone district. At the time of composing this report, the Applicant had previously submitted an Outline Development Plan for the proposed Mosaic Planned Development project (submitted November 15, 2017) which is under review, but not yet approved by the City. This results in a review of the Service Plan without an accompanying Approved Development Plan as defined by the Service Plan; If the Service Plan is approved, that approval will be contingent on zoning approval of a PD Ordinance.

The area defined as the boundary of the District includes a boundary of 23 Road to the East, 22 ¾ Road to the West, H Road to the North and I-70 to the South. However, the

Service Plan states: "In order to implement the multiple district structure, the boundaries of the Districts are intended to change as development occurs. At the time of submittal of this Service Plan the developer owns all the property to be included within the Service Plan's boundaries and the proposed Districts. District #1 initially coincides with Phase 1 of the Project. Depending on absorption time in Phase 1, additional properties may be included by petition within the District #1, after completing an exclusion process from the adjacent district. The same holds true for the inclusions of properties from all Districts, and allows some flexibility based on absorption." "No properties outside of the Consolidated Service Plan Boundaries will be included within any District unless specifically approved by the City. All changes in District boundaries must be made in compliance with the Act."

As proposed, the primary purpose of the District is to provide for the Public Improvements associated with development and, if applicable, regional needs, and operate and maintain Public Improvements not conveyed to the City, other appropriate jurisdiction or an owners' association. Section §32-1-103 (10) C.R.S state that a Metropolitan District may include any of the following services, but is required to provide at least two of the following services that benefit the public.

- a) Fire Protection;
- b) Mosquito Control;
- c) Parks and recreation;
- d) Safety protection;
- e) Sanitation;
- f) Solid Waste disposal facilities or collection and transportation of solid waste;
- g) Street improvement;
- h) Television relay and translation;
- i) Transportation; or
- j) Water.

The Service Plan for the Mosaic Metropolitan Districts is being established to finance the construction, acquisition, and/or operation of the Projects Public Improvements and all necessary appurtenances as outlined below.

- Sanitary Sewer
- Domestic Water
- Streets
- Erosion Control, seeding and soil retention
- Storm drainage facilities
- Irrigation
- Landscaping
- Recreation Center
- Other Miscellaneous items

Certain Public Improvements will be dedicated to the City for the use and benefit of the general public. At the discretion of the Board of Directors of the Districts, some Public Improvements may remain with the Districts, and some Public Improvements may be deeded to one or more property owners' associations. Generally, the "public" receiving services from the districts will be the "property owners/inhabitants of the development that are subject to the metropolitan district mill levy."

The Consolidated Service Plan has been designed with sufficient flexibility to enable the Districts to provide required Public Improvements for the project under evolving circumstances without the need for numerous amendments. Modification of the types of Public Improvements, as well as changes in proposed configurations, locations, dimensions of facilities and improvements will be permitted to accommodate development needs consistent with City zoning and planning for the Project.

The Service Plan proposes a multiple district structure pursuant to the requirements of the Special District Act §32-1-101, et seq., C.R.S. Having a consolidated service plan provides for coordination of the powers and authorities of the independent districts and will help avoid confusion regarding the purposes of each district. General provisions of the Consolidated Service Plan will apply to all six Mosaic Metropolitan Districts except when specifically noted. The Districts will collectively be responsible for the financing and construction of Public Improvements, some of which will be conveyed to the City and others will either remain with the Districts or will be given to property owners associations for maintenance and operation. Each District will operate separately, but will be a part of the coordinated plan for the Project. The proposal is to spread the costs of development over the entire project, equitably among all Districts.

The petition states the debt is not backed by any pledge of revenue from the City and approval of the Plan is not a guarantee of debt repayment by the City. The mill levy dedicated to repayment of the bonds is 25 mills each for the special assessment bond and the general obligation bond.

The Service Plan includes a detailed cost estimate of these improvements totaling \$11,479,483, with \$10,257,096 as the estimated reimbursable costs. The Service Plan proposes a total Anticipated Mill Levy of a maximum of 50 Mills for debt and operations. This is in addition to the current rate of 63.23 mills; resulting in a total levy for property owners within the district boundaries of up to 113.23 mills. For reference, an additional mill of 50 equates to approximately \$1,200 per year in taxes on an assessed valuation of \$320,000.

To finance the Public Improvements, the Developer is requesting that the City establish the six (6) Districts and provide the Districts with the authority to utilize both Special Assessment Bonds and General Obligation Bonds.

The Consolidated Service Plan only establishes the specific location and size of District 1. The sizes and locations of Districts 2 through 6 will be determined in the future. This Plan proposes that as the Project moves forward, the timing and designation of property to be annexed to a Mosaic Metropolitan District, the construction of public improvements and rate of sale of residential and commercial uses will depend on the local real estate market conditions.

Zoning and Adjacent Uses

The property is currently zoned I-O (Industrial Office) allowing for a mix of industrial and office uses, but does not allow for residential uses except business residence for the south half of the property. There is currently no zoning designation on the north half of the property as this property was annexed to the City effective March 11, 2018 and it was anticipated at that time that the property owner would be following the annexation with a request for a PD zone district designation. The proposed zoning of PD (Planned Development) was submitted to the City in November 2017 and is currently under review by the City. A first round of review comments was issued to the Applicant on December 18, 2017; however, no response has been received to date. The proposed PD includes a variety of residential uses including single family and multifamily residential such as the townhomes, apartments and condominiums along with a 2.4-acre site proposed for a neighborhood commercial area at the intersection of 23 Road and H Road allowing land uses similar to a B-1 zone district. This junction of 23 Road and H Road is shown on the Comprehensive Plan's Future Land Use Map as a neighborhood Center intended to provide the residents with convenience goods and services.

The average overall density of the development is proposed to be approximately 8 dwelling units per acre. The proposed density is consistent with the Comprehensive Plan when considering the mixture of land use designations on the site. They include Residential Medium Low (2-4 du/ac), Residential Medium (4-8 du/ac), Neighborhood Center (6 du/ac), and Commercial/Industrial (up to 24 du/ac) allowed within these land use designations by the Comprehensive Plan.

Adjacent zoning in the County is much less dense with zoning of Residential Estate (1 acre lots) and Residential Rural (5 acre lots). This area has not yet urbanized, but is planned for urbanization as shown in the Comprehensive Plan to accommodate future growth in the community.

Notification Requirements

In compliance with statutory requirements, the following steps have or will occur as the Service Plan review proceeds:

- 1) City Clerk received a petition for review of a service plan for the Mosaic Metropolitan District on June 7, 2018.

2) The City Clerk reported the filing to the Colorado Department of Local Affairs on June 8, 2018.

3) The City shall provide notification of the public hearing no less than 20 days prior to the hearing.

4) City Council shall set a date for a meeting for a hearing on the Service Plan that must be within 30 days of the first meeting.

5) The City shall provide written notice of the hearing to the Department of Local Affairs.

Analysis

Statutory Compliance of Submittal Elements

The required submittal elements for a service plan included in C.R.S. §32-1-202 (2) are listed below.

(a) A description of the proposed services;

The Service Plan provides a list of potential services, to provide public and semi-private services, but also states that these may or may not be services that the district provides. The Consolidated Service Plan provides the Districts to have the authority to provide for the planning, design, acquisition, construction, installation, relocation, redevelopment, maintenance, and financing of Public Improvements within and without the boundaries of the District; to be more specifically defined in an Approved Development Plan. An estimate of the costs of the improvements which may be planned for, designed, acquired, constructed, installed, relocated, redeveloped, maintained or financed is based upon a preliminary engineering survey and estimates derived from the proposed zoning and development plans submitted and under consideration by the city under a separate action, referred to as the "Development Plan". The cost estimates for the property within the Service Area Boundaries will not exceed \$15,000,000.

The specific services proposed in the Mosaic Service Plan for the residential and commercial development, parks and open spaces include: 1) Landscaping, Parks and Recreation facilities; 2) Solid waste disposal facilities or collection and transportation of solid waste (a sanitation service); 3) A wastewater system and drainage facilities; 4) Streets and Roadways, traffic and safety facilities; and 4) Domestic Water supply system; and 5) such other public improvements approved by the City for the development of the project.

Staff concludes this element has been met.

(b) A financial plan showing how the proposed services are to be financed, including the proposed operating revenue derived from property taxes for the first budget year of the district, which shall not be materially exceeded except as authorized pursuant to § 32-1-207 or §29-1-302, C.R.S. All proposed indebtedness for the district shall be displayed together with a schedule indicating the year or years in which the debt is scheduled to be issued. The board of directors of the district shall notify the board of county commissioners or the governing body of the municipality of any alteration or revision of the proposed schedule of debt issuance set forth in the financial plan;

A financial plan was included in the Service Plan. It proposes the total debt that all six Districts shall be permitted to issue shall not exceed \$12,000,000 and shall be permitted to be issued on a schedule and in such year or years as each District determines will meet the needs of the Financial Plan and will be phased to serve development as it occurs. The Financial Plan was reviewed by the City's Deputy Finance Director, Jay Valentine. In his review he noted the petition states the debt is not backed by any pledge of revenue from the City and approval of the Plan is not a guarantee of debt repayment by the City. The mill levy dedicated to repayment of the bonds is 25 mills each for the special assessment bond and the general obligation bond. He found that the debt structures, which are phased in, seem reasonable in terms of the rates and fees associated with them.

The repayment of the debt incurred is proposed to be achieved by imposing a mill levy targeted at up to 25 mills each, the Special Assessment Bonds and General Obligation Bonds on the taxable property of this District. The mill levy rate may be increased up to the maximum or decreased to the extent the actual tax revenues generated by the mill are sufficient to pay the debt. Although the mill levy will be the District's primary source of revenue for the debt, the District will also have the discretion and power to assess fees, rates or charges. The District is not pledging any revenue or property of the City as security for the debt; and approval of the Service Plan shall not be construed as a grantee by the City of payment of any of the District's obligations or as to create any responsibility or liability on the part of the City in the event of default by the District in the payment of any such obligation.

Staff concludes this element has been met.

(c) A preliminary engineering or architectural survey showing how the proposed services are to be provided;

Conceptual Development Plans have been included in the Service Plan. However, plans were submitted by the developer for review by the City on November 15, 2017, but have not received approval nor do they, in their current draft form, constitute the Approved Development Plan as defined in the Service Plan. The Development Plans in

the Service Plan generally depict the proposed construction from which cost estimates were developed. The Development Plans show which improvements and services are to be provided within the proposed six (6) Districts on Exhibit C and the plans show the ultimate build-out of the site, however, zoning and all applicable development plan approvals are under review and have not been approved by the City. Consideration of this will occur at a future time as a separate application.

Therefore, staff believes this requirement has not been met. Staff recommends that prior to the Consolidated Service Plan for Mosaic Metropolitan Districts Nos. 1-6 becoming effective, a Development Plan be reviewed and approved by the City. The Development Plan shall constitute approved zoning to Planned Development (PD) with an approved Outline Development Plan consistent with the GJMC.

(d) A map of the proposed special district boundaries and an estimate of the population and valuation for assessment of the proposed special district;

A map of the proposed six (6) district boundaries was provided as Exhibit A in the Service Plan and the valuation for assessment of the 580 residential units, plus 55 equivalent dwelling units for commercial property proposed are included. The population at build-out is estimated to be approximately 1,328 persons based on the average number of persons (2.29) per household in Grand Junction.

Staff concludes this element has been met.

(e) A general description of the facilities to be constructed and the standards of such construction, including a statement of how the facility and service standards of the proposed special district are compatible with facility and service standards of any county within which all or any portion of the proposed special district is to be located, and of municipalities and special districts which are interested parties pursuant to C.R.S. §32-1-204.

The Service Plan states, "The Districts will ensure that the Public Improvements are designed and constructed in accordance with the standards and specifications of the City or other governmental entities having proper jurisdiction, including but limited to Ute Water Conservancy District. The Districts will obtain the City's approval of civil engineering plans and will obtain applicable permits for construction and installation of Public Improvements prior to performing such work."

The specific facilities proposed in the Mosaic Service Plan for the residential and commercial development, parks and open spaces are shown on Exhibits B and C. This information is consistent with the development application currently under review by the City and not yet approved. As discussed previously the proposed Development Plan is part of the proposed PD (Planned Development) zoning that has been request and is

under review by the City under a separate application. Such specific facilities include: 1) a clubhouse, pool and playground in addition to grassy areas for open space play; 2) sewer disposal system; 3) drainage retention pond; 4) streets, alleys and off-street parking areas; and 4) domestic water through Ute Water Conservancy District.

Staff concludes this element has been met.

(f) A general description of the estimated cost of acquiring land, engineering services, legal services, administrative service, initial proposed indebtedness and estimated proposed maximum interest rates and discounts, and other major expenses related to the organization and initial operation of the district.

The estimated cost of acquiring land, engineering services, legal services and administrative services, together with the estimated costs of each District's organization and initial operations, is part of the estimated cost of Public Improvements, which will be eligible for reimbursement from Debt proceeds. In addition to the capital costs of the Public Improvements, Districts will require operating funds for administration and to plan and cause the Public Improvements to be constructed and maintained. The first year's operating budget for the Districts is anticipated to be approximately \$12,000,000 and will be derived from property taxes, Developer advances and other revenues. The Maximum Debt Mill Levy (of 50 Mills) for the repayment of Debt will not apply to each District's ability to increase its mill levy as necessary for provision of operation and maintenance services to its taxpayers and service users. In addition to mill levies assessed for payment of debt, a District may impose a mill levy for payment of expenses of operations with such mill levy to be established by a District's eligible electors.

The estimated total cost of the improvements including public sanitary sewer, water, streets, storm drainage facilities, irrigation, and landscaping excluding related soft costs (collectively the "Public Improvements") is approximately \$13.1 million (2018) of which approximately \$9.1 million has been determined as eligible for financing by the Districts.

At the discretion of the District Boards, the Districts may levy an operations and maintenance tax of no more than five (5) mills to assist in the administration of the District(s) and on-going maintenance of any District maintained Public Improvements (if any).

Proposed interests rate includes the following. General Obligation (GO) bonds are based on a 30-year amortization, 1-year capitalized interest, 5.75% interest rate on senior bonds, 7.75% interest rate on subordinate bonds, 2.0% underwriter discount on senior bonds, 3.0% underwriter discount on subordinate bonds, 5.0% cost of issuance, and an 8.0% reserve fund. Special Assessment (SA) bonds are based on a 20-year

amortization, 1-year capitalized interest, 5.50% interest rate, 3.0% underwriter fee, 5.0% cost of issuance, and a 10.0% reserve fund.

Staff concludes this element has been met.

(g) A description of any arrangement or proposed agreement with any political subdivision for the performance of any services between the proposed special district and such other political subdivision, and, if the form contract to be used is available, it shall be attached to the service plan;

The Applicant has proposed an Intergovernmental Agreement for the performance of services between the City and the district. It is attached as Exhibit E. Included in the agreement it states the District will dedicate the Public Improvements (as defined in the Service Plan) to the City or other appropriate jurisdiction or owners' association in a manner consistent with the Service Plan and other rules and regulations of the City and applicable provisions of the City Code. The District is expected to undertake all ownership, operations and maintenance responsibilities for the Public Improvements that are not conveyed to the City or other governmental entities as appropriate, and will do so either itself or by contract with owner associations. If the District operates the facilities, revenue to pay the expenses of operations may be obtained from ad valorem tax revenues or from the assessment of rates, fees, tolls and charges imposed pursuant to the Colorado Special District Act. User fees for use of recreational facilities may be different for residents of the District than for outside users. Approval of the Consolidated Service Plan by the City constitutes the City's agreement that the District may perform these functions. The District will acquire by easement or plat dedication all real property interests for construction of public improvements that will be conveyed to the City by the District.

If the Planned Development (PD) is approved, the elements of the IGA will be defined; until then the Staff's review is of the form of the IGA which is acceptable.

(h) Information, along with other evidence presented at the hearing, satisfactory to establish that each of the criteria set forth in section 32-1-203, if applicable, is met;

Statutory Criteria for Action

C.R.S. §32-1-203 contains the criteria for action on a service plan. These are listed below.

(2) The jurisdiction shall disapprove the service plan unless evidence satisfactory to the Council of each of the following is presented:

(a) There is sufficient existing and projected need for organized service in the area to be serviced by the proposed special district.

The Financial Plan projects a total of 395 single family residential units, 185 multi-family units and commercial units representing approximately 55 equivalent dwelling units, as well as various parks, open spaces, clubhouse and amenities. The population at build-out is estimated to be approximately 1,328 persons based on the average number of persons (2.29) per household in Grand Junction. The demand for Public Improvements to be provided by the Districts is demonstrable.

The Mosaic property is located on the current edge of the City in an area identified for urban growth and development through 2035. Existing utilities in the area are limited and many existing utility services and roadways are sized for rural development making them undersized for urban development that is called for in the Grand Junction Comprehensive Plan. The need for urban services that this service plan will provide is needed for type of urban development currently proposed for the Mosaic property and Public Improvements can likely be further extended to serve surrounding property as those properties are developed at urban densities and intensity as called for in the Comprehensive Plan.

Staff has found this criterion to have been met.

(b) The existing service in the area to be served by the proposed special district is inadequate for present and projected needs.

The Service Plan Boundaries are currently vacant and the project site is undeveloped land. Although utilities and public roads are adjacent to or close to the Project, no on-site improvements exist. Furthermore, certain off-site public improvements will be required as a part of the Project. The Public Improvements to be provided by the Districts will not be provided by Mesa County, the City or other municipal or quasi-municipal corporations, or existing special districts. There are no existing public entities in the vicinity of the Project that have the intent or desire to undertake the design, financing and construction of the Public Improvements needed for the Project. Consequently, the use of Metropolitan Districts is deemed acceptable for construction of such improvements.

Staff has found this criterion to have been met.

(c) The proposed special district is capable of providing economical and sufficient service to the area within its proposed boundaries.

The Service Plan has capped the maximum mill levees at a total of 50 mills to provide economical and sufficient service to the development. The 50 mills is planned to provide the level of services desired within the marketplace to be constructed within the district's boundaries that will benefit its future residents. The Applicant has requested

the Districts and believes them to be necessary to provide the most economical and efficient means of ownership and operation of essential improvements to serve future development within the Districts.

Staff has found this criterion to have been met.

(d) The area to be included in the proposed special district has, or will have, the financial ability to discharge the proposed indebtedness on a reasonable basis.

The Financial Plan demonstrates the feasibility of providing the proposed Public Improvements and the ability to discharge the proposed indebtedness on a reasonable basis. The formation of the Districts will facilitate the financing of the proposed Public Improvements as the Districts will have access to tax-exempt financing.

Staff has found this criterion to have been met.

(2.5) The jurisdiction may disapprove the service plan if evidence satisfactory to the Council of any of the following, at the discretion of the Council, is not presented:

(a) Adequate service is not, or will not be, available to the area through the City or other existing municipal or quasi-municipal corporations, including existing special districts, within a reasonable time and on a comparable basis.

No existing public entities in the vicinity of the Project have the intent, ability or desire to undertake the design, financing and construction of the Public Improvements needed for the Project. Consequently, use of new Districts is deemed necessary for the construction of such improvements.

The 68.2 acres within the Service Plan Boundaries overlap or adjoin the following public entities: Colorado River Water Conservancy District, Mesa County, the City, Grand Junction Rural Fire Protection District, Grand River Mosquito Control District, Grand Valley Drainage District, Library District, School District #51 and Ute Water Conservancy District (the Overlapping Districts). The Mosaic Districts will utilize the services of some or all of these Overlapping Districts but will not compete with their operations. It will not be necessary to enter into Intergovernmental Agreements with any of Overlapping Districts except for the City of Grand Junction. None of the Overlapping Districts are authorized or are being asked to provide financing for the construction of Public Improvements within the Mosaic Districts. Further, the Districts do not plan to provide any services that the Overlapping Districts otherwise provide within the boundaries of the Mosaic Districts.

Staff has found this criterion to have been met.

(b) The facility and service standards of the proposed special district are compatible with the facility and service standards of the jurisdiction within which the proposed special district is to be located and each municipality which is an interested party under C.R.S. §32-1-204(1).

The Districts will ensure that the Public Improvements are designed and constructed in accordance with the standards and specifications of the City or other governmental entities having proper jurisdiction, including but not limited to Ute Water Conservancy District. The Districts will obtain the City's approval of civil engineering plans and will obtain applicable permits for construction and installation of Public Improvements prior to performing such work.

Staff has found this criterion to have been met.

(c) The proposal is in substantial compliance with a master plan adopted pursuant to C.R.S. §30-28-106, C.R.S.

The City's Comprehensive Plan shows the Project is designated as Residential Medium Low (2-4 du/ac), Residential Medium (4-8 du/ac), Neighborhood Center (6 du/ac), and Commercial/Industrial (up to 24 du/ac) allowed within these land use designations on the City's Future Land Use Map of the Comprehensive Plan. The proposed development is consistent with the following goals of the Comprehensive Plan.

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

Goal 5: Provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

If the PD zoning and Outline Development Plan is approved, the proposed Mosaic project will develop and provide a choice of housing including single family detached, townhomes and multi-family condo/apartments all within one neighborhood which supports the Comprehensive Plan's third Guiding Principle of "Housing Variety - allow, encourage more variety in housing types (more than large lot single family homes) that will better meet the needs of our diverse population – singles, couples, families, those just starting out, children who have left home, retirees, etc."

Staff believes this criterion has been met.

(d) The proposal is in compliance with any duly adopted county, regional, or state long-range water quality management plan for the area.

The City has an adopted Stormwater Management Manual with the purpose of

promoting public health, safety, and general welfare and to minimize public and private losses due to flooding by adopting policies, procedures, standards, and criteria for storm drainage. The proposed Mosaic Planned Development project will be required to meet or exceed all requirements for adequate storm drainage system analysis and appropriate drainage system design and will need to obtain all required permits. This will be reviewed through the Preliminary and Final Plan phases of the development application.

Staff has found this criterion to have been met.

(e) The creation of the proposed special district will be in the best interests of the area proposed to be served.

The creation of the Districts is in the best interests of the area to be served, in that they will provide for public improvements that otherwise will not be provided by other governmental entities, and they offer the advantage of obtaining tax-exempt financing to fund the Improvements, thus making the cost of the improvements more affordable. In addition, the use of a multiple district structure is beneficial as it permits: a) the phasing of improvements to occur according to logical development patterns, resulting in a more specific association of cost with benefit and less incentive to initiate Public Improvements programs too far in advance of development; b) the ability to arrange for delivery of Public Improvements in a manner that will conform to the approved development plans associated with the Project, thus permitting development of the Project in accordance with City expectations; and c) maintenance of a reasonably uniform mill levy and fee structure through coordinated planning and financing for infrastructure construction.

Staff has found this criterion to have been met.

(i) Such additional information as the jurisdiction may require by resolution on which to base its findings pursuant to section 32-1-203;

Although the last two statutory requirements (h) and (i) give the City Council broad power to establish requirements for service plan approval that exceed or enhance those specifically cited in the statutes, Staff has identified no additional consideration in order to render a sound decision on the proposed districts.

Finding of Fact:

In accordance with Law, the findings of the City shall be based solely upon the service plan and evidence presented at the hearing by the petitioners, planning commission, and any interested party.

Pursuant to C.R.S. §32-1-203 the City Council may:

- Approve the Service Plan without condition or modification;
- Disapprove the Service Plan; or
- Conditionally approve the Service Plan subject to City approval of Zoning the Project to Planned Development and approval of an Outline Development Plan.

In accordance with Law, the City may conditionally approve the service plan of a proposed special district upon satisfactory evidence that it does not comply with one or more of the criteria; final approval shall be contingent upon modification of the service plan to include such changes or additional information as shall be specifically stated in the findings of the City Council.

After reviewing SDS-2018-301, a request to consider formation of a metropolitan district service plan for the proposed Mosaic project to be developed on 68.2 acres on the Southwest corner of 23 Road and H Road, the following findings of fact may reasonably be made by the City Council:

1. The Mosaic Metropolitan District Service Plan is consistent with the Comprehensive Plan; and
2. The Mosaic Metropolitan District Service Plan meets Title 32 of the Colorado Revised Statutes for formation of a metropolitan district with these findings made on the condition that a Development Plan be approved by the City.

FISCAL IMPACT:

The City has no legal or financial liability during the life of the Metropolitan District; it does not reduce current or future tax revenues of other public agencies; and it does not draw from the City's capital improvement budget or capital reserves.

A financial plan was included in the Service Plan. It proposes the total debt that all six Districts shall be permitted to issue shall not exceed \$12,000,000 and shall be permitted to be issued on a schedule and in such year or years as each District determines will meet the needs of the Financial Plan and will be phased to serve development as it occurs. The Financial Plan was reviewed by the City's Deputy Finance Director, Jay Valentine. In his review he noted the petition states the debt is not backed by any pledge of revenue from the City and approval of the Plan is not a guarantee of debt repayment by the City. The mill levy dedicated to repayment of the bonds is 25 mills each for the special assessment bond and the general obligation bond. He found that the debt structures, which are phased in, seem reasonable in terms of the rates and fees associated with them.

The repayment of the debt incurred is proposed to be achieved by imposing a mill levy targeted at up to 25 mills each, the Special Assessment Bonds and General Obligation Bonds on the taxable property of this District. The mill levy rate may be increased up to

the maximum or decreased to the extent the actual tax revenues generated by the mill are sufficient to pay the debt. Although the mill levy will be the District's primary source of revenue for the debt, the District will also have the discretion and power to assess fees, rates or charges. The District is not pledging any revenue or property of the City as security for the debt; and approval of the Service Plan shall not be construed as a grantee by the City of payment of any of the District's obligations or as to create any responsibility or liability on the part of the City in the event of default by the District in the payment of any such obligation.

SUGGESTED MOTION:

I move to (approve or deny) the proposed resolution of the Consolidated Service Plan for the Mosaic Metropolitan Districts Nos. 1-6, metropolitan districts intended to serve the proposed Mosaic development, with the following condition of approval:

1. Prior to the Consolidated Service Plan for Mosaic Metropolitan Districts Nos. 1-6 becoming effective, a Development Plan be reviewed and approved by the City. The Development Plan shall constitute approved zoning to Planned Development (PD) with an approved Outline Development Plan consistent with the Grand Junction Municipal Code.

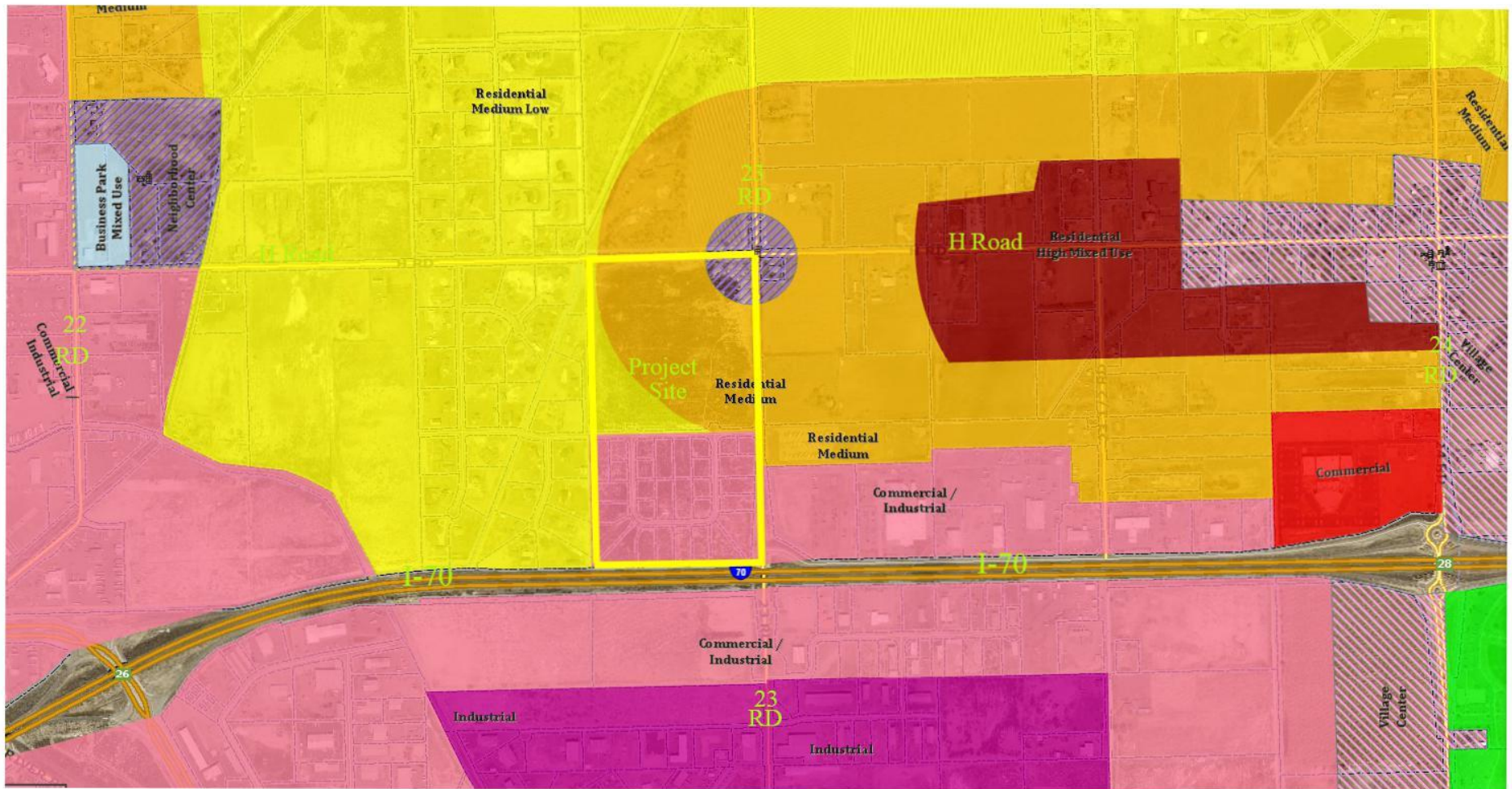
Attachments

1. Maps
2. Mosaic Petition for Approval of Service Plan
3. Notice of Filing to DOLA for Mosaic
4. Resolution
5. Resolution - Exhibit A - Mosaic Service Plan

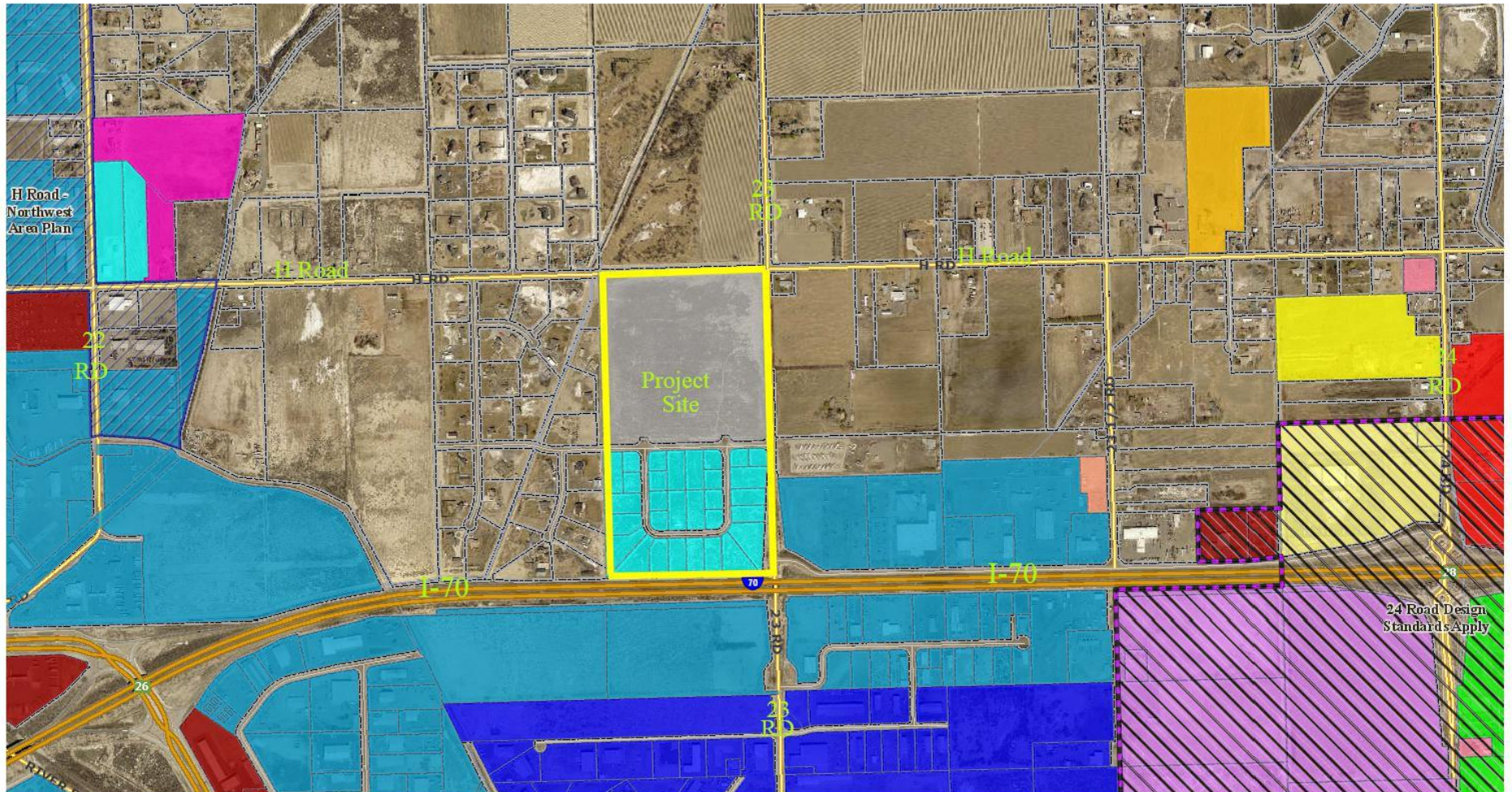
Vicinity Map



Future Land Use Map



Zoning Map – City Only



PETITION FOR APPROVAL OF SERVICE PLAN

**IN RE THE ORGANIZATION OF MOSAIC METROPOLITAN DISTRICTS NOS. 1-6,
MESA COUNTY, COLORADO**

TO: CITY COUNCIL, CITY OF GRAND JUNCTION, COLORADO

Pursuant to the provisions of Part 2 of the Special District Act, more particularly Sections 32-1-202, 32-1-204.5, and 32-1-207, C.R.S., the persons proposing the organization of the Mosaic Metropolitan Districts Nos. 1-6 in Mesa County, Colorado, to be located wholly within the boundaries of the City of Grand Junction, by their attorneys, Hoskin Farina & Kampf, PC, submit the Consolidated Service Plan of such Districts, and respectfully petition the Board of County Commissioners for a Resolution of Approval thereof and certain other preliminary actions relation thereto.

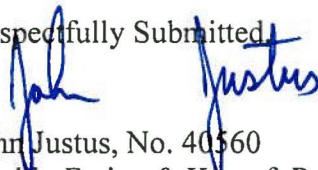
In support of this Petition, the Petitions state:

1. On or about June 7, 2018, there was filed with the Community Development Department of the City of Grand Junction the proposed Consolidated Service Plan for the proposed Mosaic Metropolitan Districts Nos. 1-6.

2. The Consolidated Service Plan fully complies with the provisions of Part 2 of the Special District Act, more particularly Sections 32-1-202(2) and 32-1-203(2), C.R.S.

WHEREFORE, the Petitioners request the City Council for the City of Grand Junction to enter such orders as may be necessary or proper preliminary to, and in connection with, a Resolution of Approval of the Consolidated Service Plan for the proposed Mosaic Metropolitan Districts Nos. 1-6.

Respectfully Submitted


John Justus, No. 40560
Hoskin Farina & Kampf, P.C.
200 Grand Avenue, Fourth Floor
Grand Junction, Colorado 81501
(970) 986-3400
Attorneys for Taurus of Texas GP, LLC, a
Massachusetts limited liability company



NOTICE OF FILING OF SPECIAL DISTRICT SERVICE PLAN

Pursuant to CRS 32-1-202(1), the County Clerk and Recorder or Municipal Clerk shall notify the Division of Local Government within five days after the filing of a service plan for the formation of a new Special District. Please provide the information indicated and return this form to the Division of Local Government.

Petitioner Information

Mosaic Metropolitan Districts Nos. 1-6

June 7, 2018

Name of Proposed District

Metropolitan District

Filing Date

City of Grand Junction, CO
Wanda Winkelmann, City Clerk

Type of Proposed District

John P. Justus

Approving Authority Receiving Plan

(970) 986-3400
jjjustus@hfak.com

Contact Person Filing Service Plan

Phone/Email

Hearing Information¹

City Hall Auditorium, 250 North 5th Street, Grand Junction, CO 81501

Location of Hearing

6:00 p.m.

Wednesday, July 18, 2018

Time of Hearing

Date of Hearing

Wanda Winkelmann
Clerk Signature

June 8, 2018

Date

¹Pursuant to C.R.S. 32-1-202(1) the board of county commissioners shall provide written notice of the date, time, and location of the hearing on the service plan to the division. Hearing information may be provided when submitting this notice of filing of service plan if known.



CITY OF GRAND JUNCTION, COLORADO
RESOLUTION NO. _____
A RESOLUTION APPROVING THE SERVICE PLAN FOR
THE MOSAIC METROPOLITAN DISTRICTS NOS. 1-6

A. Pursuant to §32-1-204.5, C.R.S., as amended, a Consolidated Service Plan ("**Service Plan**") for the proposed Mosaic Metropolitan Districts Nos. 1-6 ("**Districts**") has been submitted to the City Council ("**Council**") of the City of Grand Junction, Colorado ("**City**"). A copy of the **Service Plan** is attached hereto as Exhibit "A".

B. Pursuant to the provisions of Title 32, Article 1, Colorado Revised Statutes (C.R.S.), as amended, and the Grand Junction Municipal Code ("GJMC") on June 8, 2018 the Council scheduled a public hearing on the **Service Plan** for July 18, 2018.

C. Notice of the hearing before the Council on July 18, 2018 was duly published in the *Daily Sentinel*, a newspaper of general circulation within the City, on June 20, 2018 (minimum 20 days prior to hearing), as required by law, and forwarded to the petitioners, others entitled to postcard or letter notice, the Department of Local Affairs, and the governing body of each municipality and Title 32 Special District that has levied *ad valorem* tax within the next preceding tax year and that has boundaries within a radius of three miles of the District.

D. The Council has considered the **Service Plan** and all other testimony and evidence presented at the hearing.

E. The Council finds that the **Service Plan** shall be approved with the following condition which shall be met prior to the Metropolitan District's Nos. 1-6 Service Plan becoming effective, as permitted by Sections 32-1-203(2) and 32-1-204.5(1)(a), C.R.S., as amended:

1. a Development Plan for the 68.2-acre property be reviewed and approved by the City. The Development Plan shall constitute approved zoning to Planned Development (PD) with an approved Outline Development Plan consistent with the Grand Junction Municipal Code.

F. For purposes of this Resolution, the effective date is the date which the election results are accepted/certified by the Colorado Department of Local Affairs.

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

1. The Council hereby determines that all of the requirements of Title 32, Article 1, Part 2, C.R.S., as amended, relating to the filing of the **Service Plan** for the District have been fulfilled and that notice of the hearing was given in the time and manner required by law.

2. The Council further determines that all pertinent facts, matters and issues were submitted at the public hearing; that all interested parties were heard or had the opportunity to be heard and that evidence satisfactory to the Council of each of the following was presented:

- (a) There is sufficient existing and projected need for organized service in the area to be serviced by the proposed District;

(b) The existing service in the area to be served by the proposed District is inadequate for present and projected needs;

(c) The proposed District is capable of providing economical and sufficient service to the area within the proposed boundaries; and

(d) The area to be included in the proposed District has, or will have, the financial ability to discharge the proposed indebtedness on a reasonable basis.

3. This Resolution shall be filed in the records of the City and a copy thereof submitted to the petitioners for the District for filing in the District Court of Mesa County, Colorado.

4. All prior resolutions or any parts thereof, to the extent that they are inconsistent with this Resolution, are hereby rescinded.

PASSED, ADOPTED AND APPROVED this 18th day of July 2018.

Barbara Traylor Smith, Mayor

ATTEST:

Wanda Winkelmann, City Clerk

**CONSOLIDATED SERVICE PLAN FOR
MOASIC METROPOLITAN DISTRICTS NOS. 1-6**

Prepared by:

Hoskin Farina & Kampf, P.C.
200 Grand Avenue, Fourth Floor
Grand Junction, Colorado 81501

Dated June 7, 2018

ARTICLE I. INTRODUCTION

A. General Overview

This Consolidated Service Plan ("Service Plan") for the Mosaic Metropolitan Districts Nos. 1-6 (individually referred to as "District" or collectively referred to as "Districts") constitutes a combined service plan for six (6) proposed Title 32 metropolitan districts within the boundaries of the City of Grand Junction ("City"). The proposed Districts will be organized to serve the needs of a new community to be known as the Mosaic Planned Development and referred to as the "Project." The Project will be coordinated by the developer, Club Deal 113/114 Park Plaza and Grand Junction Limited Partnership, a Delaware limited partnership. The Districts are intended to be independent units of local government, separate and distinct from the City. Except as may otherwise be provided for by State or local law or this Service Plan, the activities of the Districts are subject to review by the City only insofar as they may deviate in a material manner from the provisions of this Service Plan.

The property to be included within the proposed Districts consists of 68.2 acres of land with a boundary of 23 Road to the east, 22¾ Road to the west, H Road to the north and I-70 to the south ("Service Plan Boundaries"). A map illustrating the Districts and the Service Plan Boundaries is attached as **Exhibit A**. The properties within each of the proposed Districts shall be subject to the ordinances, rules and regulations of the City and this Service Plan shall not be interpreted as representing approval by the City of any alteration or amendment to the City's ordinances, rules and regulations. Properties within the Service Plan Boundaries are subject to the City's current and future ad valorem property taxes, sales taxes, rates, fees, tolls and charges.

Attached as **Exhibit B** is a map of the Proposed Mosaic Planned Development ("Proposed Development Map") which shows the intent to construct the Project in eight (8) phases. The final composition and phasing are subject to separate City approval under its land use and zoning process. Mosaic Metropolitan District No. 1 will consist of approximately 15.92 acres and will have approximately the same boundaries as Phase I shown on the Proposed Development Map. Mosaic Metropolitan District Nos. 2, 3, 4, 5 and 6 will initially consist of the remaining lands shown on the Proposed Development Map. Attached as **Exhibit C** is a map illustrating the District Overlay for District Nos. 1, 2, 3, 4, 5 and 6 over the Proposed Development Map (the "District Overlay Map"). Attached as **Exhibit D** are individual legal descriptions for the boundaries of District Nos. 1, 2, 3, 4, 5 and 6.

The total combined area within the Service Plan Boundaries of 68.2 acres is expected to be developed in Phases as shown on the Proposed Development Map. The Project includes residential and commercial development, parks and open spaces. Certain assumptions are made in this Service Plan regarding the number and type of residential units as well as the size and location of commercial development. The actual composition and distribution of development shall be reflected in subsequent site development approvals issued by the City and nothing in this Service Plan shall be construed as the City granting prior approval for site development. Modifications to this Service Plan shall not be required to accommodate changes to the Project under the City's site development approvals. The Proposed Development Map is attached for concept purposes only

and is appended for completeness of these references. The inclusion of the Proposed Development Maps in this Service Plan does not constitute City land use and development approval.

The primary purpose of the proposed Districts is to construct public improvements including public sanitary sewer and wastewater systems, domestic water supply systems, storm drainage facilities, streets and roadways, traffic and safety facilities, landscaping, parks and recreation facilities and such other public improvements approved by the City for the development of the Project (collectively referred to as the Public Improvements). The expected quantities and costs of constructing the Public Improvements are set forth in the Financial Plan for the Districts. Certain Public Improvements will be dedicated to the City for the use and benefit of the general public. At the discretion of the boards of Directors of the Districts, some Public Improvements may remain with the Districts, and some Public Improvements may be deeded to one or more property owners' association(s) within the Project. Assets deeded to owners' association(s) may be operated exclusively for future owners, inhabitants and taxpayers of the Districts. All Public Improvements shall be designed and constructed in accordance with development plans approved by the City. Preliminary engineering surveys for the Public Improvements are included in **Exhibits C and G**.

The proposed Districts are organized to serve as a method by which development can occur within the City in such a way as to eliminate economic risk to the City, provide economic benefits to property owners, and place the risk of development on property developers. The Financial Plan has been designed to assure that at no time will the City have any legal responsibility for any of the Districts' obligations and to assure that the risk of development remains with the developer until a sufficient tax base has been achieved to pay the Districts' debt through mill levy assessments. Mill levy assessments will be imposed only on properties within the boundaries of the Districts.

This Service Plan has been prepared with sufficient flexibility to enable the Districts to design and construct Public Improvements under evolving circumstances and to meet the needs of the Project and the community. The Service Plan assumptions generally reflect development in accordance with Exhibit B, but the cost estimates in the Financial Plan are sufficiently flexible to enable the Districts to provide necessary Public Improvements without the need for repeated amendment(s) of the Service Plan. Modification of the proposed configuration of Public Improvements, scheduling of construction of such improvements, as well as the locations and dimensions of various Public Improvements shall be permitted to accommodate development needs consistent with zoning and future development approvals for the Project and without the necessity of modifying the Service Plan.

Public Improvements will be constructed to provide public and semi-private services necessary for the Project. This Service Plan addresses the financing of all Public Improvements constructed through the Districts and establishes how the Districts will work cooperatively with each other and with the City to design and construct the necessary Public Improvements. All Exhibits referenced in this narrative are attached to and incorporated by reference into this Service Plan.

B. Multiple District Structure. This Service Plan is submitted and the Districts are being formed pursuant to the requirements of the Special District Act §32-1-101, et seq., C.R.S.

(the "Act"). Use of a Consolidated Service Plan for the Districts assures coordination of the powers and authorities of the independent Districts and will help avoid confusion regarding the separate, but coordinated, purposes of the Districts which could arise if separate service plans were used. Unless otherwise specifically noted, general provisions of this Service Plan apply to all six Mosaic Metropolitan Districts. Where necessary, references will be made to individual Districts to distinguish the powers and authorities of each District.

The Districts collectively will undertake the financing and construction of Public Improvements, some of which will be conveyed to the City of Grand Junction and other improvements will either remain with the Districts or will be transferred to property owners association(s) for maintenance and operation. Each District will operate separately but will be part of a coordinated plan for the Project. It is the goal of the Districts to spread the costs of development of the entire Project equitably among all Districts, which will be reflected as a reasonably uniform mill levy and fee structure through coordinated planning and financing for infrastructure construction.

The Financial Plan discussed in Section III is a preliminary plan for all Districts and is intended to be read as a unified Financial Plan for construction of all Public Improvements for the Project. The initial boundaries of each District are intended to change through future inclusions and exclusions as provided in this Service Plan. The Project is proposed to be developed in 8 Phases as reflected on the Proposed Development Map; however, changes to the Proposed Development Map, including changes in the number and configuration of Phases, as approved by the City and as the Project progresses shall not require a modification to this Service Plan. As development progresses within each District, bonds will be issued to pay for Public Improvement costs as the Districts build out with sufficient assessed values to support payment of debt.

C. Benefits of Multiple District Structure. The multiple district structure offers significant benefits to the City, the Project and future property owners. Those benefits include: (a) coordinated administration of construction and operation of Public Improvements in a fashion that supports the orderly development of the Project; (b) avoiding the premature issuance of debt; (c) creating a means for the fair and equitable allocation of costs of development of Public Improvements across the Project; and (d) assure compliance with state laws regarding taxation in a manner which permits obtaining benefits of issuing tax exempt financing at low interest rates. These benefits are addressed further below.

1. Coordinated Services. Development of the Project will proceed in several Phases, each of which requires the extension of Public Improvements. The multiple district structure assures that the construction and operation of each Phase of the Public Improvements is administered in accordance with a long-term construction and operations program. This is consistent with "best practices" in the development industry involving projects with long-term development horizons. This Service Plan contemplates coordination among the Districts to facilitate construction of each Phase and for management of operations.

2. Avoids Premature Debt Issuance. The multiple district structure helps assure that Public Improvements needed for future build-out of the Project will be provided when needed. Projects that do not utilize multiple districts may be motivated to issue debt prematurely because the prospect of loss of control over decision making exists.

3. Equitable Debt Allocation. Allocation of the responsibility for paying debt for Public Improvements will continue to be managed through development of a unified Financial Plan and through development of an integrated operating plan for long-term operations and maintenance. The Districts will coordinate to manage these functions to assure that no area within the Project becomes obligated for more than its share of the costs of the design and construction of Public Improvements and their operations. Low-density areas will not bear a disproportionate burden of debt and operating costs, nor will high valued areas bear disproportionate burdens. Intergovernmental agreements among the Districts will assure that mill levy rates remain generally consistent throughout the Project.

4. Initial Boundaries/Expansions. In order to implement the multiple district structure, the boundaries of the Districts are intended to change as development occurs. At the time of submittal of this Service Plan the developer owns all of the property to be included within the Service Plan Boundaries and the proposed Districts. District #1 initially coincides with Phase 1 of the Project. Depending on absorption time in Phase 1, additional properties may be included by petition within District #1, after completing an exclusion process from an adjacent district. The same holds true for the inclusion or exclusion of properties from all Districts, and allows some flexibility based on absorption.

Due to the long-term nature of the Project, the need to respond to development patterns and the pace of growth and to accommodate future financing dynamics, adjustments to the Districts' boundaries may occur from time to time. Therefore, the Districts shall be permitted to make boundary adjustments among the Districts as their governing Boards of Directors deem necessary. Any inclusion or exclusion of property made in compliance with this Service Plan shall not constitute a material modification of the Service Plan. No properties outside of the Service Plan Boundaries will be included within any District unless specifically approved by the City. All changes in District boundaries must be made in compliance with the Act.

5. Future Consolidation or Dissolution of Districts. As development occurs the boards of directors for certain Districts may determine that certain Districts should be consolidated or even dissolved depending on the needs of the Project. Notice of intent to consolidate or dissolve shall be tendered to the City for review to determine if the purposes for which the Districts were created have been accomplished. The Districts shall file petitions in the Mesa County District Court for consolidation or dissolution in accordance with the Act. In no event shall dissolution occur until the Districts have provided for the payment or discharge of all outstanding indebtedness or other financial obligations as required by state statutes.

Following completion of construction of the Public Improvements, the Districts may retain certain assets or may transfer and dedicate assets to property owners' associations, to the City or other governmental entities. As a part of any such transfers, the Districts will assure the repayment or discharge of all of the Districts' outstanding indebtedness and other financial obligations as required by statute. The transfer of assets will include agreements for the assignment or assumption of operating and maintenance responsibilities. The process for the consolidation or dissolution of Districts will be as provided in the Act.

D. Existing Services. No existing public entities in the vicinity of the Project have the intent, ability or desire to undertake the design, financing and construction of the Public Improvements needed for the Project. Consequently, use of new Districts is deemed necessary for the construction of such improvements.

The 68.2 acres within the Service Plan Boundaries overlap or adjoin the following public entities: Colorado River Water Conservancy District, Mesa County, the City, Grand Junction Rural Fire Protection District, Grand River Mosquito Control District, Grand Valley Drainage District, Library District, School District #51 and Ute Water Conservancy District (the Overlapping Districts). The Mosaic Districts will utilize the services of some or all of these Overlapping Districts but will not compete with their operations. It will not be necessary to enter into Intergovernmental Agreements with any of Overlapping Districts except for the City of Grand Junction. A draft IGA with the City is attached as **Exhibit E**.

None of the Overlapping Districts are authorized or are being asked to provide financing for the construction of Public Improvements within the Mosaic Districts. Further, the Districts do not plan to provide any services that the Overlapping Districts otherwise provide within the boundaries of the Mosaic Districts. Therefore, compliance with the provisions of § 32-1-107(3)(b)(III), C.R.S., relating to the Overlapping Districts will be satisfied. In accordance with § 32-1-107(3)(b)(IV), C.R.S. the Moasic Districts shall not duplicate the services provided by the Overlapping Districts, except as may be consented to and approved by the governing boards of the Overlapping Districts.

E. 2017 Certified Assessed Valuation.

The 2017 certified assessed valuation of all taxable property within the Service Plan Boundary is \$2,051,987.

F. Contents of Service Plan.

This Service Plan contains a preliminary financial analysis and preliminary capital plan showing how Public Improvements for the Project are expected to be provided and how they will to be operated, managed and financed by the Districts. Numerous items are included in this Service Plan in order to satisfy the requirements of 32-1-203(2), C.R.S., for the formation of special districts, which factors are summarized in Article V. This Service Plan satisfies each of the statutory requirements. The assumptions contained in this Service Plan were derived from a variety of sources. Information regarding the present status of property within the Service Plan Boundary, as well as the current status and projected future level of similar services was obtained from the Developer. Capital projections for Public Improvements and the Financial Plan are provided by Development Planning & Financial Group, Inc. Legal advice in the preparation of this Service Plan and formation of the Districts is provided by the law firm of Hoskin Farina & Kampf, P.C.

G. Modification of Service Plan.

This Service Plan has been designed with sufficient flexibility to enable the Districts to provide required Public Improvements for the Project under evolving circumstances without the

need for numerous amendments. Modification of the types of Public Improvements, as well as changes in proposed configurations, locations, dimensions of facilities and improvements shall be permitted to accommodate development needs consistent with City zoning and planning for the Project.

ARTICLE II NEED FOR NEW DISTRICTS AND GENERAL POWERS

A. Need for Metropolitan Districts.

In order to establish compliance with the standards for Service Plan approval set forth in §32-1-203(1), C.R.S., the following information is presented:

1. There is Sufficient Existing and Projected Need for Organized Service. The Financial Plan projects a total of 395 residential units, 185 multi-family units and commercial units representing approximately 55 equivalent dwelling units, as well as various parks, open spaces, clubhouse and amenities. The population at build-out is estimated to be approximately 1,328 persons based on the average number of persons (2.29) per household in Grand Junction. The demand for Public Improvements to be provided by the Districts is demonstrable.

2. The Existing Service is Inadequate for Present and Projected Needs. The Service Plan Boundaries are currently vacant and undeveloped land. Although utilities and public roads are adjacent to or close to the Project, no on-site improvements exist. Furthermore, certain off-site public improvements will be required as a part of the Project. The Public Improvements to be provided by the Districts will not be provided by Mesa County, the City or other municipal or quasi-municipal corporations, or existing special districts. Neither the City nor any existing special district plans to provide the Public Improvements required for the development of the Project. Therefore, provision of Public Improvements will not be made available through other institutions.

3. Districts will Provide Needed Infrastructure. The Districts are necessary to provide the most economical and efficient means of ownership and operation of essential improvements to serve future development within the Districts. The Financial Plan demonstrates the feasibility of providing the proposed Public Improvements and the ability to discharge the proposed indebtedness on a reasonable basis. The formation of the Districts will facilitate the financing of the proposed Public Improvements as the Districts will have access to tax-exempt financing that is not available to private entities.

4. New Districts are in the Best Interests of the Project and Future Residents and Property Owners. The matters described in items 1 through 3 of this Section establish that the creation of the Districts is in the best interests of the area to be served, in that they establish a demand for public improvements that otherwise will not be provided by other governmental entities, and they offer the advantage of obtaining tax-exempt financing to fund the Improvements. In addition, the use of a multiple district structure is beneficial as it permits: a) the phasing of improvements to occur according to logical development modules, resulting in a more specific association of cost with benefit and less incentive to initiate Public Improvements programs too far

in advance of development; b) the ability to arrange for delivery of Public Improvements in a manner that will conform to the approved development plans associated with the Project, thus permitting development of the Project in accordance with City expectations; and c) maintenance of a reasonably uniform mill levy and fee structure through coordinated planning and financing for infrastructure construction.

B. General Powers of Districts.

1. Powers.

Each District will have the power and authority to provide Public Improvements described in this Service Plan both inside and outside of their boundaries in accordance with Colorado law. The powers and authorities of each District will be allocated and further refined in a "Master" Intergovernmental Agreement ("IGA") among the Districts. For purposes of the Special District Control Act (§ 32-1-201, *et seq.*, C.R.S.), entering into the IGA shall not require an amendment of this Service Plan. The IGA will constitute a binding agreement among the Districts regarding implementation of the powers contained in this Service Plan. The IGA will permit only those powers and authorities authorized by the Act and this Service Plan, including but not limited to:

i. Operations and Maintenance Limitation. The Districts shall plan for, design, acquire, construct, install, relocate, redevelop, and finance the Public Improvements. It is not the District's intention to own any improvements that are of the type that would normally be dedicated to the City. The Districts shall dedicate the improvements to the appropriate jurisdiction in a manner consistent with the Approved Development Plan and other rules and regulations of the City and applicable provisions of the City Code.

ii. Conveyance of Improvements. Improvements not conveyed to the City, or other governmental entities as appropriate, will be retained by the Districts or conveyed to owners association(s). With regard to improvements dedicated to the owners association, the Districts shall undertake the operations and maintenance responsibilities for such improvements until they are accepted by the owners association. During the period the Districts operate such facilities, revenue to pay the expenses of operations may be obtained from mill levy assessments, or from rates, fees, tolls and charges legally imposed by the Districts. User fees for recreational facilities may be different for residents of the Districts than for outside/non-resident users. Approval of this Service Plan by the City constitutes the City's agreement that the Districts may perform these functions.

iii. Acquisition of Land for Public Improvements and Easements. The Districts shall acquire by easement or plat dedication all real property interests required for construction and maintenance of Public Improvements to be conveyed to the City by the Districts. Exceptions must be approved by the City in writing. Failure to comply with this provision shall be deemed a material modification of this Service Plan.

iv Construction Standards Limitation. The Districts will ensure that the Public Improvements are designed and constructed in accordance with the standards and specifications of the City or other governmental entities having proper jurisdiction, including but not limited to Ute Water Conservancy District. The Districts will obtain the City's approval of civil engineering plans and will obtain applicable permits for construction and installation of Public Improvements prior to performing such work.

v. Privately Placed Debt Limit. Prior to the issuance of any privately placed debt, the Districts shall obtain the certification of an External Financial Advisor substantially as follows:

We are [I am] an External Financial Advisor within the meaning of the Consolidated Service Plan for Mosaic Metropolitan Districts Nos 1-6.

We [I] certify that (1) the net effective interest rate (calculated as defined in § 32-1-103(12), C.R.S.) to be borne by [insert the designation of the Debt] does not exceed a reasonable current [tax-exempt] [taxable] interest rate, using criteria deemed appropriate by us [me] and based upon our [my] analysis of comparable high yield securities; and (2) the structure of [insert designation of the Debt], including maturities and early redemption provisions, is reasonable considering the financial circumstances of the District.

vi. Inclusion Limitation. The Districts shall not include within their boundaries any property outside the Service Plan Boundaries without the prior written consent of the City.

vii. Total Debt Issuance Limitation. The Districts shall not issue Debt in excess of \$12,000,000.

viii Financial Payments from Other Governments/Sources. The Districts shall not apply for or accept Conservation Trust Funds, Great Outdoors Colorado Funds, Department of Local Affairs, or other funds or grants available from or through governmental or non-profit entities that the City is eligible to apply for, except pursuant to an intergovernmental agreement with the City. This section shall not apply to specific ownership taxes which shall be distributed to and a revenue source for the District without limitation.

ix Consolidation Limitation. The Districts shall not file a request with any Court to consolidate with another Title 32 district without the prior written consent of the City; provided, however, consolidation among the Districts shall not require City approval as this Service Plan contemplates such consolidations may exist.

x. Bankruptcy Limitation. All of the limitations contained in this Service Plan, including, but not limited to, those pertaining to the Maximum Debt Mill Levy, have been established under the authority of the City to approve a Service Plan with conditions, pursuant to § 32-1-204.5, C.R.S. It is expressly intended that these limitations:

a. shall not be subject to set-aside for any reason or by any court of competent jurisdiction, absent a Service Plan Amendment;

b. are, together with all other requirements of Colorado law, included in the “political or governmental powers” reserved to the State under the U.S. Bankruptcy Code (11 U.S.C.) Section 903, and are also included in the “regulatory or electoral approval necessary under applicable non-bankruptcy law” as required for confirmation of a Chapter 9 Bankruptcy Plan under Bankruptcy Code Section 9434(b)(6); and

c. any Debt, issued with a pledge or which results in a pledge, that exceeds the Maximum Debt Mill Levy, shall be deemed a material modification of this Service Plan pursuant to § 32-1-207, C.R.S., and shall not be an authorized issuance of Debt unless and until such material modification has been approved by the City as part of a Service Plan Amendment.

xi. Service Plan Amendment Requirement. This Service Plan has been designed with sufficient flexibility to enable the Districts to provide required Public Improvements under evolving circumstances without the need for numerous amendments. Actions of a District which violate the limitations in this Service Plan and/or an intergovernmental agreement with the City shall be deemed to be material modifications to this Service Plan and the City shall be entitled to all remedies available at law or in equity under State and local law against the District in violation.

xii. Special Improvement Districts. Pursuant to § 32-1-1101(1)(f)(I), C.R.S., and Section 32-1-1101.7, C.R.S. (the “SID Statute”), the Districts are authorized to establish special improvement districts within their boundaries to assess property, and to undertake all activities set forth in the SID Statute, as it may be amended from time to time, including but not limited to financing of renewable energy and energy efficient improvement. The exercise of any such powers and authorities shall not be deemed a material modification of this Service Plan.

xiii. Additional Services. In addition to the other powers and limitations of the District set forth in this Service Plan the Districts shall have the authority to, but shall not be obligated to, provide any services and exercise such powers as are expressly or impliedly granted by Colorado law, including the power of covenant enforcement, design review and those powers enumerated in §§ 32-1-1101 and 32-1-1101.7.

2. Preliminary Engineering Survey

The Districts shall have authority to provide for the planning, design, acquisition, construction, installation, relocation, redevelopment, maintenance, and financing of the Public Improvements within and without the boundaries of each District, to be more specifically defined in an Approved Development Plan. An estimate of the costs of the improvements which may be planned for, designed, acquired, constructed, installed, relocated, redeveloped, maintained or

financed was prepared based upon a preliminary engineering survey and estimates derived from zoning on the property within the Service Area Boundaries such costs will not exceed \$15,000,000. Preliminary engineering surveys are attached as **Exhibit G**.

All of the Public Improvements will be designed in such a way as to assure that the standards for the improvements will be compatible with those of the City or other governmental entities having proper jurisdiction, including but not limited to Ute Water Conservancy District, and shall be in accordance with the requirements of the Approved Development Plan. All construction cost estimates are based on the assumption that construction conforms to applicable local, State or Federal requirements.

3. Regional Improvements

The Districts are authorized to coordinate with the City for the planning, construction, design, acquisition, installation, relocation and/or redevelopment of improvements located outside of the Service Plan Boundaries determined by the City as being necessary to provide service(s) to the development, but also providing service to properties within the City that are not within the development ("Regional Improvements"). The Districts are also authorized to contribute a portion of the capital costs and/or operation and maintenance costs of Regional Improvements in amounts as will be agreed upon and set forth in an intergovernmental agreement to be entered into between the Districts and the City. Such intergovernmental agreement will be separate and distinct from the intergovernmental agreement which is attached as **Exhibit E**. The Districts shall fund their contributions to the Regional Improvements from Bond proceeds or other sources.

ARTICLE III FINANCIAL PLAN

1. General

The Districts shall be authorized to provide for the planning, design, acquisition, construction, installation, relocation and/or redevelopment of Public Improvements from their revenues and by and through proceeds of Debt to be issued by the Districts. Each District shall issue such Debt as it can reasonably pay from revenues derived from the Maximum Debt Mill Levy approved by the eligible electors of each District and other legally available revenues. The total Debt that all Districts shall be permitted to issue shall not exceed \$12,000,000 and shall be permitted to be issued on a schedule and in such year or years as each District determines shall meet the needs of the Financial Plan and shall be phased to serve development as it occurs. All bonds and other Debt issued by a District may be payable from any and all legally available revenues of a District including general *ad valorem* taxes to be imposed upon all taxable property within a District. Each District may rely upon various other revenue sources authorized by law, including the power to assess fees, rates, tolls, penalties, or charges as provided in § 32-1-1001(1), C.R.S. The costs for payment of Public Improvements shall be spread equitably among the Districts, which will be reflected as a reasonably uniform mill levy and fee structure between the Districts. An overview of the Districts' Financial Plan, as well as proposed indebtedness schedules of the Districts, is attached as **Exhibit F**.

2. Maximum Voted Interest Rate and Maximum Underwriting Discount

The interest rate on any Debt is expected to be the market rate at the time the Debt is issued. In the event of a default, the maximum interest rate on any Debt is not expected to exceed eighteen percent (18%). The proposed maximum underwriting discount will be five percent (5%). Debt, when issued, will comply with all relevant requirements of this Service Plan, State law and Federal law as then applicable to the issuance of public securities.

3. Maximum Debt Mill Levy

The “Maximum Debt Mill Levy” shall be the maximum mill levy each District is permitted to impose upon the taxable property within each District for payment of Debt, and shall be determined as follows:

i. Excess of 50% of Assessed Value. For any portion of the District’s aggregate Debt which exceeds fifty percent (50%) of the District’s assessed valuation, the Maximum Debt Mill Levy for such portion of Debt shall be fifty (50) mills less the number of mills necessary to pay unlimited mill levy Debt described in (ii) below, adjusted to account for changes in the method of calculating assessed valuation or any constitutionally mandated tax credit, cut or abatement. The mill levy limitation applicable to such Debt may be increased or decreased to reflect such changes, such increases or decreases to be determined by the Board in good faith (such determination to be binding and final) so that, to the extent possible, the actual tax revenues generated by the mill levy, as adjusted for changes occurring after January 1, 2019, are neither diminished nor enhanced as a result of such changes. For purposes of the foregoing, a change in the ratio of actual valuation shall be deemed to be a change in the method of calculating assessed valuation.

ii. Debt Equal to or Less Than 50% of Assessed Value. For any portion of a District’s aggregate Debt which is equal to or less than fifty percent (50%) of the District’s assessed valuation, either on the date of issuance or at any time thereafter, the mill levy to be imposed to repay such portion of Debt shall not be subject to the Maximum Debt Mill Levy and, as a result, the mill levy may be such amount as is necessary to pay the Debt service on such Debt, without limitation of rate.

iii. Pledge of Mill Levy. For purposes of the foregoing, once Debt has been determined to be within section (ii) above so that a District is entitled to pledge to its payment an unlimited *ad valorem* mill levy, the District may provide that such Debt shall remain secured by such unlimited mill levy, notwithstanding any subsequent change in the District’s Debt to assessed ratio. All Debt issued by the District must be issued in compliance with the requirements of § 32-1-1101, C.R.S., and all other requirements of State law.

iv. Maximum Mill Levy for Payment of Debt. The foregoing notwithstanding, the maximum mill levy a District can impose for payment of Debt (including General Obligation and Special Assessment Debt) shall be 50 mills; provided, however, that if the method of calculating assessed valuation is changed after the date of approval of this Service Plan, the mill levy limitation may be increased or decreased to reflect such changes, such increases or decreases to be determined by the Board in good faith (such determination to be binding and final) so that to the extent possible, the actual tax revenues generated by the mill levy, as adjusted, are neither

diminished nor enhanced as a result of such changes. For purposes of the foregoing, a change in the ratio of actual valuation to assessed valuation shall be deemed to be a change in the method of calculating assessed valuation.

v. Payment of Interest to Developer. The issuance of Debt to the organizers of the Districts or their affiliates may permit interest to accrue on the total unpaid amount, such interest to be paid according to such terms as may be established but without compounding. An individual District shall not impose a levy for repayment of Debt (or use the proceeds of any mill levy for repayment of Debt) to the Organizers of the Districts or their affiliates, on any single property developed for residential uses which exceeds forty (40) years after the year of the initial imposition of such mill levy. Notwithstanding any other provision hereof, such Debt referred to in the preceding sentence shall be deemed to be discharged at such time as the mill levy is suspended at the end of the 40 year period.

4. Debt Repayment Sources

Each District may impose a mill levy on taxable property within its boundaries as a source of revenue for repayment of debt and for operations and maintenance. Each District may also rely upon various other revenue sources authorized by law. At a District's discretion, these may include the power to assess fees, rates, tolls, penalties, or charges as provided in § 32-1-1001(1), C.R.S., as amended from time to time. In no event shall the debt service mill levy in the District exceed the Maximum Debt Mill Levy.

5. Debt Instrument Disclosure Requirement

In the text of each Bond and any other instrument representing and constituting Debt, the District shall set forth a statement in substantially the following form:

By acceptance of this instrument, the owner of this Bond agrees and consents to all of the limitations in respect of the payment of the principal of and interest on this Bond contained herein, in the resolution of the District authorizing the issuance of this Bond and in the Service Plan for creation of the District. Similar language describing the limitations in respect of the payment of the principal of and interest on Debt set forth in this Service Plan shall be included in any document used for the offering of the Debt for sale to persons, including, but not limited to, a developer of property within the boundaries of the District.

6. Security for Debt

Districts shall not pledge any revenue or property of the City as security for the Debt set forth in this Service Plan. Approval of this Service Plan shall not be a guarantee by the City of payment of any District obligations; nor shall anything in the Service Plan be construed so as to create any responsibility or liability on the part of the City in the event of default by a District in the payment of any such obligation.

7. TABOR Compliance

Each District will comply with the provisions of TABOR. In the discretion of the Board, a District may set up other qualifying entities to manage, fund, construct and operate facilities, services, and programs. To the extent allowed by law, any entity created by a District will remain under the control of the District's Board.

8. District Operating Costs

The estimated cost of acquiring land, engineering services, legal services and administrative services, together with the estimated costs of each District's organization and initial operations, is part of the estimated cost of Public Improvements, which will be eligible for reimbursement from Debt proceeds.

In addition to the capital costs of the Public Improvements, Districts will require operating funds for administration and to plan and cause the Public Improvements to be constructed and maintained. The first year's operating budget for the Districts is anticipated to be approximately \$12,000,000 and will be derived from property taxes, Developer advances and other revenues.

The Maximum Debt Mill Levy for the repayment of Debt shall not apply to each District's ability to increase its mill levy as necessary for provision of operation and maintenance services to its taxpayers and service users.

In addition to mill levies assessed for payment of debt a District may impose a mill levy for payment of expenses of operations with such mill levy to be established by a District's eligible electors.

9. Enterprises

Each District may exercise any of its powers through enterprises established in accordance with Article X, Section 20 of the Colorado Constitution (TABOR).

10. Annual Report

Each District shall be responsible for submitting an annual report to the City no later than August 1 of each year. The annual report shall include information as to any of the following:

- i. Boundary changes made or proposed to a District's boundary as of December 31st of the prior year.
- ii. Agreements with other governmental entities entered into or proposed as of December 31st of the prior year.
- iii. A list of all facilities and improvements constructed or acquired by a District and those that have been dedicated to and accepted by the City as of December 31st of the prior year.
- iv. Audit of a District's financial statements, for the year ending December 31st of the previous year, prepared in accordance with generally accepted accounting principles or audit exemptions, if applicable.

v. Notice of continuing disclosure undertaking for events of default by a District which continues beyond a ninety (90) day period under any Debt instrument.

vi. Any inability of a District to pay its obligations as they come due in accordance with the terms of any Debt instruments, which continue beyond a ninety (90) day period.

11. Statutory Powers

Each District shall have and exercise all powers granted by the Act and in particular the powers set forth in § 32-1-1004, C.R.S.

ARTICLE IV MISCELLANEOUS

1. Covenant Enforcement and Design Review

Subject to compliance with the provisions of §32-1-1004(8), C.R.S., the ability to prepare, implement and enforce design and development guidelines, rules and regulations, or similar protective controls regarding all construction activities within the Districts' boundaries, including but not limited to, architectural standards regarding the design, construction, erection, placement or installation of new structures or modification of existing structures within the Districts' boundaries. At the discretion of the Boards of Directors, such powers may be transferred to property owners' association(s) and operated in accordance with the Colorado Common Ownership Interest Act (38-33.3-101, C.R.S.).

2. Legal Powers

The powers of the Districts will be exercised by their Boards of Directors to the extent necessary to provide the services contemplated in this Service Plan. The foregoing improvements and services, along with all other activities permitted by law, will be undertaken in accordance with, and pursuant to the procedures and conditions contained in the Act (§32-1-101, *et seq.*, C.R.S.), other applicable statutes, and this Service Plan as the same may be amended from time to time.

3. Other

In addition to the powers enumerated above, the Boards of Directors of each of the Districts shall continue to have the following authority:

a. To amend this Service Plan as needed, subject to the appropriate statutory procedures provided that any material modification of this Service Plan shall be made only with the approval of the City in accordance with § 32-1-207, C.R.S and after obtaining a resolution of approval from the City. A material modification of this Service Plan includes: (1) interior boundary line modifications which create inequitable assessments among the Districts relative to the benefits being provided; and (2) the conduct of operations which are prohibited by resolution or ordinances of the City. The Districts separately or collectively shall have the right to amend this Service Plan independent of participation of one or more of the other Districts with the approval of

the City; provided, that the Districts shall not be permitted to amend those portions of this Service Plan which affect, impair, or impinge upon the rights or powers of the other Districts without such other District's consent.

b. To forego, reschedule, or restructure the financing, including the security therefore, and/or the operation and maintenance of improvements and facilities in order to better accommodate the pace of growth, resource availability, and financial interests of property of the Districts.

c. To provide additional services and exercise powers granted expressly or by implication in Colorado law and which the Districts are required to provide or exercise or, in their discretion choose to provide or exercise, within the scope of the powers set forth in this Service Plan. The Districts shall not exercise the powers of either eminent domain or dominant eminent domain over property located outside of the Service Plan Boundaries unless prior consent from the City is first obtained.

d. To exercise all necessary and implied powers under Title 32, C.R.S. in the reasonable discretion of the Boards of Directors, except as limited in this Service Plan and pursuant to the Intergovernmental Agreement to be executed between the Districts and the City attached as **Exhibit E**. The Districts may only add additional powers beyond by obtaining the consent of the City through an amendment to this Service Plan.

4. Dissolution

Upon an independent determination of the City that the purposes for which a District was created have been accomplished, such District agrees to file a petition in the Mesa County District Court for dissolution pursuant to applicable State statutes. In no event shall dissolution occur until a District has provided for the payment or discharge of all its outstanding indebtedness and other financial obligations as required by State statutes.

5. Disclosure to Purchasers

Each District will use reasonable efforts to ensure all developers of the Project shall provide through written notice to all purchasers of property in a District regarding the Maximum Debt Mill Levy as well as a general description of a District's authority to impose and collect rates, fees, tolls and charges.

6. Intergovernmental Agreement

The form of the Intergovernmental Agreement between the Districts and the City is attached as **Exhibit E**. Each District once formed shall approve the Intergovernmental Agreement within ninety (90) days of the date of organization. Failure of a District to execute the Intergovernmental Agreement as required shall constitute a material modification and shall require a Service Plan Amendment. The City shall approve the intergovernmental agreement at the public hearing for approval of the Service Plan. The Intergovernmental Agreement may be amended by the City and Districts without amending this Service Plan. If a conflict exists between the

Intergovernmental Agreement and this Service Plan, the Intergovernmental Agreement shall govern.

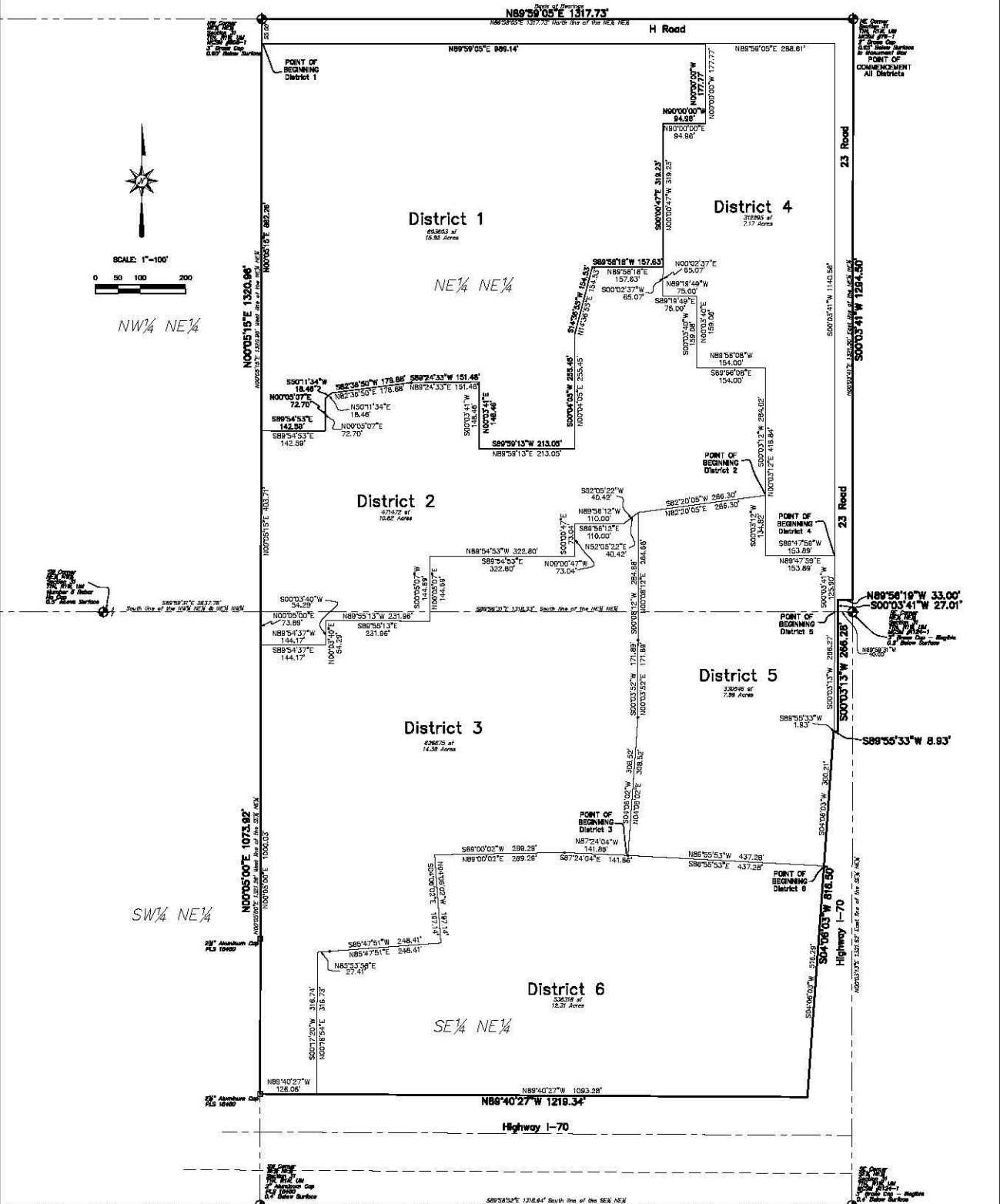
ARTICLE V CONCLUSION

This Consolidated Service Plan meets all of the requirements of § 32-1-203(2), C.R.S. This Service Plan establishes that:

- (1) There is sufficient existing and projected need for organized service within the Service Plan Boundary and the Districts are the proper tool for providing this service;
- (2) The existing service within the Service Plan Boundary is inadequate for present and projected needs;
- (3) Each District is capable of providing economical and sufficient service to the area within its proposed boundaries;
- (4) The area to be included in each District does have, and will have, the financial ability to discharge the proposed indebtedness on a reasonable basis;
- (5) Adequate service is not, and will not be, available to the area through the City or Mesa County or other existing municipal or quasi-municipal corporations, including existing special districts, within a reasonable time and on a comparable basis;
- (6) The facility and service standards of the Districts are compatible with the facility and service standards of the City;
- (7) The proposal is in substantial compliance with the City's Comprehensive Plan adopted pursuant to the City Code;
- (8) The proposal is in compliance with any City, regional or state long-range water quality management plan for the area; and
- (9) Creation of the Districts is in the best interests of the area proposed to be served.

Exhibit A

DISTRICT BOUNDARIES
TWENTY THREE PARK PLAZA SHOWN
ON PLAT RECORDED AT RECEPTION NUMBER 1358204
NE1/4 NE1/4 SECTION 31, T1N, R1W, UTE MERIDIAN
GRAND JUNCTION, MESA COUNTY, COLORADO



GENERAL NOTES

Comments and title information provided by Stewart Title Surety Company, Commitment No. 820464, dated December 13, 2017.

Point of beginning is the North line of the NE1/4 of Section 31 which bears South 89°50'03" West, a distance of 1317.73 feet, established by observation of the MOAPS control network, which is based on the NAD 83 datum for horizontal and NAD 83 datum for vertical information. Both monuments on this line are Aligned Survey Markers, as shown on the face of this plat.

All linear units shown herein in U.S. Survey feet.

NOTES: ACCORDING TO COLORADO LAW YOU MUST EXAMINE ANY LEGAL INSTRUMENT BEFORE SIGNED AND RECORDED IN THIS SURVEY RECORD. BEFORE YOU SIGN ANY INSTRUMENT, YOU MUST BE SURE YOU ARE SIGNED AND RECORDED IN THIS SURVEY RECORD. BEFORE YOU SIGN ANY INSTRUMENT, YOU MUST BE SURE YOU ARE SIGNED AND RECORDED IN THIS SURVEY RECORD. BEFORE YOU SIGN ANY INSTRUMENT, YOU MUST BE SURE YOU ARE SIGNED AND RECORDED IN THIS SURVEY RECORD.

- LEGEND**
- ALIGNED SURVEY MARKER, AS NOTED
 - FOUND REBAR, AS NOTED
 - SET 2" ALUMINUM CAP ON 24" No. 5 REBAR, PLS 24653

Preliminary

Jeffrey C. Fletcher
 COLORADO PROFESSIONAL LAND SURVEYOR
 P.L.S. No. 19665

DISTRICT BOUNDARIES

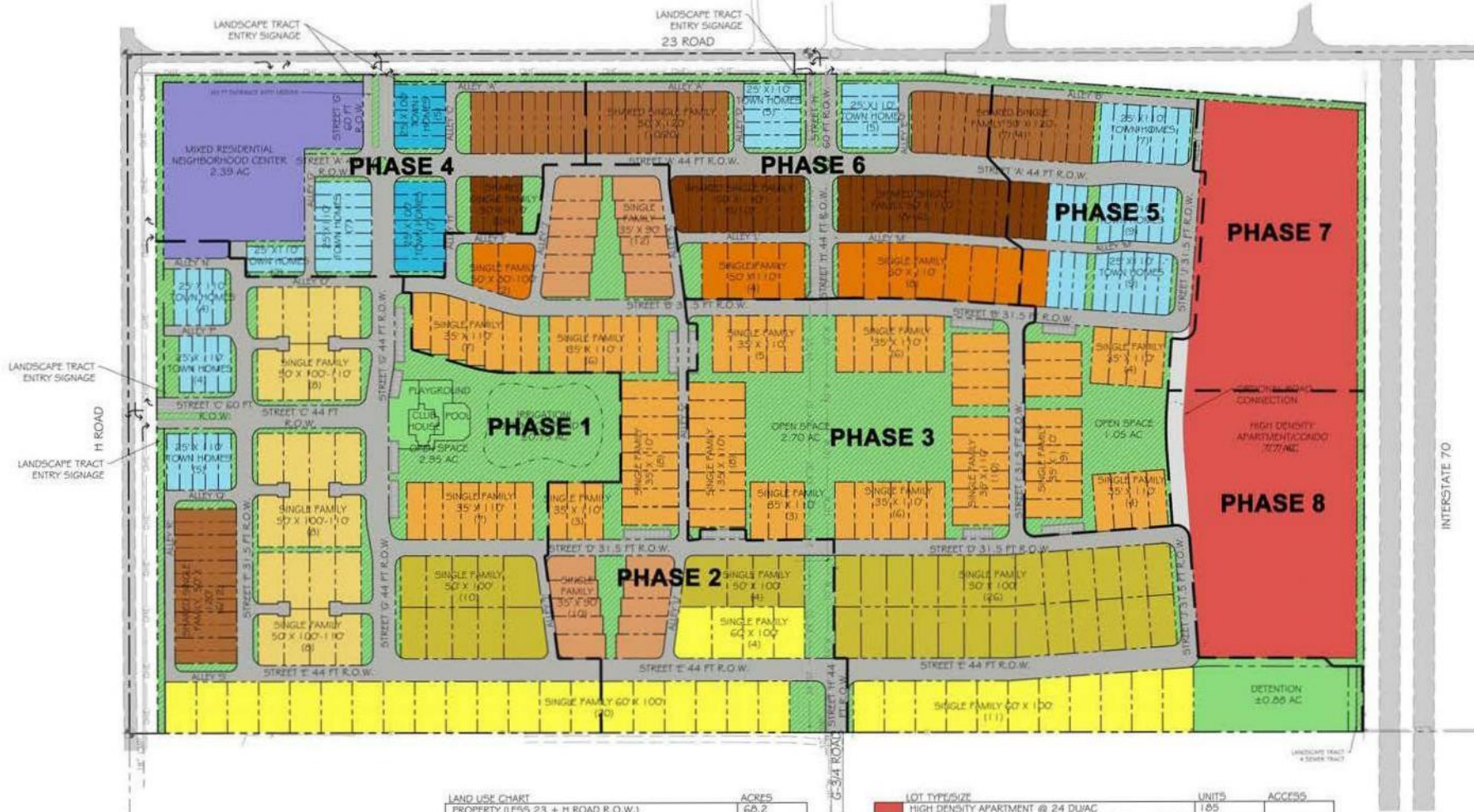
MOSAIC SUBDIVISION

TWENTY THREE PARK PLAZA SHOWN
 ON PLAT RECORDED AT RECEPTION NUMBER 1358204
 NE1/4 NE1/4 SECTION 31, T1N, R1W, UTE MERIDIAN
 GRAND JUNCTION, MESA COUNTY, COLORADO

High Desert Surveying, LLC
 1875 Highway 50 Unit C
 Grand Junction, Colorado 81503
 Telephone: 970-254-8548 Fax: 970-241-0451

| PLAT NO. | DATE | REVISED | BY | DATE | BY | DATE | BY | DATE | BY |
|----------|-----------|---------|----|------|----|------|----|------|----|
| 17-05 | June 2018 | | | | | | | | |

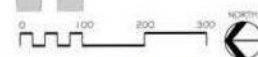
Exhibit B



| LAND USE CHART | ACRES |
|---------------------------------------|-------|
| PROPERTY (LESS 23 + H ROAD R.O.W.) | 66.2 |
| INTERNAL R.O.W. | 12.56 |
| HIGH DENSITY APARTMENTS | 7.7 |
| MIXED RESIDENTIAL/NEIGHBORHOOD CENTER | 2.39 |
| TOWNHOMES | 4.29 |
| SFA (SHARED SF/DUPLEX) | 5.10 |
| SFD (SF DETACHED) | 23.9 |
| OPEN SPACE | 12.26 |

| LOT TYPE/SIZE | UNITS | ACCESS |
|--|-------|-----------|
| HIGH DENSITY APARTMENT @ 24 DU/AC | 185 | |
| MIXED RESIDENTIAL NEIGHBORHOOD CENTER @ 12 DU/AC | 29 | |
| TOWNHOME - 25' X 110' | 12 | REAR |
| SHARED SINGLE FAMILY 50' X 110' @ 2 UNITS/LOT | 57 | REAR |
| SHARED SINGLE FAMILY 50' X 120' @ 2 UNITS/LOT | 30 | REAR |
| SINGLE FAMILY 35' X 90' | 46 | REAR |
| SINGLE FAMILY 35' X 110' | 22 | REAR |
| SINGLE FAMILY 50' X 100' | 46 | REAR |
| SINGLE FAMILY 50' X 110' | 42 | FRONT |
| SINGLE FAMILY 50' X 110' | 12 | REAR |
| SINGLE FAMILY 60' X 100' | 35 | FRONT |
| SINGLE FAMILY 50' X 100' TO 110' | 24 | COURTYARD |

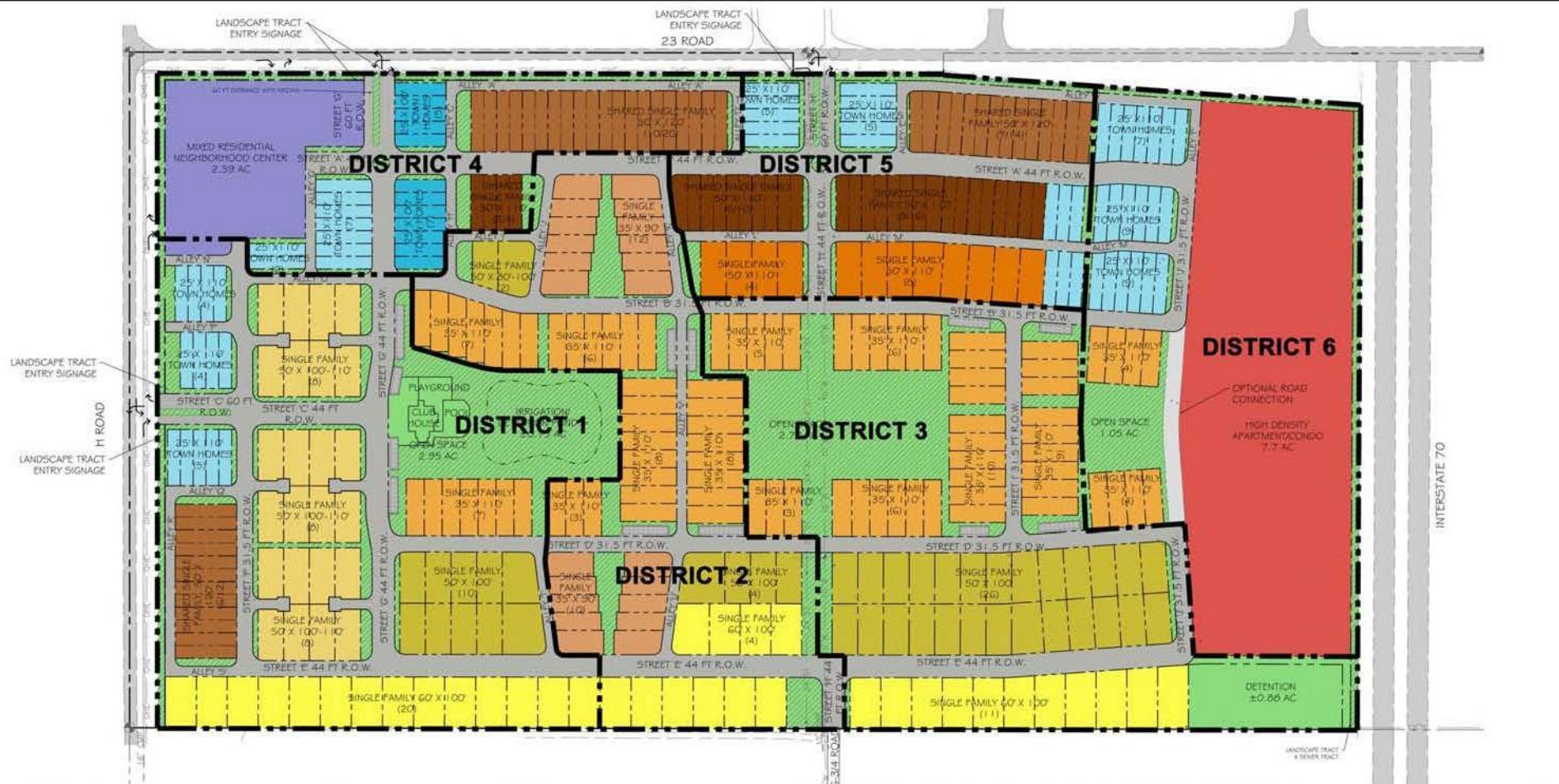
TOTAL ON ILLUSTRATIVE
DENSITY RANGE IN ODF



A · C · G
AUSTIN CIVIL GROUP, INC.
 Land Planning • Civil Engineering • Development Services
 122 North 10th Street, Suite 300 • Grand Junction, Colorado 81501
 (970) 241-0745 (F) 970-241-0755 (P)

CLAVONNE, ROBERTS & ASSOCIATES, INC.
 LAND PLANNING AND
 LANDSCAPE ARCHITECTURE
 302 N. 7TH STREET, GRAND JUNCTION, CO 81501 www.craonline.com
 970-241-0745 (F) 970-241-0755 (P)

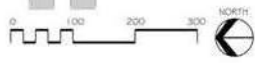
Exhibit C



| LAND USE CHART | |
|---------------------------------------|-------|
| PROPERTY (LESS 23 + H ROAD R.O.W.) | 68.2 |
| INTERNAL R.O.W. | 12.56 |
| HIGH DENSITY APARTMENTS | 7.7 |
| MIXED RESIDENTIAL/NEIGHBORHOOD CENTER | 2.39 |
| TOWNHOMES | 4.29 |
| SFA (SHARED SF/DUPLEX) | 5.10 |
| SFD (SF DETACHED) | 23.9 |
| OPEN SPACE | 12.26 |

| LOT TYPE/SIZE | ACRES | UNITS | DISTRICT 1 | DISTRICT 2 | DISTRICT 3 | DISTRICT 4 | DISTRICT 5 | DISTRICT 6 | ACCESS |
|---|------------|------------|------------|------------|------------|------------|------------|------------|-----------|
| HIGH DENSITY APARTMENT @ 24 DU/AC | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | |
| MIXED RESIDENTIAL NEIGHBORHOOD CENTER @ 12 DU/AC | 29 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | REAR |
| TOWNHOME - 25' X 110' | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | REAR |
| TOWNHOME - 25' X 110' | 57 | 13 | 0 | 0 | 0 | 9 | 16 | 19 | REAR |
| SHARED SINGLE FAMILY 50' X 110' @ 2 UNITS/LOT | 30 | 0 | 0 | 0 | 0 | 4 | 26 | 0 | REAR |
| SHARED SINGLE FAMILY 50' X 120' @ 2 UNITS/LOT | 46 | 12 | 0 | 0 | 0 | 20 | 14 | 0 | REAR |
| SINGLE FAMILY 35' X 90' | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | REAR |
| SINGLE FAMILY 35' X 110' | 86 | 7 | 32 | 39 | 0 | 0 | 0 | 0 | REAR |
| SINGLE FAMILY 50' X 100' | 42 | 10 | 6 | 26 | 0 | 0 | 0 | 0 | FRONT |
| SINGLE FAMILY 50' X 110' | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | REAR |
| SINGLE FAMILY 60' X 100' | 35 | 14 | 10 | 11 | 0 | 0 | 0 | 0 | FRONT |
| SINGLE FAMILY 50' X 100' TO 110' | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | COURTYARD |
| TOTAL ON ILLUSTRATIVE DENSITY RANGE IN ODP | 580 | 625 | 80 | 70 | 76 | 74 | 66 | 212 | |

MOSAIC PLANNED DEVELOPMENT DISTRICT ILLUSTRATIVE



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AUSTIN CIVIL GROUP, INC.
 Land Planning • Civil Engineering • Development Services
 128 North 19th Street, Suite 300 • Grand Junction, Colorado 81501
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CLAVONNE, ROBERTS & ASSOCIATES, INC.
 LAND PLANNING AND
 LANDSCAPE ARCHITECTURE
 202 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com
 970-241-0745 (P) 970-241-0765 (FAX)

Exhibit D

EXHIBIT A
District 1 Boundary

That property located in The Replat of Twenty Three Park Plaza, as shown on plat recorded at Reception Number 1358204, Mesa County records in the East Half of the Northeast Quarter (E½ NE¼), Section 31, Township 1 North, Range 1 West, of the Ute Meridian in Mesa County, Colorado being more particularly described as follows:

COMMENCING at the Northeast corner of the NE¼ of said Section 31, whence the Northwest corner of the NE¼ NE¼ said Section 31 bears thence South 89°59'05" West, a distance of 1317.73 feet for a basis of bearings, with all bearings contained herein relative thereto; thence South 89°59'05" West, a distance of 1317.73 feet, along the North line of said NE¼ NE¼ Section 31; thence South 00°05'15" West, a distance of 55.00 feet, along the West line of said NE¼ NE¼ Section 31 to the POINT OF BEGINNING; thence 55.00 feet offset and parallel to the North line of said NE¼ NE¼ Section 31, North 89°59'05" East, a distance of 989.14 feet; thence South 00°00'00" East, a distance of 177.77 feet; thence North 90°00'00" West, a distance of 94.96 feet; thence South 00°00'47" East, a distance of 319.23 feet; thence South 89°58'18" West, a distance of 157.63 feet; thence South 14°36'55" West, a distance of 154.53 feet; thence South 00°04'05" West, a distance of 255.45 feet; thence South 89°59'13" West, a distance of 213.05 feet; thence North 00°03'41" East, a distance of 148.46 feet; thence South 89°24'33" West, a distance of 151.48 feet; thence South 82°36'50" West, a distance of 178.88 feet; thence South 50°11'34" West, a distance of 18.46 feet; thence South 00°05'07" West, a distance of 72.70 feet; thence North 89°54'53" West, a distance of 142.59 feet, to a point on the West line of said NE¼ NE¼ Section 31; thence North 00°05'15" East, a distance of 862.26 feet, along the West line of said NE¼ NE¼ Section 31 to the POINT OF BEGINNING.

Said parcel containing an area of 15.92 Acres, as herein described.

17-95 Mosaic District 1.doc/knr
Prepared by:
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand junction, Colorado 81503



EXHIBIT A
District 2 Boundary

That property located in The Replat of Twenty Three Park Plaza, as shown on plat recorded at Reception Number 1358204, Mesa County records in the East Half of the Northeast Quarter (E½ NE¼), Section 31, Township 1 North, Range 1 West, of the Ute Meridian in Mesa County, Colorado being more particularly described as follows:

COMMENCING at the Northeast corner of the NE¼ of said Section 31, whence the Northwest corner of the NE¼ NE¼ said Section 31 bears thence South 89°59'05" West, a distance of 1317.73 feet for a basis of bearings, with all bearings contained herein relative thereto; thence South 00°03'41" West, a distance of 1321.50 feet, along the East line of said NE¼ NE¼ Section 31; thence North 89°59'31" West, a distance of 40.00 feet; thence North 00°03'41" East, a distance of 125.90 feet; thence South 89°47'59" West, a distance of 153.89 feet; thence North 00°03'12" East, a distance of 134.82 feet to the POINT OF BEGINNING; thence South 82°20'05" West, a distance of 286.30 feet; thence South 52°05'22" West, a distance of 40.42 feet; thence North 89°56'12" West, a distance of 110.00 feet; thence South 00°00'47" East, a distance of 73.04 feet; thence North 89°54'53" West, a distance of 322.80 feet; thence South 00°05'07" West, a distance of 144.69 feet; thence North 89°55'13" West, a distance of 231.96 feet; thence South 00°03'40" West, a distance of 54.29 feet; thence North 89°54'37" West, a distance of 144.17 feet; thence North 00°05'00" East, a distance of 73.89 feet; thence North 00°05'15" East, a distance of 403.71 feet; thence South 89°54'53" East, a distance of 142.59 feet; thence North 00°05'07" East, a distance of 72.70 feet; thence North 50°11'34" East, a distance of 18.46 feet; thence North 82°36'50" East, a distance of 178.88 feet; thence North 89°24'33" East, a distance of 151.48 feet; thence South 00°03'41" West, a distance of 148.46 feet; thence North 89°59'13" East, a distance of 213.05 feet; thence North 00°04'05" East, a distance of 255.45 feet; thence North 14°36'55" East, a distance of 154.53 feet; thence North 89°58'18" East, a distance of 157.61 feet; thence South 00°02'37" West, a distance of 65.07 feet; thence South 89°19'49" East, a distance of 75.00 feet; thence South 00°03'40" West, a distance of 159.08 feet; thence South 89°56'08" East, a distance of 154.00 feet; thence South 00°03'12" West, a distance of 284.02 feet to the POINT OF BEGINNING.

Said parcel containing an area of 10.82 Acres, as herein described.

17-95 Mosaic District 2.doc/knr
Prepared by:
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503



EXHIBIT A
District 3 Boundary

That property located in The Replat of Twenty Three Park Plaza, as shown on plat recorded at Reception Number 1358204, Mesa County records in the East Half of the Northeast Quarter (E½ NE¼), Section 31, Township 1 North, Range 1 West, of the Ute Meridian in Mesa County, Colorado being more particularly described as follows:

COMMENCING at the Northeast corner of the NE¼ of said Section 31, whence the Northwest corner of the NE¼ NE¼ said Section 31 bears thence South 89°59'05" West, a distance of 1317.73 feet for a basis of bearings, with all bearings contained herein relative thereto; thence South 00°03'41" West, a distance of 1321.50 feet, along the East line of said NE¼ NE¼ Section 31; thence North 89°59'31" West, a distance of 40.00 feet; thence South 00°03'13" West, a distance of 266.27 feet; thence South 89°55'33" West, a distance of 1.93 feet; thence South 04°06'03" West, a distance of 300.21 feet; thence North 86°55'53" West, a distance of 437.28 feet to the POINT OF BEGINNING; thence North 87°24'04" West, a distance of 141.86 feet; thence South 89°00'02" West, a distance of 289.29 feet; thence South 04°06'02" East, a distance of 197.14 feet; thence South 85°47'51" West, a distance of 248.41 feet; thence South 85°53'58" West, a distance of 27.41 feet; thence South 00°17'20" West, a distance of 316.74 feet, to a point on the South line of The Replat of Twenty Three Park Plaza; thence North 89°40'27" West, a distance of 126.06 feet, along the South line of said Replat of Twenty Three Park Plaza to a point on the West line of the SE¼ NE¼ said Section 31; thence North 00°05'00" East, a distance of 1000.03 feet, along said West line of the SE¼ NE¼ said Section 31; thence South 89°54'37" East, a distance of 144.17 feet; thence North 00°03'40" East, a distance of 54.29 feet; thence South 89°55'13" East, a distance of 231.96 feet; thence North 00°05'07" East, a distance of 144.69 feet; thence South 89°54'53" East, a distance of 322.80 feet; thence North 00°00'47" West, a distance of 73.04 feet; thence South 89°56'12" East, a distance of 110.00 feet; thence North 52°05'22" East, a distance of 40.42 feet; thence South 00°08'12" West, a distance of 284.68 feet; thence South 00°03'52" West, a distance of 171.89 feet; thence South 04°06'02" West, a distance of 308.52 feet to the POINT OF BEGINNING.

Said parcel containing an area of 14.39 Acres, as herein described.

17-95 Mosaic District 3.doc/knr
Prepared by:
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503



EXHIBIT A
District 4 Boundary

That property located in The Replat of Twenty Three Park Plaza, as shown on plat recorded at Reception Number 1358204, Mesa County records in the East Half of the Northeast Quarter (E½ NE¼), Section 31, Township 1 North, Range 1 West, of the Ute Meridian in Mesa County, Colorado being more particularly described as follows:

COMMENCING at the Northeast corner of the NE¼ of said Section 31, whence the Northwest corner of the NE¼ NE¼ said Section 31 bears thence South 89°59'05" West, a distance of 1317.73 feet for a basis of bearings, with all bearings contained herein relative thereto; thence South 00°03'41" West, a distance of 1321.50 feet, along the East line of said NE¼ NE¼ Section 31; thence North 89°59'31" West, a distance of 40.00 feet; thence North 00°03'41" East, a distance of 125.90 feet to the POINT OF BEGINNING; thence South 89°47'59" West, a distance of 153.89 feet; thence North 00°03'12" East, a distance of 418.84 feet; thence North 89°56'08" West, a distance of 154.00 feet; thence North 00°03'40" East, a distance of 159.08 feet; thence North 89°19'49" West, a distance of 75.00 feet; thence North 00°02'37" East, a distance of 65.07 feet; thence North 00°00'47" West, a distance of 319.23 feet; thence South 90°00'00" East, a distance of 94.96 feet; thence North 00°00'00" West, a distance of 177.77 feet, to a point 55.00 feet South of the North line of the NE¼ NE¼ said Section 31; thence North 89°59'05" East, a distance of 288.61 feet, along a line 55.00 feet South of and parallel to said North line of said NE¼ NE¼ said Section 31; thence South 00°03'41" West, a distance of 1140.58 feet, 40.00 feet offset to and parallel with the East line of said NE¼ NE¼ said Section 31, to the POINT OF BEGINNING.

Said parcel containing an area of 7.17 Acres, as herein described.

17-95 Mosaic District 4.doc/knr
Prepared by:
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand junction, Colorado 81503

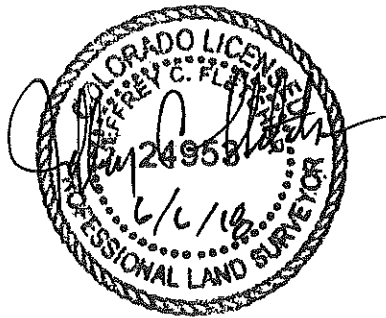


EXHIBIT A
District 5 Boundary

That property located in The Replat of Twenty Three Park Plaza, as shown on plat recorded at Reception Number 1358204, Mesa County records in the East Half of the Northeast Quarter (E½ NE¼), Section 31, Township 1 North, Range 1 West, of the Ute Meridian in Mesa County, Colorado being more particularly described as follows:

COMMENCING at the Northeast corner of the NE¼ of said Section 31, whence the Northwest corner of the NE¼ NE¼ said Section 31 bears thence South 89°59'05" West, a distance of 1317.73 feet for a basis of bearings, with all bearings contained herein relative thereto; thence South 00°03'41" West, a distance of 1321.50 feet, along the East line of said NE¼ NE¼ Section 31; thence North 89°59'31" West, a distance of 40.00 feet to the POINT OF BEGINNING; thence South 00°03'13" West, a distance of 266.27 feet; thence South 89°55'33" West, a distance of 1.93 feet; thence South 04°06'03" West, a distance of 300.21 feet; thence North 86°55'53" West, a distance of 437.28 feet; thence North 04°06'02" East, a distance of 308.52 feet; thence North 00°03'52" East, a distance of 171.89 feet; thence North 00°08'12" East, a distance of 284.68 feet; thence North 82°20'05" East, a distance of 286.30 feet; thence South 00°03'12" West, a distance of 134.82 feet; thence North 89°47'59" East, a distance of 153.89 feet; thence South 00°03'41" West, a distance of 125.90 feet to the POINT OF BEGINNING.

Said parcel containing an area of 7.59 Acres, as herein described.

17-95 Mosaic District 5.doc/knr
Prepared by:
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

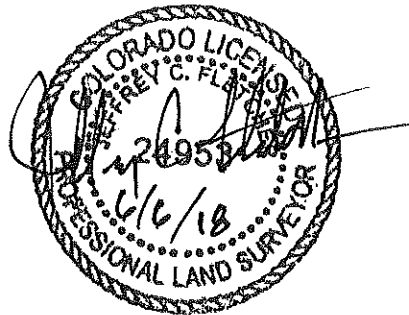


EXHIBIT A
District 6 Boundary

That property located in The Replat of Twenty Three Park Plaza, as shown on plat recorded at Reception Number 1358204, Mesa County records in the East Half of the Northeast Quarter (E½ NE¼), Section 31, Township 1 North, Range 1 West, of the Ute Meridian in Mesa County, Colorado being more particularly described as follows:

COMMENCING at the Northeast corner of the NE¼ of said Section 31, whence the Northwest corner of the NE¼ NE¼ said Section 31 bears thence South 89°59'05" West, a distance of 1317.73 feet for a basis of bearings, with all bearings contained herein relative thereto; thence South 00°03'41" West, a distance of 1321.50 feet, along the East line of said NE¼ NE¼ Section 31; thence North 89°59'31" West, a distance of 40.00 feet; thence South 00°03'13" West, a distance of 266.27 feet; thence South 89°55'33" West, a distance of 1.93 feet; thence South 04°06'03" West, a distance of 300.21 feet to the POINT OF BEGINNING; thence South 04°06'03" West, a distance of 516.29 feet, along the East line of said Replat of Twenty Three Park Plaza; thence North 89°40'27" West, a distance of 1093.28 feet, along the South line of said Replat of Twenty Three Park Plaza; thence North 00°16'54" East, a distance of 316.73 feet; thence North 85°53'58" East, a distance of 27.41 feet; thence North 85°47'51" East, a distance of 248.41 feet; thence North 04°06'02" West, a distance of 197.14 feet; thence North 89°00'02" East, a distance of 289.29 feet; thence South 87°24'04" East, a distance of 141.86 feet; thence South 86°55'53" East, a distance of 437.28 feet to the POINT OF BEGINNING.

Said parcel containing an area of 12.31 Acres, as herein described.

17-95 Mosaic District 6.doc/knr
Prepared by:
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand junction, Colorado 81503

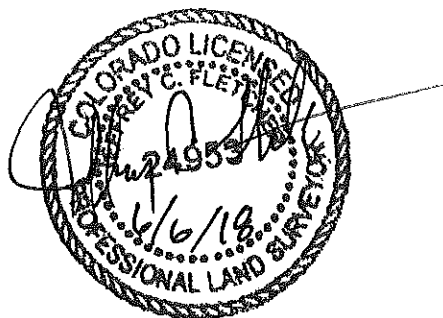


Exhibit E

INTERGOVERNMENTAL AGREEMENT

BETWEEN THE CITY OF GRAND JUNCTION, COLORADO AND MOSAIC METROPOLITAN DISTRICT NO. 1

THIS AGREEMENT is made and entered into as of the ____ day of _____, 2018, by and between the CITY OF GRAND JUNCTION, a home-rule municipal corporation of the State of Colorado ("City"), and MOSAIC METROPOLITAN DISTRICT NO. 1, a quasi-municipal corporation and political subdivision of the State of Colorado (referred to as the "District"). The City and the District are collectively referred to as the Parties.

RECITALS

This District was formed at the same time as Mosaic Metropolitan District Nos. 2 – 6 by order of the Mesa County District Court. The six Mosaic Metropolitan Districts are operating under a single consolidated service plan and the Districts were organized to provide services and to exercise powers as set forth in the Consolidated Service Plan for Mosaic Metropolitan Districts Nos. 1-6 approved by the City on _____, 2018 ("Consolidated Service Plan"). The Consolidated Service Plan calls for the execution of an intergovernmental agreement between the City and each of the Districts and the Parties have determined it to be in the best interests of their respective taxpayers, residents and property owners to enter into this Intergovernmental Agreement ("Agreement").

NOW, THEREFORE, in consideration of the covenants and mutual agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

COVENANTS AND AGREEMENTS

1. **Operations and Maintenance.** The District shall dedicate the Public Improvements (as defined in the Consolidated Service Plan) to the City or other appropriate jurisdiction or owners association in a manner consistent with the Consolidated Service Plan and other rules and regulations of the City and applicable provisions of the City Code.

The District is expected to undertake all ownership, operations and maintenance responsibilities for the Public Improvements that are not conveyed to the City or other governmental entities as appropriate, and will do so either itself or by contract with owner associations. If the District operates the facilities, revenue to pay the expenses of operations may be obtained from ad valorem tax revenues or from the assessment of rates, fees, tolls and charges imposed pursuant to the Colorado Special District Act. User fees for use of recreational facilities may be different for residents of the District than for outside users. Approval of the Consolidated Service Plan by the City constitutes the City's agreement that the District may perform these functions.

2. **Acquisition of Land for Public Improvements and Easements.** The District shall acquire by easement or plat dedication all real property interests for construction of public improvements that will be conveyed to the City by the District. Exceptions must be approved by the City in writing. Failure to comply with this provision shall be deemed a material modification of the Consolidated Service Plan. The District shall acquire all land needed by the City for construction of normal street improvements required by the City through dedication by the District's developers. Exceptions must be approved by the City in writing. Failure to acquire all land needed by the City for construction of street improvements shall be deemed to be a material modification of the Consolidated Service Plan.

3. Construction Standards. The District will ensure that the Public Improvements are designed and constructed in accordance with the standards and specifications of the City and of other governmental entities having proper jurisdiction and in accordance with the requirements of the Approved Development Plan. Prior to performing work the District will obtain the City's approval of civil engineering plans and will obtain applicable permits for construction and installation of Public Improvements. All construction cost estimates are based on the assumption that construction conforms/will conform to applicable local, State or Federal requirements.

4. Issuance of Privately Placed Debt. Prior to the issuance of any privately placed Debt, the District shall obtain the certification of an External Financial Advisor substantially as follows:

We are [I am] an External Financial Advisor within the meaning of the District's Consolidated Service Plan.

We [I] certify that (1) the net effective interest rate (calculated as defined in § 32-1-103(12), C.R.S.) to be borne by [insert the designation of the Debt] does not exceed a reasonable current [tax- exempt] [taxable] interest rate, using criteria deemed appropriate by us [me] and based upon our [my] analysis of comparable high yield securities; and (2) the structure of [insert designation of the Debt], including maturities and early redemption provisions, is reasonable considering the financial circumstances of the District.

5. Inclusion. The Consolidated Service Plan is designed to allow for each of the six districts to include properties within the Consolidated Service Plan Boundaries (as defined in the Consolidated Service Plan) based on factors such as timing, to obtain Privately Placed Debt and rates of development absorption. The six districts are permitted under the Consolidated Service Plan to include any of the properties within the Consolidated Service Plan Boundaries without modifying the Consolidated Service Plan and without obtaining the consent of the City. The District shall not include within its boundaries any property outside the Consolidated Service Plan Boundaries without the prior written consent of the City Council.

6. Monies from Other Governments/Sources. The District shall not apply for or accept Conservation Trust Funds, Great Outdoors Colorado Funds, Department of Local Affairs, or other funds available from or through governmental or non-profit entities that the City is eligible to apply for, except pursuant to an intergovernmental agreement with the City. This section shall not apply to specific ownership taxes which shall be distributed to and a revenue source for the District without any limitation.

7. Total Debt Issuance. The District shall not issue Debt in excess of \$ _____.

8. Consolidation. Except for the consolidation of any of the six districts, the District shall not file a request with any Court to consolidate with any other Title 32 district without the prior written consent of the City.

9. Bankruptcy Limitation. The limitations contained in the Consolidated Service Plan, including, but not limited to, those pertaining to the Maximum Debt Mill Levy, have been established under the authority of the City to approve a service plan with conditions pursuant to § 32-1-204.5, C.R.S. It is expressly intended that such limitations:

(a) shall not be subject to set-aside for any reason or by any court of competent jurisdiction absent a Consolidated Service Plan Amendment; and

(b) are, together with other requirements of Colorado law, included in the "political or governmental powers" reserved to the State under the U.S. Bankruptcy Code (11 U.S.C.) § 903, and are

included in the "regulatory or electoral approval necessary under applicable non-bankruptcy law" as required for confirmation of a Chapter 9 Bankruptcy Plan under Bankruptcy Code § 943(b)(6).

(c) any Debt issued with a pledge or which results in a pledge that exceeds Section Maximum Debt Mill Levy shall be deemed a material modification of this Consolidated Service Plan pursuant to § 32-1-207, C.R.S., and shall not be an authorized issuance of Debt unless and until such material modification has been approved by the City as part of a Consolidated Service Plan Amendment.

10. Dissolution. Upon an independent determination of the City Council that the purposes for which the District was created have been accomplished, the District agrees to file a petition in the appropriate District Court for dissolution pursuant to the Special District Act. In no event shall dissolution occur until the District has provided for the payment or discharge of all of its outstanding indebtedness and other financial obligations as required pursuant to State Law.

11. Disclosure to Purchasers. The District will use reasonable efforts to assure that all developers of property located within the District provide written notice to purchasers of property in the District regarding the Maximum Debt Mill Levy, as well as a general description of the District's authority to impose and collect rates, fees, tolls and charges.

12. Consolidated Service Plan Amendment Requirement. Actions of the District which exceed the limitations in the Consolidated Service Plan or this Agreement shall be deemed to be material modifications to the Consolidated Service Plan and a breach of this Agreement and the City shall be entitled to all remedies available at law or in equity under State and local law.

13. Annual Report. The District shall be responsible for submitting an annual report to the City Attorney's office no later than August 1st of each year.

I. Report Contents.

The annual report shall include information as to all of the following:

A. boundary changes made or proposed to the District's boundary as of December 31st of the prior year;

B. agreements with other governmental entities either entered into or proposed as of December 31st of the prior year;

C. a list of all facilities and improvements constructed or acquired by the District and those that have been dedicated to and accepted by the City as of December 31st of the prior year;

D. audit of the District's financial statements for the year ending December 31st of the previous year prepared in accordance with generally accepted accounting principles or audit exemptions, if applicable;

E. notice of continuing disclosure undertaking for events of default by the District, which continue beyond a ninety (90) day period, under any Debt instrument; and

F. any inability of the District to pay its obligations as they come due in accordance with the term of any Debt instruments, which continue beyond a ninety (90) day period.

14. Regional Improvements. The District shall be authorized to coordinate with the City for the planning, design, acquisition, construction, installation, relocation and/or redevelopment of

improvements located outside of the Service Plan Boundaries determined by the City as being necessary to provide service(s) to the development, but also providing service to properties within the City that are not within the development ("Regional Improvements"). The District shall also be authorized to contribute a portion of the capital costs and/or operation and maintenance costs of the Regional Improvements in amounts agreed upon and set forth in an intergovernmental agreement between the District and the City.

15. Maximum Debt Mill Levy. The "Maximum Debt Mill Levy" shall be the maximum mill levy the District is permitted to impose upon the taxable property within the District for payment of Debt, and shall be determined as follows:

A. Excess of 50% of Assessed Value. For any portion of the District's aggregate Debt which exceeds fifty percent (50%) of the District's assessed valuation, the Maximum Debt Mill Levy for such portion of Debt shall be fifty (50) mills less the number of mills necessary to pay unlimited mill levy Debt described in (ii) below, adjusted to account for changes in the method of calculating assessed valuation or any constitutionally mandated tax credit, cut or abatement. The mill levy limitation applicable to such Debt may be increased or decreased to reflect such changes, such increases or decreases to be determined by the Board in good faith (such determination to be finding and final) so that, to the extent possible, the actual tax revenues generated by the mill levy, as adjusted for changes occurring after January 1, 2018, are neither diminished nor enhanced as a result of such changes. For purposes of the foregoing, a change in the ratio of actual valuation shall be deemed to be a change in the method of calculating assessed valuation.

B. Debt Equal to or Less Than 50% of Assessed Value. For any portion of a District's aggregate Debt which is equal to or less than fifty percent (50%) of the District's assessed valuation, either on the date of issuance or at any time thereafter, the mill levy to be imposed to repay such portion of Debt shall not be subject to the Maximum Debt Mill Levy and, as a result, the mill levy may be such amount as is necessary to pay the Debt service on such Debt, without limitation of rate.

C. Pledge of Mill Levy. For purposes of the foregoing, once Debt has been determined to within section (ii) above so that a District is entitled to pledge to its payment an unlimited *ad valorem* mill levy, the District may provide that such Debt shall remain secured by such unlimited mill levy, notwithstanding any subsequent change in the District's Debt to assessed ratio. All Debt issued by the District must be issued in compliance with the requirements of Section 32-1-1101, C.R.S., and all other requirements of State law.

D. Maximum Mill Levy for Payment of Debt. The maximum mill levy a District can impose for payment of Debt shall be 50 mills; provided, however, that if the method of calculating assessed valuation is changed after the date of approval of this Consolidated Service Plan, the mill levy limitation may be increased or decreased to reflect such changes, such increases or decreases to be determined by the Board in good faith (such determination to be binding and final) so that to the extent possible, the actual tax revenues generated by the mill levy, as adjusted, are neither diminished nor enhanced as a result of such changes. For purposes of the foregoing, a change in the ratio of actual valuation to assessed valuation shall be deemed to be a change in the method of calculating assessed valuation.

E. Payment of Interest to Developer. The issuance of Debt to the organizers of the Districts or their affiliates may permit interest to accrue on the total unpaid amount, such interest to be paid according to such terms as may be established but without compounding. An individual District shall not impose a levy for repayment of Debt (or use the proceeds of any mill levy for repayment of Debt) to the Organizers of the Districts or their affiliates, on any single property developed for residential uses which exceeds forty (40) years after the year of the initial imposition of such mill levy. Notwithstanding any other provision hereof, such Debt referred to in the preceding sentence shall be deemed to be discharged at such time as the mill levy is suspended at the end of the 40 year period.

16. Debt Instrument Disclosure Requirement. In the text of each Bond and any other instrument representing and constituting Debt, the District shall set forth a statement in substantially the following form:

By acceptance of this instrument, the owner of this Bond agrees and consents to all of the limitations in respect of the payment of the principal of and interest on this Bond contained herein, in the resolution of the District authorizing the issuance of this Bond and in the Consolidated Service Plan for creation of the District. Similar language describing the limitations in respect to the payment of the principal of and interest on Debt set forth in this Consolidated Service Plan shall be included in any document used for the offering of the Debt for sale to persons, including, but not limited to, a developer of property within the boundaries of the District.

17. Security for Debt. The District shall not pledge any revenue or property of the City as security for the indebtedness set forth in the Consolidated Service Plan. Approval of the Consolidated Service Plan and this Agreement shall not be construed as a guarantee by the City of payment of any of the District's obligations, nor shall anything in the Consolidated Service Plan or this Agreement be construed so as to create any responsibility or liability on the part of the City in the event of default by the District in the payment of any such obligation.

18. Notices. All notices, demands, requests or other communications to be sent by one party to the other shall be in writing and deemed to have been validly given or served by delivery of same in person to the address or by courier delivery, via Federal Express or other nationally recognized overnight air courier service, or by depositing same in the United States mail, postage prepaid, addressed as follows:

To the District: Mosaic Metropolitan District No. 1
c/o John Justus
Hoskin Farina & Kampf, P.C.
P.O. Box 40
Grand Junction, Colorado 81502

To the City: City of Grand Junction
c/o John Shaver, City Attorney
250 N. 5th Street
Grand Junction, CO 81501

All notices, demands, requests or other communications shall be effective upon such personal delivery or one (1) business day after being deposited with Federal Express or other nationally recognized overnight air courier service or three (3) business days after deposit in the United States mail. By giving the other party at least ten (10) days advance written notice, the Parties shall have the right from time to time to change its address.

19. Amendment. This Agreement may be amended, modified, changed, or terminated in whole or in part only by a written agreement duly authorized and executed by the Parties and without amendment to the Consolidated Service Plan.

20. Assignment. Neither Party shall assign any of its rights nor delegate any of its duties to any person or entity without having first obtained the prior written consent of the other Party, which consent will not be unreasonably withheld. Any purported assignment or delegation in violation of these restrictions shall be void and of no effect.

21. Default/Remedies. In the event of a breach or default of this Agreement by a Party, the non-defaulting Party shall be entitled to exercise all remedies available at law or in equity, specifically including suits for specific performance and/or monetary damages. In the event of any proceeding to enforce this Agreement, the prevailing Party shall be entitled to obtain as part of its judgment or award its reasonable attorneys' fees and costs.

22. Governing Law and Venue. This Agreement shall be governed and construed under the laws of the State of Colorado, and as applicable the law of the City of Grand Junction, Colorado.

23. Inurement. Each of the terms, covenants and conditions of this Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors and assigns.

24. Integration. This Agreement constitutes the entire agreement between the Parties with respect to the matters addressed herein. All prior discussions and negotiations regarding the subject matter hereof are merged herein.

25. Interested Parties. Nothing expressed or implied in this Agreement is intended or shall be construed to confer upon, or to give to, any person other than the District and the City any right, remedy, or claim under or by reason of this Agreement or any covenants, terms, conditions, or provisions thereof, and all the covenants, terms, conditions, and provisions in this Agreement by and on behalf of the District and the City shall be for the sole and exclusive benefit of the District and the City.

26. Severability. If any part of this Agreement shall, for any reason, be held invalid or unenforceable, the invalidity or unenforceability of such provision shall not affect any other provision contained herein, the intention being that such provisions are severable.

27. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall constitute an original and all of which shall constitute one and the same document.

28. Defined Terms. Capitalized terms used herein and not otherwise defined shall have the meanings ascribed to them in the Consolidated Service Plan.

Dated effective the year and date first above written.

MOSAIC METROPOLITAN DISTRICT No. 1

CITY OF GRAND JUNCTION, COLORADO

By: _____
President

By: _____
Mayor

Attest:

Attest:

By: _____
Secretary

By: _____
City Clerk

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Legal Counsel for District

City Attorney

Exhibit F

EXHIBIT F
Mosaic Metropolitan Districts No. 1 - 6
Financial Plan

I. Introduction

This finance plan (“Finance Plan”) is being submitted to the City of Grand Junction, Colorado (“City”) by Club Deal 113/114 Park Plaza and Grand Junction Limited Partnership, a Delaware Limited Partnership (the “Developer”) a Colorado limited liability company, as required by Colorado Revised Statute 32-1-202 (2)(b) to provide financial and operational information for Mosaic Metropolitan Districts 1 through 6 (collectively the “Districts”) for the financing of certain public infrastructure (“Public Infrastructure”), as herein defined, relating to Mosaic, a 68.2 acre mixed-use development (“Project”) located in the incorporated boundaries of the City. The Financing Plan states the assumptions related to the financial operations of the Districts.

II. Project Background

A. Project Overview

At buildout, the Project is anticipated to contain approximately 395 for-sale residential units and 185 for-rent multi-family units, as well as 2.39 acres of commercial property estimated to contain an approximate 55 equivalent dwelling units (“EDUs”). The anticipated land uses are shown below and a conceptual land use plan has been included as **Exhibit FP-1**.

| Mosaic Land Use Plan | | | | |
|-----------------------------|-----------------------------|--------------------------------|--------------------|--|
| Lot Type / Size | District 1 Units | District 2- 6 Units | Total Units | Estimated Unit Price ² |
| For-Sale Residential Units | 80 | 315 | 395 | \$ 268,733 |
| For-Rent Multi-family Units | 0 | 185 | 185 | \$ 160,000 |
| Commercial EDU ¹ | 0 | 55 | 55 | \$ 234,051 |
| Total / Average | 80 | 555 | 635 | \$ 234,051 |

Footnotes

¹ Equivalent Dwelling Units

² In 2018 Dollars.

Source: Developer



At present, only the specific location and size of District 1 has been established. The sizes and locations of Districts 2 through 6 will be determined based on local market real estate trends. As development of the Project moves forward, Project property will be annexed into the Districts. The timing and designation of the property to be annexed into Districts will depend on local real estate market conditions, the construction of public improvements, and the rate of sale of residential and commercial uses.

B. Construction Costs

The estimated total cost of the improvements including public sanitary sewer, water, streets, storm drainage facilities, irrigation, and landscaping excluding related soft costs (collectively the “Public Improvements”) is approximately \$13.1 million (2018) of which approximately \$9.1 million has been determined as eligible for financing by the Districts. A summary of the Project’s estimated Public Improvement costs have been provided in **Exhibit FP-2**.

C. District Financing Overview

In order to finance the Public Improvements outlined in **Exhibit FP-2**, the Developer requests that the City establish the six (6) Districts, and provide the Districts with the authority to utilize both Special Assessment Bonds (“SA Bonds”) and General Obligation Bonds (“GO Bonds”).

III. Financing Plan

A. District Boundary

The Districts will be established as illustrated in **Exhibit FP-3**. At present, only the specific location of District Number 1, which encompasses all of Phase 1 of the Project, has been determined. As development of the Project moves forward based upon the local real estate market trends, as many as five (5) additional Districts will be utilized to facilitate the financing of the Public Improvements. Land area will be annexed into the remaining five (5) Districts as deemed appropriate by the Developer. At build-out, the Districts will include approximately 580 residential units, which are anticipated to include approximately 1,351 individuals, or 2.33 people per household¹.

B. Public Improvements

The Districts are being established to finance the construction, acquisition, and/or operation of the Project’s Public Improvements and all necessary appurtenances as outlined in **Exhibit FP-2**. Upon the construction and/or acquisition of the Public Improvements, the Public Improvements will be dedicated by the District to the City and/or corresponding governmental entity for on-going operations and maintenance. All Public Improvements will be constructed to City, county, state, and federal standards as required.

C. Bond Financing

- i. Special Assessment Bond – Special Assessment Bonds will be issued on a phase-by-phase basis assuming a 3-to-1 value-to-lien ratio as supported by an MAI appraisal. SA Bond issuances assume Public Improvements to be financed by the SA Bonds and/or for which completion guarantees have been provided is in place as of the date of valuation. It is estimated that the SA liens will range from \$5,500 to \$7,300 per unit based upon a 25 mill ad valorem tax rate equivalency as detailed in **Exhibit FP-4**. The weighted average SA lien amount is estimated to be approximately \$5,738 per unit; however, the actual lien amount may vary depending upon the costs of the Public Infrastructure, the type of lot being assessed, and the benefit determined to have been received by each classification by the assessment engineer. Assessment bonds will have a term of 20 years or the longest term allowed by law. The assessment liens will be passed on to the end users of the property who will pay-off the liens over their 20 year term. It is anticipated that the SA Bonds will produce approximately \$4,526 per unit in net construction proceeds.
- ii. General Obligation Bond – GO Bonds will be supported by a 25 mill levy (debt service only) increase in the ad valorem property taxes for properties contained within the boundaries of the Districts along with 6.0 percent specific ownership taxes on the mill levy collection. The Districts will have a maximum debt limitation of \$12,000,000. The GO Bond authorization is anticipated to have a life of 40 years or the longest term

¹ Per the Census Bureau American Fact Finder 2012-2016 American Community Survey.

permitted by law. GO Bonds will be issued once a significant number of the units to be contained within the District have been completed and are on the County tax rolls. Until this time the 25 mill tax levy will be utilized to reimburse the Developer for previously provided public infrastructure. It is estimated that the GO Bonds will provide approximately \$6,151 per unit in net construction proceeds.

- iii. **Operations and Maintenance** - At the discretion of the District Boards, the Districts may levy an operations and maintenance tax of no more than five (5) mills to assist in the administration of the District(s) and on-going maintenance of any District maintained Public Improvements (if any).
- iv. **Estimated Bond Issuances** - As the local real estate market dictates, the Districts will issue at least one SA Bond per District upon the commencement of construction of Public Improvements within each District. Furthermore, the Developer anticipates that the District will issue at least one GO Bond (one per District) once a significant number of residential units have been constructed and are on the County tax rolls. As outlined below, it is anticipated that the Districts will issue approximately \$8.5 million in gross bonds to generate approximately \$6.8 million in net bond proceeds to construct and/or acquire a portion of the Public Improvements outlined in **Exhibit FP-2**.

| Mosaic Special Assessment and General Obligation Bond Summary | | | |
|--|-----------|------------------|------------------|
| Special Assessment Bonds (1) | | Total | |
| Bond Proceeds | \$ | 3,643,444 | \$ 5,738 |
| Cost of Issuance | \$ | (182,172) | \$ (287) |
| Underwriter Fee | \$ | (72,869) | \$ (115) |
| Capitalized Interest | \$ | (200,389) | \$ (316) |
| Reserve Fund | \$ | (313,883) | \$ (494) |
| Net Assessment Bond Proceeds | \$ | 2,874,130 | \$ 4,526 |
| General Obligation Bonds (1) | | Total | |
| Bond Proceeds - Senior | \$ | 4,026,233 | \$ 6,341 |
| Bond Proceeds - Subordinate | \$ | 794,314 | \$ 1,251 |
| Cost of Issuance | \$ | (241,027) | \$ (380) |
| Underwriter Fee | \$ | (120,240) | \$ (189) |
| Capitalized Interest | \$ | (231,508) | \$ (365) |
| Reserve Fund | \$ | (322,099) | \$ (507) |
| Net General Obligation Bond Proceeds | \$ | 3,905,672 | \$ 6,151 |
| Total Bonds | | Total | |
| Bond Proceeds - Senior | \$ | 7,669,676 | \$ 12,078 |
| Bond Proceeds - Subordinate | \$ | 794,314 | \$ 1,251 |
| Cost of Issuance | \$ | (423,200) | \$ (666) |
| Underwriter Fee | \$ | (193,109) | \$ (304) |
| Capitalized Interest | \$ | (431,898) | \$ (680) |
| Reserve Fund | \$ | (635,981) | \$ (1,002) |
| Net Total Bond Proceeds | \$ | 6,779,802 | \$ 10,677 |

Source: DPFG

Footnotes

(1) GO bonds based on a 30 year amortization, 1 year capitalized interest, 5.75% interest rate on senior bonds, 7.75% interest rate on subordinate bonds, 2.0% underwriter discount on senior bonds, 3.0% underwriter discount on subordinate bonds, 5.0% cost of issuance, and a 8.0% reserve fund, SA bonds based on a 20 year amortization, 1 year capitalized interest, 5.50% interest rate, 3.0% underwriter fee, 5.0% cost of issuance, and a 10.0% reserve fund.



v. Estimated Homeowner Obligations

With an estimated average residential unit value of \$321,062 in District Number 1, the total annual property taxes are anticipated to be \$2,664, or \$222 per month; with approximately \$100 per month related to District payments. With an estimated average residential unit value of \$226,221 in Districts Number 2 through 6, the total annual property taxes are anticipated to be \$1,940, or \$162 per month; with approximately \$76 per month related to District payments.

Mosaic Annual Homeowner Obligation Summary

| Description | District 1 | Districts 2-6 |
|---|-------------------|----------------------|
| Average Home Price ¹ | \$ 321,062 | \$ 226,221 |
| Base Mill Levy | 63.23 | 63.23 |
| Base Property Taxes | \$ 1,462 | \$ 1,030 |
| Base Tax Rate | 0.46% | 0.46% |
| Special Assessment Bonds (25 Mill Equivalent) | \$ 601 | \$ 455 |
| General Obligation Bonds (25 Mills) | \$ 601 | \$ 455 |
| Total Estimated District Payments | \$ 1,203 | \$ 910 |
| Additional District Tax Effective Rate | 0.37% | 0.40% |
| Total Annual Taxes | \$ 2,664 | \$ 1,940 |
| Total Tax Rate | 0.83% | 0.86% |
| Total Monthly Taxes | \$ 222 | \$ 162 |
| Monthly District Taxes | \$ 100 | \$ 76 |

Source: DPFG

Footnotes

¹ In 2018 Dollars.



: Mosaic Conceptual Land Use Plan



**MOSAIC PLANNED DEVELOPMENT
ILLUSTRATIVE**

: Mosaic Estimated Construction Costs

| Mosaic Estimated Construction Costs | | | |
|---|--|--|---|
| Item Description | Total Construction Cost | Estimated Reimbursable Costs ¹ | Percent Estimated Reimbursable |
| Construction Costs ² | | | |
| On-Site | | | |
| Sanitary Sewer ³ | \$ 984,677 | \$ 984,677 | 100.0% |
| Domestic Water ³ | \$ 1,083,705 | \$ 1,083,705 | 100.0% |
| Streets and Bridges ⁴ | \$ 3,948,216 | \$ 3,948,216 | 100.0% |
| Earthwork ⁵ | \$ 1,018,626 | \$ 203,725 | 20.0% |
| Removals and Resetting | \$ 24,100 | \$ 24,100 | 100.0% |
| Erosion Control, Seeding, and Soil Retention ⁵ | \$ 66,000 | \$ 13,200 | 20.0% |
| Storm Drainage Facilities | \$ 1,065,600 | \$ 1,065,600 | 100.0% |
| Irrigation ⁴ | \$ 193,500 | \$ 193,500 | 100.0% |
| Miscellaneous ⁵ | \$ 304,450 | \$ 60,890 | 20.0% |
| Landscaping ⁶ | \$ 1,497,019 | \$ 1,497,019 | 100.0% |
| Recreation Center ⁷ | \$ 250,000 | \$ - | 0.0% |
| Contingency | \$ 2,659,679 | \$ - | 0.0% |
| Total | \$ 13,095,572 | \$ 9,074,633 | 69.3% |

Source: Austin Civil Group, Inc.

Footnotes

¹ Final reimbursement eligibility to be determined by an independent certification engineer.

² Does not include gas, cable, phone, geothermal, off-site street improvements, and park/open space fees.

³ Sewer and Water costs are 100% reimbursable; collection and distribution lines connect to the edge of lots only.

⁴ Street and Irrigation costs are 100% reimbursable; alleys, driveways, parking, and streets are being dedicated to the City.

⁵ Earthwork, Erosion Control, and Miscellaneous costs are 20% reimbursable; 80% of site is attributed to over lot grading which is not reimbursable. Miscellaneous costs are exclusive of electrical and off-site sewer costs.

⁶ Landscaping costs are 100% reimbursable; available for public use. Landscaping costs are exclusive of clubhouse costs.

⁷ Recreation Center is not reimbursable; not available for public use.

IMPROVEMENTS COST ESTIMATE

DATE: 8/17/2017

DEVELOPMENT NAME: MOSAIC SUB -CONCEPT ESTIMATE

LOCATION: 23 & H Road - 70 Acres

PRINTED NAME OF PERSON PREPARING: MARK AUSTIN

Note: \$250K Allowance For clubhouse, \$950K Overhead Electrical Frontage Costs, No Gas Cost, No Cable/Phone, No Geothermal, No Offsite Street Improvements, No Park/Open Space Fees

| Street Type | Linear Feet |
|-------------|-------------|
| 44'-ROW | 5,307 |
| 31.5' ROW | 4,720 |
| 20' ALLEY | 5,603 |

| Item # | Item Description | Unit | Quantity | Unit Price | Extended Price |
|-----------|---|------|----------|-------------|------------------------|
| A. | SANITARY SEWER | | | | |
| 1 | 12" PVC Sanitary Sewer Main | LF | 2,532 | \$ 35.00 | \$ 88,620.00 |
| 2 | 8" PVC Sanitary Sewer Main | LF | 10,278 | \$ 32.00 | \$ 328,896.00 |
| 3 | " PVC Sanitary Sewer Main | LF | - | | \$ - |
| 4 | Sewer services | LF | 12,077 | \$ 28.00 | \$ 338,156.00 |
| 5 | Sanitary Sewer Manhole | EA | 55 | \$ 4,200.00 | \$ 229,005.00 |
| 6 | Sanitary Sewer Drop Manhole | EA | - | | \$ - |
| 7 | Connection to Existing Manhole | EA | - | \$ 500.00 | \$ - |
| 8 | Concrete Encasement | LF | - | | \$ - |
| | | | - | | |
| | | | - | | |
| | Subtotal Part A Sanitary Sewer | | | | \$ 984,677.00 |
| B. | DOMESTIC WATER | | | | |
| 1 | 8" PVC Water Main | LF | 12,049 | \$ 23.00 | \$ 277,127.00 |
| 2 | " PVC Water Main | LF | - | | \$ - |
| 3 | " PVC Water Main | LF | - | | \$ - |
| 4 | 8" Gatevalve | EA | 75 | \$ 1,700.00 | \$ 127,500.00 |
| 5 | " Gatevalve | EA | - | | \$ - |
| 6 | Wet Taps On Main By Ute | EA | 4 | \$ 8,000.00 | \$ 32,000.00 |
| 7 | Water Services | EA | 323 | \$ 1,500.00 | \$ 484,500.00 |
| 8 | Connect to Existing Water Line | EA | 1 | \$ 6,000.00 | \$ 6,000.00 |
| 9 | Fire Hydrant with Valve | EA | 22 | \$ 6,200.00 | \$ 135,978.40 |
| 10 | Utility Adjustments | EA | - | | \$ - |
| 11 | Blowoff | EA | 6 | \$ 1,100.00 | \$ 6,600.00 |
| 12 | Flushing and Testing | EA | 14 | \$ 1,000.00 | \$ 14,000.00 |
| | | | - | | \$ - |
| | | | - | | \$ - |
| | Subtotal Part B - Domestic Water | | | | \$ 1,083,705.40 |
| C1 | STREETS | | | | |
| 1 | 4" PVC Utility/Irrigation sleeves | LF | - | \$ 7.00 | \$ - |
| 2 | 10" PVC Utility/Irrigation sleeves | LF | - | \$ 12.00 | \$ - |
| 3 | Reconditioning | SY | 58,334 | | \$ - |
| 4 | Aggregate Base Course (Class 6) (16" Compacted Thickness) ROW 60' | SY | 3,399 | \$ 18.00 | \$ 61,182.00 |
| 5 | Aggregate Base Course (Class 6) (16" Compacted Thickness) ROW 44' | SY | 16,356 | \$ 18.00 | \$ 294,412.00 |
| 6 | Aggregate Base Course (Class 6) (16" Compacted Thickness) ROW 31.5' | SY | 14,692 | \$ 18.00 | \$ 264,460.00 |

| Item # | Item Description | Unit | Quantity | Unit Price | Extended Price |
|-----------|---|------|----------|-------------|------------------------|
| 7 | Aggregate Base Course (Class 6) (6 " Compacted Thickness) 20' Alley | SY | 13,977 | \$ 8.00 | \$ 111,816.00 |
| 8 | Aggregate Base Course (Class 6) (8" Compacted Thickness) 10' Shared Driveways | SY | 1,167 | \$ 8.00 | \$ 9,336.00 |
| 9 | Hot Bituminous Paving, Grading (3 " thick) ROW-60' | SY | 1,917 | \$ 28.00 | \$ 53,676.00 |
| 10 | Hot Bituminous Paving, Grading (3 " thick) ROW-44' | SY | 15,816 | \$ 28.00 | \$ 442,851.11 |
| 11 | Hot Bituminous Paving, Grading (3 " thick) ROW 31.5' | SY | 14,090 | \$ 28.00 | \$ 394,513.78 |
| 12 | Concrete Alley (8 " Thick) 20' Alley | SY | 12,451 | \$ 60.00 | \$ 747,066.67 |
| 13 | Concrete Shared Driveway (8 " Thick) 10' Private Drive | SY | 1,167 | \$ 85.00 | \$ 99,195.00 |
| 14 | Geotextile | SY | 58,334 | \$ 3.00 | \$ 175,001.83 |
| 15 | Concrete Curb (18 " Wide by 6 " High) | LF | - | | \$ - |
| 16 | Concrete Curb and Gutter (2' wide) W/ 6" Class 6 | LF | 6,038 | \$ 19.00 | \$ 114,722.00 |
| 17 | Concrete Curb and Gutter (1.5' wide) Monolithic, Vertical Curb, Gutter and | LF | - | | \$ - |
| 18 | Sidewalk (' Wide) | LF | - | | \$ - |
| 19 | Drive Over Curb, Gutter, and Sidewalk (6.5 ' Wide) W/ 6" Class 6 | LF | 15,894 | \$ 35.00 | \$ 556,290.00 |
| 20 | Concrete Sidewalk (6' Wide) W/6" Base | LF | 7,727 | \$ 32.00 | \$ 247,264.00 |
| 21 | Concrete Gutter and Driveway Section (" Thick) | SY | - | | \$ - |
| 22 | Concrete Drainage Pan (" Wide, " Thick) | LF | - | | \$ - |
| 23 | Concrete Corner Fillet | SY | 2,695 | \$ 80.00 | \$ 215,600.00 |
| 24 | Concrete Curb Ramp | EA | - | \$ 150.00 | \$ - |
| 25 | Complete Concrete Corner | EA | - | | \$ - |
| 26 | Concrete Driveway (" Thick) | SY | - | | \$ - |
| 27 | Driveway/Concrete Repair | SY | - | | \$ - |
| 28 | Retaining Walls | LF | - | | \$ - |
| 29 | Street Signs | EA | - | \$ 150.00 | \$ - |
| 30 | Striping (New, Remove/Replace) | LF | - | | \$ - |
| 31 | Street Lights | EA | 40 | \$ 4,000.00 | \$ 160,830.00 |
| 32 | End of Roadway Markers/Signs | EA | - | \$ 300.00 | \$ - |
| 33 | Flowable Fill | CY | - | \$ 60.00 | \$ - |
| 34 | Sleeves, " PVC | LF | - | | \$ - |
| | | | - | | \$ - |
| | | | - | | \$ - |
| C2 | BRIDGES | | | | |
| | | | | | \$ - |
| 1 | Box Culvert Pre-Cast | LS | - | | \$ - |
| 2 | Box Culvert Cast-in-Place | LS | - | | \$ - |
| 3 | Wingwalls | LS | - | | \$ - |
| 4 | Parapet Wall | LS | - | | \$ - |
| 5 | Railing (handrail, guardrail) | LS | - | | \$ - |
| | | | - | | \$ - |
| | | | - | | \$ - |
| | Subtotal Part C - Streets and Bridges | | | | \$ 3,948,216.39 |
| D1 | EARTHWORK | | | | |

| Item # | Item Description | Unit | Quantity | Unit Price | Extended Price |
|-----------|---|----------|----------|--------------|----------------|
| 1 | Mobilization | LS | 1 | \$ 30,000.00 | \$ 30,000.00 |
| 2 | Clearing and Grubbing | AC or LS | - | \$ 15,000.00 | \$ - |
| 3 | Unclassified Excavation - Cut | CY | 15,000 | \$ 3.00 | \$ 45,000.00 |
| 4 | Unclassified Embankment | CY | 75,000 | \$ 10.00 | \$ 750,000.00 |
| 5 | Dry Utility Trenching | LF | 32,271 | \$ 6.00 | \$ 193,626.00 |
| | | | - | | |
| D2 | REMOVALS AND RESETTING | | | | |
| 1 | Removal of Asphalt | SY | - | | \$ - |
| 2 | Removal of Miscellaneous Concrete | SY | - | | \$ - |
| 3 | Remove Curb and Gutter | LF | 6,100 | \$ 1.00 | \$ 6,100.00 |
| 4 | Removal of Culverts | LF | 3,000 | \$ 4.00 | \$ 12,000.00 |
| 5 | Remove Structures | EA | 12 | \$ 500.00 | \$ 6,000.00 |
| 6 | Remove Signs | EA | - | | \$ - |
| 7 | Remove Fence | LF | - | | \$ - |
| 8 | Adjust Manhole | EA | - | | \$ - |
| 9 | Adjust Valvebox | EA | - | | \$ - |
| 10 | Relocate or Adjust Utilities | LS | - | | \$ - |
| | | | | | |
| D3 | EROSION CONTROL, SEEDING, AND SOIL RETENTION | | | | |
| 1 | Sod | SY | - | | \$ - |
| 2 | Seeding (Native) | SY or AC | - | | \$ - |
| 3 | Seeding (Bluegrass/Lawn) | SY or AC | - | | \$ - |
| 4 | Hydraulic Seed and Mulching | SY or AC | - | | \$ - |
| 5 | Soil Retention Blanket | SY | - | | \$ - |
| 6 | Silt Fence | LF | - | | \$ - |
| 7 | Straw Waddles | LF | - | | \$ - |
| 8 | Temporary Berms | LF | 4,000 | \$ 2.00 | \$ 8,000.00 |
| 9 | Inlet Protection | EA | 30 | \$ 500.00 | \$ 15,000.00 |
| 10 | Sediment Trap/Basin | EA | - | | \$ - |
| 11 | Monthly Maintenance/Inspection | Month | 16 | \$ 500.00 | \$ 8,000.00 |
| 12 | Watering (Dust Control) | AC or LS | 70 | \$ 500.00 | \$ 35,000.00 |
| 13 | Temporary Irrigation | | - | | \$ - |
| | | | - | | |
| | | | - | | |
| | | | - | | |
| | | | - | | |
| D4 | STORM DRAINAGE FACILITIES | | | | |
| 1 | Finish Grading (incl. Channels, Swales, and Ponds) | AC | 5 | \$ 3,000.00 | \$ 15,000.00 |
| 2 | 18" Storm Drain Pipe | LF | 5,200 | \$ 40.00 | \$ 208,000.00 |
| 3 | 21" Storm Drain Pipe | LF | 1,300 | \$ 60.00 | \$ 78,000.00 |
| 4 | 24" Storm Drain Pipe | LF | 1,300 | \$ 70.00 | \$ 91,000.00 |
| 5 | 30" Storm Drain Pipe | LF | 1,915 | \$ 80.00 | \$ 153,200.00 |
| 6 | 36" Storm Drain Pipe | LF | 1,475 | \$ 120.00 | \$ 177,000.00 |
| 7 | ___" Flared End Section | EA | - | | \$ - |
| 8 | ___" Flared End Section | EA | - | | \$ - |
| 9 | 48" Storm Drain Manhole | EA | 33 | \$ 2,800.00 | \$ 92,400.00 |
| 10 | 60" Storm Drain Manhole | EA | 4 | \$ 4,500.00 | \$ 18,000.00 |
| 11 | 96" Storm Drain Manhole | EA | - | \$ 8,000.00 | \$ - |
| 12 | Manhole with Box Base | EA | - | | \$ - |
| 13 | Connection to Existing MH | EA | - | | \$ - |

| Item # | Item Description | Unit | Quantity | Unit Price | Extended Price |
|-----------|---|------|----------|---------------|-------------------------|
| 14 | Single Curb Opening Storm Drain Inlet | EA | 44 | \$ 3,500.00 | \$ 154,000.00 |
| 15 | Double Curb Opening Storm Drain Inlet | EA | - | | \$ - |
| 16 | Area Storm Drain Inlet | EA | 34 | \$ 1,000.00 | \$ 34,000.00 |
| 17 | Detention Area Outlet structure | EA | 3 | \$ 15,000.00 | \$ 45,000.00 |
| 18 | Rip-Rap D ₅₀ = ____" | CY | - | | \$ - |
| 19 | Sidewalk Trough Drain | EA | - | | \$ - |
| 20 | Pump Systems including Electrical | LS | - | | \$ - |
| | | | - | | |
| | Subtotal Part D - Grading and Drainage | | | | \$ 2,174,326.00 |
| | | | | | |
| E1 | IRRIGATION | | | | |
| | | | | | |
| 1 | Connect to Existing Pipe | LS | - | | \$ - |
| 2 | 4" Irrigation Pipe | LF | 15,000 | \$ 7.00 | \$ 105,000.00 |
| 3 | 12" Mainline Piping | LF | 1,500 | \$ 12.00 | \$ 18,000.00 |
| 4 | Fittings and Valves | LS | 1 | \$ 8,000.00 | \$ 8,000.00 |
| 5 | Services | EA | 150 | \$ 250.00 | \$ 37,500.00 |
| 6 | Pump System and Concrete Vault | LS | - | | \$ - |
| 7 | Irrigation Structure | EA | 10 | \$ 2,500.00 | \$ 25,000.00 |
| 8 | Vacuum Relief and/or Air Release Valve | EA | - | | \$ - |
| | | | - | | |
| | | | - | | |
| | | | - | | |
| E2 | LANDSCAPING | | | | |
| | | | | | |
| 1 | Shrub Beds/Rock Mulch/Fabric/Drip | SF | 139,283 | \$ 3.75 | \$ 522,311.25 |
| 2 | Turf Areas - Large With Trees | SF | 181,724 | \$ 1.75 | \$ 318,017.00 |
| 3 | Turf Areas - Small With Trees | SF | 96,231 | \$ 2.25 | \$ 216,519.75 |
| 4 | Silt Trap | LS | 1 | \$ 40,000.00 | \$ 40,000.00 |
| 5 | Pump and Related | LS | 1 | \$ 40,000.00 | \$ 40,000.00 |
| 6 | Pond Aeration | LS | 1 | \$ 10,000.00 | \$ 10,000.00 |
| 7 | Pond Edge Treatment | LF | 705 | \$ 7.00 | \$ 4,935.00 |
| 8 | Pond Liner | SF | 33,000 | \$ 2.75 | \$ 90,750.00 |
| 9 | Warranty | LS | 1 | \$ 8,000.00 | \$ 8,000.00 |
| 10 | Offsite Landscape Areas | SF | 84,400 | \$ 0.75 | \$ 63,300.00 |
| 11 | Perimeter Fencing | LF | 6983 | \$ 22.00 | \$ 153,186.00 |
| 12 | Entry Monument Signs | LS | 1 | \$ 30,000.00 | \$ 30,000.00 |
| 13 | Clubhouse Amenity | LS | 1 | \$ 250,000.00 | \$ 250,000.00 |
| | Subtotal Part E - Landscaping and Irrigation | | | | \$ 1,940,519.00 |
| | | | | | |
| | Subtotal Construction Costs | | | | \$ 10,131,443.79 |
| | | | | | |
| F. | Miscellaneous Items | | | | |
| | | | | | |
| 1 | Construction staking/surveying | % | 1.00 | \$ 10,131,444 | \$ 101,314.44 |
| 2 | Developer's inspection cost | % | 0.50 | \$ 10,131,444 | \$ 50,657.22 |
| 3 | General construction supervsn | % | 0.20 | \$ 10,131,444 | \$ 20,262.89 |
| 4 | Quality control testing | % | 1.00 | \$ 10,131,444 | \$ 101,314.44 |
| 5 | Construction traffic control | % | 0.05 | \$ 10,131,444 | \$ 5,065.72 |
| 6 | City inspection fees | % | 0.01 | \$ 10,131,444 | \$ 506.57 |
| 7 | As-builts | % | 0.25 | \$ 10,131,444 | \$ 25,328.61 |
| 8 | Electrical Power | LS | 1.00 | \$ 1,800,000 | \$ 1,800,000.00 |
| 9 | Overhead Power Line Bury Along 23 Rd | LS | 1.00 | \$ 400,000 | \$ 400,000.00 |
| 10 | Overhead Power Line Bury Along G Rd | LS | 1.00 | \$ 550,000 | \$ 550,000.00 |

| Item # | Item Description | Unit | Quantity | Unit Price | Extended Price |
|---|--------------------------------|------------|----------|------------|-------------------------|
| 11 | Offsite Sewer Cost - 15% | LS | 1.00 | \$ 112,500 | \$ 112,500.00 |
| Subtotal Part F - Miscellaneous Items | | | | | \$ 3,166,949.89 |
| % = Percentage of total site construction costs | | | | | |
| G. | COST SUMMARY | | | | |
| 1 | Total Improvement Costs | | | | \$ 13,298,393.67 |
| 2 | CONTINENCY | 20% | | | \$ 2,659,678.73 |
| 3 | Total Guarantee Amount | | | | \$ 15,958,072.41 |

NOTES

1. All prices shall be for items complete in place and accepted.
2. All pipe prices shall include excavation, pipe, bedding, backfill, and compaction.
3. Water main shall include pipe, excavation, bedding, backfill, bends, and appurtenances not itemized elsewhere.
4. All concrete items shall include Aggregate Base Course where required by the drawings.
5. Fill in the pipe type for irrigation pipe and sleeves.
6. Reconditioning shall be calculated to at least 8" outside of back of walk on both sides.
7. Units can be changed if desired, simply annotate what is used.
8. Additional lines or items may be added as needed.

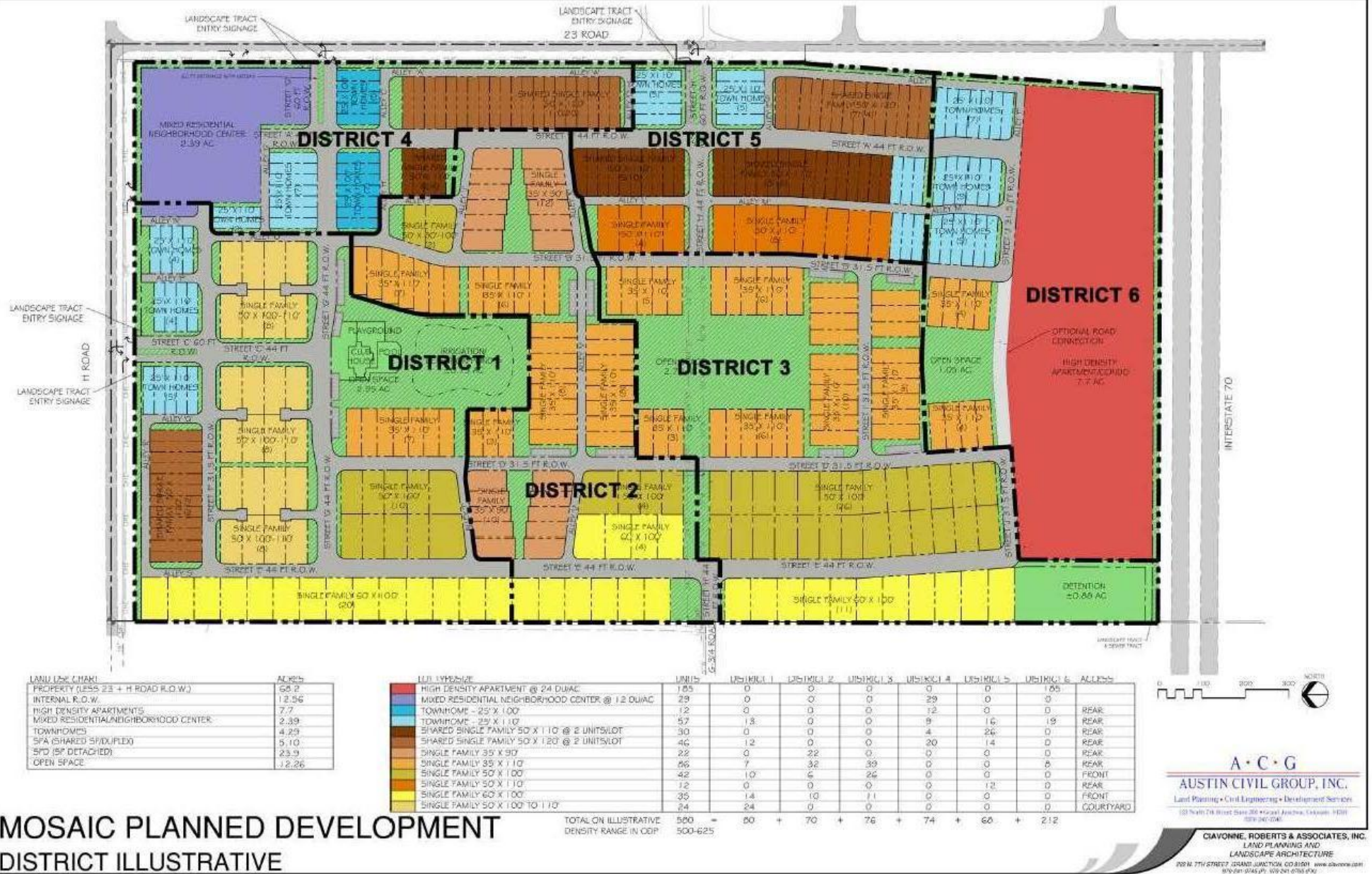
 Signature of Developer Date
 (If corporation, to be signed by President and attested
 to by Secretary together with the corporate seals.)

I have reviewed the estimated costs and time schedule shown above and, based on the construction drawings submitted to date and the current cost of construction, I take no exception to the above.

 City Development Engineer Date

 Community Development Date

: Mosaic District Boundaries



: Mosak District Cash Flow Projections

Developer Mosak - Cash Flow Projections

| Category | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Estimated Allocation (2) | | | | | | | | | | | | |
| Single Family | - | - | 80 | - | - | - | - | - | - | - | - | 80 |
| Multi Family | - | - | - | - | - | - | - | - | - | - | - | - |
| Retail Bldg | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | 80 | - | - | - | - | - | - | - | - | 80 |
| Operating Revenue | - | - | - | 40,251 | 40,207 | 40,207 | 50,205 | 50,205 | 51,205 | 51,205 | 53,205 | 53,205 |
| Yr 2020 | - | - | - | 40,251 | 40,207 | 40,207 | 50,205 | 50,205 | 51,205 | 51,205 | 53,205 | 53,205 |
| Green Bond Bonds | | | | | | | | | | | | |
| GO (3) | - | - | - | 757,041 | - | - | - | - | - | - | - | 757,041 |
| SA (3) | - | 585,713 | - | - | - | - | - | - | - | - | - | 585,713 |
| Developer SA Ratcheting Debt Obligation (4) | - | 585,713 | - | - | - | - | - | - | - | - | - | - |
| Developer SA Debt Service (5) | - | - | - | - | - | - | - | - | - | - | - | - |
| Net Bond Proceeds | | | | | | | | | | | | |
| GO (3) | - | - | - | 292,250 | - | - | - | - | - | - | - | 292,250 |
| SA (3) | - | 459,275 | - | - | - | - | - | - | - | - | - | 459,275 |
| Total Net Bond Proceeds | - | 459,275 | - | 292,250 | - | - | - | - | - | - | - | 751,525 |
| Developer Ratcheting Costs | - | 100,000 | - | - | - | - | - | - | - | - | - | 100,000 |
| Net Net Proceeds | - | 359,275 | - | 292,250 | - | - | - | - | - | - | - | 651,525 |
| Net Cumulative Proceeds | - | 359,275 | 359,275 | 651,525 | 651,525 | 651,525 | 651,525 | 651,525 | 651,525 | 651,525 | 651,525 | 651,525 |

| Category | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Estimated Allocation (2) | | | | | | | | | | | | |
| Single Family | - | - | - | 70 | 70 | 74 | 57 | 08 | - | - | - | 319 |
| Multi Family | - | - | - | 70 | 70 | 74 | 57 | 08 | 83 | - | - | 183 |
| Retail Bldg | - | - | - | - | - | 22 | - | - | - | - | - | 22 |
| Total | - | - | - | 70 | 70 | 130 | 114 | 08 | 83 | - | - | 323 |
| Operating Revenue | - | - | - | 70 | 140 | 270 | 304 | 370 | 403 | 393 | 393 | 393 |
| Yr 2020 | - | - | - | 70 | 140 | 270 | 304 | 370 | 403 | 393 | 393 | 393 |
| Green Bond Bonds | | | | | | | | | | | | |
| GO (3) | - | - | - | - | - | - | - | - | - | - | - | - |
| SA (3) | - | - | 3,000,735 | 419,157 | 711,412 | 148,800 | 379,000 | 397,303 | 213,379 | - | - | 4,049,306 |
| Developer SA Ratcheting Debt Obligation (4) | - | - | 297,000 | 36,488 | 68,484 | 36,889 | 33,886 | 48,889 | 48,887 | - | - | 687,486 |
| Developer SA Debt Service (5) | - | - | - | - | - | - | - | - | - | - | - | - |
| Net Bond Proceeds | | | | | | | | | | | | |
| GO (3) | - | - | - | - | - | - | - | - | - | 3,311,883 | - | 3,311,883 |
| SA (3) | - | - | 3,414,498 | - | - | - | - | - | - | - | - | 3,414,498 |
| Total Net Bond Proceeds | - | - | 3,414,498 | - | - | - | - | - | - | 3,311,883 | - | 6,726,381 |
| Developer Ratcheting Costs | - | 100,000 | - | - | - | - | - | - | - | - | - | 100,000 |
| Net Net Proceeds | - | 3,314,498 | 3,414,498 | 3,414,498 | 3,414,498 | 3,414,498 | 3,414,498 | 3,414,498 | 3,414,498 | 3,311,883 | - | 33,000,000 |
| Net Cumulative Proceeds | - | 3,314,498 | 6,728,996 | 10,143,494 | 13,557,992 | 16,972,490 | 20,386,988 | 23,801,486 | 27,215,984 | 30,527,867 | 33,841,750 | 33,841,750 |

| | | | | | | | | | | | | |
|-------------------------|---|---------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Developer 2 and 3 | - | 330,075 | 3,414,498 | 330,000 | 330,000 | 330,000 | 330,000 | 330,000 | 330,000 | 330,000 | 330,000 | 330,000 |
| Net Cumulative Proceeds | - | 660,075 | 6,728,996 | 10,143,494 | 13,557,992 | 16,972,490 | 20,386,988 | 23,801,486 | 27,215,984 | 30,527,867 | 33,841,750 | 33,841,750 |

Developer

| | |
|-----------------------------|-------|
| Developer 1 | |
| Owner GO Ratcheting Unit | 8,000 |
| Avg. SA Assessment per Unit | 7,504 |
| Net GO Bonds per Unit | 7,501 |
| Net SA Bonds per Unit | 9,742 |

| | |
|-----------------------------|-------|
| Developer 2 & 3 | |
| Per GO Ratcheting Unit | 7,379 |
| Avg. SA Assessment per Unit | 9,313 |
| Net GO Bonds per Unit | 9,309 |
| Net SA Bonds per Unit | 4,350 |



- (1) Estimated allocation or unit sale occurs at beginning of year and follows in a 15-month delay for construction and sales.
- (2) GO bonds based on a 30-year amortization, 1-year capitalized interest, 5.75% interest rate on senior bonds, 7.75% interest rate on subordinate bonds, 5.0% underwriter discount on senior bonds, 3.0% underwriter discount on subordinate bonds, 5.0% cost of issuance, and a 1.0% reserve fund.
- (3) SA bonds based on a 30-year amortization, 1-year capitalized interest, 5.50% interest rate, 5.0% underwriter fee, 5.0% cost of issuance, and a 1.0% reserve fund.
- (4) Developer SA ratcheting debt obligation is based on market value.
- (5) Includes one year of capitalized interest.

Exhibit E: Mosaic Special Assessment Debt Schedule


| District-1 | | | | | | |
|--|--------------------|-------------------|--------------|---|----------------------|------------------|
| Special Assessment Amortization | | | | | | |
| Principal: \$ 582,712 | | | | | | |
| Rate: 5.50% | | | | | | |
| Year | Principal Payments | Interest Payments | Debt Service | Reserve Fund | Capitalized Interest | Net Debt Service |
| 2019 | - | 32,049 | 32,049 | - | (32,049) | - |
| 2020 | 18,152 | 32,049 | 50,201 | - | - | 50,201 |
| 2021 | 19,150 | 31,051 | 50,201 | - | - | 50,201 |
| 2022 | 20,203 | 29,998 | 50,201 | - | - | 50,201 |
| 2023 | 21,314 | 28,886 | 50,201 | - | - | 50,201 |
| 2024 | 22,487 | 27,714 | 50,201 | - | - | 50,201 |
| 2025 | 23,723 | 26,477 | 50,201 | - | - | 50,201 |
| 2026 | 25,028 | 25,173 | 50,201 | - | - | 50,201 |
| 2027 | 26,405 | 23,796 | 50,201 | - | - | 50,201 |
| 2028 | 27,857 | 22,344 | 50,201 | - | - | 50,201 |
| 2029 | 29,389 | 20,812 | 50,201 | - | - | 50,201 |
| 2030 | 31,005 | 19,195 | 50,201 | - | - | 50,201 |
| 2031 | 32,711 | 17,490 | 50,201 | - | - | 50,201 |
| 2032 | 34,510 | 15,691 | 50,201 | - | - | 50,201 |
| 2033 | 36,408 | 13,793 | 50,201 | - | - | 50,201 |
| 2034 | 38,410 | 11,790 | 50,201 | - | - | 50,201 |
| 2035 | 40,523 | 9,678 | 50,201 | - | - | 50,201 |
| 2036 | 42,752 | 7,449 | 50,201 | - | - | 50,201 |
| 2037 | 45,103 | 5,098 | 50,201 | - | - | 50,201 |
| 2038 | 47,584 | 2,617 | 50,201 | (50,201) | - | - |
| \$ 582,712 \$ 403,150 \$ 985,861 \$ (50,201) \$ (32,049) \$ 903,612 | | | | | | |
| District-2-6 | | | | | | |
| Special Assessment Amortization | | | | | | |
| Principal: \$ 3,060,732 | | | | | | |
| Rate: 5.50% | | | | | | |
| Year | Principal Payments | Interest Payments | Debt Service | Reserve Fund | Capitalized Interest | Net Debt Service |
| 2020 | - | 168,340 | 168,340 | - | (168,340) | - |
| 2021 | 95,342 | 168,340 | 263,682 | - | - | 263,682 |
| 2022 | 100,586 | 163,096 | 263,682 | - | - | 263,682 |
| 2023 | 106,118 | 157,564 | 263,682 | - | - | 263,682 |
| 2024 | 111,954 | 151,728 | 263,682 | - | - | 263,682 |
| 2025 | 118,112 | 145,570 | 263,682 | - | - | 263,682 |
| 2026 | 124,608 | 139,074 | 263,682 | - | - | 263,682 |
| 2027 | 131,462 | 132,221 | 263,682 | - | - | 263,682 |
| 2028 | 138,692 | 124,990 | 263,682 | - | - | 263,682 |
| 2029 | 146,320 | 117,362 | 263,682 | - | - | 263,682 |
| 2030 | 154,368 | 109,315 | 263,682 | - | - | 263,682 |
| 2031 | 162,858 | 100,824 | 263,682 | - | - | 263,682 |
| 2032 | 171,815 | 91,867 | 263,682 | - | - | 263,682 |
| 2033 | 181,265 | 82,417 | 263,682 | - | - | 263,682 |
| 2034 | 191,234 | 72,448 | 263,682 | - | - | 263,682 |
| 2035 | 201,752 | 61,930 | 263,682 | - | - | 263,682 |
| 2036 | 212,849 | 50,834 | 263,682 | - | - | 263,682 |
| 2037 | 224,555 | 39,127 | 263,682 | - | - | 263,682 |
| 2038 | 236,906 | 26,776 | 263,682 | - | - | 263,682 |
| 2039 | 249,936 | 13,746 | 263,682 | (263,682) | - | - |
| \$ 3,060,732 \$ 2,117,571 \$ 5,178,303 \$ (263,682) \$ (168,340) \$ 4,746,280 | | | | | | |
| Source: DPFG | | | |  | | |

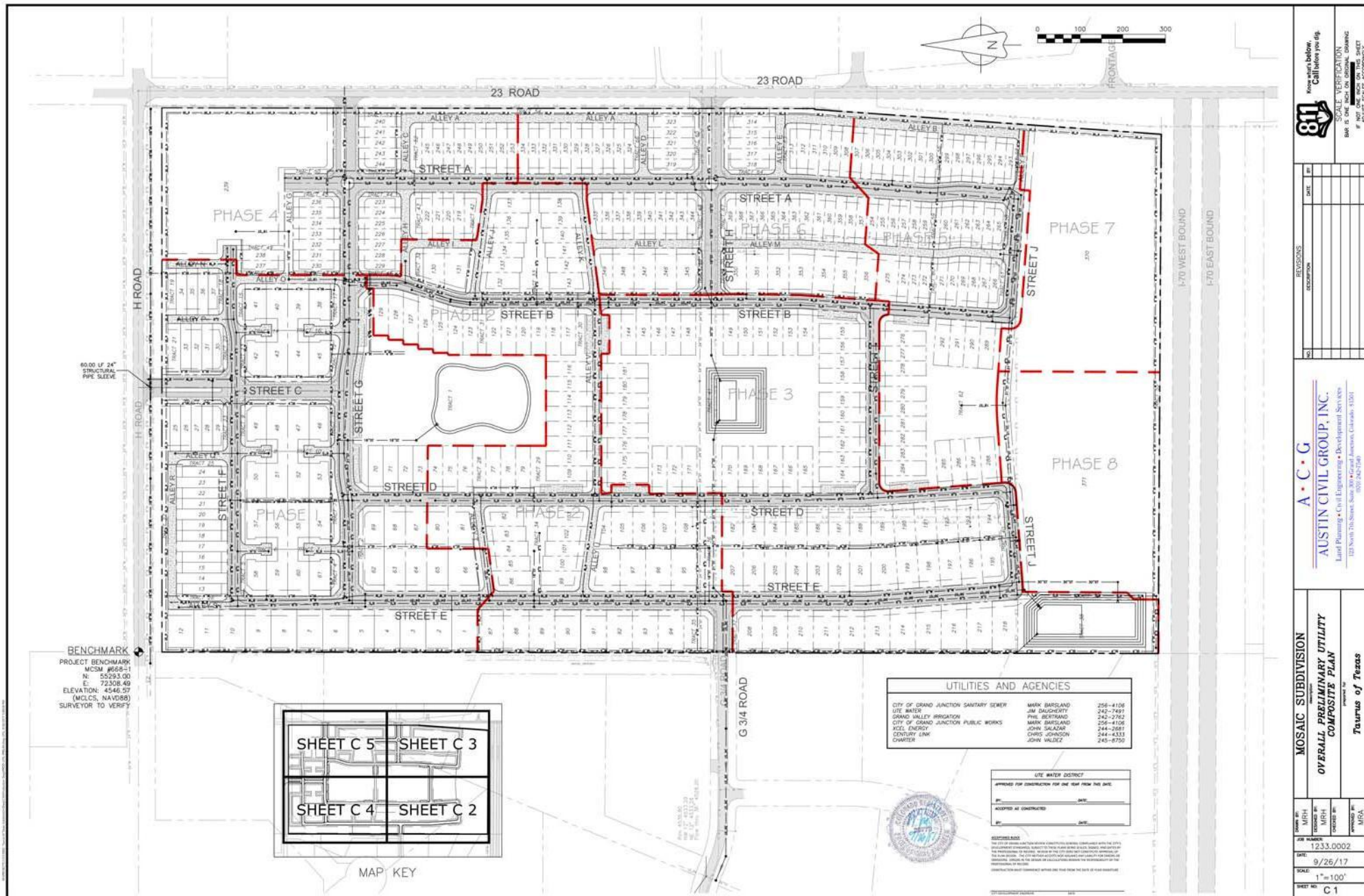
Exhibit F: Mosaic General Obligation Debt Schedule

| District-1 | | | | | | | |
|---|--------------------|-------------------|--------------|--------------|----------------------|-----------------------|-----------------|
| Senior Bond Amortization | | | | | | Sub Bond Amortization | |
| Principal: \$ 569,194 | | | | | | Principal: \$158,448 | |
| Rate: 5.75% | | | | | | Rate: 7.75% | |
| Year | Principal Payments | Interest Payments | Debt Service | Reserve Fund | Capitalized Interest | Net Debt Service | Surplus Release |
| 2021 | - | 32,729 | 32,729 | - | (32,729) | - | - |
| 2022 | 8,062 | 32,729 | 40,790 | (1,570) | - | 39,220 | 5,463 |
| 2023 | 8,525 | 32,265 | 40,790 | (1,570) | - | 39,220 | 10,747 |
| 2024 | 9,015 | 31,775 | 40,790 | (1,570) | - | 39,220 | 11,746 |
| 2025 | 9,534 | 31,256 | 40,790 | (1,570) | - | 39,220 | 11,746 |
| 2026 | 10,082 | 30,708 | 40,790 | (1,570) | - | 39,220 | 12,766 |
| 2027 | 10,662 | 30,129 | 40,790 | (1,570) | - | 39,220 | 12,766 |
| 2028 | 11,275 | 29,516 | 40,790 | (1,570) | - | 39,220 | 13,805 |
| 2029 | 11,923 | 28,867 | 40,790 | (1,570) | - | 39,220 | 13,805 |
| 2030 | 12,609 | 28,182 | 40,790 | (1,570) | - | 39,220 | 14,866 |
| 2031 | 13,334 | 27,457 | 40,790 | (1,570) | - | 39,220 | 14,866 |
| 2032 | 14,100 | 26,690 | 40,790 | (1,570) | - | 39,220 | 15,948 |
| 2033 | 14,911 | 25,879 | 40,790 | (1,570) | - | 39,220 | 15,948 |
| 2034 | 15,769 | 25,022 | 40,790 | (1,570) | - | 39,220 | 17,051 |
| 2035 | 16,675 | 24,115 | 40,790 | (1,570) | - | 39,220 | 17,051 |
| 2036 | 17,634 | 23,156 | 40,790 | (1,570) | - | 39,220 | 18,176 |
| 2037 | 18,648 | 22,142 | 40,790 | (1,570) | - | 39,220 | 18,176 |
| 2038 | 19,720 | 21,070 | 40,790 | (1,570) | - | 39,220 | 19,324 |
| 2039 | 20,854 | 19,936 | 40,790 | (1,570) | - | 39,220 | 19,324 |
| 2040 | 22,053 | 18,737 | 40,790 | (1,570) | - | 39,220 | 20,495 |
| 2041 | 23,321 | 17,469 | 40,790 | (1,570) | - | 39,220 | 20,495 |
| 2042 | 24,662 | 16,128 | 40,790 | (1,570) | - | 39,220 | 21,689 |
| 2043 | 26,080 | 14,710 | 40,790 | (1,570) | - | 39,220 | 21,689 |
| 2044 | 27,580 | 13,210 | 40,790 | (1,570) | - | 39,220 | 22,908 |
| 2045 | 29,166 | 11,624 | 40,790 | (1,570) | - | 39,220 | 22,908 |
| 2046 | 30,843 | 9,947 | 40,790 | (1,570) | - | 39,220 | 24,150 |
| 2047 | 32,616 | 8,174 | 40,790 | (1,570) | - | 39,220 | 24,150 |
| 2048 | 34,492 | 6,299 | 40,790 | (1,570) | - | 39,220 | 25,418 |
| 2049 | 36,475 | 4,315 | 40,790 | (1,570) | - | 39,220 | 25,418 |
| 2050 | 38,572 | 2,218 | 40,790 | (1,570) | - | 39,220 | 26,710 |
| <div> <div>\$ 569,194</div> <div>\$ 646,454</div> <div>\$ 1,215,648</div> <div>\$ (45,535)</div> <div>\$ (32,729)</div> <div>\$ 1,137,384</div> <div>519,603</div> </div> | | | | | | | |
| District-2-6 | | | | | | | |
| Senior Bond Amortization | | | | | | Sub Bond Amortization | |
| Principal: \$ 3,457,039 | | | | | | Principal: \$635,866 | |
| Rate: 5.75% | | | | | | Rate: 7.75% | |
| Year | Principal Payments | Interest Payments | Debt Service | Reserve Fund | Capitalized Interest | Net Debt Service | Surplus Release |
| 2028 | - | 198,780 | 198,780 | - | (198,780) | - | - |
| 2029 | 48,963 | 198,780 | 247,743 | (9,537) | - | 238,206 | 32,128 |
| 2030 | 51,779 | 195,964 | 247,743 | (9,537) | - | 238,206 | 37,535 |
| 2031 | 54,756 | 192,987 | 247,743 | (9,537) | - | 238,206 | 37,535 |
| 2032 | 57,904 | 189,839 | 247,743 | (9,537) | - | 238,206 | 43,049 |
| 2033 | 61,234 | 186,509 | 247,743 | (9,537) | - | 238,206 | 43,049 |
| 2034 | 64,755 | 182,988 | 247,743 | (9,537) | - | 238,206 | 48,675 |
| 2035 | 68,478 | 179,265 | 247,743 | (9,537) | - | 238,206 | 48,675 |
| 2036 | 72,416 | 175,327 | 247,743 | (9,537) | - | 238,206 | 54,412 |
| 2037 | 76,580 | 171,163 | 247,743 | (9,537) | - | 238,206 | 54,412 |
| 2038 | 80,983 | 166,760 | 247,743 | (9,537) | - | 238,206 | 60,265 |
| 2039 | 85,640 | 162,103 | 247,743 | (9,537) | - | 238,206 | 60,265 |
| 2040 | 90,564 | 157,179 | 247,743 | (9,537) | - | 238,206 | 66,234 |
| 2041 | 95,771 | 151,972 | 247,743 | (9,537) | - | 238,206 | 66,234 |
| 2042 | 101,278 | 146,465 | 247,743 | (9,537) | - | 238,206 | 72,323 |
| 2043 | 107,102 | 140,641 | 247,743 | (9,537) | - | 238,206 | 72,323 |
| 2044 | 113,260 | 134,483 | 247,743 | (9,537) | - | 238,206 | 78,533 |
| 2045 | 119,772 | 127,971 | 247,743 | (9,537) | - | 238,206 | 78,533 |
| 2046 | 126,659 | 121,084 | 247,743 | (9,537) | - | 238,206 | 84,868 |
| 2047 | 133,942 | 113,801 | 247,743 | (9,537) | - | 238,206 | 84,868 |
| 2048 | 141,644 | 106,099 | 247,743 | (9,537) | - | 238,206 | 91,330 |
| 2049 | 149,788 | 97,955 | 247,743 | (9,537) | - | 238,206 | 91,330 |
| 2050 | 158,401 | 89,342 | 247,743 | (9,537) | - | 238,206 | 97,920 |
| 2051 | 167,509 | 80,234 | 247,743 | (9,537) | - | 238,206 | 97,920 |
| 2052 | 177,141 | 70,602 | 247,743 | (9,537) | - | 238,206 | 104,643 |
| 2053 | 187,327 | 60,416 | 247,743 | (9,537) | - | 238,206 | 104,643 |
| 2054 | 198,098 | 49,645 | 247,743 | (9,537) | - | 238,206 | 111,500 |
| 2055 | 209,489 | 38,254 | 247,743 | (9,537) | - | 238,206 | 111,500 |
| 2056 | 221,534 | 26,209 | 247,743 | (9,537) | - | 238,206 | 118,494 |
| 2057 | 234,272 | 13,471 | 247,743 | (9,537) | - | 238,206 | 118,494 |
| <div> <div>\$ 3,457,039</div> <div>\$ 3,926,288</div> <div>\$ 7,383,327</div> <div>\$ (276,563)</div> <div>\$ (198,780)</div> <div>\$ 6,907,984</div> <div>2,171,690</div> </div> | | | | | | | |

Source: DPFPG



Exhibit G



811
Know what's below.
Call before you dig.

SCALE VERIFICATION
1" = 100'
1" = 100'
1" = 100'

REVISIONS

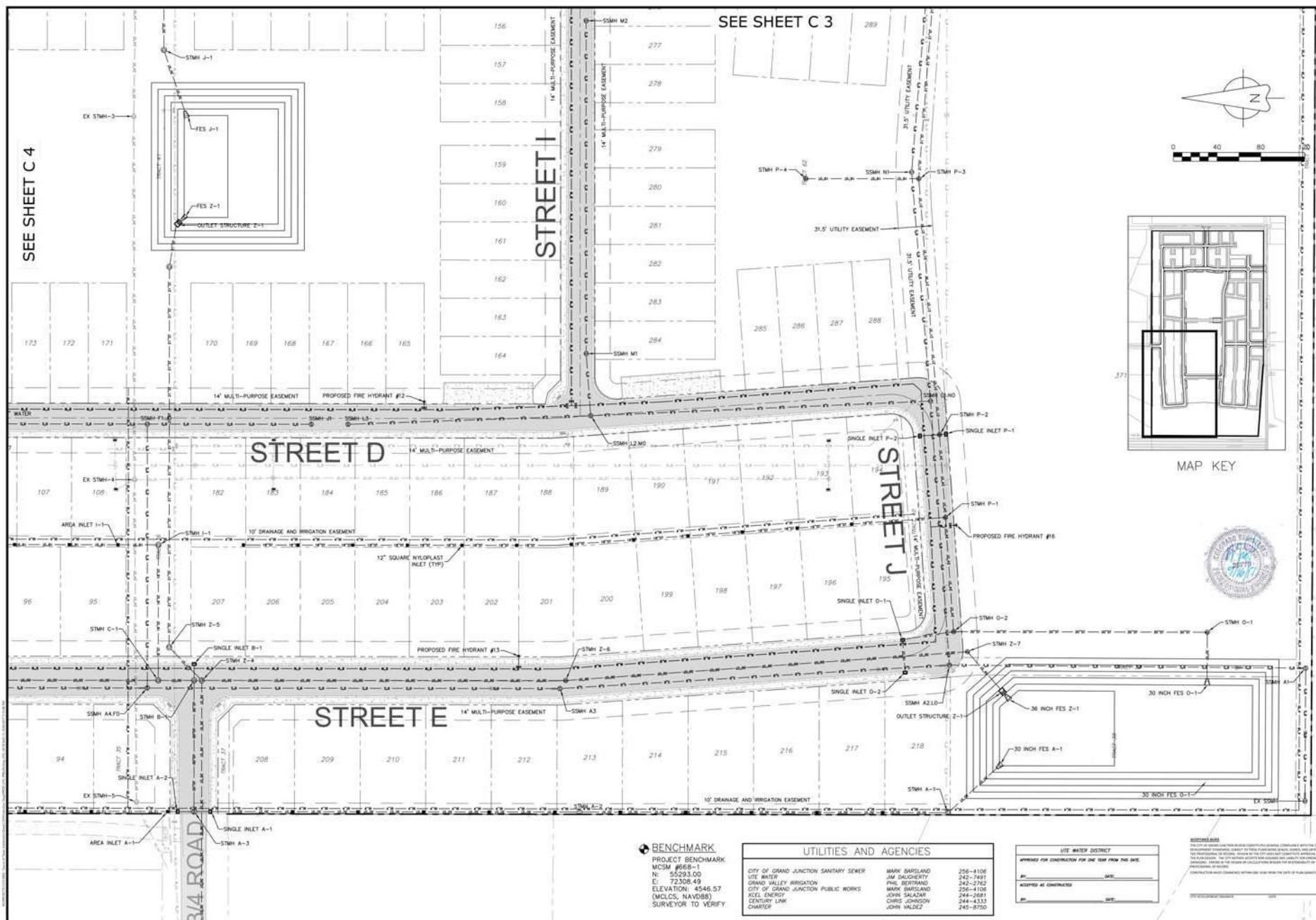
| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
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Land Planning • Civil Engineering • Development Services
123 North 7th Street, Suite 200 • Grand Junction, Colorado 81501
(970) 262-1000

MOSAIC SUBDIVISION
OVERALL PRELIMINARY UTILITY
COMPOSITE PLAN
prepared by
Taurus of Texas

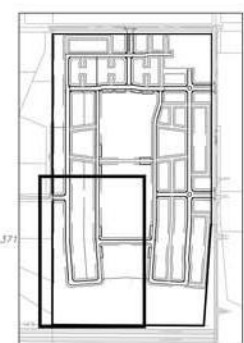
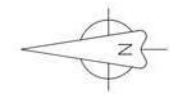
DATE: 9/26/17
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SHEET NO: C 1

DATE: 9/26/17
SCALE: 1" = 100'
SHEET NO: C 1



SEE SHEET C 4

SEE SHEET C 3



MAP KEY



BENCHMARK
 PROJECT BENCHMARK
 MCSM #668-1
 N: 55293.00
 E: 72328.49
 ELEVATION: 4546.57
 (MOLCS, NAVD83)
 SURVEYOR TO VERIFY

| UTILITIES AND AGENCIES | | |
|---------------------------------------|---------------|----------|
| CITY OF GRAND JUNCTION SANITARY SEWER | MARK BARSLAND | 256-4106 |
| UTE WATER | JAM DALCHERTY | 242-7491 |
| GRAND VALLEY IRRIGATION | PHIL BERTRAND | 242-2762 |
| CITY OF GRAND JUNCTION PUBLIC WORKS | MARK BARSLAND | 256-4106 |
| KELL ENERGY | JOHN SALADIN | 244-2691 |
| CENTURY LINK | CHRIS JOHNSON | 244-4333 |
| CHARTER | JOHN VALDEZ | 245-8750 |

| UTE WATER DISTRICT | |
|--|-------|
| APPROVED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE. | |
| DATE: | DATE: |
| ACCEPTED AS CHANGES: | |
| DATE: | DATE: |

NOTES:
 1. THIS PLAN IS PREPARED FOR THE UTILITY DISTRICT AND IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE UTILITY DISTRICT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE UTILITY DISTRICT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE UTILITY DISTRICT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.

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SCALE VERIFICATION
 1" = 40'
 1" = 40'
 1" = 40'

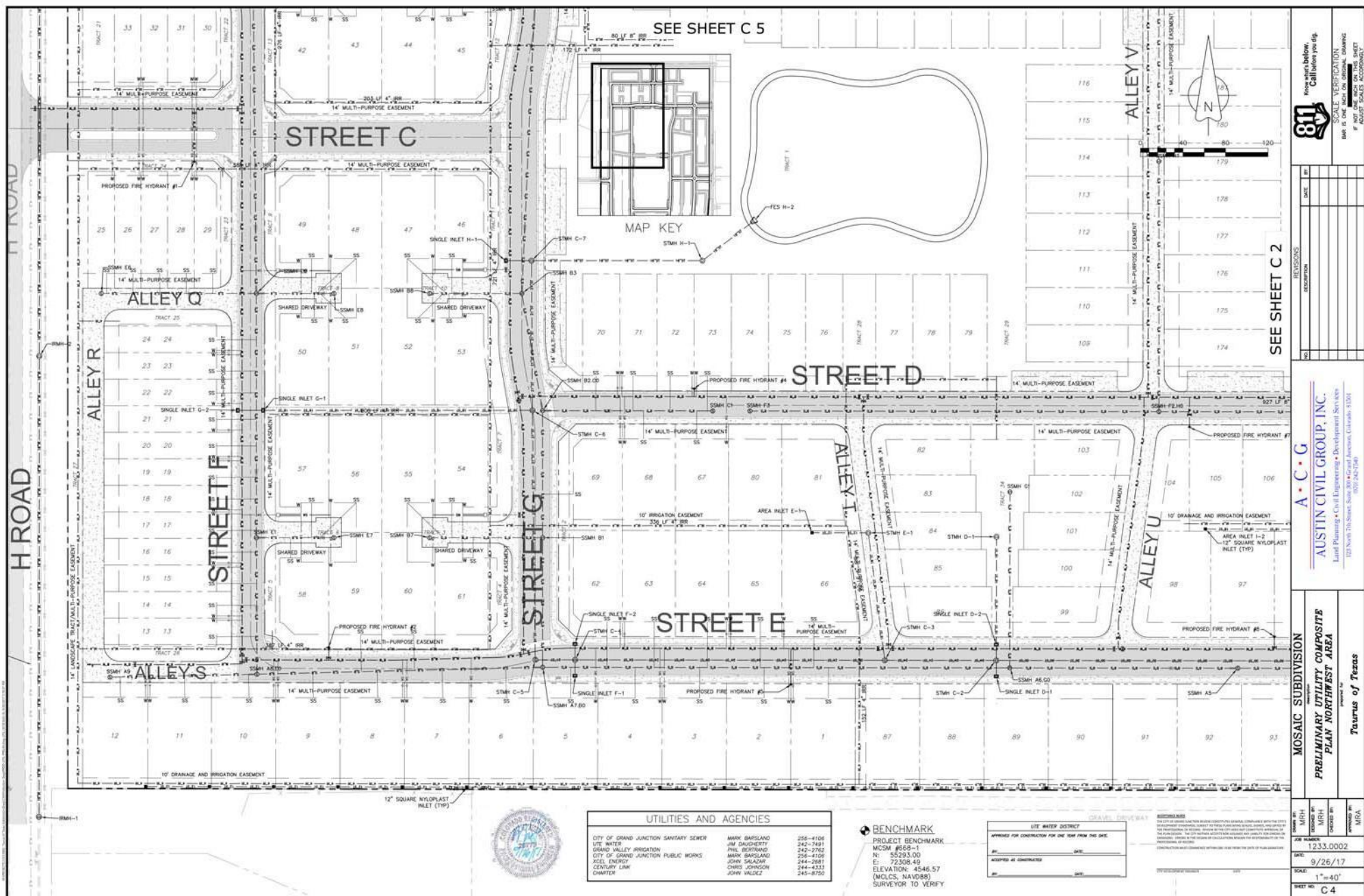
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 (970) 262-1500

MOSAIC SUBDIVISION
 PRELIMINARY UTILITY COMPOSITE
 PLAN SOUTHWEST AREA

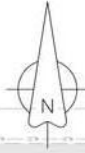
prepared by
Taurus of Texas

| | |
|-----------|------------|
| DATE | 12/23/2002 |
| DATE | 9/26/17 |
| SCALE | 1" = 40' |
| SHEET NO. | C 2 |



| UTILITIES AND AGENCIES | | |
|---------------------------------------|----------------|----------|
| CITY OF GRAND JUNCTION SANITARY SEWER | MARK BIRSELAND | 255-4136 |
| LIFE WATER | JIM DAUGHERTY | 242-7481 |
| GRAND VALLEY IRRIGATION | PHIL BERTRAND | 242-2762 |
| CITY OF GRAND JUNCTION PUBLIC WORKS | MARK BIRSELAND | 255-4136 |
| KCEL ENERGY | JOHN SALAZAR | 244-2681 |
| CENTURY LINK | CHRIS JOHNSON | 244-4333 |
| CHARTER | JOHN VALDEZ | 245-8750 |

BENCHMARK
 PROJECT BENCHMARK
 MCSM #668-1
 N: 55293.00
 E: 72308.49
 ELEVATION: 4546.57
 (MCLCS, NAVD83)
 SURVEYOR TO VERIFY



0 40 80 120

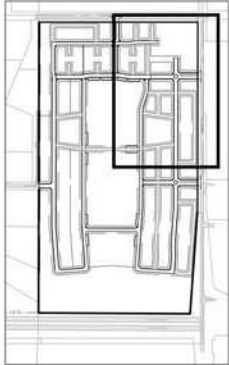
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SCALE VERIFICATION
 1" = 40' (AS SHOWN)
 1" = 40' (AS SHOWN)
 1" = 40' (AS SHOWN)

H ROAD

23 ROAD



MAP KEY



SEE SHEET C 4

| LIFE WATER DISTRICT | |
|--|-------------|
| APPROVED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE: | DATE: _____ |
| APPROVED AS CONSTRUCTED: | DATE: _____ |

NOTES:
 1. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
 2. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
 3. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.

| DATE | BY | REVISIONS |
|------|----|-----------|
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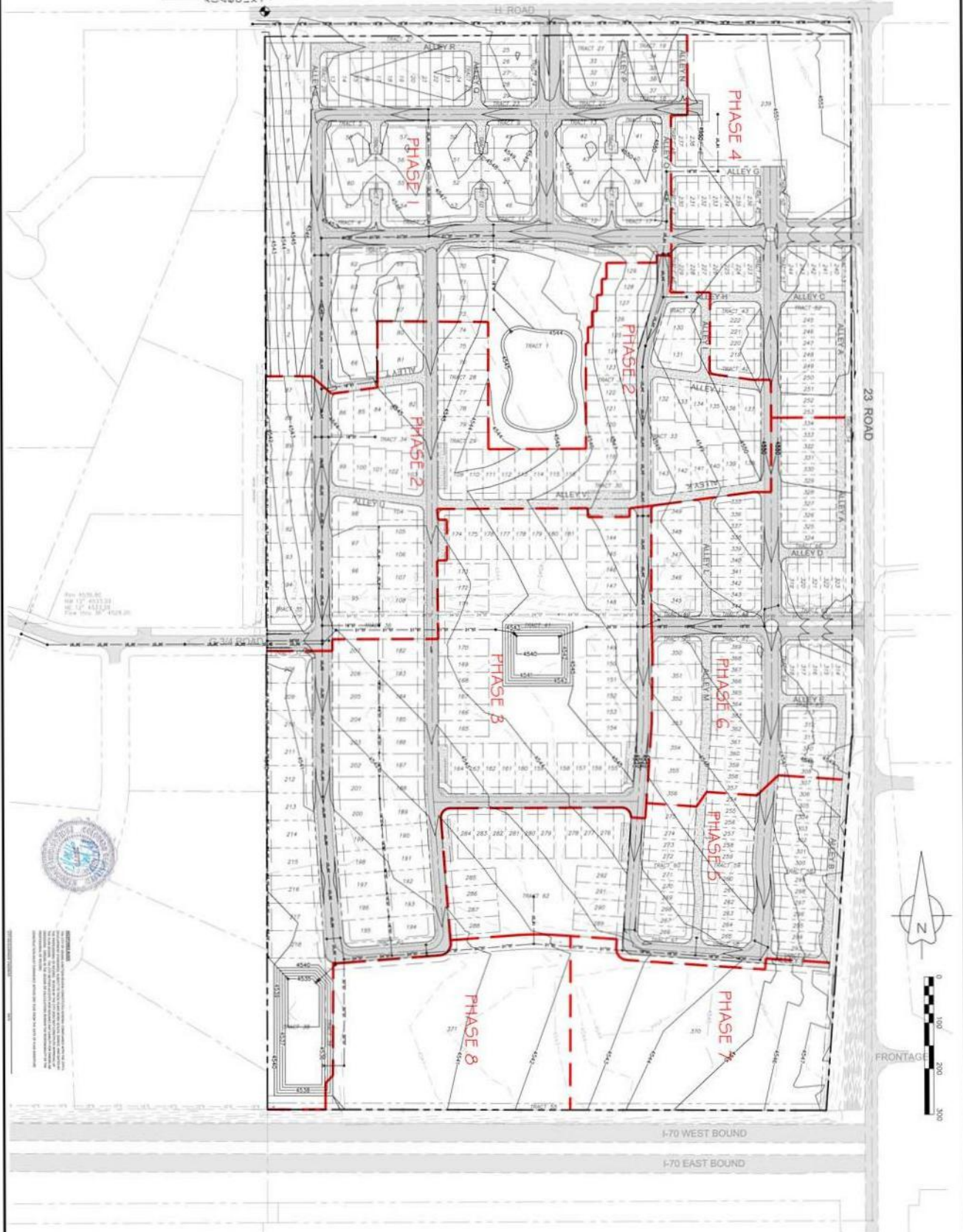
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 122 North 7th Street, Suite 200 • Grand Junction, Colorado 81501
 (970) 262-1498

MOSAIC SUBDIVISION
PRELIMINARY UTILITY COMPOSITE
PLAN NORTHEAST AREA

DATE: 2/23/2002
 DATE: 9/26/17
 SCALE: 1"=40'
 SHEET NO: C 5

Taurus of Texas

BENCHMARK
PROJECT BENCHMARK
N. 55591.00
E. 73508.49
ELEVATION 2230.00
(MUTUAL, NAVD83)
SURVEYOR TO VERIFY



| | |
|---|----------------|
| MOSAIC SUBDIVISION | |
| OVERALL PRELIMINARY GRADING AND DRAINAGE PLAN | |
| Taurus of Texas | |
| DESIGNED BY: MRH | DATE: 9/26/17 |
| CHECKED BY: MRH | SCALE: 1"=100' |
| APPROVED BY: MRA | SHEET NO. C1 |

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(970) 242-7545

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|-----------|-------------|------|
| NO. | DESCRIPTION | DATE |
| | | |
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| | | |

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SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET
ADJUST SCALES ACCORDINGLY



Grand Junction City Council

Regular Session

Item #6.a.

Meeting Date: July 18, 2018

Presented By: Mayor Traylor Smith

Department: City Council

Submitted By: Mayor Traylor Smith

Information

SUBJECT:

A Resolution Rescinding Resolution No. 13-16 Regarding the Appointment of the Municipal Court Judge

RECOMMENDATION:

City Council discussion and action on Resolution.

EXECUTIVE SUMMARY:

The purpose of this item is to authorize the Mayor to sign a release agreement relating to ending the appointment of Care' McInnis as Municipal Court Judge.

BACKGROUND OR DETAILED INFORMATION:

On April 20, 2016 the City Council adopted Resolution 13-16 appointing Care' McInnis as Municipal Court Judge in and for the Grand Junction Municipal Court for a term of four years. The City of Grand Junction and Municipal Court Judge McInnis have jointly agreed to part ways and pursuant to Resolution No. 13-16, her appointment will end on August 15, 2018.

FISCAL IMPACT:

The release agreement describes the compensation to be paid if/when the agreement is approved.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 47-18, a resolution rescinding Resolution No. 13-16 regarding the appointment of Care' McInnis as Municipal Court Judge and

authorizing the Mayor to sign a release agreement.

Attachments

1. Executed Release
2. Resolution

RELEASE

READ CAREFULLY BEFORE SIGNING

This Release, made on the day indicated below, by Care McInnis (hereinafter referred to as the "Claimant") and the City of Grand Junction (hereinafter referred to as the "City") and its assigns, all current and former employees, servants, agents, contractors, current and former elected and appointed officials, members, successors, predecessors, attorneys, insurance carriers, and self-insurance pool(s) (hereinafter referred to jointly as "Releasees"), as follows, to wit:

WHEREAS, Claimant and City are desirous of resolving any issues between them related to the Claimant's employment, the Claimant's separation from her employment and the ending of her appointment as Municipal Judge in and for the City;

NOW, THEREFORE, the Claimant for the following described consideration, the receipt and sufficiency of which is hereby acknowledged, does hereby **REMISE, RELEASE AND FOREVER DISCHARGE** the Releasees, together with all other persons, firms and corporations, whomsoever, of and from any and all actions, claims and demands, which exist as of the date of this Release, whatsoever, which Claimant now has or may hereafter have, of any kind, including all actions, claims and demands arising out of Claimant's employment with City, the separation of Claimant from her employment and her appointment as Municipal Judge with the City and any other claim(s) involving Releasees to any degree.

CONSIDERATION TO THE CLAIMANT

The consideration to the Claimant is as follows:

1. Claimant will be on paid administrative leave starting on the 8th day after this Release is executed by Claimant and not revoked until August 15, 2018. Claimant's employment and appointment will end at 5:00 P.M. on August 15, 2018. While on paid administrative leave Claimant shall not perform any duties on behalf of or related to the City nor take any action as a City employee. Should Claimant prepare and submit to the City a short letter regarding her separation, it will be included in her City personnel file.
2. The City shall cause to be paid to Claimant the total sum of one hundred sixty-five thousand two hundred dollars (\$165,200.00) plus accrued but unused leave in accordance with City policy. Of that \$165,200.00, one check will be issued to Claimant in the gross amount of forty-five thousand two hundred dollars (\$45,200.00) plus the amount of accrued but unused leave in accordance with City policy; the net amount of the check will be less all deductions and withholdings, which shall be calculated on the Claimant's W-4 and other deductions Claimant has directed and are on file with the City.¹ Further, deducted from the total payment will be \$11,041.57 which represents Claimant's "buy in" to the City's retiree health insurance benefit program. Notwithstanding Claimant's separation, Claimant will be a vested participant in the City's retiree health insurance

¹ Claimant acknowledges she has been paid all wages to which she is legally entitled and this payment includes all accrued but unused leave to which Claimant is entitled.

benefit program on the first of the month following receipt of the payment. Claimant's portion of Retiree Health premiums would be, unless the program is amended, not more than 33% per year until 2030. In addition to paying the above percentage of premiums, the Claimant would also be required to pay the full cost of any premium increases over 4% per year. The City's share of any premium increases is capped at 4% increase per year. Since the Claimant has single health insurance coverage now, only single coverage would be extended to her under the Retiree Health program. The remaining one hundred and twenty thousand dollars and no cents (\$120,000.00) will be issued to Claimant and her attorney's jointly. Both checks will be sent to Claimant in care of Claimant's attorneys at Claimant's attorney's address.

3. To the extent that Claimant properly directs all verbal inquiries from prospective employers to only the Human Resources Director, and the Human Resources Director receives the request, the Human Resources will take reasonable steps for he/she or his/her designee to respond to any verbal inquiries about Claimant by verifying that Claimant was employed by the City, Claimant's job title and Claimant's date of first appointment as Municipal Judge and date of separation. This provision does not affect the City's response to a written reference inquiry accompanied by a signed authorization by Claimant or any request under state law.
4. Because no special assessment related to Claimant's 2018 performance evaluation has been completed, no records regarding it will be placed in Claimant's official personnel file.

CONSIDERATION TO THE RELEASEES

1. The execution of this Release by Claimant and her agreement to the provisions contained herein.
2. Claimant will not apply for or in any manner seek employment in any position or otherwise work in any capacity for the City.
3. Claimant warrants that she has not filed or submitted any lawsuits or administrative charges with the EEOC or CCRD against the City. Claimant warrants that through this settlement she has been fully compensated for any claims she alleges and/or she may have and recognizes such contentions are strongly disputed and contested by the City. Claimant acknowledges that the City denies that it owes Claimant any consideration and she recognizes that there is a bona fide dispute between herself and the City. Claimant acknowledges that by accepting the consideration described above she is waiving any right to further compensation and damages, attorney fees or court costs and agrees that she has been fully compensated (other than for the paid administrative leave and retiree benefits provided above)
4. Claimant waives any right to any hearing or other process under the City's Personnel Policies and/or Charter and/or state/federal law related to the separation of her employment and the ending of her appointment.

5. Claimant separates her employment effective 5 pm on August 15, 2018.

WARRANTY OF CLAIMANT CONCERNING CONSIDERATION RECEIVED

Claimant warrants as follows:

No promise or agreement not herein expressed has been made to the Claimant; that in executing this Release Claimant is not relying upon any statement or representation made by the parties hereby released or said parties' agents and servants concerning any matter or thing, but is relying solely upon her own judgment and knowledge and that of her attorney; that the above described consideration is received by the Claimant in full settlement and satisfaction of all the aforesaid claims and demands, whatsoever, whether said claims be in tort, contract, by statute or otherwise; including but not limited to, any claims based upon Title VII, 42 USC §1983, the Americans with Disability Act, the First, Fourth, Fifth or Fifteenth Amendments, the Fair Labor Standards Act, the Family Medical Leave Act, the Colorado Anti Discrimination Act, Colorado state statutes and CRCP 106; that it is Claimant's clear intention to fully and forever release Releasees from any and all claims, even if there may presently exist a mistaken belief on the part of the Claimant as to the present nature and extent of her claims through the date of the execution of this agreement; that a portion of the consideration provided to Claimant hereunder is being provided for Claimant's voluntary assumption of the risk that Claimant's injuries or damages, if any, may worsen or increase or give rise to new legal claims for relief or claims for further damages in the future; that this Release was arrived at in good faith, at arms length and after negotiation; that the above mentioned consideration is received by Claimant in full settlement and satisfaction of any claims which Claimant may have for attorney's fees or costs; that the Claimant is over the age of 18 years and legally competent to execute, appreciate and fully understand this Release; that no claims for loss of consortium exist; AND THAT BEFORE SIGNING AND SEALING THIS RELEASE, CLAIMANT HAS FULLY INFORMED HERSELF OF ITS CONTENT AND MEANING, HAS HAD HER LEGAL COUNSEL EXPLAIN THE MEANING AND LEGAL SIGNIFICANCE OF EACH AND EVERY PROVISION HEREOF AND HAS EXECUTED THIS RELEASE WITH FULL KNOWLEDGE AND UNDERSTANDING THEREOF.

The Claimant further warrants that there are no assignees, subrogees or other third parties who have a right to participate in this settlement or receive any of the consideration provided hereunder. Claimant agrees to indemnify, defend and hold forever harmless the Releasees of and from any and all further claims, demands or causes of action which may be made against the Releasees by any person, firm or corporation acting for the Claimant or asserting a derivative claim from the Claimant.

The Claimant further warrants that she has not received benefits or payments from Medicare or Medicaid related to matters covered or relevant to this Release.

NO ADMISSION OF LIABILITY

Claimant and the City acknowledge that Claimant and the Releasees each deny liability or wrongdoing on their part and that this Release is not to be construed, in any way, as an admission of liability, but is only a settlement done for economic reasons.

INCOME TAX CONSEQUENCES

Claimant warrants that no opinions or statements have been made to her by any Releasee, or any Releasee's agents or agent or employee, relating to any income tax consequences of the payments made under this Release. Claimant agrees to indemnify, defend and hold harmless the Releasees from any and all claims with respect to the income tax consequences of the payment made under this Release asserted by any taxing authority, including the United States Government or its Internal Revenue Service.

OLDER WORKER BENEFIT PROTECTION ACT AND AGE DISCRIMINATION AND EMPLOYMENT ACT

While Claimant acknowledges that she has not asserted any such claims, she has nonetheless been advised that:

1. This Release does not apply to any claims that may arise after the effective date of this Release. The effective date is 7 days after the date this Release has been signed by Claimant;
2. Claimant has been and hereby is advised of Claimant's right to consult with legal counsel prior to executing this Release. Claimant acknowledges that she has been advised to so consult and that she has consulted legal counsel;
3. Claimant has 21 calendar days to consider this Release, although Claimant may choose to voluntarily execute it earlier; and,
4. Claimant has 7 calendar days following the execution of this Release to revoke it. Written notice of such revocation shall be provided to Marni Nathan Kloster at 7900 E. Union Ave, Suite 600, Denver, CO 80237 on or before 5 pm on the 7th calendar day.

CONFIDENTIALITY

As part of the consideration to the Releasees, Claimant and her attorneys agree that the terms and conditions of this Release, the negotiations relating herein and the actual agreement shall be kept strictly confidential by them. Claimant and her attorney further agree not to disclose and/or discuss with any reporter for any print or electronic media nor post on social media or other public forum about Claimant's employment with, not to negatively talk about the Releasees or not to threaten future claims regarding the City and/or the Releasees related to Claimant's employment, complaints or separation therefrom. Claimant shall not release any information concerning the matters set forth above, arising out of or under or reflected by this

Release or the terms of this Release nor shall she discuss that information with any third party, except as follows:

1. Claimant may disclose the terms of this settlement to her attorneys, spouse, accountant, any income tax agency and Colorado Attorney Regulation, if she receives a request for such information from Attorney Regulation. Claimant shall instruct or request any person or entity to whom she discloses that the terms of this settlement are confidential and to keep such disclosures confidential.

2. Claimant may disclose the terms of this settlement to the extent required by order of court. If so ordered by a court, only the specific information so ordered will be disclosed. Claimant agrees that she will not take any action to invalidate this agreement or to apply to a court of law to set aside this provision of confidentiality.

3. The City will advise during its evaluation and vote on this matter as to the following and Judge McInnis may advise as to the following if contacted:

The City of Grand Junction and Municipal Court Judge Care' McInnis have jointly agreed to part ways and pursuant to Resolution No. 13-16 her appointment will end on August 15, 2018.

The Staff and City Council wish to thank Judge McInnis for her years of service and wish her the best in her future endeavors. As City Council looks to fill the Municipal Judge's seat, the opportunity to explore and evaluate the operation processes and procedure of the City's Municipal Court will be made to ensure the continued success of such a vital component of Grand Junction's governmental structure.

It is fully understood by Claimant that her confidentiality is an integral and contractually enforceable part of this Release. Further, Claimant hereby agrees that if she or her attorney should breach this Release and the City prevails in litigation based upon the breach the City is entitled to recover its reasonable costs and attorney fees and damages and liquidated damages in the amount of \$15,000 per breach. Further, should a breach of this provision occur by Claimant or her attorney prior to the settlement proceeds being paid, Claimant hereby warrants that the liquidated damages owed per breach may be deducted from the settlement proceeds prior to issuance.

MISCELLANEOUS PROVISIONS

This Release contains the entire understanding of the parties hereto with respect to its subject matter and supersedes all prior oral and written understandings and agreements between the parties.

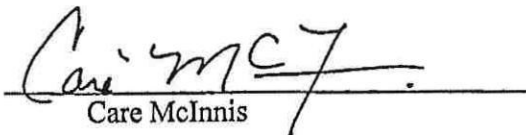
This Release shall be binding upon the Claimant, her heirs, administrators, personal representatives, assigns and subrogees, if any, as well as all other persons, firms or corporations acting on Claimant's behalf or asserting a derivative claim.

The Claimant and City agree that each shall bear her or its own costs, including attorney's fees related to this action.

The parties have participated and had an equal opportunity to participate in the drafting of this Release. No ambiguity shall be construed against any party based upon a claim that either party was a drafter.

This Release shall be construed and interpreted in accordance with the laws of the State of Colorado, without regard to its choice of law rules or principles.

Facsimiles shall suffice as originals. This agreement may be executed in counterparts.


Care McInnis

STATE OF COLORADO


)
) SS.
)

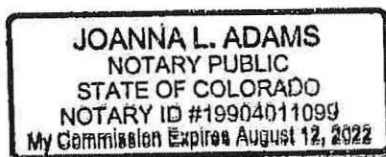
COUNTY OF

Subscribed and sworn to before me on this 27 day of June, 2018.

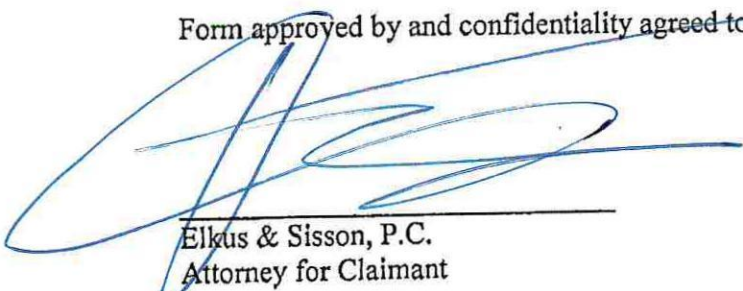
Witness my hand and official seal.

My Commission expires 8-12-22.


Notary Public



Form approved by and confidentiality agreed to by:


Elkus & Sisson, P.C.
Attorney for Claimant

City of Grand Junction:

Mayor

Date

Form approved by:

Nathan, Dumm & Mayer P.C.
Attorney for the City

RESOLUTION NO. __-18

A RESOLUTION RESCINDING RESOLUTION 13-16 REGARDING THE APPOINTMENT OF CARE` McINNIS AS MUNICIPAL COURT JUDGE AND AUTHORIZING THE MAYOR TO SIGN A RELEASE AGREEMENT

RECITALS:

On April 20, 2016 the City Council adopted Resolution 13-16 appointing Care' McInnis as Municipal Court Judge in and for the Grand Junction Municipal Court for a term of four (4) years.

The City of Grand Junction and Municipal Court Judge Care' McInnis have jointly agreed to part ways and pursuant to Resolution No. 13-16 her appointment will end on August 15, 2018.

The Staff and City Council wish to thank Judge McInnis for her years of service and wish her the best in her future endeavors. As City Council looks to fill the Municipal Judge's seat, the opportunity to explore and evaluate the operation processes and procedure of the City's Municipal Court will be made to ensure the continued success of such a vital component of Grand Junction's governmental structure.

As such, The City Council by and with this Resolution hereby rescinds Resolution 13-16. The recission of Resolution 13-16 as provided herein is and shall be in accordance with the attached release agreement, which the City Council does authorize and direct Mayor Traylor Smith to sign.

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

Resolution 13-16 is rescinded and of no further effect and Mayor Traylor Smith is authorized and directed to sign the attached release agreement relating to ending the appointment of Care` McInnis as Municipal Court Judge.

PASSED and ADOPTED this 18th day of July 2018.

Barbara Traylor Smith
President of the City Council

ATTEST:

Wanda Winkelmann
City Clerk

GJEP Executive Director's Update
Wednesday, July 18
Robin Brown

2018

| Leads | Level I | Level II | Level III | Wins |
|-------|---------|----------|-----------|------|
| 24 | 34 | 13 | 6 | 4 |

Internal

- **Investment Campaign:** All fundraising uploaded to eTapestry software program. Picking back up where we left off in April. Fundraising meetings scheduled with donors.
- **Staffing:** Need to hire business development/recruiter position- job will be posted by Wednesday. Cilia will remain as a contractor through the end of the year, although next week is her last week in the office.
- **Conferences:** OR next week, followed by Site Selector conference in August. Steve will be attending Interbike in September.

June updates: Economic Summit sold out, overall a good event. Announced RockyMounts and Violet Gro. Attended OEDIT workshop on Opportunity Zones.

Marketing/PR Highlights: United Hemispheres Dossier featured Colorado with a few mentions of Grand Junction. Colorado Matters on CPR spent 2 days in Grand Junction with very positive stories about our diversification efforts. 5280 Magazine working on a story about front range businesses moving to the west slope. Working with the Colorado Sun on a feature regarding similar themes- diversification, Riverfront, etc.

Opportunity Zones: GJEP leading the effort on an Opportunity Zone prospectus to attract outside investment. Working with Bruce Katz from the The New Localism on our pilot- paid for by OEDIT.

Outdoor Retailer: Working closely with Visit Grand Junction on campaign for OR show. Approximately 20 attendees from western Colorado attending next week.

BLM HQ: Received a letter of support from Governor Hickenlooper to locate the BLM HQ in Grand Junction. Waiting on RFP from the Department of the Interior. Opportunity Zones could be a way to build the HQ. Updating our Welcome Home BLM campaign.

Cut and Sew: Working with a number of potential relocations in the apparel/equipment industry that are interested in establishing cut and sew in Grand Junction. Will approach WCCC on possible collaboration on industrial sewing and production program.

Riverfront at Las Colonias LCDC- Finalized the master lease and are working through the leases for RockyMounts and a restaurant.

Transload facility/FTZ: Supporting the airport on the FTZ application and the COC on establishing a transload facility. Both important for our manufacturers.

| | | |
|--|---|---|
| CITY COUNCIL MEETING CITIZEN PRESENTATION | | Date 7/18/18 |
| Citizen's Name | Bruce Scheller | |
| Subject | Kid App, Mind Springs, Vet's Art Center | |
| Phone Number (optional) | | Including your phone number is helpful if we would like to contact you in response to your questions, comments, or concerns. Thank you! |

| | | |
|--|------------|---|
| CITY COUNCIL MEETING CITIZEN PRESENTATION | | Date 7/18/18 |
| Citizen's Name | CK HOWARD | |
| Subject | DARLA JEAN | |
| Phone Number (optional) | | Including your phone number is helpful if we would like to contact you in response to your questions, comments, or concerns. Thank you! |

| | | |
|--|--------------------|---|
| CITY COUNCIL MEETING CITIZEN PRESENTATION | | Date 7/18/18 |
| Citizen's Name | Andrea Christensen | |
| Subject | Darla Jean Walkway | |
| Phone Number (optional) | | Including your phone number is helpful if we would like to contact you in response to your questions, comments, or concerns. Thank you! |

| | | |
|--|------------------|---|
| CITY COUNCIL MEETING CITIZEN PRESENTATION | | Date 7/18/18 |
| Citizen's Name | Liliana Flanigan | |
| Subject | Community Center | |
| Phone Number (optional) | | Including your phone number is helpful if we would like to contact you in response to your questions, comments, or concerns. Thank you! |

| | | |
|--|------------------------------|---|
| CITY COUNCIL MEETING CITIZEN PRESENTATION | | Date 7/18/18 |
| Citizen's Name | BRUCE GREGG | |
| Subject | SUPPORT FOR COMMUNITY CENTER | |
| Phone Number (optional) | | Including your phone number is helpful if we would like to contact you in response to your questions, comments, or concerns. Thank you! |

| | | |
|--|------------------|---|
| CITY COUNCIL MEETING CITIZEN PRESENTATION | | Date 7-18-18 |
| Citizen's Name | SCOTT McBRAYER | |
| Subject | COMMUNITY CENTER | |
| Phone Number (optional) | | Including your phone number is helpful if we would like to contact you in response to your questions, comments, or concerns. Thank you! |

| | | |
|--|------------------|---|
| CITY COUNCIL MEETING CITIZEN PRESENTATION | | Date 7/18/18 |
| Citizen's Name | DENNIS SIMPSON | |
| Subject | COMMUNITY CENTER | |
| Phone Number (optional) | | Including your phone number is helpful if we would like to contact you in response to your questions, comments, or concerns. Thank you! |



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2497-B Power Road
Grand Junction, CO 81507
P: 970-243-1012
F: 970-242-8055
1-866-455-6074

582 South 1100 West
Woods Cross, UT 84087
P: 801-292-2005
F: 801-292-2047

125 South 1200 West
Lindon, UT 84042
P: 801-796-7200
F: 801-796-8304

Citizens Name - Richard Curfman

Subject - Larla Jeon Walkway

Sarah Shrader
Community rec Center
(PLACE)

Abby Burr
community rec center
PLACE



MORE ROOM MORE VETS

WE ARE EXPANDING
An extra 4000 sq ft
Right Next Door

IMPROVEMENTS
More Room
More Space
More Veterans

YOU CAN HELP

DONATE ONLINE
www.operationrevamp.us

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Operation Revamp
307 S 12th St
Grand Junction CO 81501

IN PERSON
Drop in and see us
At the Veterans Art Center
on the Corner of 12th and Ute

BENEFITING
Local Veterans and Families
of Veterans with free art and
music programs and
services, studios and
workshops.
Helping Veterans Heal

**OH WHAT THE
HECK**
I want my name on the
building so I will phone you
at 970-462-3126 and make
an appointment to help
make this happen.

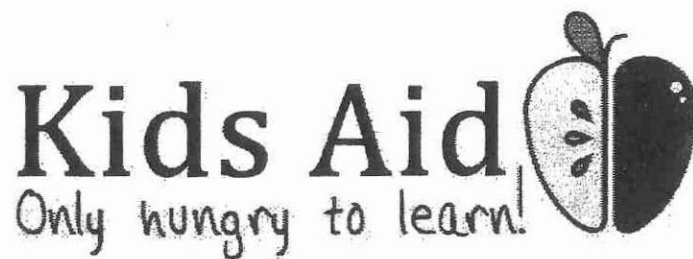
Write-in candidate for Colorado's 3rd Congressional District
Fill in the oval on your ballot and write in:

Bruce Lohmiller



"Honesty and Truth in Government"
brucelohmillier@gmail.com

Facebook presentation
Bruce Lohmiller 2018



Kids Aid provides backpacks full of food to hungry school-aged kids over the weekend. Food is delivered directly into the hands of children to take home over the weekends. Thanks to the generosity of this community, over 2,100 students every week are going to school fueled and ready to learn rather than heading out the door hungry with thoughts on when the lunch bell will ring. www.kidsaidcolorado.org

Thank you for your support!

Back Pack Items (all items are individual sizes):

- Chicken or Tuna 5oz
- Peanut Butter (small jars)
- Canned Pasta w/Meat
- Soup
- Macaroni and Cheese
- Ramen Noodles
- Instant Oatmeal packets
- Cereal bars/Granola Bars
- Crackers
- Fruit Cups
- Trail Mix



MIND SPRINGS INC.



MIND SPRINGS health

| Income Range & Family Size | | 1 | 2 | Prevention | Care | Recovery | 5 | 6 | 7 | 8 |
|----------------------------|----------------|---------|---------|------------|---------|----------|---------|---------|---------|---------|
| 0.00 | 6,070.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 |
| 6,070.01 | 8,230.00 | \$15.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 |
| 8,230.01 | 10,390.00 | \$15.00 | \$15.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 |
| 10,390.01 | 12,140.00 | \$15.00 | \$15.00 | \$15.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 |
| 12,140.01 | 12,550.00 | \$25.00 | \$15.00 | \$15.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 |
| 12,550.01 | 14,710.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 |
| 14,710.01 | 16,460.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 |
| 16,460.01 | 16,870.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$8.00 | \$8.00 | \$8.00 | \$8.00 |
| 16,870.01 | 18,210.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$8.00 | \$8.00 | \$8.00 |
| 18,210.01 | 19,030.00 | \$35.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$8.00 | \$8.00 |
| 19,030.01 | 20,780.00 | \$35.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$8.00 |
| 20,780.01 | 21,190.00 | \$35.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$8.00 |
| 21,190.01 | 24,280.00 | \$35.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 |
| 24,280.01 | 24,690.00 | \$45.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 |
| 24,690.01 | 25,100.00 | \$45.00 | \$35.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 |
| 25,100.01 | 29,420.00 | \$45.00 | \$35.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 |
| 29,420.01 | 30,350.00 | \$45.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 |
| 30,350.01 | 31,170.00 | \$55.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 |
| 31,170.01 | 32,920.00 | \$55.00 | \$35.00 | \$35.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 |
| 32,920.01 | 33,740.00 | \$55.00 | \$45.00 | \$35.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 | \$15.00 |
| 33,740.01 | 36,420.00 | \$55.00 | \$45.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 |
| 36,420.01 | 37,650.00 | FF | \$45.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 |
| 37,650.01 | 38,060.00 | FF | \$45.00 | \$35.00 | \$35.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 | \$15.00 |
| 38,060.01 | 41,150.00 | FF | \$45.00 | \$35.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$15.00 | \$15.00 |
| 41,150.01 | 41,560.00 | FF | \$55.00 | \$35.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$25.00 | \$15.00 |
| 41,560.01 | 42,380.00 | FF | \$55.00 | \$45.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$25.00 | \$15.00 |
| 42,380.01 | 44,130.00 | FF | \$55.00 | \$45.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$25.00 | \$25.00 |
| 44,130.01 | 49,380.00 | FF | \$55.00 | \$45.00 | \$35.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$25.00 |
| 49,380.01 | 50,200.00 | FF | FF | \$45.00 | \$35.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$25.00 |
| 50,200.01 | 50,610.00 | FF | FF | \$45.00 | \$45.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 | \$25.00 |
| 50,610.01 | 51,950.00 | FF | FF | \$45.00 | \$45.00 | \$35.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 |
| 51,950.01 | 57,090.00 | FF | FF | \$55.00 | \$45.00 | \$35.00 | \$35.00 | \$25.00 | \$25.00 | \$25.00 |
| 57,090.01 | 58,840.00 | FF | FF | \$55.00 | \$45.00 | \$35.00 | \$35.00 | \$35.00 | \$35.00 | \$25.00 |
| 58,840.01 | 62,340.00 | FF | FF | \$55.00 | \$45.00 | \$40.00 | \$35.00 | \$35.00 | \$35.00 | \$25.00 |
| 62,340.01 | 62,750.00 | FF | FF | FF | \$45.00 | \$40.00 | \$35.00 | \$35.00 | \$35.00 | \$25.00 |
| 62,750.01 | 63,570.00 | FF | FF | FF | \$55.00 | \$40.00 | \$35.00 | \$35.00 | \$35.00 | \$25.00 |
| 63,570.01 | 67,480.00 | FF | FF | FF | \$55.00 | \$40.00 | \$35.00 | \$35.00 | \$35.00 | \$35.00 |
| 67,480.01 | 73,550.00 | FF | FF | FF | \$55.00 | \$40.00 | \$45.00 | \$35.00 | \$35.00 | \$35.00 |
| 73,550.01 | 75,300.00 | FF | FF | FF | \$55.00 | \$55.00 | \$45.00 | \$35.00 | \$35.00 | \$35.00 |
| 75,300.01 | 76,120.00 | FF | FF | FF | FF | \$55.00 | \$45.00 | \$35.00 | \$35.00 | \$35.00 |
| 76,120.01 | 84,350.00 | FF | FF | FF | FF | \$55.00 | \$45.00 | \$45.00 | \$45.00 | \$35.00 |
| 84,350.01 | 84,760.00 | FF | FF | FF | FF | \$55.00 | \$55.00 | \$45.00 | \$45.00 | \$35.00 |
| 84,760.01 | 88,260.00 | FF | FF | FF | FF | \$55.00 | \$55.00 | \$45.00 | \$45.00 | \$45.00 |
| 88,260.01 | 95,150.00 | FF | FF | FF | FF | FF | \$55.00 | \$45.00 | \$45.00 | \$45.00 |
| 95,150.01 | 101,220.00 | FF | FF | FF | FF | FF | \$55.00 | \$55.00 | \$45.00 | \$45.00 |
| 101,220.01 | 105,950.00 | FF | FF | FF | FF | FF | FF | \$55.00 | \$45.00 | \$45.00 |
| 105,950.01 | 114,180.00 | FF | FF | FF | FF | FF | FF | \$55.00 | \$55.00 | \$55.00 |
| 114,180.01 | 127,140.00 | FF | FF | FF | FF | FF | FF | FF | FF | \$55.00 |
| 127,140.01 | 999,999,999.00 | FF | FF | FF | FF | FF | FF | FF | FF | FF |

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