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**CITY COUNCIL AGENDA
WEDNESDAY, MARCH 6, 2019
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, Invocation

Thomas Gibson, Life Tabernacle Pastor

The invocation is offered for the use and benefit of the City Council. The invocation is intended to solemnize the occasion of the meeting, express confidence in the future, and encourage recognition of what is worthy of appreciation in our society. During the invocation you may choose to sit, stand, or leave the room.

Certificate of Appointments

To the Planning Commission/Zoning Board of Appeals

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.

City Manager Report

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 February 20, 2019 Executive Session
- b. Minutes of the February 20, 2019 Regular Meeting

2. Contracts

- a. Authorize the City Manager to Execute a Contract with Mesa County for Building Permitting, Inspection, and Contractor Licensing Services
- b. Acquire VMWare NSX Platform Virtual Networking and Security Software through Re-seller Venture Technologies

REGULAR AGENDA

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

3. Resolutions

- a. Resolution Supporting Ballot Measure 2A Regarding Transportation Needs
- b. Resolution Supporting Ballot Measure 2B Regarding First Responder Needs

4. Public Hearings

- a. Quasi-judicial
 - i. An Ordinance Establishing an Institutional and Civic Master Plan for the Grand Junction Regional Airport, Amending Ordinance No. 3679 for Planned Development and Outline Development Plan and an Ordinance Vacating a Portion of the 27 1/4 Road Right-of-Way Adjacent to Airport Property
 - ii. A Resolution Accepting the Petition for Annexation of 19.76 Acres of Land and Ordinances Annexing and Zoning the South Twenty Annexation to R-4 (Residential - 4 du/ac) and R-8 (Residential - 8 du/ac) Located at 2335 H Road

- iii. An Ordinance Rezoning Two Properties from M-U (Mixed Use) to C-2 (General Commercial) Located at 746 23 ½ Road
- iv. An Ordinance Vacating a Portion of the Kimball Avenue Right-of-Way and a Portion of a Multi-Purpose Easement, along Properties Located at 1015 and 1101 Kimball Avenue
- v. An Ordinance Rezoning Two Properties from R-16 (Residential 12-16 du/ac) to R-24 (Residential 24+ du/ac) Located at 1213 North 15th Street and 1420 Glenwood Avenue
- vi. An Ordinance Vacating a Portion of the Dos Rios Drive and C 3/4 Road Right-of-Way Within the Jarvis Subdivision Plat Located at 2595 Riverside Parkway

5. 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.

6. Other Business

7. Adjournment



Grand Junction City Council

Regular Session

Item #

Meeting Date: March 6, 2019

Presented By: Wanda Winkelmann, City Clerk

Department: City Clerk

Submitted By: Wanda Winkelmann

Information

SUBJECT:

To the Planning Commission/Zoning Board of Appeals

RECOMMENDATION:

Appoint members to the Planning Commission/Zoning Board of Appeals

EXECUTIVE SUMMARY:

There are three vacancies on the Planning Commission/Zoning Board of Appeals

BACKGROUND OR DETAILED INFORMATION:

Vacancies are due to terms expiring and resignations.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

I move to (appoint/not appoint) the interview committee's recommendations to the Planning Commission/Zoning Board of Appeals

Attachments

None

GRAND JUNCTION CITY COUNCIL

SPECIAL SESSION MINUTES

February 20, 2019

The City Council of the City of Grand Junction, Colorado met in Special Session on Wednesday, February 20, 2019 at 5:00 p.m. in the Administration Conference Room, 2nd Floor, City Hall, 250 North 5th Street. Those present were Councilmembers Chris Kennedy, Duncan McArthur, Phyllis Norris, Rick Taggart, Duke Wortmann, and Mayor Pro Tem Bennett Boeschstein.

Staff present for the Executive Session were City Manager Greg Caton, City Attorney John Shaver, Finance Director Jodi Romero, Director of General Services Jay Valentine, and Assistant to the City Manager Greg LeBlanc.

Councilmember Norris 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 Sections 24-6-402(4)(e) and 24-6-402(4)(a) of Colorado's Open Meetings Law relative to: 1) a possible purchase of real property, the location of which will remain confidential as disclosure would compromise the purpose for which the Executive Session is authorized as allowed by and pursuant to Section 24-6-402(4) of Colorado's Open Meetings Law and 2) a possible purchase of Real Property located in the vicinity of 4th Avenue and Riverside Parkway and we will not be returning to open session. Councilmember Wortmann seconded the motion. Motion carried unanimously.

The City Council convened into Executive Session at 5:07 p.m.

Councilmember Taggart recused himself at 5:34 p.m. Councilmember Taggart returned to the Executive Session at 5:43 p.m.

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

The meeting adjourned at 5:50 p.m.

Wanda Winkelmann
City Clerk

GRAND JUNCTION CITY COUNCIL MINUTES OF THE REGULAR MEETING

February 20, 2019

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 20th day of February, 2019 at 6:00 p.m. Those present were Councilmembers Chris Kennedy, Duncan McArthur, Phyllis Norris, Rick Taggart, Duke Wortmann, and Council President Pro Tem Bennett Boeschstein. Council President Barbara Traylor Smith was absent. Also present were City Manager Greg Caton, City Attorney John Shaver, City Clerk Wanda Winkelmann and Deputy City Clerk Janet Harrell.

Council President Pro Tem Boeschstein called the meeting to order. Councilmember Kennedy led the Pledge of Allegiance which was followed by a moment of silence.

Proclamations

Proclaiming February 23, 2019 as National TRiO Day in the City of Grand Junction

Councilmember Wortmann read the proclamation. Colorado Mesa University Acting Vice President for Academic Affairs Dr. Kurt Haas accepted the proclamation.

Proclaiming February 24 - March 2, 2019 as Peace Corps Week in the City of Grand Junction

Council President Pro Tem Boeschstein read the proclamation. Brien Webster accepted the proclamation.

Proclaiming The City of Grand Junction an Inclusive City

Councilmember Kennedy read the proclamation. Jon Williams accepted the proclamation.

Appointments

To the Planning Commission/Zoning Board of Appeals

Councilmember McArthur moved to reappoint Steve Tolle to the Planning Commission for a four-year term ending October 2022 and appoint Sam Susuras and Ken Scissors to the Planning Commission as 1st and 2nd Alternates to the Planning Commission and the Zoning Board of Appeals for partial terms ending October 2021. Councilmember Norris seconded the motion. Motion carried unanimously by voice vote.

Citizen Comments

Keira Havens spoke on the future work of inclusivity and diversity in Grand Junction.

Bruce Lohmiller spoke about camping.

Patty Vernon thanked Council for their support in designating the Keith's Addition Historic District.

City Manager Report

City Manager Caton gave an update on the concerns expressed at a prior City Council meeting regarding the Grand Mesa Little League Park.

Council Reports

Councilmember Norris attended regular meetings and some discussions regarding questions on the ballot.

Councilmember Kennedy attended the Grand Junction Economic Partnership board meeting.

Councilmember Taggart attended Grand Junction Regional Airport board meetings and was involved in the Inclusivity Proclamation meetings.

Councilmember McArthur attended legislative workshops and policy committee meetings for the Colorado Municipal League.

Councilmember Wortmann attended Parks and Recreation Advisory and One Riverfront meetings. He also mentioned programs offered through the Riverside school.

Council President Pro Tem Boeschstein commented on the Peace Corps and Inclusivity Proclamation.

CONSENT AGENDA

Councilmember Kennedy moved to adopt Consent Agenda items #1 through #6.
Councilmember Taggart seconded the motion. Motion carried unanimously by roll call vote.

1. Approval of Minutes

- a. Summary of the February 4, 2019 Workshop
- b. Minutes of the February 6, 2019 Executive Session

- c. Minutes of the February 6, 2019 Regular Meeting

2. Set Public Hearings

- a. Quasi-judicial
 - i. A Resolution Referring a Petition to the City Council for the Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the Hosanna Annexation of 5.722 Acres, Located at 743 24 $\frac{3}{4}$ Road and Set a Public Hearing for April 3, 2019
 - ii. Introduction of an Ordinance Amending Ordinance No. 4508 for the Planned Residential Development - North 7th Street to Disallow the Use of Vinyl Fencing on Properties Within the District and Set a Public Hearing for March 20, 2019
 - iii. Introduction of an Ordinance Zoning the South Twenty Annexation R-4 (Residential - 4 du/ac) and R-8 (Residential - 8 du/ac), Located at 2335 H Road and Set a Public Hearing for March 6, 2019
 - iv. Introduction of an Ordinance Vacating a Portion of the Dos Rios Drive and C $\frac{3}{4}$ Road Right-of-Way Within the Jarvis Subdivision Plat, Located at 2595 Riverside Parkway, and Set a Public Hearing for March 6, 2019
 - v. Introduction of an Ordinance Establishing an Institutional and Civic Master Plan for the Grand Junction Regional Airport, Amending Ordinance No. 3679 for Planned Development and Outline Development Plan and Vacating a Portion of the 27 $\frac{1}{4}$ Road Right-of-Way Adjacent to Airport Property, and Set a Public Hearing for March 6, 2019
 - vi. Introduction of a Proposed Ordinance Rezoning Two Properties from M-U (Mixed Use) to C-2 (General Commercial) Located at 746 23 $\frac{1}{2}$ Road and Set a Public Hearing for March 6, 2019
 - vii. Introduction of an Ordinance Vacating a Portion of the Kimball Avenue Right-of-Way and a Portion of a Multi-Purpose Easement, along Properties Located at 1015 and 1101 Kimball Avenue and Set a Public Hearing for March 6, 2019
 - viii. Introduction of a Proposed Ordinance Rezoning Two Properties from R-16 (Residential 12-16 du/ac) to R-24 (Residential 24+ du/ac) Located at 1213 North 15th Street and 1420 Glenwood Avenue and Set a Public Hearing for March 6, 2019

- ix. A Resolution Referring a Petition to the City Council for the Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Annexation Ordinance for the Arlington Annexation, which is a Serial Annexation Consisting of Arlington Annexation No. 1 and Arlington Annexation No. 2, Totaling 1.41 acres, Located at 265 Arlington Drive and Set a Public Hearing for April 3, 2019

3. Continue Public Hearings

- a. Quasi-judicial
 - i. Continue the South Twenty Annexation request until the March 6, 2019 City Council Meeting

4. Contracts

- a. Contract to Provide Dump Trucks and Drivers for Spring Cleanup 2019

5. Resolutions

- a. A Resolution Vacating a Public Utility Easement on Property Located at 2626 Cottonwood Drive

6. Other Action Items

- a. Consider a Request by GJ Ute LLC, to Accept the Dedication of 8.79-acres of Open Space in the Proposed Emerald Ridge Estates, Filing 1 Subdivision

REGULAR AGENDA

7. Resolutions

- a. Agreement with Powderhorn Ski Company, LLC to Lease Water for snowmaking

Powderhorn Ski Company, LLC, requested to lease 140 acre feet of water from the City's Anderson Reservoir No. 2 for the purposes of snowmaking. The agreement term is 40 years, subject to Powderhorn commencing work on required improvements within 36 months.

Councilmember Taggart disclosed he uses Powderhorn Mountain Resort as a ski coach for Colorado Mesa University.

Utilities Director Randi Kim reviewed the item.

Discussion included the amount of acre feet Powderhorn previously leased compared to that of the proposed lease, amount of snowfall and melt accumulation in City watershed, the lease term, an upcoming ballot question regarding the term length of leases, how winter weather varies and affects ski resort businesses, how to address water conservation issues and who would get precedence in a dry year (lease modeling encompassed three drought years and should not impact City water).

Powderhorn General Partner Andy Daily noted Powderhorn is trying to amortize the cost of the lease over the 40-year term.

Councilmember Kennedy moved to adopt Resolution No. 14-19, a resolution authorizing an agreement between Powderhorn Ski Company, LLC and the City of Grand Junction for the lease of certain City water for snowmaking. Councilmember Taggart seconded the motion. Motion carried unanimously by roll call vote.

8. Public Hearings

a. Legislative

- i. An Ordinance Amending the Municipal Code Regarding Possession or Consumption of Alcohol in Parks and Riverfront Trails, Changing the Hours of Prohibited Park Use, and Including Vaping and the Use of Vape Devices as Prohibited in Workplaces, Public Places, and for Use by Minors

In the interest of protecting the health, safety and welfare of citizens, staff drafted an ordinance that proscribes certain activities that may be offensive, harmful or illegal by specifically limiting certain alcohol in certain public places, limiting secondhand exposure to the harmful chemicals created by smoking and the use of electronic smoking devices ("vaporizers" and/or e-cigarettes), and amending park hours.

City Attorney John Shaver reviewed the proposed ordinance, outlined the specific topics and noted tobacco products are already disallowed.

City Manager Caton said the intent is to strike a balance regarding enforcement.

Discussion included glass packaging, scheduling for sporting events, public notification and that the intent of the proposed ordinance is to change behavior.

Parks and Recreation Director Rob Schoeber noted some parks disallow alcohol beverages.

The public hearing opened at 6:59 p.m.

John Whipple spoke against the item.

Mesa County Health Department Health Promotion Specialist Kelsey Fife spoke in favor of the item.

The public hearing closed at 7:03 p.m.

Councilmember Kennedy moved to adopt Ordinance No. 4832, an ordinance to amend Chapter 12.04, Chapter 12.06, and Chapter 12.08 of the Grand Junction Municipal Code regarding possession or consumption of alcohol in parks and Riverfront Trails and to change the hours of prohibited park use and to amend Chapters 8.20 and 9.04 to include vaping and the use of vape devices as prohibited in workplaces, public places, and for use by minors on final passage and ordered final publication in pamphlet form. Councilmember Norris seconded the motion. Motion carried unanimously by roll call vote.

8. Public Hearings

a. Legislative

- ii. An Ordinance to Amend Chapters 12.04 and 12.08 of the Grand Junction Municipal Code and Section 21.06.010 of the Zoning and Development Code Regarding Camping on Public Property/Public Places

The purpose of this ordinance is to assist in maintaining the City in a clean, sanitary and accessible condition; to protect the health, safety and public welfare of the community; and to preserve, protect and enhance the natural resource of the Colorado and Gunnison Rivers for many recreational and other proper uses by amending Chapters 12.04 and 12.08 of the Grand Junction Municipal Code and Section 21.06.010 of the Zoning and Development Code Regarding Camping on Public Property/Public Places.

City Attorney Shaver reviewed the proposed amendments and background and noted the proposed amendments are to update policy and legal direction as the current ordinance is outside of case law.

Discussion included the cost of park vandalism, primary locations of public camping, housing and overnight options for the homeless, the intent of the amendments, number of beds available locally in homeless shelters, input from local homeless advocacy groups (homeless coalition), Housing First Program, community involvement, education on the proposed ordinance wording and moving toward long term solutions.

The public hearing opened at 7:30 p.m.

The following spoke during the public hearing: Eric Niederkruger, Beverly Lampley (Homeless Coalition), Janet Weidemann, Caleb Ferganchick, Kim Smith, Abram Herman, Sherry Cole (Grand Valley Peace and Justice), Shannon Robinson (Colorado Health Network, Inc.), Cindy Steele (Grand Junction Frozen Hobo Rescue) , Katie Rydlizky (The House), Pooka Campbell (Solidarity Not Charity), David Mok-Lamme, Troy Sides (Karis, Inc.), Lewis Baker, Krista Watson (The House), Brad Edwards, Jim Curtsinger, Nathaniel Boggs, Maryann Janson, Gordon Weidemann and Tony Romero (Solidarity Not Charity/Grand Junction Frozen Hobo Rescue).

The public hearing closed at 8:22 p.m.

Councilmember Kennedy moved to table Ordinance No. 4833, an ordinance to amend Chapters 12.04 and 12.08 of the Grand Junction Municipal Code and Section 21.06.010 of the Zoning and Development Code regarding camping on public property/public places to a date not to exceed 90 days. Councilmember Wortmann seconded the motion. Motion carried by roll call vote with Councilmember McArthur voting NO.

9. Non-Scheduled Citizens & Visitors

There were none.

10. Other Business

There was none.

11. Adjournment

The meeting adjourned at 9:00 p.m.

Wanda Winkelmann, MMC
City Clerk



Grand Junction City Council

Regular Session

Item #2.a.

Meeting Date: March 6, 2019

Presented By: Tamra Allen, Community Development Director, Jodi Romero,
Finance Director

Department: Community Development

Submitted By: Tamra Allen-Community Development Director

Information

SUBJECT:

Authorize the City Manager to Execute a Contract with Mesa County for Building Permitting, Inspection, and Contractor Licensing Services

RECOMMENDATION:

Staff recommends approval to authorize the City Manager to execute a contract for professional services with Mesa County for building permitting, inspection, and contractor licensing.

EXECUTIVE SUMMARY:

The City of Grand Junction contracts for building services with Mesa County. Under this contract, Mesa County is entitled to retain 100% of all fees as compensation for services rendered. This contract arrangement has served the City of Grand Junction well for over twenty years and is an efficient means of delivering these services to the community. Staff is recommending executing a contract with the County for delivery of service for a term to expire on September 11, 2022. The existing contract is set to expire on March 31, 2019.

BACKGROUND OR DETAILED INFORMATION:

The City of Grand Junction contracts for building services with Mesa County. Under this contract, Mesa County is also entitled to retain 100% of all fees as compensation for services rendered. This contract arrangement has served the City of Grand Junction well for a number of years and is an efficient means of delivering these services to the community.

The Building Department also contracts with Fruita, Palisade, Debeque, and Collbran for building permit and inspection services. In 2018, 57% of the valuation of all permits in Mesa County were attributable to permits issued in the City of Grand Junction, 31% were attributable to permits issued in unincorporated Mesa County, and the remaining 12% attributable to the other jurisdictions.

Mesa County, as the contractor, is provided the ability to set the current standard fee schedule and may amend the fee schedule at their sole discretion. Mesa County adopted a new fee schedule for its building permits that became effective July 1, 2017 and the City subsequently adopted this new fee schedule to align with the County's fee schedule pursuant to Resolution 47-17. In 2018, the fee structure and activity generated \$1,828,161 in revenue with expenses of \$1,409,718 for the building department.

City staff met several times throughout 2018 with Mesa County staff to discuss the relationship created by this contract and as a result now better understands not just the delivery of service but also the budget related to the provision of this service, especially as it relates to the revenue collected with the recent fee schedule changes. The County continues to work to implement a tracking system that will enable them to deliver information regarding the percentage of staff time assigned to city projects. This software is expected to be in place by the second quarter of 2019.

Mesa County provides this service to all other jurisdictions within the County and executed new contracts with other jurisdictions in September of 2018. Staff is recommending the City execute a new contract with Mesa County for a term set to expire on September 11, 2022 which will bring this contract in line with the terms of the other jurisdictions. The current contract for service is set to expire on March 31, 2019.

FISCAL IMPACT:

The City's contract for building services with Mesa County allows for Mesa County to both set the standard fee schedule as well as retain 100% of the fees collected as compensation from the City for services rendered.

As provided by the Mesa County Building Department (Building Department):

The fee revenue from building permits issued for the City in 2018 was \$1,042,716. In addition, the City's contractor licensing fee resulted in revenues of \$69,425 in 2018. The revenue generated from the City constitutes 57% of the total revenue for the County Building Department.

The total annual expense budget for the Building Department in 2018 was \$1,409,718 with total revenues of \$1,828,161 it resulted in a "net profit" of \$520,077.

SUGGESTED MOTION:

I move to (authorize/deny) the City Manager to execute a contract with Mesa County for Mesa County for Building Permitting, Inspection, and Contractor Licensing Services for a term to expire on September 11, 2022.

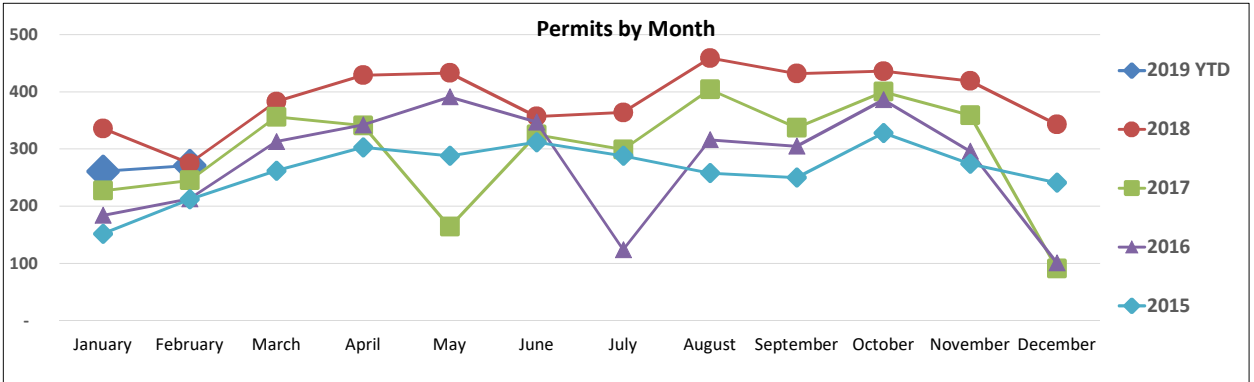
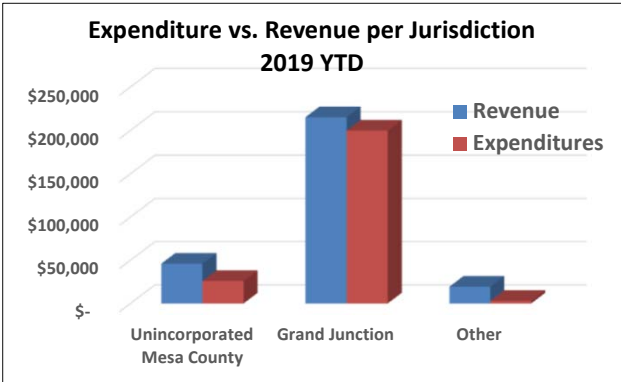
Attachments

1. Mesa County Building Department Quarterly Dashboard- 2.27.2019
2. 2019 Building Services Agreement v2docx

Mesa County Building Department Quarterly Dashboard - DRAFT

Permit Revenue By Jurisdiction															
				(These numbers do not reflect voided or refunded permits)											
	2019 YTD (Jan- Feb 25)			2018			2017			2016			2015		
	Permits	%	Revenue	Permits	%	Revenue	Permits	%	Revenue	Permits	%	Revenue	Permits	%	Revenue
Unincorporated Mesa County	199	37%	\$ 46,066	2,047	31%	\$ 562,646	1,638	30%	\$ 357,429	1,515	32%	\$ 288,446	1,450	38%	\$ 323,086
Grand Junction	279	52%	\$ 168,412	2,275	57%	\$ 1,042,716	2,016	62%	\$ 728,855	1,828	57%	\$ 507,683	1,460	54%	\$ 456,961
Fruita	37	7%	\$ 14,339	310	9%	\$ 173,606	243	6%	\$ 70,548	240	8%	\$ 73,234	180	5%	\$ 44,245
Palisade	15	3%	\$ 4,156	95	2%	\$ 42,516	73	1%	\$ 15,731	60	1%	\$ 8,325	63	1%	\$ 10,684
Collbran	1	0%	\$ 108	13	0%	\$ 3,531	10	0%	\$ 1,792	6	0%	\$ 723	14	0%	\$ 2,742
DeBeque	1	0%	\$ 751	16	0%	\$ 3,145	14	0%	\$ 5,753	14	2%	\$ 15,755	10	1%	\$ 4,364
Total	532	100%	\$ 233,832	4,756	100%	\$ 1,828,161	3,994	100%	\$ 1,180,109	3,663	100%	\$ 894,166	3,177	100%	\$ 842,083

Expenditures Per Jurisdiction				
	2019 (Jan-Feb 25)		2018 (Nov-Dec)	
	%	Expenditure	%	Expenditure
Unincorporated Mesa County	11%	\$ 25,995.45	11%	\$ 27,559
Grand Junction	87%	\$ 199,732.88	88%	\$ 220,471
Fruita	1%	\$ 2,423.50	1%	\$ 2,505
Palisade	0%	\$ 457.26	0%	\$ -
Collbran	0%	\$ -	0%	\$ -
DeBeque	0%	\$ 22.86	0%	\$ -
	100%	\$ 228,632	100%	\$ 250,535



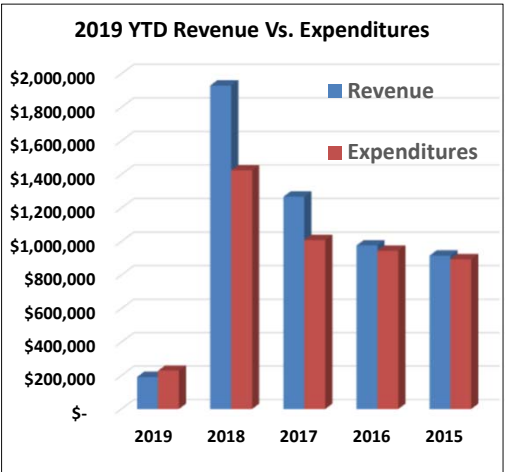
Budget Summary

Revenues					
	2019 YTD	2018	2017	2016	2015
Adopted Budget	\$ 1,500,000	\$ 1,256,170	\$ 1,011,170	\$ 869,920	\$ 869,920
Building Permits	\$ 142,868	\$ 1,828,161	\$ 1,180,109	\$ 894,166	\$ 842,083
City Contracts / Payments		\$ 4,000			
GJ Contractor Licensing	\$ 46,780	\$ 69,425	\$ 69,775	\$ 70,645	\$ 71,811
Building Inspection - Reinspection	\$ 1,798	\$ 18,090	\$ 7,220	\$ 3,001	\$ 175
Permit Reactivation	\$ 245	\$ 9,030	\$ 8,960	\$ 8,373	\$ 1,365
Training and Instructual Services	\$ -	\$ 1,000	\$ 670	\$ 190	
Miscellaneous Revenue	\$ -	\$ 89	\$ 60	\$ 92	\$ -
Total Revenue	\$ 191,691	\$ 1,929,795	\$ 1,266,793	\$ 976,466	\$ 915,434
Percentage of Adjusted Estimate	13%	154%	125%	112%	105%

Expenditures					
	2019 YTD	2018	2017	2016	2015
Adjusted Appropriation	\$ 1,425,833	\$ 1,192,277	\$ 896,201	\$ 850,080	\$ 761,479
Operations	\$ 202,963	\$ 1,126,899	\$ 830,443	\$ 798,788	\$ 690,781
Capital / Administration	\$ 4,853	\$ 172,031	\$ 52,657	\$ 23,393	\$ 78,897
Cost Allocation	\$ 20,816	\$ 124,895	\$ 124,895	\$ 122,151	\$ 124,472
Total Expenditures	\$ 228,632	\$ 1,423,825	\$ 1,007,995	\$ 944,333	\$ 894,150
Percentage of Appropriation	16%	119%	112%	111%	117%

2015-2017 do not include Administrative Costs

	2019 YTD	2018	2017	2016	2015
Net Loss/ Gain	\$ (36,941)	\$ 505,970	\$ 258,797	\$ 32,134	\$ 21,283



2018 and 2019 numbers are unaudited
2019 Cost Allocation subject to update- based on total annual cost of \$124,895 or \$10,408/ month
YTD through Feb. 25, 2019

#MCA _____

CONTRACT FOR PROFESSIONAL SERVICES

THIS CONTRACT (hereinafter referred to as this "Contract") made and entered into as of the _____ day of _____ 2019 by and between the Mesa County, Colorado, a political subdivision of the State of Colorado (hereinafter referred to as the "Contractor") and the City of Grand Junction, a Colorado municipal corporation (hereinafter referred to as the "City").

W I T N E S S E T H

WHEREAS, the City desires to engage the services of the Contractor to perform certain work for the benefit of the City; and

WHEREAS, the Contractor desires to perform the work for the City in accordance with the terms and conditions set forth herein;

NOW, THEREFORE, IN CONSIDERATION OF THE PREMISES AND THE PROMISES HEREAFTER SET FORTH, IT IS MUTUALLY AGREED AS FOLLOWS:

1. The services to be provided by the Contractor and the City respectively are stated in Exhibit A attached hereto and made a part hereof by this reference. At its own expense, the City will provide identified services in Exhibit A to assist the Contractor in performing under this Contract.

2. Any other work, materials, equipment or machinery not specifically described or expressly covered herein, but which is required or necessary to perform or complete the work which is contemplated, shall be supplied by the Contractor at its sole cost and expense.

3. The Contractor shall perform work hereunder in accordance with sound and acceptable industry or professional practices and standards and in accordance with all codes, standards, regulations, and laws applicable to the work.

4. The codes to be enforced in the City will be the codes presently adopted by the Contractor and any such code hereinafter adopted or amended by the Contractor.

5. The Contractor shall proceed with and accomplish the work contracted hereunder upon receipt of a written notice to proceed from the City. Such written notice shall be issued by the City Administrator. The Contract Administrator for the Contractor is the Chief Building Official for Mesa County unless otherwise designated in writing. The Contract Administrator for the City shall be a City appointed Building Official who shall have all of the powers as authorized by §104 of the International Building Code. The Contractor shall act as the Building Official's Deputy as described in Section 104 of the International Building Code.

6. For the performance by the Contractor under this Contract, the City shall compensate and reimburse the Contractor in accordance with the provisions set forth in Exhibit B attached hereto and made a part hereof by this reference.

7. In the performance of work under this Contract, the Contractor shall be deemed to be, and is, an independent contractor with the authority to control and direct the performance and detail of its work.

8. Precautions shall be exercised at all times for the protection of all persons and property. The safety provisions of all applicable laws, regulation, and codes shall be observed. Hazards arising from the use of vehicles, machinery, and equipment shall be guarded and eliminated in accordance with the highest accepted standards of safety practice. The Contractor shall comply fully with all pertinent federal, state, or local statutes, rules or regulations.

9. This is a personal services contract on the part of the Contractor. This contract may not be assigned without the prior express written consent of both parties and any attempt to assign this Contract without the prior express written consent of either party shall render the Contract null and void with respect to the attempted assignment.

10. No part of this Contract shall be subcontracted without the prior express written approval of the City. If the Contractor shall subcontract any portion of this Contract, the Contractor shall be fully responsible to the City for acts and omissions of a subcontractor, or persons either directly or indirectly employed and the acts and omissions of persons employed directly or indirectly by the Contractor.

11. Except for any documents or records subject to Colorado's open records laws, the Contractor shall retain in strictest confidence all information furnished to the Contractor by the City and the results of the Contractor's work hereunder. The Contractor shall not disclose such information or results to anyone except the City without the prior written consent of the City.

12. This Contract may be terminated at any time during the term of the Contract by either party upon 90 days advanced written notice of intent to terminate this Contract.

13. Upon termination or expiration of this Contract, the Contractor shall immediately cease field work, prepare a final report on all work accomplished to that time, and deliver to the City the final report and all other documents, papers, calculations, notes, designs, drawings, maps, reports, or other technical papers which have been prepared by the Contractor under the terms of this Contract.

14. This is not an exclusive Contract. The Contractor may, at its sole discretion, contract with other entities for work similar to that work to be performed by the Contractor hereunder.

15. This Contract will expire on September 11, 2022.

16. Any expenditure under this Contract outside the current fiscal year is subject to future

annual appropriation of funds for any such proposed expenditure.

17. This Contract is and shall be deemed to be performable in the County of Mesa, Colorado, and venue for any disputes hereunder shall be in the District Court of the County of Mesa, Colorado.

IN WITNESS WHEREOF, the parties have executed this Contract as of the day and year first above written.

THE BOARD OF COUNTY COMMISSIONERS
COUNTY OF MESA, COLORADO

BY: _____
Rose Pugliese, Chair of the Board

Attest:

Tina Peters, Clerk & Recorder

Chief Building Official
Mesa County

CITY OF GRAND JUNCTION, COLORADO

By: _____
Greg Caton, City Manager

Attest:

Wanda Winkelmann, City Clerk

EXHIBIT A

a) Contractor Provided Services:

- i. The Contractor shall review building permit applications and all required documents for content and accuracy. The Contractor shall review building plans and specifications for compliance with the building code most currently adopted by the Contractor. The Contractor shall issue the building permit, provide the required inspections, and issue the Certificate of Occupancy after the final inspection is approved, all in compliance with applicable codes, ordinances, and regulations.
- ii. The Contractor shall take application, review and issue Contractor's Licensing for all qualified building contractors operating within the City consistent with regulations adopted by the City for such.
- iii. The Contractor will appoint, with City ratification, and operate a Building Board of Appeals consistent with §5.16.110 of the Grand Junction Municipal Code (GJMC.)
- iv. The Contractor will provide a quarterly report to the City regarding building activity, financial information, and other relevant information as may be requested.
 - (a) The financial information shall include the number of permits issued and associated revenue for the City and for all jurisdictions the Contractor provides services for, along with; expenditures made by the Contractor on behalf of each jurisdiction; all revenues and expenses for the Building Department operation including current year budget, current year actual, and at least the prior year actuals. Expenses should be shown separately by each category: labor, operations, capital, administration, and cost allocation.
- v. The Contractor shall provide technology at no additional cost to the City to digitally accept planning clearance documents as generated by the City. Any technology and the associated process shall be implemented no later than December 31, 2019.

b) City Provided Services:

- i. The City shall provide a development clearance approval for each building permit to be given to each permit applicant. Contractor shall not issue any permit until the permit applicant delivers the development clearance approved to the Contractor. The development clearance shall state that the City has reviewed the project for compliance with all City zoning and setback requirements, utility taps and driveway locations and found the same to be in compliance and shall grant approval to release a building permit. The Contractor shall verify set-backs as required by the City at the time of the first foundation inspection.

- ii. Should the City desire for a project site to be inspected prior to issuance of a Certificate of Occupancy to ensure compliance with the development clearance approval with exception of basic compliance issues including but not limited to height, setbacks and driveway location, the City shall be responsible for conducting said inspection.

EXHIBIT B

The Contractor shall be compensated for services provided under this Contract as follows:

a. The Contractor shall charge permit fees for all work that requires the issuance of a building permit. Those fees shall be payable by the permit applicant at the time of permit issuance. Said fees shall be in accordance with the Contractor's then current standard fee schedule as from time to time adopted or amended by the Contractor in its sole discretion. So long as the Contractor performs in accordance with the terms of this agreement, the Contractor shall be entitled to retain one hundred percent (100%) of all fees related to building fees including but not limited to plan review, permit, demolition, inspection and re-inspection fees.

b. The Contractor shall charge for Contractor's Licensing based on the City's adopted fee schedule. Contractor shall be entitled to retain one hundred percent (100%) of all licensing fees.

c. At the request or consent of the City Building Official, services may be provided by the Contractor that are not covered by the fees described herein. Such services may be provided by the Contractor at their discretion with no charge to the City



Grand Junction City Council

Regular Session

Item #2.b.

Meeting Date: March 6, 2019

Presented By: Scott Hockins, Business Operations Supervisor

Department: Information Technology

Submitted By: Scott Hockins, IT Business Operations Supervisor

Information

SUBJECT:

Acquire VMWare NSX Platform Virtual Networking and Security Software through Re-seller Venture Technologies

RECOMMENDATION:

Authorize the City Manager to enter into a lease agreement with Dell Financial Services for a VMWare NSX Platform in the amount of \$212,216 per year, for three years.

EXECUTIVE SUMMARY:

VMware NSX is a virtual networking and security software product intended to secure the City's network infrastructure from malicious attempts to corrupt, compromise or steal data.

BACKGROUND OR DETAILED INFORMATION:

VMware NSX is a virtual networking and security software product intended secure the City's network infrastructure from malicious attempts to corrupt, compromise or steal data. NSX software-defined networking (SDN) offers cloud computing on virtualization technologies.

NSX exposes logical firewalls, switches, routers, ports and other networking elements to enable virtual networking among cloud management systems and associated network hardware. It also supports external networking and security services. The system addresses network security by taking the common networking practice of segmentation and applies it at a granular level to enable the network administrator to establish a security perimeter around a specific set of resources and add firewall

functionality to the data center. NSX also enables the administrator to create additional security policies for specific workloads, regardless of where they sit in the network topology.

NSX uses data center automation for fast and flexible network provisioning allowing the network administrator to rapidly provision a new network or network segment with workloads, resources and security policies already attached, and automates failover that can be used for storage replication to manage and test recovery plans.

This platform offers protection and works in concert with the VxRail Hyper Converged Infrastructure (HCI) storage system all ready in use by the City.

FISCAL IMPACT:

The zero-interest rate lease payment of \$212,216 per year, for three years, will be paid using funds approved and appropriated in the Information Technology budget originally budgeted at \$321,599 for 2019. The City will be utilizing an existing Master Lease Agreement with Dell Financial previously approved by City Council.

SUGGESTED MOTION:

I move to (authorize/deny) the City Manager to Enter into a three-year lease agreement with Dell Financial Services for the annual amount of \$212,216 to lease a VMware NSX network and security software through re-seller Venture Technologies.

Attachments

1. Master Lease Agreement



Prepared For:

City of Grand Junction DFS MLA - 6732754
Jeff Horning jeff.horning@ventech.com
970-945-5990 | c 970-778-2111
Venture Technologies
Englewood, CO

City of Grand Junction

January 24, 2019

Thank you for giving Dell Financial Services L.L.C. ("DFS") the opportunity to provide a technology financing solution. Enclosed is a financing proposal for your new technology needs. We look forward to discussing this opportunity in further detail with you. If you have any questions, please contact me at the phone number or email address below.

Term	36
Option	Finance
Payments:	Annual
Consolidation:	Monthly
Payments Due:	Advance
Interim Rent:	None

Venture Quote Number	Summary Product Description	Product Price	Quantity	Extended Price	Rate Factor	3 Payments
1 Q-00038790	VWARE ELA	\$636,650.00	1	\$636,650.00	0.33333	\$212,216.67
2						
3						
* Totals include Sales Tax		TOTALS		\$636,650.00		\$636,650.00

Proposal Expiration Date:

February 24, 2019

PLEASE NOTE: (1)

Rate Factor: is Contingent upon utilizing "existing" DFS Master lease Agreement. Other related DFS documentation will also be required, such as: (updated Secretary/Clerk form, Billing information form). The actual Lease Schedule will be created and sent for signature after all items have shipped per the PO. (Along with IRS form 8038 - if applicable for signature). An Opinion of Counsel / Validity opinion will be required for all lease schedule \$500,000 or greater.

Leasing, Financing and Payment Plans provided by Dell Financial Services L.L.C. or its affiliate or designee ("DFS") to qualified customers. Offers may not be available or may vary in certain countries. Where available, offers may be changed without notice and are subject to product availability, credit approval, execution of documentation provided by and acceptable to DFS, and may be subject to minimum transaction size. Offers not available for personal, family or household use. Dell and the Dell logo are trademarks of Dell Inc. Proposal is property of DFS, contains confidential information and shall not be duplicated or disclosed in whole or part. Proposal is not a firm offer of financing. Pricing and rates based upon the final amount, configuration and specification of the supplied equipment, software, services or fees. Prorata payment may be due in the first payment cycle. Proposal excludes additional costs to customer such as shipping, maintenance, filing fees, applicable

or other related payments may be due in the next payment cycle. Repeat business additional costs to customer, such as shipping, maintenance, filing fees, appraisal taxes, insurance and similar items. Proposal valid through the expiration date shown above, or if none is specified, for 30 calendar days from date of presentation.

End of Term Options:

Finance Lease Purchase :

- Exercise the option to purchase the products for **\$1.00**.
- Return all products to lessor at the lessee's expense.

Travis Lakin

Account Executive II

Education - State & Local Government

Dell | Financial Services

Cell: 405-985-5403

Travis_Lakin@dell.com

Additional Information:

LEASE QUOTE: The Lease Quote is exclusive of shipping costs, maintenance fees, filing fees, licensing fees, property or use taxes, insurance premiums and similar items which shall be for Lessee's account. Lessee will pay payments and all other amounts without set-off, abatement or reduction for any reason whatsoever. Additionally, Lessee shall declare and pay all sales, use, and personal property taxes to the appropriate taxing authorities. **If you are sales tax exempt, please provide a copy of your Exemption Certificate with the Lease Contract.**

PURCHASE ORDER: The Purchase Order must be made out to Dell Financial Services L.L.C., One Dell Way, RR8-23, Round Rock, TX 78682. The Purchase Order will need to include the quote number, quantity, and description of the equipment. Please be sure to indicate that the PO is for a lease order and shows the contract name of the Agreement and identification number (if any), the type of lease, the term length, and payment frequency. The date of the lease quote referenced should be included. Please be sure to include any applicable shipping costs as a line item and include your address as the SHIP TO destination.

INSURANCE: The risk of loss on the equipment is borne solely by the Lessee. Lessee shall be required to purchase and maintain during the Term (i) comprehensive public liability insurance naming Lessor as additional insured; and (ii) "all-risk" physical damage insurance in a minimum amount of the Purchase Price, naming DFS as first loss payee.

APPROPRIATION COVENANT: The Lease will contain an appropriation of funds clause. The Lessee will covenant that it shall do all things legally within its power to obtain and maintain funds from which the payments may be paid.

DOCUMENTATION: In addition to a duly executed Agreement, other documents as reasonably requested by DFS may be required, such as but not limited to, opinions of counsel, IRS tax exemption forms (if applicable), and audited financials.

PROPOSAL VALIDITY / APPROVALS: This is a proposal based upon market conditions and is valid for 30 days, is subject to final credit approval, review of the economics of the transaction, and execution of mutually acceptable documentation.



Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: March 6, 2019

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

Resolution Supporting Ballot Measure 2A Regarding Transportation Needs

RECOMMENDATION:

Staff recommends adoption of the resolution.

EXECUTIVE SUMMARY:

The purpose of this resolution is to state City Council's support for measure 2A.

BACKGROUND OR DETAILED INFORMATION:

In the upcoming election, City voters will decide whether to approve an additional sales and use tax of 0.25% to fund transportation network improvements. If approved, the money from the tax proposed in question 2A will:

- Build regional road projects such as 29 Road and I-70 interchange, widen 25 Road, widen 24 Road and construct an interchange at 24 Road and the Riverside Parkway and, construct the F1/2 Road Parkway; and,
- Improve rural "farm" roads in the North, Redlands, Orchard Mesa and Pear Park areas of the City by constructing turn lanes, sidewalks, bike lanes, curb, gutter and comparable improvements. Locations proposed for improvements include 23 Road, 24½ Road, 26 Road, 26½ Road, 27 Road, 27½ Road, B1/2 Road, D Road, D1/2 Road, E Road, F½ Road, G Road and South Broadway.

If ballot measure 2A is approved, the city-wide sales and use tax will increase from two

and three quarter percent (2.75%) to three percent (3.00%).

Because of continued growth in the community and the increasing demands on the City's transportation system, the City Council supports question 2A and believes that passage of the question is vital to the health, safety and welfare of the citizens of Grand Junction and the greater community.

Sufficient roads, streets and transportation facilities are important for community strength and well-being; with passage of measure 2A the community will benefit by having an improved transportation network to address current and future growth, provide for efficient movement of people, goods and services and improve safety for all users.

The City, and the services it provides, are principally funded by sales tax, a significant portion of which is derived from sales tax paid by visitors, out of area shoppers/non-City residents. Because Grand Junction is a regional hub, the tax burden on City residents is reduced by the out of area shoppers/non-City residents sharing the cost of the delivery of transportation facilities to all users.

While the City Council understands that tax increases are not popular, the need for this increase is here and now and as such the City Council finds and determines that the passage of measure 2A will significantly benefit our community.

The Colorado Fair Campaign Practices Act authorizes the City Council to take a position of support and pass a resolution concerning ballot issues. Consistent with that authority and after due and careful consideration the City Council has determined that the passage of measure 2A will significantly benefit our community.

FISCAL IMPACT:

Not applicable.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 15-19, a resolution in support of ballot question 2A, a measure submitted to the Electorate on April 2, 2019 to authorize an additional City Sales and Use Tax of .25% and to retain and spend revenues as a voter approved revenue change as defined by Article X, Section 20 of the Colorado Constitution and expend the revenue for Transportation Network Improvements.

Attachments

1. Resolution Supporting Ballot Measure 2A

RESOLUTION NO. ____-19

A RESOLUTION IN SUPPORT OF BALLOT QUESTION 2A

A MEASURE SUBMITTED TO THE ELECTORATE ON APRIL 2, 2019 TO AUTHORIZE AN ADDITIONAL CITY SALES AND USE TAX OF .25% AND TO RETAIN AND SPEND REVENUES AS A VOTER APPROVED REVENUE CHANGE AS DEFINED BY ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION AND EXPEND THE REVENUE FOR TRANSPORTATION NETWORK IMPROVEMENTS.

RECITALS:

In the upcoming election, City voters will decide whether to approve an additional sales and use tax of .25% to fund transportation network improvements. If approved, the money from the tax proposed in question 2A will:

- Build regional road projects such as 29 Road and I-70 interchange, widen 25 Road, widen 24 Road and construct an interchange at 24 Road and the Riverside Parkway and, construct the F1/2 Road Parkway; and,
- Improve rural “farm” roads in the North, Redlands, Orchard Mesa and Pear Park areas of the City by constructing turn lanes, sidewalks, bike lanes, curb, gutter and comparable improvements. Locations proposed for improvements include 23 Road, 24½ Road, 26 Road, 26½ Road, 27 Road, 27½ Road, B1/2 Road, D Road, D1/2 Road, E Road, F½ Road, G Road and South Broadway.

If ballot measure 2A is approved, the city-wide sales and use tax will increase from two and three quarter percent (2.75%) to three percent (3.00%).

Because of continued growth in the community and the increasing demands on the City’s transportation system, the City Council supports question 2A and believes that passage of the question is vital to the health, safety and welfare of the citizens of Grand Junction and the greater community.

Sufficient roads, streets and transportation facilities are important for community strength and well-being; with passage of measure 2A the community will benefit by having an improved transportation network to address current and future growth, provide for efficient movement of people, goods and services and improve safety for all users.

The City, and the services it provides, are principally funded by sales tax, a significant portion of which is derived from sales tax paid by visitors, out of area shoppers/non-City residents. Because Grand Junction is a regional hub, the tax burden on City residents is reduced by the out of area shoppers/non-City residents sharing the cost of the delivery of transportation facilities to all users.

While the City Council understands that tax increases are not popular, the need for this increase is here and now and as such the City Council finds and determines that the passage of measure 2A will significantly benefit our community.

The Colorado Fair Campaign Practices Act authorizes the City Council to take a position of support and pass a resolution concerning ballot issues. Consistent with that authority and after due and careful consideration the City Council has determined that the passage of measure 2A will significantly benefit our community.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Grand Junction does hereby state its support for measure 2A and that voters approve the measure for the reasons stated.

Dated this 6th day of March 2019.

GRAND JUNCTION CITY COUNCIL

Barbara Traylor Smith
President of the Council

ATTEST:

Wanda Winkelmann
City Clerk



Grand Junction City Council

Regular Session

Item #3.b.

Meeting Date: March 6, 2019

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

Resolution Supporting Ballot Measure 2B Regarding First Responder Needs

RECOMMENDATION:

Staff recommends adoption of the resolution.

EXECUTIVE SUMMARY:

The purpose of this item is to express City Council support for Ballot Measure 2B.

BACKGROUND OR DETAILED INFORMATION:

In the upcoming election, City voters will decide whether to approve an additional sales and use tax of 0.50% to fund police, fire and emergency medical services (EMS). If approved, the money from the tax proposed in question 2B will:

- Build, equip and staff new fire stations to improve response times/delivery of emergency medical, fire and rescue services; and,
- Hire, employ, train and equip police officers, firefighters and EMS personnel (collectively First Responders) and employees such as 9-1-1 emergency dispatch, code enforcement and forensic laboratory personnel that support First Responders and delivery of First Responder services.

If ballot measure 2B is approved, the city-wide sales and use tax will increase from two and three quarter percent (2.75%) to three and one quarter percent (3.25%).

Because of continued growth in the community and the increasing demands growth has placed on the City's First Responders, the City Council supports ballot question 2B and believes that passage of 2B is vital to the health, safety and welfare of the citizens of Grand Junction and the greater community.

Police and Fire/EMS are important aspects for community strength and well-being; with passage of ballot measure 2B the community will benefit by having improved staffing and facilities to offer essential services people need and want.

The City, and the services it provides, are principally funded by sales tax, a significant portion of which is derived from sales tax paid by visitors, out of area shoppers/non-City residents. Because Grand Junction is a regional hub, the tax burden on City residents is reduced by the out of area shoppers/non-City residents sharing the cost of the delivery of services to all potential users.

While the City Council understands that tax increases are not popular, the need for this increase is here and now and as such the City Council finds and determines that the passage of measure 2B will significantly benefit our community.

The Colorado Fair Campaign Practices Act authorizes the City Council to take a position of advocacy and pass a resolution concerning a ballot issue. Consistent with that authority and after due and careful consideration the City Council has determined that the passage of question 2B will significantly benefit our community.

FISCAL IMPACT:

Not applicable.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 16-19, a resolution in support of ballot question 2B, a measure submitted to the Electorate on April 2, 2019 to authorize an additional City Sales and Use Tax of .50% and to retain and spend revenues as a voter approved revenue change as defined by Article X, Section 20 of the Colorado Constitution and expend the revenue for police, fire and emergency medical services, employees, stations and first responder services.

Attachments

1. Resolution Supporting Ballot Measure 2B

RESOLUTION NO. ____-19

A RESOLUTION IN SUPPORT OF BALLOT QUESTION 2B

A MEASURE SUBMITTED TO THE ELECTORATE ON APRIL 2, 2019 TO AUTHORIZE AN ADDITIONAL CITY SALES AND USE TAX OF .50% AND TO RETAIN AND SPEND REVENUES AS A VOTER APPROVED REVENUE CHANGE AS DEFINED BY ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION AND EXPEND THE REVENUE FOR POLICE, FIRE AND EMERGENCY MEDICAL SERVICES, EMPLOYEES, STATIONS AND FIRST RESPONDER SERVICES

RECITALS:

In the upcoming election, City voters will decide whether to approve an additional sales and use tax of .50% to fund police, fire and emergency medical services (EMS). If approved, the money from the tax proposed in question 2B will:

- Build, equip and staff new fire stations to improve response times/delivery of emergency medical, fire and rescue services; and,
- Hire, employ, train and equip police officers, firefighters and EMS personnel (collectively First Responders) and employees such as 9-1-1 emergency dispatch, code enforcement and forensic laboratory personnel that support First Responders and delivery of First Responder services.

If ballot measure 2B is approved, the city-wide sales and use tax will increase from two and three quarter percent (2.75%) to three and one quarter percent (3.25%).

Because of continued growth in the community and the increasing demands growth has placed on the City's First Responders, the City Council supports ballot question 2B and believes that passage of 2B is vital to the health, safety and welfare of the citizens of Grand Junction and the greater community.

Police and Fire/EMS are important aspects for community strength and well-being; with passage of ballot measure 2B the community will benefit by having improved staffing and facilities to offer essential services people need and want.

The City, and the services it provides, are principally funded by sales tax, a significant portion of which is derived from sales tax paid by visitors, out of area shoppers/non-City residents. Because Grand Junction is a regional hub, the tax burden on City residents is reduced by the out of area shoppers/non-City residents sharing the cost of the delivery of services to all potential users.

While the City Council understands that tax increases are not popular, the need for this increase is here and now and as such the City Council finds and determines that the passage of measure 2B will significantly benefit our community.

The Colorado Fair Campaign Practices Act authorizes the City Council to take a position of advocacy and pass a resolution concerning a ballot issue. Consistent with that authority and after due and careful consideration the City Council has determined that the passage of question 2B will significantly benefit our community.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Grand Junction does hereby state its support for ballot measure 2B and urges voters to approve the measure.

Dated this ____ th day of _____ 2019.

GRAND JUNCTION CITY COUNCIL

Barbara Traylor Smith
President of the Council

ATTEST:

Wanda Winkelmann
City Clerk



Grand Junction City Council

Regular Session

Item #4.a.i.

Meeting Date: March 6, 2019

Presented By: Kathy Portner, Community Services Manager

Department: Community Development

Submitted By: Kathy Portner

Information

SUBJECT:

An Ordinance Establishing an Institutional and Civic Master Plan for the Grand Junction Regional Airport, Amending Ordinance No. 3679 for Planned Development and Outline Development Plan and an Ordinance Vacating a Portion of the 27 1/4 Road Right-of-Way Adjacent to Airport Property

RECOMMENDATION:

The Planning Commission heard this item at their February 26, 2019 meeting and recommended approval (5-0).

EXECUTIVE SUMMARY:

The proposed Institutional and Civic Master Plan for the Grand Junction Regional Airport includes two components: the 2009 Airport Master Plan Update and the 2011 Terminal Area Plan and 2017 Amendment. The update addresses forecasting of future aviation activity, which serves as the basis for the facility improvements necessary to meet the needs. The Terminal Plan includes both the long term needs for the replacement of the terminal building, as well as the near-term improvements needed to maintain safe and efficient operation of the existing building until funding is available for its replacement.

Ordinance No. 3679, adopted in 2004, established standards for the Planned Development (PD) zone district for the Airport property based on three zones, 1. Aeronautical, 2. Aeronautical/Commercial and 3. Non-aeronautical. Modifications proposed for the ordinance include placing the partially constructed Administration Building in the Non-aeronautical/Commercial zone and modifying the review process to

be consistent with the current Zoning and Development Code which allows for administrative review of future development.

The Plan also includes the relocation of a section of 27 ¼ Road around the west end of the new runway protection zone for the proposed runway 11/29. Approximately 1 mile of the existing 27 ¼ Road will be realigned to swing to the west around the runway zone. The proposed ordinance to vacate the existing section of 27 ¼ Road that is being realigned is conditioned on the acceptance of the realigned improvements, completion of the land patent transfer of property to the Airport and the dedication of right-of-way for the new alignment.

BACKGROUND OR DETAILED INFORMATION:

Institutional and Civic Master Plan

The Grand Junction Regional Airport Authority (GJRAA) updated the Airport Master Plan in early 2009 and submitted it to the City for review pursuant to the Institutional and Civic Master Plan provisions of the Zoning and Development Code Section 21.02.190 in September of 2010. During the review process, the GJRAA initiated a study of the existing passenger terminal facilities and alternatives for improvements to the terminal building and adjacent facilities and determined it would be best to delay consideration of the Institutional and Civic Master Plan until the completion of the Terminal Area Plan so that it could be integrated into the Master Plan. The revised Institutional and Civic Master Plan was submitted to the City in April of 2012, which was reviewed by the Planning Commission in November of 2012 with a recommendation of approval. However, before it could be reviewed by the City Council, the application was withdrawn by GJRAA due to the Airport contemplating further refinements to the plan, including drainage for the runway realignment project, design and realignment of 27 ¼ Road and the changed status of the unfinished Administration Building.

The proposed Institutional and Civic Master Plan includes two components: the 2009 Airport Master Plan Update and the 2011 Terminal Area Plan and 2017 Amendment. The update addresses forecasting of future aviation activity, which serves as the basis for the facility improvements necessary to meet the needs. A key element to forecasts is passenger enplanements (the number of passengers that board an aircraft and depart from the Airport), which is used to determine the future capacity of facilities such as the passenger terminal, public parking, rental car, and other facilities that serve commercial passengers. Passenger enplanements are estimated to increase from 170,836 to approximately 371,423 over the 20-year planning period.

The Terminal Plan includes both the long term needs for the replacement of the terminal building, as well as the near-term improvements needed to maintain safe and efficient operation of the existing building until funding is available for its replacement. The primary purpose of the Airport Master Plan Update is to reserve space for future airport facilities. The improvements listed in the plan would be constructed on a phased

basis in accordance with demonstrated need and available funding. Key improvements recommended are as follows:

Key Improvements Recommended in the Airport Master Plan Update

- Relocate runway 11/29 and the associated taxiway system laterally 600 feet to the northeast and longitudinally 1,000 feet to the northwest;
- Potential expansion of general aviation hangar facilities and related apron space;
- Potential new Air Traffic Control Tower;
- Relocate 27 ¼ Road around the west end of the new runway protection zone for the relocated runway 11/29;
- Continue to reserve space for a second parallel 11/29 runway (not expected to be constructed with the 20-year planning period).

Key Improvements Recommended in the Terminal Area Plan (long-term)

- Construct the Terminal Building Expansion, Phase I, located southeast of the existing terminal building;
- Construct Terminal Building Phase II (replace existing passenger terminal building) with a new facility also to the southeast of the existing terminal building;
- Potential construction of a 3-story parking structure just to the northwest of the existing passenger terminal building. The parking structure could contain up to 900 additional parking spaces;
- Improve unpaved overflow parking area to provide 160 additional surface parking spaces similar to the existing public parking lot;
- Expansion of the de-ice pad to the southeast of the existing de-icing pad.

Key Improvements Recommended in the Terminal Area Plan Amendment (near-term)

- Total redesign and replacement of the mechanical heating, ventilation, and air conditioning or HVAC system serving the main building entrance area and atrium;
- Identify and eliminate water penetration under the Terminal Building and consider other measures to stabilize the structure;
- Install smoke evacuation system for the atrium, fire alarm upgrades and emergency and egress lighting;
- Roof repairs and replacement of the escalators in the main lobby;
- Consider installing passenger corridors leading to boarding bridges for both Gates 1 and 2 and a passenger boarding tunnel at Gate 1 to bridge the distance from the lower departure lounge to the aircraft.

The partially constructed Administration Building is also addressed in the Plan. As stated in the Plan, the building is located in the Aeronautical zone and, in its current state, is occupying valuable space, degrading the visual character of the terminal area and creating liability issues for the Airport. The GJRAA is exploring solutions to complete the building and put it to beneficial use through a potential public/private partnership to finish the building for a mix of uses, including airport functions, general

office and restaurant. To be considered for those types of uses, the building and surrounding area must be removed from the Aeronautical zone and placed in the Non-aeronautical/Commercial zone. In addition, the Plan also anticipates non-aviation development of the area between H Road and the airport parking lot.

Amending Ordinance No. 3679, Planned Development

Ordinance No. 3679, adopted in 2004, established standards for the Planned Development (PD) zone district for the Airport property based on three zones, 1. Aeronautical, 2. Aeronautical/Commercial and 3. Non-aeronautical. Modifications proposed for the ordinance include placing the partially constructed Administration Building in the Non-aeronautical/Commercial zone and modifying the review process to be consistent with the current Zoning and Development Code which allows for administrative review of future development.

Zone 1 is considered the “air side” of airport operations and includes the bulk of the airport property, including the runways, terminal, as well as hangars and facilities with direct access to the ramp. Zone 2 includes the public parking lot and car rental area. All of the improvements recommended in the Airport Master Plan Update, Terminal Area Plan and Terminal Area Plan Amendment are located within the Aeronautical and Aeronautical/Commercial zones. Development in Zones 1 and 2 are specific to the internal functions of the Airport and, as such, subject to standards established and administered by the GJRAA. City review will be limited to access, drainage and stormwater management, provision of services and utilities, and adherence to the Fire and Building Code. Signage must meet City standards for any signs proposed along City public right-of-way.

Zone 3 is the non-aeronautical area located along H Road, proposed for a variety of commercial/industrial uses compatible and complimentary to the Airport uses. Allowed uses, standards and review shall be in conformance with the C-1 zone district.

Vacation of Right-of-Way

The Plan also includes the relocation of a section of 27 ¼ Road around the west end of the new runway protection zone for the proposed runway 11/29. Approximately 1 mile of the existing 27 ¼ Road will be realigned to swing to the west around the runway zone. A portion of the new roadway crosses BLM property and is subject to a land patent that is currently under review and should be finalized by summer of 2019. Pending approval of the land patent for the transfer of the property, the BLM has issued the Airport a ROW grant for the portion of the 27 ¼ Road that is on BLM property. The environmental review and Finding of No Significant Impact has already been completed for the land transfer.

Construction of the newly aligned 27 ¼ Road is nearing completion. The proposed ordinance to vacate the existing section of 27 ¼ Road that is being realigned is

conditioned on the acceptance of the realigned improvements, completion of the land patent transfer of property to the Airport and the dedication of right-of-way for the new alignment.

NOTIFICATION REQUIREMENTS

As required by § 21.02.080 (e) of the Zoning and Development Code a Neighborhood Meeting was held on May 3, 2018. Eight people attended the meeting along with City Staff. Airport staff was available to discuss future plans for the airport. There were no specific issues or concerns identified by those who attended.

Notice was provided in accordance with §21.02.080 (g) of the Zoning and Development Code. On February 1, 2019 notice of the application was mailed to property owners within 500 feet of the subject property. An application sign was posted on the property on or before February 1, 2019 and notice of the public hearing was published February 5, 2019 in the Daily Sentinel.

ANALYSIS – Institutional and Civic Master Plan

Section 21.02.190 (c) of the Grand Junction Zoning and Development Code:

In reviewing a Master Plan, the decision-making body shall consider the following:

(1) Conformance with the Comprehensive Plan and other area, corridor or neighborhood plans;

The Airport is located within the Urban Development Boundary and the property and some adjacent areas are designated as “Airport” on the Future Land Use Map. In addition, the improvements identified in the Airport Master Plan are designed to accommodate the level of growth anticipated in the Comprehensive Plan. The Airport Master Plan is consistent with the following Goals and Policies of the Comprehensive Plan.

Goal 7: New development adjacent to existing development (of a different density/unit type/land use type) should transition itself by incorporating appropriate buffering.

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

The Airport’s location at the north edge of the City with surrounding BLM land is ideal for minimizing impacts to the community. In addition, the runway system is oriented to minimize over-flight of residential areas as much as possible and the additional airport land southwest of the commercial runway (11/29) provides a buffer to the residents in the Grand Vista, Garfield Estates, Summer Hill and Paradise Hills neighborhoods. The recommended runway relocation will move runway 11/29 six-hundred feet further from these neighborhoods.

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.

Improvements contemplated in the Airport Master Plan will continue to improve and enhance the aesthetic appeal of the public spaces, including the internal street system, entries, parking areas and the redevelopment of the main terminal building. In addition, the GJRAA has developed a set of design guidelines to ensure quality development, which include the following goals:

- Reinforce a positive and memorable experience for visitors;
- Convey an image of quality development for the Airport, its passengers, visitors, tenants, and the community;
- Maintain a consistent campus appearance through complimentary design of site, signage, landscape, and building development;
- Allow and encourage development with creative and compatible design solutions;
- Encourage a “regional contemporary” architectural style;
- Provide for development and construction which allows for minimal impact to airport operations.

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 Grand Junction Regional Airport is a vital component of the transportation system and a valuable asset to the City and surrounding region and the improvements contemplated in the Master Plan will meet the community’s air transportation and air freight needs. The recommended improvements have been evaluated for impacts to a wide range of environmental factors and some improvements, such as the runway relocation, will also be subject to further environmental review in accordance with NEPA regulations.

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

The Grand Junction Regional Airport provides airline passenger and air freight service to the City and surrounding region. The annual economic benefits of the Airport on the local and regional economy were estimated at nearly \$400,000,000 in the 2013 Colorado Airports Economic Impact Study.

Therefore, this criterion has been met.

(2) Conformance with the Grand Valley Circulation Plan and general transportation

planning requirements;

The Grand Junction Circulation Plan identifies streets surrounding the Airport as follows: Horizon Drive as a minor arterial, H Road as a principal arterial, and 12th Street and 27 Road southwest of the airport as a major collector. The Grand Junction Circulation Plan also identifies future roads and connections, including a new interchange with Interstate 70 at 29 Road, a Principal Arterial connecting the 29 Road Interchange with the existing Clifton Interchange, and a proposed Major Collector between the 29 Road Interchange and H Road adjacent to I-70, skirting the perimeter of the airport property around Runway 4/22. The Major Collector shown through the Airport property presents some issues for the Airport since the use of airport property for non-aeronautical purposes requires approval from the FAA. As a result, the Airport Master Plan does not show the road alignment at this time. However, the GJRAA continues to be willing to work with the City and other entities on the planning studies for the 29 Road interchange and the connection to H Road to the west.

Therefore, the criterion has been met.

(3) Adequate parking, adequate stormwater and drainage improvements, minimization of water, air or noise pollution, limited nighttime lighting and adequate screening and buffering potential;

Parking: The Plan includes the provision of additional parking to meet the needs of the forecasted increase in enplanements, including improvements to the overflow public parking lot and a future parking structure. Parking improvements would be phased based on need and funding availability.

Stormwater and drainage improvements: A Master Drainage Report is a part of the Master Plan which addresses hydrology and drainage for the ultimate build-out of the Airport. Also included is the Conceptual Drainage Report for the Runway 11/29 Relocation Program that focuses on the drainage design for the project. Final drainage reports will be required with each specific project and stormwater permits through the State of Colorado and 521 Drainage Authority must be obtained in accordance with City standards.

Minimization of water, air or noise pollution: These environmental issues have been addressed in the reports submitted for review. The proposed terminal area projects are not anticipated to have an unusual impact on the drainage systems in the area. Any construction requiring earthwork will require stormwater detention and erosion control, which the City and/or drainage authority will review as required. The proposed airport expansions are not expected to have a significant impact on the long-term quality of the air in the vicinity of the Airport. These are discussed in Chapter E of the GJRAA Airport Master Plan update and in Chapter F (Environmental Review) of the 2011 Terminal

Area Plan.

Lighting, screening and buffering: Airfield lighting and rotating beacons are the main sources of light emissions emanating from an airport. Proposed future development is not expected to significantly change the visual impact of the airport facility lighting. Lighting and visual impacts are addressed in Chapter E of the Airport Master Plan Update and Chapter F of the Terminal Area Plan.

Therefore, this criterion has been met.

(4) Adequacy of public facilities and services; and

All major utilities are available to the airport property and provided to the airport facilities. Water service is provided by the Ute Water Conservancy District, sanitary sewer service is provided by the City of Grand Junction and Xcel Energy provides gas and electric. Public facilities and services are sufficient for the proposed expansions of the airport facilities and are addressed in the Master Utility Report included as an appendix of the Master Plan. The Airport is equipped to handle firefighting needs within the airport property and provides security services for both airside and landside facilities. General public safety and emergency medical services are provided by the City. The need for these services is infrequent and is not expected to increase significantly with the proposed improvements contemplated for the 20-year planning horizon.

Therefore, this criterion has been met.

(5) Community benefits from the proposal.

The Airport, along with the aviation-related businesses and facilities, represents a vital and significant regional economic asset by providing commercial passenger service, general aviation facilities, air cargo, and a small amount of military activity. In addition, the Airport also provides benefits to the local businesses and industries, promotes tourism, and encourages additional business development and expansion throughout Grand Junction and the surrounding region. The 2013 Colorado Airports Economic Impact Study quantified the total impact of the Grand Junction Regional Airport at 2,871 jobs, with a total payroll of \$130,775,972 and a total economic output of \$380,039,796.

The Master Plan accommodates aircraft operations and the traveling public with great reliability and safety and makes the most efficient use of the available land for aviation related activities and supporting uses by defining improvements necessary to meet future needs.

Therefore, this criterion has been met.

ANALYSIS—Amending Ordinance 3679, Planned Airport Development Ordinance No. 3679, adopted in 2004, established standards for the Planned Development (PD) zone district for the Airport property based on three zones, 1. Aeronautical, 2. Aeronautical/Commercial and 3. Non-aeronautical. Modifications proposed for the ordinance include placing the partially constructed Administration Building in the Non-aeronautical/Commercial zone and modifying the review process to be consistent with the current Zoning and Development Code which allows for administrative review of future development.

Pursuant to Section 21.02.150 (b) (2) of the Grand Junction Zoning and Development Code, requests for an Outline Development Plan (ODP) shall demonstrate conformance with all of the following:

a) The Comprehensive Plan, Grand Valley Circulation Plan and other adopted plans and policies;

See analysis for Institutional and Civic Master Plan above. Staff finds that this criterion has been met.

b) The rezoning criteria provided in Section 21.02.140 (a) of the Grand Junction Zoning and Development Code.

(1) Subsequent events have invalidated the original premises and findings; and/or Since the original Planned Development ordinance was approved in 2004, a new Zoning and Development Code was adopted in 2010 that eliminated the requirement for final plan review to be considered by the Planning Commission. In addition, the Administration Building was constructed in the Aeronautical zone and it's now been determined that the intended use is not feasible; therefore, the request is to include it in the Non-aeronautical/Commercial zone to provide additional options for future use. These subsequent events have invalidated the original premises and findings and, therefore, Staff finds that this criterion has been met.

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

The proposed Institutional and Civic Master Plan includes two components: the 2009 Airport Master Plan Update and the 2011 Terminal Area Plan and 2017 Amendment. The update addresses forecasting of future aviation activity, which serves as the basis for the facility improvements necessary to meet the needs. A key element to forecasts is passenger enplanements (the number of passengers that board an aircraft and depart from the Airport), which is used to determine the future capacity of facilities such as the passenger terminal, public parking, rental car, and other facilities that serve commercial passengers. Passenger enplanements are estimated to increase from

170,836 to approximately 371,423 over the 20-year planning period.

Staff finds that the proposed Master Plan is responding to changing condition and needs of the Airport and that the amended PD ordinance is consistent with the Institutional and Civic Master Plan. Therefore, this criterion has been met.

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

See analysis for Institutional and Civic Master Plan. Staff finds that 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

Not applicable to this request.

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

See analysis for Institutional and Civic Master Plan. Staff finds that this criterion has been met.

c) The planned development requirements of Section 21.05.040 (f) of the Zoning and Development Code;

(1) Setback Standards. Principal structure setbacks shall not be less than the minimum setbacks for the default zone.

No changes to setbacks established with Ordinance 3679 are proposed. Setbacks in Zone 1 are 0' and setbacks in Zones 2 and 3 are those established with the C-1 zone district standards.

(2) Open Space. All residential planned developments shall comply with the minimum open space standards established in the open space requirements of the default zone.

This standard is not applicable to non-residential development.

(3) Fencing/Screening. Fencing shall comply with GJMC 21.04.040(i).

No changes are proposed to standards established with Ordinance 3679. Fencing and screening in Zone 1 will be determined by the GJRAA. Fencing and screening in Zones 2 and 3 will be as per Code.

(4) Landscaping. Landscaping shall meet or exceed the requirements of GJMC 21.06.040.

No changes are proposed to standards established with Ordinance 3679. Landscaping is not required in Zone 1. Landscaping requirements in Zones 2 and 3 will be as per Code.

(5) Parking. Off-street parking shall be provided in accordance with GJMC 21.06.050.

No changes are proposed to standards established with Ordinance 3679. Parking requirements in Zone 1 will be established and enforced by the GJRAA. Parking requirements in Zones 2 and 3 will be as per Code.

(6) Street Development Standards. Streets, alleys and easements shall be designed and constructed in accordance with TEDS (GJMC Title 29) and applicable portions of GJMC 21.06.060.

All streets located on GJRAA property are owned and maintained by the Authority. Additional streets and improvements will be determined by the Authority and FAA and will meet minimum access standards.

d) The applicable corridor guidelines and other overlay districts.

Section 21.07.030 of the Zoning and Development Code establishes the Airport Environs Overlay Zoning District that applies additional standards and requirements to properties located in close proximity to the Airport and its facilities. The purpose of the Overlay District is to protect public health, safety and welfare by regulating development and land use within noise sensitive areas and airport hazard areas, to ensure compatibility between the Airport and surrounding land uses, and to protect the Airport from incompatible encroachment.

The Overlay includes four subdistricts: Subdistrict A, Airport Area of Influence; Subdistrict B, Noise Zones; Subdistrict C, Critical Zone and Subdistrict D, Clear Zone. The Area of Influence is the area surrounding the Airport impacted or influenced by proximity of the Airport either by aircraft overflight, noise and/or vibrations. The Noise Zone includes the area within the 65 Ldn to 70 Ldn noise-exposure area. The Critical Zone is a rectangular-shaped zone located directly off the end of each runway's primary surface (or 200 feet from the end of pavement) which is critical to aircraft operations (i.e. more apt to have accidents within it because of the takeoff and landing mode in that particular area). The Clear Zone is a trapezoidal-shaped zone also beginning 200 feet from the end of the pavement, which is to remain clear of all above-ground obstructions or construction. The Clear Zone dimensions match the dimension of the Runway Protection Zone (RPZ) as shown on the Airport Layout Plan (ALP) and is fully accommodated on Airport property. The Overlay includes a land use compatibility standards matrix that identifies appropriate uses in each of the

subdistricts.

Subdistricts B (Noise Zone), C (Critical Zone) and D (Clear Zone) will be altered as a result of the proposed runway relocation. Subdistrict A (Area of Influence) will not need to be altered since it is a large area and the runway is being relocated a comparatively small distance within this subdistrict. With the amended boundaries of the subdistricts, the proposed ODP meets this criterion.

e) Adequate public services and facilities shall be provided concurrent with the projected impacts of the development.

See analysis for Institutional and Civic Master Plan. Staff finds that this criterion has been met.

f) Adequate circulation and access shall be provided to serve all development pods/areas to be developed.

See analysis for Institutional and Civic Master Plan. Staff finds that this criterion has been met.

g) Appropriate screening and buffering of adjacent property and uses shall be provided;

See analysis for Institutional and Civic Master Plan. Staff finds that this criterion has been met.

h) An appropriate range of density for the entire property or for each development pod/area to be developed;

This standard is not applicable for this application as the proposed amendment is not modifying density.

i) An appropriate set of “default” or minimum standards for the entire property or for each development pod/area to be developed.

Zones 2 and 3 are subject to standards of the C-1 zone district.

j) An appropriate phasing or development schedule for the entire property or for each development pod/area to be developed.

A preliminary development program and phasing schedule have been provided in both the Airport Master Plan Update and the Terminal Area Plan. Chapter G in the Airport Master Plan Update contains the development program with a project list broken into short-term (0 to 5 years) and long term (6 to 20 years) categories. Chapter H of the

Airport Master Plan Update also provides a Financial Implementation Plan. Chapter H of the Terminal Area Plan contains an implementation plan broken into four phases. Implementation of the Plan is dependent on future funding.

ANALYSIS—Right-of-Way Vacation

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 proposed right-of-way vacation is addressed by the following Goal of the Comprehensive Plan.

Goal 11: Public facilities and services for our citizens will be a priority in planning for growth.

Vacation of this right-of-way will have no impact on public facilities or services provided to the general public and supports the Airport runway relocation and extension. Staff therefore finds this request conforms with this criterion.

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

The request to vacate the right-of-way will not render any parcel landlocked. Therefore, staff finds the vacation request meets with this criterion.

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 by the vacation of this right-of-way. Staff finds 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 right-of-way to be vacated will be replaced with right-of-way for the new alignment for 27 ¼ Road. Staff finds there will be no adverse impacts to the community or service providers; therefore, this criterion has been met.

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.

The newly aligned section of 27 ¼ Road will provide adequate public facilities and services to this area. Staff has therefore found this request to conform with this criterion.

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

The newly aligned 27 ¼ Road will be built to current City standards, thereby reducing maintenance costs in the near-term and will provide the same opportunity for access to this part of the community. Staff finds this request conforms with this criterion.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the request for approval of an Institutional and Civic Master Plan for the Grand Junction Regional Airport, amendment to Ordinance 3679, Planned Development, and vacation of a portion of the 27 ¼ Road right-of-way adjacent to Airport property, (FMP-2018-405), the following findings of fact have been made:

1. The requested Institutional and Civic Master Plan meets the requirements of Section 21.02.190 (c) of the Grand Junction Zoning and Development Code.
2. The Outline Development Plan conforms with the requirements of Section 21.02.150 (b) (2) of the Grand Junction Zoning and Development Code and meets more than one of the rezoning criteria provided in Section 21.02.140 of the Grand Junction Zoning and Development Code.
3. The request to vacate the 27 ¼ Road right-of-way conforms with the approval criteria of Section 21.02.100 (c) of the Grand Junction Zoning and Development Code. The proposed ordinance is conditioned on the acceptance of the realigned improvements, completion of the land patent transfer of property to the Airport and the dedication of right-of-way for the new alignment.

Therefore, Staff recommends approval.

FISCAL IMPACT:

This land use action does not have any direct fiscal impact.

SUGGESTED MOTION:

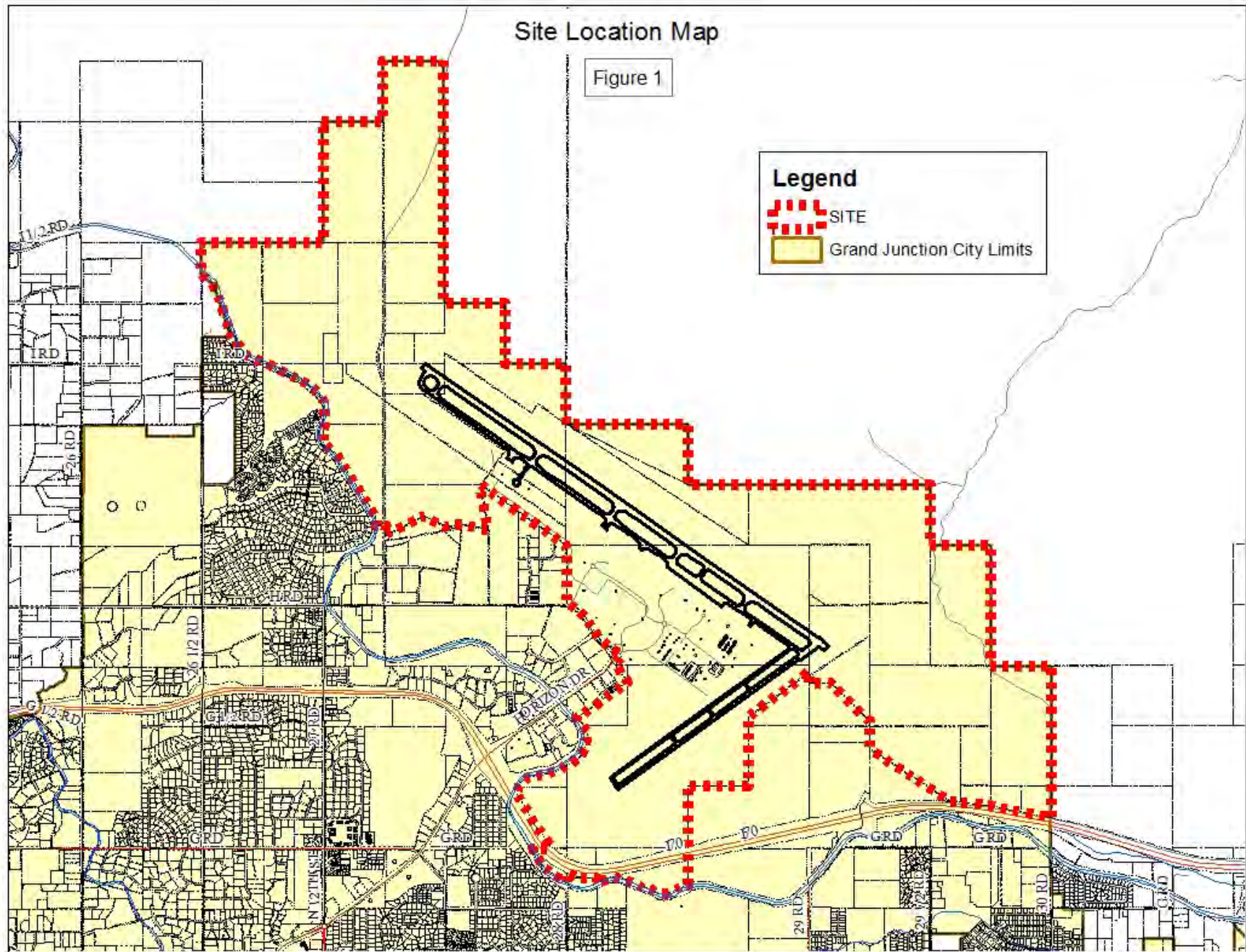
I move to (adopt/deny) Ordinance 4834, an ordinance approving the Grand Junction Regional Airport Institutional and Civic Master Plan and amending Ordinance No. 3679, Planned Development for the airport property and Ordinance 4835, an ordinance

vacating a portion of the 27 1/2 Road right-of-way adjacent to airport property on final passage and order final publication in pamphlet form.

Attachments

1. Exhibit 1 Site Maps
2. Exhibit 2 General Project Report 7.12.18
3. Exhibit 3 Appendix A - Master Plan Update Complete reduced
4. Exhibit 4 Appendix C - GJ TAP Amendment FINAL
5. Exhibit 5 Ord 3679
6. Exhibit 6 2018 Aiport Concept Plan
7. Exhibit 7 Updated AE Zones Map
8. Exhibit 8 2018 Proposed PD Zones Map
9. Exhibit 9 Ordinance.doc
10. Exhibit 10 ROW Vac ordinance

Figure 1



Aerial Photo Map

Figure 2

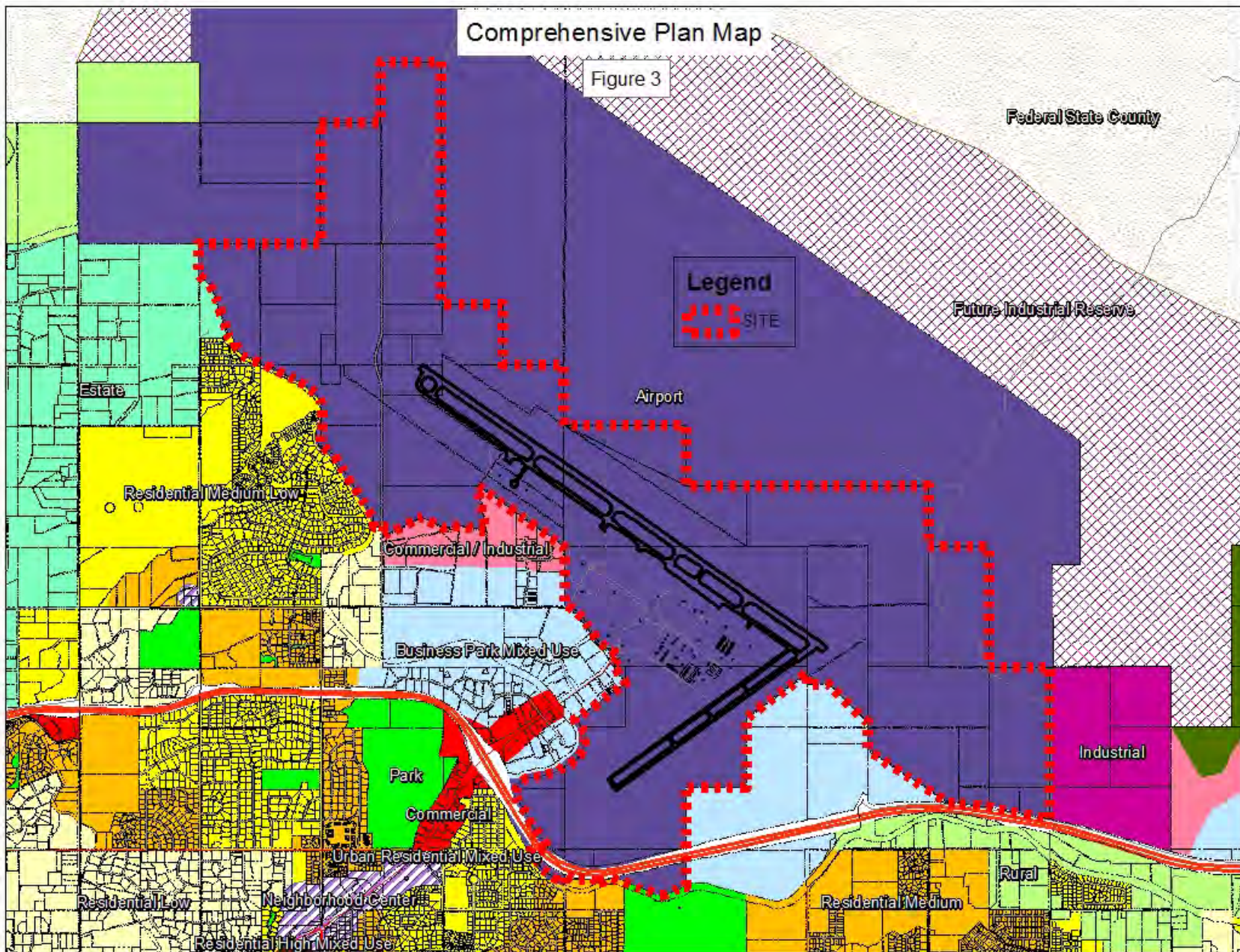
Legend

SITE

Figure 2

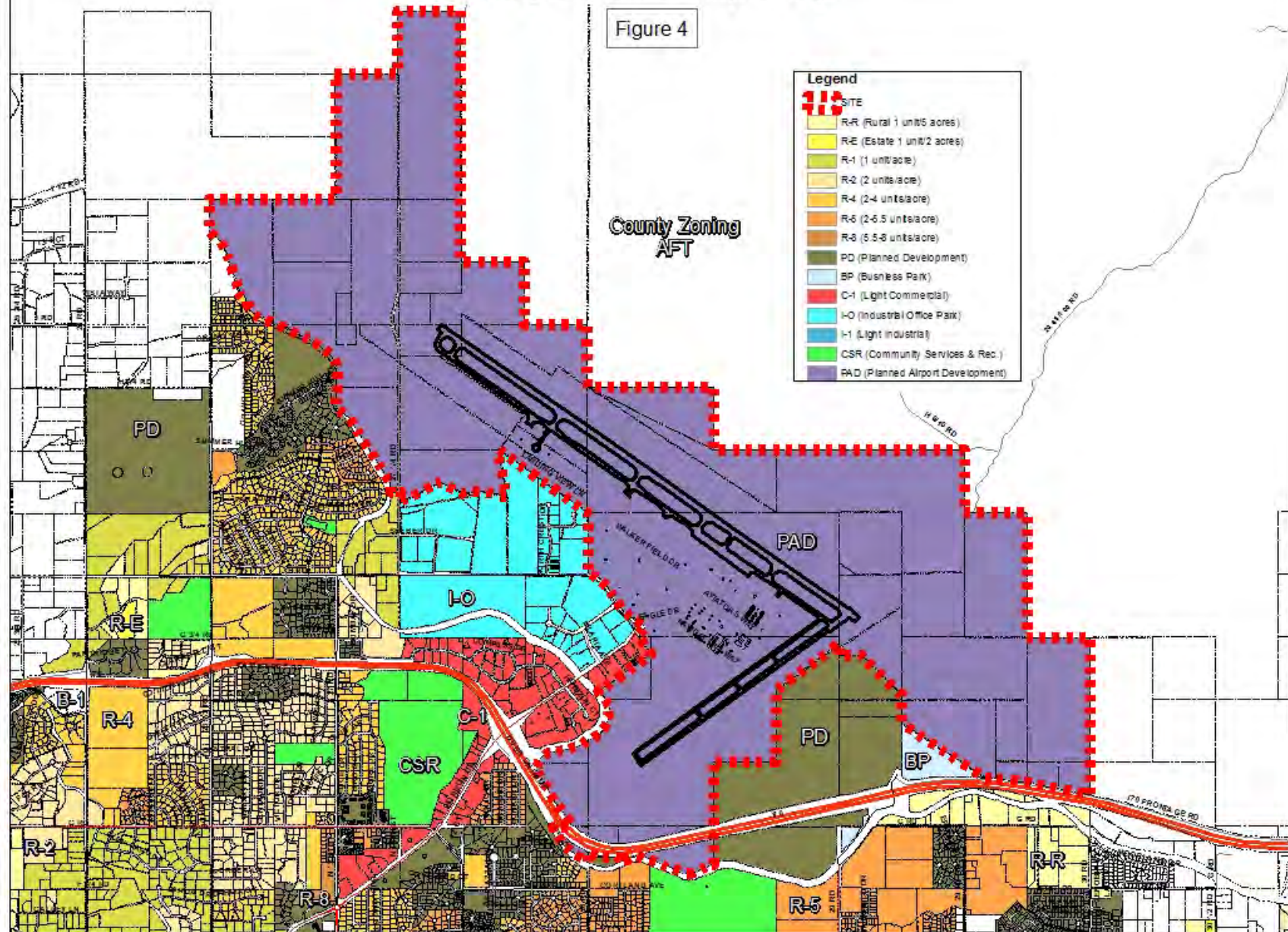
Legend





Existing City and County Zoning

Figure 4





Airport Master Plan Update & Terminal Area Plan



7/12/2018

City of Grand Junction Institutional and Civic
Facility Master Plan Review Application

Submitted by the Grand Junction Regional Airport Authority

Prepared by: TG Malloy Consulting, LLC and Mead & Hunt



City of Grand Junction
Institutional and Civic Facility Master Plan Review Application

CONTENTS

GENERAL PROJECT REPORT

Introduction....	Page 1
A Project Description....	Page 3
B Public Benefit....	Page 7
C Neighborhood Meetings....	Page 8
D Project Compliance, Compatibility, and Impact....	Page 9
E Development Schedule and Phasing..	Page 17
F Relationship to City Planning Process..	Page 17

EXHIBITS

1 Ordinance No. 3679
2 Public Notice Letter (10/17/2011 Neighborhood Meeting)
3 Mailing List (10/17/2011 Neighborhood Meeting)
4 Public Comments (10/17/2011 Neighborhood Meeting)
5 NRCS Web Soil Survey
6 Airport Employee Survey
7 Rick Dorris Letter Re: 29 Road Alignment Study
8 Mark Lovato Response to Staff Questions
9 6/8/2012 Lovato Letter/Addressing Staff Comments Re: Drainage
10 2012 Colorado Discharge Permit System (CDPS) Permit



Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

11 | Public Notice Letter (5/3/2018 Neighborhood Meeting)

12 | Mailing List (5/3/2018 Neighborhood Meeting)

13 | Sign-in Sheet (5/3/2018 Neighborhood Meeting)

14 | Proposed PD Districts Map

15 | Development Application Form

16 | Ownership Statement

17 | Admin Building Conceptual Site Plan

18 | 2017 Airport Concept Plan

APPENDIX

A | Airport Master Plan Update

B | 2011 Terminal Area Plan – Final Report

C | 2017 Terminal Area Plan Amendment

D | Stormwater Management Plan

E | Preliminary Geotechnical Subsurface Exploration Program

F | Design Intent Guidelines

G | 2012 Master Drainage Report

H | Conceptual Drainage Report – Runway 11/29 Relocation Program

I | 27 ¼ Road Realignment Bid Plans

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GENERAL PROJECT REPORT

Introduction

The Grand Junction Regional Airport Authority (GJRAA) updated the Airport Master Plan in early 2009. The GJRAA submitted the Master Plan Update to the City of Grand Junction for review pursuant to the Institutional and Civic Facility Master Plan provisions of the Grand Junction Municipal Code (§21.02.190) in September of 2010. After reviewing the Civic Master Plan application, the City Staff issued an Application Review Comments form requesting additional information from the GJRAA to satisfy various requirements of the Municipal Code. Shortly after receiving the staff comments and request for additional information, the GJRAA initiated a study to examine the existing passenger terminal facilities and look at alternatives for improvements to the terminal building and adjacent facilities. This study was among the recommendations of the Airport Master Plan Update. The GJRAA felt that a terminal area study might generate information pertinent to the issues raised by Staff in regard to the Airport Master Plan Update. As a result, the GJRAA requested an extension to the deadline for responding to the request for additional information in January 2011 in order to allow completion of the Terminal Area Plan. A second extension was obtained for this purpose in May 2011, since the Terminal Area Plan had still not been completed. With time running out, and no further extensions available, the GJRAA withdrew the pending Civic Master Plan application in August 2011 to allow the Airport Master Plan Update and Terminal Area Plan to be considered together. The airport administration felt it would be more productive and less confusing to combine the Airport Master Plan and Terminal Area Plan into a single application with the City.

In April of 2012 the GJRAA submitted a combined Institutional and Civic Facility Master Plan application to the City which included both the 2009 Airport Master Plan Update and the 2011 Terminal Area Plan. The application was reviewed by the Planning Commission in November of 2012 and received a recommendation of approval. However, before it could be reviewed by the Grand Junction City Council, the application was withdrawn due to the Airport contemplating further refinements to the planned improvements. Since that time, refinements were made to the drainage plans for the runway realignment project and the design for the realignment of 27 ¼ Road around the west end of the Airport has been completed. In addition, the Airport Administration Building, which was a recommended improvement in the 2009 Master Plan and 2011 Terminal Area Plan, was partially constructed before complications resulted in the funds for the project being returned to the Federal Aviation Administration (FAA). As a result, the building remains unfinished and its future use has yet to be finalized.

The most significant change since 2012 is that the GJRAA commissioned an amendment to the 2011 Terminal Area Plan in order to address a number of evolving conditions affecting the planned replacement of the Terminal Building. These conditions include changes to the

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

timing/schedule of both the Terminal Building replacement and the runway relocation project, shifting the implementation of both projects back several years or more. This shift required an analysis for extending the useful life of the Terminal Building as well as a reevaluation of phasing and capital improvement plans for the Airport. Despite delays in the implementation schedule, the Airport is proceeding with the design phase of the runway relocation project in order to be better prepared to act when funding is available. The Airport also has a number of other capital improvement projects in progress or scheduled in the near future. Given these conditions, the Airport recognized that the existing Terminal Building will likely need to remain for a longer period of time than was envisioned in the 2011 Terminal Area Plan. Consequently, the Airport prepared an amendment to the Terminal Area Plan, the focus of which was on making the existing Terminal Building safe, efficient and as functional as possible for the next several years, while minimizing investment in the building. The Terminal Area Plan Amendment was completed in October of 2017.

This application is requesting review of the Airport Master Plan Update and the Terminal Area Plan, as amended, pursuant to the requirements of §21.02.190 of Grand Junction Municipal Code. The 2009 Airport Master Plan Update, 2011 Terminal Area Plan and 2017 Terminal Area Plan Amendment have been provided in their entirety in the appendix of this application. The Airport Master Plan Update is included as Appendix A and the Terminal Area Plan is Appendix B. The Terminal Area Plan Amendment is Appendix C.

This application includes a description of the changes that have been made to the design for the 27 ¼ Road projects and drainage plans for the Runway Relocation project, as well as a discussion of the Administration Building, including a request for a change to the PD Zoning to accommodate greater flexibility for the uses that can be accommodated in the building. A revised Conceptual Drainage Report for the Runway Relocation project is included as Appendix H. A similar drainage analysis was provided in 2012, in response to a request from the City's Development Engineer. The current drainage report was completed in January 2108 and was updated to reflect changes to the drainage approach for the runway relocation project.

The changes to the drainage design for the Runaway Relocation project and the revisions to the 27 ¼ Road Realignment project did not require any revisions to the findings and recommendations contained in the attached Airport Master Plan Update. As a result, the version of this document included with this application is identical to the one provided in the 2012 application. Given that there have been significant changes to the recommendations related to the short-term improvements for the Terminal Building, a summary of new recommendations is provided in the Project Description section below. This application has also been revised to reflect changes to appropriate dates and to incorporate the public notice letter, mailing list and sign-in sheet from the Neighborhood Meeting which was conducted on the evening of May 3, 2018 in the 3rd floor conference room of the Airport Terminal building (Exhibits 11, 12 and 13).

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

In the following paragraphs, we have addressed the appropriate provisions of §21.02.190 of the Grand Junction Municipal Code as they relate to the Airport Master Plan Update and Terminal Area Plans as modified and described in this application. The structure of this portion of the application closely follows the City's "Report Checklist and Outline" for the general project report. Comments and additional information requested by the City Staff in connection with the original civic master plan application for the Airport Master Plan Update are also addressed. The amended Terminal Area Plan will be treated as a component of the overall Airport Master Plan for the purpose of addressing compliance with the applicable provisions of the Municipal Code in the application.

A | Project Description

Key Recommendations

For the purpose of the City's review of the Airport Master Plan Update and the Terminal Area Plan, it's important to identify the major recommendations contained in these documents and the projections upon which the recommended improvements are based. Chapter B of the Airport Master Plan Update addresses forecasting of future aviation activity, which will serve as the basis for the facility improvements necessary to meet estimated needs. Table B14 on page B.22 in the Airport Master Plan Update provides a summary of the aviation activity forecasts from 2007 to 2027. A key element of the forecasts is passenger enplanements. Passenger enplanements represents the number of passengers that board an aircraft and depart from the Airport, and is a number used to determine the future capacity of such facilities as the passenger terminal, public parking, rental car, and other facilities that serve commercial passengers. Table B14 shows that passenger enplanements are estimated to increase from 170,836 to approximately 371,423 over the 20-year planning period.

The following is a list of recommended improvements contained in the Airport Master Plan Update and the 2011 Terminal Area Plan. More detailed descriptions of the recommended improvements can be found in Chapter F of the Airport Master Plan Update and in Chapter E of the Terminal Area Plan. The recommendations contained in the 2011 Terminal Area Plan remain pertinent for the long-term future. The 2017 Terminal Area Plan Amendment provides recommendations and a revised implementation plan for the near-term improvements needed to maintain safe and efficient operation of the Terminal Building until funding is available for replacement of the Terminal Building as described in the 2011 Terminal Area Plan. The near-term improvements for the Terminal Building are described in Chapter C of the Terminal Area Plan Amendment. Chapter D contains the implementation strategy for achieving the near-term improvements. It's important to remember that the primary purpose of the Airport Master Plan Update is to reserve space for future airport facilities. The improvements listed below would be constructed on a phased basis in accordance with demonstrated need and available funds.

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

Key Improvements Recommended in the Airport Master Plan Update (see Figure F2)

- Relocate runway 11/29 and the associated taxiway system laterally 600 feet to the northeast and longitudinally 1,000 feet to northwest;
- Potential expansion of general aviation hangar facilities and related apron space;
- Potential new Air Traffic Control Tower;
- Relocate 27¼ Road around the west end of the new runway protection zone for the relocated runway 11/29;
- Continue to reserve space for a second parallel 11/29 runway (not expected to be constructed within the 20-year planning period).

Key Improvements Recommended in the Terminal Area Plan (see Figures E1, E3 & E4)

- Construct the Terminal Building Expansion, Phase I, located southeast of the existing terminal building.
- Construct Terminal Building Phase II (replace existing passenger terminal building) with a new facility also to the southeast of the existing terminal building;
- Potential construction of a 3-story parking structure just to the northwest of the existing passenger terminal building. The parking structure could contain up to 900 additional parking spaces;
- Improve unpaved overflow parking area to provide 160 additional surface parking spaces similar to the exiting pubic parking lot;
- Expansion of the de-ice pad to the southeast of the existing de-icing pad.

Key Improvements Recommended in the Terminal Area Plan Amendment

- Total redesign and replacement of the mechanical heating, ventilation, and air conditioning or HVAC system serving the main building entrance area and atrium;
- Identify and eliminate water penetration under the Terminal Building and consider other measures stabilize the structure;
- Install smoke evacuation system for the atrium, fire alarm upgrades and emergency and egress lighting;
- Roof repairs and replacement of the escalators in the main lobby;
- Consider installing passenger corridors leading to boarding bridges for both Gates 1 and 2 and a passenger boarding tunnel at Gate 1 to bridge the distance from the lower departure lounge to the aircraft.

The improvements described in the Terminal Area Plan Amendment, and the analysis that supports them, are described on pages 33 through 39. The recommended passenger corridors and board tunnel are also depicted on Figure 11 in the Terminal Area Plan Amendment. Figure 13 in the Terminal Area Plan Amendment is a Revised Conceptual Development Plan for the terminal area and it shows improvements divided into four phases. The improvements identified in the Terminal Area Plan Amendment, and listed above, represent Phase I. The other

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

three phases reflect the long-term improvements described in the 2011 Terminal Area Plan. It should be noted that the Terminal Area Plan Amendment shows the partially-constructed Admin Building and being demolished. As discussed below, the current thinking regarding this building is to seek one or more private entity partners to reconfigure and complete the building and as opposed to pursuing demolition.

The 2011 Terminal Area Plan also includes a discussion of potential non-aviation development which begins on page E.12 of the document. There are three potential development areas that fill the vacant land between the existing on-airport road system, the public parking lot, and H Road. Figure E4 is an illustrative site plan, which is intended to provide an example of how these areas could be developed for a variety of commercial and commercial/industrial facilities. Development of these areas would be subject to the requirements of the City's C-1 zone district pursuant to Ordinance No. 3679, since they are shown as being located mostly within the "non-aeronautical" area on the map that accompanies Ordinance No. 3679. All of the other improvements recommended in the Airport Master Plan Update, Terminal Area Plan and Terminal Area Plan Amendment are located within the areas shown as "Aeronautical" and "Aeronautical/Commercial" on the map attached to the Ordinance. As a result, these improvements would be governed by the standards and requirements contained in Ordinance No. 3679, a copy of which is included as Exhibit 1 of this application.

As mentioned previously, the partially constructed Admin Building is currently located within the Aeronautical zone. In its current state, the Admin Building is consuming valuable space, degrading the visual character of the terminal area and creating liability issues for the Airport. The GJRAA is currently exploring solutions to complete the building and put it to beneficial use. The building was originally configured to be used entirely for Airport purposes. However, after careful evaluation, the Airport has determined that they no longer need the entire building and are considering seeking a private entity with which to partner to reconfigure the building for a mix of uses. The Airport is considering uses such as restaurant and office among the potential covenants of the building. Since neither the Aeronautical nor the Aeronautical/Commercial zone permit commercial office uses, the GJRAA is proposing the expand the Non-aeronautical/Commercial zone to include the Admin Building. The proposed reconfiguration of the Non-aeronautical Commercial zone is depicted on the Proposed PD Districts Map (Exhibit 14). The proposed configuration incorporates the Admin Building and the area around it, which was intended for parking and vehicle circulation, as well as the entry area north of Aviator's Way that includes the historic military aircraft display. Exhibit 17 is a concept sketch showing the layout that was intended for the Admin Building before it was abandoned.

The Non-aeronautic/Commercial zone also permits other uses allowed in the C-1 zone district. While some of these uses might not be appropriate for the Admin Building, the GJRAA is the landowner and has control over the uses that would ultimately be allowed. In addition, concurrence from the Federal Aviation Administration (FAA) is required for any proposed uses

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

within the building. The City also retains the ability to review any proposed uses since all projects within the Non-aeronautical/Commercial zone require review and approval by the Grand Junction Planning Commission pursuant to Ordinance No. 3679. These overlapping jurisdictional controls should ensure that the future use of the building is consistent with both Airport and Community interests.

Location

The subject property is the Grand Junction Regional Airport, the location of which is approximately 3.5 mile northeast of downtown Grand Junction. Figures A1 and A2 in the Airport Master Plan Update (Appendix A) show the airport's location within the region and in relation to the City of Grand Junction. Figure A3 in the enclosed Terminal Area Plan (Appendix B) shows the area which is the focus of the Terminal Area Plan. The study generally surrounds the existing terminal building and main parking lot, and incorporates much of the undeveloped land surrounding the terminal parking lot.

Acreage

The Grand Junction Airport contains 2,357 acres. Detailed information regarding the existing conditions and facilities at the Airport are provided in Chapter A of the Airport Master Plan Update document. The airport's terminal area, as defined in the Terminal Area Plan, encompasses approximately 120 acres. Chapter A of the Terminal Area Plan includes background information and an inventory of existing facilities and uses.

Proposed Use

The airport is a complicated facility that contains a variety of uses in support of the airport's primary purpose of providing public and private aviation services. The Airport Master Plan Update document includes a description of the existing facilities and uses at the Airport, as well as description of the recommended use of all lands within the airport property and its' vicinity. This discussion begins on page F.26 in Appendix A and encompasses Figures F19 through F23. Figures F19, F20 and F21 focus on the terminal area, while Figure F22 provides a graphic depiction of both off-airport and on-airport uses. This figure also shows several of the key airport protection zones including the Runway Protection Zone and the Noise Zone which represents the area within the projected 65 DNL noise contour. Figure F22 provides thorough understanding of the airport's relationship to the surrounding neighborhoods. Figure F23 is the Airport Property Map. This document provides detailed information regarding the various parcels that make up the airport property including the size of the parcel, when it was acquired, and the Federal grant via which the property was acquired. Note that these exhibits were prepared prior to the construction of the Administration Building.

One of the key changes planned for the Airport is the relocation of the existing primary runway (Runway 11/29) and the related taxiway system. This runway will be moved to an alignment that

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

parallels the existing runway, but will be shifted approximately 600 feet to the northeast and laterally approximately 1,000 feet to the northwest. The existing runway will then be used as the parallel taxiway. This relocation is recommended in order to correct non-standard conditions associated with the existing runway and its connecting taxiways. The drawings listed in the previous paragraph reflect the necessary improvements associated with the relocated runway and taxiways.

The Terminal Area Plan Amendment includes a summary of the revised development concept for redevelopment of the Grand Junction Regional Airport's "terminal area." This summary occurs on Page 44 and is depicted in Figure 13 of the Terminal Area Plan Amendment. The phasing depicted on Figure 13 supersedes the phasing discussion contained in Chapter E of the 2011 Terminal Area Plan. Basically, the recommended improvements described in the Chapter E of the 2011 Terminal Area Plan remain the same, with the exception of those related to the Admin Building, but the phasing has been revised to address the need to keep the existing Terminal Building operational until construction of the replacement terminal becomes financially feasible. The revised phasing also necessitated revisions to the financial implementation plan for the terminal area improvements. Terminal Area Plan Amendment includes a revised Implementation Plan (Section D), which substitutes for the implementation plan found in Chapter H of the original Terminal Area Plan.

Although replacement of the Terminal Building has been pushed back some progress has been on the design of the building. Subsequent to the completion of the 2011 Terminal Area Plan, preliminary architectural design and associated renderings were completed for the replacement terminal. The Terminal Area Plan Amendment report includes a rendering of the resulting terminal design (Figure 2). While this is a conceptual drawing, it does provide a sense of the aesthetic direction being contemplated for the replacement terminal.

The Admin Building has been partially constructed since the Terminal Area Plan was completed and the current location and configuration of the building is depicted on Exhibit 5 of the 2017 Terminal Area Plan Amendment. This exhibit also shows the access drive and parking facilities that were planned for the Admin Building at the time it was constructed. As noted in the project description section of this application, the Airport is seeking to partner with one or more private entities to renovate the building to accommodate a mix of uses. The exact use mix has not yet been determined.

B | Public Benefit

The Grand Junction Regional Airport is a public facility that provides commercial passenger service, along with general aviation facilities, air cargo, and a small amount of military activity. The Airport, along with the aviation-related businesses and facilities, represents a vital and significant regional economic asset. In addition to the many aviation-related assets, the Airport



Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

also provides benefits to the local businesses and industries, promotes tourism, and encourages additional business development and expansion throughout Grand Junction, Mesa County, and the surrounding region. The 2013 Colorado Airports Economic Impact Study quantified the total impact of the Grand Junction Regional Airport at 2,871 jobs, with a total payroll of \$130,775,972 and a total economic output of \$380,039,796.

One of the GJRAA's main objectives in developing the Airport Master Plan Update and Terminal Area Plan was to accommodate aircraft operations and the travelling public with great reliability and safety, and to make the most efficient use of the available land for aviation related activities and supporting uses. Both the Master Plan Update and the Terminal Area Plan, as amended, were developed to define improvements at the Airport that will enable it to accommodate the future needs and requirements of the City of Grand Junction, Mesa County and the larger surrounding service area. The process of developing the Airport Master Plan Update included gathering community input to establish a set of assumptions to guide the airport planning process. The assumptions include ensuring that the Airport is developed in a manner consistent with local ordinances and codes, as well as federal and state statutes, federal grant assurances and Federal Aviation Administration (FAA) regulations. The purpose of the Airport Master Plan Update and Terminal Area Plan is to ensure that the Airport can continue to benefit the public in a manner consistent with the community's vision for the future as well as applicable laws, policies and regulations.

C | Neighborhood Meeting

A neighborhood meeting was conducted at 6 p.m. on October 17, 2011 to share information related to the findings and development recommendations contained in both the Airport Master Plan Update and the Terminal Area Plan. The meeting included discussion of the potential replacement of the terminal building and relocation of the primary runway (Runway 11/29). The meeting was held at the Marriot Residence Inn at 767 Horizon Drive in Grand Junction. All attendees had the opportunity to ask questions and submit comments. Following the Neighborhood meeting, the Airport accepted comments for a period of 15 days beginning on October 17 and ending on October 31, 2011. A copy of the approved notice for the meeting was mailed to every property owner and known group within 1,000 feet of the exterior property boundary of the Airport. Copies of the notice and the mailing list used for noticing purposes are included as Exhibits 2 and 3.

An additional Neighborhood Meeting was conducted at 5:50 p.m. on May 3, 2018 in the 3rd Floor Conference Room of the Airport Passenger Terminal. Copies of the notice and mailing list for this meeting are include as Exhibits 11 and 12. Attendees had an opportunity to ask questions and submit comments. Following the meeting, the Airport accepted comments for a period of seven days beginning on May 3 and ending on May 10, 2018.

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

During both meetings, representatives of GJRAA presented plans and information regarding the recommended improvements contained in the Airport Master Plan and the Terminal Area Plan, as amended, and answered questions from members of the public. The 2011 neighborhood meeting had 26 attendees from the public; seven written comments were received within the comment period. Copies of the written comments from the 2011 meeting are included in Exhibit 4 of this application. Only eight members of the public attend the meeting on May 3, 2018 and no written comments were received either during the meeting or during the seven-day comment period. A copy of the sign-in sheet from the meeting is provided as Exhibit 13.

D | Project Compliance, Compatibility and Impact

1. Conformance with the Comprehensive Plan

Response: Conformance with the applicable comprehensive plans and policies is addressed in the response to item 12, below. Conformance with the Grand Junction Comprehensive Plan (2009) and the Grand Valley Circulation Plan are among the review criteria required for approval of an Institutional and Civic Facility Master Plan under section 21.02.190 of the Grand Junction Municipal Code.

2. Land Use in the Surrounding Area

Response: An inventory of the land use and zoning in the areas surrounding the Airport can be found beginning on page A.15 in the Airport Master Plan Update document. Figure A5 in the Airport Master Plan Update is a map showing the existing zoning surrounding the Airport. The Grand Junction Regional Airport is well located in terms of limiting impacts on surrounding land uses. Areas to the north and east of the Airport are owned by the BLM and are used primarily for recreation activities including motorized vehicle recreation. There are residential neighborhoods to the west of the airport property and to the south of I-70. The entrance to the Airport is comprised of business and commercial uses on both sides of Horizon Drive from I-70 to the airport property. To the east of the Airport is an area of vacant land associated with Indian Wash. Beyond Indian Wash is vacant land which is part of a planned development owned by Horizon View Holdings, LLC.

3. Site Access and Traffic Patterns

Response: Vehicular access and parking for the Airport are described on pages A.9 and A.10 in the Airport Master Plan Update document (Appendix A). Access to the Airport utilizes Horizon Drive and H Road. Figure A3 in Appendix A shows the existing airport layout and how the internal road system connects to Horizon Drive and H Road. No significant changes are contemplated to the airport's internal road system in association with either the overall Airport Master Plan Update or the Terminal Area Plan.

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

Since the Airport Master Plan was completed, design work on the 27 ¼ Road realignment project has been completed and the project is currently out to bid. The current alignment for 27 ¼ Road around the west end of the Airport is depicted on Exhibit 18. Current conceptual plans for the Airport show an extension of Landing View Lane to the west connecting to the realigned 27 ¼ Road, as shown on Exhibit 18.

4. Availability of Utilities

Response: An infrastructure inventory and assessment, and an assessment of future system potentials, was prepared as part of the Airport Master Plan Update. This inventory includes the major components of water, sanitary sewer, electrical, natural gas, and telecommunication systems on the Airport and in the vicinity of the Airport. The complete Master Utility Report is included as Appendix Two of the Airport Master Plan Update. All major utilities are available at the Airport. The Airport currently has existing service for all major utilities. Water service is provided by the Ute Water Conservancy District. Sanitary sewer service is provided by the City of Grand Junction and the Airport is located within the 201 Sewer District. Century Link provides the Airport's telecommunications service.

5. Special or Unusual Demands on Utilities

Response: While the Airport is a large industrial facility, it does not place many special or unusual demands on utilities. Perhaps the most unusual demand is the amount stormwater runoff from the large paved surfaces and the handling of aircraft fuel, de-icing fluid, and other chemicals required for the normal operation of aircraft. The State of Colorado classifies the Grand Junction Regional Airport as a heavy industrial site based upon the volume of fuel sales and the use of de-icing agent. As a result, the Airport is required to obtain a discharge permit under the Colorado Discharge Permit System (CDPS). The CDPS requires the preparation and maintenance of a stormwater management plan (SWMP). The SWMP for the Grand Junction Regional Airport includes numerous provisions to monitor and control the use of chemicals and to minimize the potential for pollutants to be carried offsite via stormwater runoff. A copy of the airport's current SWMP, which addresses this issue in detail, is included as Appendix D. The Airport is currently planning to update the SWMP for the proposed Runway Relocation project. The revised SWMP will be completed as the Runway Relocation project proceeds to the construction planning phase. A copy of the SWMP will be provided to the City as part of the permitting for the runway relocation project.

De-icing activity at the Airport is limited to aircraft only; there is no de-icing of runway or taxiway surfaces. All de-icing of commercial aircraft takes place at the dedicated de-icing facility. Generally, the system is activated during de-icing events in order to capture and recover glycol mixes. Therefore, the majority of glycol contaminated storm water is captured at the time of the de-icing event. The Airport contracts with Goodwin S/T Service to pump the de-icing fluid recovery tank and transport it to a facility for handling. To a much more limited extent, de-

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

icing occurs on the general aviation ramp by small aircraft operators. At these times, glycol is applied to the aircraft wings. Glycol usage during small aircraft de-icing is on the order of one gallon and does not occur frequently. For these reasons, and the fact that the Airport has been proactive by designing and implementing a glycol recovery system, storm water contamination by aircraft de-icing activities is not a significant risk.

6. Effects on Public Facilities

Response: Public facilities are addressed in the response to item 12, below, which covers compliance with the review criteria for Section 21.02.190 of the Grand Junction Municipal Code.

7. Site Soils and Geology

Response: The Master Drainage Report prepared by Jviation includes NRCS web soil survey data for much of the airport property (see Appendix One of the Airport Master Plan – Appendix A). An additional NRCS web soil survey has been provided which provides basic soils information for the entire airport property (see Exhibit 5). Furthermore, the Airport completed an Environmental Assessment for the runway relocation and commissioned a geotechnical report as part of that project. A copy of the Preliminary Geotechnical Subsurface Exploration Program (Geotechnical Report), prepared by Ground Engineering Consultants, Inc., is included as Appendix E. The focus of the geotechnical analysis is limited to the area that encompasses the existing and proposed 11/29 runways. However, similar subsurface exploration and geotechnical reports have been prepared for other projects on the airport property, including the Rental Car Services Facility (2009), Commercial Ramp Reconstruction (2009), and the ARFF/SRE Pier Evaluation (2010). The study area was evaluated for a variety of geologic hazards, but seems to be prone to only two such hazards; expansive soils, and low to moderate collapsible soils.

8. Impacts of Project on Site Geology and Geologic Hazards

Response: The Geotechnical Report (Appendix E), provides a section which discusses the potential impacts associated with the runway relocation. Most of the other improvements described in the Airport Master Plan Update and Terminal Area Plans are located in areas that are already developed and no additional impacts related to site geology are anticipated in these areas.

9. Hours of Operation

Response: The Airport is open 24 hours per day. The Air Traffic Control Tower is open from 6 a.m. to 10 p.m. The passenger terminal opens an hour before the first commercial flight departs in the morning and closes an hour after the last flight arrives in the evening.

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

10. Number of Employees

Response: The Airport conducted a survey of all employees who work on the airport property as part of the 2008 Colorado Airports Economic Impact Study. The results of the survey are provided in Exhibit 6. While this data is 10 years old, it's the most recent airport-wide information available. A summary of total employees is provided below:

Employee Count (Airport Property)

- Full-time Employees: 611
- Part-time Employees: 197
- Total Employees: 808

11. Signage Plans

The Airport Master Plan Update and Terminal Area Plans do not include any recommendations for changes or additions to existing signage at the Airport. However, when the Admin Building is completed, some additional wayfinding signage may be needed to direct people to this facility, depending on how the building is ultimately used. Signage is addressed in Ordinance No. 3679, which requires compliance with the City of Grand Junction Municipal Code.

12. Review Criteria - §21.02.190(C)(1 through 5)

The Grand Junction Regional Airport is a major civic facility and subject to review pursuant to the provisions of Section 21.02.190 of the Grand Junction Municipal Code, which specifies the review process and criteria for institutional and civic facility master plans. There are five criteria that must be considered in the review of such master plans. Conformance with these criteria is addressed in the following paragraphs.

- (a) Conformance with the Comprehensive Plan and other area, corridor or neighborhood plans.

Response: The Grand Junction Comprehensive Plan of 2009 (Comp Plan) was adopted February 2010 and is the applicable comprehensive plan for the Grand Junction Regional Airport. It's worth pointing out that the Airport Master Plan Update had already been completed when the Comp Plan was adopted. As a result, the policies in the Comp Plan contemplate expansion of airport facilities and, in one instance, even reference the Airport Master Plan Update document. The growth projections contained in the Comp Plan indicate that growth in the area has been occurring at an annual rate of approximately 2.6% over the past 36 years. The Comp Plan also states that population is expected to double by the year 2035. This growth data is generally consistent with the information used for the forecasting contained in Chapter B of both the Airport Master Plan and the Terminal Area Plans. The contemplated improvements in the Airport Master Plan and Terminal Area Plans are designed to accommodate the level of growth anticipated in the Comp Plan. The Airport is

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

located within the Urban Development Boundary (UDB), which is the area designated in the Comp Plan as intended for “urban intensity development.”

The Comp Plan breaks the City into a number of geographic areas referred to as “planning areas.” The airport is located within the Horizon Planning Area. The area to the west is referred to as the Appleton Planning Area, while the Garfield Planning Area is to the east of the Airport. The Garfield Planning Area was relatively new when the Comp Plan was prepared and has been identified for long-term development of industrial and commercial land uses, particularly along the I-70 corridor. At present, much of the Garfield Planning Area is vacant land. The Appleton Planning Area is an established and developing area, comprised predominantly of low-density residential uses.

The Future Land Use Map in the Comp Plan designates a large area that includes the Airport and some additional surrounding lands as “Airport.” This designation is identified as appropriate for Planned Airport Development (PAD) zoning. This is the district within which the Airport is located and which was created via Ordinance No. 3679.

There are several policies in the Comp Plan that provide guidance regarding recommended improvements in the Airport Master Plan Update and the Terminal Area Plan. These policies are addressed in the following paragraphs. The text in bold italics represents excerpts from the Comp Plan.

Goal 7: New development adjacent to existing development (of a different density/unit type/land use type) should transition itself by incorporating appropriate buffering.

Policy:

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

Conformance: The Grand Junction Regional Airport is located at the north edge of the City. Much of the surrounding land is owned and managed by the Bureau of Land Management (BLM). In addition, the airport property contains 2,357 acres and the runway system has been oriented to minimize over-flight of residential areas and other sensitive uses as much as possible. Even with these factors, the Airport recognizes the need to remain constantly vigilant in efforts to minimize the impacts of aircraft operations and other activities on the community. The airport property includes vacant land in the area southwest of the primary commercial runway (11/29). This land currently serves as somewhat of a buffer for residents in the Grand Vista, Garfield Estates, Summer Hill and Paradise Hills neighborhoods. The recommended runway relocation will move runway 11/29 600 feet further from these neighborhoods.

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

Policies:

A. Design streets and walkways as attractive public spaces.

Conformance: In 2007, the Airport made significant improvements to the internal street system and parking areas. The improvements contemplated in the Airport Master Plan Update and Terminal Area Plans would continue to enhance the aesthetic appeal of the Airport. The Terminal Area Plans recommend that future parking improvements be similar in character to the existing public parking lot. The potential redevelopment of the Main Terminal Building represents an exciting opportunity to update the visual and functional character of the Airport.

Shortly after the Airport Master Plan Update was completed, the GJRAA commissioned the preparation of a set of design guidelines to ensure quality development at the Airport. A copy of the Design Intent Guidelines is included as Appendix F. The Design Intent Guidelines include a list of goals to be achieved in the development of the future improvements at the Airport. The goals are listed as follows:

- *Reinforce a positive and memorable experience for visitors;*
- *Convey an image of quality development for the Airport, its passengers, visitors, tenants, and the community;*
- *Maintain a consistent campus appearance through complimentary design of site, signage, landscape, and building development;*
- *Allow and encourage development with creative and compatible design solutions;*
- *Encourage a “regional contemporary” architectural style;*
- *Provide for development and construction which allows for minimal impact to airport operations.*

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.

Conformance: The Airport is recognized as a vital component of the transportation system and a valuable asset to the City of Grand Junction and surrounding region. The improvements contemplated in the Airport Master Plan and Terminal Area Plan, as amended, will allow the Airport to continue to meet the community’s air transportation and air freight needs. The recommended improvements have been evaluated for impacts to a wide range of environmental factors and the results of this analysis are provided in Chapters E in the Airport Master Plan Update and F in the 2011 Terminal Area Plan. The changes to the improvements described in the 2017 Terminal Area Plan Amendment do not significantly alter the findings contained in Chapter F of the original Terminal Area Plan. Some of the recommended improvements, such as the runway

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

relocation, will also be subject to further environmental review in accordance with NEPA regulations.

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

Conformance: The Grand Junction Regional Airport provides national airline passenger and air freight service to the City of Grand Junction, Mesa County, and the surrounding region. The annual economic benefits of the Airport on the local and regional economy were estimated at nearly \$400,000,000 in the 2013 Colorado Airports Economic Impact Study.

(b) Conformance with the Grand Valley Circulation Plan and general transportation planning requirements.

Response: Conformance with the Grand Valley Circulation Plan (GVCP) is addressed on page A.20 and in Figure A8 in the 2011 Terminal Area Plan. The primary issue is that the GVCP shows 29 Road running through the Airport and connecting to H Road and Horizon Drive at the airport entrance roundabout. The use of airport land for non-aeronautical purposes presents some issues related to limitations associated with federal grant funds that were used to purchase the airport property. As a result, the Airport Layout Plan, which is a drawing in the Airport Master Plan Update that requires FAA approval, does not show the 29 Road alignment through the Airport. This issue was raised as part of the staff comments when the Airport Master Plan Update was originally submitted for review in 2010. Since that time, representatives of the Airport met with members of the City of Grand Junction and Mesa County staff to discuss the process for evaluating alignment alternatives for the extension of 29 Road. As a result of those meetings, Rick Doris, City of Grand Junction Development Engineer, sent a letter to Rex Tippetts, then Director of Aviation for the Airport, outlining the process for evaluating a new interchange between 29 Road and Interstate 70. The letter indicates that the H Road to 29 Road connection would be evaluated at the same time, using a similar process. At that time the Airport agreed to participate in the study for the extension of 29 Road. A copy of the 2011 letter from Mr. Dorris is included as Exhibit 7.

The City continues to work with the Airport to evaluate other alignments for the extension of 29 Road. The current thinking is to run 29 Road around the south end of the general aviation runway (Runway 4/22). The Airport continues to be willing to participate in the planning studies for the 29 Road extension. However, any alignment through Airport property will also require approval from the FAA.

(c) Adequate parking, adequate stormwater and drainage improvements, minimization of water, air or noise pollution, limited nighttime lighting and adequate screening and buffering potential.

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

Response: Responses for each of the subject areas is provided below.

Parking: Existing parking and forecast parking needs are addressed in Chapters C and D of the 2011 Terminal Area Plan. The analysis shows the need for additional parking spaces to handle the forecast increase in enplanements. The refined development concept in Chapter D includes recommendations to improve the unpaved overflow public parking lot and develop a parking structure to provide the additional parking spaces. These improvements would be phased based on need and funding availability. No changes to the forecast parking need or the recommendations to improve the unpaved overflow parking lot or develop a parking structure were identified in the 2017 Terminal Area Plan Amendment.

Stormwater and drainage improvements: The Airport Master Plan Update includes a Master Drainage Report that was prepared in May 2009 (see Airport Master Plan Appendix). This report was updated in 2012. A copy of the revised report is included as Appendix G. In addition to providing more current and detailed drainage design than the 2009 report, the revised drainage report addresses several questions that were raised by the City staff during the original review of the Airport Master Plan Update. Also included with this application is the Conceptual Drainage Report for the Runway 11/29 Relocation Program (Appendix H). This report focuses more on the drainage design for the runway relocation project while the Master Drainage Report addresses hydrology and drainage for the ultimate build-out of the Airport.

Minimization of water, air or noise pollution: These and other environmental issues are addressed in Chapter E of the Airport Master Plan Update and Chapter F of the 2011 Terminal Area Plan.

Lighting, screening and buffering: Light emissions and visual impacts are addressed in Chapter E of the Airport Master Plan Update and Chapter F of the 2011 Terminal Area Plan.

(d) Adequacy of public facilities and services.

Response: Adequacy of existing utilities is addressed in the Master Utility Report which is included in the appendix of the Airport Master Plan Update document. Other community services such as police and firefighting are not directly addressed in the Airport Master Plan since the Airport Master Plan is only intended to reserve space at the Airport for needed facilities. With respect to fire, the Airport is equipped to handle the firefighting needs within the airport property. Emergency medical service needs are handled by outside providers. The need for these services is infrequent and is not expected to increase significantly if the proposed improvements are constructed over the 20-year planning period. Similarly, the Airport provides its own security services for both the airside and landside facilities.

Should the commercial buildings in the area surrounding the public parking lot be developed (see Chapter E of the Terminal Area Plan), they would be subject to further land

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

use review under the applicable provisions of the Grand Junction Municipal Code. Issues related to the adequacy of public facilities and services would be addressed at that time.

(e) Community benefits from the proposal.

Response: This criterion is addressed in the Public Benefit section of this report.

E | Development Schedule and Phasing

A preliminary development program and phasing schedule have been provided in both the Airport Master Plan Update and the Terminal Area Plan. Chapter G in the Airport Master Plan Update contains the development program with a project list that includes estimated costs. These costs are intended for planning purposes. This list is broken into short-term (0 to 5 years) and long-term (6 to 20 years) categories. Chapter H of the Airport Master Plan Update also provides a Financial Implementation Plan.

The Terminal Area Plan also contains an implementation plan with cost estimates and a phasing schedule for the terminal area improvements (see Chapter H). The potential improvements necessary to accommodate the future terminal area needs of Grand Junction Regional Airport have been placed into four phases. These four phases are shown on Figure E1 in Chapter E of the Airport Terminal Area Plan. The phasing schedule and financial implementation plan for the recommended terminal area improvements were revised in the 2017 Terminal Area Plan Amendment and are contained in Sections C and D of Appendix C.

F | Relationship to City Planning Process

Development at the Grand Junction Regional Airport is primarily governed by Ordinance No. 3679, which includes a map dividing the Airport into three zones; 1) Aeronautical, 2) Aeronautical/Commercial, and 3) Non-aeronautical. These zones are depicted on a map attached to the ordinance, which is included as Exhibit 1 to this application. Development within Zones 1 and 2 is governed by the standards in Ordinance No. 3679. It's the Airport's understanding that compliance with these standards would be addressed during the building permit process or other required permits for projects not involving structures, for each project and that no further planning reviews would be required. However, development within Zone 3 is subject to all requirements of the City's C-1 (Light Commercial) zone district and would be subject to the applicable review process in the Grand Junction Municipal Code. According to Ordinance No. 3679, all development in Zone 3 would require review and approval by the Planning Commission prior to the building permit review process. All of the improvements recommended in the Airport Master Plan Update are located in Zones 1 and 2. The only development discussed in the Terminal Area Plan that would be located within Zone 3 is the potential commercial and commercial/industrial buildings shown surrounding the public parking lot in Figure E3 of the 2011 Terminal Area Plan.

Grand Junction Regional Airport | Master Plan Update

Institutional and Civic Facility Master Plan Review Application

As mentioned previously, the Airport is proposing to expand Zone 3 to incorporate the Admin Building and the surrounding land planned for parking and vehicular circulation. More information related to this proposal can be found in the Project Description section of this application. The Airport understands that any redevelopment of the Admin Building would be subject to the requirements of the C-1 zone district and would require review and approval by the Grand Junction Planning Commission.

APPENDIX C

2017 Terminal Area Plan Amendment

Grand Junction Regional Airport | Master Plan Update
Institutional and Civic Facility Master Plan Review Application



TERMINAL AREA PLAN AMENDMENT



Mead
& Hunt



TERMINAL AREA PLAN AMENDMENT

October 2017



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Contents

<i>Contents</i>	<i>iii</i>
<i>Tables</i>	<i>iv</i>
<i>Illustrations</i>	<i>iv</i>

Section A

INTRODUCTION AND BACKGROUND

2011 Terminal Area Plan Summary	2
2012 Architectural Terminal Design	5
Introduction and Background Summary	5

Section B

INVENTORY, FORECASTS AND FACILITY REQUIREMENTS

Grand Junction Airport Authority Board	11
Air Service	11
Terminal Area Facilities Inventory	11
Evaluation of Terminal Building Conditions – Functional Issues	15
Passenger Wayfinding and Signage	15
Ground Transportation	19
Summary of Aviation Activity Forecasts	23
Summary of Facility Requirements	24
Terminal Building Requirements Summary	32

Section C

EXISTING TERMINAL BUILDING ASSESSMENT AND OTHER CONSIDERATIONS

Terminal Survival Recommendations	33
Other Terminal Building Planning Considerations	34
Conceptual Development Plan Summary	43

Section D

IMPLEMENTATION PLAN

Implementation Schedule and Project List	45
Cost Estimates	45
Financial Implementation Analysis	47

Tables

Table 1	PLANNING ACTIVITY LEVELS (PALs)	24
Table 2	PROJECTED GATE DEMAND – SUMMARY	25
Table 3	AIRPORT TERMINAL FACILITIES PLANNING CRITERIA	28
Table 4	TOTAL GROSS TERMINAL REQUIREMENTS	32
Table 5	DEVELOPMENT PROGRAM PROJECT COSTS	46
Table 6	ESTIMATED TERMINAL RELATED PROJECTS DEVELOPMENT COSTS	52
Table 7	SUMMARY OF 2017 BASE YEAR AND TOTAL ESCALATED COSTS	53
Table 8	SUMMARY OF SOURCES AND USES OF CAPITAL FUNDING	54

Illustrations

Figure 1	2011 CONCEPTUAL DEVELOPMENT PLAN	6
Figure 2	2012 ARCHITECTURAL RENDERING	7
Figure 3	AIRPORT LOCATION MAP	9
Figure 4	AIRPORT VICINITY MAP	10
Figure 5	EXISTING TERMINAL AREA FACILITIES	14
Figure 6	TERMINAL LEVEL 1	20
Figure 7	TERMINAL LEVEL 2	21
Figure 8	TERMINAL LEVEL 3	22
Figure 9	DEPARTURES CONCOURSE OCCUPANCY	36
Figure 10	DEPARTURES CONCOURSE CAPACITY	38
Figure 11	GATE #1 BOARDING BRIDGE CONCEPT	40
Figure 12	SSCP RECONFIGURATION CONCEPT	42
Figure 13	REVISED CONCEPTUAL DEVELOPMENT PLAN	44

A. Introduction and Background

The Grand Junction Regional Airport (the Airport or GJT) has completed a number of planning studies in recent years including an Airport Master Plan in 2008 and a Terminal Area Plan in 2011. The 2008 Master Plan recommended a replacement of the primary runway (a \$100 Million plus program) and consideration of a replacement passenger terminal building. A phasing plan for the replacement of the terminal building was then developed in the 2011 Terminal Area Plan. However, due to a number of changed conditions since 2011, further planning is required to address the lack of an identified improvement program for the existing terminal building. Because the 2011 Terminal Area Plan recommended replacing the terminal, routine and necessary maintenance and improvements to the existing building have been deferred in the years since. Given the current fiscal realities at the Airport associated with the replacement runway program and in the wake of a 2013 FBI investigation, it is likely that the existing terminal will need to be utilized for a longer period of time than was envisioned in the 2011 planning process.

This amendment to the 2011 plan also recognizes that these evolving issues and considerations are significant and cannot be addressed without a comprehensive examination of the Airport's long-term Capital Improvement Program (CIP). It should be noted that this study recognizes the other recently completed studies for the Airport. To the extent possible, the resources provided by those studies were utilized to minimize the work effort associated with this plan amendment.

The Airport has a number of other projects in-progress or scheduled in the near future, those include: 1) a fog seal and remark of the primary runway, 2) rehabilitation of Taxiway A connectors, 3) lighting and windsock relocation, 4) the land transfer with BLM for the replacement runway, 5) the engineering design of the replacement runway project, and 6) air carrier apron design modifications and reconstruction. Due to the strong interrelationship between projects, this study was developed in coordination with the Airport's engineering consultants and Airport Management.

2011 Terminal Area Plan Summary

The development of a Terminal Area Plan for GJT began after completion of the 2008 Airport Master Plan which recommended a replacement terminal program. The plan was initiated with an assessment of the existing facility from a building systems standpoint including analysis of the mechanical, electrical, plumbing, fire alarm, fire protection, structural and roof conditions. The building was also reviewed for current code compliance and the relative “health” of the building’s various systems was evaluated. The assessment also provided an understanding of likely future capital expenditures related to these systems and was conducted by a Colorado building engineering firm (BCER Engineering). The assessment is often referred to as the BCER report.

BCER General Observations

The following common observations were generally true for all disciplines involved.

- With only a few exceptions, the facility appeared well maintained and staff was knowledgeable of the equipment and operating requirements.
- The facility, as well as most of its physical infrastructure, is dated and in some cases deficient with regard to code compliance and is generally lacking in what would be considered “desirable” public amenities and features.
- The building has life safety and fire protection deficiencies that require additional study and possible engineering analysis for compliance with the adopted building and fire codes. The most significant issues are related to the egress, occupancy separation of the different occupancies, fire alarm system and the non-code complying atrium.

BCER Recommendations

The BCER report included a number of recommendations related to life safety/fire protection, mechanical, electrical, structural, and roof improvements. Overall the report identified an estimated construction and engineering cost (in 2010 dollars) of \$1.2 Million to correct code and standards compliance items and approximately \$5 Million in general upgrade or repairs of the existing facility to allow for continued operation of the terminal.

2011 Conceptual Development Plan (CDP)

It was decided early in the planning process for the 2011 Terminal Area Plan that investing significant dollars in a building that was scheduled to be replaced did not make sense. Consequently, the focus of the planning from that point forward was on projecting future demand and making recommendations for a replacement terminal facility that could accommodate future demand. The planning process identified some preliminary replacement terminal concepts and ultimately refined those concepts into a preferred concept referred to as the Conceptual Development Plan (CDP) for the passenger terminal.

The CDP locates the replacement terminal on the east side of the existing terminal with the intention of the full phased build-out to be centrally located to the existing terminal support facilities. Terminal support facilities include the vehicle access loop road, the vehicle and aircraft parking areas, the rental car facilities, the aircraft fueling and deicing facilities, etc. The next step was development of a phasing plan that would allow the final terminal footprint to overlap the existing terminal while maintaining full airport and terminal operations during each phase of construction. The CDP's planned concourse would house six holdrooms with contact gates and loading bridges. The additional remain-over-night (RON) positions would also be in a linear configuration east and west of the concourse accessed by 10-foot wide covered walkways. These can be converted to contact gates as needed and additional RONS added. The proposed concourse was sited at an elevation similar to the existing upper concourse.

A second level connector bridge ties the terminal with the concourse. The connector would house concessions/restroom/support facility node on the concourse level. A portion of the connector bridge would contain a lower level at the terminal elevation. The ground level would house terminal support functions and a public side loading dock accessed from the west. The Ground Service Equipment (GSE) vehicle ramps will be reconstructed to access both the east and west ends of the proposed concourse and will pass under the connector bridge. The construction phasing plan was designed to minimize disruption to airport operations during construction. A detailed description of the phasing plan follows. It was also anticipated that the construction of an airport administration building would be Phase I of the terminal area redevelopment with Phase II being the first phase of the construction of the replacement terminal building.

Landside

- **Phase I.** Construct the airport administration building and associated vehicle access, parking and landscaping improvements.
- **Phase II.** Construct the check-in lobby, airlines operations/offices/bag make-up, vertical core, and connector. The existing terminal would remain in operation during construction. Airline vehicle access to aircraft continues via existing west ramp.

Open phase II building for departing passenger functions. Continue to use existing bag claims.

- **Phase III.** Demolish the single story airline operations portion of the existing terminal. Construct first replacement bag claim unit and partial RAC counters. This would require some sharing of RAC counters on temporary basis.

Open replacement bag claim unit #1. All terminal functions are now in the replacement building.

- **Phase IV.** Demolish remainder of existing terminal. Construct second bag claim and finish out the replacement landside building.
- **Post-Planning.** Longer term expansion of the check-in lobby for Planning Activity Level would occur as needed on the east side of the terminal. Additional bag claims beyond the forecast period can occur as needed on the west side of the terminal.

Airside

- **Phase I.** Construct vehicle parking for the proposed airport administration building (near the existing air cargo staging area).
- **Phase II.** Construct the eastern four gates of the replacement concourse, and a temporary connection to the existing terminal through Gate #6. Gate #4 would continue to be used during construction.

Open new gates. These would be accessed from the replacement terminal for departures but use existing bag claim units via the temporary connection to Gate #6.

- **Phase III.** Use four replacement gates and continue to use existing Gates #1-3 until replacement bag claim unit is completed (Phase 2 landside). Close Gate #4, and extend concourse to the west.

Open fifth gate.

- **Phase IV.** Continue replacement linear concourse to the west. There is an option of either replacing existing holdroom (Gates #2-4), or continuing to use this space and connecting to the replacement concourse. A replacement concourse is shown on the CDP.
- **Post Planning.** Concourse expansions east and west could be constructed as needed.

The CDP is depicted in the following illustration, entitled *2011 CONCEPTUAL DEVELOPMENT PLAN*.

2012 Architectural Terminal Design

Subsequent to the completion of the 2011 Terminal Area Plan for the Airport, a preliminary architectural design and associated renderings were completed for the replacement terminal facilities. An illustration of this architectural rendering is shown in the following figure entitled *2012 ARCHITECTURAL RENDERING*.

Terminal Expansion Phase I Project

As discussed previously, an administration building that would also serve some terminal building functions was envisioned as the first phase of the terminal program. Construction of this building commenced in 2013 and was later halted in May of 2014 due to concerns related to the financing of the building. This first phase of terminal expansion is also illustrated on both CDP and the architectural renderings.

Introduction and Background Summary

As the Airport is now in the design phase of the replacement runway program, and given the financial challenges associated with funding the runway program, combined with the financial challenges associated with the terminal, it has been determined that the Airport will not be able to restart the replacement terminal program for a period of at least 10 to 15 years. Consequently, the focus of this Terminal Area Plan Amendment is on making the existing terminal safe, efficient and as functional as possible for the next few years while minimizing investment into the building where at all possible.

The following sections of this report include a summary of the 2011 inventory, forecasts and facility requirements, a reassessment of the terminal building and its associated systems, analysis of other terminal building considerations and a capital improvement project list with a new interim phase for the terminal building. The ultimate goal of the amendment is to define this interim phase or steps which can to be taken to keep the existing terminal building operational until the construction of the replacement terminal becomes financially feasible.

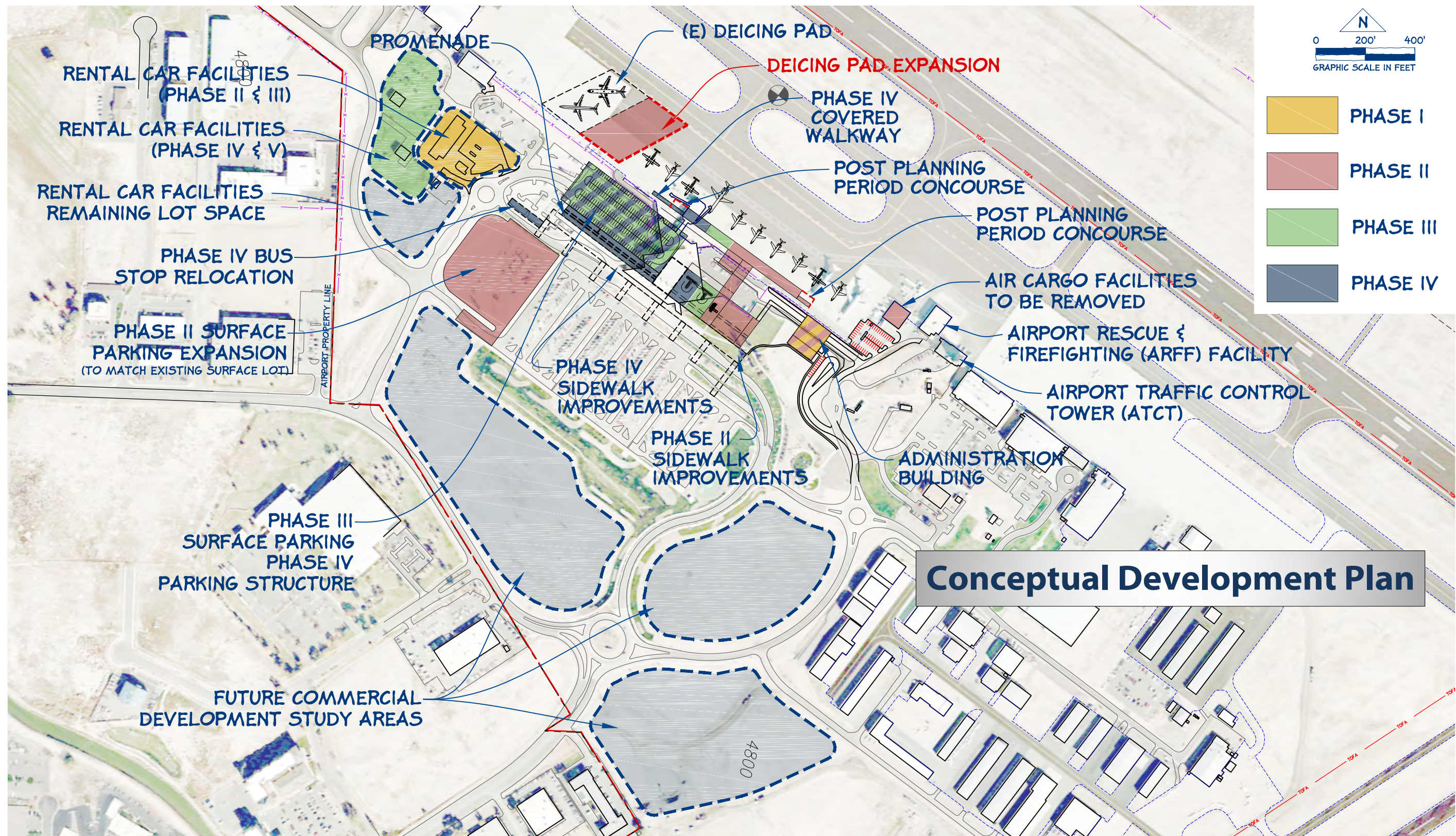


Figure 1 **2011 Conceptual Development Plan**



Figure 2 2012 Architectural Rendering

B. Inventory, Forecasts and Facility Requirements

The City of Grand Junction, with a picturesque backdrop of mountains and monuments in Western Colorado, offers year-round amenities to both visitors and local residents. Grand Junction Regional Airport (GJT or the Airport) is located approximately 3.5 miles northeast of downtown. The Airport provides a safe operating environment for all classes of aircraft, including small general aviation aircraft, corporate business jets, and commercial service passenger aircraft. The Airport's location is illustrated in the figures entitled *AIRPORT LOCATION MAP* and *AIRPORT VICINITY MAP*.

The Airport, along with the aviation-related businesses and facilities, represents a vital and significant regional economic asset. In addition to the many aviation-related assets, the Airport also provides benefits to local businesses and industries, promotes tourism, as well as encourages additional business development and expansion throughout Mesa County, the surrounding communities, and adjacent counties. The 2013 Colorado Airports Economic Impact Study quantified the total impact of the Grand Junction Regional Airport at 2,871 jobs with a total payroll of \$130.8 million and a total economic output of \$380 million.

Following a period of rapid enplanement growth from 2006 to 2011, the Grand Junction Regional Airport completed a Terminal Area Plan which recommended replacing the terminal in phases in order to accommodate future growth. Due partly to the fact that this plan was in place, and also due to the financial issues the Airport has had to face, terminal maintenance and improvements have been deferred in the years since. This document is intended serve as an amendment to the 2011 Terminal Area Plan and will reconsider short-term improvements for the terminal with the goal being to bridge the gap from the present to the point at which the replacement terminal is more financially feasible. It is important to note that this is not an entirely new plan, but instead, an amendment of the 2011 Terminal Area Plan designed to create an interim phase prior to the full replacement terminal. This initial *Inventory, Forecasts and Facility Requirements* chapter reviews the information provided in the initial three chapters of the 2011 plan and updates the information as necessary.

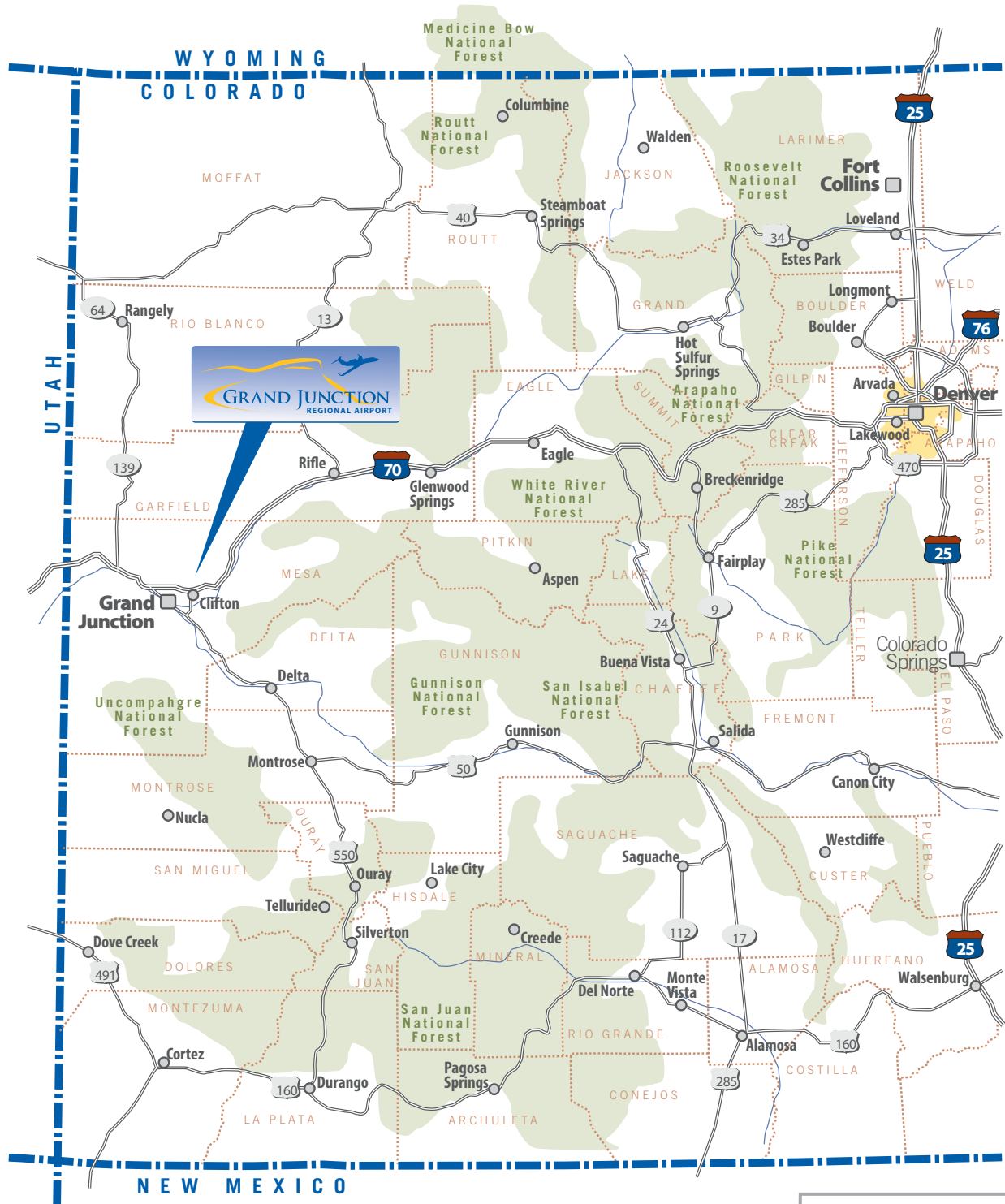


Figure 3 Airport Location Map

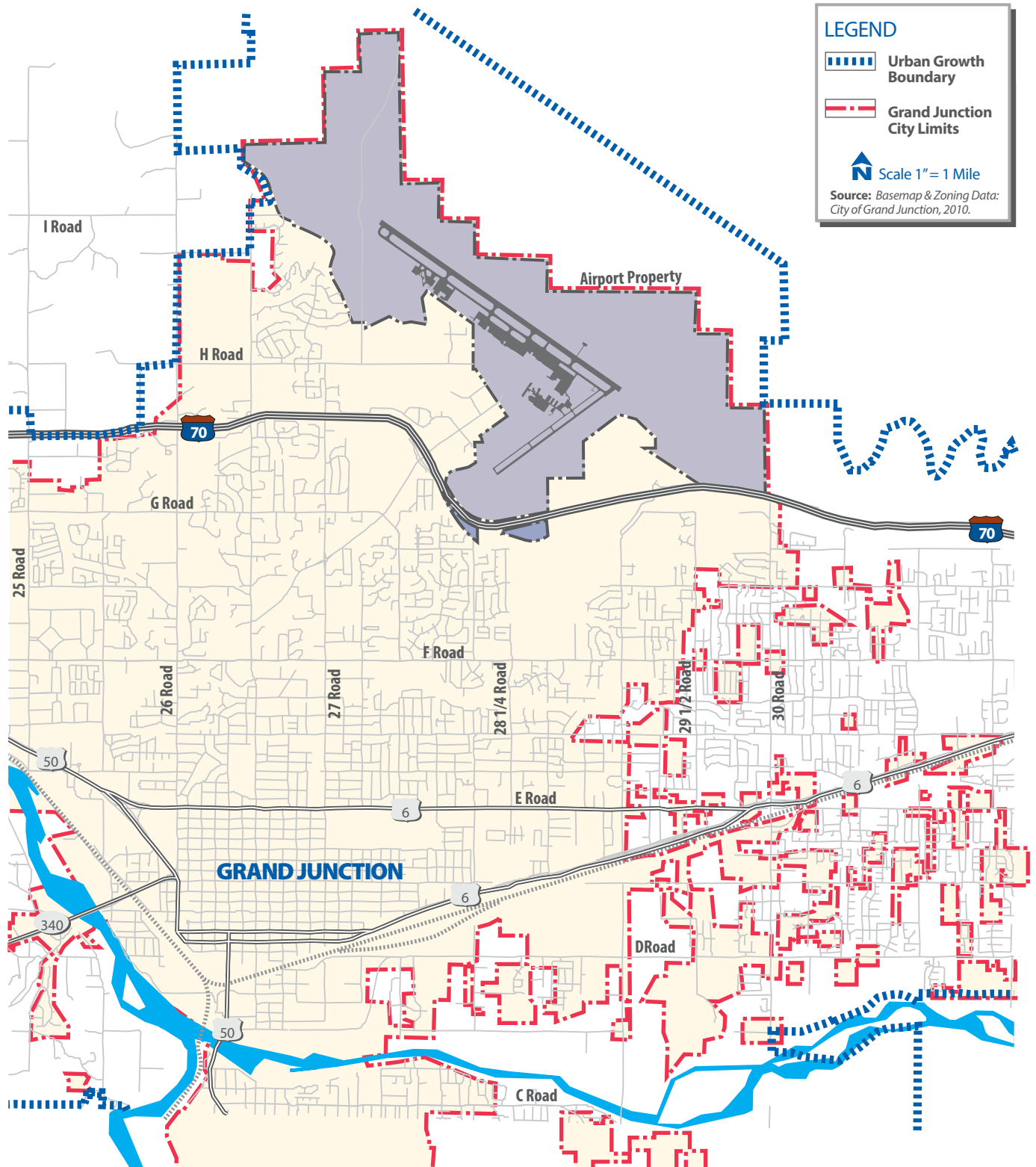


Figure 4 Airport Vicinity Map

Grand Junction Airport Authority Board

Grand Junction Regional Airport is owned and operated by the Grand Junction Airport Authority Board. The Board is comprised of seven appointed members; three from Mesa County, three from the City of Grand Junction, and one at-large member. The majority of the land owned by the Grand Junction Regional Airport Authority was purchased/deeded from the City of Grand Junction and Mesa County. The Airport Manager is responsible for the day-to-day operation of the Airport and reports to the Board.

Air Service

Currently, the Airport is served by four airlines providing 14-15 daily scheduled non-stop departures on a yearly basis, which includes: United Express/Skywest with daily service to Denver; Delta Connection/Skywest with daily service to Salt Lake City; American Eagle/American Airlines with daily service to Phoenix and Dallas/Ft. Worth; and Allegiant Air with less than daily service to Las Vegas. American is also planning to initiate direct Los Angeles service in the summer of 2017.

Air Taxi/charter air service is also available at Grand Junction Regional Airport by Denver Air Connection. Denver Air Connection provides service out of the main passenger terminal to Centennial Airport and Rocky Mountain Metropolitan Airport, both located in Denver.

Terminal Area Facilities Inventory

Facilities information for elements of the terminal area was gathered from the 2011 *Terminal Area Plan*, as well as on-site observations and surveys in January 2016. These elements include the physical layout of buildings, runways, taxiways, aprons, and ground access facilities. Later sections of this chapter provide detailed discussions on the functionality of the terminal building and support facilities.

Aprons

The commercial service aircraft parking apron at GJT is located adjacent to the passenger terminal building, south of Runway 11/29. The primary general aviation apron is located east of the commercial service apron adjacent to the various FBO owned facilities. The west half of the general aviation apron is primarily reserved for larger corporate jet and turboprop aircraft parking and rotorcraft parking. The east half of the general aviation apron contain aircraft tie-downs for smaller aircraft. A portion of the commercial service and cargo aprons were recently reconstructed and the commercial service apron was extended to the northeast to improve airline circulation and access to the terminal parking areas and gates.

Passenger Terminal Building

The passenger terminal building at Grand Junction Regional Airport was opened in 1982 and originally consisted of approximately 70,000 square feet of space. The terminal is located on

the south side of Runway 11/29 at approximately the midpoint of the runway. The three-level facility consists of airline ticketing counters, a baggage claim/handling area, passenger-waiting areas, rental car counters, a restaurant, a gift shop, airline and Transportation Security Administration (TSA) administrative offices, and Airport Authority offices. Arriving and departing passengers enter and exit the terminal building on the ground level and airline ticket counters, rental car counters and baggage claim are also located on the ground level. The second level consists of security screening, passenger waiting areas and boarding gates and the restaurant and gift shop. The third level consists primarily of TSA offices and Airport Authority offices are currently located in one of the Airline Ticket Offices (ATOs). A detailed evaluation of the passenger terminal building and support facility functionality is discussed later.

Automobile Parking

There is an automobile parking facility located south of the terminal and support equipment parking located east of the terminal. Three rental car facilities are located southwest of the terminal building and rental car ready car and return (R/R) lot parking lot is located directly west of the passenger terminal. The automobile parking area was reconstructed and expanded in 2007. The redesigned parking area provides for 552 standard parking spaces, 30 handicap parking spaces, 12 motorcycle parking spaces and 38 recreational vehicle spaces. The parking areas are accessed by a dual entrance road system from the northbound section of Walker Field Drive. The exit from the parking area connects with the Falcon Way.

Other Buildings

Airport Administration Building. In 2013, the Airport initiated construction of an Airport Administration Building. The original designed called for a three story, 25,000 square foot building with function including administrative space for airport staff, administrative space for TSA, airport operations and firefighting as well as some baggage screening functions. Construction was halted on the building in May of 2014 at an approximately completion percentage of 51 percent. The building is located immediately east of the terminal.

West Star Aviation Facilities. West Star Aviation is the fixed base operator (FBO) located on airport property. The FBO facilities consist of several large aircraft storage and maintenance hangars. The FBO also maintains 74 aircraft tie-down spaces on the apron.

Hangar Facilities. The general aviation aircraft storage hangar area at the Airport is located south and east of the FBO facilities. There are three privately owned T-hangar facilities located southeast of the FBO facilities containing 38 aircraft parking spaces. In general, the hangar area has good landside access via Aviators Way and Navigators Way which extend east off of Eagle Drive.

Aircraft Rescue and Fire Fighting (ARFF) Facility. The ARFF facility is located east of the terminal building, directly west of the Airport Traffic Control Tower. Per 14 CFR Part 139, *Certification of Airports*, the Airport currently maintains an Index B ARFF capability, which

is required by airports that accommodate five daily departures by commercial-use aircraft less than 126 feet in length (e.g., CRJ-700, B-737-700).

Airport Traffic Control Tower (ATCT). The ATCT at the Airport is located immediately east of the ARFF/SRE facility south of Taxiway A between connector taxiways A5 and A6. Access to the ATCT is controlled through a security gate with prior telephone clearance.

National Weather Service. A National Weather Service weather station is located south of the ATCT and provides weather information for the area.

Additional Buildings. Additional buildings located within the Terminal Area include the privately owned FedEx hangar which is located west of the ARFF building, and the privately owned Sky Adventures Building and Hangar located west of the passenger terminal building at the west end of the commercial service aircraft parking apron.

Most of these facilities are shown on the following figure, entitled *EXISTING TERMINAL AREA FACILITIES*.




 Scale 1" = 1,200 Feet
 Source: Google Earth Imagery, 2016.

Figure 5 Existing Terminal Area Facilities

Evaluation of Existing Terminal Building Conditions – Functional Issues

In November of 2010, the consultant team for the Terminal Area Plan met with airport management and the TSA to discuss the functioning of the terminal, the utilization of their individual space, and what works and does not work within the terminal building. The consultant team for this Terminal Area Plan Amendment again met with airport staff in January 2016 to discuss the terminal and reassess what works and what does not work. Members of the consultant team also examined the building systems including structure, heating, ventilation and cooling, mechanical and electrical in order to update the 2011 terminal assessment.

The passenger terminal building at the Airport was originally constructed in 1982. The structure is on three levels. The first (ground floor) contains passenger check-in and baggage claim; airline operations and baggage make-up; and rental car counters. Baggage make-up is defined as airline areas for loading checked baggage. The second floor includes non-secure passenger waiting areas, the SSCP; holdrooms for two of the walk-out gates; concessions; and TSA offices. The third floor is used for regional TSA offices.

In 2004 a holdroom expansion (upper holdroom) was added, which is connected to the second floor of the terminal, but due to the ground elevation change across the terminal site, it is a single level building slightly above apron level. The addition includes two loading bridge equipped gates, holdrooms and restrooms. There are also two other “gates” accessible from the holdroom but are simply exit doors to the apron. With the addition, the gross area of the terminal is approximately 77,500 sf.

The following summarizes the results of these meetings and observations.

Passenger Wayfinding and Signage

The terminal has a relatively simple, open plan and wayfinding should be simple. However, as the airlines and rental car companies noted, there are no signs in the main entrance/check-in lobby to direct people up the stairs or escalator to the second floor and gate holdrooms. Although the lobby has a high, open atrium, the SSCP is not visible from the ground floor and additional signage would be helpful. Similarly, although there is a meet/greeter waiting area at the SSCP exit, there are no signs to direct them to the second floor.

For arriving passengers, there are signs after the SSCP exit toward the escalator to the ground floor for baggage claim and ground transportation. However, it was noted that many passengers are not immediately aware of where baggage claim is located when they get to the ground floor since the claim area is slightly behind them when they disembark from the escalator.

Because departing passengers tend to enter the terminal through the vestibules at the end of the check-in counters, the airline identification signage on the back walls is not readily

identifiable. This is not a major wayfinding issue due to the size of the terminal and relatively good visual access to ticketing, but should be considered as a possible improvement in the future.

The escalators are old and parts have become difficult to obtain. Although the adjacent stairs are wide and very visible, the floor to floor height of the terminal discourages use by passengers, especially with carry-on bags. The main elevator is small and slow, so is not a viable alternative for most passengers. A second elevator in the northwest corner of the terminal is not visible to passengers. It is used primarily for deliveries.

Passenger Check-in

All of the check-in counters (ATO counters) are located in a single row. The passenger circulation and queuing area has been reduced in depth from 38' in the original terminal design to 27' (as measured from the face of the ATO counter to the escalator). This was done to accommodate placing the checked baggage screening equipment behind the ATO counters. The reduced depth affects half of the ATO counters: Denver Air Connection, Delta and United. The passenger queue is approximately 19' deep with approximately 8' for cross-circulation. Although these depths are less than what would be recommended, the passenger volumes for these carriers and the configuration of the passenger queues appear to work. In front of the other ATO counters (Allegiant, American, and the ATO area #1) the 27' depth can be used for passenger queuing without conflict with a 20' deep circulation and seating area.

The number of self-service check-in units (kiosks) is limited at present. Only Delta (4 units) and American (1 unit) have kiosks. These are located in the check-in queue adjacent to the ATO counters from which the power and communications is supplied. The trend in the industry is to have more self-service kiosks, even at smaller airports such as GJT, but the implementation of kiosks at a specific airport by each airline is highly variable, as is the primary customer. At present, Delta directs all passengers, including those with checked bags, to the kiosks, whereas American uses its kiosk primarily for boarding passes. It was the consensus of the airlines that with the high percentage of passengers traveling without checked bags, adding kiosks away from the check-in queues would improve service and reduce congestion near the ATO counters. This would require new power and communications access at non-ATO counter locations in the terminal.

As noted, in order to meet TSA requirements for checked baggage screening, the airport authority has moved the ATO counters to allow reconfiguration of the baggage belts and provide space for a CT-80 EDS (explosive detection system) unit for each of the four make-up areas. These are considered to be 'mini-inline' systems because cleared bags go directly to the make-up conveyor. The location of the CT-80s minimizes the disruption to the make-up rooms and removed the units from the passenger queue. However, the related equipment

(inspection tables and explosives trace detection units) and the manual movement of bags from each ATO position to the CT-80 feed conveyor can cause congestion behind the ATO counters. The position of the ATO counters and kiosks relative to the clerestory windows results in glare problems at most of the counter positions at various times of the day, especially in the winter when sun angles are low. The glare problem from the front window wall is most severe at the first ATO counter.

Baggage Claim

Each of the two baggage claim units has 80 linear feet of claim frontage. This size is adequate for the 50-75 seat regional jets which are used by the majority of airlines at GJT. Under most circumstances, these would be too small for 150-seat narrow-body aircraft such as that operated by Allegiant. It was reported that even with Allegiant's high load factors, the claim units are of an acceptable size since the percentage of passengers with checked bags is relatively low. The oversized baggage slide is also of adequate size for skis and other large checked items.

The input side of the claim units, however, does not function well. One of the claim units has limited weather protection (only the actual belt is covered), with poor lighting and ramp apron drainage problems. This leads to icing conditions in winter where the airline personnel unload the bag carts. The second claim unit is under cover from the second floor of the terminal, but also has poor lighting. The addition of wind barriers to both claim units has limited the unload frontage to that of a single bag cart at each. When multiple arrivals occur, only one flight can unload at each claim and baggage delivery has been delayed.

The roll-up door on the oversized baggage slide is manually operated and subject to jams. The locking mechanism is poorly designed.

Passenger Security Screening

The screening checkpoint (SSCP) is located on the second floor. One lane is in operation most of the day with the second lane opened during high volume periods. At 28' wide, the two lane SSCP is narrower than a typical configuration for its equipment, newer, wider baggage X-ray equipment and an advanced imaging technology (AIT) scanner will likely add to congestion within the SSCP. Expansion of the SSCP footprint is limited by the food/beverage kitchen and the exit corridor from the gates.

Passenger Gates and Holdrooms

There are two gate areas: the original terminal's gates (now numbered #1 and #6); and the expansion upper holdroom's four gates (#2 - 5). Gates #3 and 4 have loading bridges, each of which has a carry-on bag cart lift so that passengers can drop off and retrieve carry-on bags from within the loading bridge. This also avoids the time and labor of manually taking

bags to and from the ramp. Both loading bridge gates are common-use on a first come-first serve basis. If the gate is occupied, other aircraft will park at hardstand positions. However, from a practical standpoint, Gate #2/3 is used by Allegiant and American. Gate #4/5 is used for Delta flights, with United as the secondary user. This is primarily due to the location of each airline's gate equipment in the holdrooms and GSE equipment on the ramp a secondary consideration. United also uses Gate #6 for ground boarding flights. Gate #1 is seldom used for scheduled flights. The airlines and the Airport would prefer to have loading bridges for all gates for passenger level of service, safety and security.

The holdrooms for all the gates have large, comfortable soft seating units which present a good image in contrast to typical holdrooms with long rows of bench seating. The triangular configurations of the lower concourse holdrooms and the relatively shallow depth (<20') of the upper concourse holdrooms limit the flexibility to provide different seating layouts or higher seating densities.

Concessions

As of 2016, there are two main concession locations in the terminal: a new restaurant and a new news/gift shop, both located after security. The restaurant recently obtained a liquor license and constructed a bar at the end of the upper concourse. This is a nice amenity for passengers but further reduces necessary holdroom space. Concession support space is also limited. There is no remote storage for the news/gift shop. The food and beverage support is primarily the adjacent kitchen and prep areas.

The terminal has a small loading dock and receiving area which is accessed through the rental car ready/return lot. However, there are no adjacent storage areas for any of the concessions. All concessions supply and waste removal must go through public areas.

Airline Operations and Baggage Handling

The terminal is configured with four individual operational/baggage make-up modules, each associated with a bank of six ATO counter positions; referred to as ATOs #1 through #4. At the time of the revised 2016 inventory, the usage of the four modules was as follows:

- **ATO #1.** Airport Administration. The Airport renovated this space in 2015 for airport staff use. The space was formerly occupied by US Airways.
- **ATO #2.** American (AA). AA currently occupies this space.
- **ATO #3.** Skywest. Skywest operates flights for both Delta (DL) and United (UA).

- **ATO #4.** Denver Air Connection and Allegiant (G4). Denver Air Connection and Allegiant currently share this space.

Each of the ATO modules has a single baggage make-up belt which can typically stage two bag carts parallel to the belt. In most cases the configuration of the operations/office spaces allows for a second row of bag carts to be staged if necessary. The baggage make-up areas have dual roll-up doors which allow both rows of carts to be pulled straight out by tugs, but empty carts typically have to be positioned by hand. Most of the airlines also use the make-up area for GSE storage at night. Each of the ATO modules has a different office layout for ATO support, operations and break areas. The presence of personnel lockers and other types of storage in the baggage make-up area indicates that operations areas may be undersized for current airline operations. The area outside the ATO modules is used for GSE parking and occasionally overflow baggage make-up. This area is not under cover. Lighting is poor both adjacent to the operations area and in the other GSE parking areas away from the building. There are no electric power outlets for engine block heaters or future electric GSE vehicles. The total amount of GSE parking was considered undersized by most of the airlines.

Ground Transportation

There are six rental car companies operating on airport. Enterprise and Hertz have individual counters. Avis/Budget and Alamo/National share counters and offices due to common corporate ownership. The companies report that the counters are adequately sized for their level of activity, but the offices may be oversized. The location of the counters is visible to passengers from the bottom of the escalator and passenger queuing appears to be adequate without interfering with terminal circulation. The rental car ready and return lot is conveniently located adjacent to the terminal and separate from the public parking area. A detailed layout of the terminal building floor plans, with notes related to functionality, are presented in the following illustrations, *TERMINAL LEVEL 1*, *TERMINAL LEVEL 2* and *TERMINAL LEVEL 3*.

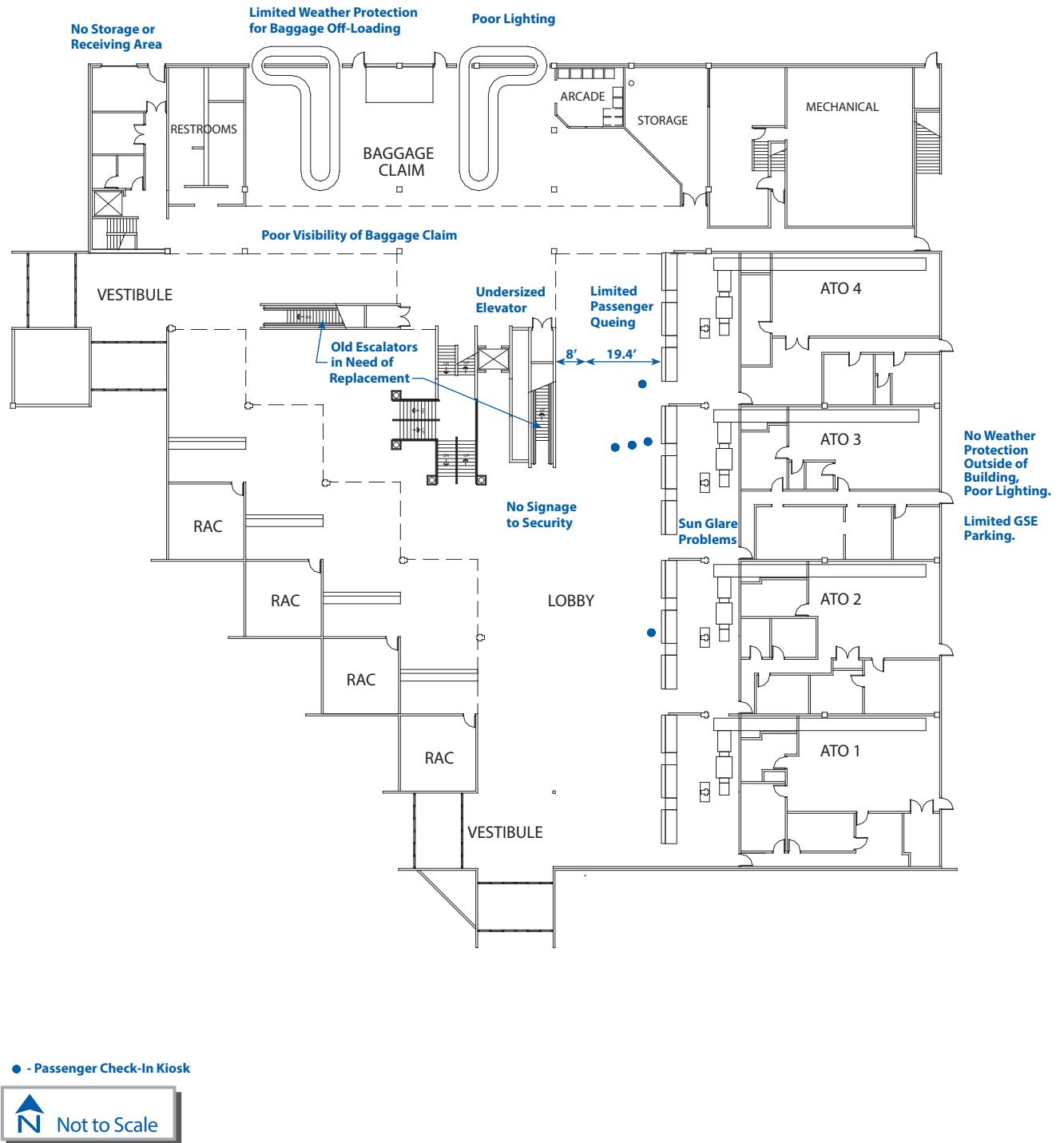


Figure 6 Terminal Level 1

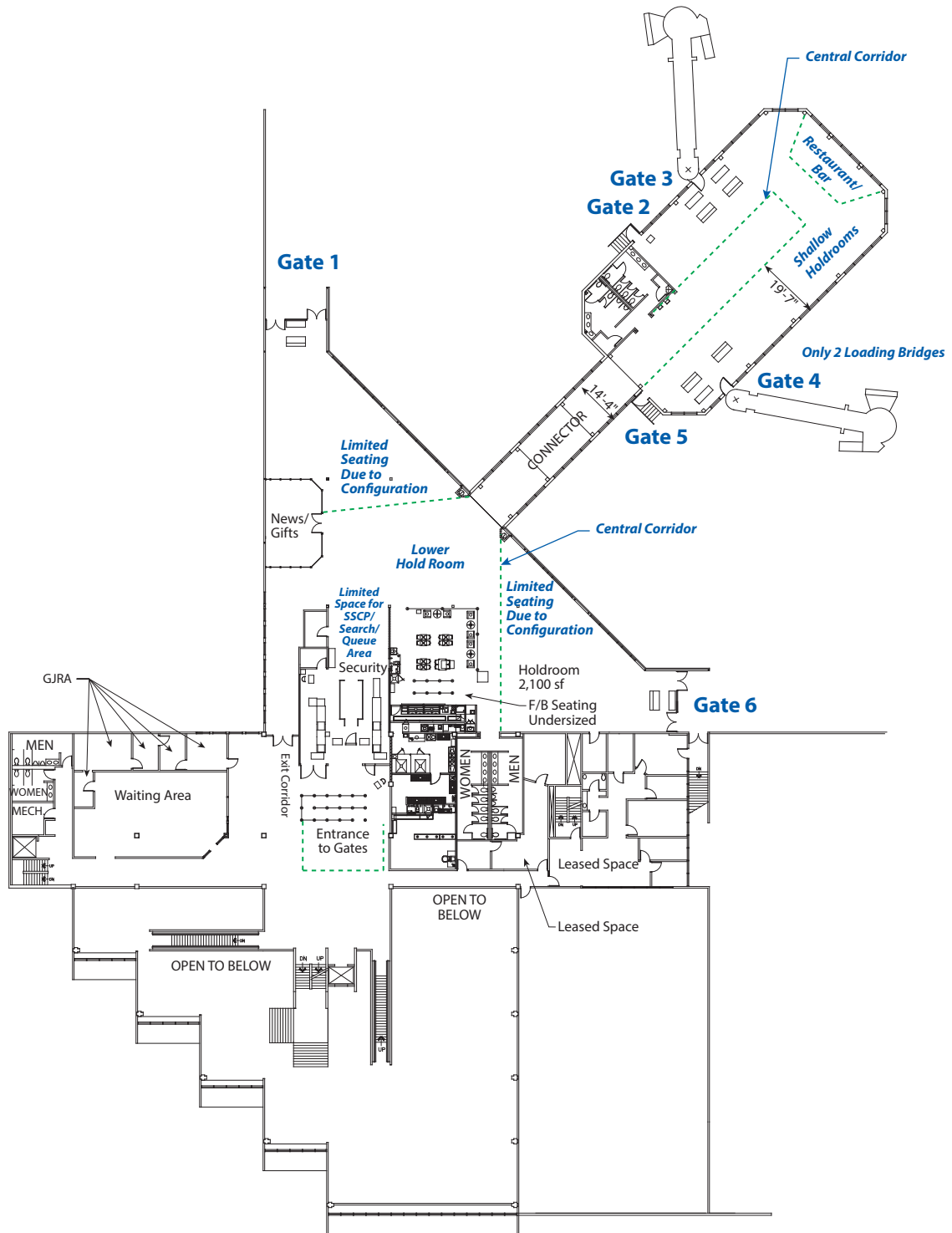
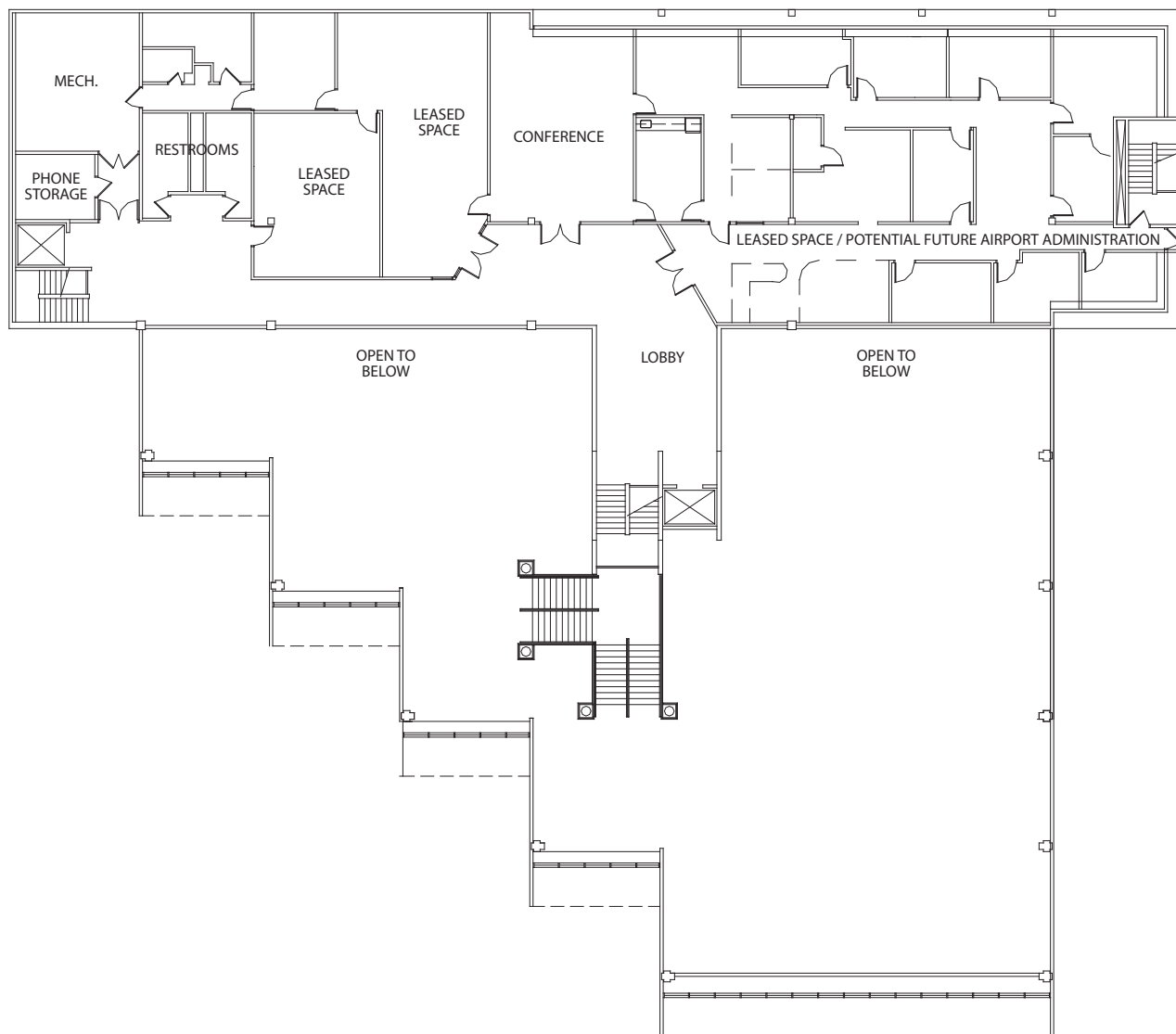


Figure 7 Terminal Level 2



● - Passenger Check-In Kiosk



Figure 8 Terminal Level 3

Summary of Aviation Activity Forecasts

Forecasting is a key element in the terminal area planning process. The forecasts are essential for analyzing existing airport and terminal area facilities and identifying future needs and requirements of the facilities.

Historic Airport Activity

As indicated in Chapter B of the original Terminal Area Plan, passenger enplanements at the Airport grew significantly in the 2000's increasing from 120,057 in 2001 to 218,519 by 2010, a compound annual growth rate of 6.17 percent. In the years since 2010, enplanement growth has slowed and essentially remained flat as 2015 enplanements totaled 219,252. This slowdown in passenger growth has somewhat reduced the need to expand the terminal to accommodate more passengers, however, as discussed in the original terminal area plan, the space configuration of the terminal is still an issue including insufficient space for security screening and passenger holdrooms/gates.

Passenger Enplanement Forecast

The 2011 Terminal Area Plan recommended that the Airport plan for passenger growth of approximately 3.0 percent per year based on the FAA industry projected growth for regional air carriers. This is still considered an appropriate growth rate for planning purposes; however, it is important to note that future terminal improvements should be implemented as warranted by demand and not tied to certain years. The 2016 FAA TAF projects annual enplanement growth for GJT at approximately 1.3 percent which results in 2035 enplanements of 282,790. A 3.0 percent annual growth rate would mean that by 2035, the Airport would be expected to have to accommodate just under 400,000 annual enplanements or approximately 800,000 total passengers per year.

Planning Activity Levels

Because the forecasts project demand over a specific timeframe (i.e. the 20-year planning period), removing the timeframe from the analysis and focusing on an activity level can increase the shelf-life of a future plan. Using Planning Activity Levels (PALs) instead of specific time-based forecasts provides an appropriate response to a future level of demand even if the forecast of exactly when future demand will materialize is incorrect, and will focus planning decisions on the size and configuration of a terminal.

Planning Activity Levels are typically rounded to representative enplanement forecasts rather than focusing on serving a specific demand level for a given year. The following table entitled *PLANNING ACTIVITY LEVELS (PALs)* also includes the approximate years with which the levels correspond based on a 3 percent annual growth rate.

Table 1
PLANNING ACTIVITY LEVELS (PALs)

Level/ Phase	Enplanements	Airport Forecast Corresponding Year	FAA TAF Corresponding Year
I	250,000	2021	2025
II	300,000	2027	2040
III	350,000	2031	>2040
IV	400,000	>2035	>2040
V	450,000	>2035	>2040

Source: MEAD & HUNT and FAA.

Summary of Terminal Facility Requirements

The terminal facility requirements outlined in the 2011 TAP determine the type and magnitude of facilities to be ultimately planned and programmed for the Airport's terminal area. Specific allocations of the type and magnitude of such facilities are noted as the basis for the recommendations for improvements. The most important component of the 2011 TAP is the passenger terminal. With the exception of the holdroom/concourse expansion and some minor modifications to the checkpoint, ticket counters and concessions, the existing terminal is basically unchanged since it was originally constructed in 1982. Although the modifications were improvements over the original facilities, some areas still do not function optimally.

Developing a terminal facility program begins with examining the adequacy of each existing component to serve current activity. From that basis, forecast changes in activity are applied to develop recommendations for future planning horizons. These recommendations use actual activity and facilities at Grand Junction Regional Airport as a basis, and are the subject of quantitative as well as qualitative analyses. Although some "industry standard" criteria are used, the recommendations for future facilities are based on local conditions and circumstances.

Aircraft Gate Demands

The following table entitled *PROJECTED GATE DEMAND* summarized the number of recommended gates per PAL from the 2011 TAP.

Table 2
PROJECTED GATE DEMAND – SUMMARY

	Passengers Per Gate Methodology	Departures Per Gate Methodology	Recommended Number of Gates
Existing Gates	---	---	4
PAL I	5	4	5
PAL II	5	5	5
PAL III	6	5	6
PAL IV	7	5	7
PAL V	8	6	8

Note: Using Planning Activity Levels (PALs).

Based on 2016 airline operations the lower level concourse is used by United for ground boarding operations only. The addition of passenger boarding bridges at either or both Gates #1 and #6 would facilitate passenger boarding and improve safety and security of the operation. It would also help to balance airline departures operations by making more holdroom area available. Bridging the distance from the holdroom to the boarding bridge can be achieved using passenger boarding tunnels, as shown in Figure 11. With the addition of either boarding bridge, operations at Gates #2/3 and 4/5 become dependent, requiring a pushback tractor for departure operations (a proposed Gate #6 departure operations will also be dependent, requiring a pushback tractor).

Design Hour Passengers

At Grand Junction Regional Airport, activity is highest on days when Allegiant operates from the terminal. Although an average day of the peak month is typically used for terminal planning, the concentration of Allegiant's activity on these days places additional demand on terminal facilities. Thus it was recommended in the 2011 Terminal Area Plan that a Thursday/Sunday be used as the Design Day. Based on current 2016 airline schedules (October), this recommendation is still valid. An estimate of current peak hour passenger volumes as a percentage of daily activity was made based on analyses of scheduled seats and assumptions as to flight load factors on busy days. Allegiant's operations currently set the peak hour due to their use of 166-seat aircraft with average 90 percent load factors. This compares to all other airlines operating mostly 50 to 75 seat regional jet aircraft.

The enplaning peak hour currently accounts for approximately 18 percent of the daily enplaned passengers and is scheduled in the evening. The future enplaning design hour is estimated to be between 205 and 234 passengers in anticipation of schedule flexibility with full utilization of the lower departures lounge. This is roughly equivalent to the Allegiant flight at a 90 percent load factor, plus either two CRJ-200 aircraft or one CRJ-700 at 85 percent load factor.

The evening deplaning peak hour is also dominated by an Allegiant arrival and accounts for

approximately 18 percent of daily arrivals. As with the enplaning peak, new service will likely increase the early evening (7-8 p.m.) secondary arrivals peak, but not exceed any of the hours when Allegiant operates. Similar reductions in the deplaning peak hour factor have been assumed as for the enplaned peak hour factor. Total peak hour passengers (enplaned plus deplaned) coincide with mid-day activity, and account for approximately 20 percent of daily passengers. This percentage is assumed to decrease over time in the same proportions as enplaned and deplaned peak hours.

Passenger Terminal Facilities Planning Criteria

Terminal facility requirements for an airport (the terminal program) are a function of the specific and unique characteristics of that airport. These include the design levels of passenger (included in Chapter 3 of 2011 TAP) and aircraft activity; the number and type of airlines serving the airport; the operating requirements of the airlines; and local factors such as the proportion of leisure vs. business travelers and local originating passengers. The base year activity in the 2011 TAP was 2010. Since enplanements have remained essentially flat in the five years since (2015 enplanements totaled 214,401), the base year activity levels are still considered valid.

The capacity of each element of a terminal facility can vary depending on the level of crowding and/or processing time which is considered acceptable. In many cases the degree of acceptability may also vary depending on the configuration of the terminal space and the level of amenity provided. Thus, the capacity of a terminal can vary significantly. The approach taken in developing terminal facilities requirements for GJT has been to review the plans and areas of the terminal, make limited observations of passenger activity, and discuss with airport and airline staff how well the present facilities are functioning. These observations - coupled with calculations of area per passenger, per gate, or other determinant of demand - were compared to generally accepted industry planning factors. From these comparisons, a planning factor for each terminal component was determined and used to project facility requirements.

The program areas developed were based on the utilization of existing facilities, and on projected trends as discussed in the previous chapters. The following table entitled *AIRPORT TERMINAL FACILITIES PLANNING CRITERIA* presents the program data in seven columns:

- **Column 1. Existing Facilities.** These are the areas measured from architectural plans of the terminal, and the current functions as observed.
- **Column 2. Base Year 2015 Activity.** These areas represent the facilities which would be needed to support levels of passenger activity for the base planning year. These values may differ from existing conditions and either point out deficiencies in existing facilities or facilities with excess capacity. These differences help to

establish whether existing ratios of space per unit of demand are appropriate to use for planning.

- **Columns 3 through 7. Recommended Facilities - Planning Activity Levels.** These are the areas recommended to support each level of Peak Hour passengers and the associated annual enplanements associated with each Planning Activity Level. The timing of the needed improvements would be based on the actual passenger growth rates.

Table 3
AIRPORT TERMINAL FACILITIES PLANNING CRITERIA

	Existing Facilities	2015 Activity	I	II	III	IV	V	Units
Annual Enplanements		214,401	250,000	300,000	350,000	400,000	450,000	
<i>Design Hour Passengers</i>								
Design Hour Enplaned Passengers		220	230	250	250	290	320	
Design Hour Deplaned Passengers		250	270	290	300	340	380	
Design Hour Total Passengers		390	410	450	460	520	580	
Well-Wishers per Enplaning Passenger		.2	.2	.2	.2	.2	.2	
Meeters/Greeters per Deplaning Passenger		.4	.4	.4	.4	.4	.4	

GATES								
<i>Aircraft Gates:</i>								
Regional (Group II) ¹	3	3	4	3	3	4	4	Gates
Regional (Group III)	-	-	-	1	2	2	3	Gates
Narrowbody (Group III) ²	1	1	1	1	1	1	1	Gates
Total Gates	4	4	5	5	6	7	8	Gates
Total NBEG	3.1	3.1	3.8	4.1	5.1	5.8	6.8	NBEG
Total EQA	2.2	2.2	2.6	2.7	3.2	3.6	4.1	EQA
Additional RON Parking	3	1	2	2	3	3	3	Gates
<i>Departure Lounges:</i>								
Regional (Group II)	0	3,500	4,600	3,500	3,500	4,600	4,600	SF
Regional (Group III)	0	0	0	1,400	2,800	2,800	4,200	SF
Narrowbody (Group III)	0	2,500	2,500	2,500	2,500	2,500	2,500	SF
Total Departure Lounge Area	6,675	6,000	7,100	7,400	8,800	9,900	11,300	SF

AIRLINE SPACE								
<i>Ticketing/Check-in-Positions</i>								
Total Equivalent Position	28	19	20	22	22	25	28	Pos.
Percentage Using Staffed Positions		75%	75%	50%	50%	40%	40%	
Conventional Staffed Positions	23	14	15	11	11	10	11	Pos.
Percentage Using Kiosks		25%	25%	50%	50%	60%	60%	SF
Self Service Kiosks	5	5	5	11	11	15	17	Kiosks
Linear Positions	24	15	16	18	18	20	22	Pos.

¹ Only 2 existing active loading positions have loading bridges.

² Gate requirements set at 1 Narrow-body to reflect single NB operation but two NB gates are planned for the planning period to reflect airline aircraft up-gauging typical for peak hour operations.

AIRLINE SPACE (CONT.)	Existing Facilities	2015 Activity	I	II	III	IV	V	Units
Ticket/Check-in Counter length	159	90	100	110	110	120	130	LF
Ticket/Check-in Counter Area	1,590	900	1,000	1,100	1,100	1,200	1,300	SF
ATO Offices	5,140	2,300	2,500	2,800	2,800	3,000	3,300	SF
Airline Operations	Inc. in ATO Offices	3,300	3,900	4,100	4,800	5,400	6,200	SF
<i>Baggage Make-up</i>								
Estimated Make-up capacity	14	10	12	12	14	16	18	Carts
Baggage Make-up area	3,040	5,000	6,000	6,000	7,000	8,000	9,000	SF
Checked Baggage EDS – units	4	3	3	3	3	3	4	Units
Checked Baggage EDS – area	1,590	1,500	1,500	1,500	1,500	1,500	2,000	SF
<i>Baggage Claim:</i>								
Claim Frontage Required	-	130	140	150	160	180	200	LF
Claim Units	2	1	2	2	2	2	2	Units
Claim Frontage Programmed	160	120	240	240	240	240	240	LF
Claim Area	3,760	6,600	7,200	7,200	7,200	7,200	7,200	SF
Oversized Baggage	45	200	200	200	200	200	200	SF
Baggage Service Offices/Storage	0	300	300	300	300	300	400	SF
Baggage Claim Off-Load Area	0	1,500	3,000	3,000	3,000	3,000	3,000	SF
Baggage Train Circulation	0	700	900	900	1,000	1,100	1,200	SF
<i>Subtotal</i>	<i>15,165</i>	<i>19,300</i>	<i>26,500</i>	<i>27,100</i>	<i>28,900</i>	<i>30,900</i>	<i>33,800</i>	<i>SF</i>

CONCESSIONS

Secure Concessions

Food/Beverage	1,050	1,500	1,700	2,000	2,400	2,700	3,000	SF
News/Gift/Retail	483	600	700	800	900	1,100	1,200	SF
<i>Subtotal – Secure Concessions</i>	<i>1,533</i>	<i>2,100</i>	<i>2,400</i>	<i>2,800</i>	<i>3,300</i>	<i>3,800</i>	<i>4,200</i>	<i>SF</i>

Non-Secure Concessions

Food/Beverage	445	200	200	200	300	300	300	SF
News/Gift/Retail	0	100	100	100	100	100	100	SF
<i>Subtotal – Non-Secure Concessions</i>	<i>445</i>	<i>300</i>	<i>300</i>	<i>300</i>	<i>400</i>	<i>400</i>	<i>400</i>	<i>SF</i>
Other Services	270	300	300	400	400	500	500	SF
Concession Support Area	532	700	800	900	1,100	1,300	1,400	SF
Rental Car Counter – length	80	80	100	100	100	100	100	SF
Rental Car Lease Area	2,512	1,600	2,000	2,000	2,000	2,000	2,000	SF
Ground Transportation Services	0	100	100	100	100	100	100	SF
<i>Subtotal</i>	<i>5,292</i>	<i>5,100</i>	<i>5,900</i>	<i>6,500</i>	<i>7,300</i>	<i>8,100</i>	<i>8,600</i>	<i>SF</i>

PUBLIC SPACE	Existing Facilities	2015 Activity	I	II	III	IV	V	Units
Ticket Lobby	4,373	4,500	5,000	5,500	5,500	6,000	6,500	SF
Public Seating/Waiting Area	2,998	2,100	2,200	2,400	2,500	2,800	3,100	SF
RAC Queue Area	800	800	1,000	1,000	1,000	1,000	1,000	SF
Restrooms- Terminal Locations	1,084	1,100	1,100	1,300	1,300	1,500	1,600	SF
Other Public Circulation	13,868	10,000	12,200	12,900	14,000	15,700	17,000	SF
<i>Subtotal – Non-Secure Circulation</i>	23,123	18,500	21,500	23,100	24,300	27,000	29,200	SF
Restrooms – Secure Locations	1,199	1,800	1,800	1,800	1,800	1,800	1,800	Units
Secure Circulation	5,550	5,100	6,300	6,800	8,400	9,600	11,300	SF
Security Screening lanes	2	2	2	2	2	3	3	SF
Checkpoint/search/queue area	2,250	3,400	3,400	3,400	3,400	5,100	5,100	SF
<i>Subtotal – Secure Circulation</i>	9,000	10,300	11,500	12,000	13,600	16,500	18,200	SF
<i>Subtotal</i>	32,123	28,800	33,000	35,100	37,900	43,500	47,400	SF

OTHER AREAS								
Information Counter	50	50	50	50	50	50	50	SF
Airport Administration/Operations	4,472	9,000	0	0	0	0	0	SF
TSA Offices	3,871	1,800	1,800	1,800	1,800	2,100	2,500	SF
Loading Docks and Receiving	213	500	500	500	500	500	500	SF
Non-Public Circulation	2,824	2,700	2,100	2,200	2,400	2,700	3,000	SF
<i>Subtotal</i>	11,430	14,100	4,500	4,600	4,800	5,400	6,100	SF

Total Functional Area	70,685	73,300	77,000	80,700	87,700	97,800	107,200	SF
Mechanical/Electrical/Utility	3,243	7,300	7,700	8,100	8,800	9,800	10,700	SF
Janitorial/Storage/Shops	913	2,200	2,300	2,400	2,600	2,900	3,200	SF
Structure/Non-Net Areas	2,629	2,500	2,600	2,700	3,000	3,300	3,600	SF
Total Terminal Gross Area	77,470	85,300	89,600	93,900	102,100	113,800	124,700	SF
Gross Terminal Area per Gate	19,400	21,300	19,900	18,800	17,000	16,300	15,600	SF/gate
Revenue Area:								
(Airlines, Concessions & Other Tenants)	38.0%	36.0%	44.4%	44.0%	44.4%	43.5%	43.5%	
Non-Revenue Area	62.0%	64.0%	55.6%	56.0%	55.6%	56.5%	56.5%	

Source: HIRSH ASSOCIATES.

Notes: SF – Square Foot. LF – Linear Foot. NBEG – Narrow Body Equivalent Gate. RON – Remain Overnight Parking. EQA – Equivalent Aircraft.

As noted in grey highlights in the above table, the space requirements for the Security Screening Checkpoint and secure circulation should be reconsidered. These requirements were determined in 2011 based on airline fleet mix and peak hour assumptions that may no longer be valid. Given the industry trends of retirement of smaller regional jet (50 to 75 seat) aircraft and the change to larger next generation of regional jet (90 to 115 seat) aircraft, it is likely that additional square footage may be required in these areas. In particular, the existing two gate upper hold room is already approaching capacity during the peak hour. As larger regional jet aircraft and narrow-body aircraft begin to serve the Airport over the planning period, the Airport should consider either expansion of the upper holdroom and/or increased utilization of the lower holdroom during peak hour times.

One additional change to these requirements since 2011 (also highlighted in grey in the previous table) is that TSA administrative space needs have decreased and the Airport plans to relocate its administrative offices to the previous 3rd floor location as TSA begins to vacate this space.

It should also be noted that the terminal space program represents a starting point for terminal planning. It is generally considered a minimum program which is needed to support the design hour levels of passenger activity. As such, it does not refer to any specific terminal concept or gate configuration. When a final terminal concept is chosen, the gross terminal area may differ from the square foot total presented in the tables. For example, the amount of secure and non-secure circulation may vary from the program due to the terminal configuration and location of the security checkpoint, whereas the amount of airline space is relatively independent of the concept selected.

Terminal Building Requirements Summary

The total gross terminal area including all of the elements described previously is estimated as in the following table entitled *TOTAL GROSS TERMINAL REQUIREMENTS* for each of the forecast levels of activity. While some of the space needs have changed from 2011, the total number of gates and square footage of space required is still the same as it was in 2011. The program area per gate (as expressed in terms of square feet per NBEG) is less than most small to medium sized airports. This is primarily due to the assumption of continued simple EDS systems for checked baggage.

Table 4
TOTAL GROSS TERMINAL REQUIREMENTS

PAL	Gates	Area (SF)
I	5	89,600
II	5	93,900
III	6	102,100
IV	7	113,800
V	8	124,700

Source: HIRSH ASSOCIATES.

Note: Existing Terminal Gross Square Footage is approximately 77,500

It is important to note that the recommendations in this section on Terminal Area Facilities Requirements were developed to understand which facilities improvements might be needed to serve passengers using commercial flights and the passenger terminal. The information presented in this section is then utilized in following section to develop a recommended concept for the terminal building and for the terminal area which considers potential demand and community/environmental influences.

C. Existing Terminal Building Assessment and Other Considerations

Based on the 2016 Update to the BCER report, recommendations were made and costs estimated for the absolute minimum level of renovation necessary to make the terminal building safe and functional for at least the next 10-15 years. It is important to note that many of the building components and systems have reached or exceeded their useful life and that very few recommendations from the 2011 BCER Assessment have been completed in the years since.

This section also considers other terminal building considerations relative to accommodating growth in enplanements over the next 10-15 years. Specifically, planning considerations relative to the post-security holdrooms/gates and the Security Screening Check Point (SSCP).

Terminal Survival Recommendations

This minimum level of renovation will also be referred to as the Terminal Survival Recommendations. In other words, without completing these recommended renovations, the Airport risks losing its ability to process arriving and departing commercial passengers and thus, risks its survival. The list of survival recommendations and rough order of magnitude (ROM) construction cost estimates and construction plus soft/contingency costs for each recommendations are as follows:

- **Mechanical.** The primary recommendation for terminal building renovation is the complete and total redesign and replacement of the mechanical heating, ventilation, and cooling (air conditioning) or HVAC system serving the main building entrance area and atrium. The cost of this replacement system is estimated at approximately \$4,410,400.
- **Structural Foundation and Building Frame Integrity.** The structural issues observed in 2010 and again in 2016 are not currently affecting life-safety. However, all of the structural issues observed are the result of ongoing slab-on-grade and foundation movement due to active soils supporting the building. Because of this, it is likely that some of the structural distress could, in the future, become life-safety issues or impact the structural integrity of the building. It is recommended that the source of water be investigated and that creation of voids under the grade beams and additional piers under the building be considered to stabilize the structure. The underlying geotechnical conditions, building foundation and frame are cited as difficult

challenges to the building's integrity. The expansive and compressive soils are noted as likely to cause ongoing maintenance and repair of the building for the life of the structure. Identifying and eliminating water penetration under the building would be a first step in a process of repairing the foundation and slab.

The cost of this recommendation, including work to repair beams in the lower level and in the terminal roof, install monitoring gauges on precast panels, and structural foundation and floor slab geotechnical investigation is estimated at \$187,740.

- **Code Compliance/Life Safety.** Code compliance/life safety deficiencies were identified during the assessments. These issues include the need for a smoke evacuation system for the three story atrium, fire alarm upgrades and emergency and egress lighting. The cost to address these code compliance/life safety issues including a smoke evacuation system for the atrium, fire alarm upgrades, emergency and egress lighting and exit stair enclosures is estimated at \$2,086,000.
- **Other.** The assessment noted issue with portions of the existing terminal roof, most notably the existing asphalt and PVC areas. One additional recommendation is that the Airport replace the escalators in the terminal. The cost of these recommended improvements is estimated at \$1,796,940.

The total construction costs plus soft costs including contingencies is estimated at \$8,481,080. For budgeting purposes it is recommended that the airport plan for \$8,500,000 for implementation of these terminal building survival improvements.

Other Terminal Building Planning Considerations

The purpose of this section is to consider other terminal planning considerations. The goal of this section is to determine an appropriate and financially feasible interim phase of terminal development that results in safe, efficient and functional terminal area facilities that will accommodate passengers for at least the next 10 years which is estimated to be the minimum timeframe to a financially feasible replacement terminal or Phase II of the original terminal program. The existing terminal is located with ideal landside access via a minor arterial in Horizon Drive, with a direct connection to Interstate 70. With this terminal location and adequate expansion opportunities within the terminal area, this analysis focused on utilizing the existing terminal area envelope and does not consider the option of assessing a new terminal site. Again, for the purposes of this study, the terminal area is defined as property that surrounds the terminal building including the vehicle and aircraft parking areas and the property inside of the terminal loop roadway system.

Post Security Holdroom Occupancy and Capacity

This section addresses departure lounge occupancy as determined by building code and seating capacity based on industry standards. At the Grand Junction Regional Airport, part of a seating layout plan has been implemented. The Airport has purchased and installed a portion of this seating plan from the manufacturer, Arconas, and the remainder of the planned seating will be purchased and installed over time.

Departures Concourse Occupancy. The original occupancy calculations by Van Sant Architects show the footprint for the upper concourse expansion to be about 4,500 square feet and 233 occupants using the seating areas for this calculation. Our take-offs for the concourse expansion confirm this at 4,544 square feet for this area. Following the code, removing the concourse corridor from this figure yields approximately 3,526 square feet for waiting area and an occupancy of 235 occupants at 15 square feet per occupant. Together with the concourse corridor at 100 square feet per occupant, overall occupancy for the upper concourse is about 245 people. A fully loaded MD-88 at 166 passengers and a CRJ-700 at 66-70 passengers would come in at 236 occupants. With airline staff it would still be just under the limit. The lower concourse departures lounge area is 5,447 square feet excluding the news/gifts retail store, restaurant and concourse. This yields an occupancy limit of 363 for the lounge areas. With other areas total occupancy is as follows:

Departures lounge	5,447 SF	15 SF/Occupant	363 Occupants
Concourse corridor	3,544 SF	100 SF/Occupant	36 Occupants
Retail	467 SF	60 SF/Occupant	8 Occupants
Restaurant	620 SF	15 SF/Occupant	42 Occupants
Occupancy			449 Occupants

Concourse circulation is calculated at 100 square feet per occupant. The news/gifts retail space is considered mercantile with an occupancy limit of eight (8) people. The restaurant's public space is considered assembly occupancy. There is seating for 22 people in this space plus queue and counter area that could reasonably accommodate another ten people standing. The remaining space would be available for people awaiting their orders so the 42 person limit is appropriate. The total occupancy for the lower concourse is calculated at 449 occupants. Total occupancy for both concourses is 685 occupants as illustrated on the following figure entitled *DEPARTURES CONCOURSE OCCUPANCY*.

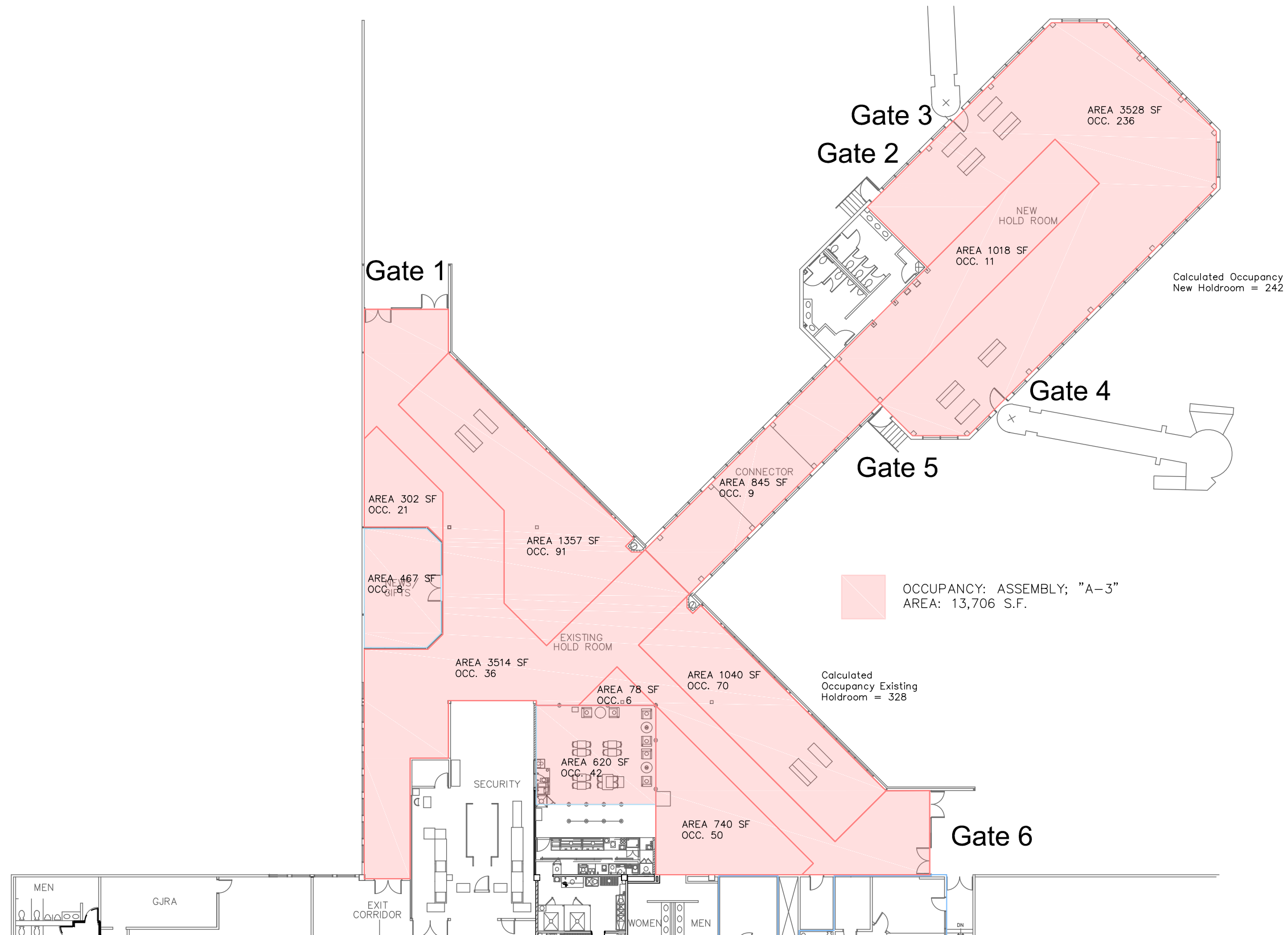


Figure 9 Departures Concourse Occupancy

Departures Concourse Capacity. Departures lounge passenger capacity includes a level of service factor in area per passenger that is higher than building code. The IATA industry standard for this is 18.3 square feet. The gate podiums are typically removed from the overall area which reduces the available seating area. For the upper lounge, at 3,526 square feet and deducting space for gate ticket lifts and queues (one at 342 square feet and the second at 384 square feet) yields 2,800 square feet.

Departures Lounge	2,800 SF	18 SF/Passenger	154 Seated Passengers
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For the upper concourse, the Arconas seating plan shows 153 seats: 111 linear, or bench seating and 42 cluster seats.

For the lower lounge, at 5447 square feet and deducting space for gate ticket lifts, queues and circulation (here there is a secondary path) yields 3,319 square feet of lounge area:

Departures Lounge	3,319 SF	18 SF/Passenger	184 Seated Passengers
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Using a lower area per passenger will increase the capacity of a departures lounge. However, the lower lounge profile sets a limit for Gate 1 in which approximately 78 passengers would be seated per the Arconas layout plan. Other passengers would stand or use the retail gift store or restaurant. Another 61 passengers at Gate 6 would be seated per the Arconas plan while other passengers would stand or use restaurant space.

Total departures lounge capacity is 338 for the upper and lower departures lounges combined. There will be times when this capacity is exceeded, affecting overall level of service in the space (a lower area per passenger with more passengers standing in the concourse corridor area). Typically this is considered acceptable for brief periods of up to fifteen minutes. The capacity calculations are illustrated on the following figure entitled *DEPARTURES CONCOURSE CAPACITY*.

This is adequate capacity to accommodate both the enplaning design hour passengers of 220 and the deplaning design hour passengers of 250. However, this assumes full utilization of both the upper and lower holdrooms. In order to do so, it is recommended that the Airport consider the installation of passenger hallways/corridors leading to boarding bridges for both Gates 1 and 2.

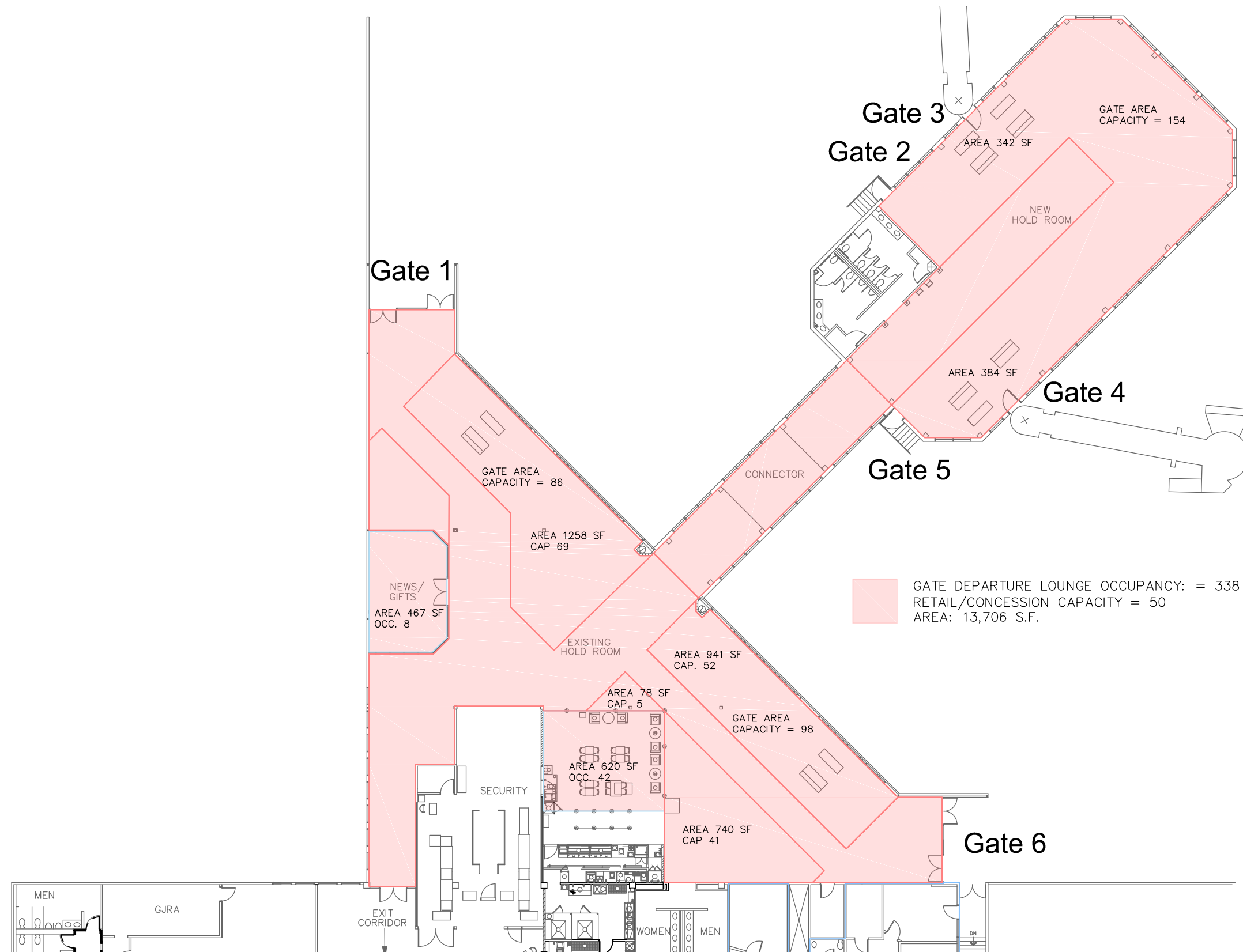


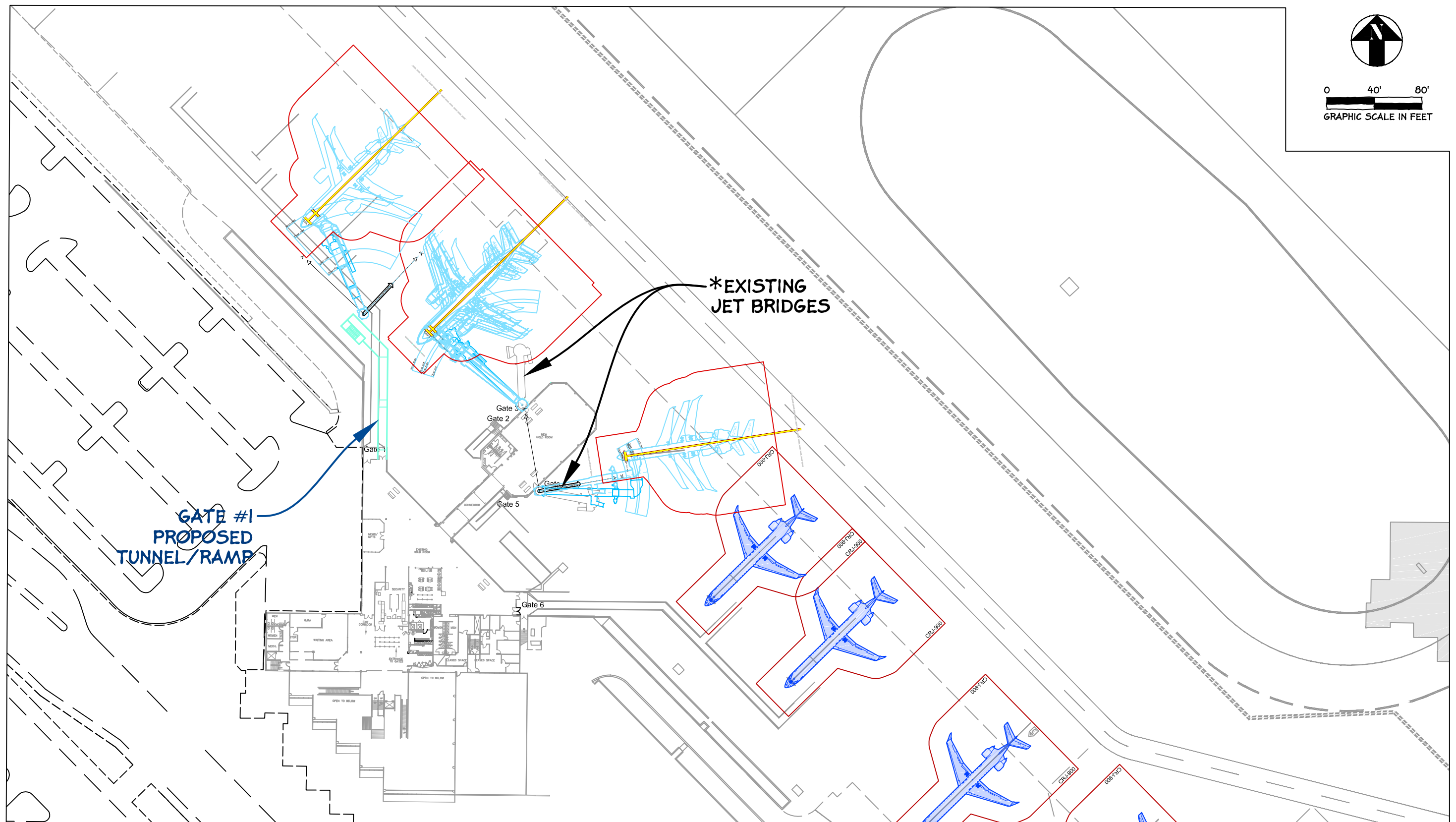
Figure 10 Departures Concourse Capacity

Post Security Holdroom/Gate Concepts

As mentioned previously, an additional passenger boarding bridge would increase the level of service provided to GJT passengers. It is recommended that Gate #1 be considered for the installation of a passenger boarding bridge in order to increase level of service and provide an acceptable platform for the airlines to board and disembark passengers from aircraft safely from weather and aircraft ground service operations. In order to bridge the distance from the lower departures lounge to the aircraft, a passenger boarding tunnel is recommended at Gate #1. This will serve to maintain levels of safety and comfort while also serving as ramps to the level of the passenger boarding bridge rotunda, from where passengers will then board the aircraft. A tunnel is used instead of building in order to re-use it in future aircraft gate layouts and avoid building additional structure that will be demolished within a relatively short timeframe of future replacement terminal and concourse development.

A Gate #1 boarding bridge addition enables the Airport to meet its aircraft operations growth requirements with minimum facility investment and greater flexibility through the use of passenger boarding bridges. As described previously, the lower level lounge is currently underutilized. The addition of the bridges brings passenger handling operations to a level playing field, offering all carriers an opportunity to serve their passengers with the same or similar amenities.

The Airport is also planning modifications to the boarding bridge at Gate #3 to accommodate larger aircraft. The aircraft parking position for Gate #1 will be dependent on the modifications to Gate #3. An illustration of this concept is provided in the following figure entitled *GATE #1 BOARDING BRIDGE CONCEPT*.



* - AIRCRAFT PARKING PLAN ESTIMATED BASED ON PENDING MODIFICATIONS TO THE GATE #3 BRIDGE TO ACCOMMODATE A-320 AIRCRAFT.

Figure 11 Gate #1 Boarding Bridge Concept

Security Screening Check Point (SSCP) Concept

The existing security screening capacity at the terminal is estimated to be approximately 300 passengers an hour when both screening lanes are open. This will serve through the passenger demand for Planning Level IV noted previously and potentially further depending on development of screening technology and operations. The capacity of the machines is based on the TSA's preferred layout as shown in their checkpoint design guidelines. With additional depth not provided at the existing layout, the security lanes will generally degrade in efficiency as passengers have less space in which to reclaim their belongings and move away from the queue in order to provide space for other passengers who are undergoing screening. Another potential issue is the amount of space offered for queuing when entering the screening area. This space immediately in front of the checkpoint is limited. It also serves as the landing for passengers using vertical circulation to the third level. In reviewing the layout, passenger flow to, through and out of the checkpoint are located such that there is little crossflow of either passenger stream.

Reversing the flow into and out of the secure space is one option for addressing the queueing congestion. However, this would create crossflow congestion as passengers exiting the secure area have to cross in front of passengers who are proceeding to the checkpoint. The only way to alleviate the crossing flow would be to relocate/reposition the up and down escalators which is likely cost prohibitive. Assuming that the Airport can move toward a replacement terminal within 10 to 15 years, this improvement may not be necessary and consequently, will not be included in the interim Phase I recommendations.

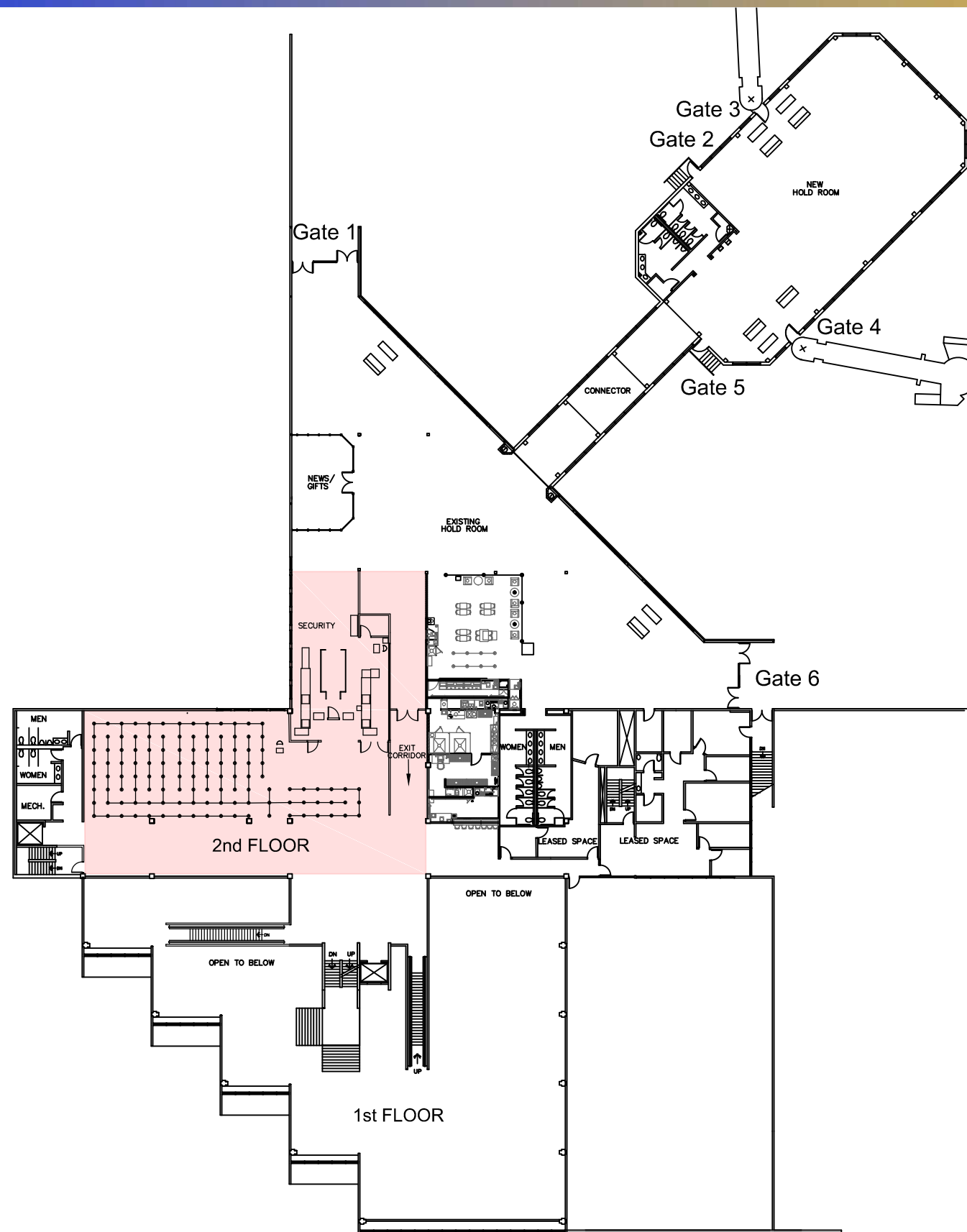


Figure 12 SCCP Reconfiguration Concept

Conceptual Development Plan Summary

The following illustration entitled *REVISED CONCEPTUAL DEVELOPMENT PLAN* presents an overall view of the proposed campus and redevelopment of the Grand Junction Regional Airport terminal area. This illustration also shows the proposed construction phasing including the tear down of the previous Phase I, the airport administration building and the newly developed Phase I which includes the recommendations from this Terminal Area Plan Amendment. Those recommendations shown in orange on the illustration include a remodel and renovation program for the existing terminal building, continued monitoring of structural issues, and the construction of a tunnel and passenger boarding bridge at Gate #1.

Phase II of the CDP, shown in red on the illustration include a replacement terminal, connector facility and linear concourse, a vehicle parking expansion and additional rental car facilities. Phase III, shown in green on the illustration includes removal of air cargo facilities, expansion of the existing deice pad, baggage claim and concourse expansion, as well as additional surface parking and rental car facilities. Finally, Phase IV, shown in blue on the CDP includes a long-term parking structure as well as continued expansion of rental car facilities and other terminal functions.

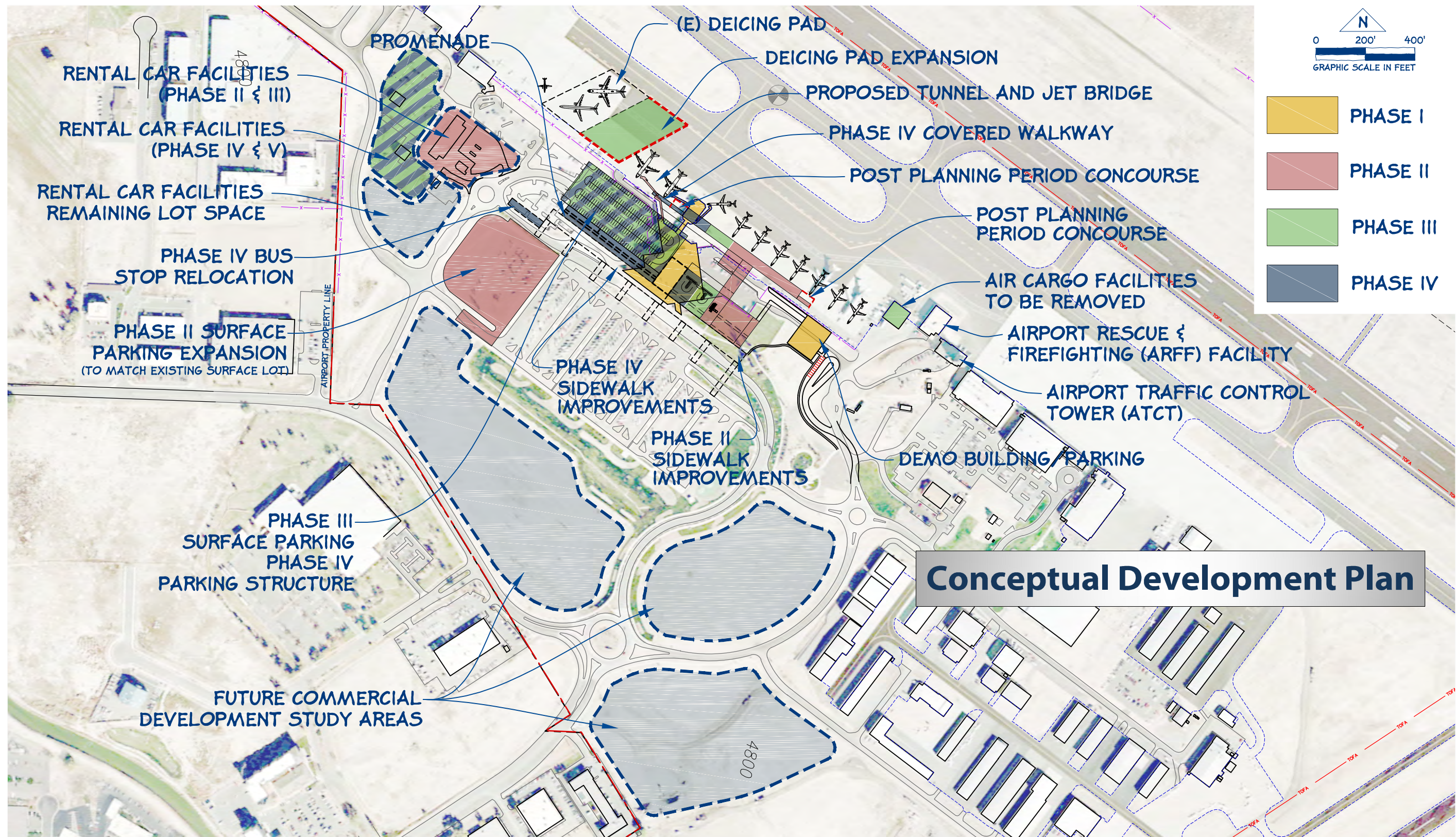


Figure 13 Revised Conceptual Development Plan

D. Implementation Plan

The long-term program for development within the terminal area at Grand Junction Regional Airport is presented in this chapter and is intended to establish a prudent implementation plan. Because many of the projects in this program will be implemented on an as-needed basis and only when potential funding sources have been identified, the projects are not organized into a typical year by year Capital Improvement Program (CIP) format. It is also important to note that there is no financial commitment on the part of the federal government or the Airport Sponsor to provide funding for any of these projects.

The potential improvements necessary to accommodate the future terminal area needs of the Grand Junction Regional Airport have been placed into four phases. These four phases are included in the refined Conceptual Development Plan (CDP) for the Grand Junction Regional Airport Terminal Area.

Implementation Schedule and Project List

Using the documentation previously presented regarding anticipated facility demands, a list of capital improvement projects specifically for the terminal area has been assembled. The projects are assembled into four logical phases. The first phase will be completed in 2018/2019. The remaining three phases including the replacement terminal will likely be outside of the 11-year planning period after completion of the replacement runway.

Cost Estimates

Cost estimates for individual projects, based on current construction unit costs, have been prepared for the improvement projects that have been identified as potentially being needed within the terminal area. The improvement cost estimates do not include an escalation factor and are all listed in 2017 dollars for Phase I and 2011 dollars for Phases II through IV. These estimates are intended to be used for planning purposes only and should not be construed as construction cost estimates, which can only be compiled following the preparation of detailed engineering design documents.

Table 5
DEVELOPMENT PROGRAM PROJECT COSTS

	Project Description	Total Estimated Cost
Phase I		
1	Terminal Building Mechanical Renovations including HVAC system Replacement	\$4,410,400
2	Terminal Structural Foundation and Building Frame Integrity Assessment	\$187,740
3	Terminal Code Compliance/Life Safety	\$2,086,000
4	Terminal Roof and Escalator Replacement	\$1,796,940
5	Administration Building Modifications	\$1,000,000
6	Gate #1 Tunnel/Passenger Boarding Bridge	\$1,800,000
7	SSCP Queue Reconfiguration (if necessary)	\$750,000
8	Gate #6 Tunnel/Passenger Boarding Bridge	\$1,800,000
Sub-Total/Phase I Projects		\$13,831,000
PHASE II		
9	Terminal Surface Parking Expansion	\$1,900,000
10	Construct Rental Car Facilities (Phase III Building and Surface Parking)	\$3,500,000
11	Terminal Building Expansion – Phase II – Construct Replacement Terminal/Concourse (approximately 52,000 SF)	\$26,260,000
Sub-Total/Phase II Projects		\$31,660,000
PHASE III		
12	Remove Existing Air Cargo Facilities and Construct Replacement Air Cargo Apron, Vehicle Access and Parking	\$6,305,000
13	Construct Rental Car Facilities (Phase IV Surface Parking)	\$600,000
14	Deicing Pad Expansion	\$3,500,000
15	Demo/Remove Existing Terminal Building	\$302,000
16	Terminal Building Expansion Phase III – (Baggage Claim and Concourse Expansion) (approximately 15,000 SF)	\$8,125,000
17	Surface Parking Expansion West of Terminal	\$900,000
Sub-Total/Phase III Projects		\$13,427,000
PHASE IV		
18	Terminal Building Expansion Phase IV (Baggage Claim and Concourse Expansion (approximately 15,000 SF)	\$8,125,000
19	Construct Rental Car Facilities (Phase V)	\$400,000
20	Relocate Bus Stop	\$275,000
21	Construct Vehicle Parking Structure (900 spaces)	\$19,800,000
Sub-Total Phase IV Projects		\$28,600,000
TOTAL		\$87,518,080

Note: Phase I project cost estimates in 2017 dollars, Phase II, III and IV project cost estimates in 2011 dollars.

Financial Implementation Analysis

Objectives

The primary objective of the Financial Implementation Analysis for the Terminal Area Plan Amendment is to evaluate the Airport's capability to fund the terminal area improvement projects identified in the Terminal Area Plan Amendment planned to be implemented in the 2017-2018 time frame along with the other non-terminal related projects identified in the Airport's overall Capital Improvement Program planned for implementation over an eleven-year review period from 2017 through 2028 and beyond. The Financial Implementation Plan included in this analysis presents the results of the financial evaluation and provides practical guidelines for matching an appropriate amount and timing of financial resources with the planned use of funds.

Overall Approach

The overall approach for conducting the financial implementation analysis for the Terminal Area Plan Amendment included the following steps:

- Reviewing key airport documents related to historical financial operating results, capital improvement plans, and Airport policies
- Interviewing key airport officials to gain an understanding of the existing operating and financial environment, relationships with the airlines and overall management philosophy
- Reviewing the updated aviation traffic forecast
- Reviewing the cost estimates and development schedule for the Terminal Area Plan Amendment and other Capital Improvement Program (CIP) project cost estimates and development schedules anticipated for the review period and projecting the overall financial requirements for the program
- Determining and analyzing the sources and timing of capital funds available to meet the financial requirements for operating the Airport, funding debt service requirements and financing the capital program
- Analyzing historical operations and maintenance expenses, developing operations and maintenance expense growth projection assumptions, reviewing assumptions with Airport management and projecting future operations and maintenance expenses for the review period
- Analyzing historical revenue sources, developing revenue growth projection assumptions, reviewing assumptions with Airport management and projecting future

airline and non-airline revenues for the review period

- Preparing a detailed financial projection for the eleven-year review period that includes capital expenditures, capital funding, revenues, expenses and cash flow
- Completing results of the review in a Financial Plan Summary that provides conclusions regarding the Airport's capability to finance the planned capital improvement program.

Capital Funding Sources

In the past, the Airport has used a combination of FAA Airport Improvement Program (AIP) entitlement and discretionary grants, Colorado DOT grants, debt proceeds, passenger facility charges, rental car customer facility charges, and cash reserves/net operating revenues to fund capital improvements. These funding sources will continue to be important to finance the Airport's Terminal Area Plan Amendment and Capital Improvement Program (CIP) during the eleven-year review period.

Airport Improvement Program Grants

The Airport receives grants from the Federal Aviation Administration (FAA) to finance the eligible costs of certain capital improvements. These federal grants are allocated to commercial passenger service airports through the Airport Improvement Program (AIP). AIP grants include passenger entitlement grants, which are allocated among airports by a formula that is based on passenger enplanements and discretionary grants which are awarded in accordance with FAA guidelines. In February 2012, after several years of continuing budget resolutions in Congress, the FAA Modernization and Reform Act of 2012 was enacted and authorized funding for the AIP through September 30, 2015. The Act was extended to provide AIP funding at current levels through September 2017. Before the Act expired at the end of September, Congress extended FAA's funding and operational authority for another six months through March 2018. Under current AIP authorization legislation, eligible projects are funded on a 90% AIP grant/10% local match basis for small and non-hub airports. Under this authorization, the Airport is projected to receive current entitlements of about \$1.9 million in 2017 and future annual grants which are projected to grow to \$2.3 million by 2027. Non-Hub airports (those with annual enplanements up to about 410,000 passengers) can accumulate and carryover up to three years of unspent entitlements plus the current year before the awards are revoked. In 2017, the Airport had approximately \$4.5 million in unspent entitlements to carryover for use in 2017.

The approval of AIP discretionary funding is based on a project eligibility ranking method the FAA uses to award grants, at their discretion, based on a project's priority and importance to the national air transportation system. In the past, Grand Junction has received discretionary funding support for various eligible capital projects. It is reasonable

to assume that the Airport will receive additional discretionary funding during the planning period for higher priority, eligible projects, such as runway, taxiway and aircraft apron projects. The implementation analysis assumes the application of AIP discretionary funds every year of the eleven-year review period and will range from \$2.3 million to over \$12.6 during any given year. Since the future availability of AIP discretionary grants is not certain until an actual grant is awarded, it should be noted that any CIP projects which have discretionary funds indicated as a funding source in the implementation plan may need to be delayed until such funds actually become available.

The implementation analysis further assumes that the current AIP program will continue to be extended through 2027 and beyond and that future program authorizations will provide substantially similar funding levels as it currently does and as it has historically provided since the program was established in 1982.

Colorado Department of Transportation Grants

The Colorado Department of Transportation (CDOT), Division of Aeronautics provides Discretionary Aviation Grants for airport projects from a portion of the state sales tax collected on aviation fuel. Grants are approved for projects including those that are AIP eligible, aviation pavement maintenance projects and various other aviation projects. For AIP eligible projects, state grant awards for up to 50% of an airport's local match requirement are allowed. Non-Revenue producing projects that are not AIP eligible (but are still eligible for state funding) may also receive up to 80% funding (with a 20% local match) for the total cost of approved projects. In past years, an estimated limit of about \$400,000 per year in state grants was awarded to Colorado airports supported by the Division. More recently the limit has been about \$150,000 per year to better fit the trends in lower fuel prices that have reduced the amount of funds the state has available for grants. The grants from the State Aeronautics are anticipated to partially fund a number of projects included in the CIP contributing to the efforts to relocate Runway 11-29. In 2017, the State Aeronautics Grant is anticipated to provide \$355,273 for selected high priority projects. Beginning in 2018, the CDOT grants are anticipated to range from \$125,000 to 150,000 annually.

Debt Financing

Debt financing is often used by airports to fund capital improvement projects. The type and term of debt financing is dependent on the airport and its governing body. The financial implementation analysis includes just over \$9,000,000 of debt proceeds available in 2016-2017 to support the terminal building renovation project. The debt (General Airport Revenue and Refunding Bonds, Series 2016A and 2016B) were issued for twenty years at an average interest rate of about 3.35%. Annual debt service payments of approximately \$1.5 million will be funded through a combination of passenger facility charges and net operating cash flows.

Passenger Facility Charges

The Aviation Safety and Capacity Expansion Act of 1990 established the authority for commercial service airports to apply to the FAA for imposing and using a Passenger Facility Charge (PFC) of up to \$3.00 per eligible enplaned passenger. With the passage of AIR-21 in June 2000, airports could apply for an increase in the PFC collection amount from \$3.00 per eligible enplaned passenger to \$4.50. The proceeds from PFCs are eligible to be used for AIP eligible projects and for certain additional projects that preserve or enhance capacity, safety or security; mitigate the effects of aircraft noise; or enhance airline competition. PFCs may also be used to pay debt service on bonds (including principal, interest and issue costs) and other indebtedness incurred to carry out eligible projects. In addition to funding future planned projects, the legislation permits airports to collect PFCs to reimburse the eligible costs of projects that began on or after November 5, 1990.

The Airport currently collects PFC revenues in an approved open application and is planning to submit an additional application to continue collection without interruption of its collection authority. Current collections are over \$900 thousand per year and are anticipated to grow to \$1.2 million by 2027. The implementation analysis assumes that the Airport will submit additional PFC applications and amendments, as required, to ensure that the collection of PFC revenues continues beyond the authorized expiration date through the end of the eleven-year review period in 2027. The implementation analysis further assumes that PFCs will be used to fund both PFC related debt service as well as capital costs on a pay-as-you-go basis. Of the \$18 million in PFC collections anticipated during the review period, approximately \$1.8 million will fund capital costs and the remaining \$16.2 will fund debt service requirements for PFC eligible projects pledged with PFC revenues.

Rental Car Customer Facility Charges

In the last several years, rental car Customer Facility Charges (CFCs) have become common financing tools for landside improvements at airports in the U.S. Such charges are collected by rental car companies that provide services to commercial passengers at the airports they serve. CFCs are collected by the rental car companies on behalf of, and for the benefit of, the airports where they operate. The charge is typically based on a fee per rental car transaction day that is added to rental car contracts.

The CFC fee is to be used to support the planning, design and construction of various landside and passenger terminal improvements at the Airport including facilities used by the rental car companies as well as for other valid Airport purposes. Currently, CFC revenue is pledged to fund the debt service requirements on the 2009 Colorado State Infrastructure Bank loan that was obtained to build the rental car parking and fuel facilities used by the rental car companies. That loan will be fully repaid in 2019. In 2020, CFCs are programmed to fund a \$1.16 million rental car capital improvement project. Beyond these uses identified, the implementation analysis does not apply CFCs to fund specific capital

projects. Instead, the analysis assumes that CFCs will be used to support the cash flow needs of the overall capital program. Current collections are approximately \$579,000 per year growing to about \$713,000 per year by the end of review period. The capital financial plan projects that approximately \$6.9 million in CFC revenue will be available to support cash flow during review period.

Cash Reserves/Airport Net Operating Revenues

The implementation analysis indicates that net operating cash flows are projected to range from \$1.2 million to \$2.7 million annually during the review period through 2027. At the beginning of 2017, the Airport had accumulated about \$7.5 million in unrestricted cash reserves available for operations and capital project funding. The implementation analysis assumes that, after funding any annual debt service requirements, Airport cash reserves/net operating cash flow will be used throughout the review period to fund about \$21.9 million project costs (local grant match requirements and project components ineligible for federal funding) during eleven-year review period.

Financial Analysis and Implementation Plan for the Terminal Area Plan Amendment and Capital Improvement Program

This analysis, along with the Schedules presented at the end of Section D, provides the results of evaluating the financial reasonableness of implementing the Terminal Area Plan Amendment and Capital Improvement Program during the planning period from 2017 through 2027.

The capital improvement projects included in this analysis generally focus on two primary categories of infrastructure. The majority of the costs included in the capital improvement program during the eleven-year review period are airfield related projects including runway, taxiway, aircraft apron and navigational aide improvements. As the Airport focuses on the need to relocate their primary runway, a significant portion of the Airport's capital funding sources are utilized toward those projects.

The other category of projects are those related to the Terminal Building Improvements, which are the subject of this Terminal Area Plan Amendment. As described in the previous sections, the original Terminal Area Plan envisioned the replacement of the existing passenger terminal building with a new passenger terminal building. For reasons previously discussed, the timing of the new passenger terminal has been delayed beyond the review period included in this analysis. New, short-term improvements to the existing terminal building have been identified with the goal of bridging the gap until such time a replacement terminal is financially feasible. Therefore, the financial implementation analysis included in this Terminal Area Plan Amendment has removed the terminal related projects associated with the replacement terminal and included those projects identified as being needed to the

existing terminal building during this eleven-year review period.

Estimated Terminal Related Projects Development Costs

Detailed capital cost estimates for planned improvements in the Terminal Area Plan Amendment are presented in Table 5 of Section D. The projects listed in Table 6 below reflect those identified in the Terminal Area Plan Amendment as needing to be accomplished within the review period. Estimates are based on 2017 dollars with no adjustments for future inflation.

Table 6
Estimated Terminal Related Projects Development Costs

Terminal Related Projects and Components	Total Estimated Costs	PFC Funding	Cash Reserves/Net Revenues Funding
Terminal Building Renovations and Rehabilitation	\$8,500,000	\$5,100,000	\$3,400,000
Mechanical renovations	\$4,400,000	\$2,640,000	\$1,760,000
Structural Foundation and Frame Integrity	\$200,000	\$120,000	\$80,000
Code Compliance/Life Safety	\$2,100,000	\$1,260,000	\$840,000
Roof and Escalator Replacements	\$1,800,000	\$1,080,000	\$720,000
Administration Building Modifications	\$1,000,000	\$0	\$1,000,000
Gate #1 Tunnel/Passenger Boarding Bridge	\$1,800,000	\$1,800,000	\$0
TOTAL Terminal Related Project Cost	\$11,300,000	\$6,900,000	\$4,400,000

Note: Addition errors are due to rounding of calculated amounts.

Source: Leibowitz & Horton AMC Analysis.

Estimated Project Costs and Development Schedule

The Terminal Area Plan Amendment and Capital Improvement Program (CIP) Estimated Project Costs and Development Schedule is derived from the results of the Terminal Area Plan Amendment analysis and previously completed capital planning studies. The CIP for capital expansion and improvement projects is projected on an annual basis for the review period from 2017 through 2027, and in total for the period from 2028 and beyond. For each of these review periods, Schedule 1 (provided at the end of Section D) presents the Capital Improvement Program including estimated costs and anticipated development schedule for the identified projects.

As shown in Schedule 1, the total estimated cost of projects is \$157,319,322 in 2017 dollars. The estimated costs for projects scheduled during the period 2017 through 2027 are adjusted by an assumed 3% rate of annual inflation. The resulting total project costs escalated for inflation are \$190,751,455. Table 7 presents a summary of the Schedule and provides a

comparison of 2017 base year costs with escalated costs adjusted for inflation for stages within the review period.

Table 7
Summary of 2017 Base Year and Total Escalated Costs for the Terminal Area Plan Amendment and Capital Improvement Program

Review Periods	2017 Base Year Costs	Total Escalated Costs
Projects 2017-2021	\$65,069,322	\$57,813,758
Projects 2022-2027	\$62,900,000	\$78,468,094
Projects 2028 and Beyond	\$39,350,000	\$54,469,603
TOTAL Project Cost	\$157,319,322	\$190,751,455

Note: Addition errors are due to rounding of calculated amounts.

Source: Leibowitz & Horton AMC Analysis.

Sources and Uses of Capital Funding

Funding sources for the CIP depend on many factors, including AIP and PFC project eligibility, the ultimate type and use of facilities to be developed, management's current and desired levels of the Airport's airline cost per enplaned passenger, the availability of other financing sources and the priorities for scheduling project completion. For planning purposes, assumptions were made related to the funding source of each capital improvement.

Schedule 2 lists each of the CIP projects, their estimated costs (escalated annually for inflation) and the assumed funding sources and amounts. During the eleven-year review period, it was assumed that both AIP entitlement and discretionary grants would primarily fund airfield projects including runway/taxiway rehabilitation, aircraft parking aprons, and various eligible improvements toward the ultimate relocation of the runway and taxiways. It was assumed that CDOT aviation grants would provide a portion of the funding for AIP eligible projects. Debt proceeds are anticipated to fund costs related to the terminal renovation and rehabilitation project as well as primary runway relocation project. PFC pay-as-you-go revenues were assumed to fund the Gate #1 tunnel and passenger boarding bridge project. Rental Car Customer Facility Charges and available cash reserves were assumed to fund the rental car project programmed in 2020, a portion of the local match on AIP projects as well as projects ineligible for other funding sources.

A summary of the sources of capital funding by type and uses of capital funding by review period for the CIP is presented in Table 8.

Table 8

Summary of Sources and Uses of Capital Funding for the Terminal Area Plan Amendment and Capital Improvement Program

Sources of Capital Funding	2017-2021	2022-2027	2028 & Beyond	TOTALS
AIP Entitlement Grants	\$14,493,197	\$13,217,446	\$9,713,359	\$37,424,003
AIP Discretionary Grants	\$24,299,270	\$57,403,838	\$39,309,283	\$121,012,391
CDOT Aviation Grants	\$882,223	\$900,000	\$600,000	\$2,382,223
Debt Financing	\$5,100,000	\$0	\$0	\$5,100,000
Passenger Facility Charges	\$1,800,000	\$0	\$0	\$1,800,000
RAC Customer Facility Charges	\$1,160,000	\$0	\$0	\$1,160,000
Cash Reserves/Net Ops Cash Flow	\$10,079,069	\$6,946,809	\$4,846,960	\$21,872,838
TOTAL Sources of Capital Funding	\$57,813,759	\$78,468,093	\$54,469,603	\$190,751,455
Uses of Capital Funding				
New Runway 11/29 Improvements	\$13,255,642	\$76,131,332	\$44,295,485	\$133,682,459
Other Runway/Taxiway Improvements	\$13,196,857	\$2,336,760	\$7,059,593	\$22,593,210
Navaid Improvements	\$1,339,000	\$0	\$3,114,526	\$4,453,526
Aircraft Apron Improvements	\$14,008,760	\$0	\$0	\$14,008,760
Terminal Rehab & Related Projects and Admin Building Modification	\$11,300,000	\$0	\$0	\$11,300,000
Road Improvements	\$3,553,000	\$0	\$0	\$3,553,000
Rental Car Projects	\$1,160,000	\$0	\$0	\$1,160,000
TOTAL Uses of Capital Funding	\$57,813,759	\$75,468,082	\$54,469,604	\$190,751,455

Note: Addition errors are due to rounding of calculated amounts.

Source: Leibowitz & Horton AMC Analysis.

Projected Operations and Maintenance Expenses

Operations and Maintenance Expense Projection Assumptions. Operations and maintenance expense growth assumptions, as reflected in Schedule 3, were developed to project the Airport's operating expenses during the planning period. Actual amounts for 2014 through 2016 and budgeted amounts for 2017 provide a comparison with expenses that are projected for the period 2018 through 2027. For each of the following expense categories listed below, projections are based on 2017 budgeted amounts with an assumed 3% annual rate of inflation beginning in 2018.

- Personnel Compensation and Benefits
- Communications and Utilities
- Supplies and Materials

- Contract Services
- Repairs & Maintenance
- Insurance
- Other

Minor capital outlay projections are also based on the 2017 budgeted amounts with an assumed 3% annual rate of inflation beginning in 2018.

Projection of Operations and Maintenance Expenses and Operating Expenses Per Enplaned Passenger. The projection of operations and maintenance expenses including minor capital outlays is provided in Schedule 3. As shown in the Schedule, total expenses are expected to grow from \$4,822,559 budgeted in 2017 to \$6,481,116 in 2027 reflecting an overall growth rate of 3% per year and a total of \$61,766,350 during the review period.

Schedule 3 also provides a comparison of the Airport's total operating expenses per enplaned passenger versus an average of non-hub airports with similar levels of aviation activity. Based on an estimated 3% annual rate of passenger growth along with a 3% annual growth rate of operating expenses, the Airport's operating expenses per enplaned passenger are projected to remain at \$20.76 for the duration of the review period. Over the same period of time, the overall non-hub industry average grows from \$48.98 in 2017 to \$57.03 in 2027 (Source: Non-Hub airports, FAA Operating and Financial Summary Report #127 and FAA Air Carrier Activity Information System enplanement database). These comparisons show that budgeted and projected operating expenses at Grand Junction are substantially lower than other non-hub airports of similar size during all of the eleven-year review period. This implies that the Airport currently manages operations and controls expenses in a manner that is much more cost efficient than other comparable non-hub airports.

Projected Operating Revenues

Operating revenue projections for the eleven-year review period are based on the Airport's 2017 budget, current rates and charges methodology, current leasing practices, the anticipated impacts of inflation, aviation traffic increases, facility expansions and the recent experience of other airports with similar levels of aviation activity.

Operating Revenue Projection Assumptions. Operating revenue growth assumptions, as reflected in Schedule 4, were developed to project the Airport's operating revenues during the planning period. Actual amounts for 2014 through 2016 and budgeted amounts for 2017 provide a comparison with revenues that are projected for the period 2018 through 2027. This analysis organizes revenues into categories for airline revenues, non-airline revenues and non-operating revenues. Annual revenue growth assumptions for the period 2018 through 2027 are provided in the following sections.

- Airline Revenues

- Airline landing fee projections beginning in 2018 are based on the Airport's 2017 budget with growth at a 3% annual inflation rate plus increases in aircraft landed weight using annual growth at ½ the rate of forecast passenger enplanements. This reflects the airlines' practice of managing increased load factors before additional flights are provided.
- Airline terminal rent projections beginning in 2018-2019 are based on the Airport's 2017 budget with growth at a 3% annual inflation rate thereafter.
- The projections for Airline other fees, which include charges for use of the boarding bridges and deicing services, are based on the Airport's 2017 budget with growth at a 3% annual inflation rate thereafter.
- Non-Airline Revenues
 - Cargo Landing Fees, Fuel Flowage Fees, and State Aviation Fuel Tax Excise Tax revenue projections beginning in 2018 are based on the Airport's 2017 budget with growth at a 3% annual inflation rate plus increases in aircraft landed weight using annual growth at ½ the rate of forecast passenger enplanements.
 - Non-Airline revenue projections beginning in 2018 for the following categories are based on the Airport's 2017 budget with growth at a 3% annual inflation rate plus the annual rate of forecast enplanement growth:
 - Rental Car Concession Fees
 - Terminal – Restaurant Concession Fees
 - Terminal – Retail Concession Fees
 - Parking & Ground Transportation Fees
 - Non-Airline revenue projections beginning in 2018 for the following categories are based on the Airport's 2017 budget with growth at a 3% annual inflation rate thereafter:
 - Cargo and Hangar Rentals
 - Other General Aviation Fees
 - Land and Building Leases
 - Rental Car Space Rent
 - Terminal – Other Rent
 - Other Revenues
- Non-Operating Revenues - Non-Operating revenue projections beginning in 2017 for Interest Income are based on the Airport's 2017 budget with no annual inflation growth thereafter.

Projection of Operating Revenues, Airline Cost Per Enplaned Passenger and Operating Revenues Per Enplaned Passenger. The projection of operating revenues is provided in Schedule 4 at the end of Section D. As shown in the Schedule, airline revenues are expected to grow from \$1,768,700 budgeted for 2017 to \$2,453,461 projected for 2027 with a total of \$22,921,545 during the eleven-year review period. The overall annual growth rate for airline revenues is 3.3% during the eleven-year review period. Non-Airline revenues are expected to grow from \$4,309,084 budgeted for 2017 to \$6,732,452 projected for 2027 with a total of \$60,842,675 during the review period. The overall annual growth rate for non-airline revenues is 4.6%. Total airport revenues (including non-operating revenues) are expected to grow from \$6,096,984 budgeted for 2017 to \$9,205,112 projected for 2027 with a total of \$83,975,420 during the review period. The overall annual growth rate for total Airport revenues is 4.2%.

Schedule 4 also provides a comparison of the Airport's airline cost per enplaned passenger (CPEP) versus an average for overall non-hub airports with similar levels of aviation activity. The airline CPEP (all airline fees and rentals divided by enplaned passengers) is a measure airlines use to compare their cost of operations among the airports they serve. Grand Junction's airline CPEP is projected to grow from \$7.61 budgeted for 2017 to \$7.86 projected for 2027. Over the same period, the overall non-hub industry average grows from \$9.20 in 2017 to \$12.37 in 2027 (Source: Non-Hub airports, FAA Operating and Financial Summary Report #127 and FAA Air Carrier Activity Information System enplanement database). These comparisons show that airline rates and charges at Grand Junction are currently lower than other similar non-hub airports and are expected to remain lower throughout the review period. The Airport's lower level of CPEP suggests that rate-setting practices and the overall structure of rates and charges could be revised to enable the Airport to recover a greater portion of its operating costs from the airlines that serve Grand Junction.

Schedule 4 also provides a comparison of the Airport's total revenue per enplaned passenger versus an average for other non-hub airports. The Airport's total revenue per enplaned passenger is projected to grow from \$26.17 budgeted for 2017 to \$29.43 projected for 2027. Over the same period, the overall non-hub industry average grows from \$46.92 in 2017 to \$63.05 in 2027 (Source: Non-Hub airports, FAA Operating and Financial Summary Report #127 and FAA Air Carrier Activity Information System enplanement database). These comparisons show that non-airline revenues along with airline revenues are substantially lower than the non-hub industry average throughout the review period. This indicates that the Airport's overall policies for setting/negotiating user fees and rental rates could be reviewed and adjusted over time in order to establish rates that are more comparable with other airports having similar levels of aviation activity.

Financial Plan Summary for the Master Plan Capital Improvement Program

The Financial Plan Summary presented in Schedule 5 at the end of Section D includes a

Capital Cash Flow section that presents a summary of projected capital funding (from Schedule 2) and scheduled capital expenditures (from Schedule 1) with the cash flow that results from implementing the Terminal Area Plan Amendment and Capital Improvement Program. Schedule 5 also includes an operating cash flow section that summarizes totals for operating revenues (from Schedule 4) and operating expenses (from Schedule 3) with the addition of beginning cash reserve balances to provide the cash flow that results from these activities.

In Schedule 1 of the financial implementation analysis, practical approaches were provided for scheduling capital expenditures to match the availability of capital funding. Schedule 2 provided practical approaches for matching specific capital funding sources with each of the identified projects. As shown in Schedule 5, positive year end cash reserves are projected throughout the eleven-year planning period 2017 to 2027.

Based on the assumptions underlying the financial implementation analysis summarized in the Capital Cash Flow section of Schedule 5, implementation of projects in the Terminal Area Plan Amendment and Capital Improvement Program that are scheduled throughout the eleven-year planning period are projected to be financially reasonable. Implementation of airfield capital projects during the 2017-2027 planning period that have AIP discretionary grants indicated as a funding source are subject to the availability of those grants which are provided at the sole discretion of the FAA. If the identified portion of discretionary funding is not awarded by the FAA, then these projects will need to be delayed until funding is available.

Additionally, the financial implementation analysis relies on achievement of the aviation activity and passenger enplanement forecast. Actual aviation traffic may temporarily vary from the projected levels of activity without a significant adverse impact on the capital program. If decreased traffic levels occur and persist, implementation of all the proposed projects may not be financially feasible. It should also be noted, however, that if the forecast activity levels are not met, then a number of the planned capital improvements may not be necessary.

Financial Analysis Schedules

Financial analysis **Schedules 1** through **5** are presented on the following pages.

GRAND JUNCTION REGIONAL AIRPORT (GJT)
Grand Junction, Colorado

GJT_TAP5.123

Schedule 1

Terminal Area Plan Amendment
Estimated Project Costs and Development Schedule

06-Jul-17

	Funding Schedule												Total Funding
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028 & Beyond	
Capital Improvement Program													
Funds Used for Capital Improvement Projects													
AIP Entitlement Grants	\$1,918,530	\$1,952,685	\$1,987,866	\$2,024,102	\$2,061,425	\$2,099,868	\$2,139,464	\$2,180,248	\$2,222,255	\$2,265,523	\$2,310,089	\$9,713,359	\$32,875,414
AIP Entitlements carryover from the prior years	4,548,589	460,603	0	0	0	0	0	0	0	0	0	0	4,548,589
AIP Entitlement unspent current year + carryover	(460,603)	0	0	0	0	0	0	0	0	0	0	0	0
AIP Discretionary Grants	2,331,874	3,534,962	6,393,244	5,794,360	6,244,830	6,559,909	12,636,933	12,652,031	6,043,420	9,242,577	10,268,969	39,309,283	121,012,391
CDOT Grants	355,273	126,950	125,000	125,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	600,000	2,382,223
Passenger Facility Charges (@\$4.50)	2,098,727	955,154	983,808	1,013,323	1,043,722	1,075,034	1,107,285	1,140,504	1,174,719	1,209,960	1,246,259	4,926,970	17,975,465
Airport Revenue & Refunding Bonds, Series 2016:													
New Money Revenue Bond Proceeds	9,000,682	0	0	0	0	0	0	0	0	0	0	0	9,000,682
Less PFC Funded Debt Service (60%)	(414,105)	(413,860)	(413,217)	(413,270)	(412,577)	(412,742)	(412,577)	(412,646)	(413,538)	(412,440)	(412,165)	(3,716,714)	(8,259,851)
Less Cash Funded Debt Service	(276,070)	(275,907)	(275,478)	(275,513)	(275,051)	(275,161)	(275,051)	(275,097)	(275,692)	(274,960)	(274,777)	(2,477,809)	(5,506,567)
Refunded Bonds Debt Service:													
Less PFC Funded Debt Service (48.5%)	(396,847)	(396,612)	(395,996)	(396,047)	(395,382)	(395,540)	(395,382)	(395,448)	(396,303)	(395,251)	(394,988)	(3,561,817)	(7,915,614)
Less Ineligible Debt Service	(421,394)	(421,144)	(420,491)	(420,545)	(419,839)	(420,007)	(419,839)	(419,909)	(420,817)	(419,699)	(419,420)	(3,782,135)	(8,405,239)
SIB Loan Debt Service	(464,487)	(464,487)	(232,244)	0	0	0	0	0	0	0	0	0	(1,161,218)
Rental Car Customer Facility Charges	579,000	582,218	580,000	580,000	597,400	615,322	633,782	652,795	672,379	692,550	713,327	0	6,898,773
Net Operating Cash Flow	1,274,425	1,418,153	1,544,674	1,680,803	1,931,977	2,096,341	2,266,653	2,449,381	2,313,844	2,508,822	2,723,996	0	22,209,070
Funds Available Current Year	19,673,593	7,058,716	9,877,166	9,712,212	10,526,504	11,093,025	17,431,266	17,721,859	11,070,267	14,567,082	15,911,289	41,011,138	185,654,117
Beginning Cash Balance/Funds Carried Over from Prior Year	7,547,219	6,655,935	7,105,483	7,670,305	7,535,337	6,581,652	8,052,701	9,065,749	10,307,298	12,193,482	13,973,787	15,908,346	7,547,219
Funds Used Current Year	(20,564,877)	(6,609,167)	(9,312,345)	(9,847,180)	(11,480,190)	(9,621,975)	(16,418,219)	(16,480,310)	(9,184,083)	(12,786,777)	(13,976,730)	(54,469,603)	(190,751,455)
Funds Carried Over to Next Year	\$6,655,935	\$7,105,483	\$7,670,305	\$7,535,337	\$6,581,652	\$8,052,701	\$9,065,749	\$10,307,298	\$12,193,482	\$13,973,787	\$15,908,346	\$2,449,881	\$2,449,881
Less Beginning Cash Reserve	(3,200,000)	(3,725,427)	(3,837,190)	(3,952,305)	(4,070,874)	(4,193,001)	(4,318,791)	(4,448,354)	(4,581,805)	(4,719,259)	(4,860,837)	-	-
Year End Available Cash Balance	\$3,455,935	\$3,380,057	\$3,833,115	\$3,583,032	\$2,510,777	\$3,859,701	\$4,746,958	\$5,858,943	\$7,611,676	\$9,254,527	\$11,047,509	\$2,449,881	\$2,449,881

	2017 Base Year Costs	Estimated Project Costs and Development Schedule												Total Escalated Costs
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028 & Beyond	
Capital Project Description														
Runway Design (Phase 1)	\$2,463,018	\$2,463,018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,463,018
East Terminal Apron	4,696,415	4,696,415	0	0	0	0	0	0	0	0	0	0	0	4,696,415
Runway Design (Phase 2)	2,105,444	2,105,444	0	0	0	0	0	0	0	0	0	0	0	2,105,444
Admin Building Modification	1,000,000	1,000,000	0	0	0	0	0	0	0	0	0	0	0	1,000,000
Tunnel and Jet Bridge	1,800,000	1,800,000	0	0	0	0	0	0	0	0	0	0	0	1,800,000
Terminal Bldg Reno and Rehab	8,500,000	8,500,000	0	0	0	0	0	0	0	0	0	0	0	8,500,000
Total Capital Project Costs 2017	\$20,564,877	\$20,564,877	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,564,877
RTR Site Work (RA)	\$1,300,000	\$0	\$1,339,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,339,000
Realign 27 1/4 Road	3,450,000	0	3,553,500	0	0	0	0	0	0	0	0	0	0	3,553,500
Rehab Taxiway A (East & West Ends)	1,666,667	0	1,716,667	0	0	0	0	0	0	0	0	0	0	1,716,667
Total Capital Project Costs 2018	\$6,416,667	\$0	\$6,609,167	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,609,167
Rehab West Commercial Apron	\$8,777,778	\$0	\$0	\$9,312,345	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,312,345
-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Capital Project Costs 2019	\$8,777,778	\$0	\$0	\$9,312,345	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,312,345
New Runway 11/29 - Construct Ponds, North Perimeter Road & Fence	\$3,800,000	\$0	\$0	\$0	\$4,152,363	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,152,363
New Runway 11/29 - Earthwork for R/W & All Taxiways (Phase 1 of 3)	4,150,000	0	0	0	4,534,817	0	0	0	0	0	0	0	0	4,534,817
Rental Car Capital Project	1,160,000				1,160,000									1,160,000
Total Capital Project Costs 2020	\$9,110,000	\$0	\$0	\$0	\$9,847,180	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,847,180

GRAND JUNCTION REGIONAL AIRPORT (GJT)
Grand Junction, Colorado

GJT_TAP5.123

Schedule 1

Terminal Area Plan Amendment
Estimated Project Costs and Development Schedule

06-Jul-17

	Funding Schedule												Total Funding
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028 & Beyond	
Capital Improvement Program													
Funds Used for Capital Improvement Projects													
AIP Entitlement Grants	\$1,918,530	\$1,952,685	\$1,987,866	\$2,024,102	\$2,061,425	\$2,099,868	\$2,139,464	\$2,180,248	\$2,222,255	\$2,265,523	\$2,310,089	\$9,713,359	\$32,875,414
AIP Entitlements carryover from the prior years	4,548,589	460,603	0	0	0	0	0	0	0	0	0	0	4,548,589
AIP Entitlement unspent current year + carryover	(460,603)	0	0	0	0	0	0	0	0	0	0	0	0
AIP Discretionary Grants	2,331,874	3,534,962	6,393,244	5,794,360	6,244,830	6,559,909	12,636,933	12,652,031	6,043,420	9,242,577	10,268,969	39,309,283	121,012,391
CDOT Grants	355,273	126,950	125,000	125,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	600,000	2,382,223
Passenger Facility Charges (@\$4.50)	2,098,727	955,154	983,808	1,013,323	1,043,722	1,075,034	1,107,285	1,140,504	1,174,719	1,209,960	1,246,259	4,926,970	17,975,465
Airport Revenue & Refunding Bonds, Series 2016:													
New Money Revenue Bond Proceeds	9,000,682	0	0	0	0	0	0	0	0	0	0	0	9,000,682
Less PFC Funded Debt Service (60%)	(414,105)	(413,860)	(413,217)	(413,270)	(412,577)	(412,742)	(412,577)	(412,646)	(413,538)	(412,440)	(412,165)	(3,716,714)	(8,259,851)
Less Cash Funded Debt Service	(276,070)	(275,907)	(275,478)	(275,513)	(275,051)	(275,161)	(275,051)	(275,097)	(275,692)	(274,960)	(274,777)	(2,477,809)	(5,506,567)
Refunded Bonds Debt Service:													
Less PFC Funded Debt Service (48.5%)	(396,847)	(396,612)	(395,996)	(396,047)	(395,382)	(395,540)	(395,382)	(395,448)	(396,303)	(395,251)	(394,988)	(3,561,817)	(7,915,614)
Less Ineligible Debt Service	(421,394)	(421,144)	(420,491)	(420,545)	(419,839)	(420,007)	(419,839)	(419,909)	(420,817)	(419,699)	(419,420)	(3,782,135)	(8,405,239)
SIB Loan Debt Service	(464,487)	(464,487)	(232,244)	0	0	0	0	0	0	0	0	0	(1,161,218)
Rental Car Customer Facility Charges	579,000	582,218	580,000	580,000	597,400	615,322	633,782	652,795	672,379	692,550	713,327	0	6,898,773
Net Operating Cash Flow	1,274,425	1,418,153	1,544,674	1,680,803	1,931,977	2,096,341	2,266,653	2,449,381	2,313,844	2,508,822	2,723,996	0	22,209,070
Funds Available Current Year	19,673,593	7,058,716	9,877,166	9,712,212	10,526,504	11,093,025	17,431,266	17,721,859	11,070,267	14,567,082	15,911,289	41,011,138	185,654,117
Beginning Cash Balance/Funds Carried Over from Prior Year	7,547,219	6,655,935	7,105,483	7,670,305	7,535,337	6,581,652	8,052,701	9,065,749	10,307,298	12,193,482	13,973,787	15,908,346	7,547,219
Funds Used Current Year	(20,564,877)	(6,609,167)	(9,312,345)	(9,847,180)	(11,480,190)	(9,621,975)	(16,418,219)	(16,480,310)	(9,184,083)	(12,786,777)	(13,976,730)	(54,469,603)	(190,751,455)
Funds Carried Over to Next Year	\$6,655,935	\$7,105,483	\$7,670,305	\$7,535,337	\$6,581,652	\$8,052,701	\$9,065,749	\$10,307,298	\$12,193,482	\$13,973,787	\$15,908,346	\$2,449,881	\$2,449,881
Less Beginning Cash Reserve	(3,200,000)	(3,725,427)	(3,837,190)	(3,952,305)	(4,070,874)	(4,193,001)	(4,318,791)	(4,448,354)	(4,581,805)	(4,719,259)	(4,860,837)	-	-
Year End Available Cash Balance	\$3,455,935	\$3,380,057	\$3,833,115	\$3,583,032	\$2,510,777	\$3,859,701	\$4,746,958	\$5,858,943	\$7,611,676	\$9,254,527	\$11,047,509	\$2,449,881	\$2,449,881

	2017 Base Year Costs	Estimated Project Costs and Development Schedule												Total Escalated Costs
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028 & Beyond	
Capital Project Description														
Current Runway 11/29 - Rehab/Overlay Failed Portions/Seal Coat/Restripe	\$3,500,000	\$0	\$0	\$0	\$0	\$3,939,281	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,939,281
Rehab Taxiway A (Commercial Apron Section)	2,400,000	0	0	0	0	2,701,221	0	0	0	0	0	0	0	2,701,221
Rehab Taxiway A (BLM to Twin Otter)	2,300,000	0	0	0	0	2,588,670	0	0	0	0	0	0	0	2,588,670
Rehab Runway 4/22	2,000,000	0	0	0	0	2,251,018	0	0	0	0	0	0	0	2,251,018
Total Capital Project Costs 2021	\$10,200,000	\$0	\$0	\$0	\$0	\$11,480,190	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,190
New Runway 11/29 - Earthwork for R/W & All Taxiways (Phase 2 of 3)	\$8,300,000	\$0	\$0	\$0	\$0	\$0	\$9,621,975	\$0	\$0	\$0	\$0	\$0	\$0	\$9,621,975
-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Capital Project Costs 2022	\$8,300,000	\$0	\$0	\$0	\$0	\$0	\$9,621,975	\$0	\$0	\$0	\$0	\$0	\$0	\$9,621,975
New Runway 11/29 - Earthwork for R/W & All Taxiways (Phase 3 of 3)	\$4,150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,955,317	\$0	\$0	\$0	\$0	\$0	\$4,955,317
New Runway 11/29 - Storm Infrastructure & Taxiway's Subgrade, Base & Underdrains	9,600,000	0	0	0	0	0	0	11,462,902	0	0	0	0	0	11,462,902
Total Capital Project Costs 2023	\$13,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$16,418,219	\$0	\$0	\$0	\$0	\$0	\$16,418,219
New Runway 11/29 - Runway Subgrade, Base, Underdrain & Electrical Duct	\$11,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,143,549	\$0	\$0	\$0	\$0	\$14,143,549
Rehab Taxiway C (T/W A to T/W C1A)	1,900,000	0	0	0	0	0	0	0	2,336,760	0	0	0	0	2,336,760
Total Capital Project Costs 2024	\$13,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,480,310	\$0	\$0	\$0	\$0	\$16,480,310

GRAND JUNCTION REGIONAL AIRPORT (GJT)
Grand Junction, Colorado

GJT_TAP5.123

Schedule 1

Terminal Area Plan Amendment
Estimated Project Costs and Development Schedule

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Funds Used for Capital Improvement Projects													
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AIP Entitlements carryover from the prior years	4,548,589	460,603	0	0	0	0	0	0	0	0	0	0	4,548,589
AIP Entitlement unspent current year + carryover	(460,603)	0	0	0	0	0	0	0	0	0	0	0	0
AIP Discretionary Grants	2,331,874	3,534,962	6,393,244	5,794,360	6,244,830	6,559,909	12,636,933	12,652,031	6,043,420	9,242,577	10,268,969	39,309,283	121,012,391
CDOT Grants	355,273	126,950	125,000	125,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	600,000	2,382,223
Passenger Facility Charges (@\$4.50)	2,098,727	955,154	983,808	1,013,323	1,043,722	1,075,034	1,107,285	1,140,504	1,174,719	1,209,960	1,246,259	4,926,970	17,975,465
Airport Revenue & Refunding Bonds, Series 2016:													
New Money Revenue Bond Proceeds	9,000,682	0	0	0	0	0	0	0	0	0	0	0	9,000,682
Less PFC Funded Debt Service (60%)	(414,105)	(413,860)	(413,217)	(413,270)	(412,577)	(412,742)	(412,577)	(412,646)	(413,538)	(412,440)	(412,165)	(3,716,714)	(8,259,851)
Less Cash Funded Debt Service	(276,070)	(275,907)	(275,478)	(275,513)	(275,051)	(275,161)	(275,051)	(275,097)	(275,692)	(274,960)	(274,777)	(2,477,809)	(5,506,567)
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Less Ineligible Debt Service	(421,394)	(421,144)	(420,491)	(420,545)	(419,839)	(420,007)	(419,839)	(419,909)	(420,817)	(419,699)	(419,420)	(3,782,135)	(8,405,239)
SIB Loan Debt Service	(464,487)	(464,487)	(232,244)	0	0	0	0	0	0	0	0	0	(1,161,218)
Rental Car Customer Facility Charges	579,000	582,218	580,000	580,000	597,400	615,322	633,782	652,795	672,379	692,550	713,327	0	6,898,773
Net Operating Cash Flow	1,274,425	1,418,153	1,544,674	1,680,803	1,931,977	2,096,341	2,266,653	2,449,381	2,313,844	2,508,822	2,723,996	0	22,209,070
Funds Available Current Year	19,673,593	7,058,716	9,877,166	9,712,212	10,526,504	11,093,025	17,431,266	17,721,859	11,070,267	14,567,082	15,911,289	41,011,138	185,654,117
Beginning Cash Balance/Funds Carried Over from Prior Year	7,547,219	6,655,935	7,105,483	7,670,305	7,535,337	6,581,652	8,052,701	9,065,749	10,307,298	12,193,482	13,973,787	15,908,346	7,547,219
Funds Used Current Year	(20,564,877)	(6,609,167)	(9,312,345)	(9,847,180)	(11,480,190)	(9,621,975)	(16,418,219)	(16,480,310)	(9,184,083)	(12,786,777)	(13,976,730)	(54,469,603)	(190,751,455)
Funds Carried Over to Next Year	\$6,655,935	\$7,105,483	\$7,670,305	\$7,535,337	\$6,581,652	\$8,052,701	\$9,065,749	\$10,307,298	\$12,193,482	\$13,973,787	\$15,908,346	\$2,449,881	\$2,449,881
Less Beginning Cash Reserve	(3,200,000)	(3,725,427)	(3,837,190)	(3,952,305)	(4,070,874)	(4,193,001)	(4,318,791)	(4,448,354)	(4,581,805)	(4,719,259)	(4,860,837)	-	-
Year End Available Cash Balance	\$3,455,935	\$3,380,057	\$3,833,115	\$3,583,032	\$2,510,777	\$3,859,701	\$4,746,958	\$5,858,943	\$7,611,676	\$9,254,527	\$11,047,509	\$2,449,881	\$2,449,881

	2017 Base Year Costs	Estimated Project Costs and Development Schedule												Total Escalated Costs
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028 & Beyond	
Capital Project Description														
New Runway 11/29 - Asphalt Pavements at Taxiways (Bottom Lifts)	\$7,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,184,083	\$0	\$0	\$0	\$9,184,083
-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Capital Project Costs 2025	\$7,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,184,083	\$0	\$0	\$0	\$9,184,083
New Runway 11/29 - Asphalt Pavements on Runway (Bottom Lifts)	\$9,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,786,777	\$0	\$0	\$12,786,777
-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Capital Project Costs 2026	\$9,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,786,777	\$0	\$0	\$12,786,777
New Runway 11/29 - Asphalt Pavements on Runway & Taxiways (Top Lifts)	\$10,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,976,730	\$0	\$13,976,730
-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Capital Project Costs 2027	\$10,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,976,730	\$0	\$13,976,730
New Runway 11/29 - Grooving, Pavement Markings, Electrical - 2028	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,152,702	\$4,152,702
NAVAIDS for New Runway - Design & Construction (Reimbursable Agreement) - 2028	2,250,000	0	0	0	0	0	0	0	0	0	0	0	3,114,526	3,114,526
Rehab Taxiway A (Remaining Sections) - 2028	5,100,000	0	0	0	0	0	0	0	0	0	0	0	7,059,593	7,059,593
R/W 11/29 to T/W A Conversion & Reconstruction (Phase 1 of 3) - 2029	9,700,000	0	0	0	0	0	0	0	0	0	0	0	13,427,069	13,427,069
R/W 11/29 to T/W A Conversion & Reconstruction (Phase 2 of 3) - 2030	9,700,000	0	0	0	0	0	0	0	0	0	0	0	13,427,069	13,427,069
R/W 11/29 to T/W A Conversion & Reconstruction (Phase 3 of 3) - 2031	9,600,000	0	0	0	0	0	0	0	0	0	0	0	13,288,645	13,288,645
Total Capital Project Costs 2028-2031	\$39,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,469,603	\$54,469,603
Total Project Costs	\$157,319,322	\$20,564,877	\$6,609,167	\$9,312,345	\$9,847,180	\$11,480,190	\$9,621,975	\$16,418,219	\$16,480,310	\$9,184,083	\$12,786,777	\$13,976,730	\$54,469,603	\$190,751,455

GRAND JUNCTION REGIONAL AIRPORT (GJT)
Grand Junction, Colorado

GJT_TAP5.123

Schedule 2

Terminal Area Plan Amendment
Projected Capital Funding Sources

06-Jul-17

Capital Improvement Projects	Total Escalated Costs	AIP Entitlement Funding	AIP Discretionary Funding	Total AIP Funding	CDOT Grants	Passenger Facility Charges (Debt)	Passenger Facility Charges (PAYG)	Rental Car Customer Facility Charge (CFC)	Cash Reserves/ Net Revenues	Total Funding
Runway Design (Phase 1)	\$2,463,018	\$2,216,716		\$2,216,716	\$123,151				\$123,151	\$2,463,018
East Terminal Apron	4,696,415	1,894,900	2,331,874	4,226,774	126,850				342,792	4,696,415
Runway Design (Phase 2)	2,105,444	1,894,900		1,894,900	105,272				105,272	2,105,444
Admin Building Modification	1,000,000			0					1,000,000	1,000,000
Tunnel and Jet Bridge	1,800,000			0			1,800,000		0	1,800,000
Terminal Bldg Reno and Rehab	8,500,000			0		5,100,000			3,400,000	8,500,000
Total Capital Project Costs 2017	\$20,564,877	\$6,006,516	\$2,331,874	\$8,338,389	\$355,273	\$5,100,000	\$1,800,000	\$0	\$4,971,215	\$20,564,877
RTR Site Work (RA)	\$1,339,000	\$0	\$1,205,100	\$1,205,100	\$66,950				\$66,950	\$1,339,000
Realign 27 1/4 Road	3,553,500	2,413,288	784,862	3,198,150	60,000				295,350	3,553,500
Rehab Taxiway A (East & West Ends)	1,716,667		1,545,000	1,545,000					171,667	1,716,667
Total Capital Project Costs 2018	\$6,609,167	\$2,413,288	\$3,534,962	\$5,948,250	\$126,950	\$0	\$0	\$0	\$533,967	\$6,609,167
Rehab West Commercial Apron	\$9,312,345	\$1,987,866	\$6,393,244	\$8,381,110	\$125,000				\$806,234	\$9,312,345
-	0			0					0	0
Total Capital Project Costs 2019	\$9,312,345	\$1,987,866	\$6,393,244	\$8,381,110	\$125,000	\$0	\$0	\$0	\$806,234	\$9,312,345
New Runway 11/29 - Construct Ponds, North Perimeter Road & Fence	\$4,152,363	\$2,024,102	\$1,713,024	\$3,737,126	\$125,000				\$290,236	\$4,152,363
New Runway 11/29 - Earthwork for R/W & All Taxiways (Phase 1 of 3)	4,534,817	0	4,081,335	4,081,335					453,482	4,534,817
Rental Car Capital Project	1,160,000			0				1,160,000	0	1,160,000
Total Capital Project Costs 2020	\$9,847,180	\$2,024,102	\$5,794,360	\$7,818,462	\$125,000	\$0	\$0	\$1,160,000	\$743,718	\$9,847,180
Current Runway 11/29 - Rehab/Overlay Failed Portions/Seal Coat/Restripe	\$3,939,281	\$2,061,425	\$1,483,928	\$3,545,353	\$150,000				\$243,928	\$3,939,281
Rehab Taxiway A (Commercial Apron Section)	2,701,221	0	2,431,099	2,431,099					270,122	2,701,221
Rehab Taxiway A (BLM to Twin Otter)	2,588,670	0	2,329,803	2,329,803					258,867	2,588,670
Rehab Runway 4/22	2,251,018			0					2,251,018	2,251,018
Total Capital Project Costs 2021	\$11,480,190	\$2,061,425	\$6,244,830	\$8,306,255	\$150,000	\$0	\$0	\$0	\$3,023,935	\$11,480,190
New Runway 11/29 - Earthwork for R/W & All Taxiways (Phase 2 of 3)	\$9,621,975	\$2,099,868	\$6,559,909	\$8,659,777	\$150,000				\$812,197	\$9,621,975
-	0			0					0	0
Total Capital Project Costs 2022	\$9,621,975	\$2,099,868	\$6,559,909	\$8,659,777	\$150,000	\$0	\$0	\$0	\$812,197	\$9,621,975

GRAND JUNCTION REGIONAL AIRPORT (GJT)
Grand Junction, Colorado

GJT_TAP5.123

Schedule 2

Terminal Area Plan Amendment
Projected Capital Funding Sources

06-Jul-17

Capital Improvement Projects	Total Escalated Costs	AIP Entitlement Funding	AIP Discretionary Funding	Total AIP Funding	CDOT Grants	Passenger Facility Charges (Debt)	Passenger Facility Charges (PAYG)	Rental Car Customer Facility Charge (CFC)	Cash Reserves/ Net Revenues	Total Funding
New Runway 11/29 - Earthwork for R/W & All Taxiways (Phase 3 of 3)	\$4,955,317	\$2,139,464	\$2,320,321	\$4,459,785	\$150,000				\$345,532	\$4,955,317
New Runway 11/29 - Storm Infrastructure & Taxiway's Subgrade, Base & Underdrains	11,462,902	0	10,316,612	10,316,612					1,146,290	11,462,902
Total Capital Project Costs 2023	\$16,418,219	\$2,139,464	\$12,636,933	\$14,776,397	\$150,000	\$0	\$0	\$0	\$1,491,822	\$16,418,219
New Runway 11/29 - Runway Subgrade, Base, Underdrain & Electrical Duct	\$14,143,549	\$2,180,248	\$10,548,947	\$12,729,195	\$150,000				\$1,264,355	\$14,143,549
Rehab Taxiway C (T/W A to T/W C1A)	2,336,760	0	2,103,084	2,103,084					233,676	2,336,760
Total Capital Project Costs 2024	\$16,480,310	\$2,180,248	\$12,652,031	\$14,832,279	\$150,000	\$0	\$0	\$0	\$1,498,031	\$16,480,310
New Runway 11/29 - Asphalt Pavements at Taxiways (Bottom Lifts)	\$9,184,083	\$2,222,255	\$6,043,420	\$8,265,675	\$150,000				\$768,408	\$9,184,083
-	0			0					0	0
Total Capital Project Costs 2025	\$9,184,083	\$2,222,255	\$6,043,420	\$8,265,675	\$150,000	\$0	\$0	\$0	\$768,408	\$9,184,083
New Runway 11/29 - Asphalt Pavements on Runway (Bottom Lifts)	\$12,786,777	\$2,265,523	\$9,242,577	\$11,508,099	\$150,000				\$1,128,678	\$12,786,777
-	0			0					0	0
Total Capital Project Costs 2026	\$12,786,777	\$2,265,523	\$9,242,577	\$11,508,099	\$150,000	\$0	\$0	\$0	\$1,128,678	\$12,786,777
New Runway 11/29 - Asphalt Pavements on Runway & Taxiways (Top Lifts)	\$13,976,730	\$2,310,089	\$10,268,969	\$12,579,057	\$150,000				\$1,247,673	\$13,976,730
-	0			0					0	0
Total Capital Project Costs 2027	\$13,976,730	\$2,310,089	\$10,268,969	\$12,579,057	\$150,000	\$0	\$0	\$0	\$1,247,673	\$13,976,730
New Runway 11/29 - Grooving, Pavement Markings, Electrical - 2028	\$4,152,702	\$2,355,991	\$1,381,440	\$3,737,431	\$150,000				\$265,270	\$4,152,702
NAVAIDs for New Runway - Design & Construction (Reimbursable Agreement) - 2028	3,114,526	0	2,803,074	2,803,074					311,453	3,114,526
Rehab Taxiway A (Remaining Sections) - 2028	7,059,593	0	6,353,633	6,353,633					705,959	7,059,593
R/W 11/29 to T/W A Conversion & Reconstruction (Phase 1 of 3) - 2029	13,427,069	2,403,271	9,681,091	12,084,362	150,000				1,192,707	13,427,069
R/W 11/29 to T/W A Conversion & Reconstruction (Phase 2 of 3) - 2030	13,427,069	2,451,969	9,632,393	12,084,362	150,000				1,192,707	13,427,069
R/W 11/29 to T/W A Conversion & Reconstruction (Phase 3 of 3) - 2031	13,288,645	2,502,128	9,457,652	11,959,781	150,000				1,178,865	13,288,645
Total Capital Project Costs 2028-2031	\$54,469,603	\$9,713,359	\$39,309,283	\$49,022,643	\$600,000	\$0	\$0	\$0	\$4,846,960	\$54,469,603
Total Project Costs	\$190,751,455	\$37,424,003	\$121,012,391	\$158,436,394	\$2,382,223	\$5,100,000	\$1,800,000	\$1,160,000	\$21,872,838	\$190,751,455

GRAND JUNCTION REGIONAL AIRPORT (GJT)
Grand Junction, Colorado

GJT_TAP5.123

Schedule 3

Terminal Area Plan Amendment
Actual, Budgeted and Projected Operations & Maintenance Expenses

06-Jul-17

Operations & Maintenance Expenses	Actual 2014	Actual 2015	Actual 2016	Budgeted 2017	Projected										Total
					2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
Personnel Compensation and Benefits	\$1,899,044	\$2,063,862	\$2,025,827	\$2,129,122	\$2,192,996	\$2,258,786	\$2,326,549	\$2,396,346	\$2,468,236	\$2,542,283	\$2,618,552	\$2,697,108	\$2,778,021	\$2,861,362	\$27,269,360
Communications and Utilities	291,679	284,701	289,490	332,666	342,646	352,925	363,513	374,419	385,651	397,221	409,137	421,411	434,054	447,075	4,260,718
Supplies and Materials	695,044	556,840	405,995	445,931	459,309	473,088	487,281	501,899	516,956	532,465	548,439	564,892	581,839	599,294	5,711,393
Contract Services	627,707	536,955	930,041	865,567	891,534	918,280	945,828	974,203	1,003,429	1,033,532	1,064,538	1,096,474	1,129,369	1,163,250	11,086,005
Repairs & Maintenance	250,510	269,023	450,339	424,107	436,830	449,935	463,433	477,336	491,656	506,406	521,598	537,246	553,363	569,964	5,431,876
Insurance	80,384	89,692	91,037	93,276	96,074	98,957	101,925	104,983	108,132	111,376	114,718	118,159	121,704	125,355	1,194,660
Other	143,974	141,202	106,600	176,890	182,197	187,663	193,292	199,091	205,064	211,216	217,552	224,079	230,801	237,725	2,265,571
Total Operations & Maintenance Expenses	\$3,988,342	\$3,942,275	\$4,299,329	\$4,467,559	\$4,601,586	\$4,739,633	\$4,881,822	\$5,028,277	\$5,179,125	\$5,334,499	\$5,494,534	\$5,659,370	\$5,829,151	\$6,004,026	\$57,219,583
Minor Capital Outlays	0	0	0	355,000	365,650	376,620	387,918	399,556	411,542	423,889	436,605	449,703	463,194	477,090	4,546,767
Total Operations & Maintenance Expenses and Minor Capital Outlays	\$3,988,342	\$3,942,275	\$4,299,329	\$4,822,559	\$4,967,236	\$5,116,253	\$5,269,740	\$5,427,833	\$5,590,668	\$5,758,388	\$5,931,139	\$6,109,073	\$6,292,346	\$6,481,116	\$61,766,350
Annual Growth Rate	-	-1.2%	9.1%	12.2%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Operating Expenses Per Enplaned Pax:															
Grand Junction Regional Airport	\$18.19	\$18.01	\$19.06	\$20.76	\$20.76	\$20.76	\$20.76	\$20.76	\$20.76	\$20.76	\$20.76	\$20.76	\$20.76	\$20.76	\$20.76
Non-Hub Industry Average	\$44.82	\$46.17	\$47.55	\$48.98	\$50.45	\$51.96	\$53.52	\$55.13	\$56.78	\$58.48	\$60.24	\$62.05	\$63.91	\$65.82	\$57.03

GRAND JUNCTION REGIONAL AIRPORT (GJT)
Grand Junction, Colorado

GJT_TAP5.123

Schedule 4

Terminal Area Plan Amendment
Actual, Budgeted and Projected Operating Revenues

06-Jul-17

Operating Revenues	Actual 2014	Actual 2015	Actual 2016	Budgeted 2017	Projected										Total
					2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
					ENP+INF										
					LDW+INF										
					INF										
					FIXED										
Airline Revenues															
Landing Fees	\$502,886	\$474,514	\$506,670	\$486,300	\$508,402	\$531,509	\$555,666	\$580,921	\$607,324	\$634,927	\$663,785	\$693,954	\$725,494	\$758,467	\$6,746,750
Terminal Rent	1,243,186	1,181,845	1,181,845	1,182,000	1,197,366	1,233,287	1,270,286	1,308,394	1,347,646	1,388,075	1,429,718	1,472,609	1,516,787	1,562,291	14,908,459
Other Fees	89,495	87,015	90,611	100,400	101,705	104,756	107,899	111,136	114,470	117,904	121,441	125,085	128,837	132,702	1,266,336
Total Airline Revenues	\$1,835,567	\$1,743,374	\$1,779,126	\$1,768,700	\$1,807,474	\$1,869,553	\$1,933,851	\$2,000,452	\$2,069,440	\$2,140,907	\$2,214,943	\$2,291,647	\$2,371,118	\$2,453,461	\$22,921,545
Annual Growth Rate	-	-5.0%	2.1%	-0.6%	2.2%	3.4%	3.4%	3.4%	3.4%	3.5%	3.5%	3.5%	3.5%	3.5%	3.3%
Airline Cost Per Enplaned Passenger:								\$7.61						\$7.77	
Grand Junction Regional Airport	\$8.37	\$7.96	\$7.89	\$7.61	\$7.55	\$7.59	\$7.62	\$7.65	\$7.69	\$7.72	\$7.75	\$7.79	\$7.82	\$7.86	\$7.70
Non-Hub Industry Average	\$8.42	\$8.67	\$8.93	\$9.20	\$9.48	\$9.76	\$10.06	\$10.36	\$10.67	\$10.99	\$11.32	\$11.66	\$12.01	\$12.37	\$10.72
Non-Airline Revenues								\$9.77						\$11.50	
Cargo Landing Fees	\$84,130	\$96,294	\$106,434	\$96,200	\$100,572	\$105,143	\$109,922	\$114,918	\$120,141	\$125,601	\$131,310	\$137,278	\$143,517	\$150,040	\$1,334,644
Fuel Flowage Fees	414,985	466,040	454,497	464,600	485,716	507,792	530,871	554,999	580,224	606,595	634,165	663,494	692,831	722,166	6,408,327
State Aviation Fuel Excise Tax	316,538	256,975	208,930	257,100	268,785	281,001	293,773	307,125	321,084	335,677	350,934	366,884	383,558	400,991	3,566,912
Cargo and Hangar Rentals	50,505	50,630	50,631	50,400	51,055	51,719	52,391	53,072	53,762	54,461	55,169	55,886	56,613	57,349	591,879
Other GA Fees	0	11,370	3,750	12,000	12,360	12,731	13,113	13,506	13,911	14,329	14,758	15,201	15,657	16,127	153,694
Land and Building Leases	536,864	541,343	565,339	568,500	623,891	632,001	640,217	648,540	656,971	665,512	674,163	682,927	691,805	700,799	7,185,326
Rental Car Concession Fees	1,205,661	1,039,080	1,047,046	1,045,000	1,108,641	1,176,157	1,247,785	1,323,775	1,404,393	1,489,920	1,580,656	1,676,918	1,779,043	1,887,386	15,719,673
Rental Car Space Rent	0	111,585	111,751	111,600	113,051	114,520	116,009	222,318	225,208	228,136	231,102	234,106	237,150	240,233	2,073,433
Terminal - Restaurant Concession Fees	455,007	446,702	61,216	46,800	49,650	52,674	55,882	59,285	62,895	66,726	70,789	75,100	79,674	84,526	704,001
Terminal - Retail Concession Fees	34,415	35,498	34,129	36,000	38,192	40,518	42,986	45,604	48,381	51,327	54,453	57,769	61,288	65,020	541,539
Terminal - Other Rent	241,465	241,466	245,613	190,284	190,284	190,284	190,284	190,284	195,993	195,993	195,993	195,993	195,993	201,872	2,133,255
Parking & Ground Transportation Fees	1,290,743	1,290,840	1,432,442	1,391,600	1,476,348	1,566,258	1,661,643	1,762,837	1,870,194	1,984,089	2,104,920	2,233,109	2,369,106	2,513,384	20,933,489
Other Revenues	84,543	69,120	129,503	39,000	40,170	41,375	42,616	43,895	45,212	46,568	47,965	49,404	50,886	52,413	499,504
Total Non-Airline Revenues	\$4,714,856	\$4,656,943	\$4,451,281	\$4,309,084	\$4,558,716	\$4,772,174	\$4,997,492	\$5,340,158	\$5,598,369	\$5,864,934	\$6,146,377	\$6,112,070	\$6,410,850	\$6,732,452	\$60,842,675
Annual Growth Rate	-	-1.2%	-4.4%	-3.2%	5.8%	4.7%	4.7%	6.9%	4.8%	4.8%	4.8%	-0.6%	4.9%	5.0%	4.6%
Total Operating Revenues	\$6,550,423	\$6,400,317	\$6,230,407	\$6,077,784	\$6,366,189	\$6,641,726	\$6,931,343	\$7,340,610	\$7,667,809	\$8,005,840	\$8,361,321	\$8,403,718	\$8,781,968	\$9,185,912	\$83,764,220
Annual Growth Rate	-	-2.3%	-2.7%	-2.4%	4.7%	4.3%	4.4%	5.9%	4.5%	4.4%	4.4%	0.5%	4.5%	4.6%	4.2%
Non-Operating Revenues/Expenses															
Interest Income	\$15,714	\$19,630	\$29,256	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$211,200
Other	31,276	(14,681)	(561,894)	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-Operating Revenues	\$46,990	\$4,949	(\$532,638)	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$19,200	\$211,200
Annual Growth Rate	-	-89.5%	-10862.5%	-103.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total Revenues	\$6,597,413	\$6,405,266	\$5,697,769	\$6,096,984	\$6,385,389	\$6,660,926	\$6,950,543	\$7,359,810	\$7,687,009	\$8,025,040	\$8,380,521	\$8,422,918	\$8,801,168	\$9,205,112	\$83,975,420
Annual Growth Rate	-	-2.9%	-11.0%	7.0%	4.7%	4.3%	4.3%	5.9%	4.4%	4.4%	4.4%	0.5%	4.5%	4.6%	4.2%
Total Revenues Per Enplaned Pax								\$27.02						\$28.93	
Grand Junction Regional Airport	\$29.88	\$29.23	\$27.63	\$26.17	\$26.61	\$26.95	\$27.31	\$28.08	\$28.48	\$28.86	\$29.27	\$28.56	\$28.98	\$29.43	\$28.23
Non-Hub Industry Average	\$42.94	\$44.22	\$45.55	\$46.92	\$48.32	\$49.77	\$51.27	\$52.80	\$54.39	\$56.02	\$57.70	\$59.43	\$61.22	\$63.05	\$54.63

GRAND JUNCTION REGIONAL AIRPORT (GJT)
Grand Junction, Colorado

GJT_TAP5.123

Schedule 5

Terminal Area Plan Amendment
Financial Plan Summary
Budgeted and Projected Net Revenues, Capital Funding and Capital Expenditures

06-Jul-17

Operating/Capital Cash Flow	Budgeted 2017	Projected											Total
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028 & Beyond	
Operating Cash Flow													
Revenues:													
Airline Revenues	\$1,768,700	\$1,807,474	\$1,869,553	\$1,933,851	\$2,000,452	\$2,069,440	\$2,140,907	\$2,214,943	\$2,291,647	\$2,371,118	\$2,453,461	-	\$22,921,545
Non-Airline Revenues	4,309,084	4,558,716	4,772,174	4,997,492	5,340,158	5,598,369	5,864,934	6,146,377	6,112,070	6,410,850	6,732,452	-	60,842,675
Non-Operating Revenues/Expenses	19,200	19,200	19,200	19,200	19,200	19,200	19,200	19,200	19,200	19,200	19,200	-	211,200
Total Revenues	\$6,096,984	\$6,385,389	\$6,660,926	\$6,950,543	\$7,359,810	\$7,687,009	\$8,025,040	\$8,380,521	\$8,422,918	\$8,801,168	\$9,205,112	\$0	\$83,975,420
Operations & Maintenance Expenses	\$4,822,559	\$4,967,236	\$5,116,253	\$5,269,740	\$5,427,833	\$5,590,668	\$5,758,388	\$5,931,139	\$6,109,073	\$6,292,346	\$6,481,116	-	\$61,766,350
Operating Net Cash Flow	\$1,274,425	\$1,418,153	\$1,544,674	\$1,680,803	\$1,931,977	\$2,096,341	\$2,266,653	\$2,449,381	\$2,313,844	\$2,508,822	\$2,723,996	\$0	\$22,209,070
Capital Cash Flow													
Beginning Cash Balance	\$7,547,219	\$6,655,935	\$7,105,483	\$7,670,305	\$7,535,337	\$6,581,652	\$8,052,701	\$9,065,749	\$10,307,298	\$12,193,482	\$13,973,787	\$15,908,346	\$7,547,219
Other Capital Funding Sources:													
AIP Entitlement Grants	\$1,918,530	\$1,952,685	\$1,987,866	\$2,024,102	\$2,061,425	\$2,099,868	\$2,139,464	\$2,180,248	\$2,222,255	\$2,265,523	\$2,310,089	\$9,713,359	\$32,875,414
AIP Entitlements carryover from the prior years	4,548,589	460,603	0	0	0	0	0	0	0	0	0	0	5,009,192
AIP Entitlement unspent current year + carryover	(460,603)	0	0	0	0	0	0	0	0	0	0	0	(460,603)
AIP Discretionary Grants	2,331,874	3,534,962	6,393,244	5,794,360	6,244,830	6,559,909	12,636,933	12,652,031	6,043,420	9,242,577	10,268,969	39,309,283	121,012,391
CDOT Grants	355,273	126,950	125,000	125,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	600,000	2,382,223
Passenger Facility Charges (@\$4.50)	2,098,727	955,154	983,808	1,013,323	1,043,722	1,075,034	1,107,285	1,140,504	1,174,719	1,209,960	1,246,259	4,926,970	17,975,465
Airport Revenue & Refunding Bonds, Series 2016:													
New Money Revenue Bond Proceeds	9,000,682	0	0	0	0	0	0	0	0	0	0	0	9,000,682
Less PFC Funded Debt Service (60%)	(414,105)	(413,860)	(413,217)	(413,270)	(412,577)	(412,742)	(412,577)	(412,646)	(413,538)	(412,440)	(412,165)	(3,716,714)	(8,259,851)
Less Cash Funded Debt Service	(276,070)	(275,907)	(275,478)	(275,513)	(275,051)	(275,161)	(275,051)	(275,097)	(275,692)	(274,960)	(274,777)	(2,477,809)	(5,506,567)
Refunded Bonds Debt Service:													
Less PFC Funded Debt Service (48.5%)	(396,847)	(396,612)	(395,996)	(396,047)	(395,382)	(395,540)	(395,382)	(395,448)	(396,303)	(395,251)	(394,988)	(3,561,817)	(7,915,614)
Less Ineligible Debt Service	(421,394)	(421,144)	(420,491)	(420,545)	(419,839)	(420,007)	(419,839)	(419,909)	(420,817)	(419,699)	(419,420)	(3,782,135)	(8,405,239)
SIB Loan Debt Service	(464,487)	(464,487)	(232,244)	0	0	0	0	0	0	0	0	0	(1,161,218)
Rental Car Customer Facility Charges	579,000	582,218	580,000	580,000	597,400	615,322	633,782	652,795	672,379	692,550	713,327	0	6,898,773
Total Other Capital Funding Sources	\$18,399,168	\$5,640,563	\$8,332,492	\$8,031,409	\$8,594,527	\$8,996,683	\$15,164,614	\$15,272,477	\$8,756,422	\$12,058,260	\$13,187,293	\$41,011,138	\$163,445,047
Total Funds Available for Capital Expenditures	\$27,220,812	\$13,714,650	\$16,982,650	\$17,382,517	\$18,061,841	\$17,674,676	\$25,483,968	\$26,787,608	\$21,377,565	\$26,760,564	\$29,885,076	\$56,919,483	\$193,201,336
Capital Improvement Program Expenditures	20,564,877	6,609,167	9,312,345	9,847,180	11,480,190	9,621,975	16,418,219	16,480,310	9,184,083	12,786,777	13,976,730	54,469,603	190,751,455
Ending Cash Balance	\$6,655,935	\$7,105,483	\$7,670,305	\$7,535,337	\$6,581,652	\$8,052,701	\$9,065,749	\$10,307,298	\$12,193,482	\$13,973,787	\$15,908,346	\$2,449,881	\$2,449,881
Less Beginning Cash Reserve	(3,200,000)	(3,725,427)	(3,837,190)	(3,952,305)	(4,070,874)	(4,193,001)	(4,318,791)	(4,448,354)	(4,581,805)	(4,719,259)	(4,860,837)	-	-
Ending Available Cash Balance	\$3,455,935	\$3,380,057	\$3,833,115	\$3,583,032	\$2,510,777	\$3,859,701	\$4,746,958	\$5,858,943	\$7,611,676	\$9,254,527	\$11,047,509	\$2,449,881	\$2,449,881



Mead
& Hunt

EXHIBIT 1
Ordinance No. 3679

Grand Junction Regional Airport | Master Plan Update
Institutional and Civic Facility Master Plan Review Application



ORDINANCE NO. 3679

AN ORDINANCE ESTABLISHING STANDARDS FOR THE PLANNED
DEVELOPMENT (PD) ZONE DISTRICT FOR PROPERTY OWNED BY THE
WALKER FIELD AIRPORT AUTHORITY

Recitals:

Walker Field Airport Authority was created in 1971 under the Public Airport Authority Act of 1965. Walker Field Airport currently consists of approximately 2370 acres, including three types of use areas: 1. Aeronautical, 2. Aeronautical/Commercial, and 3. Non-Aeronautical/Commercial. There are two active runways capable of handling commercial, military, propeller and general aviation traffic into the Grand Junction area.

Over the years a Planned Development zone was established for the airport properties. Various versions of the Zoning and Development Code have included an airport overlay zoning district that included use restrictions in the various airport subdistricts, including Area of Influence, Noise Zone, Critical Zone and Clear Zone. The overlay district applies additional standards and requirements to properties, and includes properties not owned or controlled by Walker Field Public Airport Authority. The overlay district does not include specific standards for development of the Walker Field Airport PD (Planned Development). This PD ordinance will establish the standards and requirements for development on the airport property.

The Planning Commission has recommended approval of the PD ordinance. The City Council finds that the request meets the goals and policies set forth in the Growth Plan and the requirements of the Zoning and Development Code.

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

The property owned by Walker Field Airport Authority and zoned PD, as shown on the attached Exhibit A, shall be consistent with the adopted Walker Field Airport Master Plan and shall be subject to the following:

Aeronautical:

Allowed Uses:

This zone is primarily for, but not limited to:

- Aircraft Maintenance, Storage, Tie-Down, and Sales
- Aircraft and Aircraft Parts Manufacturer
- Aircraft Charter and Taxi
- Fixed Base Operator (FBO)
- Commercial Airline Operation

- Federal Aviation Administration (FAA)
- Governmental Aeronautical Activities
- Fire Protection and Medical Operation
- BLM Fire Suppression Center
- Pilot and Emergency Personnel Temporary Quarters While on Duty
- Civil Air Patrol
- Flight Club
- Flight School
- Pilot Supply Shop
- Food Service for Aeronautical Customers
- Fly-in Hotel, Bed and Breakfast, or Inn
- Air Cargo Operation
- Private Hangar
- Taxiway
- Runway
- Run-up area
- Passenger Terminal Building
- Aircraft Safety Areas
- Navigation and Landing Aids
- Aeronautical Related Activities Approved by the FAA

Street Improvements:

- All roads located on AUTHORITY property are owned and maintained by AUTHORITY in fee simple absolute.
- Any additional or existing street improvements will be determined by AUTHORITY and FAA.
- Minimum paved street width will be twenty-four (24) feet with a minimum of five (5) foot gravel shoulder on each side of the paved street. Total right-of-way will be a minimum of sixty (60) feet. Street specifications will be determined by AUTHORITY for each project. On-street parking is allowed subject to AUTHORITY rules and regulations.
- Transportation Capacity Payment (TCP) will be determined by the number of daily trips estimated for the specific proposal.

Drainage/Stormwater Management:

- Review by Grand Junction Community Development relative to the Airport's stormwater drainage system. City of Grand Junction stormwater drainage fees will not apply if all runoff is directed to AUTHORITY detention basins.
- Refer to the AUTHORITY's Colorado Discharge Permit System Stormwater Management Plan, as amended from time to time.

Utilities:

- Additional and existing utilities located on AUTHORITY property determined by AUTHORITY.

- All other utilities located off airport property to be determined by utility provider.
- Fire hydrants and water main extensions to be determined by the Grand Junction Fire Department.

Site Development:

bulk requirements

- TENANT must establish compatible grading and drainage relationships between building, parking areas, ramps, taxiways, and adjacent properties consistent with the AUTHORITY's master plan for grading and drainage and the City of Grand Junction drainage requirements. Tenant shall be responsible for assuring that any proposed alteration of grading or drainage does not result in damage to any other real or personal property surrounding, or in the vicinity of, the subject property.
- Building setback from all lease lines is zero (0) feet.
- Building construction and materials must be non-glare and must not interfere with aircraft operations.
- Enclosed hangars must have a floor consisting of a minimum of 4 inches of concrete.
- Exterior building colors will be soft colors similar to those found in nature in soil, rocks, and vegetation within the region. Any structure color existing prior to the adoption of these Covenants shall be exempt from the exterior building color requirements. Upon request, manufacturer's standard color chart will be provided to the AUTHORITY for review and approval of the exterior building trim and wall colors.
- Aircraft movement areas must consist of a minimum of 4 inches of asphalt or concrete and must meet the design criteria for the aircraft weight contemplated.
- Compliance with the adopted Fire and Building Codes.
- Approved FAA FORM 7460-1 for the improvements.

parking and traffic circulation

- TENANT may be subject to adequate parking space regulations as required by the AUTHORITY's Requirements and Minimum Standards for Commercial Aeronautical Services and Activities.
- No review by Grand Junction Community Development.

landscaping (street frontages, parking areas)

- Landscaping not required.
- TENANT must eliminate weeds on a regular basis and must comply with all FAA requirements pursuant to FAR Part 139, as amended from time to time.

screening and buffering

- Additional and existing to be determined by AUTHORITY.

lighting

- Lights must be placed or shielded so they do not cause glare or excessive light spillage onto adjacent properties, runways, taxiways, taxilanes, ramp areas, roadways, and the air traffic control tower.

signage

- TENANT must comply with the City of Grand Junction Zoning and Development Code, as amended from time to time, and Federal Aviation Regulations, as amended from time to time, for signage requirements. All lighted signs must be approved in writing, in advance, by the AUTHORITY. Furthermore, final approval of signage will be at the sole discretion of the AUTHORITY.

pedestrian circulation

- Required pedestrian circulation will be at the sole discretion of the AUTHORITY.

review process

- Minor Site Plan Review by City of Grand Junction
- Grading and Drainage review by City of Grand Junction
- Approved FAA FORM 7460-1 for the improvements provided to City of Grand Junction prior to issuance of a Planning Clearance.
- Sign permits required. Signage must meet standards of the City of Grand Junction and AUTHORITY, whichever is more restrictive.

Aeronautical/Commercial:

Allowed Uses:

This zone is primarily for but not limited to:

- Pilot Supply Shop
- Car Rental
- Restaurant
- Aeronautical Support Manufacturer]
- Courier Service
- Parking Infrastructure
- Gift Shop
- Service Business
- Weather Service

- Transportation Security Administration
- Ground Handling Service
- Aircraft Sales
- Multi-modal Transportation Systems
- Aeronautical Related Activities Approved by the FAA

Requirements:

- Compliance with all requirements of the C-1 (Light Commercial) zone district of the City of Grand Junction.
- Review process in accordance with the Zoning and Development Code—Planned Development. All projects will require review and approval of the Planning Commission.
- All required fees and permits in accordance with the City of Grand Junction.
- An approved FAA FORM 7460-1 for the improvements prior to issuance of a Planning Clearance.
- Compliance with adopted Building and Fire Codes.
- Review by Grand Junction Community Development relative to the Airport's stormwater drainage system. City of Grand Junction stormwater drainage fees will not apply if all runoff is directed to AUTHORITY detention basins.

Non-Aeronautical/Commercial:

Allowed Uses:

This zone is primarily for, but not limited to:

- Motel, Hotel, Bed & Breakfast, Inn, etc.
- Restaurant
- Convenience Store
- Car Wash
- Museum
- Theater
- Office Complex
- Multi-modal Transportation Complex
- AUTHORITY may consider any other uses allowed in the C-1 zone district.

Requirements:

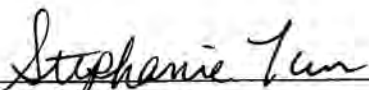
- Compliance with all requirements of the C-1 (Light Commercial) zone district of the City of Grand Junction.
- Review process in accordance with the Zoning and Development Code—Planned Development. All projects will require review and approval of the Planning Commission.

- All required fees and permits in accordance with the City of Grand Junction.
- An approved FAA FORM 7460-1 for the improvements prior to issuance of a Planning Clearance.
- Compliance with adopted Building and Fire Codes.
- Review by Grand Junction Community Development relative to the Airport's stormwater drainage system. City of Grand Junction stormwater drainage fees will not apply if all runoff is directed to AUTHORITY detention basins.

INTRODUCED for FIRST READING and PUBLICATION this 6th day of October, 2004.

PASSED on SECOND READING this 20th day of October, 2004.

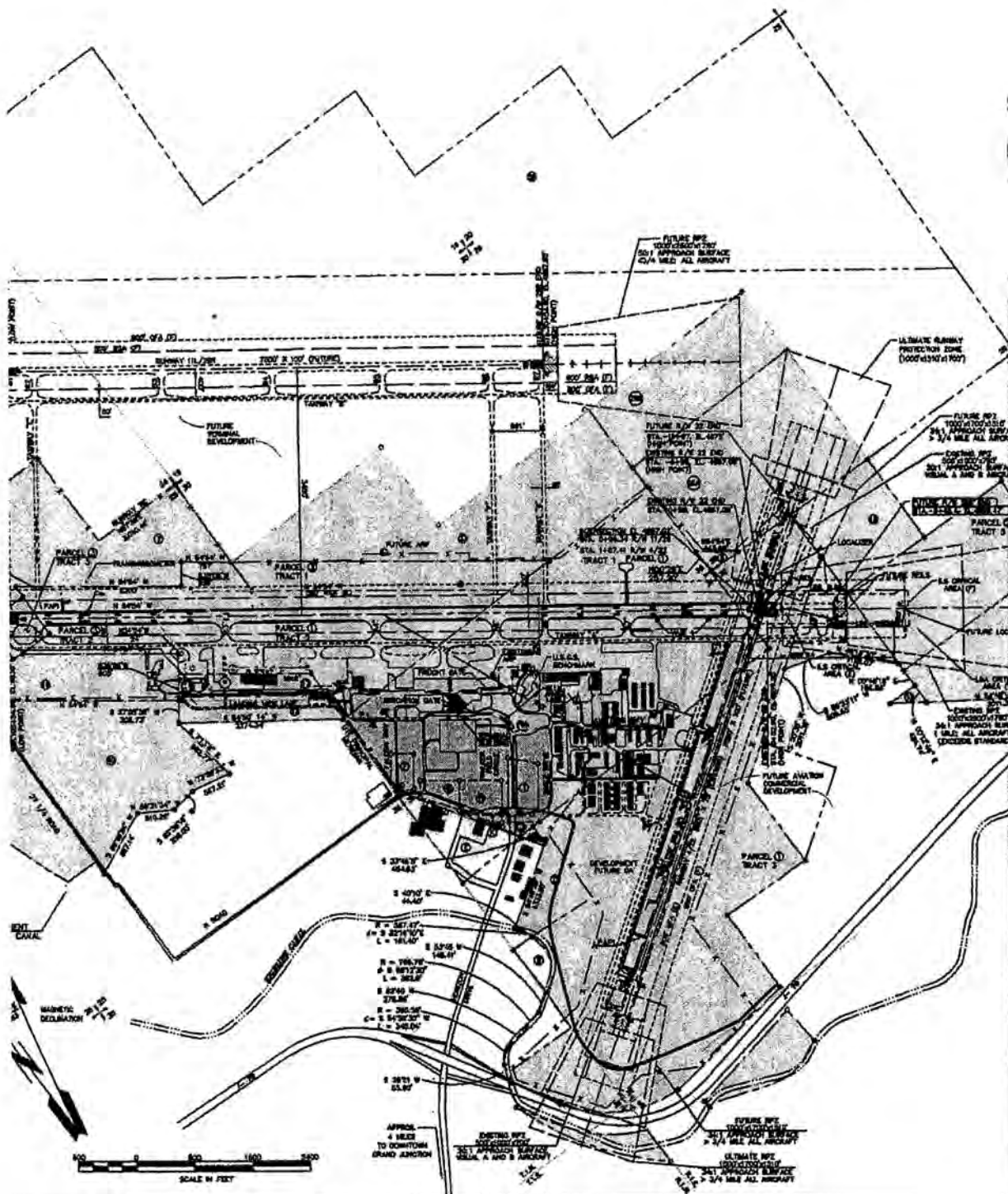
ATTEST:



City Clerk



President of Council



WALKER FIELD AIRPORT
GRAND JUNCTION, COLORADO

EXHIBIT 18
2017 Airport Concept Plan

Grand Junction Regional Airport | Master Plan Update
Institutional and Civic Facility Master Plan Review Application



LEGEND

-  Existing Airport Property
-  Proposed Land Transfer from BLM
-  Future Runway Protection Zone
-  Proposed Roads
-  Existing Building on Airport Property
-  Proposed Airfield Pavement
-  Potential Pavement Removal
-  POFZ

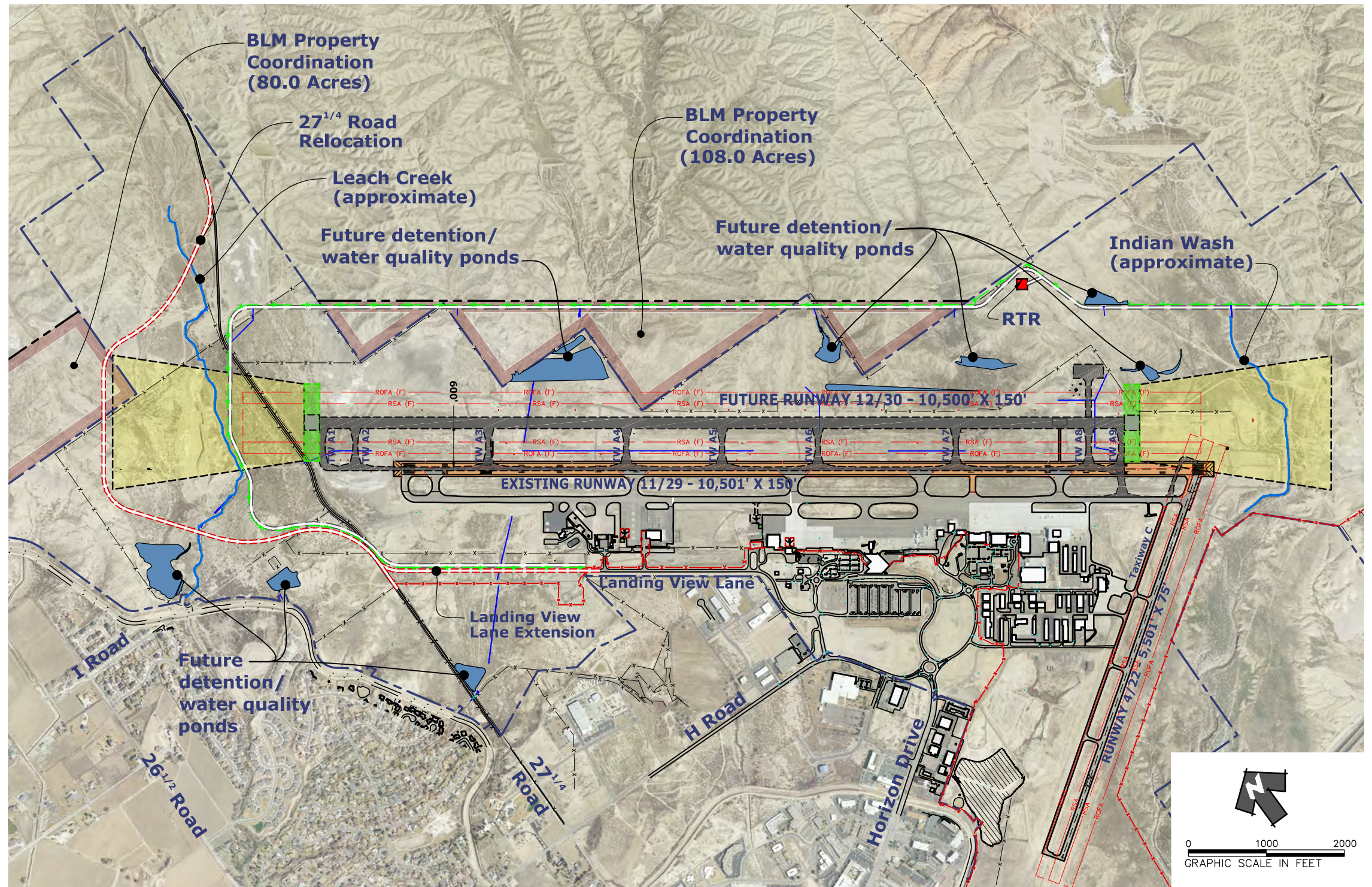
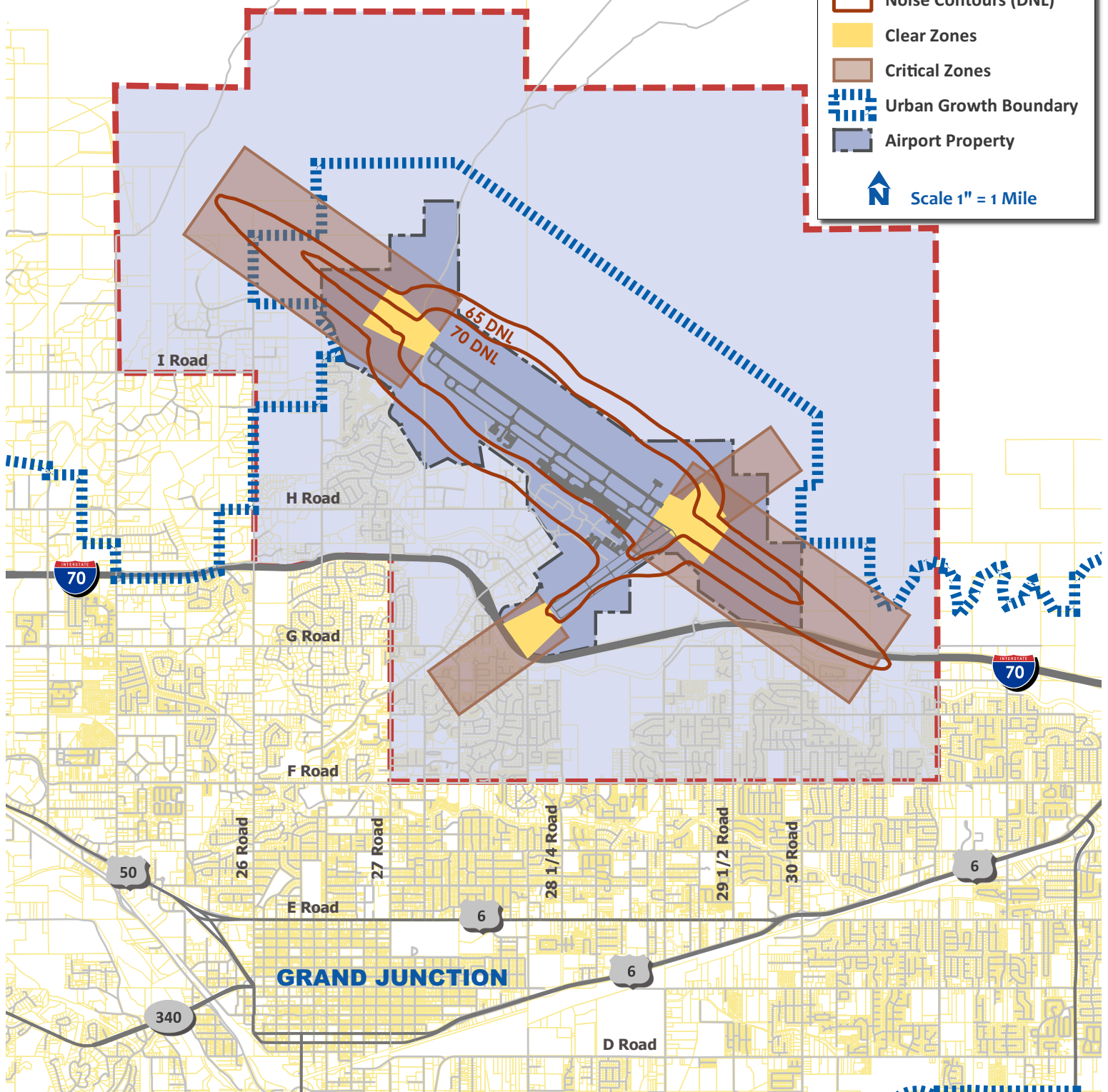


Figure 2 2017 Concept

Data Sources: Background data including the roadway network and Urban Growth Boundary were obtained from the City of Grand Junction and Mesa County GIS websites. Regulatory overlays including the Area of Influence, Noise Zones, Clear Zones, Critical Zones and Critical Zones were provided by Mead & Hunt.

LEGEND

-  Area of Influence
-  Noise Contours (DNL)
-  Clear Zones
-  Critical Zones
-  Urban Growth Boundary
-  Airport Property
-  Scale 1" = 1 Mile



Airport Environs Overlay Zone Districts

Reflects Future Alignment for Runway 11/29

Date: 1/24/2019



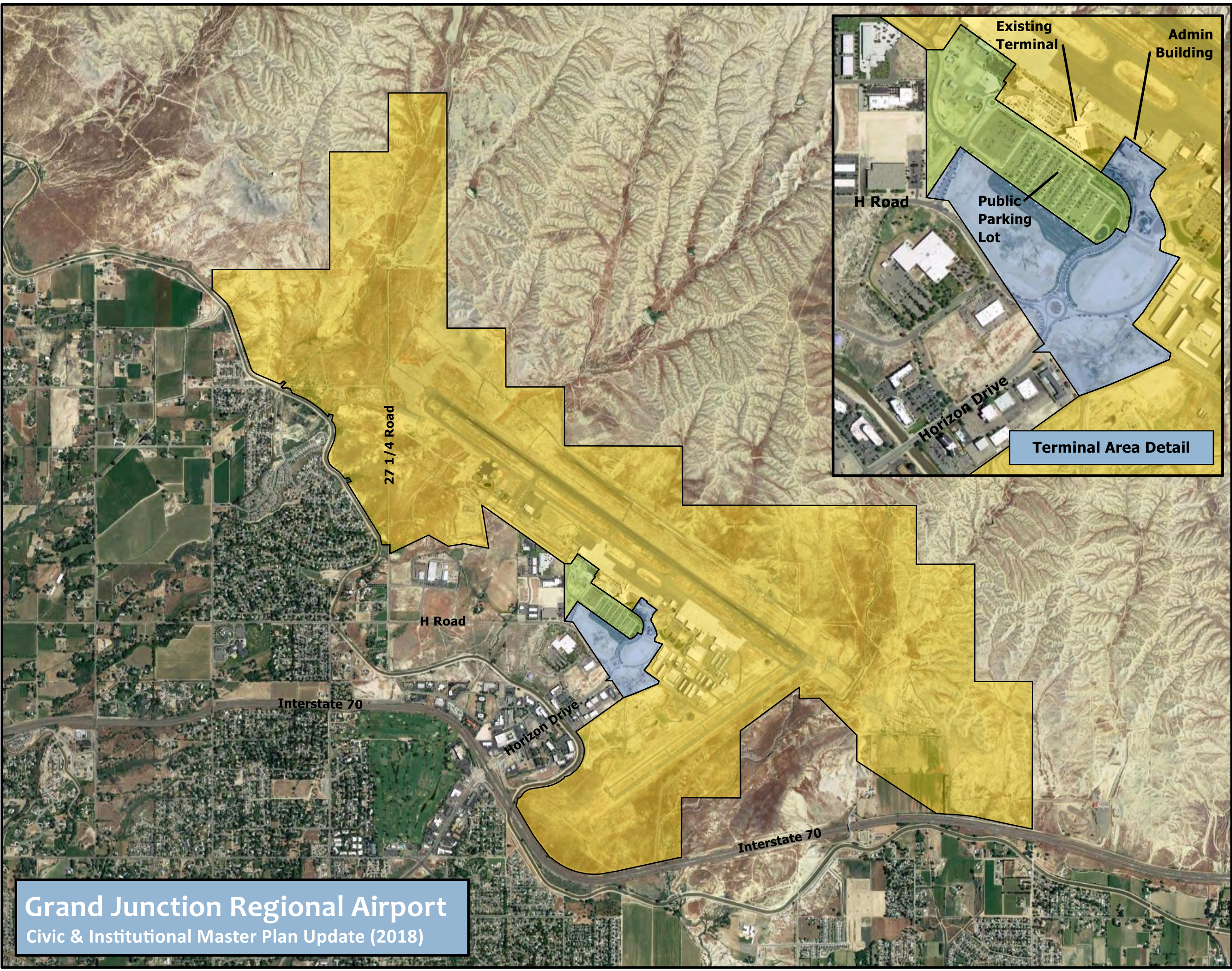
TGMC, LLC
Land Use Planning • Site Design • GIS Analysis • Public Process



EXHIBIT 14
Proposed PD Zones Map

Grand Junction Regional Airport | Master Plan Update
Institutional and Civic Facility Master Plan Review Application





Proposed PD Districts

Airport Owner/Operator:
GRAND JUNCTION REGIONAL AIRPORT AUTHORITY
Rex Tippets, Director of Aviation
2828 Walker Field Drive, Suite 301
Grand Junction, CO 81506

Airport Planning Consultant:
MEAD & HUNT
DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
Ph | 303.825.8844

Planning Consultant:
TG MALLOY CONSULTING, LLC
402 Park Drive
Glenwood Springs, Colorado 81601
PH: 970-945-0832
Email: tgmalloy@sopris.net

- Legend**
- Aeronautical
 - Aeronautical/Commercial
 - Non-Aeronautical/Commercial



Not to Scale

May, 2018
Datum: World Geodetic 1984 (WGS84) Auto
Projection: Mercator
Map data obtained from Mesa County
GIS Department.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE APPROVING THE GRAND JUNCTION REGIONAL AIRPORT INSTITUTIONAL AND CIVIC MASTER PLAN AND AMENDING ORDINANCE NO. 3679, PLANNED DEVELOPMENT FOR THE AIRPORT PROPERTY

Recitals

The proposed Institutional and Civic Master Plan for the Grand Junction Regional Airport includes two components: the 2009 Airport Master Plan Update and the 2011 Terminal Area Plan and 2017 Amendment. The update addresses forecasting of future aviation activity, which serves as the basis for the facility improvements necessary to meet the needs. The Terminal Plan includes both the long term needs for the replacement of the terminal building, as well as the near-term improvements needed to maintain safe and efficient operation of the existing building until funding is available for its replacement.

Ordinance No. 3679, adopted in 2004, established standards for the Planned Development (PD) zone district for the Airport property based on three zones, 1. Aeronautical, 2. Aeronautical/Commercial and 3. Non-aeronautical. Modifications proposed for the ordinance include placing the partially constructed Administration Building in the Non-aeronautical/Commercial zone and modifying the review process to be consistent with the current Zoning and Development Code which allows for administrative review of future development.

The City Council finds, after a public hearing and review of the proposed that:

1. The requested Institutional and Civic Master Plan meets the requirements of Section 21.02.190 (c) of the Grand Junction Zoning and Development Code.
2. The Outline Development Plan conforms with the requirements of Section 21.02.150 (b) (2) of the Grand Junction Zoning and Development Code and meets more than one of the rezoning criteria provided in Section 21.02.140 of the Grand Junction Zoning and Development Code.

The City Council also finds and determines that the ODP achieves substantial long-term community benefits, as required by the Zoning and Development Code, as follows:

The Airport, along with the aviation-related businesses and facilities, represents a vital and significant regional economic asset by providing commercial passenger service, general aviation facilities, air cargo, and a small amount of military activity. In addition, the Airport also provides benefits to the local businesses and industries, promotes tourism, and encourages additional business development and expansion throughout Grand Junction and the surrounding region. The 2013 Colorado Airports Economic Impact Study quantified the total impact of the Grand Junction Regional Airport at 2,871 jobs, with a total payroll of \$130,775,972 and a total economic output of \$380,039,796.

The Master Plan accommodates aircraft operations and the traveling public with great reliability and safety and makes the most efficient use of the available land for aviation related activities and supporting uses by defining improvements necessary to meet future needs.

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Planning Commission reviewed the request for the proposed Institutional and Civic Master Plan, Planned Development (PD) and Outline Development Plan (ODP) and determined that it satisfies the applicable criteria of the Zoning and Development Code, is consistent with the purposes, intent, goals and policies of the Comprehensive Plan, and is generally compatible with land uses located in the surrounding area, and recommended approval.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE INSTITUTIONAL AND CIVIC MASTER PLAN (as found in City Development File #FMP-2018-405, titled Appendix A, Airport Master Plan Update and Appendix C, 2017 Terminal Areas Plan Amendment) AND OUTLINE DEVELOPMENT PLAN (attachments A and B) AS A PLANNED DEVELOPMENT FOR THE GRAND JUNCTION REGIONAL AIRPORT IS APPROVED WITH THE FOLLOWING STANDARDS:

A. This Ordinance applies to the following described property:

Uses and Standards are as follows:

Aeronautical Zone

Allowed uses to be determined by the GJRAA to include:

- Aircraft Maintenance, Storage, Tie-Down, and Sales
- Aircraft and Aircraft Parts Manufacturer
- Aircraft Charter and Taxi
- Fixed Base Operator (FBO)
- Commercial Airline Operation
- Federal Aviation Administration (FAA)
- Governmental Aeronautical Activities
- Fire Protection and Medical Operation
- BLM Fire Suppression Center
- Pilot and Emergency Personnel Temporary Quarters while on duty
- Civil Air Patrol
- Flight Club and School
- Pilot Supply Shop
- Food Service for Aeronautical Customers
- Fly-in Lodging
- Air Cargo Operation
- Private Hangars
- Taxiway, Runway and Run-up area
- Passenger Terminal Building
- Aircraft Safety areas
- Navigational and Landing Aids
- Aeronautical related activities approved by FAA

Street Improvements:

- All internal streets located on GJRAA property are owned and maintained by the Authority.

- Street improvements to serve the Aeronautical Zone will be determined by the Authority and FAA.
- Minimum paved street width shall be 24 feet with a minimum 5' gravel shoulder on each side.
- On-street parking is subject to Authority rules and regulations.
- Street specifications will be determined by the Authority.
- All new development is subject to the City's Transportation Capacity Payment.

Drainage/Stormwater Management:

- Final drainage report and stormwater permit through the State of Colorado and 521 Drainage Authority must be obtained in accordance with City standards and in accordance with the Airport Master Drainage Report.

Utilities:

- Utility extensions and upgrades to be determined by the Authority and utility providers.
- Fire hydrants and water main extension requirements to be determined by the Grand Junction Fire Department.

Site Development Bulk Requirements:

- Tenant must establish compatible grading and drainage relationships between building, parking areas, ramps, taxiways, and adjacent properties consistent with the Authority's Master Drainage Report and the City's requirements. Tenant shall be responsible for assuring that any alteration of grading or drainage does not result in damage to any other real or personal property surrounding or in the vicinity of the subject property.
- Building setback from all lease lines shall be zero (0) feet.
- Building construction and materials must be non-glare and must not interfere with aircraft operations.
- Enclosed hangars shall have a minimum of 4 inches of concrete for the floor.
- Exterior building colors shall be soft colors similar to those found in nature in soil, rocks and vegetation of the surrounding area, to be approved by the Authority.
- Aircraft movement areas shall consist of a minimum of 4 inches of asphalt or concrete and meet the design criteria for the aircraft weight contemplated.
- Compliance with adopted Fire and Building Codes.
- Approved FAA FORM 7460-1 for all improvements.

Parking and On-site Circulation:

- Tenant subject to adequate parking as required by Authority's Requirements and Minimum Standards for Commercial Aeronautical Services and Activities.
- Required pedestrian circulation to be determined by Authority.

Landscaping, Screening and Buffering:

- Landscaping not required.
- Screening and buffering to be determined by Authority.
- Tenant shall eliminate weeds on a regular basis and comply with all FAA requirements pursuant to FAR Part 139, as amended from time to time.

Lighting:

- Lighting must be placed or shielded to not cause glare or excessive light spillage onto adjacent properties, runways, taxiways, taxilanes, ramp areas, roadways and the air traffic control tower.

Signage:

- Tenants must comply with the City's sign regulations and Federal Aviation Regulations for all signage.
- All lighted signs must be approved in writing by the Authority.
- Final approval of signage will be at the sole discretion of the Authority.

Review Process:

- City review of projects will be limited to grading and drainage plans, site circulation and parking and adequate fire protection.
- Approved FAA FORM 7460-1 for the improvements shall be provided to the City prior to the issuance of a Planning Clearance.
- Sign permits are required. Signage must meet standards of the City and Authority, whichever is more restrictive.

Aeronautical/Commercial Zone

Allowed uses to be determined by the GJRAA to include:

- Pilot Supply Shop
- Car Rental
- Restaurant
- Aeronautical Support Manufacturer
- Courier Service
- Parking Infrastructure
- Gift Shop
- Service Business
- Weather Service
- Transportation Security Administration
- Ground Handling Service
- Aircraft Sales
- Multi-modal Transportation Systems
- Aeronautical Related Activities Approved by the FAA

Requirements:

- Compliance with all requirements of the C-1 zone district
- Review process in accordance with the City's Zoning and Development Code
- All required fees and permits in accordance with the City
- An approved FAA FORM 7460-1 for the improvements prior to issuance of a Planning Clearance
- Compliance with Building and Fire Codes
- Final drainage report and stormwater permit through the State of Colorado and 521 Drainage Authority must be obtained in accordance with City standards and in accordance with the Airport Master Drainage Report.

Non-Aeronautical/Commercial

Allowed Uses Include:

- Lodging

- Restaurant
- Convenience Store
- Car Wash
- Museum
- Theater
- Office Complex
- Multi-modal Transportation Complex
- Authority may consider any other uses allowed in the C-1 zone district

Requirements:

- Compliance with all requirements of the C-1 zone district
- Review process in accordance with the City's Zoning and Development Code
- All required fees and permits in accordance with the City
- An approved FAA FORM 7460-1 for the improvements prior to issuance of a Planning Clearance
- Compliance with Building and Fire Codes
- Final drainage report and stormwater permit through the State of Colorado and 521 Drainage Authority must be obtained in accordance with City standards and in accordance with the Airport Master Drainage Report.

Introduced for first reading on this 20th day of February, 2019 and ordered published in pamphlet form.

PASSED and ADOPTED this _____ day of _____, 2019 and ordered published in pamphlet form.

ATTEST:

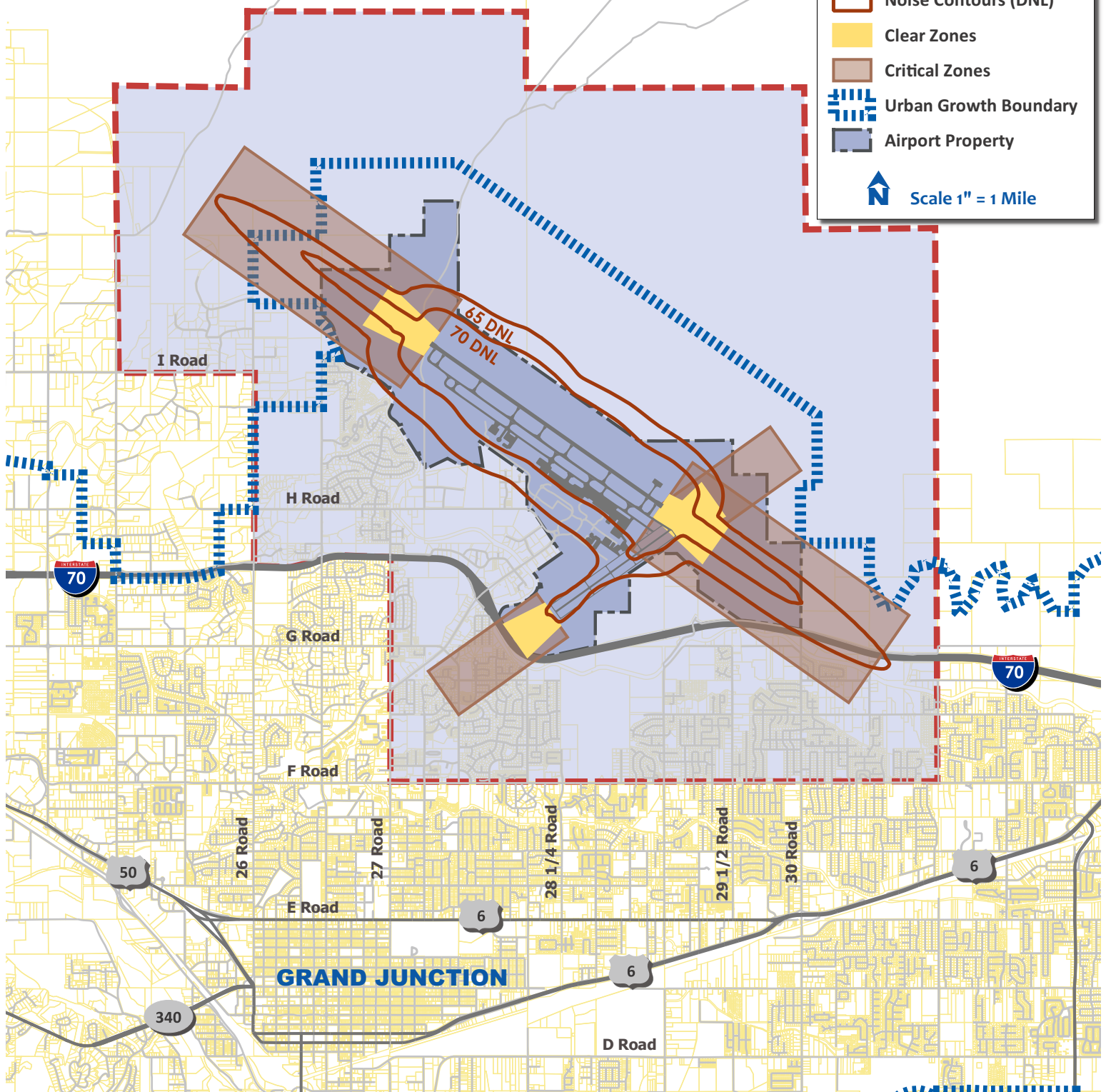
Barbara Traylor Smith
President of City Council

Wanda Winkelmann
City Clerk

Data Sources: Background data including the roadway network and Urban Growth Boundary were obtained from the City of Grand Junction and Mesa County GIS websites. Regulatory overlays including the Area of Influence, Noise Zones, Clear Zones and Critical Zones were provided by Mead & Hunt.

LEGEND

-  Area of Influence
-  Noise Contours (DNL)
-  Clear Zones
-  Critical Zones
-  Urban Growth Boundary
-  Airport Property
-  Scale 1" = 1 Mile



Airport Environs Overlay Zone Districts

Reflects Future Alignment for Runway 11/29

Date: 1/24/2019



TGMC, LLC
Land Use Planning • Site Design • GIS Analysis • Public Process



EXHIBIT 14
Proposed PD Zones Map

Grand Junction Regional Airport | Master Plan Update
Institutional and Civic Facility Master Plan Review Application



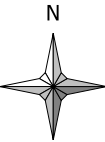
Proposed PD Districts

Airport Owner/Operator:
GRAND JUNCTION REGIONAL AIRPORT AUTHORITY
Rex Tippets, Director of Aviation
2828 Walker Field Drive, Suite 301
Grand Junction, CO 81506

Airport Planning Consultant:
MEAD & HUNT
DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
Ph | 303.825.8844

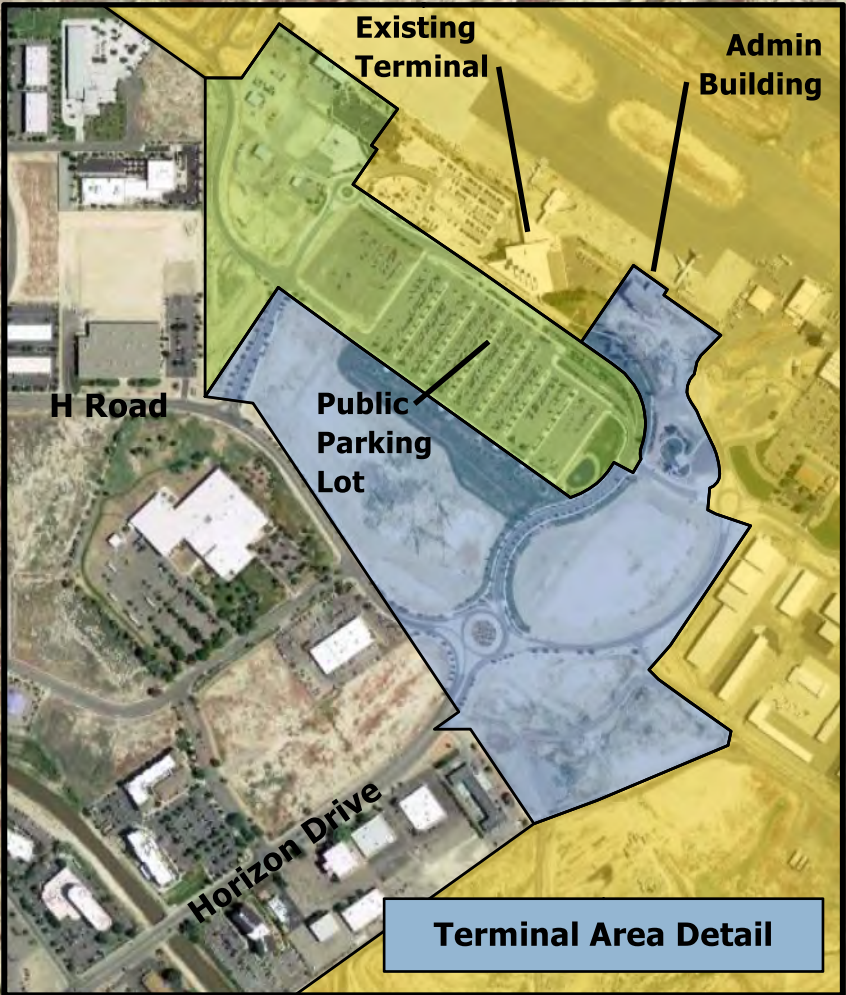
Planning Consultant:
TG MALLOY CONSULTING, LLC
402 Park Drive
Glenwood Springs, Colorado 81601
PH: 970-945-0832
Email: tgmalley@sopris.net

- Legend**
- Aeronautical
 - Aeronautical/Commercial
 - Non-Aeronautical/Commercial



Not to Scale

May, 2018
Datum: World Geodetic 1984 (WGS84) Auto
Projection: Mercator
Map data obtained from Mesa County
GIS Department.



Grand Junction Regional Airport
Civic & Institutional Master Plan Update (2018)

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE VACATING A PORTION OF THE 27 ¼ ROAD RIGHT-OF-WAY
ADJACENT TO AIRPORT PROPERTY**

Recitals:

The Plan also includes the relocation of a section of 27 ¼ Road around the west end of the new runway protection zone for the proposed runway 11/29. Approximately 1 mile of the existing 27 ¼ Road will be realigned to swing to the west around the runway zone. The proposed ordinance to vacate the existing section of 27 ¼ Road that is being realigned is conditioned on the acceptance of the realigned improvements, completion of the land patent transfer of property to the Airport and the dedication of right-of-way for the new alignment.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, and upon recommendation of approval by the Planning Commission, the Grand Junction City Council finds that the request to vacate a portion of the 27 ¼ Road right-of-way adjacent to Airport property 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 DEDICATED RIGHT-OF-WAY IS HEREBY VACATED, CONDITIONED ON THE ACCEPTANCE OF THE REALIGNED IMPROVEMENTS, COMPLETION OF THE LAND PATENT TRANSFER OF PROPERTY TO THE AIRPORT AND THE DEDICATION OF RIGHT-OF-WAY FOR THE NEW ALIGNMENT:

A road right of way as described at reception number 1771285 at the Mesa County Clerk and Recorder situated in the southwest quarter of Section 24, and the northwest quarter and the north half of the southwest quarter of Section 25, Township 1 North, Range 1 West of the Ute Meridian, County of Mesa, State of Colorado.

See Exhibit A.

Introduced on first reading this _____ day of _____, 2019 and ordered published in pamphlet form.

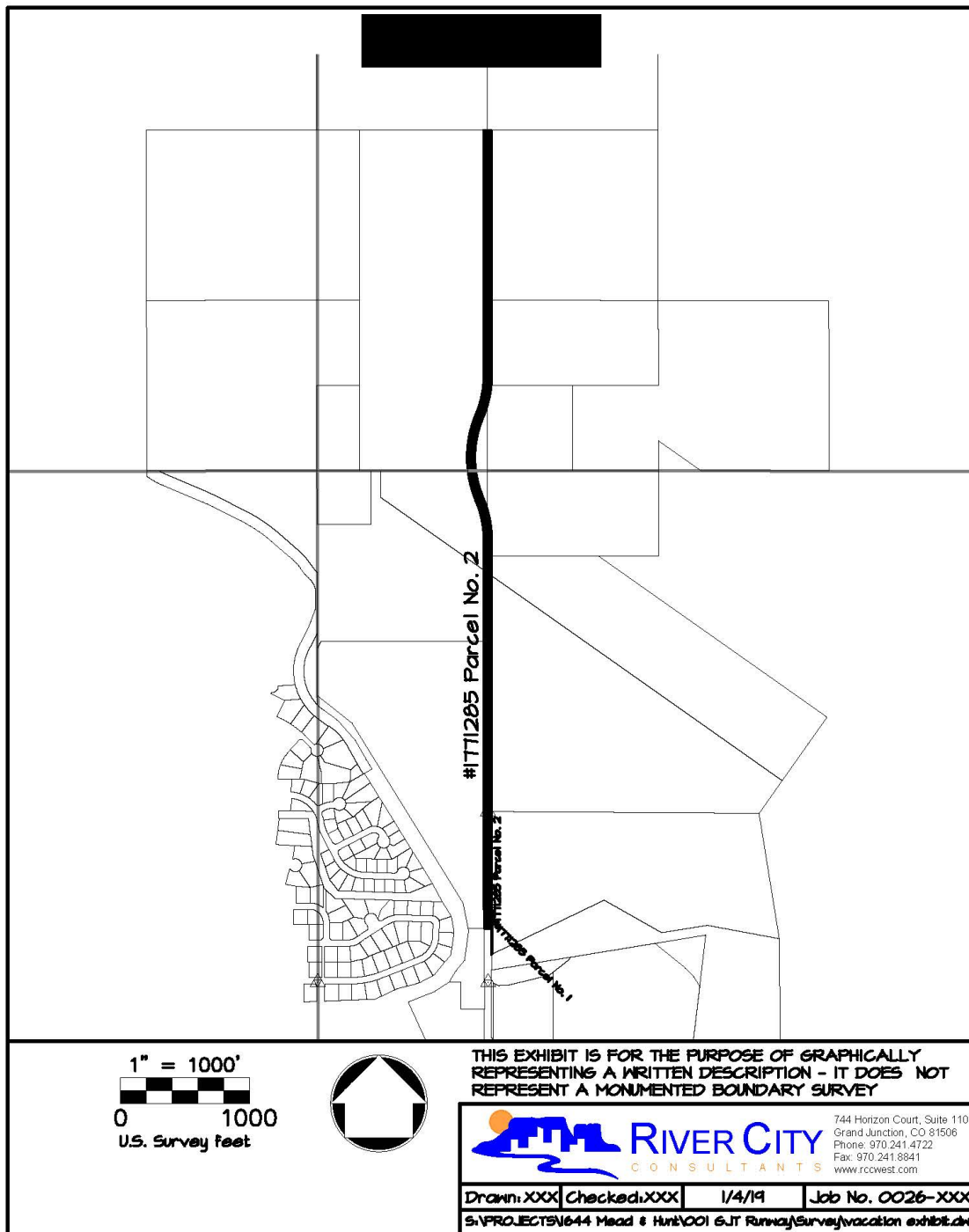
Adopted on second reading this _____ day of _____, 2019 and ordered published in pamphlet form.

ATTEST:

City Clerk

Mayor

EXHIBIT A





Grand Junction City Council

Regular Session

Item #4.a.ii.

Meeting Date: March 6, 2019

Presented By: Scott D. Peterson, Senior Planner

Department: Community Development

Submitted By: Scott D. Peterson, Senior Planner

Information

SUBJECT:

A Resolution Accepting the Petition for Annexation of 19.76 Acres of Land and Ordinances Annexing and Zoning the South Twenty Annexation to R-4 (Residential - 4 du/ac) and R-8 (Residential - 8 du/ac) Located at 2335 H Road

RECOMMENDATION:

Planning Commission heard the Zone of Annexation request at its February 12, 2019 meeting and forwarded a recommendation of approval (5 to 0) of the two zoning designations of R-4 and R-8 for the property to City Council.

EXECUTIVE SUMMARY:

The Applicant, South Twenty LLC, is requesting to annex and zone 19.76 acres located at 2335 H Road. The proposed annexation will be conducted as a two-part "Serial Annexation" in order to gain one-sixth contiguity per State statute. The proposed annexation also includes an additional 0.441 acres of the adjacent H Road. Of this 0.441 acres of H Road, 0.09 acres would be considered as right-of-way by use and not fully dedicated. The subject property is currently vacant and located on the southside of H Road. The owners are requesting annexation in anticipation of future residential subdivision development for the property, which is anticipated to constitute "annexable development" and as such is required to annex in accordance with the Persigo Agreement.

The Applicant is requesting a split zone of annexation to R-4 (Residential – 4 du/ac) and R-8 (Residential – 8 du/ac). The subject property has split Comprehensive Plan Future Land Use Map designations of Residential Medium (4 – 8 du/ac) and Residential High Mixed Use (16 – 24 du/ac). The proposed split zoning designations of

R-4 and R-8 meets with the intent of achieving the desired overall density for the property as a compromise between the two land use categories. Section 21.02.130 (d) of the Zoning and Development Code allows for the consideration of zoning without a plan amendment when the property is adjacent to the land use designation that would support the requested zone district. In this case, the applicant is proposing zone districts at the low and high end of the Residential Medium land use designation.

BACKGROUND OR DETAILED INFORMATION:

The South Twenty Annexation consists of one 19.76-acre parcel of land located at 2335 H Road. The property is currently vacant. The Applicants wish to annex the property into the City limits in anticipation of future residential subdivision development. The Applicant is requesting a split zoning for the property of R-8 (Residential – 8 du/ac) and R-4 (Residential – 4 du/ac).

The property is currently not adjacent to existing city limits, however is within the Persigo 201 boundary and is annexable development as defined in the Persigo Agreement. Under the 1998 Persigo Agreement with Mesa County, all proposed development within the Persigo Wastewater Treatment Facility boundary requires annexation by the City. The property owners have signed a petition for annexation of the property.

Staff has found, based on review of the petition and knowledge of applicable state law, including the Municipal Annexation Act Pursuant to C.R.S. 31-12-104, that the South Twenty Annexation is eligible to be annexed because of compliance with the following:

- a) A proper petition has been signed by more than 50% of the owners and more than 50% of the property described;
- b) Not less than one-sixth of the perimeter of the area to be annexed is contiguous with the existing City limits;
- c) A community of interest exists between the area to be annexed and the City. This is so in part because the Central Grand Valley is essentially a single demographic and economic unit and occupants of the area can be expected to, and regularly do, use City streets, parks and other urban facilities;
- d) The area is or will be urbanized in the near future;
- e) The area is capable of being integrated with the City;
- f) No land held in identical ownership is being divided by the proposed annexation;
- g) No land held in identical ownership comprising 20 contiguous acres or more with an

assessed valuation of \$200,000 or more for tax purposes is included without the owner's consent.

The proposed annexation and zoning schedule with a summary is attached.

The property is currently in the County and retains a County zoning of RSF-R (Residential Single Family - Rural) and surrounding properties are also zoned RSF-R in the County, ranging in size from 4.66 acres to 26.9 acres. The subject property has split Future Land Use designations of Residential Medium (4 – 8 du/ac) and Residential High Mixed Use (16 – 24 du/ac). The Applicant's proposed split zoning designations of R-4 and R-8 meets with the intent of achieving the desired overall density for the property as a compromise between these two land use categories in order for a portion of the property to be developed at the high end of the Residential Medium category.

As reference, the existing Future Land Use Map categories that divide the property are not legal descriptions, but rather serve as guidance in determining the proper zone district. When a Future Land Use designation splits a property, either or both land use categories can be used to determine the appropriate zoning district. Section 21.02.130 (d) (v) of the Zoning and Development Code allows for consideration of zoning without a Plan amendment when the property is adjacent to the land use designation that would support the requested zone district.

The surrounding area is largely undeveloped, rural in nature and zoned RSF-R in Mesa County. Properties that have been annexed into the City include Apple Glen Subdivision (2366 H Road) which is zoned R-4 (Residential – 4 du/ac) and the Mosaic property located at the intersection of H Road and 23 Road which is zoned Planned Development with an overall average residential density between 7 to 9 dwelling units an acre. The Applicant is requesting the R-4 zone district for the south 14.3 acres and the R-8 zone district for the north 5.46 acres adjacent to H Road.

A Neighborhood Meeting regarding the proposed Annexation and Zoning was held on June 28, 2018 in accordance with Section 21.02.080 (e) of the Zoning and Development Code. The Applicant's and City staff were in attendance along with nine (9) citizens. Comments and concerns expressed by the attendees centered on the proposed higher density and the desire to see larger acreage lots of at least a-half acre or more. Concerns were also expressed about the increase in traffic in the area. The application for annexation and zoning was submitted on October 11, 2018.

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the City's Zoning and Development Code. The subject property was posted with an application sign on October 29, 2018. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on January 11,

2019 & February 1, 2019. The notice of the Zone of Annexation public hearing was published January 15, 2019 & February 5, 2019 in the Grand Junction Daily Sentinel.

ZONING ANALYSIS

The criteria for review is set forth in Section 21.02.140 (a) and includes that the City may rezone property if the proposed changes are consistent with the vision, goals and policies of the Comprehensive Plan and must meet one or more of the following rezone criteria as identified:

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

The property owners have petitioned for annexation into the City limits with a requested zoning district of R-4 and R-8 which is compatible with the existing Comprehensive Plan Future Land Use Map designation of Residential Medium (4 – 8 du/ac), in accordance with Section 21.02.130 (d) (1) (iii) & (v) of the Zoning & Development Code. Since the property is currently in the County, the annexation of the property is a subsequent event that has invalidated the original premise. The requested annexation and zoning is also in accordance with the Persigo Agreement between Mesa County and the City of Grand Junction, which states that all new development shall be annexed into the City limits. Therefore, Staff has found this criterion has been met.

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

The adoption of the Comprehensive Plan in 2010, designated this property as split Future Land Use designations of Residential Medium (4 – 8 du/ac) and Residential High Mixed Use (16 – 24 du/ac). The character and/or condition of the area has not changed in recent years as the adjacent residential properties are currently large acreage and have not yet fully developed with the exception of the new Apple Glen development. Nearby, the Mosaic development has received project entitlements but has not yet begun construction. The subject property is underutilized in terms of the residential development potential anticipated by the Comprehensive Plan designation of Residential Medium (4 -8 du/ac) that would allow for densities up to 8 units per acre. The Applicant is requesting a split zone of R-4 and R-8 which furthers the goals and policies of the Comprehensive Plan by providing for density in the mid-range of the Residential Medium (4 – 8 du/ac) land use classification. Because there has been no apparent change of character and/or condition and the area has not significantly changed, Staff finds that this criterion has not been met.

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

Adequate public and community facilities and services are available to the property and are sufficient to serve land uses associated with the R-4 and R-8 zone districts. Ute Water is presently available within the H Road right-of-way and the applicant has represented they have an easement across adjacent properties to the south to connect into City sanitary sewer that is available in the I-70 Frontage Road. Property can also be served by Xcel Energy natural gas and both Xcel Energy and Grand Valley Power electric. A short distance away is Appleton Elementary School and further to the southeast along 24 Road is Canyon View Park. Further to the south along Patterson Road are commercial retail centers that includes Mesa Mall, offices, convenience stores and gas islands, restaurants, commercial businesses and a grocery store. Community Hospital is also nearby on G Road.

Grand Junction Fire Department finds the public and community facilities regarding fire and emergency medical services are adequate to serve the type and scope of the residential land use proposed. Primary response is from Fire Station 3 located at 582 25 ½ Road and response time are longer than other areas due to the distance from existing fire stations. Evaluating the last two years of fire and EMS incident data, shows an average response time to this area of H Road as being 12 minutes and 33 seconds, which is significantly longer than National Fire Protection Association response time standards. This response time is also approximately 8 minutes and 5 seconds longer than for the core area of the City. However, the City has been working to address the current and future fire and EMS coverage demands of this area and is planning for a new Fire Station immediately adjacent to this property on the west side of 23 and H Road with the Mosaic development.

The public and community facilities are adequate to serve the type and scope of the residential land use proposed, 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

The property and surrounding area has split Comprehensive Plan Future Land Use Map designations of Residential Medium (4 – 8 du/ac) and Residential High Mixed Use (16 – 24 du/ac). The property is currently vacant. The proposed split zoning designations of R-4 and R-8 meets with the intent of achieving the desired overall density for the property as a compromise between the two categories in order for a portion of the property to be developed at the high end of the Residential Medium category. This area of the community currently has no R-8 zoning. The lack of supply for this zone type impedes the ability to provide a diverse supply of housing types; a key principle in the Comprehensive Plan. Staff finds that there is an inadequate supply of the requested zoning designations in the area and, therefore, has found this criterion to have been met.

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

The community and area will benefit from this proposed request. Annexation and zoning of the property will create consistent land use jurisdiction within the City consistent with an Intergovernmental Agreement with the County. The requested zones will also provide an opportunity for a variety of housing within a range of densities that are consistent with the Comprehensive plan in this area to meet the needs of the growing community. This principle is supported and encouraged by the Comprehensive Plan and furthers the plan's goal of promoting a diverse supply of housing types; a key principle in the Comprehensive Plan. Therefore, Staff finds that this criterion has been met.

Section 21.02.160 (f) of the Grand Junction Zoning and Development Code provides that the zoning of an annexation area shall be consistent with the adopted Comprehensive Plan and the criteria set forth. Generally, future development should be at a density equal to or greater than the allowed density of the applicable County zoning district. Though other zone districts could also be considered, these zone districts comport with the recommendations of the Plan's Future Land Use Map.

Further, the zoning request is consistent with the following goals and policies of the Comprehensive Plan:

Goal 1 / Policy A: Land use decisions will be consistent with Future Land Use Map.

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

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.

FISCAL IMPACT:

The provision of municipal services will be consistent with adjacent properties already in the City. Property tax levies and municipal sales/use tax will be collected, as applicable, upon annexation. Based on the current assessed values of the annexation area, the City property tax revenue is estimated to be \$55.76 annually. If the property develops at an estimated 96 units for \$250,000 each, the estimated annual property tax revenue (at the current residential assessment rate) would be \$13,824 per year. Sales and use tax revenues will be dependent on construction activity and consumer spending on City taxable items for residential and commercial uses.

Currently the property is in the Grand Junction Rural Fire Protection District (Rural District) which is served by the Grand Junction Fire Department through a contract with

the Rural District. The Rural District collects a 5.938 mill levy that generates \$41.39 per year in property taxes that are passed on to the City of Grand Junction per the contract. If annexed, the Rural District mill levy will be removed and the City's 8 mills that will generate \$55.76 per year will need to pay for not only fire and emergency medical services but also other City services provided to the area. City services as discussed below are supported by a combination of property taxes and sales/use taxes.

The fire department has only responded to this location twice in the last 11 years and with an estimated build of 96 units would predict a slight annual increase of 10-15 fire or EMS incidents as a result of this development. The area is served by Fire Station #3 located at 582 25 ½ Road and response times are longer than other areas due to the distance from existing fire stations. Evaluating the last two years of fire and EMS incident data, shows an average response time to this area of 12 minutes and 33 seconds, which is significantly longer than National Fire Protection Association response time standards. This response time is also approximately 8 minutes and 5 seconds longer than for the core area of the City. The City has been working to address the current and future fire and EMS coverage demands of this area and is planning for a new Fire Station immediately adjacent to this property on the west side of 23 and H Road.

Annual Maintenance costs for the 443 linear feet of pavement on H Road Rd is estimated at approximately \$45/year to sweep, remove snow, stripe and sign. Future chipseal costs for this road is estimated at \$1,490 and is planned as part of this area's normal chip seal cycle in the next five years. Estimated cost of the maintenance of borrow ditches is approximately \$75/year on average.

The cost to improve the road frontage to accommodate the left turn into the development is estimated at \$140,000. Under current Transportation Capacity Payment policies, this work is the responsibility of the City.

Utilities

Water and sewer services are available to this property.

This property is within the Ute Water District service area. 8-inch and 24-inch water line run along the H Road bordering this property.

The property is currently within the Persigo 201 Sewer Service Area. However, the property does not currently have a sewer connection.

Plant Capacity: Based on the Future Land Use (FLU) designation, the maximum anticipated additional flow associated with 96 equivalent units (EQUs) is about 16,000

gallons per day. The Persigo wastewater treatment plant has sufficient capacity to accommodate this development. The current capacity of the wastewater treatment plant is 12,500,000 gallons per day. The plant currently only receives approximately 8 million gallons per day. Therefore, the plant has ample capacity to accommodate this additional flow. The property would be assessed the current plant investment fee (PIF) of \$4,776 per equivalent unit (2019 rate) or \$458,496. This fee is intended to pay the equivalent share of the payments due on bonds for the existing wastewater treatment plant and infrastructure.

Ability to Serve Area: An 8-inch sewer main terminates at the north side of the I-70 Frontage at 23 1/4. In addition, the City has plans to construct the 23 Road Trunk Line Extension. Phase I will extend the trunk line along the north side of I-70 to 23 Road. Phase II would extend the trunk line north along 23 Road to the Persigo Service Boundary at I Road. The Developer would be required to extend a sewer line to connect at one of these locations. There is available capacity in this sewer collection system to accommodate future development of this property with 96 dwelling units.

Sewer Service Charges: Monthly sewer service rates for single family units are \$22.40. These rates have been determined sufficient to cover the cost of service.

SUGGESTED MOTION:

I move to (adopt/deny), Resolution No. 17-19 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 South Twenty Annexation, located at 2335 H Road, is eligible for annexation, Ordinance No. 4836 an Ordinance annexing territory to the City of Grand Junction, Colorado, South Twenty Annexation approximately 20.18 acres, located at 2335 H Road, on final passage and order final publication in pamphlet form and Ordinance 4837 an Ordinance zoning the South Twenty Annexation to R-4 (Residential - 4 du/ac) and R-8 (Residential - 8 du/ac), located at 2335 H Road, on final passage and order final publication in pamphlet form.

Attachments

1. South Twenty Annexation Schedule & Summary
2. Site Location Map & Zoning Maps, etc.
3. Draft February 12 2019 Meeting Minutes
4. Resolution Accepting Petition for Annexation
5. Annexation Ordinance
6. Zoning Ordinance

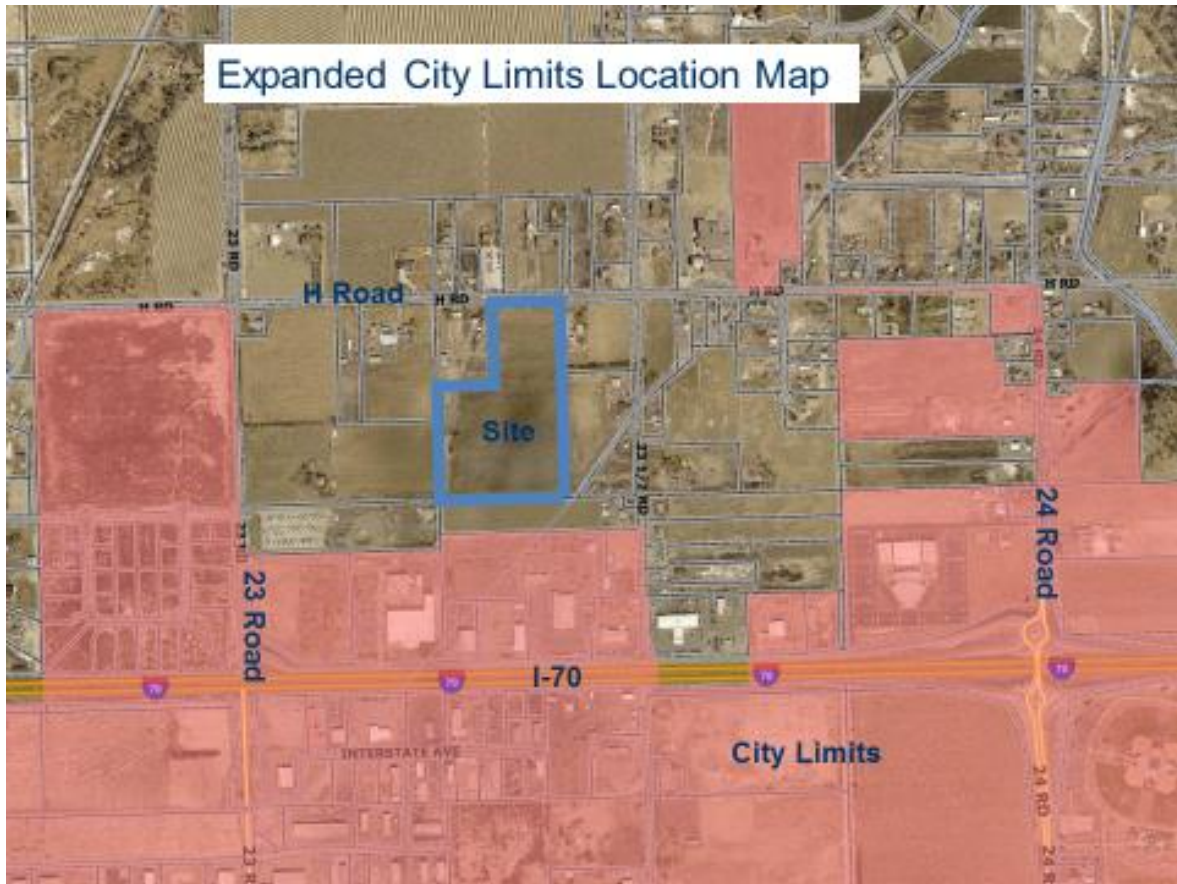
SOUTH TWENTY ANNEXATION SCHEDULE

January 16, 2019	Referral of Petition (30 Day Notice), Introduction of a Proposed Ordinance, Exercising Land Use
February 12, 2019	Planning Commission considers Zone of Annexation
February 20, 2019	Introduction of a Proposed Ordinance on Zoning by City Council
March 6, 2019	Acceptance of Petition and Public Hearing on Annexation and Zoning by City Council
April 10, 2019	Effective date of Annexation

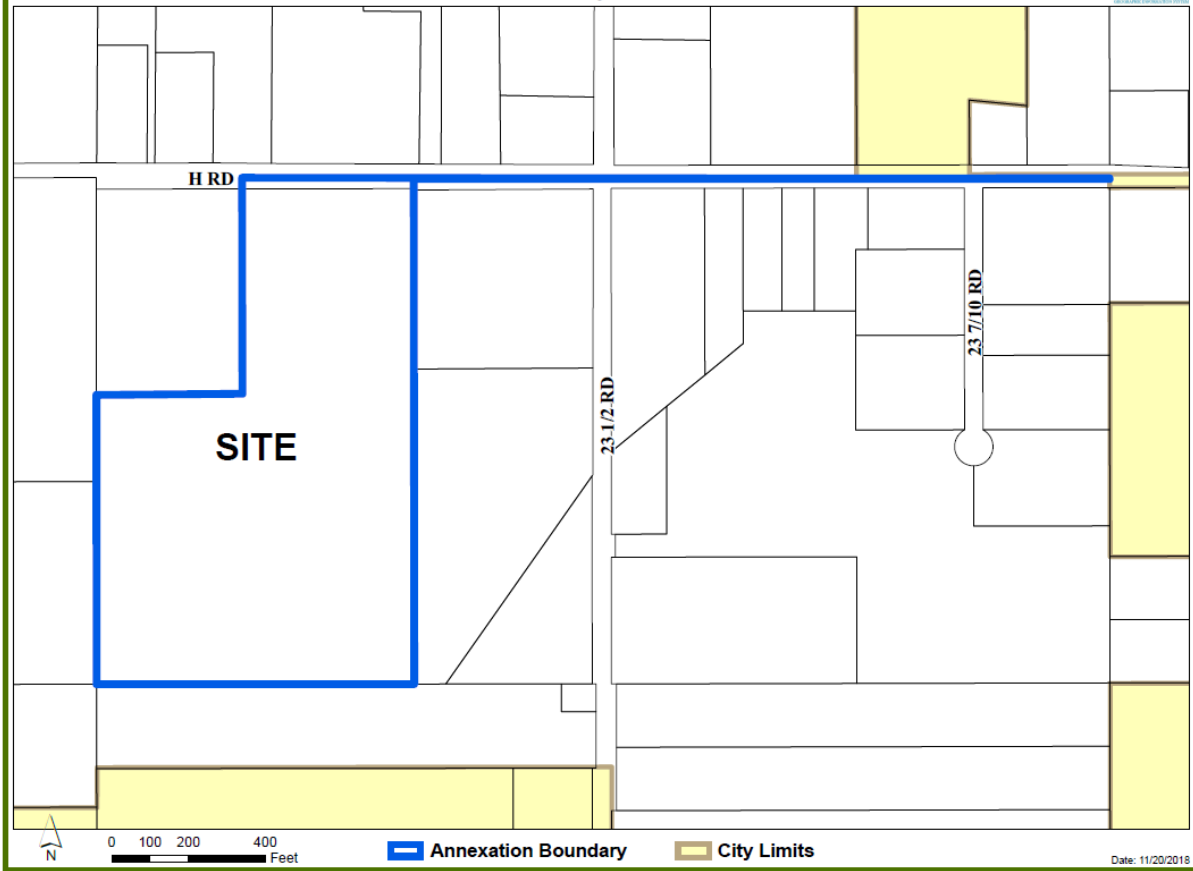
ANNEXATION SUMMARY

File Number:		ANX-2018-659
Location:		2335 H Road
Tax ID Numbers:		2701-322-00-103
# of Parcels:		1
Existing Population:		0
# of Parcels (owner occupied):		0
# of Dwelling Units:		0
Acres land annexed:		20.18
Developable Acres Remaining:		19.74
Right-of-way in Annexation:		0.44 acres
Previous County Zoning:		RSF-R (Residential Single Family – Rural)
Proposed City Zoning:		R-8 (Residential – 8 du/ac) & R-4 (Residential – 4 du/ac)
Current Land Use:		Vacant land
Future Land Use:		Residential High Mixed Use (16 – 24 du/ac) & Residential Medium (4 – 8 du/ac)
Values:	Assessed:	\$6,970
	Actual:	\$24,020
Address Ranges:		2335 H Road
Special Districts:	Water:	Ute Water Conservancy District
	Sewer:	City of Grand Junction
	Fire:	Grand Junction Rural Fire District
	Irrigation/Drainage:	GVIC/GVDD
	School:	Fruita Monument HS / Fruita Middle / Appleton Elementary
	Pest:	Grand River Mosquito Control District

Expanded City Limits Location Map



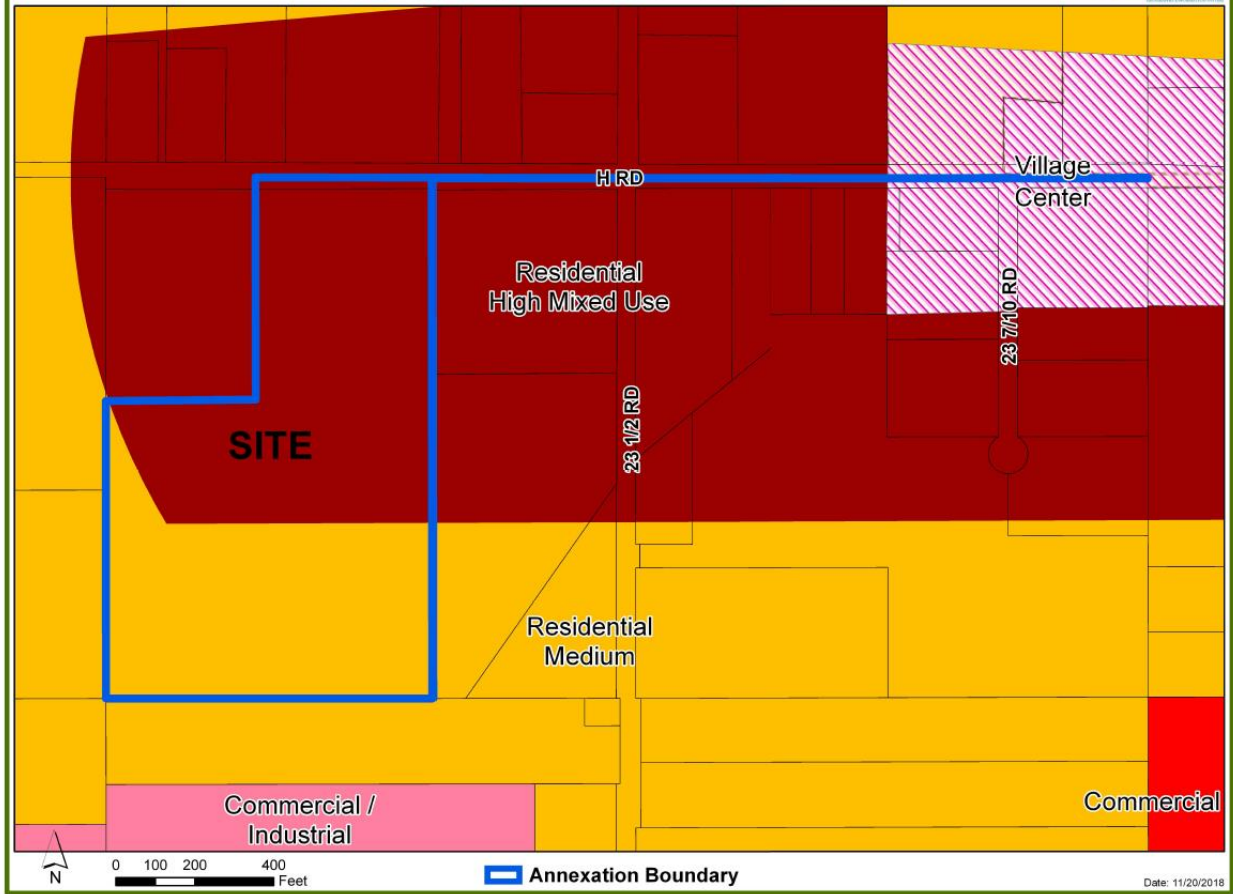
South Twenty Annexation



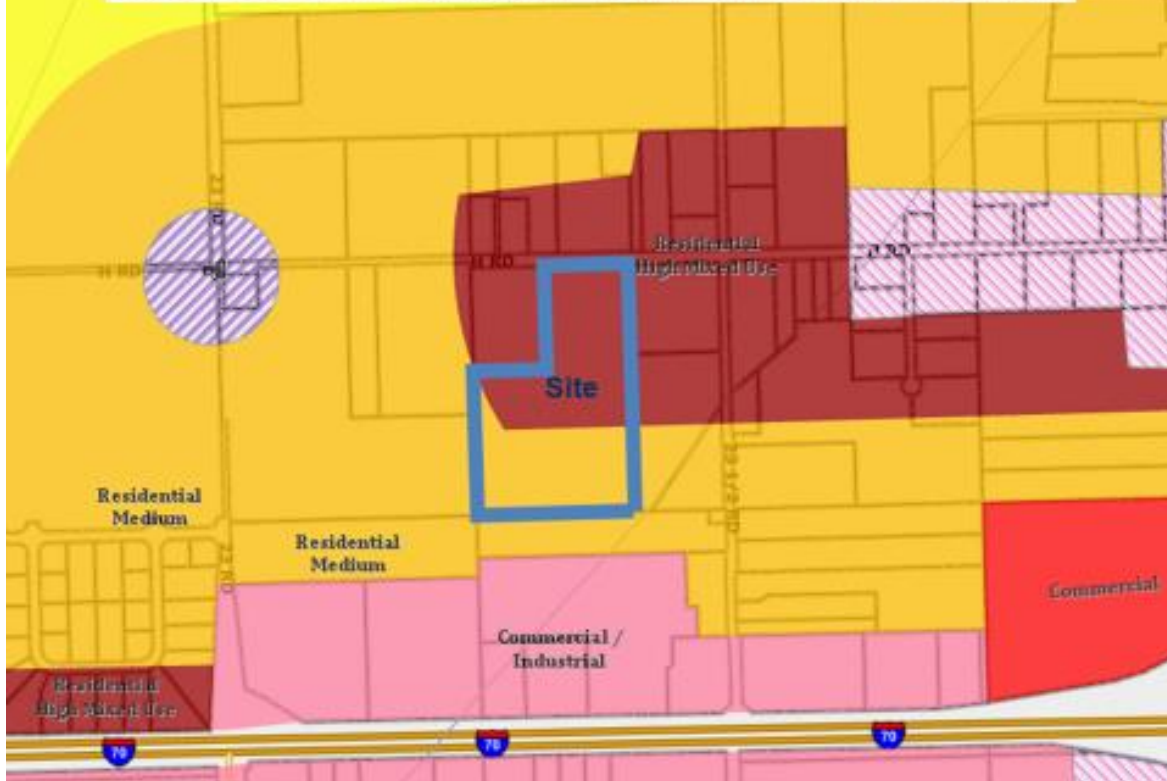
South Twenty Annexation



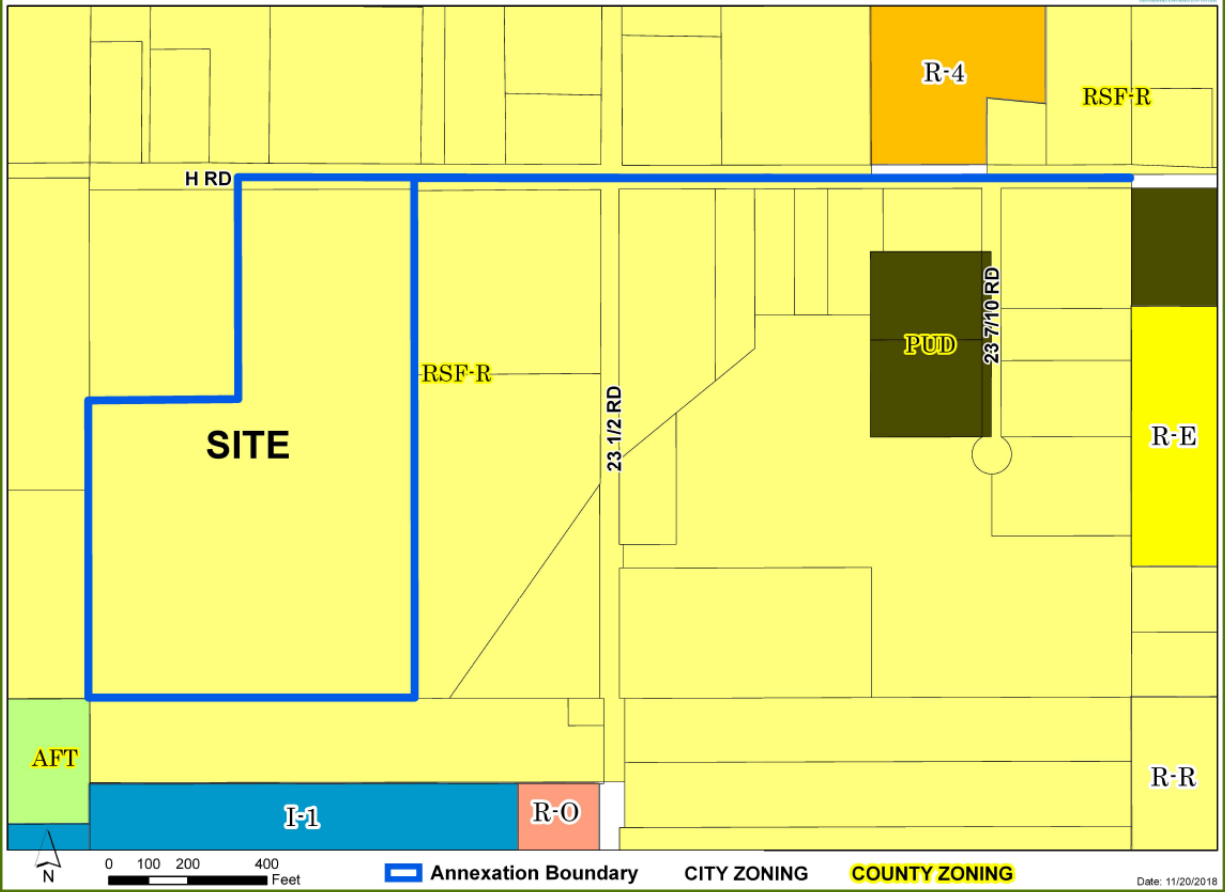
South Twenty Annexation - Future Land Use

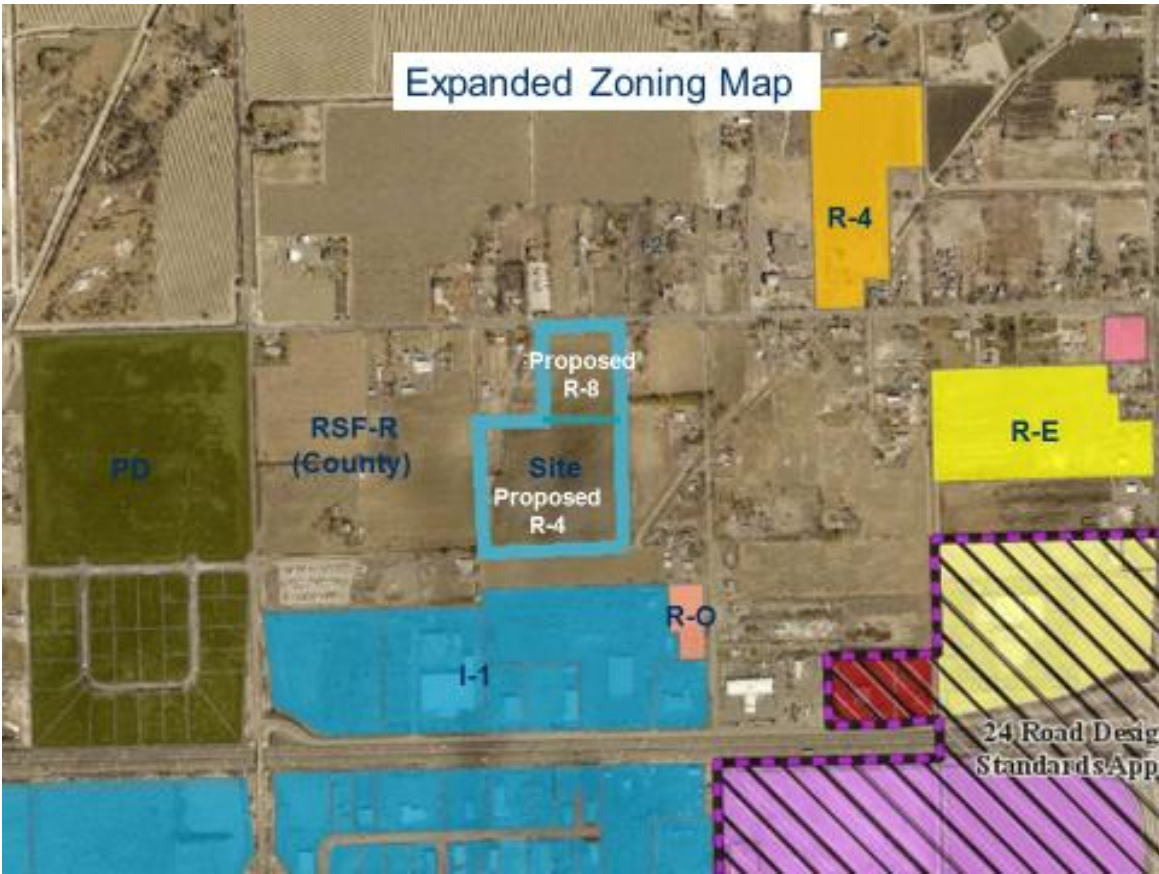


Expanded Comprehensive Plan Future Land Use Map



South Twenty Annexation - Zoning







View of property from H Road

GRAND JUNCTION PLANNING COMMISSION
February 12, 2019 MINUTES
6:00 p.m.

The meeting of the Planning Commission was called to order at 6:00 p.m. by Vice Chairman Wade.

Those present were Planning Commissioners; Bill Wade, George Gatseos, and Kathy Deppe, Keith Ehlers and Steve Tolle.

Also present were Community Development Department, Tamra Allen, Tom Dixon (Senior Planner), Andrew Gingerich (Associate Planner), Kristen Ashbeck (Senior Planner), and Scott Peterson (Senior Planner).

Deputy City Attorney Jamie Beard and Secretary Lydia Reynolds.

There were approximately 5 citizens in attendance during the meeting.

1. Minutes of Previous Meetings

The Planning Commission reviewed the meeting minutes from the January 22, 2019 meeting.

Vice Chairman Wade asked for a motion to approve the minutes. Commissioner Gatseos noted Commissioner Keith Ehlers needed to be added to those in attendance. Commissioner Gatseos moved to approve the minutes as corrected. Commissioner Tolle seconded the motion.

The motion passed unanimously by a vote of 5-0.

2. Sugar Beet Building ROW/Easement Vacation FILE # VAC-2018-704

Consider a request to 1) vacate a four-foot portion of the public right-of-way, 2) vacate the existing 14-foot wide multi-purpose easement (MPE), and 3) dedicate a new multi-purpose easement with a minimum width of eight feet on the south side of the new right-of-way for properties at 1015 and 1101 Kimball Avenue.

Commissioners accepted two new exhibits, one from CenturyLink and the other the application form.

Staff Presentation

Senior Planner Tom Dixon presented the staff report showing pictures of the site and recommending approval based on the criteria within the Code.

Commissioner Ehlers asked a question regarding the cross section of a Local Road as well as the location of the multi purpose easement along Riverside Parkway.

Applicant Presentation

The Applicant's representative Lisa Cox with Vortex Engineering was present and did a brief presentation highlighting the request to vacating what they call surplus right-of-way.

Public Comment

No public comment was received.

Questions for Staff

No addition questions were asked of staff.

Commissioner Discussion

Commissioner Ehlers noted the atypical width was deferred to and decided by the Alternative Streets Committee. No further discussion was had.

Motion and Vote

Commissioner Gatseos made the following motion: Mister Vice Chairman, on the request to 1) vacate a four-foot portion of the public right-of-way, 2) vacate the 14-foot multi-purpose easement, and 3) create a new multi-purpose with a minimum width of eight feet on the south side of the new edge of right of way for Kimball Avenue starting from the easterly edge of the South 12th Street alignment and extending 1,177 feet to its westerly terminus point, as reviewed under case file VAC-2018-704, I move that the Planning Commission forward a recommendation of approval with the findings of fact in the staff report and the following condition: The existing 14-foot wide multi-purpose easement shall be eliminated and a new multi-purpose easement shall be dedicated from the new edge of Kimball Avenue southward for 8 feet. Commissioner Ehlers seconded the motion.

The motion passed by a vote of 5-0.

3. Amend 7th St Guidelines/Standards **FILE# PLD-2019-14**

Consider a request for an amendment to a Planning Development (PD) zone district concerning the North Seventh Street Historic Residential District Guidelines and Standards pertaining to vinyl fencing within the District

Staff Presentation

Senior Planner Kristen Ashbeck presented the request to prohibit vinyl fencing in the historic district, a PD. Ms. Ashbeck also represented the Historic Preservation Board who initiated the request on behalf of the Board and the City. She noted that a survey was sent originally to gauge property owner's support as well as public notice was mailed twice to all property owners within the PD, providing significantly more notice than is required by Code. Staff recommended approval of the request.

Questions for Staff

Commissioner Ehlers asked why it wasn't allowed for vinyl fencing in areas that were not visible. Ms. Ashbeck responded.

Public Comment

No public comment was received.

Commissioner Discussion

Commissioner Deppe stated support to not allow vinyl fencing because it was not a historical material. Commissioner Ehlers stated he supported this but was weary of stifling property rights. Commissioner Gatseos stated he thought the HPB included sufficient outreach to the neighborhood.

Motion and Vote

Commissioner Deppe made the following motion: Mister Vice Chairman, on the proposed amendment to the Planned Development (PD) ordinance for the North Seventh Street Historic Residential District regarding the use of vinyl fencing on properties within the District (PLD-2019-14), I move to recommend approval of the amended ordinance to City Council. Commissioner Tolle seconded the motion.

The motion passed unanimously by a vote of 5-0.

4. 746 23 1/2 Road RV Resort Rezone FILE# RZN-2018-785

Consider a request by Western Slope Properties, LLC to Rezone two properties, 746 23 1/2 Road and a contiguous unaddressed property to the north, totaling 20.2 acres, from M-U (Mixed Use) to C-2 (General Commercial).

Staff Presentation

Associate Planner Andrew Gingerich read the list of exhibits and made a presentation recommending approval of the rezone request.

Applicant Presentation

Lisa Cox from Vortex Engineering representing the Applicant presented on the request. Ms. Cox noted they concurred with Staff's recommendation and findings.

Questions to Staff

Commissioner Ehlers asked if the split diamond configuration that CDOT previously proposed at 24 Road would impact this site. Staff noted they could research this and provide information on this topic as part of the City Council staff report if the double diamond was still proposed.

Public Comment

No public comment was received.

Commissioner Discussion

No additional discussion was had.

Motion and Vote

Commissioner Deppe made the following motion, Mister Vice Chairman on the Rezone request RZN-2018-785, I move that the Planning Commission forward a recommendation of approval for the Rezone of the 20.2-acre properties located at 746 23 ½ Road and the unaddressed contiguous parcel to the north from the M-U (Mixed Use) zone district the C-2 (General Commercial) zone district, with the findings of fact listed in the staff report. Commissioner Gatseos seconded the motion.

The motion passed unanimously by a vote of 5-0.

5. Rehearing South Twenty Zone of Annexation

FILE# ANX-2018-659

A rehearing to consider a request to zone approximately 19.76-acres from County RSF-R (Residential Single Family – Rural) to a City R-4 (Residential – 4 du/ac) and R-8 (Residential – 8 du/ac) for the South Twenty Annexation, located at 2335 H Road.

Staff Presentation

Senior Planner Scott Peterson presented this request, noting that this was a rehearing of this item that was remanded back to the Planning Commission by the City Council at their February 6th meeting.

Questions for Staff

Commissioner Deppe asked what the other surrounding properties would be zoned if they were annexed. Commissioner Ehlers asked what zone designation could be applied when a property is split by a future land use designation. Staff noted, the property owner has a choice and can choose either designation and be compatible with the Comprehensive Plan.

Applicant Presentation

Mandy Rush, part owner of the property and representing the Applicant noted that they worked with the neighboring property owners to try to find a balance between existing character of neighborhood and the Comprehensive Plan's higher density.

Public Comment

Kathy Tomkins property owner directly adjacent to the west of the subject property. She indicated the neighborhoods' preference for R-4 due to traffic, rural character and school enrollment.

Commissioner Discussion

Commissioner Ehlers stated he had previously misunderstood the ability for the Applicant to seek a zone category consistent with the land use designation that was not only on the property but also a designation that was adjacent to the property. He apologized for the delays to the project and his previous vote to not approve the rezone.

Commissioner Gatseos noted he has visited the site and observed that the area was changing and therefore was supportive of the rezone request.

Commissioner Deppe noted she thought the Applicant had worked well with the City to meet the intent of the Comprehensive Plan and find a compromise between the R-4 and higher density R-8 designation.

Commissioner Tolle thanked Ms. Rush for working with her neighbors and thought the zoning request was consistent with the Plan.

Commissioner Wade noted he was also in support of the request and concurred with the other Commissioner's comments.

Motion and Vote

Commissioner Ehlers made the following motion: Mister Vice Chairman, on the Zone of Annexation for the South Twenty Annexation to R-4 (Residential – 4 du/ac) & R-8 (Residential – 8 du/ac) zone district, file number ANX-2018-659, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report. Commissioner Deppe seconded the motion.

The motion passed unanimously by a vote of 5-0.

Other Business

Adjournment

The meeting was adjourned at 7:50.

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. ____

**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
SOUTH TWENTY ANNEXATION, LOCATED AT 2335 H ROAD
IS ELIGIBLE FOR ANNEXATION**

WHEREAS, on the 16th day of January, 2019, a petition was referred to the City Council of the City of Grand Junction, Colorado, for annexation to said City of the following property situate in Mesa County, Colorado, and described as follows:

SOUTH TWENTY ANNEXATION NO. 1

A certain parcel of land lying in the Northeast Quarter of the Northwest Quarter (NE 1/4 NW 1/4 and the Northwest Quarter of the Northeast Quarter (NW 1/4 NE 1/4) of Section 32, Township 1 North, Range 1 West of the Ute Principal Meridian and being more particularly described as follows:

COMMENCING at the Northeast corner of the NW 1/4 NE 1/4 of said Section 32 and assuming the North line of the NW 1/4 NE 1/4 of said Section 32 bears N 89°57'52" W with all other bearings contained herein being relative thereto; thence from said Point of Commencement, S 00°03'26" W, along the East line of the NW 1/4 NE 1/4 of said Section 32, a distance of 5.00 feet to a point on the South line of Apple Glen Annexation No. 2, Ordinance No. 4191 as same is recorded in Book 4637, Page 687, Public Records of Mesa County, Colorado, also being the POINT OF BEGINNING; thence from said Point of Beginning, S 00°03'26" W, along said East line, a distance of 2.00 feet; thence N 89°57'52" W along a line 7.00 feet South of and parallel with the North line of the NW 1/4 NE 1/4 of said Section 32, a distance of 660.88 feet; thence N 00°01'45" E, a distance of 5.00 feet; thence N 89°57'52" W along a line 2.00 feet South of and parallel with the North line of the NW 1/4 NE 1/4 of said Section 32, a distance of 656.88 feet, more or less, to a point on the East line of the NE 1/4 NW 1/4 of said Section 32; thence N 89°58'01" W along a line 2.00 feet South of and parallel with the North line of the NE 1/4 NW 1/4 of said Section 32, a distance of 497.19 feet, more or less, to a point on the Northerly projection of the East line of Parcel 1, Muller Simple Land Division, as same is recorded in Plat Book 17, Page 236, Public Records of Mesa County, Colorado; thence N 00°02'51" W, along said Northerly projection, a distance of 2.00 feet to a point on the North line of the NE 1/4 NW 1/4 of said Section 32; thence S 89°58'01" E, along said North line, a distance of 497.20 feet, more or less, to a point being the Northeast corner of the NE 1/4 NW 1/4 of said Section 32; thence S 89°57'52" E, along the North line of the NW 1/4 NE 1/4 of said Section 32, a distance of 658.88 feet to a point on the West line of Apple Glen

Annexation No. 3, Ordinance No. 4192, as same is recorded in Book 4637, Page 691, Public records of Mesa County, Colorado; thence S 00°01'45" W, along said West line, a distance of 5.00 feet; thence S 89°57'52" E along a line 5.00 feet South of and parallel with the North line of the NW 1/4 NE 1/4 of said Section 32, a distance of 658.88 feet, more or less, to the Point of Beginning.

CONTAINING 3,640 Square Feet or 0.083 Acres, more or less, as described.

TOGETHER WITH

SOUTH TWENTY ANNEXATION NO. 2

A certain parcel of land lying in the Northeast Quarter of the Northwest Quarter (NE 1/4 NW 1/4 and the Northwest Quarter of the Northeast Quarter (NW 1/4 NE 1/4) of Section 32, Township 1 North, Range 1 West of the Ute Principal Meridian and being more particularly described as follows:

BEGINNING at the Southwest corner of the NE 1/4 NW 1/4 of said Section 32, said point also being the Southwest corner of Parcel 1, Muller Simple Land Division, as same is recorded in Plat Book 17, Page 236, Public Records of Mesa County, Colorado and assuming the West line of the NE 1/4 NW 1/4 of said Section 32 bears N 00°04'55" E and all other bearings shown hereon are relative thereto; thence from said Point of Beginning, N 00°04'55" E along the West line of the NE 1/4 NW 1/4 of said Section 32, a distance of 754.94 feet, more or less, to a point being the Southwest corner of Parcel 2 of said Muller Simple Land Division; thence S 89°58'03" E, along the South line of said Parcel 2, a distance of 379.73 feet, more or less, to a point being the Southeast corner of said Parcel 2; thence N 00°05'02" E, along the East line of said Parcel 2 and the West line of said Parcel 1, a distance of 565.92 feet, more or less, to a point on the North line of the NE 1/4 NW 1/4 of said Section 32; thence S 89°58'01" E, along said North line, a distance of 443.45' to a point on the West line of South Twenty Annexation No. 1; thence S 00°02'51" E, along said West line, a distance of 2.00 feet; thence S 89°58'01" E along the South line of said South Twenty Annexation No. 1, a distance of 497.19 feet to a point on the East line of the NW 1/4 NE 1/4 of said Section 32; thence S 89°57'52" E, along the South line of said South Twenty Annexation No. 1, a distance of 656.88 feet; thence S 00°01'45" W, a distance of 5.00 feet; thence N 89°57'52" W, a distance of 2.00 feet; thence N 00°01'45" E, a distance of 3.00 feet; thence N 89°57'52" W, along a line 4.00 feet South of and parallel with, the North line of the NW 1/4 NE 1/4 of said Section 32, a distance of 654.89 feet, more or less, to a point on the East line of the NW 1/4 NE 1/4 of said Section 32; thence N 89°58'01" W, along a line 4.00 feet South of and parallel with, the North line of the NE 1/4 NW 1/4 of said Section 32, a distance of 497.19 feet to a point on the Northerly projection of the East line of said Parcel 1; thence S 00°02'51" E, along the East line of said Parcel 1, a distance of 1316.70 feet, more or less, to a point on the South line of the NE 1/4 NW 1/4 of said Section 32, said point also being the Southeast corner of said Parcel 1; thence N 89°58'43" W, along the South line of the NE 1/4 NW 1/4 of said Section 32, a distance of 826.18 feet, more or less, to the Point of Beginning.

CONTAINING 875,322 Square Feet or 20.095 Acres, more or less, as described.

WHEREAS, a hearing on the petition was duly held after proper notice on the 6th day of March, 2019; and

WHEREAS, the Council has found and determined and does hereby find and determine that said petition is in substantial compliance with statutory requirements therefore, that one-sixth of the perimeter of the area proposed to be annexed is contiguous with the City; that a community of interest exists between the territory and the City; that the territory proposed to be annexed is urban or will be urbanized in the near future; that the said territory is integrated or is capable of being integrated with said City; that no land held in identical ownership has been divided without the consent of the landowner; that no land held in identical ownership comprising more than twenty acres which, together with the buildings and improvements thereon, has an assessed valuation in excess of two hundred thousand dollars is included without the landowner's consent; and that no election is required under the Municipal Annexation Act of 1965.

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

The said territory is eligible for annexation to the City of Grand Junction, Colorado, and should be so annexed by Ordinance.

ADOPTED the _____ day of _____, 2019.

Attest:

President of the Council

City Clerk

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE ANNEXING TERRITORY TO THE
CITY OF GRAND JUNCTION, COLORADO**

SOUTH TWENTY ANNEXATION

APPROXIMATELY 20.18 ACRES LOCATED AT 2335 H ROAD

WHEREAS, on the 16th day of January 2019, the City Council of the City of Grand Junction considered a petition for the annexation of the following described territory to the City of Grand Junction; and

WHEREAS, a hearing on the petition was duly held after proper notice on the 6th day of March 2019; and

WHEREAS, the City Council determined that said territory was eligible for annexation and that no election was necessary to determine whether such territory should be annexed;

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

That the property situate in Mesa County, Colorado, and described to wit:

SOUTH TWENTY ANNEXATION NO. 1

A certain parcel of land lying in the Northeast Quarter of the Northwest Quarter (NE 1/4 NW 1/4 and the Northwest Quarter of the Northeast Quarter (NW 1/4 NE 1/4) of Section 32, Township 1 North, Range 1 West of the Ute Principal Meridian and being more particularly described as follows:

COMMENCING at the Northeast corner of the NW 1/4 NE 1/4 of said Section 32 and assuming the North line of the NW 1/4 NE 1/4 of said Section 32 bears N 89°57'52" W with all other bearings contained herein being relative thereto; thence from said Point of Commencement, S 00°03'26" W, along the East line of the NW 1/4 NE 1/4 of said Section 32, a distance of 5.00 feet to a point on the South line of Apple Glen Annexation No. 2, Ordinance No. 4191 as same is recorded in Book 4637, Page 687, Public Records of Mesa County, Colorado, also being the POINT OF BEGINNING; thence from said Point of Beginning, S 00°03'26" W, along said East line, a distance of 2.00 feet; thence N 89°57'52" W along a line 7.00 feet South of and parallel with the North line of the NW 1/4 NE 1/4 of said Section 32, a distance of 660.88 feet; thence N 00°01'45" E, a distance of 5.00 feet; thence N 89°57'52" W along a line 2.00 feet South of and parallel with the North

line of the NW 1/4 NE 1/4 of said Section 32, a distance of 656.88 feet, more or less, to a point on the East line of the NE 1/4 NW 1/4 of said Section 32; thence N 89°58'01" W along a line 2.00 feet South of and parallel with the North line of the NE 1/4 NW 1/4 of said Section 32, a distance of 497.19 feet, more or less, to a point on the Northerly projection of the East line of Parcel 1, Muller Simple Land Division, as same is recorded in Plat Book 17, Page 236, Public Records of Mesa County, Colorado; thence N 00°02'51" W, along said Northerly projection, a distance of 2.00 feet to a point on the North line of the NE 1/4 NW 1/4 of said Section 32; thence S 89°58'01" E, along said North line, a distance of 497.20 feet, more or less, to a point being the Northeast corner of the NE 1/4 NW 1/4 of said Section 32; thence S 89°57'52" E, along the North line of the NW 1/4 NE 1/4 of said Section 32, a distance of 658.88 feet to a point on the West line of Apple Glen Annexation No. 3, Ordinance No. 4192, as same is recorded in Book 4637, Page 691, Public records of Mesa County, Colorado; thence S 00°01'45" W, along said West line, a distance of 5.00 feet; thence S 89°57'52" E along a line 5.00 feet South of and parallel with the North line of the NW 1/4 NE 1/4 of said Section 32, a distance of 658.88 feet, more or less, to the Point of Beginning.

CONTAINING 3,640 Square Feet or 0.083 Acres, more or less, as described.

TOGETHER WITH

SOUTH TWENTY ANNEXATION NO. 2

A certain parcel of land lying in the Northeast Quarter of the Northwest Quarter (NE 1/4 NW 1/4 and the Northwest Quarter of the Northeast Quarter (NW 1/4 NE 1/4) of Section 32, Township 1 North, Range 1 West of the Ute Principal Meridian and being more particularly described as follows:

BEGINNING at the Southwest corner of the NE 1/4 NW 1/4 of said Section 32, said point also being the Southwest corner of Parcel 1, Muller Simple Land Division, as same is recorded in Plat Book 17, Page 236, Public Records of Mesa County, Colorado and assuming the West line of the NE 1/4 NW 1/4 of said Section 32 bears N 00°04'55" E and all other bearings shown hereon are relative thereto; thence from said Point of Beginning, N 00°04'55" E along the West line of the NE 1/4 NW 1/4 of said Section 32, a distance of 754.94 feet, more or less, to a point being the Southwest corner of Parcel 2 of said Muller Simple Land Division; thence S 89°58'03" E, along the South line of said Parcel 2, a distance of 379.73 feet, more or less, to a point being the Southeast corner of said Parcel 2; thence N 00°05'02" E, along the East line of said Parcel 2 and the West line of said Parcel 1, a distance of 565.92 feet, more or less, to a point on the North line of the NE 1/4 NW 1/4 of said Section 32; thence S 89°58'01" E, along said North line, a distance of 443.45' to a point on the West line of South Twenty Annexation No. 1; thence S 00°02'51" E, along said West line, a distance of 2.00 feet; thence S 89°58'01" E along the South line of said South Twenty Annexation No. 1, a distance of 497.19 feet to a point on the East line of the NW 1/4 NE 1/4 of said Section 32; thence S 89°57'52" E, along the South line of said South Twenty Annexation No. 1, a distance of 656.88 feet; thence S 00°01'45" W, a distance of 5.00 feet; thence N 89°57'52" W, a distance of 2.00 feet; thence N

00°01'45" E, a distance of 3.00 feet; thence N 89°57'52" W, along a line 4.00 feet South of and parallel with, the North line of the NW 1/4 NE 1/4 of said Section 32, a distance of 654.89 feet, more or less, to a point on the East line of the NW 1/4 NE 1/4 of said Section 32; thence N 89°58'01" W, along a line 4.00 feet South of and parallel with, the North line of the NE 1/4 NW 1/4 of said Section 32, a distance of 497.19 feet to a point on the Northerly projection of the East line of said Parcel 1; thence S 00°02'51" E, along the East line of said Parcel 1, a distance of 1316.70 feet, more or less, to a point on the South line of the NE 1/4 NW 1/4 of said Section 32, said point also being the Southeast corner of said Parcel 1; thence N 89°58'43" W, along the South line of the NE 1/4 NW 1/4 of said Section 32, a distance of 826.18 feet, more or less, to the Point of Beginning.

CONTAINING 875,322 Square Feet or 20.095 Acres, more or less, as described.

be and is hereby annexed to the City of Grand Junction, Colorado.

INTRODUCED on first reading on the 16th day of January 2019 and ordered published in pamphlet form.

ADOPTED on second reading the _____ day of _____, 2019 and ordered published in pamphlet form.

President of the Council

Attest:

City Clerk

Exhibit A

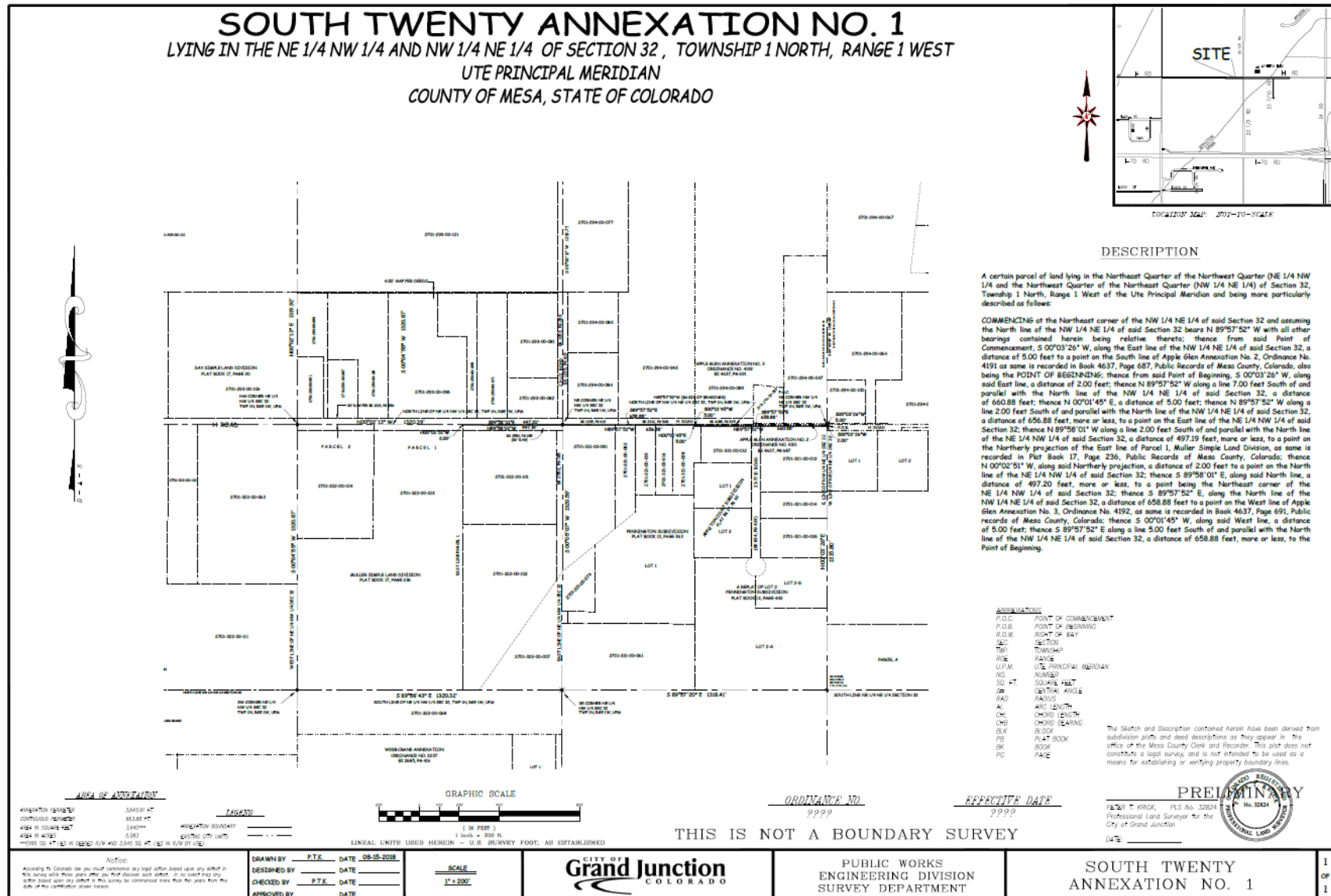
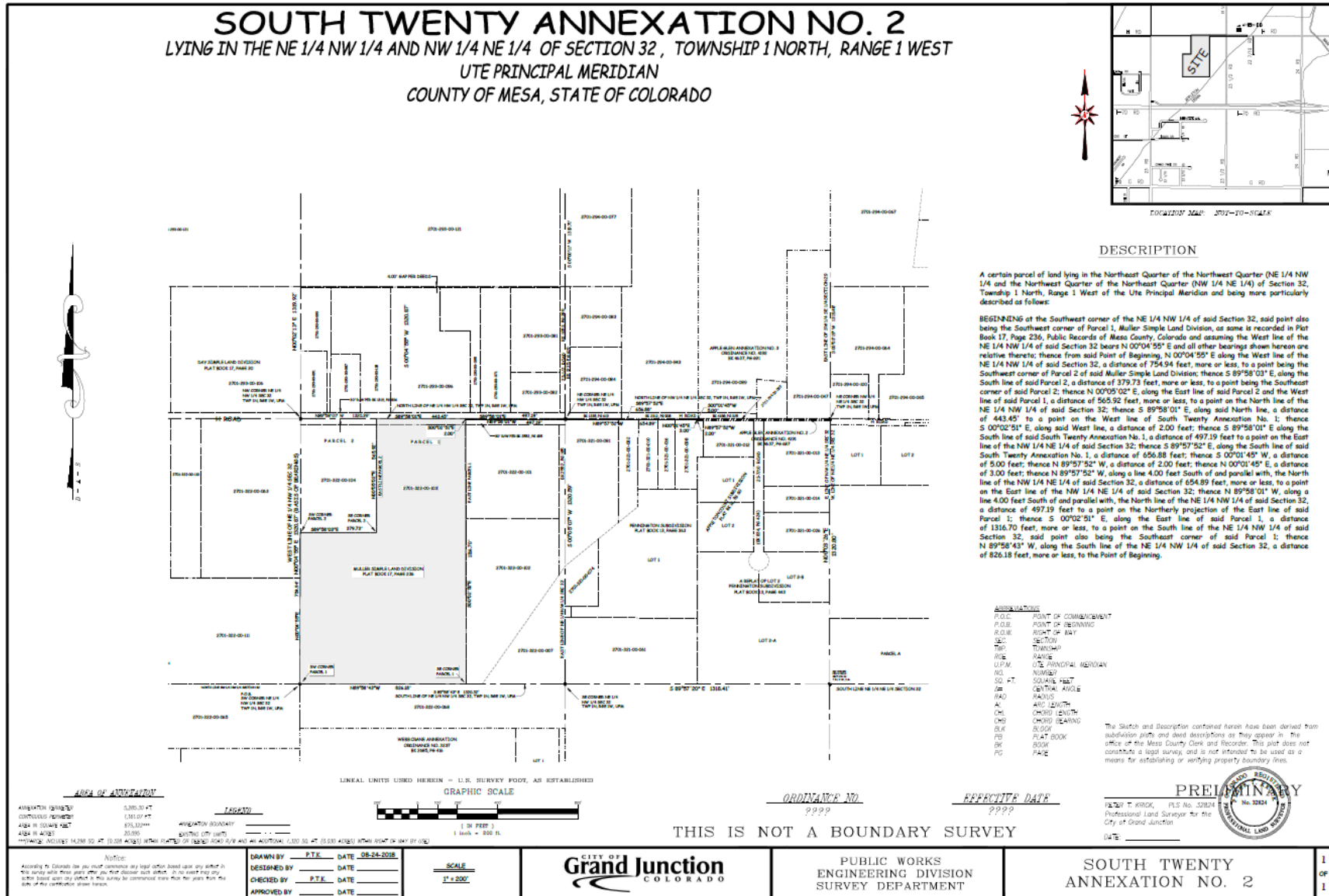


Exhibit B



CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE ZONING THE SOUTH TWENTY ANNEXATION
TO R-4 (RESIDENTIAL – 4 DU/AC) & R-8 (RESIDENTIAL – 8 DU/AC)**

LOCATED AT 2335 H ROAD

Recitals

The property owners have requested annexation of the 19.76-acre property into the City limits in anticipation of future residential subdivision development

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Grand Junction Planning Commission recommended approval of zoning the South Twenty Annexation to the R-4 (Residential – 4 du/ac) and R-8 (Residential – 8 du/ac) zone district respectfully, finding that it conforms with the split designation of Residential Medium (4 – 8 du/ac) and Residential High Mixed Use (16 - 24 du/ac) as shown on the Future Land Use Map of the Comprehensive Plan and the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area.

After public notice and public hearing, the Grand Junction City Council finds that the R-4 (Residential – 4 du/ac) and R-8 (Residential – 8 du/ac) zone districts are in conformance with at least one of the stated criteria of Section 21.02.140 of the Grand Junction Zoning & Development Code.

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

SOUTH TWENTY ANNEXATION

The following portion of the property be zoned R-4 (Residential – 4 du/ac). See Exhibit A.

A tract of land situated in the Northeast Quarter of Northwest Quarter of Section 32, Township 1 North, Range 1 West of the Ute Meridian and being a part Parcel 1 Muller Simple Land Division as recorded at Reception Number 1933582 of the Mesa County Records, County of Mesa, State of Colorado and being more particularly described as follows:

Commencing at the Northeast corner of said Parcel 1 thence S0°02'51"E along the East line of said Parcel 1a distance of 535.79 feet to the Point of Beginning; thence S0°02'51"E along the East line of said Parcel 1a distance of 754.98 feet to the Southeast corner of said Parcel 1; thence N89°58'25"W along the South line of said

Parcel 1 a distance of 826.14 feet to the Southwest corner of said parcel 1 and the Northwest Sixteenth Corner of said Section 32; thence N0°04'55"E along the West line of said Parcel 1 a distance of 755.07 to an angle point on the West line of said Parcel 1; thence S89°58'03"E a distance of 379.71 feet to an angle point on the West line of said Parcel 1; thence S89°58'01"E a distance of 444.72 feet to the Point of Beginning.

Said tract of land contains 14.30 acres as described.

The following portion of the property be zoned R-8 (Residential – 8 du/ac). See Exhibit B.

A tract of land situated in the Northeast Quarter of Northwest Quarter of Section 32, Township 1 North, Range 1 West of the Ute Meridian and being a part Parcel 1 Muller Simple Land Division as recorded at Reception Number 1933582 of the Mesa County Records, County of Mesa, State of Colorado and being more particularly described as follows:

Beginning at the Northeast corner of said Parcel 1 thence S0°02'51"E along the East line of said Parcel 1 a distance of 535.79 feet; thence N89°58'01"W a distance of 444.72 feet to an angle point on the West line of said Parcel 1; thence N0°05'02"E along the West line of said Parcel 1 a distance of 535.79 feet to the Northwest corner of said Parcel 1; thence S89°58'01"E along the North line of said Parcel 1 a distance of 443.49 feet to the Point of Beginning.

Said tract of land contains 5.46 acres as described.

INTRODUCED on first reading this 20th day of February, 2019 and ordered published in pamphlet form.

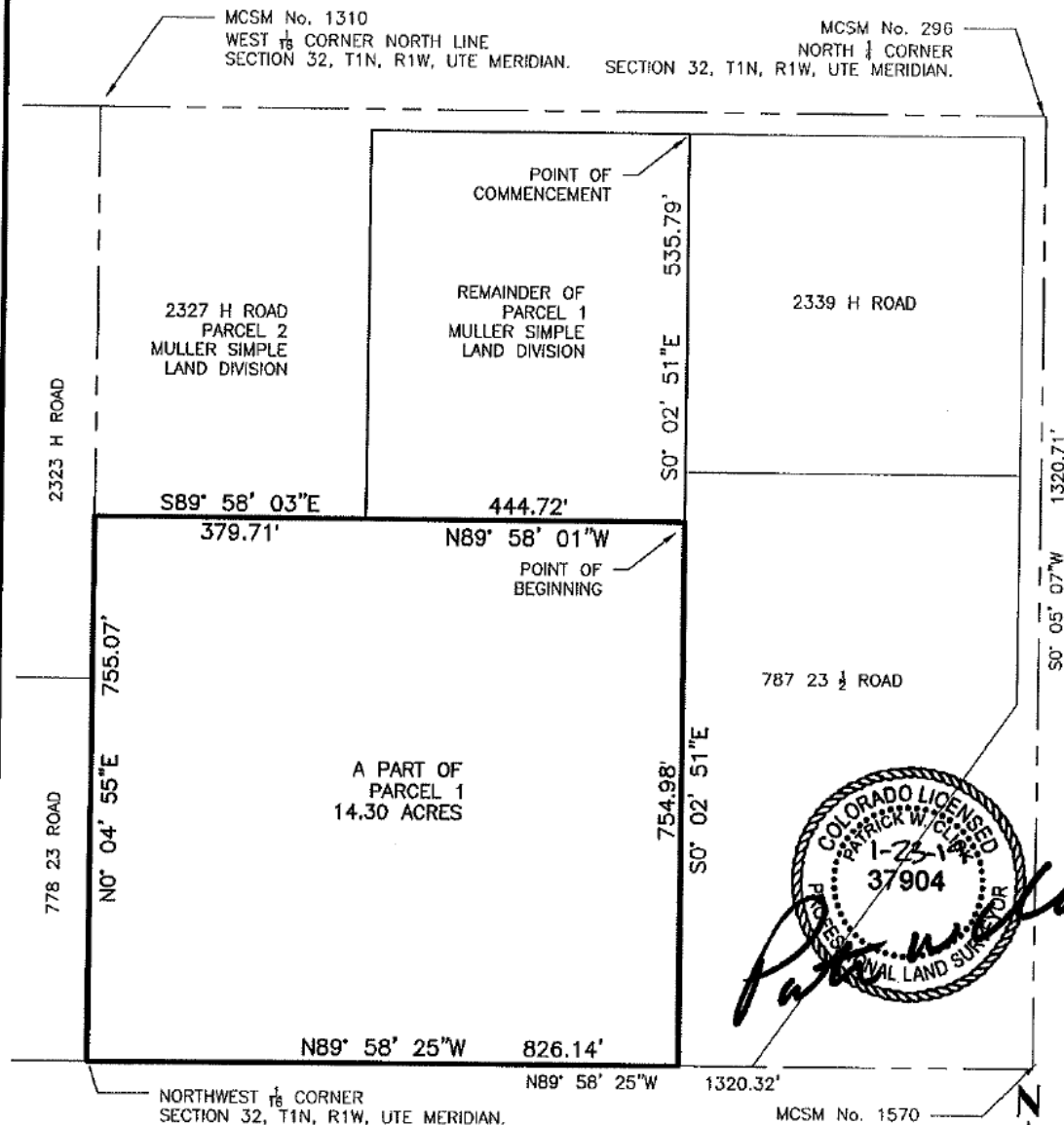
ADOPTED on second reading this _____ day of _____, 2019 and ordered published in pamphlet form.

ATTEST:

President of the Council

City Clerk

EXHIBIT A



LEGAL DESCRIPTION SKETCH

PARCEL 1
MULLER SIMPLE LAND DIVISION
SOUTH PORTION
SITUATED IN THE NE $\frac{1}{4}$ NW $\frac{1}{4}$ SECTION 32
TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE UTE MERIDIAN
COUNTY OF MESA, STATE OF COLORADO

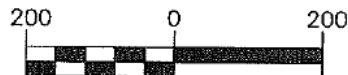
POLARIS SURVEYING

PATRICK W. CLICK P.L.S.

3194 MESA AVE. #B
GRAND JUNCTION, CO 81504
PHONE (970)434-7038

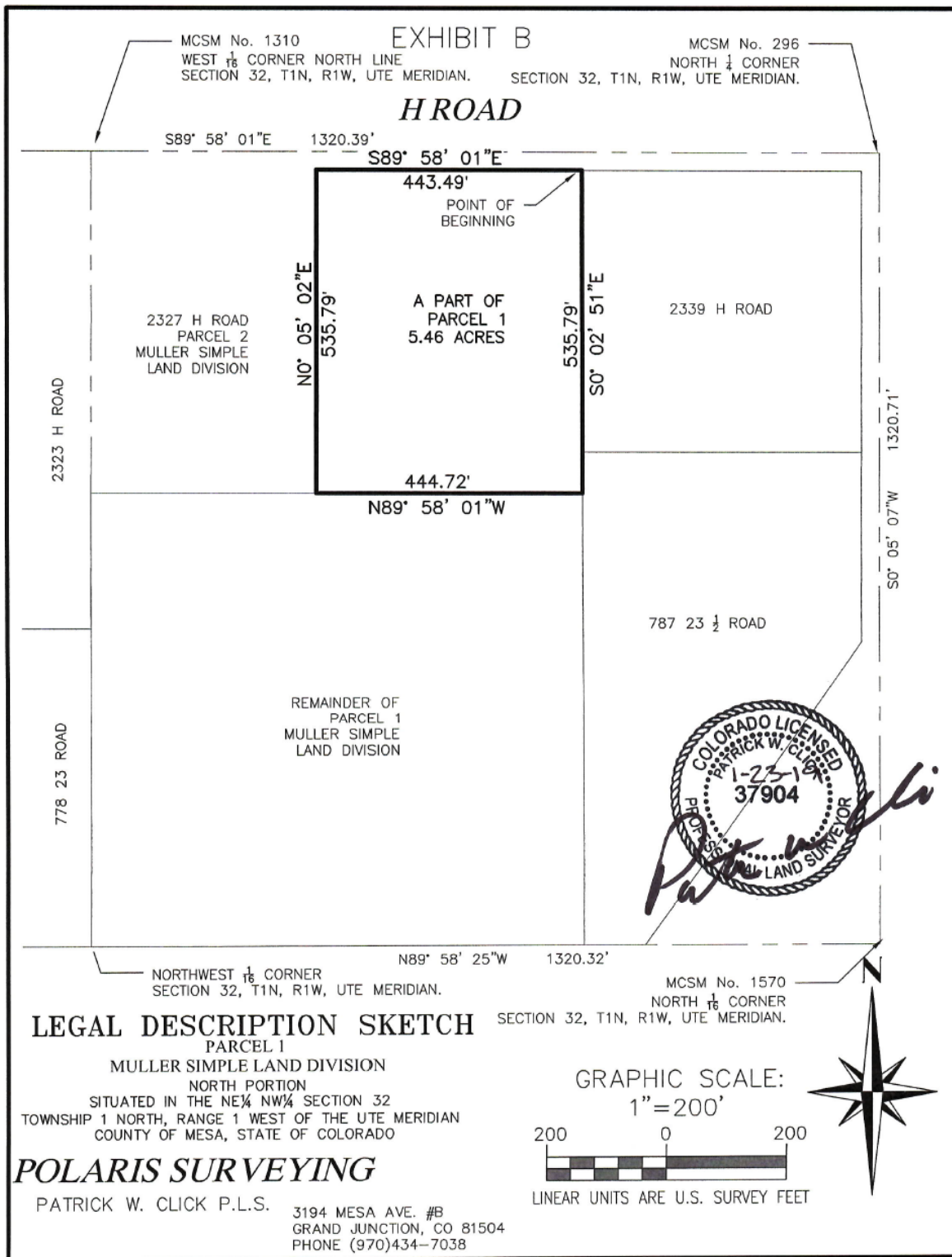
GRAPHIC SCALE:

1"=200'



LINEAR UNITS ARE U.S. SURVEY FEET







Grand Junction Planning Commission

Regular Session

Item #4.a.iii.

Meeting Date: March 6, 2019

Presented By: Andrew Gingerich, Associate Planner

Department: Community Development

Submitted By: Andrew Gingerich, Associate Planner

Information

SUBJECT:

An Ordinance Rezoning Two Properties from M-U (Mixed Use) to C-2 (General Commercial) Located at 746 23 ½ Road

RECOMMENDATION:

The Planning Commission heard this item at their February 12, 2019 meeting and recommended approval (5-0).

EXECUTIVE SUMMARY:

The Applicant, Western Slope Properties, LLC, is requesting the Rezone of two properties totaling 20.2 acres. The properties include an 18.673-acre property at 746 23 ½ Road and a contiguous unaddressed parcel to the north at 1.533 acres. The Applicant is proposing to Rezone the properties from M-U (Mixed Use) to C-2 (General Commercial) in anticipation of future development of an RV resort. The requested C-2 zone district is consistent with the Comprehensive Plan Future Land Use designation of Commercial/Industrial.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The subject properties are located at 746 23 ½ Rd. The second property, located to the north, does not currently have an address. There is currently one structure onsite; an older stock single-family residence. The Applicant is intending to develop the site for use as an RV resort, provided that the Rezone request is granted.

The site is located directly south of Interstate 70, north of which are properties with

heavy commercial uses currently within C-2 and County PUD zone districts. The properties to the west are also currently heavy commercial uses and are located in I-1 zone districts. The properties to the east and south of the site are currently agricultural and single family uses within an M-U zone district.

The site is also located at the northwest corner of the 24 Road Design Overlay. The intent of the overlay is to create a multimodal transportation network, coordinate development around natural open spaces, accommodate a mix of development, provide usable common open space, and establish a pattern and character for the long term development for the region (see ZDC Title 25). The 24 Road Design Overlay standards would apply regardless of zone district designation.

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting was held on Tuesday, November 27, 2018 at 5:30 pm at the Double Tree Inn, located at 743 Horizon Drive, Grand Junction. The Applicant's representative provided an overview of the Rezone request from the M-U (Mixed Use) zone district to the C-2 (General Commercial) zone district. 12 citizens, along with the Applicant's representative and City planning staff were in attendance. Attendees were concerned primarily about drainage, traffic, the difference between the M-U and C-2 zones, and how they could provide public comment for the proposed Rezone.

Public notice for this application was provided in accordance with Sec. 21.02.080(g) of the Code, including posting notification signs on the subject property on all public rights-of-way.

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

Both the proposed C-2 zone and the existing M-U zone district are consistent with the Comprehensive Plan Future Land Use Designation of Commercial/Industrial. Both staff and the Applicant have not identified a subsequent event that would invalidate the existing M-U zoning. Therefore, Staff finds this criterion has not been satisfied by the proposed Rezone.

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

The area is within the 24 Road Corridor Overlay. The greater area within the overlay,

especially east and south of the site, has been transitioning from vacant and agricultural uses to primarily heavy commercial and service-oriented uses. Staff agrees with the Applicant that the proposed Rezone to the C-2 zone district is made in anticipation of future development that is consistent with the trend toward service businesses. The C-2 zone district allows for development that is consistent with the 24 Road Corridor Overlay, as there are many other properties located within the overlay that are zoned C-2.

Properties to the north and east have developed as heavy commercial uses and are allowed to be developed as industrial uses. A C-2 zone district may assist in creating a desirable transition between these areas and the properties to the east located in an M-U zone district, which are intended to develop as a mix of light manufacturing office park employment centers, retail, service, and multifamily residential uses in accordance with the Code. This transition from more intensive industrial type uses to generally less intensive business and service oriented uses is the intention of the Comprehensive plan, which shows the larger area transitioning west to east from Industrial to Commercial/Industrial to Village Center designations. It is staff's finding that creating a C-2 zoning in this area would further the intent of the plan and be consistent with the changing conditions and character of the area. 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

The properties can be served by Ute water, City sewer, Xcel Energy electricity and natural gas, and cable network links. The property will also have access to water, sewer and storm drainage infrastructure.

The site is well situated between Community Hospital and Canyon View Park, which both attract visitors of overnight stays. These would be supportive uses should the site develop as a campground/RV park use.

The site is located near the I-70 and 24 Road interchange. Direct access to the site is somewhat limited with 23 ½ Road as the only current access. However, the same limitations would apply to development that is currently allowed in the existing M-U zone district as these two zone districts share similar allowed uses.

The subject properties are within the City of Grand Junction and adequate public and community facilities and services are available and sufficient to serve the anticipated re-development. 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

An RV park is not an allowable use in an M-U zone district and there are not C-2 zone properties in the immediate vicinity of the site. However, there are several other developable sites in the wider area, that are zoned C-1 or C-2 that would allow for a campground/RV Resort use. These include areas northwest of the I-70 and 24 Road interchange and areas south of 24 ½ Road.

Because there are other properties zoned C-1 and C-2 in the general area, which would currently allow a campground/RV park use, staff finds this criterion has not 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 Rezone by creating an opportunity for the land to be developed in manner that is consistent with recent commercial development in the area. Though uses in the M-U District would allow for similar benefits, the allowable uses in the C-2 zone district will also serve as an appropriate transition from higher intensity uses from the west to the intended village center and mixed-use developments to the east. The Future Land Use designation of Commercial/Industrial contemplates this transition.

Therefore, staff finds that this criterion has been met.

This Rezone request is consistent with the Future Land Use Map designation of Commercial/Industrial as well as the following vision, goals and/or policies of the Comprehensive Plan:

Goal 1 – Policy A:

City and County land use decision will be consistent with the Future Land Use Map.

Goal 3:

The Comprehensive Plan will create ordered and balanced growth and spread future growth throughout the region.

Goal 12 – Policy A:

The City and County will improve as a regional center of commerce, culture and tourism.

Goal 12 – Policy B:

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

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing RZN-2018-785, a request to Rezone properties totaling 20.2 acres from the M-U (Mixed Use) zone district to the C-2 (General Commercial) 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.

Therefore, Staff recommends approval of the request to Rezone the properties located at 746 23 ½ Road and the unaddressed contiguous parcel to the north from the M-U (Mixed Use) zone district to the C-2 (General Commercial) zone district.

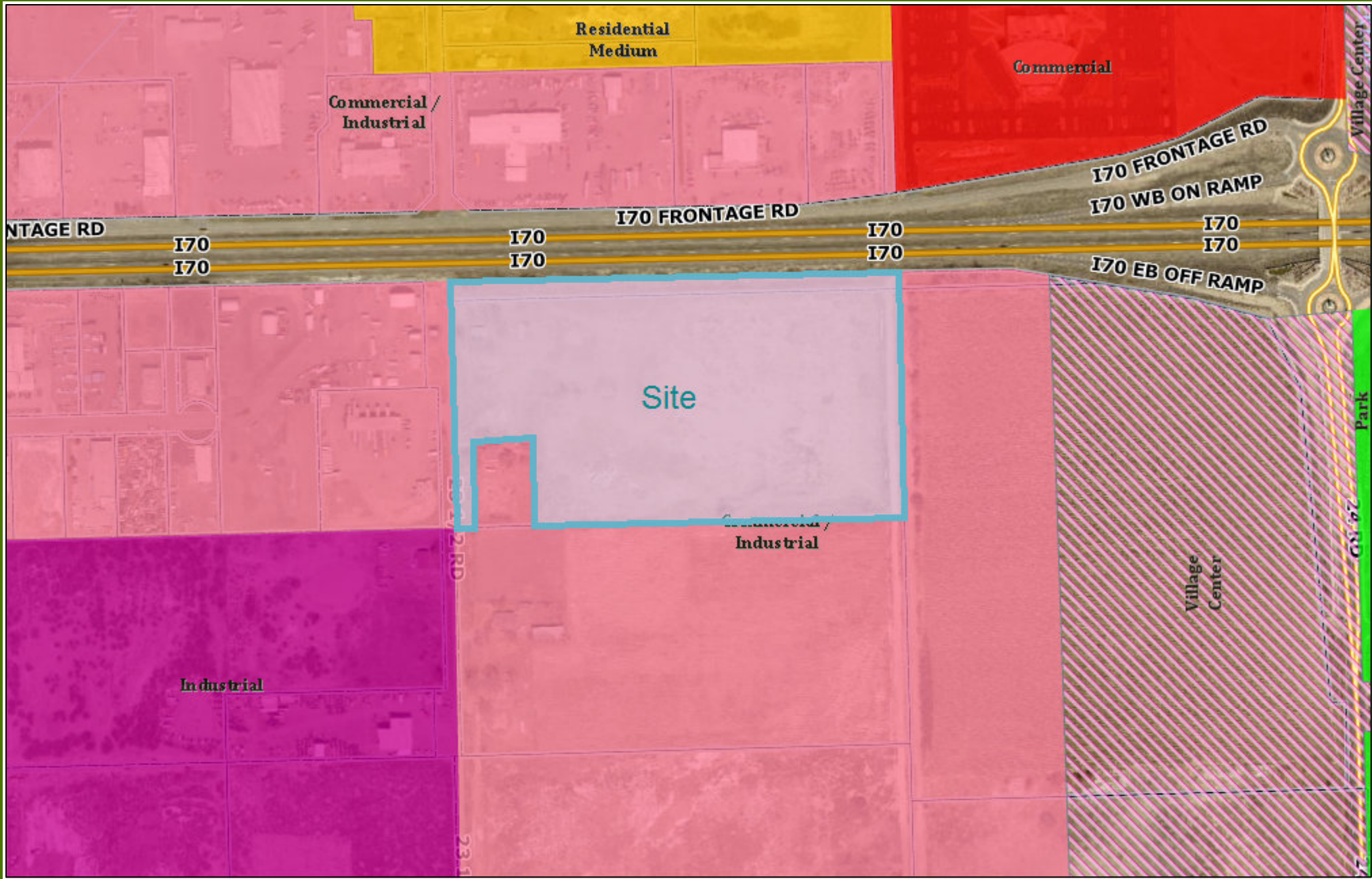
SUGGESTED MOTION:

I move to (adopt/deny) Ordinance 4838, an ordinance rezoning the Western Slope Properties, LLC properties from M-U (Mixed Use) to C-2 (General Commercial), located at 746 23 ½ Road on final passage and order final publication in pamphlet form.

Attachments

1. Site Future Land Use Map
2. Site Vicinity Map
3. Site Zoning Map
4. Development Application Binder
5. 746 23.5 Road RV Resort Rezone_Exhibit List_CC
6. Ordinance_Rezone_746 23.5 Rd

Site Future Land Use Map

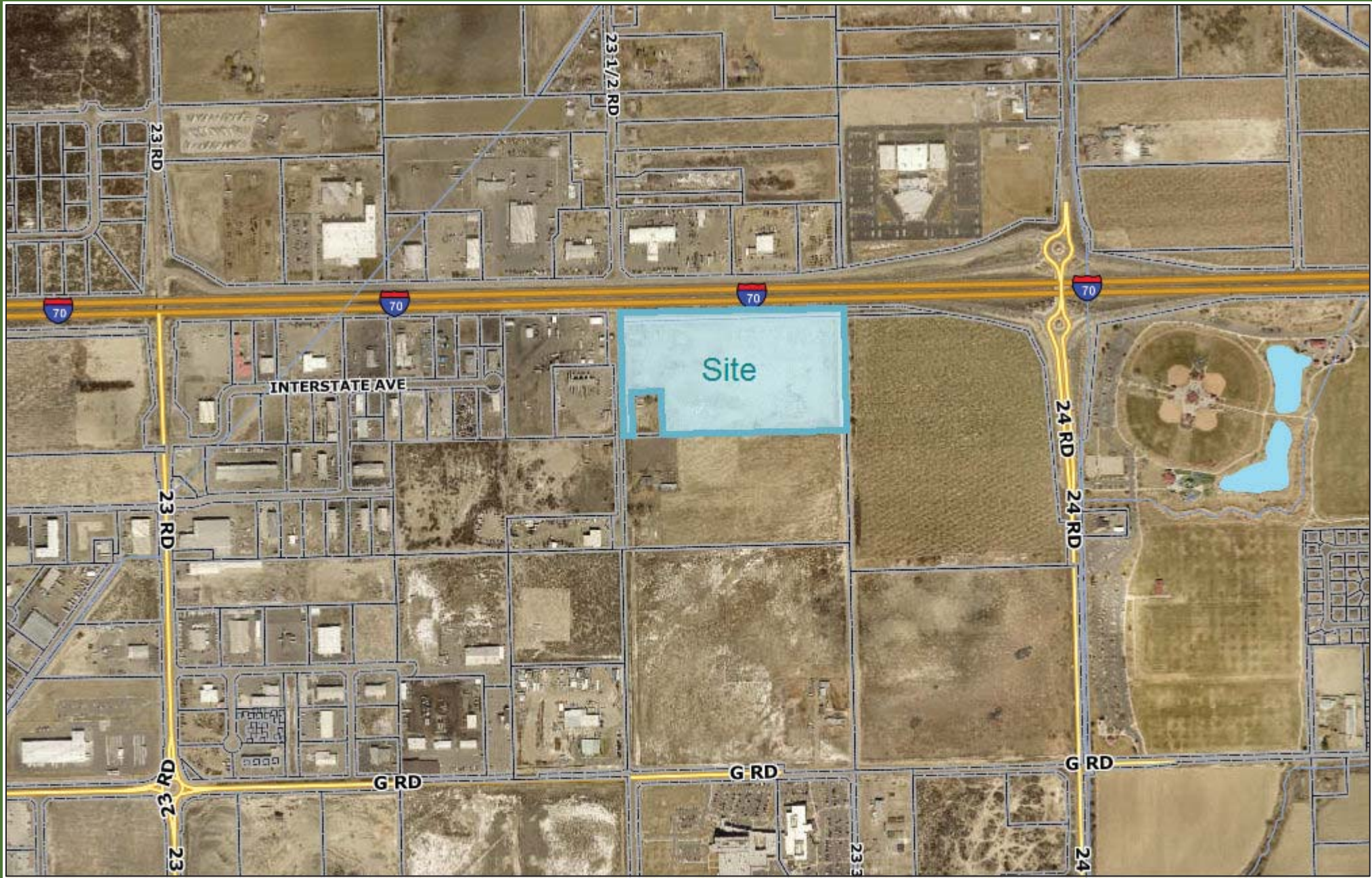


0 0.1 0.2 mi

Printed: 1/23/2019

1 inch = 376 feet

Site Vicinity Map

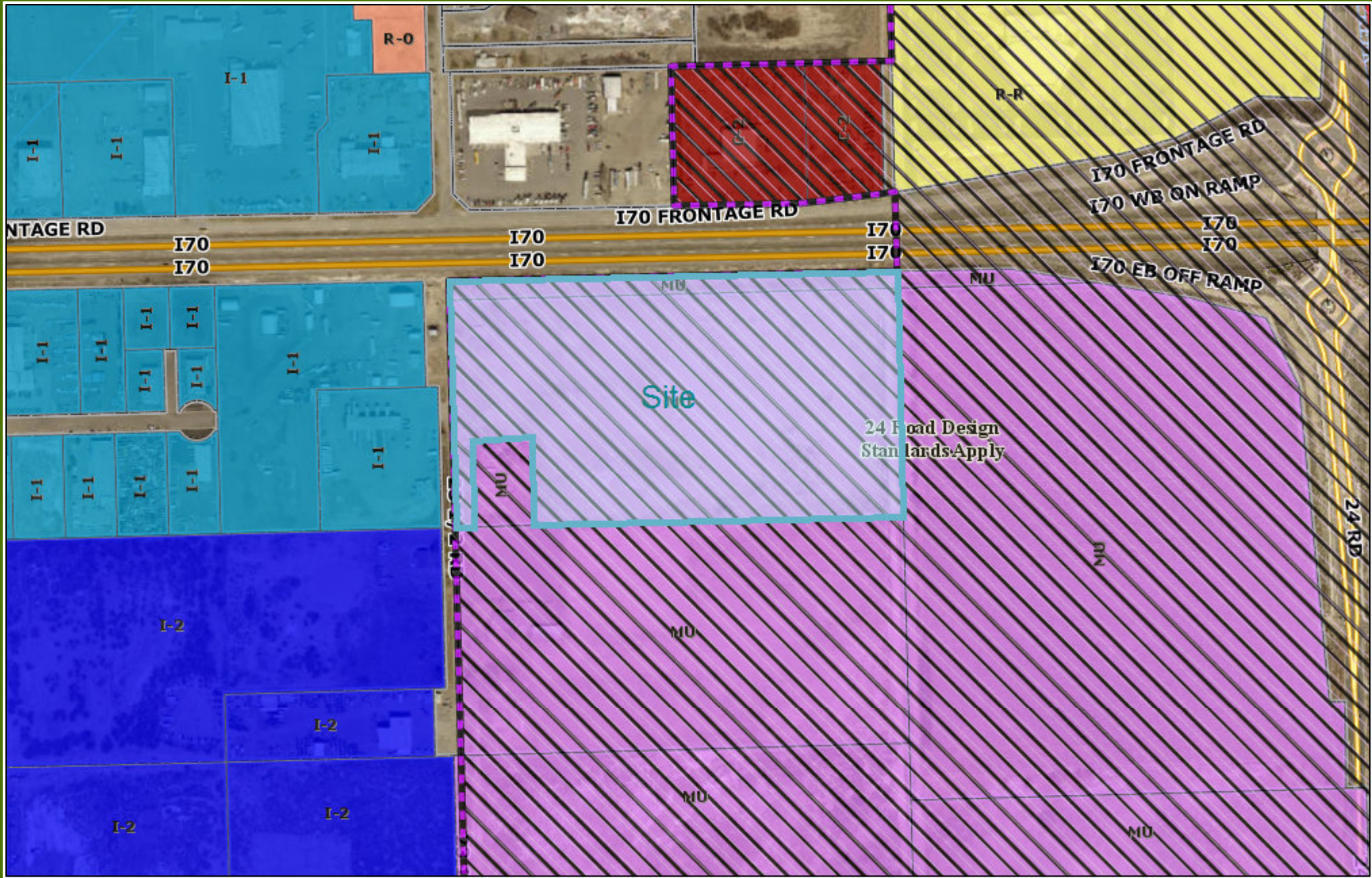


0 0.225 0.45
mi

Printed: 1/23/2019

1 inch = 752 feet

Site Zoning Map



0 0.1 0.2 mi

Printed: 1/23/2019

1 inch = 376 feet

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:

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

Existing Land Use Designation

Existing Zoning

Proposed Land Use Designation

Proposed Zoning

Property Information

Site Location:

Site Acreage:

Site Tax No(s):

Site Zoning:

Project Description:

Property Owner Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Applicant Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Representative Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

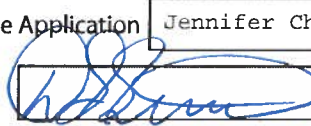
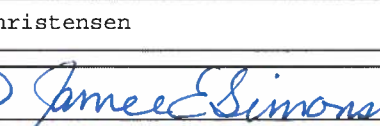
NOTE: Legal property owner is owner of record on date of submittal.

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

Date

Signature of Legal Property Owner



Douglas S. Simons & Jamee E. Simons

Date

**General Project Report
For
RV Resort Rezone**

Date: December 10, 2018

Prepared by: Robert W. Jones II, P.E.
Vortex Engineering and Architecture, Inc.
2394 Patterson Road, Suite 201
Grand Junction, CO 81505
970-245-9051
VEI# F18-095

Submitted to: City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Type of Design: Rezone from MU (Mixed Use) to C2 (General Commercial)

Owner: EN-SIM Partnership, LLP
701 Colorado Avenue
Grand Junction, CO 81501

Applicant: Western Slope Properties, LLC
2700 Gilstrap Court
Glenwood Springs, CO 81601

Property Address: 746 23 ½ Road
Grand Junction, CO 81505

Tax Schedule No: 2701-324-00-037
2701-321-00-036 (no assigned address)

1. Project Intent

This request is made to rezone two parcels with approximately 20.2 acres from the MU (Mixed Use) zone district to the C2 (General Commercial) zone district in anticipation of future development.



2. Project Background and Description

The site is located at 746 23 ½ Road and contains two parcels that are currently zoned MU (Mixed Use). The subject property is also subject to the 24 Road Design Standards. The applicant would like to rezone the two parcels to the C2 (General Commercial) zone district in anticipation of future development with uses that are permitted in the C2 zone district.

Legal Descriptions

The legal description of **2701-324-00-037** is:

N2NW4SE4 SEC 32 1N 1W EXC BEG 2574.83FT W + 1980FT N OF SE COR SEC 32 E
174.24FT N 250FT W 174.24FT S TO BEG

The legal description of **2701-321-00-036** is:

THAT PT OF S2SW4NE4 SEC 32 1N 1W S OF I-70

3. Neighborhood Meeting

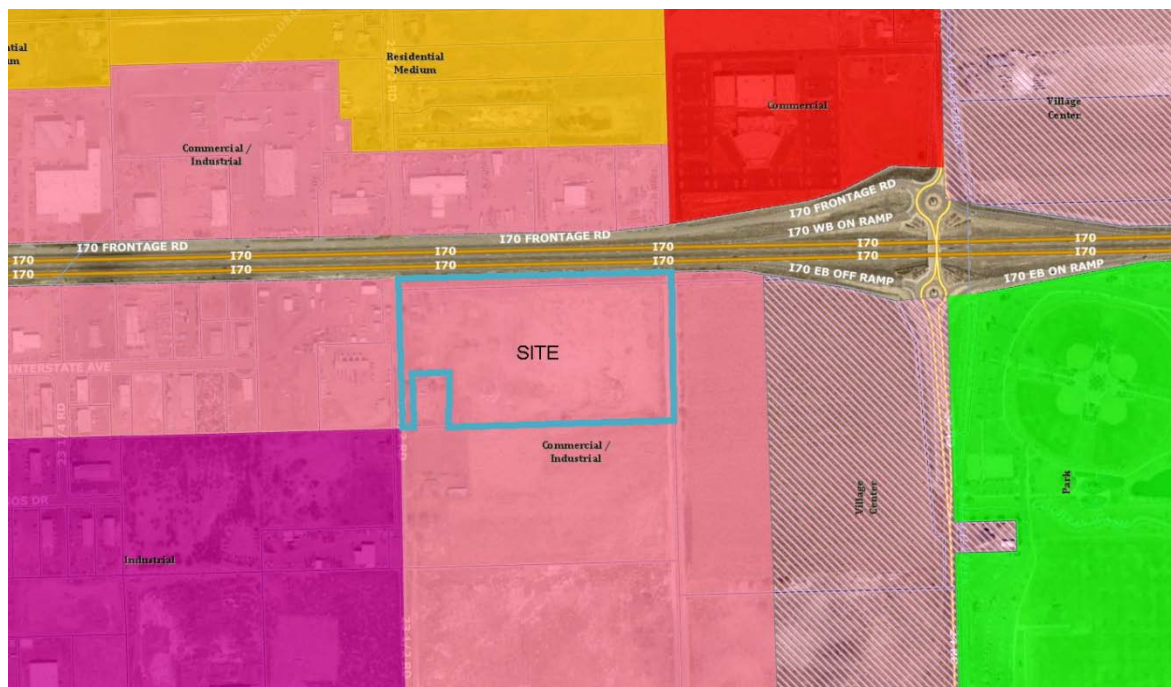
A Neighborhood Meeting was held on Tuesday, November 27, 2018 at 5:30 pm at the DoubleTree Inn, located at 743 Horizon Drive, Grand Junction. The owner's representative provided an overview of the rezone request from the MU (Mixed Use) zone district to the C2 (General Commercial) zone district. Mr. Andrew Gingrich, Associate Planner with the City of Grand Junction, also attended the meeting to answer questions about the rezone review and approval process. A list of all those attending the meeting has been provided with this report, as well as the primary issues of concern that were discussed during the meeting.

Public notice for this application will be provided in accordance with Sec. 21.02.080(g) of the Grand Junction Municipal Code, including posting the subject property on all public rights-of-way.

4. Comprehensive Plan and Zoning

Future Land Use Map

The Comprehensive Plan's Future Land Use Map shows the property as Commercial/Industrial land use classification. The C2 zone district implements the Commercial/Industrial land use classification and is consistent with the Comprehensive Plan.



The proposed rezone meets a number of the goals and policies of the Comprehensive Plan:

Goal 1, Policy D: For development that requires municipal services, those services shall be provided by a municipality or district capable of providing municipal services.

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

Zoning and Surrounding Land Use

The applicant is requesting a rezone from the current from MU (Mixed Use) to C2 (General Commercial) zone district. This request is consistent with, and supports, the Comprehensive Plan's Future Land Use Map classification of Commercial/Industrial for the subject property. When development occurs, the property is subject to the 24 Road Corridor Design Standards, irrespective of the zone district assigned to the property. A separate development application will be submitted for the use specific land use.

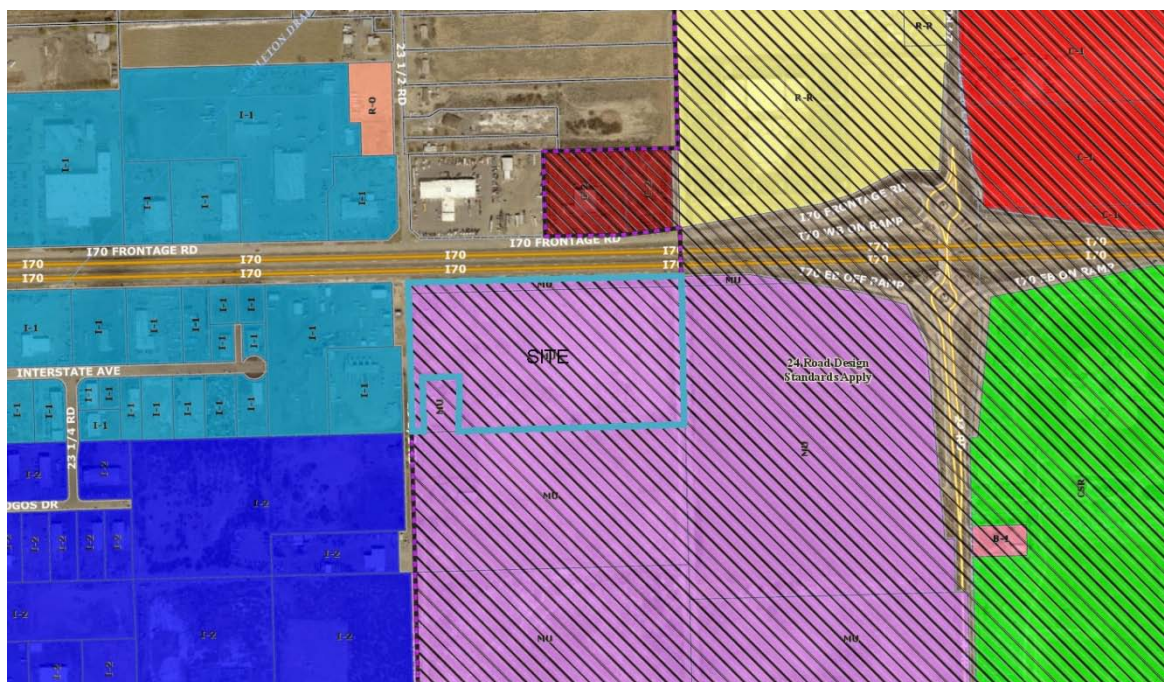
Surrounding area zoning and land uses include:

North – City C2 and Mesa County PUD with commercial land uses

South – MU (Mixed Use) with two single family residential and agricultural uses

West – I1 (Light Industrial) with commercial and industrial land uses

East – MU (Mixed Use) with agricultural land uses



5. Utility Providers

All required and necessary utilities shall be provided concurrent with development of the subject property. Utility providers for the proposed development have the capacity and willingness to serve the development. Public facilities such as medical, parks and public safety are available to serve development on this site within 2 miles of the site.

Utility providers for the site are as follows:

Sewer: City of Grand Junction/Persigo
Water: Ute Water Conservation District
Drainage: Grand Valley Drainage District
Irrigation water: Grand Valley Irrigation Company
Electric: Grand Valley Power

All utilities shall be constructed to current standards and specifications of the utility and service provider at the time of development.

6. Approval Criteria

Section 21.02.080(d), **General Approval Criteria.** No permit may be approved unless all of the following criteria are satisfied:

- (1) Compliance with the Comprehensive Plan and any applicable adopted plan.

Response: The subject property is shown as Commercial/Industrial on the Comprehensive Plan's Future Land Use Map. The property is surrounded by the Commercial/Industrial land use classification which indicates that the Comprehensive Plan anticipates similar type uses of a commercial and industrial nature for this area of the community. Furthermore, the requested rezone to the C2 zone district will implement the Commercial/Industrial land use classification. Allowed uses in the C2 zone district are compatible with surrounding zoning and existing land uses.

The proposed development meets the following goal and policy of the Comprehensive Plan:

Goal 1, Policy D: For development that requires municipal services, those services shall be provided by a municipality or district capable of providing municipal services.

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

This criterion has been MET.

- (2) Compliance with this zoning and development code.

Response: The requested rezone to C2 zone districts supports the Comprehensive Plan's Future Land Use classification of Commercial/Industrial. Future development will comply with the provisions of Sec. 21.03, Zoning Districts; Sec. 21.04, Uses and Sec. 21.06, Development Standards of the Zoning and Development Code. The approval criteria of Section 21.02.140(a) have been addressed and met.

This criterion has been MET.

(3) Conditions of any prior approvals.

Response: There are no conditions of a prior approval that pertain to the subject property.

This criterion is not applicable.

(4) Public facilities and utilities shall be available concurrent with the development.

Response: All required and necessary utilities shall be provided concurrent with development of the subject property. Utility providers for the subject property have the capacity and willingness to serve future development. Public facilities such as medical, schools, parks and public safety are available to serve development on this site.

This criterion has been MET.

(5) Received all applicable local, State and federal permits.

Response: All applicable local, state and federal permits shall be obtained.

This criterion has been MET.

Section 21.02.140(a), **Code amendment and rezoning.** Approval Criteria. In order to maintain internal consistency between this code and the zoning maps, map amendments must only occur if:

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

Response: Subsequent events have not invalidated the original premises and findings for the land use classification of Commercial/Industrial for the subject property. The Comprehensive Plan anticipates a variety of commercial and industrial land uses that are implemented through various zoning districts. The applicant wishes to rezone the property to a zone district that will continue to support the Comprehensive Plan in anticipation of

future development, but that also supports land uses that are more commercial in nature than what the MU zone district allows.

This criterion is not applicable.

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

Response: The character and/or condition of the area is evolving with a range of new developments that tend to be more service in nature such as new hotels, a convenience and gas station and a proposed new bank and office building. The proposed rezone to the C2 zone district is made in anticipation of future development that is consistent with the trend toward service businesses. The current zone district does not support the variety of land uses that the applicant would like to develop, while still maintaining the intent of the Comprehensive Plan.

The requested rezone to C2 will further the goals and policies of the Comprehensive Plan by providing for development that is consistent with the type of anticipated growth and development in this area of the community.

This criterion has been MET.

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

Response: All required and necessary utilities shall be provided concurrent with development of the subject property. Utility providers for the subject property have the capacity and willingness to serve future development. Public facilities such as medical facilities, schools, library and parks are adequate to serve the scope of anticipated residential development.

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

Response: The current and nearby zoning does not support the type of service related business that the applicant would like to develop on the subject property. While there may be other areas in the community that have the C2 zoning, they are not located in the vicinity of the subject property.

This criterion is not applicable.

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

Response: The requested rezone seeks to develop the subject property through the C2 zone district, which supports and implements the Comprehensive Plan, to establish a service related business that is also consistent with existing land uses and businesses.

The community will derive benefit from the rezone by supporting a change in zone districts to the C2 which encourages development of businesses that are compatible with and supports existing land uses and businesses.

This criterion has been MET.

7. Conclusion

The request to rezone from the MU (Mixed Use) zone district to the C2 (General Commercial) zone district supports the Comprehensive Plan's Future Land Use Map classification of Commercial/Industrial. After demonstrating how the requested rezone meets the approval criteria of the Zoning and Development Code and the goals and policies of the Comprehensive Plan, we respectfully request approval of the rezone from the MU (Mixed Use) zone district to the C2 (General Commercial) zone district.

8. Limitations/Restrictions

This report is a site-specific report and is applicable only for the client for whom our work was performed. The review and use of this report by City of Grand Junction, affiliates, and review agencies is fully permitted and requires no other form of authorization. Use of this report under other circumstances is not an appropriate application of this document. This report is a product of Vortex Engineering, Inc. and is to be taken in its entirety. Excerpts from this report when taken out of context may not convey the true intent of the report. It is the owner's and owner's agent's responsibility to read this report and become familiar with recommendations and findings contained herein. Should any discrepancies be found, they must be reported to the preparing engineer within 5 days.

The recommendations and findings outlined in this report are based on: 1) The site visit and discussion with the owner, 2) the site conditions disclosed at the specific time of the site investigation of reference, 3) various conversations with planners and utility companies, and 4) a general review of the zoning and transportation manuals. Vortex Engineering, Inc. assumes no liability for the accuracy or completeness of information furnished by the client or municipality/agency personnel. Site conditions are subject to external environmental effects and may change over time. Use of this report under different site conditions is inappropriate. If it becomes apparent that current site conditions vary from those reported, the design

engineering should be contacted to develop any required report modifications. Vortex Engineering, Inc. is not responsible and accepts no liability for any variation of assumed information.

Vortex Engineering, Inc. represents this report has been prepared within the limits prescribed by the owner and in accordance with the current accepted practice of the civil engineering profession in the area. No warranty or representation either expressed or implied is included or intended in this report or in any of our contracts.

November 28, 2018

City of Grand Junction
Andrew Gingrich, Associate Planner
Community Development Dept.
250 N 5th Street
Grand Junction, CO 81501

Neighborhood Meeting - Rezone
RE: RV Resort at 746 23 ½ Rd
Date: Tuesday, November 27, 2018
Time: 5:30 – 6:30 pm
Location: Doubletree Hotel

Dear Mr. Gingrich:

A Neighborhood Meeting was held on November 27, 2018 in accordance with Section 21.02.080(e), Neighborhood Meeting of the Grand Junction Municipal Code, for the above referenced project. The meeting was called to order at 5:30 pm with Ms. Lisa Cox of Vortex Engineering, Inc., presenting an overview of the rezone request.

Ms. Cox explained that the applicant would like to rezone the subject property from the current MU (Mixed Used) zone district to the C2 (General Commercial) zone district in anticipation of future development. She noted that the 24 Road Corridor Design Standards would also apply to the property. Ms. Cox noted that the Comprehensive Plan showed the property as Commercial-Industrial on the Future Land Use map and that the C2 zone district implemented the Comprehensive Plan.

During the meeting, Ms. Cox explained that there were several opportunities for citizen input and comments on the proposed development application, including the following:

1. Written comments could be submitted during the Neighborhood Meeting
2. After the application was submitted, comments could be sent to the City
3. Planning Commission public hearing
4. City Council public hearing

The meeting was attended by twelve citizens with several questions and comments made. Information about the City's review process was addressed by Mr. Andrew Gingrich. The following is a synopsis of the primary issues and questions posed by the meeting attendees.

1. Drainage issues needed to be addressed with development of the site on 23 ½ Road and 24 ¾ Road.
2. Heavy truck traffic on 23 ½ Road by existing businesses.
3. The MU is a terrible zone and never should have been started.
4. Did not want property taxes to go up on adjacent properties after the rezone.
5. Concern that notice for the Neighborhood Meeting said there would be an RV park on the property and that's not what was being discussed. Only the rezone was being discussed at the Neighborhood Meeting.
6. Notice to property owners in the 500' area not very effective because of large lots.

7. Where could you find the City's zoning code?
8. What were examples of allowed uses in the MU and C2 zone districts?
9. Would there be access to the Interstate?
10. More development in this area was good energy.
11. Concerns with drivers hauling large campers/RVs on the 23 ½ Road.
12. Were residents voting on the rezone at the meeting tonight?

Ms. Cox addressed the questions with additional information and explained that a separate application would be submitted to the City at the time of development of the site. Property owners located within 500' of the site would be notified when the application was received by the City. With no further questions, Ms. Cox thanked those who attended and called the meeting to a close at 6:15 pm.

Upon your review of the meeting notes, should you have any questions or amendments, please do not hesitate to contact me at 970-245-9051.

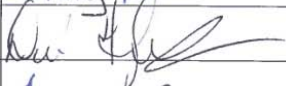
Sincerely,

A handwritten signature in black ink, reading "Robert W. Jones II". The signature is fluid and cursive, with the first name "Robert" and last name "Jones" being more legible than the middle initial "W.". The "II" is written as a simple "2" at the end of the line.

Robert W. Jones II, P.E.
Vortex Engineering & Architecture, Inc.

Cc: File

**746 23 1/2 Road Rezone
Neighborhood Meeting Sign In Sheet
Tuesday, November 27, 2018**

	Full Name (Printed)	Address	City	Zip
1	Jennifer Christman	2394 Patterson Rd Suite 201	AJ	81505
2	Eddie Fitzpatrick	738 23 1/2 Rd	GJ	81505
3	Lois DUNN	PO BOX 1889	GJ	81502
4	Sam Sasuros	P.O. Box 130	G2	81502
5	Craig Helm	Glenwood Springs		81601
6		738 23 1/2 Rd	GT	81505
7	ANDREW GIVENS	CITY OF GJ		
8	Rocky ARNOTT	2669 PARADISE DR GJ	GJ	81506
9	Jarad Usher			
10	Joe E Jessica SEGREST	821 27 1/4 RD GJ CO 81506 15967 BULL MESA RD CEDAR CO 81413	PHONE-Jessica 970 255 8363 PHONE-Joe 970 856-1038	
11	Dale Beede	2689 Lookout Lane, GJ 81503	GJ	81503
12	Linda Cox-Vortex Eng	2394 Patterson Rd, Suite 201	GJ	81505
13				
14				
15				

Comment Sheet
Neighborhood Meeting – 746 23 ½ Road - Rezone
Tuesday, November 27, 2018

Please notify John Fitzpatrick when the City Planner will be doing the rezoning application is submitted and who will be in charge at the City.

Thank you

John Fitzpatrick

(910) 243 5975



Industrial Pretreatment Division
 Persigo Wastewater Plant
 2145 River Road
 Grand Junction, CO 81505
 970-256-4180

INDUSTRIAL PRETREATMENT SURVEY FOR ALL INDUSTRIAL and COMMERCIAL (Non-Residential) BUSINESSES

The United States Environmental Protection Agency (USEPA) requires the City of Grand Junction (City) Industrial Pretreatment Program to regulate industrial and commercial facilities in our service area that generate wastewater that may be significant to the Persigo Wastewater Treatment Facility. To support this requirement, the City performs business and facility surveys and inspections to obtain information regarding facility operations and chemical usage, and to evaluate the significance of a facility's wastewater discharge to the publicly owned sewer system. This survey is a screening tool to determine if additional City requirements are required and to add local commercial and industrial businesses to the City's Industrial Pretreatment database.

Facility Name: RV Park - 746 23 1/2 Road

Facility Location: 746 23 1/2 Road

Mailing Address: 2700 Gilstrap Court, Glenwood Springs, CO 81601

Facility Owner: EN-SIM Partnership, LLP **Owner**

Facility Contact: Craig Helm **Title** **Phone #**

Name Applicant (970) 948-0900

Name Title Phone #

e-mail address: craig.helm@helmgroupp.com

Contractor Contact: TBD

Name Phone # e-mail

1. Provide a brief description of new project (ex: new building construction, painting, roofing, remodel, etc.)

New building construction - RV Park

2. Provide a brief description of the operations at this facility including primary products and services (ex: restaurant, retail, garage, office, medical, etc.) RV Park w/office

3. Please answer the following questions to determine if other Pretreatment applications may be required to be completed for your project or facility. *All Questions Must Be Answered*****

Yes	No	Industrial Pretreatment Survey Form
☒	☐	Is this facility an office or retail store?
☒	☐	Will this facility discharge only domestic wastewater or sewage that is typically only found in a residential home? (Note: Domestic wastewater is wastewater generated <i>only</i> from typical bathroom and breakroom facilities, such as toilets and breakroom sinks, hand sinks and showers. All other industrial or commercial wastewater is considered process wastewater.)

☒	Will there be any changes to the existing plumbing? If Yes, briefly describe the change:
☒	Is this facility under new ownership or lease agreement?
☒	Has this facility stopped operation or been closed for a period of 12 months or longer?

Yes	No	Food Service
☒	☐	Is this a food service or food processing facility (ex: restaurant, coffee shop, fast food, catering, etc.) or has any of the following: bar, bistro, bakery, butcher shop, cannery, etc?
☒	☐	Does this facility have a commercial kitchen?

Yes	No	Vehicle/Equipment
☒	☐	Does this facility service or clean any vehicles or equipment (ex: engines, parts, valves)?
☒	☐	Does this facility do any materials or metal fabrication (ex: grinding, polishing, cutting, welding, forging, tumbling, etc.)?
☒	☐	Are there any floor drains in the shop area?

Yes	No	Medical
☒	☐	Does this facility provide medical services?
☒	☐	Does this facility provide dental services?
☒	☐	Does this facility operate a laboratory?

Yes	No	Recreational Vehicle Dump Station
☒	☐	Does this facility provide a Recreational Vehicle Septage Dump Station?

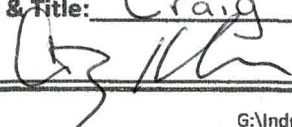
Yes	No	Other Industrial Discharge
☒	☐	Does this facility discharge or produce any processed industrial or commercial wastewater other than the types listed above?

Yes	No	Material Use
☒	☐	Will this facility use, store or generate any flammable, toxic, corrosive or hazardous materials?

CERTIFICATION STATEMENT

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. *By submitting this survey, I certify that I am the owner/officer/manager of the property or that I have the authority to submit this survey on behalf of the owner.*

Printed Name & Title: Craig Helm - Manager Western Slope Properties LLC

Signature:  Date: 11/30/18

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) EN-SIM Partnership, LLP ("Entity") is the owner of the following property:

(b) Parcel No. 2701-324-00-037 (746 23 1/2 Road) & Parcel No. 2701-321-00-036 (no assigned address)

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Partner for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

☒ My legal authority to bind the Entity both financially and concerning this property is unlimited.

☐ My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

☒ The Entity is the sole owner of the property.

☐ The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Rezone

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) N/A

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

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

Signature of Entity representative:

Douglas S. Simons *Jamee E. Simons*

Printed name of person signing: Douglas S. Simons/Partner & Jamee E. Simons/Partner

State of Colorado)

County of Mesa) ss.

Subscribed and sworn to before me on this 10th day of DECEMBER, 2018

by Douglas S. Simons & Jamee E. Simons

Witness my hand and seal.

My Notary Commission expires on AUGUST 14, 2021

CAROLYN MARIE FUTCH
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20134050887
My Commission Expires August 14, 2021

Carol Marie Futch
Notary Public Signature

904483

Book 3055 Page 258

STATEMENT OF AUTHORITY

C.R.S. Section 38-30-172

2049690 04/08/02 1251PM

MONIKA TODD CLK® MESA COUNTY CO
REG FEE \$5.00

1. This Statement of Authority relates to an entity [1] named EN-SIM PARTNERSHIP, LLP.
2. The type of entity is a:

☐ corporation	☒ registered limited liability partnership
☐ nonprofit corporation	☐ registered limited liability limited partnership
☐ limited liability company	☐ limited partnership association
☐ general partnership	☐ government or governmental subdivision or agency
☐ limited partnership	
3. The entity is formed under the laws of Colorado.
4. The mailing address for the entity is 200 South 7th Street, Grand Junction, Colorado 81501.
5. The [X] name and [X] position of each person authorized to execute instruments conveying, encumbering, or otherwise affecting title to real property on behalf of the entity are DOUGLAS S. SIMONS and JAMEE E. SIMONS, constituting all of the partners of the partnership.
- 6.[2] The authority of the forgoing persons to bind the entity is [X] not limited.
7. Other matters concerning the manner in which the entity deals with interests in real property: N/A
- 8.[3] This Statement of Authority is executed on behalf of the entity pursuant to the provisions of Section 38-30-172, C.R.S.

Executed this 5th day of April, 2002.

EN-SIM PARTNERSHIP, LLP

By

Douglas S. Simons

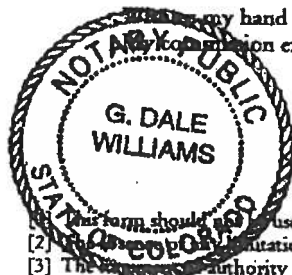
By

Jamee E. Simons

State of Colorado)

County of Mesa)

ss.

The foregoing instrument was acknowledged before me this 5th day of April, 2002, by DOUGLAS S. SIMONS and JAMEE E. SIMONS.

Witness my hand and official seal

My Commission expires: 4/7/2005

G. Dale Williams
Notary Public

- This form should not be used unless the entity is capable of holding title to real property.
- [2] The foregoing instrument shall be prima facie evidence that no such limitation exists.
- [3] The foregoing authority must be recorded to obtain the benefits of the statute.

November 28, 2018

City of Grand Junction
Andrew Gingrich, Associate Planner
Community Development Dept.
250 N 5th Street
Grand Junction, CO 81501

Neighborhood Meeting - Rezone
RE: RV Resort at 746 23 ½ Rd
Date: Tuesday, November 27, 2018
Time: 5:30 – 6:30 pm
Location: Doubletree Hotel

Dear Mr. Gingrich:

A Neighborhood Meeting was held on November 27, 2018 in accordance with Section 21.02.080(e), Neighborhood Meeting of the Grand Junction Municipal Code, for the above referenced project. The meeting was called to order at 5:30 pm with Ms. Lisa Cox of Vortex Engineering, Inc., presenting an overview of the rezone request.

Ms. Cox explained that the applicant would like to rezone the subject property from the current MU (Mixed Used) zone district to the C2 (General Commercial) zone district in anticipation of future development. She noted that the 24 Road Corridor Design Standards would also apply to the property. Ms. Cox noted that the Comprehensive Plan showed the property as Commercial-Industrial on the Future Land Use map and that the C2 zone district implemented the Comprehensive Plan.

During the meeting, Ms. Cox explained that there were several opportunities for citizen input and comments on the proposed development application, including the following:

1. Written comments could be submitted during the Neighborhood Meeting
2. After the application was submitted, comments could be sent to the City
3. Planning Commission public hearing
4. City Council public hearing

The meeting was attended by twelve citizens with several questions and comments made. Information about the City's review process was addressed by Mr. Andrew Gingrich. The following is a synopsis of the primary issues and questions posed by the meeting attendees.

1. Drainage issues needed to be addressed with development of the site on 23 ½ Road and 24 ¾ Road.
2. Heavy truck traffic on 23 ½ Road by existing businesses.
3. The MU is a terrible zone and never should have been started.
4. Did not want property taxes to go up on adjacent properties after the rezone.
5. Concern that notice for the Neighborhood Meeting said there would be an RV park on the property and that's not what was being discussed. Only the rezone was being discussed at the Neighborhood Meeting.
6. Notice to property owners in the 500' area not very effective because of large lots.

7. Where could you find the City's zoning code?
8. What were examples of allowed uses in the MU and C2 zone districts?
9. Would there be access to the Interstate?
10. More development in this area was good energy.
11. Concerns with drivers hauling large campers/RVs on the 23 ½ Road.
12. Were residents voting on the rezone at the meeting tonight?

Ms. Cox addressed the questions with additional information and explained that a separate application would be submitted to the City at the time of development of the site. Property owners located within 500' of the site would be notified when the application was received by the City. With no further questions, Ms. Cox thanked those who attended and called the meeting to a close at 6:15 pm.

Upon your review of the meeting notes, should you have any questions or amendments, please do not hesitate to contact me at 970-245-9051.

Sincerely,

A handwritten signature in dark ink, reading "Robert W. Jones II". The signature is fluid and cursive, with the "II" at the end being particularly prominent.

Robert W. Jones II, P.E.
Vortex Engineering & Architecture, Inc.

Cc: File

Comment Sheet
Neighborhood Meeting – 746 23 ½ Road - Rezone
Tuesday, November 27, 2018

Please notify John Fitzpatrick when the City Planner will be doing the rezoning application is submitted and who will be in charge at the City.

Thank you

John Fitzpatrick

(910) 243 5975

**746 23 ½ Road Rezone
Neighborhood Meeting Sign In Sheet
Tuesday, November 27, 2018**

	Full Name (Printed)	Address	City	Zip
1	John Fer Christman	2394 Patterson Rd Suite 201	GJ	81505
2	Eddie Fitzpatrick	738 23½ Rd	GJ	81505
3	LOIS DUNN	PO BOX 1889	GJ	81502
4	Sam Susuros	P.O. Box 1330	GJ	81502
5	Craig Helm	Glenwood Springs		81601
6		738 23½ Rd	GJ	81505
7	ANDREW GINTERICH	CITY OF GJ		
8	ROCKY ARNOTT	2669 PARADISE DR GJ	GJ	81506
9	Jarad Usher			
10	Joe E Jessica SEGREST	821 27 ¼ RD GJ CO 81506 15967 BULL MESA RD CEDAR CREEK CO 81413	PHONE - Jessica 970 255 8363 PHONE - Joe 970 856-1038	
11	Dale Beede	2689 Lookout Lane, GJ 81503	GJ	81503
12	Lisa Cox-Vortex Eng	2394 Patterson Rd, Suite 201	GJ	81505
13				
14				
15				

Neighborhood Meeting 11/27/18
RV Park - 746 23 1/2 Road

started 5:30 called at 6:15

Lisa Cox gave overview of project.
MU to C2 Rezone 24 Road Corridor.
design standards apply. She commented
that there are several opportunities
for citizen input

Andrew Gingrich w/ City addressed the
process of the City and provided information

Concerns/Questions

- Drainage issues
- Heavy truck/vehicle access at 23 1/2 Rd
- taxes go up?
- 500' notice is no sufficient due
to the surrounding area
- Where can find city code
- ex: allowed uses in C2 code
- access to interstate

746 23 1/2 Road



0 0.1 0.2
mi

Printed: 11/27/2018

1 inch = 376 feet

746 23 1/2 Road



Date: 11/27/2018

1 inch = 376 feet

MESA COUNTY CERTIFICATE OF TAXES DUE

Account Number R017818

Parcel 270132400037

Assessed To

EN-SIM PARTNERSHIP LLP
653 ROUND HILL DR
GRAND JUNCTION, CO 81506-1439

Certificate Number 72414

Acres 19.000

Order Number 37300

Vendor ID LAND

LAND TITLE GUARANTEE CO
2454 PATTERSON RD., STE 100
GRAND JUNCTION, CO 81505

Legal Description

N2NW4SE4 SEC 32 1N 1W EXC BEG 2574.83FT W + 1980FT N OF SE COR SEC 32 E 174.24FT N 250FT W 174.24FT S TO BEG

Situs Address

746 23 1/2 RD

Year	Tax	Interest	Fees	Payments	Balance
Tax Charge					
2017	\$17,646.60	\$0.00	\$0.00	(\$17,646.60)	\$0.00
Total Tax Charge					\$0.00
Grand Total Due as of 11/01/2018					\$0.00

Tax Billed at 2017 Rates for Tax Area 10301 - 10301

Authority	Mill Levy	Amount	Values	Actual	Assessed
COLORADO RIVER WATER CONSER	0.2540000	\$63.13	SINGLE FAMILY LAND	\$39,000	\$2,810
MESA CNTY ROAD & BRIDGE-GRA	0.2215000	\$55.05	SINGLE FAMILY IMP	\$68,930	\$4,960
CITY OF GRAND JUNCTION	8.0000000	\$1,988.32	SPECIAL PURPOSE - LAND	\$830,250	\$240,770
GRAND RIVER MOSQUITO CTRL	1.4520000	\$360.88	Total	\$938,180	\$248,540
GRAND VALLEY DRAINAGE DIST	1.7440000	\$433.45			
LIBRARY DISTRICT	3.0210000	\$750.84			
MESA COUNTY	11.8030000	\$2,933.53			
COUNTY ROAD & BRIDGE-1/2 LE	0.2215000	\$55.05			
SCHOOL DIST #51 GEN	29.7630000	\$7,397.30			
SCHOOL DIST# 51 BOND	10.1400000	\$2,520.20			
SCHOOL DIST# 51 2017 OVERRI	3.8810000	\$964.58			
UTE WATER CONSERVANCY	0.5000000	\$124.27			
Taxes Billed 2017	71.0010000	\$17,646.60			

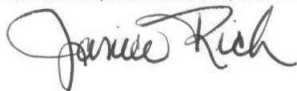
All tax lien sale amounts are subject to change due to endorsement of current taxes by the lienholder or to advertising and distraint warrant fees. Changes may occur and the Treasurer's office will need to be contacted prior to remittance after the following dates: Personal Property and Mobile Homes, Real Property - September 1. Tax lien sale redemption amounts must be paid by cash or cashiers check.

Special taxing districts and the boundaries of such districts may be on file with the board of County Commissioners, the County Clerk, or the County Assessor.

This certificate does not include land or improvements assessed under a separate account number, personal property taxes, transfer tax or misc. tax collected on behalf of other entities, special or local improvement district assessments or mobile homes, unless specifically mentioned.

I, the undersigned, do hereby certify that the entire amount of taxes due upon the above described parcels of real property and all outstanding sales for unpaid taxes as shown by the records in my office from which the same may still be redeemed with the amount required for redemption are as noted herein. In witness whereof, I have hereunto set my hand and seal.

TREASURER, MESA COUNTY, JANICE RICH




Mesa County Treasurer
Dept. 5027 - PO Box 20,000
544 Rood Ave, Room 100
Grand Junction CO 81502-5001



Land Title Guarantee Company Customer Distribution



PREVENT FRAUD - Please remember to call a member of our closing team when initiating a wire transfer or providing wiring instructions.

Order Number: **GJC65037300-2**

Date: **11/07/2018**

Property Address: **746 23 1/2 RD, GRAND JUNCTION, CO 81505**

PLEASE CONTACT YOUR CLOSER OR CLOSER'S ASSISTANT FOR WIRE TRANSFER INSTRUCTIONS

For Closing Assistance

Jennifer Brownell
2454 PATTERSON RD #100
GRAND JUNCTION, CO 81505
(970) 248-3899 (Work)
(800) 820-8423 (Work Fax)
jbrownell@ltgc.com
Contact License: CO74745
Company License: CO68747

Closer's Assistant

Kimberly Alirez
2454 PATTERSON RD #100
GRAND JUNCTION, CO 81505
(970) 245-0550 (Work)
(800) 830-8638 (Work Fax)
kalirez@ltgc.com
Company License: CO68747

For Title Assistance

Mesa County Title Team
2454 PATTERSON RD #100
GRAND JUNCTION, CO 81505
(970) 245-0550 (Work)
(970) 245-0089 (Work Fax)
gjresponse@ltgc.com

Buyer/Borrower

WESTERN SLOPE PROPERTIES LLC OR ASSIGNS
Attention: CRAIG HELM
2700 GILSTRAP COURT
SUITE 300
GLENWOOD SPRINGS, CO 81601
(970) 948-0900 (Cell)
craig.helm@helmgroupp.com
Delivered via: Delivered by Realtor

Agent for Seller

RE/MAX 4000 INC
Attention: BRADNEY HIGGINBOTHAM
120 W PARK DRIVE #200
GRAND JUNCTION, CO 81505
(970) 241-4000 (Work)
(970) 261-3058 (Home)
(970) 241-4015 (Work Fax)
brad@gjproperties.com
Delivered via: Courier

Seller/Owner

EN-SIM PATRTNERSHIP LLP
Attention: DOUGLAS S SIMONS
Delivered via: Delivered by Realtor

Agent for Seller

RE/MAX 4000 INC
Attention: RAY RICKARD
120 W PARK DRIVE #200
GRAND JUNCTION, CO 81505
(970) 241-4000 (Work)
(970) 250-1128 (Home)
(970) 241-4015 (Work Fax)
ray@gjproperties.com
Delivered via: Courier

Agent for Buyer

SADLER REAL ESTATE INC
Attention: CRAIG HELM
2700 GILSTRAP COURT #300
GLENWOOD SPRINGS, CO 81601
(970) 948-0900 (Work)
craig.helm@helmgroupp.com
Delivered via: Electronic Mail



Land Title Guarantee Company
Estimate of Title Fees

Order Number: **GJC65037300-2**

Date: **11/07/2018**

Property Address: **746 23 1/2 RD, GRAND JUNCTION, CO 81505**

Parties: **WESTERN SLOPE PROPERTIES, LLC, A COLORADO LIMITED LIABILITY COMPANY**
EN-SIM PARTNERSHIP, L.L.P., A COLORADO LIMITED LIABILITY PARTNERSHIP

Visit Land Title's Website at www.ltgc.com for directions to any of our offices.

Estimate of Title insurance Fees	
"ALTA" Owner's Policy 06-17-06 Reissue Rate	\$1,486.00
Deletion of Standard Exception(s)	\$100.00
Tax Certificate	\$52.00
	Total \$1,638.00
If Land Title Guarantee Company will be closing this transaction, the fees listed above will be collected at closing.	
Thank you for your order!	

Note: The documents linked in this commitment should be reviewed carefully. These documents, such as covenants conditions and restrictions, may affect the title, ownership and use of the property. You may wish to engage legal assistance in order to fully understand and be aware of the implications of the effect of these documents on your property.

Chain of Title Documents:

[Mesa county recorded 10/27/2017 under reception no. 2819187](#)

[Mesa county recorded 10/27/2017 under reception no. 2819186](#)

[Mesa county recorded 10/24/2017 under reception no. 2818806](#)

[Mesa county recorded 08/15/2017 under reception no. 2810867](#)

[Mesa county recorded 05/13/2015 under reception no. 2723763 at book 5723 page 602](#)

[Mesa county recorded 01/20/2010 under reception no. 2520017 at book 4968 page 737](#)

[Mesa county recorded 01/05/2009 under reception no. 2470746 at book 4773 page 203](#)

[Mesa county recorded 09/05/2002 under reception no. 2074764 at book 3148 page 26](#)

[Mesa county recorded 04/08/2002 under reception no. 2049690 at book 3055 page 258](#)

ALTA COMMITMENT
Old Republic National Title Insurance Company
Schedule A

Order Number: GJC65037300-2

Property Address:

746 23 1/2 RD, GRAND JUNCTION, CO 81505

1. Effective Date:

10/17/2018 at 5:00 P.M.

2. Policy to be Issued and Proposed Insured:

"ALTA" Owner's Policy 06-17-06 Reissue Rate

\$1,335,000.00

Proposed Insured:

WESTERN SLOPE PROPERTIES, LLC, A COLORADO LIMITED
LIABILITY COMPANY

3. The estate or interest in the land described or referred to in this Commitment and covered herein is:

A Fee Simple

4. Title to the estate or interest covered herein is at the effective date hereof vested in:

EN-SIM PARTNERSHIP, L.L.P., A COLORADO LIMITED LIABILITY PARTNERSHIP

5. The Land referred to in this Commitment is described as follows:

THE N½ NW¼ SE¼ OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE UTE MERIDIAN;
EXCEPT THE FOLLOWING PARCEL TO WIT:

BEGINNING AT A POINT WHICH IS 2,574.82 FEET WEST AND 1,980 FEET NORTH OF THE SOUTHEAST
CORNER OF SAID SECTION 32;
THENCE EAST 174.24 FEET;
THENCE NORTH 250 FEET;
THENCE WEST 174.24 FEET;
THENCE SOUTH 250 FEET TO THE POINT OF BEGINNING.

NOTE: THE ABOVE LEGAL DESCRIPTION IS REAL PROPERTY ONLY AND DOES NOT INCLUDE
MANUFACTURED HOUSING.

PARCEL NO. 2:

ALL THAT PART OF THE S½ SW¼ NE¼ OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 2 WEST OF THE
UTE MERIDIAN LYING SOUTH OF THE RIGHT OF WAY OF INTERSTATE 70,

ALL IN COUNTY OF MESA, STATE OF COLORADO.

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American Land Title Association.



ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part I

(Requirements)

Order Number: GJC65037300-2

All of the following Requirements must be met:

This proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

Pay the agreed amount for the estate or interest to be insured.

Pay the premiums, fees, and charges for the Policy to the Company.

Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

1. (THIS ITEM WAS INTENTIONALLY DELETED)
2. AN IMPROVEMENT LOCATION CERTIFICATE/SURVEY FOR THE SUBJECT PROPERTY WAS PREPARED BY D H SURVEYS INC., JOB NO. 639-02-02, DATED SEPTEMBER 23, 2003, THAT IS ACCEPTABLE TO THE COMPANY.

A SURVEY AFFIDAVIT, EXECUTED BY EN-SIM PARTNERSHIP, L.L.P., A COLORADO LIMITED LIABILITY PARTNERSHIP, IS NECESSARY INDICATING THAT THERE HAVE BEEN NO NEW IMPROVEMENTS, EASEMENTS OR BOUNDARY CHANGES SINCE THE DATE OF SAID IMPROVEMENT LOCATION CERTIFICATE/SURVEY AND THAT THE IMPROVEMENTS SHOWN ON SAID IMPROVEMENT LOCATION CERTIFICATE/SURVEY HAVE NOT BEEN ALTERED SINCE THE DATE OF SAID IMPROVEMENT LOCATION CERTIFICATE/SURVEY.

3. RELEASE OF DEED OF TRUST DATED OCTOBER 27, 2017 FROM EN-SIM PARTNERSHIP, L.L.P., A COLORADO LIMITED LIABILITY PARTNERSHIP, AND DOUGLAS S. SIMONS AND JAMEE E. SIMONS, INDIVIDUALLY, TO THE PUBLIC TRUSTEE OF MESA COUNTY FOR THE USE OF ELIZABETH WOOLARD TO SECURE THE SUM OF \$800,000.00 RECORDED OCTOBER 27, 2017 UNDER RECEPTION NO. [2819188](#). ASSIGNMENT TO HOME LOAN STATE BANK WAS RECORDED OCTOBER 27, 2017 UNDER RECEPTION NO. [2819217](#).
4. WRITTEN CONFIRMATION THAT THE INFORMATION CONTAINED IN STATEMENT OF AUTHORITY FOR EN-SIM PARTNERSHIP, L.L.P. RECORDED APRIL 08, 2002 AT RECEPTION NO. [2049690](#) IN BOOK 3055 AT PAGE [258](#) IS CURRENT.

NOTE: SAID INSTRUMENT DISCLOSES DOUGLAS S. SIMONS AND JAMEE E. SIMONS AS THE PARTNERS AUTHORIZED TO EXECUTE INSTRUMENTS CONVEYING, ENCUMBERING OR OTHERWISE AFFECTING TITLE TO REAL PROPERTY ON BEHALF OF SAID ENTITY. IF THIS INFORMATION IS NOT ACCURATE, A CURRENT STATEMENT OF AUTHORITY MUST BE RECORDED.

5. A FULL COPY OF THE FULLY EXECUTED OPERATING AGREEMENT AND ANY AND ALL AMENDMENTS THERETO FOR WESTERN SLOPE PROPERTIES, LLC MUST BE FURNISHED TO LAND TITLE GUARANTEE COMPANY. SAID AGREEMENT MUST DISCLOSE WHO MAY CONVEY, ACQUIRE, ENCUMBER, LEASE OR OTHERWISE DEAL WITH INTERESTS IN REAL PROPERTY FOR SAID ENTITY.

NOTE: ADDITIONAL REQUIREMENTS MAY BE NECESSARY UPON REVIEW OF THIS DOCUMENTATION.

ALTA COMMITMENT

Old Republic National Title Insurance Company

Schedule B, Part I

(Requirements)

Order Number: GJC65037300-2

All of the following Requirements must be met:

6. DULY EXECUTED AND ACKNOWLEDGED STATEMENT OF AUTHORITY SETTING FORTH THE NAME OF WESTERN SLOPE PROPERTIES, LLC AS A LLV. THE STATEMENT OF AUTHORITY MUST STATE UNDER WHICH LAWS THE ENTITY WAS CREATED, THE MAILING ADDRESS OF THE ENTITY, AND THE NAME AND POSITION OF THE PERSON(S) AUTHORIZED TO EXECUTE INSTRUMENTS CONVEYING, ENCUMBERING, OR OTHERWISE AFFECTING TITLE TO REAL PROPERTY ON BEHALF OF THE ENTITY AND OTHERWISE COMPLYING WITH THE PROVISIONS OF SECTION 38-30-172, CRS.

NOTE: THE STATEMENT OF AUTHORITY MUST BE RECORDED WITH THE CLERK AND RECORDER.

7. WARRANTY DEED FROM EN-SIM PARTNERSHIP, L.L.P., A COLORADO LIMITED LIABILITY PARTNERSHIP, TO WESTERN SLOPE PROPERTIES, LLC, A COLORADO LIMITED LIABILITY COMPANY, CONVEYING SUBJECT PROPERTY.

REQUIREMENTS TO DELETE THE PRE-PRINTED EXCEPTIONS IN THE OWNER'S POLICY TO BE ISSUED

A. UPON RECEIPT BY THE COMPANY OF A SURVEY AFFIDAVIT, EXECUTED BY EN-SIM PARTNERSHIP, L.L.P., A COLORADO LIMITED LIABILITY PARTNERSHIP; AND A SATISFACTORY FINAL AFFIDAVIT AND AGREEMENT FROM THE SELLER AND PROPOSED INSURED, ITEMS 1-4 OF THE PRE-PRINTED EXCEPTIONS WILL BE DELETED. ANY ADVERSE MATTERS DISCLOSED BY THE FINAL AFFIDAVIT AND AGREEMENT WILL BE ADDED AS EXCEPTIONS.

B. IF LAND TITLE GUARANTEE CONDUCTS THE CLOSING OF THE CONTEMPLATED TRANSACTIONS AND RECORDS THE DOCUMENTS IN CONNECTION THEREWITH, ITEM NO. 5 OF THE PRE-PRINTED EXCEPTIONS WILL BE DELETED.

C. UPON RECEIPT OF PROOF OF PAYMENT OF ALL PRIOR YEARS' TAXES AND ASSESSMENTS, ITEM NO. 6 OF THE PRE-PRINTED EXCEPTIONS WILL BE AMENDED TO READ:

TAXES AND ASSESSMENTS FOR THE YEAR 2019 AND SUBSEQUENT YEARS.

ALTA COMMITMENT
Old Republic National Title Insurance Company
Schedule B, Part II
(Exceptions)

Order Number: GJC65037300-2

This commitment does not republish any covenants, condition, restriction, or limitation contained in any document referred to in this commitment to the extent that the specific covenant, conditions, restriction, or limitation violates state or federal law based on race, color, religion, sex, sexual orientation, gender identity, handicap, familial status, or national origin.

1. Any facts, rights, interests, or claims thereof, not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
2. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
4. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.
5. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date of the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.
6. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
7. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water.
8. RIGHT OF THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED AS RESERVED IN UNITED STATES PATENTS RECORDED DECEMBER 16, 1891 IN BOOK 11 AT PAGE [133](#) UNDER RECEPTION NO. [12846](#) (AFFECTS NE¼ OF SECTION 32, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE UTE MERIDIAN) AND JUNE 24, 1908 IN BOOK 70 AT PAGE [451](#) UNDER RECEPTION NO. [76762](#) (AFFECTS SE¼ OF SAID SECTION 32).
9. ALL THE RIGHT, TITLE AND INTEREST OF THE GRANTOR BY VIRTUE OF ANY CONTRACTS OR DEEDS HERETOFORE MADE WITH AND TO SAID GRANTOR OR ITS GRANTORS BY THE GRAND RIVER DITCH COMPANY, THE MESA COUNTY DITCH COMPANY, THE PIONEER EXTENSION DITCH COMPANY, THE INDEPENDENT RANCHMEN'S DITCH ASSOCIATION, OR THE GRAND VALLEY CANAL COMPANY, TO CLAIM, OBTAIN OR USE WATER, FROM THE CANAL OR CANALS OF SAID COMPANIES, FOR THE PURPOSE OF IRRIGATING OR USING WATER ON THE SUBJECT PROPERTY; TOGETHER WITH ALL THE WATER RIGHTS, PRIVILEGES OR EASEMENTS CONVEYED BY SAID CONTRACTS OR DEEDS TO SAID GRANTOR OR ITS GRANTORS, AS CONVEYED BY WILLIAM NISHWITZ TO THE GRAND VALLEY IRRIGATION COMPANY, ITS SUCCESSORS OR ASSIGNS, IN INSTRUMENT RECORDED OCTOBER 8, 1894 IN BOOK 48 AT PAGE [80](#) UNDER RECEPTION NO. [19238](#).
10. RIGHT-OF-WAY FOR 23½ ROAD, AND RIGHTS INCIDENTAL THERETO, AS DISCLOSED IN THE RECORDS OF THE OFFICE OF THE MESA COUNTY ASSESSOR.

ALTA COMMITMENT
Old Republic National Title Insurance Company
Schedule B, Part II
(Exceptions)

Order Number: GJC65037300-2

11. TERMS, CONDITIONS, STIPULATIONS, OBLIGATIONS AND PROVISIONS OF PERMANENT EASEMENT, GRANTED TO THE DEPARTMENT OF HIGHWAYS, STATE OF COLORADO, RECORDED DECEMBER 12, 1963, IN BOOK 860 AT PAGE [338](#) UNDER RECEPTION NO. [854353](#). (AFFECTS PARCEL NO. 2)
12. EACH AND EVERY RIGHT OR RIGHTS OF ACCESS TO AND FROM ANY PART OF THE RIGHT-OF-WAY FOR INTERSTATE 70, A FREEWAY ESTABLISHED ACCORDING TO THE LAWS OF THE STATE OF COLORADO, AND FROM AND TO ANY PART OF THE SAID REAL PROPERTY OF THE GRANTOR OR GRANTORS ABUTTING UPON SAID HIGHWAY, ALONG OR ACROSS THE ACCESS LINE OR LINES DESCRIBED IN INSTRUMENT RECORDED DECEMBER 12, 1963 IN BOOK 860 AT PAGE [339](#) UNDER RECEPTION NO. [854354](#). (AFFECTS PARCEL NO. 2)
13. TERMS, CONDITIONS, STIPULATIONS, OBLIGATIONS AND PROVISIONS OF GRANT OF EASEMENT, TO THE CITY OF GRAND JUNCTION, A COLORADO HOME RULE MUNICIPALITY, RECORDED SEPTEMBER 07, 1993 IN BOOK 2005 AT PAGE [426](#) UNDER RECEPTION NO. [1652138](#).
14. ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING FACTS SHOWN ON IMPROVEMENT SURVEY PLAT CERTIFIED SEPTEMBER 23, 2003 PREPARED BY D H SURVEYS INC., JOB #639-02-02, SAID DOCUMENT STORED AS OUR ESI [36423012](#) , INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING:
 - A) THE FACT OF APPARENT EASEMENTS FOR DRAIN DITCH ALONG THE WEST AND EAST BOUNDARIES;
 - B) THE FACT OF ELECTRIC LINE ALONG THE WEST BOUNDARY;
 - C) THE FACT OF TELEPHONE PEDESTAL IN THE NORTHWESTERLY PORTION;
 - D) THE FACT OF WATER LINE IN THE NORTHWESTERLY PORTION;
 - E) THE FACT OF ENCROACHMENT OF SHED FROM THE EXCEPTION PARCEL IN THE SOUTHWESTERLY PORTION OF THE SUBJECT PROPERTY.
15. (THIS ITEM WAS INTENTIONALLY DELETED)
16. ANY AND ALL UNRECORDED LEASES AND/OR TENANCIES IN EXISTENCE.



LAND TITLE GUARANTEE COMPANY DISCLOSURE STATEMENTS

Note: Pursuant to CRS 10-11-122, notice is hereby given that:

- (A) The Subject real property may be located in a special taxing district.
- (B) A certificate of taxes due listing each taxing jurisdiction will be obtained from the county treasurer of the county in which the real property is located or that county treasurer's authorized agent unless the proposed insured provides written instructions to the contrary. (for an Owner's Policy of Title Insurance pertaining to a sale of residential real property).
- (C) The information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder, or the County Assessor.

Note: Effective September 1, 1997, CRS 30-10-406 requires that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right and bottom margin of at least one half of an inch. The clerk and recorder may refuse to record or file any document that does not conform, except that, the requirement for the top margin shall not apply to documents using forms on which space is provided for recording or filing information at the top margin of the document.

Note: Colorado Division of Insurance Regulations 8-1-2 requires that "Every title entity shall be responsible for all matters which appear of record prior to the time of recording whenever the title entity conducts the closing and is responsible for recording or filing of legal documents resulting from the transaction which was closed". Provided that Land Title Guarantee Company conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception number 5 will not appear on the Owner's Title Policy and the Lenders Policy when issued.

Note: Affirmative mechanic's lien protection for the Owner may be available (typically by deletion of Exception no. 4 of Schedule B, Section 2 of the Commitment from the Owner's Policy to be issued) upon compliance with the following conditions:

- (A) The land described in Schedule A of this commitment must be a single family residence which includes a condominium or townhouse unit.
- (B) No labor or materials have been furnished by mechanics or material-men for purposes of construction on the land described in Schedule A of this Commitment within the past 6 months.
- (C) The Company must receive an appropriate affidavit indemnifying the Company against un-filed mechanic's and material-men's liens.
- (D) The Company must receive payment of the appropriate premium.
- (E) If there has been construction, improvements or major repairs undertaken on the property to be purchased within six months prior to the Date of Commitment, the requirements to obtain coverage for unrecorded liens will include: disclosure of certain construction information; financial information as to the seller, the builder and or the contractor; payment of the appropriate premium fully executed Indemnity Agreements satisfactory to the company, and, any additional requirements as may be necessary after an examination of the aforesaid information by the Company.

No coverage will be given under any circumstances for labor or material for which the insured has contracted for or agreed to pay.

Note: Pursuant to CRS 10-11-123, notice is hereby given:

This notice applies to owner's policy commitments disclosing that a mineral estate has been severed from the surface estate, in Schedule B-2.

- (A) That there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and
- (B) That such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note: Pursuant to CRS 10-1-128(6)(a), It is unlawful to knowingly provide false, incomplete, or misleading facts or information to an insurance company for the purpose of defrauding or attempting to defraud the company. Penalties may include imprisonment, fines, denial of insurance, and civil damages. Any insurance company or agent of an insurance company who knowingly provides false, incomplete, or misleading facts or information to a policyholder or claimant for the purpose of defrauding or attempting to defraud the policyholder or claimant with regard to a settlement or award payable from insurance proceeds shall be reported to the Colorado Division of Insurance within the Department of Regulatory Agencies.

Note: Pursuant to Colorado Division of Insurance Regulations 8-1-3, notice is hereby given of the availability of a closing protection letter for the lender, purchaser, lessee or seller in connection with this transaction.



**JOINT NOTICE OF PRIVACY POLICY OF
LAND TITLE GUARANTEE COMPANY,
LAND TITLE GUARANTEE COMPANY OF SUMMIT COUNTY
LAND TITLE INSURANCE CORPORATION AND
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY**

This Statement is provided to you as a customer of Land Title Guarantee Company as agent for Land Title Insurance Corporation and Old Republic National Title Insurance Company.

We want you to know that we recognize and respect your privacy expectations and the requirements of federal and state privacy laws. Information security is one of our highest priorities. We recognize that maintaining your trust and confidence is the bedrock of our business. We maintain and regularly review internal and external safeguards against unauthorized access to non-public personal information ("Personal Information").

In the course of our business, we may collect Personal Information about you from:

- applications or other forms we receive from you, including communications sent through TMX, our web-based transaction management system;
 - your transactions with, or from the services being performed by us, our affiliates, or others;
 - a consumer reporting agency, if such information is provided to us in connection with your transaction;
- and
- The public records maintained by governmental entities that we either obtain directly from those entities, or from our affiliates and non-affiliates.

Our policies regarding the protection of the confidentiality and security of your Personal Information are as follows:

- We restrict access to all Personal Information about you to those employees who need to know that information in order to provide products and services to you.
- We maintain physical, electronic and procedural safeguards that comply with federal standards to protect your Personal Information from unauthorized access or intrusion.
- Employees who violate our strict policies and procedures regarding privacy are subject to disciplinary action.
- We regularly assess security standards and procedures to protect against unauthorized access to Personal Information.

WE DO NOT DISCLOSE ANY PERSONAL INFORMATION ABOUT YOU WITH ANYONE FOR ANY PURPOSE THAT IS NOT PERMITTED BY LAW.

Consistent with applicable privacy laws, there are some situations in which Personal Information may be disclosed. We may disclose your Personal Information when you direct or give us permission; when we are required by law to do so, for example, if we are served a subpoena; or when we suspect fraudulent or criminal activities. We also may disclose your Personal Information when otherwise permitted by applicable privacy laws such as, for example, when disclosure is needed to enforce our rights arising out of any agreement, transaction or relationship with you.

Our policy regarding dispute resolution is as follows: Any controversy or claim arising out of or relating to our privacy policy, or the breach thereof, shall be settled by arbitration in accordance with the rules of the American Arbitration Association, and judgment upon the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof.



Commitment For Title Insurance

Issued by Old Republic National Title Insurance Corporation

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON. .

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, Old Republic National Title Insurance Company, a Minnesota corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured. If all of the Schedule B, Part I—Requirements have not been met within 6 months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

- 2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, Commitment terminates and the Company's liability and obligation end.

- 3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I—Requirements; and
- (f) Schedule B, Part II—Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - i. comply with the Schedule B, Part I—Requirements;
 - ii. eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - iii. acquire the Title or create the Mortgage covered by this Commitment.
- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.

- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>.

IN WITNESS WHEREOF, Land Title Insurance Corporation has caused its corporate name and seal to be affixed by its duly authorized officers on the date shown in Schedule A to be valid when countersigned by a validating officer or other authorized signatory.

Issued by:
Land Title Guarantee
Company
3033 East First Avenue Suite
600
Denver, Colorado 80206
303-321-1880


President



Old Republic National Title Insurance Company, a Stock
Company
400 Second Avenue South
Minneapolis, Minnesota 55401
(612)371-1111



Mark Bilbrey, President



Rande Yeager, Secretary

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Land Title Insurance Corporation. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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LETTER OF TRANSMITTAL**VIA: Email**

December 10, 2018

City of Grand Junction
Attn: Andrew Gingrich
250 N. 5th Street
Grand Junction, CO 81501Re: Rezone Submittal Documents
RV Park
746 23 ½ Road
Grand Junction, CO
VEAI#: F18-095**WE ARE SENDING YOU** ☐ Shop drawings ☐ Copy of letter ☒ Attached ☐ Prints ☐ Change order

<u>Copies</u>	<u>Revision</u>	<u>Revision Date</u>	<u>Pages or Sheet No.</u>	<u>Description</u>
One (1)			1 page	Copy of the Rezone Submittal Checklist
One (1)			1 page	Copy of the Executed Development Application
One (1)			2 pages	Copy of the Executed Ownership Statement
One (1)			2 pages	Copy of the Executed Industrial Pretreatment Survey
One (1)			7 pages	Copy of the Neighborhood Meeting Notes
One (1)			13 pages	Copy of the Title Commitment, prepared by Land Title Guarantee Co., dated 11/07/18

These Are Transmitted: ☐ For approval ☒ For review and signature ☐ For your review and approval ☐ Approved as submitted ☐ As requested ☐ Approved as noted**REMARKS:**

Dear Andrew,

The above-mentioned documents are provided for your review and approval of the RV Park Rezone located at 746 23 ½ Road.

Should you have any questions or require additional information, please don't hesitate to contact me at (970) 245-9051 or by email at rjones@vortexeng.us. Thank you.Sincerely,
Vortex Engineering & Architecture, Inc.**Robert W. Jones II, P.E.**

cc: File

EXHIBIT LIST

**746 23 ½ ROAD RV RESORT – REQUEST FOR REZONE TO C-2 (GENERAL
COMMERICAL)
FILE NO. RZN-2018-785**

Exhibit Item #	Description
1	Staff Report dated February 12, 2019
2	Site Future Land Use Map
3	Site Vicinity Map
4	Site Zoning Map
5	Development Application Binder dated December 10, 2018
6	Staff Presentation dated February 12, 2019
7	Proposed City Zoning Ordinance

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE REZONING THE WESTERN SLOPE PROPERTIES LLC
PROPERTIES FROM M-U (MIXED USE)
TO C-2 (GENERAL COMMERCIAL)**

LOCATED AT 746 23 1/2 ROAD

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 rezoning the proposed Western Slope Properties LLC properties to the C-2 (General Commercial) zone district, finding that it conforms to and is consistent with the Future Land Use Map designation of Commercial/Industrial 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 C-2 (General Commercial) 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 properties shall be zoned C-2 (General Commercial):

PARCEL NO. 1

The NE1/4 NW1/4 SE1/4 of Section 32,
Township 1 North, Range 1 West of the Ute Meridian;
EXCEPT the following parcel to wit:

Beginning at a point which is 2, 574.82 feet West and 1, 980 feet North of the SE corner of said Section 32;
thence East 174.24 feet;
thence North 250 feet;
thence West 174.24 feet;
thence South 250 feet to the Point of Beginning.

PARCEL NO. 2

All that part of the SE1/4 SW1/4 NE1/4 of Section 32,
Township 1 North, Range 1 West of the Ute Meridian lying South of the Right of Way of Interstate 70,

All in County of Mesa, State of Colorado

also known by street and number as: 746 23 1/2 Road, Grand Junction, CO
81505

as identified in Reception # 2819186 in the Office of the Mesa County Clerk and
Recorder.

Introduced on first reading this _____ day of _____, 2019 and ordered published in
pamphlet form.

Adopted on second reading this _____ day of _____, 2019 and ordered published in
pamphlet form.

ATTEST:

City Clerk

Mayor



Grand Junction City Council

Regular Session

Item #4.a.iv.

Meeting Date: March 6, 2019

Presented By: Tom Dixon, Planner

Department: Community Development

Submitted By: Tom Dixon

Information

SUBJECT:

An Ordinance Vacating a Portion of the Kimball Avenue Right-of-Way and a Portion of a Multi-Purpose Easement, along Properties Located at 1015 and 1101 Kimball Avenue

RECOMMENDATION:

The Planning Commission heard this at their February 12, 2019 meeting at recommended approval (5-0).

EXECUTIVE SUMMARY:

The Applicant, Southside Leasing, LLC is requesting the vacation of a four foot portion of Kimball Avenue and the vacation of the existing multi-purpose easement. The right-of-way (ROW) of Kimball Avenue consists of a 55-foot ROW dedication. The property line that would be re-located is on the north side of the two lots that compose this site of which the westerly lot is currently undeveloped and addressed as 1015 Kimball Avenue and the easterly parcel being addressed as 1101 Kimball Avenue and contains the historic Sugar Beet Factory. The resulting vacation, as proposed, would create a 51-foot wide right-of-way and an 8-foot-wide MPE for approximately 1,177 feet of the length of the properties. Kimball Avenue is designated a local street.

BACKGROUND OR DETAILED INFORMATION:

The subject site adjoining this portion of Kimball Avenue is developed with a brick structure known as the Sugar Beet Factory building which was constructed in 1900. Its historic use has been a warehouse function of various types including its obvious past use to store, package, and ship out sugar beets when that crop was a major

agricultural product in the Grand Valley. Although the building has endured periods of vacancy or underutilization, it has recently been used for an active warehouse function.

The Applicant has requested the City to allow a partial right-of-way and easement vacation of its frontage along Kimball Avenue in order to increase the size of developable property. The existing right-of-way width and MPE are described to be more than what is needed to serve a public street purpose and utility easement in this area.

The north property line for the two parcels (1015 and 1101 Kimball Avenue) extends in a straight line for 1,177 feet at which point it makes a slight deviation for another 91.5 feet or so in a slightly southwesterly direction. This 91.5-foot portion of ROW deviates in width due to ROW adjustments and acquisitions needed for the alignment of the Riverside Parkway in or around 2010. This 91.5 feet length of right-of-way is not included in the request for vacation; the requested vacation for both the right of way and MPE are only for the linear 1,177-foot length. The parkway borders the two properties to the south.

Local street rights-of-way may be reduced when warranted based on volume of use, type of traffic, existing improvements, zoning designations, character of area, and other factors, pursuant to the Transportation Engineering Design Standards (TEDS) manual. The Applicant petitioned for consideration for an Alternate Street Standard in September, 2018. The Alternate Street Committee approved the request to reduce the street width from 55 feet to 51 feet and to vacate the entire 14-foot wide multi-purpose easement. However, comments came back after the committee decision from CenturyLink requesting to retain an 8-wide portion of the MPE for future needs, but that the additional six feet of MPE was not needed (see attached letter). In addition, the Committee required that the asphalt road surface be extended be one foot on the south side as a condition of the Alternative Streets approval; an improvement that will be required as part of any future development being reviewed under the City's Site Plan review process.

The result of these requested vacations, to summarize, is to: 1) vacate 4 feet of ROW, 2) vacate 14 feet of MPE, 3) create a new MPE of at least 8 feet abutting the new southern edge of Kimball Avenue ROW encompassing CenturyLink future utility needs, as illustrated in Exhibit A.

NOTIFICATION REQUIREMENTS:

A Neighborhood Meeting was held on July 30, 2018 consistent with the requirements of Section 21.02.080 (e) of the Zoning and Development Code. A representative for the property owner, a consultant, and a City of Grand Junction Community Development Department were present, however, no citizens attended the meeting.

Notice was completed consistent with 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 21, 2019. The notice of this public hearing was published January 30, 2019 in the Grand Junction Daily Sentinel.

ANALYSIS:

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

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

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

Goal 6: Land use decisions will encourage preservation of existing buildings and their appropriate reuse.

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

The requested right-of-way and easement vacations, which is a reduction rather than elimination of these dedications, was reviewed and approved by the Alternative Street Committee which approved an asphalt width of 33 feet and a right-of-way width of 51 feet. Granting the right-of-way vacation would not compromise public safety or circulation and could provide greater flexibility for future development on the affected properties resulting in a desirable outcome for both public and private sector needs. This flexibility promotes balancing the needs of both the City and the private property owner and is consistent with the Goal 6, Policy A of the Comprehensive Plan. As such, Staff finds the requested vacation of excess width for the street right-of-way supports this policy. However, a MPE should only be reduced to eight (8) so that it can accommodate existing as well as future utilities.

The limited vacation of the right-of-way of four (4) feet and the reduction of the 14-foot MPE to 8 feet would be in satisfaction of this criterion.

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

The request for a limited vacation will not compromise access to or landlock any properties.

Staff finds this criterion has been met.

3) 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 restriction of access will result if this vacation request be granted
Staff finds this criterion has been met.

4) 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 vacation requests were referred to all of the potentially affected utility providers including Charter, Century Link, Grand Valley Power and Xcel Energy. All comments came back as either “No comments” or “No objections” except from Century Link. A letter dated 7/17/2018 states that Century Link needs to retain eight feet of the multi-purpose easement width for future needs. With a subsequent utility locate request, it has been determined that no facilities (including any belonging to CenturyLink) exist within the existing multipurpose easement. If granted, the 8-foot wide MPE would touch the new right-of-way line in the same manner as the two meet currently.

In addition, planning, transportation, fire department and engineering staff reviewed the alternative streets request to vacate four feet of the right-of-way and narrow the street width from 55 to 51 feet and found this to be an acceptable situation that would not negatively impact the transportation needs of the community. The remaining right-of-way width can sufficiently accommodate two lanes of travel, sidewalk on both sides and on-street parking on one side of the street. Staff believes no adverse impacts on the health, safety, and/or welfare of the general community would occur with the granting of the right-of-way request and the MPE, as modified.

Staff finds that this criterion is satisfied with conditions as provided in the Staff recommendation.

5) 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.

With the preservation of eight feet of multi-purpose easement, future public and/or utility facilities will retain the ability to use the MPE. A sidewalk is located on the north side of Kimball Avenue so that pedestrians will continue to have safe mobility in this area of Grand Junction and if and when the property to the south redevelops, sufficient width has been retained to allow for sidewalks on the south side of Kimball Avenue as well. Staff has not identified any deleterious impacts associated with the right-of-way

and modified MPE vacation request.

Staff finds this criterion is satisfied.

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

The area around the Sugar Beet Factory building is general commercial and light industrial in nature and traffic in the area is used by large, slow-moving tractor trailers and other heavy transport vehicles. The granting of the reduction in the street right-of-way would allow a slight enlargement of the two properties flanking the south side of Kimball Avenue (approximately 4,708 square feet), would retain sufficient right-of-way width for the continued maneuvering of industrial traffic, and would allow a reduction, albeit by only a slight amount, the area of public street the City is responsible to maintain.

Staff finds that this criterion has been satisfied.

PLANNING COMMISSION RECOMMENDATION AND FINDINGS OF FACT:

After reviewing VAC-2018-704, a request to 1) vacate a four-foot portion of the public right-of-way, 2) vacate the 14-foot wide multi-purpose easement (MPE), and 3) create a new multi-purpose easement with a minimum width of eight feet along the south side of the new edge of right-of-way for Kimball Avenue starting from the easterly edge of the South 12th Street alignment and extending 1,177 linear feet to its westerly terminus point, the Planning Commission recommended approval of the request with the following finds of fact:

1. The vacation requests conform with Section 21.02.100 (c) of the Grand Junction Zoning and Development Code.

And with the following condition:

1. The existing 14-foot wide multi-purpose easement shall be eliminated and a new multi-purpose easement shall be dedicated from the new edge of Kimball Avenue southward for 8 feet.

FISCAL IMPACT:

This land use action does not have any direct fiscal impact. Subsequent action such as future development and related construction may have direct fiscal impact and will depend on the type of use.

The total right-of-way area proposed to be vacated is 4,708 square feet. Applying an

average value of \$3.00 per square foot, based on other right-of-way acquisition the City has done, the total value of the area to be vacated is \$14,124.00. Vacating the right-of-way is necessary to facilitate the redevelopment of the property.

SUGGESTED MOTION:

I move to (adopt/deny) an Ordinance 4839, ordinance vacating a four foot portion of the Kimball Avenue public right-of-way and reduce the 14 foot-wide Multi-Purpose Easement (MPE) to eight (8) feet on final passage and order final publication in pamphlet form.

Attachments

1. Kimball Ave vacation attached exhibits
2. Kimball Ave vacations application
3. Kimball Avenue final ordinance

Attachments:

1. Site and Vicinity Map
2. Proposed Vacation Area Map
3. Exhibit A
4. Photo 1
5. Photo 2
6. Photo 3
7. Photo 4
8. Photo 5
9. Letter dated 7/17/2018 from Century Link
10. Letter from the Alternative Street Committee
11. E-mail from CenturyLink Quest dated 2/8/2019

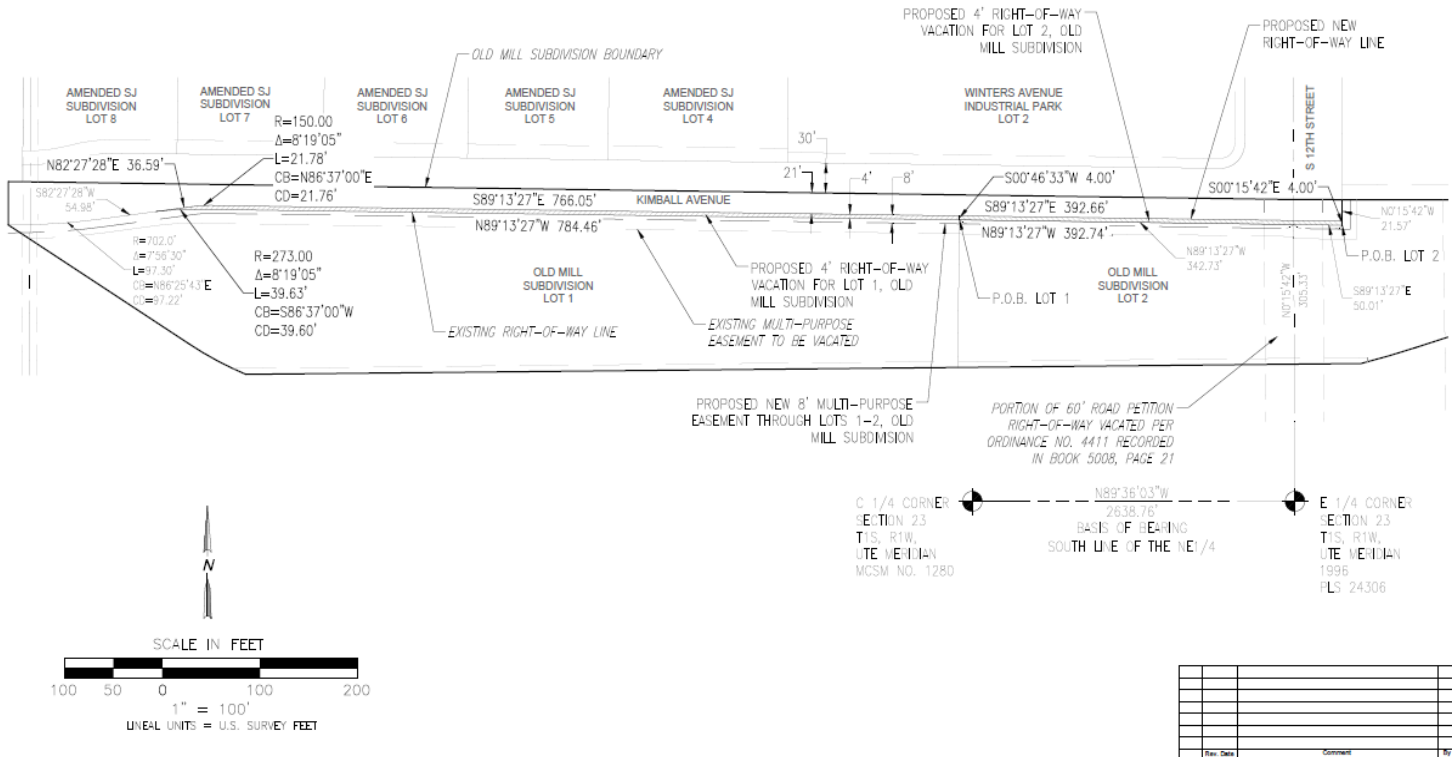
Site and Vicinity Map



Proposed Vacation Area Map



EXHIBIT A



VORTEX ENGINEERING, INC.
 10000 Highway 100, Suite 200
 Grand Junction, Colorado 81505
 Phone (970) 248-4800
 Fax (970) 248-7850
 www.vortexeng.com

Alex B. Lheritier
 PROFESSIONAL LAND SURVEYOR
 LICENSE NO. 1000

EXHIBIT
 Kimball Ave. Right-Of-Way Vacated Exhibit

Sugar Beet
 Kimball Avenue
 Grand Junction, CO

Kimball Ave. Right-Of-Way Vacated Exhibit
 Sugar Beet
 Kimball Avenue
 Grand Junction, CO

Scale: 1" = 100'
Date: 10/10/10
Project: F10-001
Drawn: [Name]
Check: [Name]

B



Photo 1 – Sugar Beet Factory building



Photo 2 – Right-of-way next to Sugar Beet building



Photo 3 – Sidewalk along north side of Kimball Avenue



Photo 4 – The right-of-way alignment deviation on Kimball Avenue



Photo 5 –Kimball Avenue looking east from South 9th Street

CenturyLink
Network Real Estate
5025 N. Black Canyon Hwy
Phoenix, AZ 85015



7/17/2018

STIPULATION

Joel Soronen
WESTERN LAND DEVELOPMENT LLC
706 South Ninth Street, Suite 1
Grand Junction, CO 81501

RE: Proposed release of Variable Width Multi-Purpose Easement along the northern portions of Lot 1 and Lot 2, Plat OLD MILL SUBDIVISION, recorded on May 5, 2010 at Reception No. 2532046, as it adjoins the southerly right-of-way of Kimball Avenue, terminating at the eastern portion of the vacated right-of-way of 12th Street at Lot 2, lying within the Southeast Quarter of the Northeast Quarter of Section 23, and the Southwest Quarter of the Northwest Quarter of Section 24, Township 1 South, Range 1 West, Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado

PROJECT ADDRESS: 1015 Kimball Avenue
APN: 2945-231-39-001

To Whom It May Concern:

QWEST CORPORATION d/b/a CENTURYLINK QC has reviewed the request for subject release and has determined that it can release the variable width multi-purpose easement proposed for vacation, as highlighted on the attached, as long as an **8' PUE is retained**. This Public Utility Easement will serve CenturyLink's current and future needs.

If it is necessary to relocate any of the facilities, please contact CenturyLink field engineer, Chris Johnson at Chris.Johnson5@CenturyLink.com or 970-244-4311. The Applicant will relocate the facilities at Applicant's expense and within guidelines set by CenturyLink and all regulating entities. All relocations will be done under the supervision of a CenturyLink Inspector.

This release of easement response is submitted with the **8' PUE STIPULATION**.

It is the intent and understanding of CenturyLink that this vacation shall not reduce our rights to any other existing easement or rights we have on these sites.

If you have questions or concerns, please call Pamela Haines at 206-714-6291.

Sincerely yours,

Karen Caime

Karen Caime
Right of Way Agent
Qwest Corporation d/b/a CENTURYLINK QC

APN: 2945-231-39-001; LeaseNet No. P801633
WC: Grand Junction; WCE: Chris Johnson

Attachment 9 – Letter from CenturyLink



September 12, 2018

Bryan Wiman
Southside Leasing, LLC
1101 Kimball
Grand Junction, CO 81501

Re: 1101 Kimball Alternative Street Request

The Alternative Street Committee has approved the request with the condition the asphalt and right of way be widened by 1', to 33' and 51' respectively, to allow parking on both sides of the street.

If you have any questions, please feel free to contact me at 256-4034.

Sincerely,

Rick Dorris

Digitally signed by Rick Dorris
DN: cn=Rick Dorris, o=City of
Grand Junction, CO, ou=Public
Works, email=rickdo@gjcity.org,
c=US
Date: 2018.09.12 08:39:59 -06'00'

Rick Dorris, PE, CFM
Development Engineer

Cc: Kathy Portner
Brian Rusche
David Chase

Attachment 11

-----Original Message-----

From: cl_irth_comm@irth.com <cl_irth_comm@irth.com>

Sent: Friday, February 8, 2019 12:50 PM

To: Jennifer Christensen <jchristensen@vortexeng.us>

Subject: Ticket A903900445 - Qwest local network notification

To: SOUTHSIDE LEASING, LLC Attn: JENNIFER CHRISTENSEN

Voice: 9702459051 Fax:

Re: Qwest local network notification

This is an important message from CenturyLink replying to your request to locate our underground facilities in an area described on the one call center ticket. If you have any questions please call Qwest at 1-800-283-4237

Ticket: A903900445

County: MESA Place: GRAND JCT

Address: 1101 KIMBALL AVE

QLNCC00:

The described dig area of your locate request has been checked and is clear for CenturyLink Local Network. If you have any questions please call CenturyLink at 1-800-283-4237.

Qwest

Attachment 11 – Letter from CenturyLink / Quest

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 - Easement

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

Existing Land Use Designation

Existing Zoning

Proposed Land Use Designation

Proposed Zoning

Property Information

Site Location: 1101 Kimball Avenue

Site Acreage:

Site Tax No(s): 2945-231-39-002 & 2945-231-39-001 (no assigned add)

Site Zoning:

Project Description: ROW/Easement Vacation

Property Owner Information

Name: City of Grand Junction

Street Address: 250 N. 5th Street

City/State/Zip: Grand Jct., CO 81501

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Applicant Information

Name: Southside Leasing, LLC

Street Address: 708 South 9th Street

City/State/Zip: Grand Jct., CO 81501

Business Phone #: (970) 250-7354

E-Mail: bew.wiman@gmail.com

Fax #:

Contact Person: Bryan Wiman

Contact Phone #: (970) 250-7354

Representative Information

Name: Vortex Engineering, Inc.

Street Address: 2394 Patterson Rd, St

City/State/Zip: Grand Jct., CO 81505

Business Phone #: (970) 245-9051

E-Mail: rjones@vortexeng.us

Fax #: (970) 245-7639

Contact Person: Robert W. Jones, II

Contact Phone #: (970) 245-9051

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:

Date:

Signature of Legal Property Owner:

Date:

**Project Narrative
for the
Sugar Beet Right-of-Way Vacation**

Date: November 7, 2018

Prepared by: Robert W. Jones, II, PE
Vortex Engineering & Architecture, Inc.
2394 Patterson Road, Ste. 201
Grand Junction, CO 81505
970-245-9051
VEI # F17-081

Submitted to: City of Grand Junction
Community Development Department
250 N. 5th Street
Grand Junction, CO 81501

Type of Design: Right-of-Way Vacation

Applicant: Southside Leasing, LLC
706 S. 9th Street, Ste 1
Grand Junction, CO 81501

Property Address: 1101 Kimball Avenue
Grand Junction, CO 81501

Tax Schedule No.: 2945-231-39-002
2945-231-39-001 (no assigned address)

I. Project Description

The subject right-of-way is located in the City of Grand Junction, Colorado, and is located on the north property line of a parcel with no assigned address and 1101 Kimball Avenue. The parcels are part of the Old Mill Subdivision which is bordered by S. 9th Street on the west, Kimball Avenue on the north and Riverside Parkway on the South.



In anticipation of future development, the property owner of 1101 Kimball Avenue is petitioning the City of Grand Junction to vacate a 4' portion of the existing surplus Kimball Avenue right-of-way. An 8' multi-purpose easement along the south side of Kimball Avenue will be established as part of the vacation process to ensure adequate provision of utilities.

The existing right-of-way for Kimball Avenue is 55' with a 14' multi-purpose easement (except where the easement narrows to approximately 12' on the east end of Lot 2). The request to vacate 4' of the existing right-of-way will result in a total right-of-way of 51' which City staff has determined to be sufficient for the needs of the general public. Vacation of the surplus Kimball Avenue right-of-way will also result in an 8' multi-purpose easement along the 51' right-of-way which City staff has also determined to be sufficient.

Legal Description of surplus Kimball Avenue right-of-way to be added to Lot 1, Old Mill Subdivision:

Commencing at the E1/4 of Section 23, Township 1 South, Range 1 West, Ute Meridian, from which the C1/4 of Section 23 bears N89°36'03"W 2638.76 feet; running thence N00°15'42"W 305.33 feet to the existing south right-of-way line of Kimball Avenue; thence N89°13'27"W 342.73 feet to the NE corner of Lot 1, Old Mill Subdivision, and the Point of Beginning.

Running thence along the existing southerly right-of-way of Kimball Avenue the following two (2) courses: (1) N89°13'27"W 784.46 feet to a point of curve; (2) thence along said curve to the left 39.63 feet (R=273.00 feet, Delta=8°19'05", Chord Bears S86°37'00"W 39.60 feet); thence N82°27'28"E 36.59 feet to a point of curve; thence along said curve 21.78 feet (R= 150.00 feet, Delta=8°19'05", Chord Bears N86°37'00"E 21.76 feet); thence S89°13'27"E 766.05 feet; thence S00°46'33"W to the existing NE corner of Lot 1, Old Mill Subdivision, and the Point of Beginning.

Parcel contains 3169 sq. ft. (0.073 acres).

and

Legal Description of surplus Kimball Avenue right-of-way to be added to Lot 2, Old Mill Subdivision:

Commencing at the E1/4 of Section 23, Township 1 South, Range 1 West, Ute Meridian, from which the C1/4 of Section 23 bears N89°36'03"W 2638.76 feet; running thence N00°15'42"W 305.33 feet to the existing south right-of-way line of Kimball Avenue; thence S89°13'27"E 50.01 feet to the intersection of the southerly right-of-way of Kimball Avenue and the easterly right-of-way of S 12th Street, and the Point of Beginning.

Running thence along the existing southerly right-of-way of Kimball Avenue N89°13'27"W 392.74 feet to the existing NW corner of Lot 2, Old Mill Subdivision; thence N00°46'33"E 4.00 feet; thence S89°13'27"E 392.66 feet to the existing easterly right-of-way of S 12th Street; thence along said easterly right-of-way S00°15'42"E 4.00 feet to the existing southerly right-of-way of Kimball Avenue and the Point of Beginning.

Parcel contains 1571 sq. ft. (0.036 acres).

II. Neighborhood Meeting

A Neighborhood Meeting was held on July 30, 2018 at 1101 Kimball Avenue, for the purposes of discussing a proposed right-of-way (ROW) vacation request along the south side of Kimball Avenue. In attendance were Bryan Wiman, representing Southside Leasing, LLC (the owner), Kathy Portner with the City of Grand Junction Community Development Department, and Brian Rusche, Principal with Purposeful Planning, LLC, acting as owner's representative. No neighbors or other interested parties were in attendance. Information was available in the form of a FAQ sheet and drawing representing the proposed street section for Kimball Avenue as a result of the request to vacate 4' of the existing right-of-way.

Vortex Engineering, Inc. is now representing Mr. Wyman and has verified with Kathy Portner that a new Neighborhood Meeting is not required. This application is within the 180 days of the neighborhood meeting.

Approval Criteria

The applicant must comply with the provisions of Section 21.02.100, Vacation of Public Right-of-Way.

Section 21.02.100, Vacation of Right-of-Way states:

- a) **Purpose.** The purpose of this section is to permit the vacation of surplus rights-of-way and/or easements.
- b) **Applicability.** Applications for vacation of any street, alley, easement or other public reservation may be made by the City or by any owner of property on which the street, alley or public reservation lies or adjoins.
- c) **Approval Criteria.** The vacation of the right-of-way or easement shall conform to the following:
 - 1) The Comprehensive Plan, Grand Junction Circulation Plan and other adopted plans and policies of the City;
Response: The purpose of the request to vacate surplus right-of-way on Kimball Avenue is to facilitate development of two parcels located on Kimball Avenue. This request supports several Key Concepts of the Comprehensive Plan such as encouraging infill development, locating compact growth concentrated in the City Center and providing a transition between densities and providing mixed uses.

The request to vacate surplus right-of-way will not diminish the public's use of the street or the City's ability to maintain the street. There are no negative impacts anticipated with circulation or other transportation related concerns with the request to vacate the surplus right-of-way.

This criterion has been MET.

- 2) No parcel shall be landlocked as a result of the vacation;
Response: There are no parcels that will be landlocked as a result of vacating a portion of Kimball Avenue right-of-way as noted on the Exhibit depicting the area to be vacated.

This criterion has been MET.

- 3) 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;
Response: Vacation of the existing surplus right-of-way will not restrict access to any parcel. The only parcels that will be impacted will be Lots 1 and 2 of the Old Mill Subdivision, which are located on the south side of Kimball Avenue. Property located on the north side of Kimball Avenue shall not be impacted by the request to vacate the surplus right-of-way.
This criterion has been MET.

- 4) 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);

Response: There are two public services that will be impacted by this request: CenturyLink and Excel Energy. Both CenturyLink and Excel Energy provided letters stating that they had no objections to the proposed right-of-way vacation.

The applicant does not anticipate any adverse impacts on the health, safety, and/or welfare of the general community.

This criterion has been MET.

- 5) The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter 21.06 GJMC; and

Response: Public facilities and services shall not be inhibited in any way by the request to vacate the surplus right-of-way. City staff has determined what the sufficient required right-of-way should be (51' for this portion of Kimball Avenue) that is necessary for public use and maintenance of the street. An adequate multi-purpose easement shall be established to ensure that the provision of public facilities and services is not inhibited as required by Sec. 21.06 of the GJMC.

This criterion has been MET.

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

Response: The request to vacate supports a number of the Key Concepts and goals of the Comprehensive Plan. Vacation of the surplus right-of-way will reduce maintenance costs to the City and will facilitate development of two parcels that will provide jobs and property and sales taxes to the City.

This criterion has been MET.

III. Conclusion

After demonstrating how the request to vacate 4' of existing surplus right-of-way on Kimball Avenue meets the criteria of Section 21.02.100 of the Grand Junction Municipal Code, the applicant respectfully requests approval.

IV. Limitation/Restrictions

This report is a site-specific report and is applicable only for the client for whom our work was performed. The review and use of this report by the City of Grand Junction, affiliates, and review agencies is fully permitted and requires no other form of authorization. Use of this report under other circumstances is not an appropriate application of this document. This report is a product of Vortex Engineering & Architecture, Inc. and is to be taken in its entirety. Excerpts from this report that are taken out of context may not convey the true intent of the report. It is the owner's and owner's agent's responsibility to read this report and become familiar with recommendations and findings contained herein. Should any discrepancies be found, they must be reported to the preparing engineer within 5 days.

The recommendations and findings outlined in this report are based on: 1) The site visit and discussion with the owner, 2) the site conditions disclosed at the specific time of the site investigation of reference, 3) various conversations with planners and utility companies, and 4) a general review of the zoning and transportation manuals. Vortex Engineering & Architecture, Inc. assumes no liability for the accuracy or completeness of information furnished by the client or municipality/agency personnel. Site conditions are subject to external environmental effects and may change over time. Use of this report under different site conditions is inappropriate. If it becomes apparent that current site conditions vary from those reported, the design engineering should be contacted to develop any required report modifications. Vortex Engineering & Architecture, Inc. is not responsible and accepts no liability for any variation of assumed information.

Vortex Engineering & Architecture, Inc. represents this report has been prepared within the limits prescribed by the owner and in accordance with the current accepted practice of the civil engineering profession in the area. No warranty or representation either expressed or implied is included or intended in this report or in any of our contracts.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE VACATING FOUR FEET OF KIMBALL AVENUE RIGHT-OF-WAY
AND THE 14-FOOT WIDE MULTI-PURPOSE EASEMENT LOCATED AT 1015 & 1101
KIMBALL AVENUE**

Recitals.

This ordinance serves to vacate four feet (4') of the Kimball Avenue right-of-way and the 14-foot multi-purpose easement (MPE) adjacent to the street. This ordinance and the vacation of the right of way and 14' MPE are expressly conditioned on the owner of the property at 1015 and 1101 Kimball Avenue deeding the City a new multi-purpose easement (MPE) with a minimum width of eight feet on the south side of the new right-of-way for Kimball Avenue starting from the easterly edge of the South 12th Street alignment and extending approximately 1,177 feet to the west.

The right of way and easement vacations benefit the properties at 1015 and 1101 Kimball Avenue and are being proposed in anticipation of redevelopment of the historic Sugar Beet factory which is located on the property.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Planning Commission considered the request to vacate four feet of the public right-of-way and the 14-foot wide multi-purpose easement. The Planning Commission recommended approval of the request and forwarded that recommendation to City Council with the vacations being conditioned on the owner deeding a new 8-foot wide MPE on the south side of Kimball Avenue (as the same is described less the area vacated) starting from the easterly edge of the South 12th Street alignment and extending 1,177 feet to the West. In support of its recommendation the Planning Commission found that the requested vacations are consistent with the Comprehensive Plan, the Grand Valley Circulation Plan and § 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 RIGHT-OF-WAY (ROW) AND THE 14' MULTI-PURPOSE EASEMENT (MPE) BE VACATED CONDITIONED ON THE OWNER OF THE PROPERTY AT 1015 AND 1101 KIMBALL DEEDING A NEW EIGHT (8)-FOOT WIDE MPE DIRECTLY SOUTH OF THE KIMBALL AVENUE ROW LINE AS THE SAME IS DESCRIBED LESS THE VACATED (4') AREA ALL AS DEPICTED IN EXHIBIT A AND THE FOLLOWING DESCRIPTIONS:

LOT 1 – 1015 Kimball Avenue

Kimball Avenue Right-of-way Vacation to Lot 1, Old Mill Subdivision

Beginning at the NE corner of Lot 1, Old Mill Subdivision, as same is recorded in Book 5008, Pages 27&28, Public Records of Mesa County, Colorado:

Running thence along the existing northerly line of said Lot 1 the following two (2) courses: (1) N89°13'27"W 784.46 feet to a point of curve; (2) thence along said curve to the left 39.63 feet (R=273.00 feet, Delta=8°19'05", Chord Bears S86°37'00"W 39.60

feet); thence N82°27'28"E 36.59 feet to a point of curve; thence along said curve 21.78 feet (R= 150.00 feet, Delta=8°19'05", Chord Bears N86°37'00"E 21.76 feet); thence S89°13'27"E 766.05 feet, said line being 4.00 feet north of and parallel with the existing north line of said Lot 1; thence S00°46'33"W 4.00 feet to the existing NE corner of said Lot 1 and the Point of Beginning.
Parcel contains 3169 sq. ft. (0.073 acres).

LOT 2- 1101 Kimball Avenue

Kimball Avenue Right-of-way Vacation to Lot 2, Old Mill Subdivision

Beginning at the NW corner of Lot 2, Old Mill Subdivision, as same is recorded in Book 5008, Pages 27&28, Public Records of Mesa County, Colorado:

Running thence N00°46'33" E 4.00 feet; thence S89°13'27" E 392.66 feet to the existing easterly right-of-way of S 12th Street, said line being 4.00 feet north of and parallel with the existing north line of said Lot 2; thence along said easterly right-of-way of S 12th Street S00°15'42" E 4.00 feet to the existing north line of said Lot 2; thence along the existing north line of said Lot 2 N89°13'27" W 392.74 feet to the existing NW corner of Lot 2 and the Point of Beginning.

14-foot Multi-purpose easement

The multi-purpose easement as shown on the north side of Lots 1 and 2 of the Old Mill Subdivision, recorded in Book 5008, Pages 27-28.

Introduced on first reading this 20th day of February, 2019 and ordered published in pamphlet form.

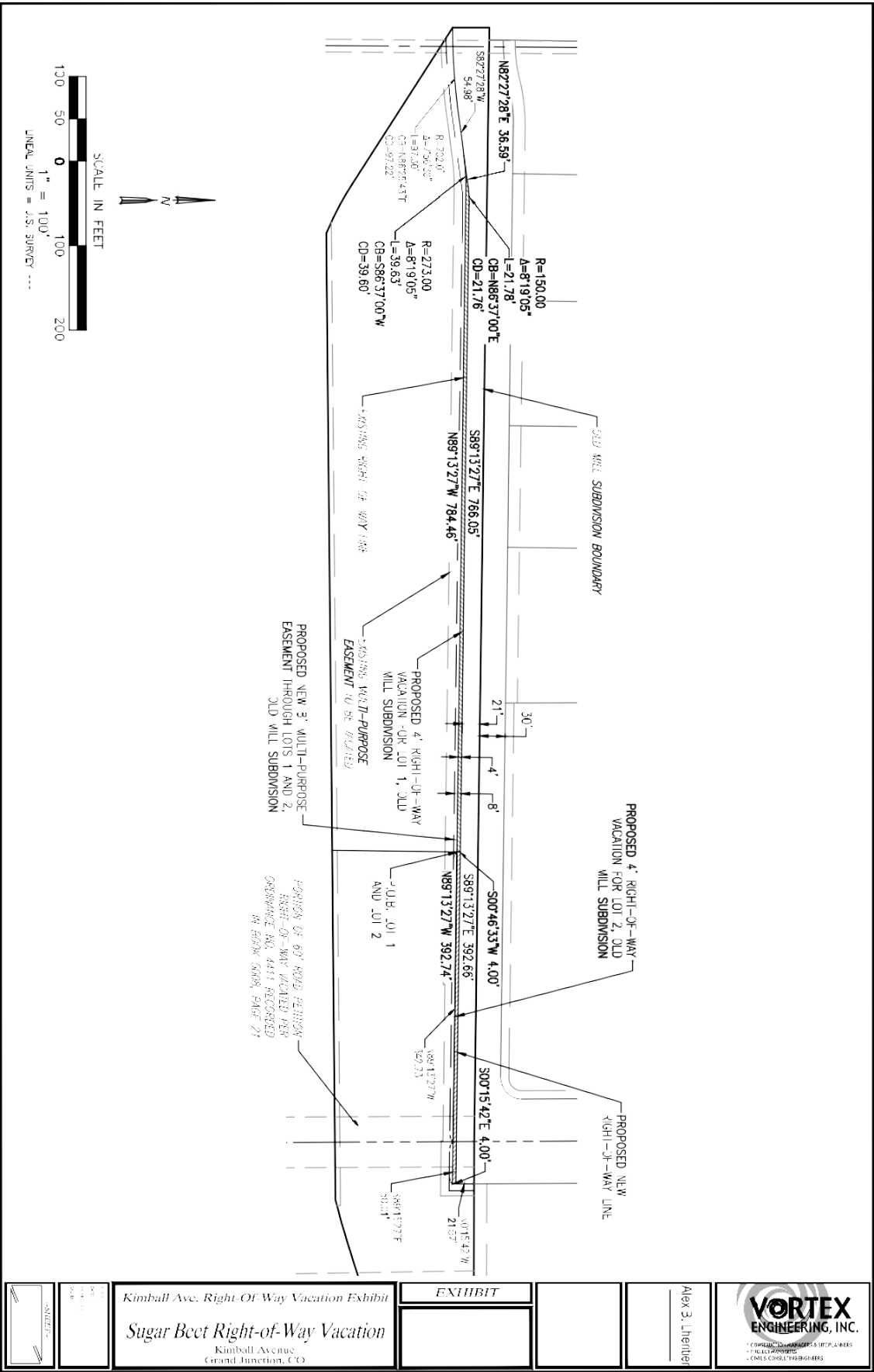
Adopted on second reading this 6th day of March, 2019 and ordered published in pamphlet form.

Barbara Traylor Smith
President of the Council

ATTEST:

Wanda Winkelmann
City Clerk

EXHIBIT A





Grand Junction City Council

Regular Session

Item #4.a.v.

Meeting Date: March 6, 2019

Presented By: Tom Dixon, Planner

Department: Community Development

Submitted By: Tom Dixon

Information

SUBJECT:

An Ordinance Rezoning Two Properties from R-16 (Residential 12-16 du/ac) to R-24 (Residential 24+ du/ac) Located at 1213 North 15th Street and 1420 Glenwood Avenue

RECOMMENDATION:

Planning Commission recommended approval at their January 22, 2019 hearing (5-0).

EXECUTIVE SUMMARY:

The Applicant, W&C Stocker Family Trust, is requesting the rezone of the combined 0.62-acre properties (total) located at 1213 North 15th Street and 1420 Glenwood Avenue from the R-16 (Residential, 12-16 du/ac) to the R-24 (Residential, 24+ du/ac) zone district in anticipation of future multi-family residential development. The requested R-24 zone district is consistent with the Comprehensive Plan Future Land Use designation of Village Center.

BACKGROUND OR DETAILED INFORMATION:

The subject properties are located at 1213 North 15th Street and 1420 Glenwood Avenue. Each of the two properties is presently developed with an older stock single-family residence; in addition, the 1213 North 15th Street property contains an old, partly re-furnished barn structure which is located near the Glenwood Avenue frontage. Both the residence and barn on the 1213 North 15th property were constructed in 1913; the house at 1420 Glenwood was built in 1950. The development plan, provided that the rezone request is granted, is to demolish all structures to allow for the construction of a new multi-family development.

In the vicinity surrounding the subject properties to the east, north, and west is both single-family and multi-family residential development. To the south is commercial development predominantly oriented toward North Avenue and its business-focused corridor. An R-16 zone district is in place for the area to the east, north, and west while a transition to C-1 (Commercial) occurs south of Glenwood Avenue to North Avenue. The North Avenue Overlay Zone abuts North Avenue and on some properties extends to Glenwood Avenue, but does not extend north of Glenwood Avenue to this site.

The Village Center Employment overlay is a mixed use designation for residential, service, park and retail. It is intended to be at a smaller scale (1 – 5 stories and smaller land area) than Downtown Mixed Use.

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 Comprehensive Plan includes a Future Land Use Map which identifies these two properties designated as Village Center. Both the Applicant's proposed zoning of R-24 as well as the existing designation of R-16, implements the Future Land Use Map designation of Village Center. The existing zoning of R-16 continues to be a valid zone district under the Comprehensive Plan as does the proposed R-24.

Since the adoption of the Village Center designation more than seven years ago there have been incremental improvements to the North Avenue corridor and to the surrounding residential neighborhood largely due to the implementation of the North Avenue Overlay Zone. Staff recognizes these changes in aggregate as a subsequent event(s) that work to invalidate the original premise of the existing zoning (R-16). However, changes in the area, such as improvements that include a 16-unit apartment building constructed in 2012 directly across the street from the residence at 1213 North 15th and a Taco John's drive through restaurant built in 2014 and located at 1430 North Avenue, illustrate that transition of the area has been slow.

Staff finds that, despite positive changes and the ability to increase densities through rezones that are supported by the Future Land Use Map, the original premises and findings of the current R-16 are not necessarily invalidated.

Therefore, this criterion has not been satisfied by the proposed rezone nor by the

Village Center designation.

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

The City has seen the land use character within the immediate vicinity of the proposed rezone incorporate some gradual yet steady improvements since the adoption of the North Avenue Corridor Plan and Zoning Overlay over seven years ago. New or redeveloped sites one block to the south along North Avenue and the City's sidewalk and streetscape improvements along North Avenue between 12th Street and 23rd Street are upgrades to the commercial neighborhood. In residential areas north of Glenwood Avenue, there are scattered sites being redeveloped with higher densities which is in contrast to a number of properties (including the subject ones) that are suffering from upkeep and other issues having the effect of eroding property values and creating an undesirable impact upon the neighborhood. The prospect to up-zone property through owner initiation provides expanded opportunities and incentives to continue and, perhaps, even increase the timing of enhanced neighborhood change.

The proposed rezone will support the City's objective to make progressive improvements to the neighborhood with the intention of changing the character and conditions of the area while combating or reducing potential urban blight and reduction of property values. Likewise, the rezone to R-24 will provide an opportunity to upgrade this visible corner of the neighborhood and support the North Avenue and North 12th Street businesses.

Based on the existing character and the condition of these depressed properties, as well as new development that has occurred on selected sites in the neighborhood, staff finds that both the condition and the character have changed such that this amendment is consistent with the Plan and therefore this criterion has been met.

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

The subject properties are within a fully urbanized area of the City of Grand Junction and adequate public and community facilities and services are available and sufficient to serve the anticipated re-development. The properties are currently served by City water and sewer, Xcel Energy electricity and natural gas, and cable network links. Access to nearby commercial facilities, retail, offices, and restaurants along North Avenue and the proximity of Colorado Mesa University and the North 12th Street mixed-use corridor are within three or four blocks. In addition, Grand Valley Transit provides bus service along both directions of North Avenue with stops just west of North 14th Street.

Based on the provision and concurrency of public utilities and community facilities to serve the rezone request, staff finds that 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

By virtue of designating this area as appropriate for higher residential density and greater commercial and residential intensity, the presiding bodies that adopted the Comprehensive Plan and the Future Land Use Map acknowledged that there was an inadequate supply of suitably designated land to accomplish the goals and objectives in supporting the designation of Village Center. Otherwise, there would not have been a basis for zoning classifications that provided greater incentives of use.

In the neighborhood for this proposed rezone, there is presently an absence of R-24 zoning that is needed to provide additional development incentives and opportunities to create timely upgrades to the area and to create the desired higher density residential units to expand housing options. Therefore, the proposed rezone appears to be a reasonable request in response to the need and desire to increase the supply of suitably designated higher density residential land within the City and in particular the City Center as called out in the Comprehensive Plan.

Based on these considerations, this criterion is deemed to be sufficiently satisfied.

(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 rezone by creating an opportunity for the land to be developed with greater density which is a reflection of the transition occurring in neighborhoods to the east of Colorado Mesa University.

The Future Land Use designation of Village Center contemplates a mix of employment, residential, service, park and retail uses at higher densities and intensities of development that should result in community benefits which is equally or better implemented by the R-24 than the R-16 zone district. Therefore, staff finds that this criterion is satisfied.

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 A: To create large and small “centers” throughout the community that provide

services and commercial areas.

Policy B: Create opportunities to reduce the amount of trips generated for shopping and commuting and decrease vehicle miles traveled thus increasing air qualities.

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 and County will balance the needs of the community.

Policy B: Encourage mixed-use development and identification of locations for increased density.

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

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing RZN-2018-724, a request to rezone 0.62 acre from the R-16 (Residential, 12-16 du/ac) to the R-24 (Residential, 24+ du/ac) zone district, staff recommends approval of the request with the following findings of fact:

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 does not have any direct fiscal impact. Subsequent action such as future development and related construction may have direct fiscal impact and will depend on the type of use.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance 4840, an ordinance zoning properties at 1312 North 15th Street and 1420 Glenwood Avenue from R-16 (Residential 12-16 du/ac) to R-24 (Residential 24+ du/ac) on final passage and order final publication in pamphlet form.

Attachments

1. Stocker Suites application
2. Stocker Suites Zoning Ord

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: Rezone

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

Existing Land Use Designation VCMU, 8-24 du/ac

Existing Zoning R16

Proposed Land Use Designation VCMU, 8-24 du/ac

Proposed Zoning R24

Property Information

Site Location: 1213 N. 15th Street & 1420 Glenwood Avenue

Site Acreage: .62

Site Tax No(s): 2945-123-00-091 and -092

Site Zoning: R16

Project Description: Request to Rezone to R24.

Property Owner Information

Name: W&C Stocker Family Trust

Street Address: 1878 K Road

City/State/Zip: Fruita, CO 81521

Business Phone #: (970) 314-1093

E-Mail: stockerheating@gmail.com

Fax #:

Contact Person: Jeff Stocker

Contact Phone #: (970) 314-1093

Applicant Information

Name: Jeff Stocker

Street Address: 1878 K Road

City/State/Zip: Fruita, CO 81521

Business Phone #: (970) 314-1093

E-Mail: stockerheating@gmail.com

Fax #:

Contact Person: Jeff Stocker

Contact Phone #: (970) 314-1093

Representative Information

Name: Vortex Engineering, Inc.

Street Address: 2394 Patterson Rd, Suite 100

City/State/Zip: Grand Jct, CO 81505

Business Phone #: (970) 245-9051

E-Mail: rjones@vortexengineering.us

Fax #: (970) 245-7639

Contact Person: Robert W. Jones, II

Contact Phone #: (970) 245-9051

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

Date

11/14/18

Signature of Legal Property Owner

Date

11/14/18

**General Project Report
for
Stocker Suites Rezone Request**

Date: November 20, 2018

Prepared by: Robert W. Jones II, P.E.
Vortex Engineering and Architecture, Inc.
2394 Patterson Road, Suite 201
Grand Junction, CO 81505
(970) 245-9051
VEI# F18-047

Submitted to: City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Type of Design: Rezone from R16 (Residential, 12-16 du/ac)
to R24 (Residential, 16+du/ac)

Property Owner: W&C Stocker Family Trust
1878 K Road
Fruita, CO 81521

Property Address: 1213 N. 15th Street and 1420 Glenwood Avenue
Grand Junction, CO 81501

Tax Schedule No: 2945-123-00-091 and -092

1. Project Intent

This application is made to request a rezone of approximately .62 acres located at 1213 N. 15th Street and 1420 Glenwood Avenue from R16 (Residential 12-16 du/ac) to R24 (Residential, 16+ du/ac) in anticipation of future multi-family residential development.

2. Project Background and Description

The subject properties are located at 1213 N. 15th Street and 1420 Glenwood Avenue and are currently zoned R16 (12-16 du/ac). The applicant would like to rezone to the R24 zone district to construct multi-family dwelling units to be known as Stocker Suites.

The site is made up of two parcels with a total of approximately .62 acres. The site is bounded by residential uses to the north, east and west, commercial uses to the south. There is one single family home located on each of the two parcels with an older barn structure also located on 1213 N. 15th Street. These structures will either be removed or demolished to allow construction of the development.

The applicant would like to construct approximately 15 multi-family dwelling units on the two parcels. The current R16 would allow up to 12 dwelling units; therefore a



The applicant would like to construct a multi-family development that is very similar to what exists in the surrounding area with duplex, triplex and higher density multi-family dwelling units. Existing conditions of the surrounding area are noted on the map below.



Legal Description

The legal description of this site is as follows:

1420 Glenwood Avenue (2945-123-00-091):

BEG S 0DEG01'06SEC W 294.35FT & W 215.03FT FR NE COR LOT 2 GRANDVIEW SUB SEC 12 1S 1W W 50FT N 142.50FT E 50FT S 142.50FT TO POB

1213 N. 15th Street (2945-123-00-092):

BEG S 0DEG01'06SEC W 294.35FT & W 10.84FT FR NE COR LOT 2 GRANDVIEW SUB SEC 12 1S 1W W 204.19FT N 142.50FT E 52FT N 51.85FT E 3FT S 116FT E 155.06FT S 0DEG01'06SEC W 71.84FT S 41DEG55'51SEC W 8.75FT TO BEG

3. Neighborhood Meeting

A Neighborhood Meeting was held on Wednesday, November 14, 2018 at 5:30 pm at the Four Winds Coffee and Tea, located at 1235 Bookcliff Avenue, Grand Junction. The owner's representative provided an overview of the rezone request and a brief overview of the proposed development. Kris Ashbeck, Senior Planner with the City of Grand Junction also attended the meeting to answer questions about the City's rezone review process. A list of all those attending the meeting is attached to this report, as well as the primary issues of concern that were discussed during the meeting.

The meeting was attended by two (2) citizens and comments and questions were addressed by the applicant's representative and Kris Ashbeck from the City of Grand Junction.

Public notice for this application will be provided in accordance with Sec. 21.02.080(g) of the Grand Junction Municipal Code, including posting the subject properties on all public rights-of-way.

4. Comprehensive Plan

The Comprehensive Plan's Future Land Use Map shows the subject property as Village Center Mixed Use (VCMU, 8-24 du/ac). The proposed density of the R24 zone district (minimum 16 du/ac) is in keeping with existing land use development patterns of the surrounding neighborhood where up to 31 du/ac exist, and what is anticipated by the Village Center land use classification.

Redevelopment of the existing parcels would be considered an infill development due to the location within the community and the presence of existing utilities to serve the site. The subject property is located within the 201 Sewer Service Boundary and the Urban Development Boundary which is expected to develop and/or redevelop with urban densities and services.

The proposed development meets a number of the goals and policies of the Comprehensive Plan:

Goal 1, Policy D: For development that requires municipal services, those services shall be provided by a municipality or district capable of providing municipal services.

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

In addition to the goals and policies, the proposed development also meets the following Guiding Principles of the Comprehensive Plan:

Guiding Principle 2: Sustainable Growth Patterns – Fiscal sustainability where we grow efficiently and cost-effectively. Encourage infill and redevelopment and discourage growth patterns that cause disproportionate increases in cost of services.

Guiding Principle 3: Housing Variety – Allow, encourage more variety of housing types (more than just 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.



5. Zoning and Surrounding Areas

The applicant is requesting a rezone from the current R16 (Residential 12-16 du/ac) to R24 (Residential, 16+ du/ac) for future multi-family residential development. This request is consistent with, and supports, the Comprehensive Plan's Future Land Use Map classification of Village Center Mixed Use (VCMU, 8-24 du/ac).



Surrounding area zoning and land uses include:

North – R16 (Residential, 12-16 du/ac) with single and multi-family residential land uses

South – Light Commercial (C-1) with commercial land uses

West – R16 (Residential, 12-16 du/ac) with single and multi-family residential land uses

East – R16 (Residential, 12-16 du/ac) with single and multi-family residential land uses

The purpose of the R24 zone district is to provide for high density residential use. This district allows multi-family development within specified densities. R-24 may serve as a transitional district between single-family and trade zones. This district is intended to allow high density residential unit types and densities to provide a balance of housing opportunities in the community. It is appropriate in the Village and Neighborhood Centers.

The area surrounding the subject property is already an area of residential transition between North Avenue located one block to the south which is zoned Light Commercial, C-1, and the area to the north which is a mix of single and multi-family land uses primarily zoned R16.

It should be noted that although the area to the north, east and west of the subject property is zoned R16, there are several properties that are developed at a density higher than 16 dwelling units per acre, which is the maximum density permitted by the R16 zone district. This trend in the existing land use would suggest that a higher density is more desirable and acceptable given the proximity to North Avenue and the C-1 zoning along that corridor. Higher density housing is a logical support for the commercial land uses of the North Avenue corridor.

6. Utility Providers

All required and necessary utilities shall be provided concurrent with development of the subject property. Utility providers for the Elevation 4591 development have the capacity and willingness to serve the development. Public facilities such as medical, schools, parks and public safety are available to serve development on this site.

Utility providers for the site are as follows:

Sewer: City of Grand Junction/Persigo Wastewater Treatment Plant

Water: City of Grand Junction Water District

Gas/Electric: Xcel Energy

Drainage: Grand Valley Drainage District

Irrigation: Grand Valley Irrigation Company

Cable: Spectrum

7. Drainage

The topography of the site is generally flat with a high point of 4624' at the northeast corner of the property, then gently sloping to the southwest with a low point of 4622'. Stormwater drainage will be addressed under a separate development application at the time of actual construction of the multi-family dwelling units.

8. Wetlands and Floodplain

There are no known wetlands or floodplains associated with the subject property. The property is located within Flood Zone X which is outside the .02% annual chance of floodplain.

9. Approval Criteria

Section 21.02.140(a), **Approval Criteria**. In order to maintain internal consistency between this code and the zoning maps, map amendments must only occur if:

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

Response: Subsequent events have not invalidated the original premises for the anticipated land development of this area of the community. Both the Growth Plan and subsequent Comprehensive Plan anticipated residential development in this area of the community.

This criterion is not applicable.

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

Response: The majority of this neighborhood was developed prior to adoption of the current Comprehensive Plan and 2010 Zoning and Development Code. As such, there are pockets of development in the surrounding neighborhood that have been developed at densities that exceed the maximum permitted density for the current R16 zoning. In addition to the existing mix of single and multi-family development, the North Avenue Overlay district was also adopted subsequent to the Comprehensive Plan and 2010 Zoning and Development Code. The North Avenue corridor is zoned Light Commercial, C-I, and permits land uses that are compatible with the proposed R24 zone district.

Another change in this area of the community is reflected in the expansion of the Colorado Mesa University (CMU) campus. Numerous classroom buildings have been constructed on campus in recent years to support the growing study body and curriculum. Many of the CMU students chose to live off-campus which puts growing pressure on the community to provide additional housing units such as those proposed for the subject property should it be rezoned.

The proposed rezone to R24 supports and is consistent with the Village Center Mixed Use land use classification of the Comprehensive Plan.

This criterion has been MET.

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

Response: All required and necessary utilities shall be constructed concurrent with development of the subject property. Utility providers for the subject property have the capacity and willingness to serve future development. Public facilities such as medical facilities, schools, library and parks are adequate to serve the scope of anticipated residential development and are currently available within walking distance of the subject property.

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

Response: There are very few parcels of land within the community with a zoning of R24 that allows higher density development. The fact that several nearby parcels are developed at a density level that exceeds 16 dwelling units per acre (the maximum density permitted in the R16 zone district) suggests that there is in fact an inadequate supply of land designated for higher residential density.

This criterion has been MET.

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

Response: The immediate area, and the community overall, will benefit from the provision of higher density residential development that is constructed near the City Center and so many services within walking distance, including upper level education, medical, recreational and multiple food services. In addition to being in a walkable part of the community, the higher density provides much needed housing and makes more efficient use of the existing infrastructure such as streets, water and sewer lines, sidewalks, etc. More compact development benefits the community as a whole through more efficient use of infrastructure.

This criterion has been MET.

10. Development Schedule

It is anticipated that the request to rezone will be reviewed and scheduled for Planning Commission recommendation to City Council in approximately 8-10 weeks. The proposed residential development will be submitted under a separate land use application upon approval of the rezone request.

11. Conclusion

The request to rezone from R16 (Residential 12-16 du/ac) to R24 (Residential, 16+ du/ac) supports the Comprehensive Plan's Future Land Use Map classification of Village Center Mixed Use. After demonstrating how the requested rezone meets the goals, policies and Guiding Principles of the Comprehensive Plan and the approval criteria of the Zoning and Development Code, we respectfully request approval of the request to rezone to the R24 zone district.

12. Limitations/Restrictions

This report is a site-specific report and is applicable only for the client for whom our work was performed. The review and use of this report by City of Grand Junction, affiliates, and review agencies is fully permitted and requires no other form of authorization. Use of this report under other circumstances is not an appropriate application of this document. This report is a product of Vortex Engineering, Inc. and is to be taken in its entirety. Excerpts from this report when taken out of context may not convey the true intent of the report. It is the owner's and owner's agent's responsibility to read this report and become familiar with recommendations and findings contained herein. Should any discrepancies be found, they must be reported to the preparing engineer within 5 days.

The recommendations and findings outlined in this report are based on: 1) The site visit and discussion with the owner, 2) the site conditions disclosed at the specific time of the site investigation of reference, 3) various conversations with planners and utility companies, and 4) a general review of the zoning and transportation manuals. Vortex Engineering, Inc. assumes no liability for the accuracy or completeness of information furnished by the client or municipality/agency personnel. Site conditions are subject to external environmental effects and may change over time. Use of this report under different site conditions is inappropriate. If it becomes apparent that current site conditions vary from those reported, the design engineering should be contacted to develop any required report modifications. Vortex Engineering, Inc. is not responsible and accepts no liability for any variation of assumed information.

Vortex Engineering, Inc. represents this report has been prepared within the limits prescribed by the owner and in accordance with the current accepted practice of the civil engineering profession in the area. No warranty or representation either expressed or implied is included or intended in this report or in any of our contracts.

**Neighborhood Meeting Notes/List of Attendees
November 14, 2018**



November 19, 2018

City of Grand Junction
Kris Ashbeck, Senior Planner
250 N. 5th Street
Grand Junction, CO 81501

RE: Neighborhood Meeting - Rezone
Stocker Suites
Date: Wednesday, November 14, 2018
Time: 5:30 p.m. – 6:30 p.m.
Location: Four Winds Coffee & Tea

Dear Ms. Ashbeck:

On Wednesday, November 14, 2018, a Neighborhood Meeting was held from 5:30 – 6:30 pm at the Four Winds Coffee & Tea for the proposed Stocker Suites rezone. An overview of the proposed rezone to R24 was presented by Lisa Cox of Vortex Engineering, Inc., followed by questions from the neighborhood residents.

The meeting was attended by two (2) residents. Comments and concern were voiced during the meeting. No written comments were received.

The following is a synopsis of the questions posed by the neighborhood residents:

- What is the difference between R16 and R24?
- When will demolition begin?
- Concern regarding windows on the north side looking down on other property.
- What is the process?
- Where will access be to the property?
- What will the impact of traffic be?

Lisa Cox with Vortex Engineering, Inc., stated that the property is currently zoned R16 and we are submitting for a R24 zone. She explained that the Comprehensive Plan, which is the City of Grand Junction and Mesa County's long range plan, designates parcels with a range of densities that are implemented by various zone districts and the R24 zone is consistent with the vision of the city.

Kris Ashbeck, Senior Planner with the City of Grand Junction was there to provide information and answer questions specific to City Policies and Procedures. Kris explained that residents will be notified of future applications; however another neighborhood meeting is not required.

At 5:53 p.m. Lisa Cox thanked those who attended the neighborhood meeting and shared their concerns. The meeting was then closed.

Upon your review of the meeting notes, should you have any questions or amendments, please do not hesitate to contact me at 970-245-9051.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert W. Jones II". The signature is fluid and cursive, with a large, stylized "R" at the beginning.

Robert W. Jones II, P.E.
Vortex Engineering & Architecture, Inc.

Cc: File

**Stocker Suites Rezone
Neighborhood Meeting Sign In Sheet
November 14, 2018**

	Full Name (Printed)	Address	City	Zip
1	Jennifer Kristensen	2394 Patterson Rd., Ste 201	GJ, CO	81505
2	Richard H. Wagner	3274 F 3/0 Rd	Clifton CO	81520
3	Lisa Cox	2394 Patterson Rd; Ste. 201	GJ, CO	81505
4	Matt Telande	2755 North Ave	GJ CO	81507
5	Wendell Hank Stocker	1878 K Rd	Arvada CO	81521
6	Kristen Ashbeck	City Hall	GJ CO	81501
7	Jeff Stocker	338 Hill Ave	GJ CO	81501
8				
9	*858-7784 / Cheryl's phone number			
10				
11				
12				
13				
14				
15				

11/14/1986 5:30 → 5:53
Neighborhood Meeting / Stocker Suites

2 Residents Present: Matt Tilinde &
Dick Wagner.

Applicants: Cheryl
Wendell } Stocker Present
Jeff

Lisa Ashbeck
Lisa Cox
myself

Lisa explained same to K24 explained
met City's comprehensive plan and
is consistent w/ City's plan.

Jeff ~~before~~ Stocker talked about what
this plan is

Lisa Ashbeck went thru policies &
procedures of city

Mr. Wagner was in favor of
project as long as the applicant
is respectful to his property
and his mother's house.

Residents discussed history of
area and meeting was adjourned at
5:53 p.m.

October 30, 2018

VIA: US Mail

Adjacent Property Owner
Grand Junction, CO

RE: Stocker Suites Rezone
1420 Glenwood Ave. & 1213 N. 15 St.
Grand Junction, CO 81501

Dear Property Owner:

The above referenced property will soon be the subject of a Rezone application with the City of Grand Junction's Community Development Department. A Neighborhood Meeting will be held to introduce the proposed rezone to you and to answer any questions that you might have about the project.

A Neighborhood meeting will be held on Wednesday, November 14, 2018 at 5:30 pm at the Four Winds Coffee & Tea, located at 1235 Bookcliff Avenue, Grand Junction.

The Neighborhood Meeting is held to allow the neighborhood an opportunity to understand the rezone request, answer questions and to collect neighbor's thoughts and ideas about the new development. The property owner's representative and a City Planner will be at the meeting to discuss the new development. We hope to see you there too!

Please don't hesitate to contact me at 970-245-9051, or by email at rjones@vortexeng.us should you have any questions about this project.

Sincerely,

Vortex Engineering & Architecture, Inc.



Robert W. Jones, II, P.E.

cc: File

Stocker Suites Location



Attach this form to the name and address list at submittal to ensure credit for payment.

**ADJACENT PROPERTY OWNER
NAME & ADDRESS ORDER FORM**

☒ Please check if labels are needed for a Neighborhood Meeting. Name & address lists are valid for 6 months only. If the project goes to Planning Commission later than 6 months from submittal, another request for names & addresses must be submitted, along with an additional \$50.

TAX PARCEL #: 2945-123-00-091 & 2945-123-00-092

PROPERTY ADDRESS: 1420 Glenwood Avenue & 1213 N 15th Street, Grand Junction, CO 81501

PROPERTY OWNER: Stocker W & C Trust

CONTACT PERSON: Jeff Stocker

MAILING ADDRESS: 1878 K Road
Fruita, CO 81521

APPLICANT: Stocker W & C Trust

CONTACT PERSON: Jeff Stocker

MAILING ADDRESS: 1878 K Road
Fruita, CO 81521

PROJECT REPRESENTATIVE: Vortex Engineering, Inc.

CONTACT PERSON: Jennifer Christensen

MAILING ADDRESS: 2394 Patterson Road, Ste 201
Grand Junction, CO 81521 81505-1872

PHONE NUMBER: (970) 245-9051

*This request for labels and/or the name and address list **MUST BE SUBMITTED A MINIMUM OF 2 WEEKS PRIOR** to the Neighborhood Meeting or prior to the submittal of the project.

FEE: \$50.00

DATE PAID: _____ **RECEIPT #:** _____

The adjacent property mailing list is created by pulling all property owners within 500 feet and all Homeowners Associations or citizens groups within 1000 feet of all properties involved in the project. The property owner information is put together using the information in the Mesa County Assessor's records and the HOA's and citizens groups on record with the City of Grand Junction Public Works and Planning Department.

1307 LLC
138 VISTA GRANDE RD
GRAND JUNCTION CO 81507-1468

1313 GLENWOOD LLC
2221 IDELLA CT
GRAND JUNCTION CO 81505-7019

1401 GLENWOOD LLC
3131 B RD
GRAND JUNCTION CO 81503-9618

1402 LLC
2439 H RD
GRAND JUNCTION CO 81505-9647

1530 NORTH AVE LLC
120 PONDEROSA DR
RIDGWAY CO 81432-9418

1600 NORTH AVE LLC
1241 GUNNISON AVE
GRAND JUNCTION CO 81501-4448

AESCHLIMANN MARK
PO BOX 9
GRAND JUNCTION CO 81502-0009

ASA CO PROPERTIES LLC
30 N GOULD ST STE R
SHERIDAN WY 82801-6317

BAYLEY DENNIS R
BAYLEY DEBORAH D
311 APPLEWOOD CT
FRUITA CO 81521-8811

BERENTIS CHERYL
2890 ORCHARD AVE
GRAND JUNCTION CO 81501-5375

BERTRAMI MATTHEW A
GALLO DEBORAH ANN
PO BOX 88230
COLORADO SPRINGS CO 80908-8230

BJORK MELISSA A
1312 BUNTING AVE
GRAND JUNCTION CO 81501-4320

BRODAK J&M FAMILY TRUST
360 PIKES PEAK DR
GRAND JUNCTION CO 81507-1740

BURD VICKI M
BURD MONTE L
1302 BUNTING AVE
GRAND JUNCTION CO 81501-4320

CHESKATY RUTH A
1240 N 15TH ST
GRAND JUNCTION CO 81501-4302

CITY OF GRAND JUNCTION
KRISTEN ASHBECK
250 N 5TH ST
GRAND JUNCTION CO 81501-2628

CITY OF GRAND JUNCTION
LINCOLN PARK
1340 GUNNISON AVE
GRAND JUNCTION CO 81501-4403

CLAEYS SUSAN MARIE TRUST
2884 TEXAS AVE
GRAND JUNCTION CO 81501-5015

CLEMENTS PATRICK M
1402 N 15TH ST
GRAND JUNCTION CO 81501-4306

COCHRAN ENTERPRISES LLC
749 W WILSHIRE CT
GRAND JUNCTION CO 81506-1826

COOK JAMES STACEY
2332 W RIDGES BLVD
GRAND JUNCTION CO 81507-1680

COX ROSA E
1304 N 15TH ST
GRAND JUNCTION CO 81501-4304

DAKOTA WEST PROPERTIES LLC
PO BOX 551
FRUITA CO 81521-0551

DARLING ANN
1358 N 15TH ST
GRAND JUNCTION CO 81501-4304

DEROSE MELISSA ANN
1237 N 16TH ST
GRAND JUNCTION CO 81501-4307

DIDONATO RANDY J
DIDONATO CHERYL J
611 N 1ST ST
GRAND JUNCTION CO 81501-2233

DOCKERY ROGER D
DOCKERY TAMMY R
1215 N 16TH ST
GRAND JUNCTION CO 81501-4307

EDENS KAREN L
623 SIERRA CT
GRAND JUNCTION CO 81507-1018

ESPINOZA SI D
ESPINOZA TAWNY C
2609 KELLEY DR
GRAND JUNCTION CO 81506-8381

F&E GRAND JUNCTION LLC
166 E 14000 S STE 210
DRAPER UT 84020-5455

FORTY BELOW LLC
1725 8 RD
MACK CO 81525-9737

GEGENHEIMER GAYLE
GARTETZ HOLLY
PO BOX 232
TUMACACORI AZ 85640-0232

GJRES LLC
549 PINNACLE CT
GRAND JUNCTION CO 81507-1430

GRAND JUNCTION HOUSING
AUTHORITY
1011 N 10TH ST
GRAND JUNCTION CO 81501-3166

GRCS PROPERTIES LLC
3662 G 4/10 RD
PALISADE CO 81526-9750

HAMS JEFFREY C
CALVERT JILL
PO BOX 49536
COLORADO SPRINGS CO 80949-9536

HARRISON RYAN T
3334 MUSIC LN
GRAND JUNCTION CO 81506-1918

HARTER AMANDA M
2015 N 8TH ST
GRAND JUNCTION CO 81501-2902

HAYES HENRY HOWARD
HAYES ANN J B
624 30 RD
GRAND JUNCTION CO 81504-5560

HEALD DAVID D
HEALD STEPHANIE
2432 SPANISH BRANCH CT
GRAND JUNCTION CO 81505-9753

HOFFER ANDREW P
HOFFER CATHERYN CHRISTENSEN
1612 GLENWOOD AVE
GRAND JUNCTION CO 81501-4336

JAMES GALE M
JAMES FRANK A
1300 N 16TH ST
GRAND JUNCTION CO 81501-4310

JODAN HOLDINGS LLC
686 39 RD
PALISADE CO 81526-9312

JOHNSON ROBERT L
JOHNSON JACQUELINE V
1611 CREST VIEW CT
GRAND JUNCTION CO 81506-5235

KING MARILYN TRUSTEE
9732 HIBISCUS DR
GARDEN GROVE CA 92841-1717

LIPTON MARGARET J
381 1/2 EXPLORER CT APT B
GRAND JUNCTION CO 81507-2690

LLG FAMILY TRUST
1259 N 16TH ST
GRAND JUNCTION CO 81501-4307

LUSBY ERIC W
2584 PATTERSON RD UNIT 1
GRAND JUNCTION CO 81505-1451

M & W PROPERTIES LLC
1410 NORTH AVE
GRAND JUNCTION CO 81501-6420

MARASCO RAE O TRUST
653 26 1/2 RD
GRAND JUNCTION CO 81506-1444

MARTINEZ DANIEL R
1218 N 15TH ST
GRAND JUNCTION CO 81501-4302

MAZZUCA INVESTMENTS LLC
1340 NORTH AVE
GRAND JUNCTION CO 81501-6419

MCGILL IAN
KUNCIR-MCGILL KRISTA A
1450 BUNTING AVE
GRAND JUNCTION CO 81501-4322

MCGOVERN ENTERPRISES INC PIZZA
HUT #771
PO BOX 2438
LIBERAL KS 67905-2438

MOJO PROPERTY MANAGEMENT LLC
1946 STAR CANYON DR
GRAND JUNCTION CO 81507-9528

MORSE LIVING TRUST
1018 TWINING AVE
SAN DIEGO CA 92154-2559

MOUNTAIN PROPERTIES WEST LLC
3755 HORIZON GLEN CT
GRAND JUNCTION CO 81506-5424

NICHOLS JEFFERY B
NICHOLS JENNY L
1315 N 16TH ST
GRAND JUNCTION CO 81501-4309

NIESLANIK MATT
NIESLANIK HEATHER
1445 KENNEDY AVE
GRAND JUNCTION CO 81501-4341

NOBLE MARIA A SERAFINO-
236 GUNNISON AVE UNIT A
GRAND JUNCTION CO 81501-2312

NORTH AVENUE OWNERS
ASSOCIATION
POPPY WOODY
1708 NORTH AVE
GRAND JUNCTION CO 81501-6423

ON TRACK INVESTMENTS LLC
965 E OTTLEY AVE
FRUITA CO 81521-2421

PARK DARRIN J
1325 BUNTING AVE
GRAND JUNCTION CO 81501-4319

PELIS PAUL J
6976 PIN OAKS DR
DENVER NC 28037-7610

PERRY DOUGLAS
PERRY VICKI, PERRY CONNIE
2215 OAKRIDGE LN
COLORADO SPRINGS CO 80915-1017

PHOENIX APARTMENTS
HRWC - COLEEN SIMPSON
524 30 RD STE 3
GRAND JUNCTION CO 81504-4437

REAMS LIVING TRUST
899 24 1/2 RD
GRAND JUNCTION CO 81505-9629

RIEVES SARAH KATHLEEN
RIFVFS CI ARK MICHAEL
307 PARK DR
GLENWOOD SPRINGS CO 81601-4137

RITTWAGER THOMAS MARTIN
1402 BUNTING AVE
GRAND JUNCTION CO 81501-4322

SCHAEFER BRADLEY J
SCHAEFER LESLIE A
726 CENTAURI CT
GRAND JUNCTION CO 81506-1993

SCHMIDT DANIEL L
SCHMIDT PATRICIA M
1236 N 16TH ST
GRAND JUNCTION CO 81501-4308

SMITH CHRISTOPHER MICHAEL
1244 N 16TH ST
GRAND JUNCTION CO 81501-4308

SMITH GREGORY M
SMITH CONSTANCE M
216 ALCOVE DR
GRAND JUNCTION CO 81507-1463

SPARKS JENNIFER J
535 FRUITWOOD DR
GRAND JUNCTION CO 81504-5782

STEVES LESLIE PETER
STEVES SANDRA K
2982 CRAIG ST
GRAND JUNCTION CO 81503-2442

STICKEROD HALEY A
1805 GRAND AVE
GRAND JUNCTION CO 81501-4521

STOCKER W&C TRUST
JEFF STOCKER
1878 K RD
FRUITA CO 81521-9084

SUMMIT PARTNERS - GLENWOOD
LLC
2455 HOME RANCH CT
GRAND JUNCTION CO 81505-8646

TAMBURELLO GREGORY J
TAMBURELLO ANNE E
2446 RUBY MESA CT
GRAND JUNCTION CO 81505-8629

TAYLOR RONALD C
TAYLOR J BRETT, TAYLOR K ELAINE
1267 N 15TH ST
GRAND JUNCTION CO 81501-4301

TELINDE MATT
1412 GLENWOOD AVE UNIT 4
GRAND JUNCTION CO 81501-4361

TJH VENTURES LLC
PO BOX 2749
GRAND JUNCTION CO 81502-2749

VENABLE LAURA
545 W GREENWOOD DR
GRAND JUNCTION CO 81507-2517

VORTEX ENGINEERING INC
JENNIFER CHRISTENSEN
2394 PATTERSON RD STE 201
GRAND JUNCTION CO 81505-1472

WACOCOLO LLC
PO BOX 2206
GRAND JUNCTION CO 81502-2206

WAGNER HELEN GERTRUDE
WAGNER JOY B, WAGNER RICHARD H
1215 N 15TH ST
GRAND JUNCTION CO 81501-4301

WATTS ZACHARY M
WATTS DARRIN
1359 BUNTING AVE
GRAND JUNCTION CO 81501-4319

WILSON GREGORY N
1224 N 16TH ST
GRAND JUNCTION CO 81501-4308

WITHERS GARY PATRICK
WITHERS BRENDA F
2700 G RD APT 12D
GRAND JUNCTION CO 81506-1408

ZASTROW STEPHEN P
ZASTROW BRIDGET M
525 REED MESA DR
GRAND JUNCTION CO 81507-1108

ZIEMBA JON PAUL
3332 F 5/8 RD
CLIFTON CO 81520-8117

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ZONING PROPERTIES AT 1312 NORTH 15TH STREET AND 1420 GLENWOOD AVENUE FROM R-16 (RESIDENTIAL, 12-16 DU/AC) TO R-24 (RESIDENTIAL, 24+ DU/AC)

Recitals

The property owner has requested a Rezone for 0.625 acre of land from R-16 to the R-24 zone district.

After public notice and public hearing as required by the Grand Junction Municipal Code, the Grand Junction Planning Commission recommended approval of rezoning 1213 North 15th Street and 1420 Glenwood Avenue from the R-16 (Residential, 12-16 du/ac) to the R-24 (Residential, 24+ du/ac) zone district finding that it conforms with the recommended land use category as shown on the future land use map of the Comprehensive Plan and the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area. The zone district meets the criteria found in Section 21.02.140 of the Grand Junction Municipal Code.

After public notice and public hearing before the Grand Junction City Council, City Council finds that the R-24 (Residential, 24+ du/ac) zone district is in conformance with the stated criteria of Section 21.02.140 of the Grand Junction Municipal Code.

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

The following properties be rezoned R-24 (Residential, 24+ du/ac).

1213 North 15th Street

Commencing at the Northeast Corner of Lot 2 of Grandview Subdivision and assuming the East line of Lot 2 to bear South 00deg.01'06" West with all bearings herein relative thereto; thence South 00deg.01'06" West a distance of 294.35 feet to a point; thence South 90deg.00'00" West a distance of 10.84 feet to the True Point of Beginning; thence South 90deg.00'00" West a distance of 204.19 feet; thence North 00deg.00'00" East a distance of 142.50 feet; thence North 90deg.00'00" East a distance of 52.00 feet; thence North 00deg.00'00" East a distance of 51.85 feet; thence South 90deg.00'00" East a distance of 3.00 feet; thence South 00deg.00'00" East a distance of 116.00 feet; thence North 90deg.00'00" East a distance of 155.06 feet; thence South 00deg.01'06" West a distance of 71.84 feet; thence South 41deg.55'51" West a distance of 8.75 to the True Point of Beginning, Mesa County, Colorado.

1420 Glenwood Avenue

Commencing at the NE Corner of Lot 2 of Grandview Subdivision and assuming the East line of Lot 2 to bear South 00deg.01'06" West with all bearings herein relative thereto; thence South 00deg.01'06" West a distance of 294.35 feet to a point; thence South 90deg.00'00" West a distance of 215.03 feet to the true point of beginning; thence North 90deg.00'00" West a distance of 50.00 feet; thence North 00deg.00'00" East a distance of 142.50 feet; thence North 90deg.00'00" East a distance of 50.00 feet; thence South 00deg.00'00" East a distance of 50.00 feet; thence South 00deg.00'00" East a distance of 142.50 feet to the true point of beginning;

Together with any and all water, water rights, ditch and ditch rights belonging thereto.

CONTAINING 27,225 Square Feet or 0.625 Acre, more or less, as described.

INTRODUCED on first reading the 20th day of February, 2019 and ordered published in pamphlet form.

ADOPTED on second reading the 6th day of March, 2019 and ordered published in pamphlet form.

ATTEST:

President of the Council

City Clerk



Grand Junction City Council

Regular Session

Item #4.a.vi.

Meeting Date: March 6, 2019

Presented By: Kathy Portner, Community Services Manager

Department: Community Development

Submitted By: Kathy Portner

Information

SUBJECT:

An Ordinance Vacating a Portion of the Dos Rios Drive and C 3/4 Road Right-of-Way Within the Jarvis Subdivision Plat Located at 2595 Riverside Parkway

RECOMMENDATION:

The Planning Commission heard this item at their February 26, 2019 meeting and recommended approval (5-0).

EXECUTIVE SUMMARY:

The City-owned 60-acre site, located between Highway 50 and the Riverside neighborhood along the Colorado River, was recently platted to accommodate future redevelopment. Dos Rios Drive was dedicated on the original plat to provide access from Riverside Parkway to the pre-existing C 3/4 Road right-of-way. Refinements to the Dos Rios development plan necessitate the slight realignment of Dos Rios Drive and C 3/4 Road to accommodate the redevelopment.

BACKGROUND OR DETAILED INFORMATION:

The City acquired the 60-acre Dos Rios site (formerly known as the Jarvis property) in the 1990s. The property is located on the north bank of the Colorado River between the Highway 50/railroad bridge and the Riverside neighborhood. Since that time, the property has been cleared, the Riverfront Trail was extended, and a backwater pond for endangered fish was created between the trail and River. The remaining acreage was intended for redevelopment.

The property was recently platted to serve future redevelopment. Dos Rios Drive was

dedicated on the original plat to provide access from Riverside Parkway to the pre-existing C $\frac{3}{4}$ Road right-of-way. Refinements to the Dos Rios development plan necessitate the slight realignment of Dos Rios Drive and C $\frac{3}{4}$ Road to accommodate planned future redevelopment. The small areas to be vacated include 679 square feet of Dos Rios Drive and 1,024 square feet of C $\frac{3}{4}$ Road. The Riverfront at Dos Rios Filing Two replat will incorporate the vacated right-of-way into Lot 7. The Public Service Easement, per Book 1699, Page 739, will remain on the vacated C $\frac{3}{4}$ Road right-of-way. There are no utilities located within the right-of-way proposed to be vacated.

NOTIFICATION REQUIREMENTS

As required by Section 21.02.080(e) of the Zoning and Development Code, a Neighborhood Meeting was held on November 15, 2018 for the proposed Outline Development Plan/Planned Development that included the road realignment. Twenty-eight people attended the meeting along with City Staff. There were no objections noted to the Dos Rios development plans.

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 February 15, 2019. The notice of this public hearing was published February 19, 2019 in the Grand Junction Daily Sentinel.

ANALYSIS

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

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

The proposed right-of-way vacation is addressed by the following Goal of the Comprehensive Plan.

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.

Policy C: The Regional Transportation Plan will be used as a basis for development review and to help prioritize capital improvement programming. The City and County will maintain Capital Improvement Plans (CIPs) which prioritize road and alley improvements based on needs for traffic flow, safety enhancements, maintenance and linkages.

Goal 11: Public facilities and services for our citizens will be a priority in planning for growth.

Vacation of the right-of-way will have no impact on public facilities or services provided to the general public and will enhance the redevelopment efforts. Staff therefore finds this request conforms with this criterion.

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

The request to vacate portions of the right-of-way will not render any parcel landlocked. Therefore, staff finds the vacation request meets with this criterion.

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 by the right-of-way vacation. Staff finds 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 right-of-way vacation will allow for better alignment of the public street that will serve the Dos Rios development and the existing Public Service easement will be retained; therefore, there will be no adverse impacts to the community and no impacts on the public facilities and services that serve this or any adjacent parcel of land.

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 and services exist for these properties, or will be extended with the development of the property and as such provision of services shall not be inhibited to any property. Staff has therefore found this request to conform with this criterion.

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

Vacation of this right-of-way will provide benefit to the City by allowing for the

realignment of the access into this portion of the site; thereby enhancing the redevelopment opportunities. Staff finds this request conforms with this criterion.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing VAC-2019-41, a request to vacate a portion of the public right-of-way for Dos Rios Drive and C ¾ Road to realign the street, the following findings of fact were made:

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

Therefore, staff recommends approval of the request to vacate the right-of-way.

FISCAL IMPACT:

This land use action does not have any direct fiscal impact.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance 4841, an ordinance vacating a portion of the Dos Rios Drive and C 3/4 Road right-of-way within the Jarvis Subdivision Plat, located at 2595 Riverside Parkway on final passage and order final publication in pamphlet form.

Attachments

1. Vicinity Map
2. Riverfront at Dos Rios Filing Two Replat
3. Ordinance



RIVERFRONT AT DOS RIOS FILING TWO

LYING WITHIN THE NE 1/4 OF NE 1/4 OF SEC 22 AND NW 1/4 OF NW 1/4 OF SEC 23, TWP 1S, RGE 1W, U.P.M.
BEING A REPLAT OF LOT 7 JARVIS SUBDIVISION FILING ONE, RECEPTION NO. 2790938
AND VACATED RIGHTS OF WAY PER RECEPTION NO. 2790938 (ORDINANCE NO. 2790938)
AND ADDITIONAL RIGHT OF WAY PER RECEPTION NO. 2790938
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO

SHEET 2 OF 2

LEGEND OF SYMBOLS

- FOUND ALIQUOT CORNER, AS DESCRIBED.
- FOUND 30" LONG #5 REBAR WITH A 2" ALUMINUM CAP, STAMPED CITY OF GRAND JUNCTION, PLS NO. 3284, FLUSH WITH GROUND, EMBEDDED IN CONCRETE, UNLESS OTHERWISE NOTED.
- FOUND 3/8" IRON ROD WITH 1.5" MAROON COLORED PLASTIC CAP, PLS # 3884, CITY OF GRAND JUNCTION, UNLESS OTHERWISE NOTED.

ABBREVIATIONS

- RAD = RADIUS
- PD = FOUND
- AL = ARC LENGTH
- CONG = CONCRETE
- Δ = CENTRAL ANGLE
- CHB = CHORD BEARING
- CHL = CHORD LENGTH
- COR = CORNER
- TWP = TOWNSHIP
- PR = PRINCIPAL MERIDIAN
- RE = RANGE
- BE = BEARING
- PLS = PROFESSIONAL LAND SURVEYOR
- PLS = PLAT
- FT = FEET
- M.P.E. = MULTIPURPOSE EASEMENT
- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- REC = RECEPTION
- LS = LAND SURVEYOR
- R/W = RIGHT OF WAY
- SEC = SECTION
- NO = NUMBER
- ST = STATE
- U.P.M. = UTE INDUSTRIAL MERIDIAN
- PD = FOUND

GRAPHIC SCALE

1" = 20' = 60' = 120' = 240' = 480' = 960' = 1920' = 3840' = 7680' = 15360' = 30720' = 61440' = 122880' = 245760' = 491520' = 983040' = 1966080' = 3932160' = 7864320' = 15728640' = 31457280' = 62914560' = 125829120' = 251658240' = 503316480' = 1006632960' = 2013265920' = 4026531840' = 8053063680' = 16106127360' = 32212254720' = 64424509440' = 128849018880' = 257698037760' = 515396075520' = 1030792151040' = 2061584302080' = 4123168604160' = 8246337208320' = 16492674416640' = 32985348833280' = 65970697666560' = 131941395333120' = 263882790666240' = 527765581332480' = 1055531162664960' = 2111062325329920' = 4222124650659840' = 8444249301319680' = 16888498602639360' = 33776997205278720' = 67553994410557440' = 135107988821114880' = 270215977642229760' = 540431955284459520' = 1080863910568919040' = 2161727821137838080' = 4323455642275676160' = 8646911284551352320' = 17293822569107104640' = 34587645138214209280' = 69175290276428418560' = 138350580552856837120' = 276701161105713674240' = 553402322211427348480' = 1106804644422854696960' = 2213609288845709393920' = 4427218577691418787840' = 8854437155382837575680' = 17708874310765675151360' = 35417748621531350302720' = 70835497243062700605440' = 141670994486125401210880' = 283341988972250802421760' = 566683977944501604843520' = 1133367955889003209687040' = 2266735911778006419374080' = 4533471823556012838748160' = 9066943647112025677496320' = 18133887294224051354992640' = 36267774588448102709985280' = 72535549176896205419970560' = 145071098353792410839941120' = 290142196707584821679882240' = 580284393415169643359764480' = 1160568786830339286719528960' = 2321137573660678573439057920' = 4642275147321357146878115840' = 9284550294642714293756231680' = 18569100589285428587512463360' = 37138201178570857175024926720' = 74276402357141714350049853440' = 148552804714283428700099706880' = 297105609428566857400199413760' = 594211218857133714800398827520' = 1188422437714267429600797655040' = 2376844875428534859201595310080' = 4753689750857069718403190620160' = 9507379501714139436806381240320' = 19014759003428278873612762480640' = 38029518006856557747225524961280' = 76059036013713115494451049922560' = 152118072027426230988902099845120' = 304236144054852461977804199690240' = 608472288109704923955608399380480' = 1216944576219409847911216798760960' = 2433889152438819695822433597521920' = 4867778304877639391644867195043840' = 9735556609755278783289734390087680' = 19471113219510557566579468780175360' = 38942226439021115133158937560350720' = 77884452878042230266317875120701440' = 155768905756084460532635750241402880' = 311537811512168921065271500482805760' = 623075623024337842130543000965611520' = 1246151246048675684261086001931223040' = 2492302492097351368522172003862446080' = 4984604984194702737044344007724892160' = 9969209968389405474088688015449784320' = 19938419936778810948177376030899568640' = 39876839873557621896354752061799137280' = 79753679747115243792709504123598274560' = 159507359494230487585419008247196549120' = 319014718988460975170838016494393098240' = 638029437976921950341676032988786196480' = 1276058875953843900683352065977572392960' = 2552117751907687801366704131955144785920' = 5104235503815375602733408263910289571840' = 10208471007630751205466816527820579143680' = 20416942015261502410933633055641158287360' = 40833884030523004821867266111282316574720' = 81667768061046009643734532222564633149440' = 163335536122092019287469064445129266298880' = 326671072244184038574938128890258532597760' = 653342144488368077149876257780517065195520' = 1306684288976736154299752515561034130391040' = 2613368577953472308599505031122068260782080' = 5226737155906944617199010062244136521564160' = 10453474311813889234398020124488270523128320' = 20906948623627778468796040248976541046256640' = 41813897247255556937592080497953082092513280' = 83627794494511113875184160995906164185026560' = 167255588989022227750368321991812328370053120' = 334511177978044455500736643983624656740106240' = 669022355956088911001473287967249313480212480' = 1338044711912177822002946575934498626960424960' = 2676089423824355644005893151868997253920849920' = 535217884764871128801178630373799450784169840' = 1070435769529742257602357260747598901568339680' = 2140871539059484515204714521495197803136679360' = 4281743078118969030409429042990395606273358720' = 8563486156237938060818858085980791212546717440' = 17126972312475876121637716171961582425093434880' = 34253944624951752243275432343923164850186869760' = 68507889249903504486550864687846329700373739520' = 137015778499807008973101729375692659400747479040' = 274031556999614017946203458751385318801494958080' = 548063113999228035892406917502770637602989916160' = 1096126227998456071784813835005541275205979832320' = 2192252455996912143569627670011082550411959664640' = 4384504911993824287139255340022165100823919329280' = 8769009823987648574278510680044330201647838658560' = 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CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE VACATING A PORTION OF THE DOS RIOS DRIVE AND C $\frac{3}{4}$ ROAD RIGHT-OF-WAY WITHIN THE JARVIS SUBDIVISION PLAT, LOCATED AT 2595 RIVERSIDE PARKWAY

Recitals:

The City acquired the 60-acre Dos Rios site in the 1990s. The property is located on the north bank of the Colorado River between the Highway 50/railroad bridge and the Riverside neighborhood. Since that time, the property has been cleared, the Riverfront Trail was extended, and a backwater pond for endangered fish was created between the trail and River. The remaining acreage was intended for redevelopment.

The property was recently platted to serve future redevelopment. Dos Rios Drive was dedicated on the original plat to provide access from Riverside Parkway to the pre-existing C $\frac{3}{4}$ Road right-of-way. Refinements to the Dos Rios development plan necessitate the slight realignment of Dos Rios Drive and C $\frac{3}{4}$ Road to accommodate the redevelopment. The small areas to be vacated include 679 s.f. of Dos Rios Drive and 1,024 s.f. of C $\frac{3}{4}$ Road. The Riverfront at Dos Rios Filing Two replat will incorporate the vacated right-of-way into Lot 7. The Public Service Easement, per Book 1699, Page 739, will remain on the vacated C $\frac{3}{4}$ Road right-of-way. There are no utilities in the right-of-way to be vacated.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, and upon recommendation of approval by the Planning Commission, the Grand Junction City Council finds that the request to vacate certain right-of-way within the Jarvis Subdivision plat 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 DEDICATED RIGHT-OF-WAY IS HEREBY VACATED:

A certain parcel of land lying in the Northeast Quarter of the Northeast Quarter (NE $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 22, Township 1 South, Range 1 West of the Ute Principal Meridian and lying entirely within Lot 7, Jarvis Subdivision Filing One, as same is recorded with Reception No. 2790938, Public Records of Mesa County, Colorado and being more particularly described as follows:

BEGINNING at the Southwest corner of said Lot 7 and assuming the South line of said Lot 7 bears N 89°57'26" W with all other bearings contained herein are relative thereto; thence from said Point of Beginning, N 00°02'34" E, along the West line of said Lot 7, a distance of 52.22 feet; thence S

51°40'32" E, a distance of 46.28 feet to a point being the beginning of a 204.32 foot radius curve, concave Northeast, whose long chord bears S 58°00'47" E with a long chord length of 44.50 feet; thence Southeasterly along the arc of said curve, thru a central angle of 12°30'11", an arc length of 44.59 feet, more or less, to a point on the South line of said Lot 7; thence N 89°57'26" W, along said South line, a distance of 74.09 feet, more or less, to the Point of Beginning.

See Exhibit A.

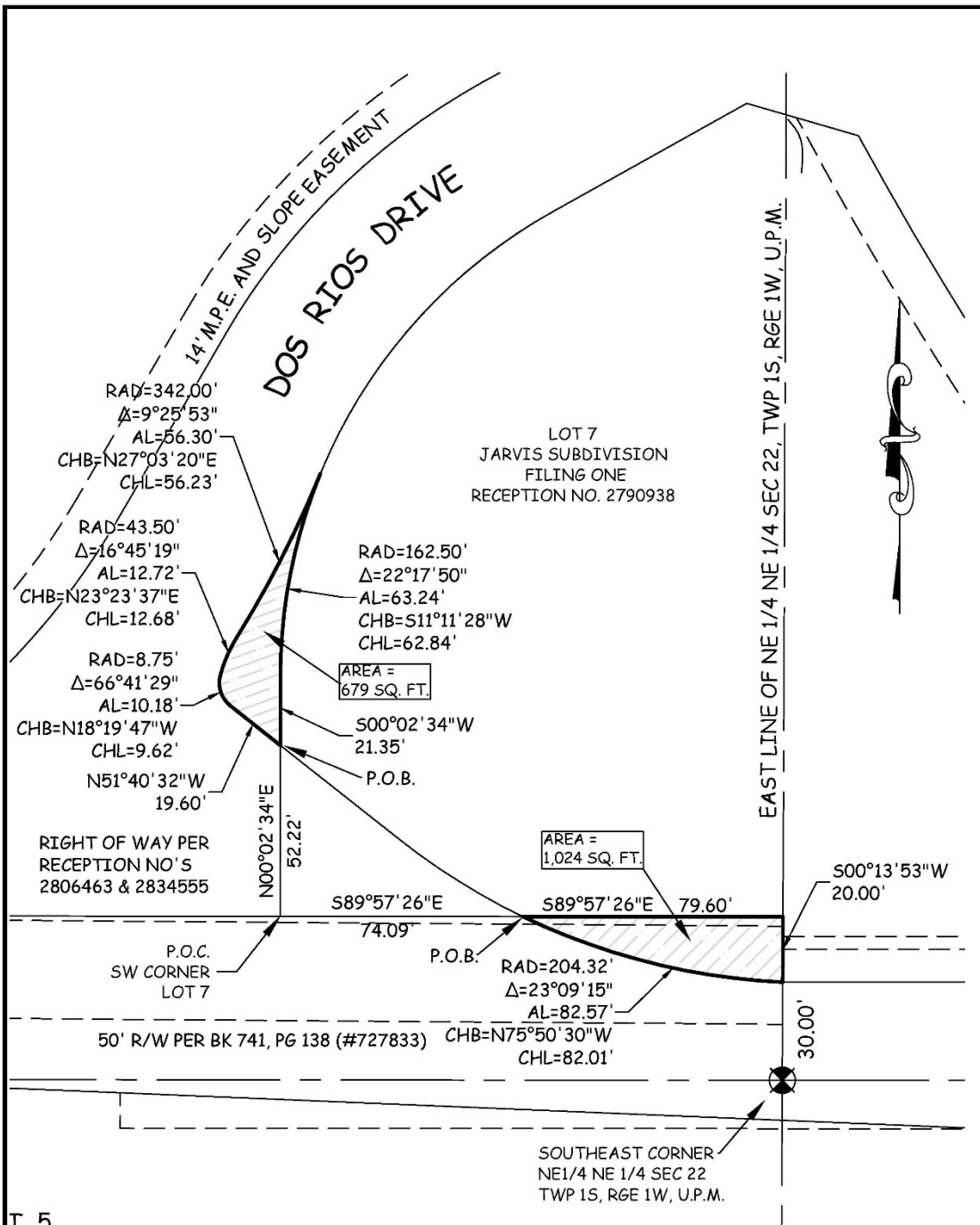
Introduced on first reading this _____ day of _____, 2019 and ordered published in pamphlet form.

Adopted on second reading this _____ day of _____, 2019 and ordered published in pamphlet form.

ATTEST:

City Clerk

Mayor



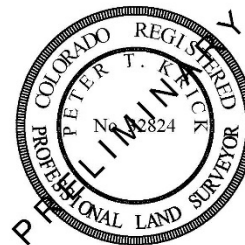
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The sketch and description shown hereon has been derived from subdivision plats and deed descriptions as they appear in the office of the Mesa County Clerk and Recorder. This sketch does not constitute a legal survey, and is not intended to be used as a means for establishing or verifying property boundary lines.

0 20' 40'

1 inch = 40 ft.

Lineal Units = U.S. Survey Foot



DRAWN BY: P.T.K.
DATE: 01-25-2019
SCALE: 1" = 40'
APPR. BY: PTK

R/W VACATIONS
WITHIN THE NE 1/4 OF THE NE 1/4
SEC 22, TWP 1S, RGE 1W, U.M.

CITY OF
Grand Junction
COLORADO