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**PLANNING COMMISSION AGENDA
CITY HALL AUDITORIUM, 250 NORTH 5TH STREET
TUESDAY, APRIL 23, 2019 @ 6:00 PM**

Call to Order - 6:00 PM

1. Minutes of Previous Meeting(s)
2. Consider a request by the City of Grand Junction for a Group of Actions Including 1) An Ordinance Amending Ordinance No. 3641, 2) An Ordinance Amending Section 21.06.010 of the Zoning and Development Code Concerning Infrastructure Standards, Transportation Capacity Payments Including Calculations Thereof, Credit and Approving Consumption-Based Calculation Methodologies and 3) A Resolution Amending Transportation Impact Fees and Establishing the Implementation Schedule
3. Consider a request by Sixbey Investments LLC to rezone 0.31 acres from R-4 (Residential – 4 du/ac) to R-O (Residential Office) located at 2670 Patterson Road
4. Consider a request by Timberline Bank to vacate a portion of a 20-foot wide public Storm Sewer Easement, located at 649 Market Street.
5. Consider a request by Stephen and Cynthia Coop for a Conditional Use Permit (CUP) to allow development of a Mini-Warehouse complex in a B-1 (Neighborhood Business) zone district located at 3040 E Road
6. Consider a request to amend the OneWest Planned Development and Outline Development Plan, located between G Road and Highway 6 & 50 west of 23 ¾ Road, as adopted by Ordinance No. 4676 to modify the name, allowed uses, bulk standards and phasing schedule.
7. Consider a request by the City of Grand Junction to amend the Comprehensive Plan to include the Horizon Drive Business Improvement District (BID) Trail Network Plan as a part of the Grand Junction Circulation Plan

Other Business

Adjournment

GRAND JUNCTION PLANNING COMMISSION
March 26, 2019 MINUTES
6:10 p.m.

The meeting of the Planning Commission was called to order at 6:10 p.m. by Chair Reece.

Those present were Planning Commissioners; Christian Reece, Bill Wade, George Gatseos, Kathy Deppe, Sam Susuras, Keith Ehlers and Andrew Teske.

Also present were Community Development Department - Tamra Allen, (Community Development Director), Kathy Portner (Community Services Manager) and Andrew Gingerich, (Associate Planner).

Deputy City Attorney Jamie Beard and Secretary Lydia Reynolds.

There were approximately 90 citizens in attendance during the meeting.

1. Minutes of Previous Meetings

The Planning Commission reviewed the meeting minutes from the February 26, 2019 meeting.

Chair Reece asked for a motion to approve the minutes. Commissioner Wade moved to approve the minutes. Commissioner Gatseos seconded the motion.

The motion passed unanimously by a vote of 7-0.

2. Horizon Drive BID Trail Network Plan – CONTINUED TO THE April 23, 2019 Planning Commission Hearing FILE # CPA-2019-110

Consider a request to amend the Comprehensive Plan to include the Horizon Drive Business Improvement District (BID) Trail Network Plan as part of the Grand Junction Circulation Plan.

This item was continued to April 23, 2019.

3. Maverik Estates Zone of Annexation FILE# ANX-2019-37

Consider a request to zone 17.71 +/- acres from County AFT (Agricultural, Forestry, Transitional) to a City R-4 (Residential - 4 du/ac) zone district in anticipation of future residential subdivision development.

Staff Presentation

Kathy Portner, (Community Services Manager) gave a PowerPoint presentation of the proposed zoning of the Maverick Estates annexation.

Commissioner Questions

Commissioner Wade asked if there was a requirement for public notice for inclusion in the Persigo 201 boundary. Ms. Portner explained the notice requirement, which had been met.

Commissioner Susuras asked what the cost of the new housing would be or if it would be low-income housing. Ms. Portner explained that this is a zone of annexation request and that information is not known at this stage.

Applicant Presentation

Richard Livingston stated he was present to represent the applicant. Mr. Livingston stated that change occurs in communities and it is expected. Mr. Livingston added that the code and plans do not allow him to speak to the details of the proposed development, but he must address only the zone of annexation. Mr. Livingston stated that the next step would be to submit a subdivision application. Mr. Livingston stated that the requested R-4 is consistent with the future land use plans for Grand Junction.

Questions for Applicant

Commissioner Gatseos asked if the applicant was aware of the opposition to this zone and if so, what have they done to address those concerns.

Mr. Livingston noted that they started with the appropriate zone district for that site. Mr. Livingston stated that the market will dictate development, so even if they get the zone district of R-4, the development may not happen.

Public Comment

Bob Fuoco stated he was representing several neighbors. Mr. Fuoco presented slides of the site, housing types and Mr. Fuoco stated that they would like to see R-E or R-1 zoning for this site. Mr. Fuoco asked why the City doesn't wait until the new Master Plan is done.

Commissioner Wade noted that the Future Land Use Master Planning will take 18 months and development will not stop during that time.

Mr. Ross stated he was speaking as an educator, parent and represented a core group of neighbors and expressed concerns about the impact on the schools.

Commissioner Ehlers noted that saying no to everything will not work. Mr. Ross asked for 1 unit per acre.

Diane Gallegos stated she was representing about 12 neighbors. Ms. Gallegos stated that they do not want tract homes. Ms. Gallegos stated that the developer knew the neighborhood did not want R-4 and they want to see R-1. Ms. Gallegos noted that there had been instances in the area that were downzoned even though the Comprehensive Plan had shown more intense zoning.

Cynthia Komlo stated that she moved to Grand Junction in 1981 and that she enjoys the natural space in the area. Ms. Komlo asked if Maverick owns the entrance to the site and

addressed her concerns about traffic and emergency response times. Ms. Komlo stated she was speaking for three neighbors.

LaNona Wyatt stated that her property borders the site and she was representing a neighbor as well. Ms. Wyatt stated that if the area is built out as planned they would need more police and higher fences. Ms. Wyatt addressed concerns about irrigation water, buffering and the schools.

Jane White stated her family runs a small cattle ranch and has been there 51 years. Ms. White noted that there is not enough lighting, sidewalks or trails in the new subdivisions in the area. Ms. White stated that there is a lot of traffic off of 25 Rd. and between F and H Rds. headed to the desert and stated that she has concerns about the amount of people that recreate in the desert.

Patrick Page stated that he has concerns about the wildlife in the area. Dr. Page stated he grew up in downtown Grand Junction and now lives in the Appleton area. Dr. Page was concerned about the precedence that this density will set for the area.

Dave Zollner stated that the density does not fit the area. Mr. Zolner was concerned about the traffic capacity for the bridge.

Marcus Costopolous expressed concern about additional development that this may trigger and felt that the R-1 zoning would be more appropriate. Mr. Costopolous stated that in this day and age, public notification should be improved.

Jorden Leigh referred to the site map and pointed out a couple features that he felt was not correct.

Karen Keeter was concerned about the amount of traffic that this density will generate. Ms. Keeter stated that she grows hay and has animals and was concerned that new neighbors will complain.

Steve Hillard stated he moved here recently to enjoy a certain quality of life. Mr. Hillard stated he would like the project tabled until after the Comprehensive Plan is completed or see R-1 zoning density.

Glen Gallegos did not feel the project belongs at this location. Mr. Gallegos was concerned about government overreach.

Ron Abeloe stated that he supported the density and he understands that R-4 is a maximum and once streets and other features are laid out the density goes down. Mr. Abeloe has property that he plans to develop and wants to make sure his rights are protected as well. Mr. Abeloe noted that development needs to be thoughtful, however, more density is needed to urbanize the area.

Commissioner Gatseos asked if R-1 is not reasonable. Mr. Abeloe stated that more density is needed to make the necessary improvements.

Bret Pomrenke noted that he lives in the Appleton area and asked the Commission to recognize that the majority of the neighbors do not want an R-4 density.

Ms. Chizel was concerned about the schools, emergency services and the bridge.

Mr. Fuoco asked if Mr. Abeloe was a resident of the Appleton area as he claimed.

Applicant Rebuttal

Mr. Livingston noted that North Ave. used to be the northern border. Over the years, properties changed from rural to urban and most likely neighbors were upset at the time. Mr. Livingston noted that the only thing constant is change.

Commissioner Discussion

Commissioner Gatseos appealed to the public present to participate in the Comprehensive Planning process. Commissioner Gatseos reminded the audience that they are not the final say for the zoning, the City Council will decide.

Commissioner Deppe stated that she has been out to the site and does not feel that R-4 is appropriate. Commissioner Deppe felt there is a market for larger parcels and that she will be voting no tonight.

Commissioner Wade commented that there are school plans, infrastructure plans and other plans that are in place. Commissioner Wade reminded the audience that their duty is to make sure the criteria in the code is met and if it complies with the Comprehensive Plan. Commissioner Wade stated that he personally feels that this is not a good fit, however, it does comply with the evaluation criteria.

Commissioner Susuras stated that the proposed zoning meets the criteria and he will vote in favor of the project.

Commissioner Teske asked Commissioner Deppe why she would vote no if it meets the criteria. Commissioner Deppe stated that just because it looks one way on paper, does not make it right.

Commissioner Ehlers complimented the audience on their civility. He noted that there are constraints on many of the properties in the area to allow for the recommended density; however, he was concerned about urban sprawl and the costs of extending infrastructure. Commissioner Ehlers encouraged a diverse range of housing and stated that he looks at the whole city and if it is right for the community.

Chairman Reece stated that putting R-4 next to agriculture is not buffering. Chairman Reece stated that this is not feathering out as the Comprehensive Plan intended.

Chairman Reece stated that there are no balanced transportation systems in place other than having to drive on the rural road. Chairman Reece stated she is not in favor of this density.

Commissioner Ehlers asked Ms. Portner about the buffering. Ms. Portner responded that the Code provides for the consideration of buffering between different uses and densities through design, which might include varying lot sizes, as well as screening and buffering through the use of fencing and landscaping.

Chairman Reece stated that she did a Zillow search for ½ acre lots (with or without homes built) and there were none.

Commissioner Gatseos stated that he felt the item should go to a vote and send it on to City Council.

Commissioner Deppe stated that she is concerned with the criteria #2 that the services are not there as the staff report had indicated.

Motion and Vote

Commissioner Ehlers made the following motion: Madam Chairman, on the Zone of Annexation for the Maverick Estates Annexation to R-4 (Residential – 4 du/ac), file number ANX-2019-37, 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 Susuras seconded the motion.

The motion carried by a vote of 5-2.

4. Corner Square Pod G ODP Amendment FILE #PLD-2019-84

Consider a request to amend a Planned Development for Pod G of the Corner Square development to allow Group Living as a use, increase the maximum building size to 65,000 square feet and modify the phasing schedule.

Staff Presentation

Ms. Portner presented the request. Commissioner Ehlers asked if the building increase was just for assisted living. Ms. Portner responded that it was.

Applicant Presentation

Ted Ciavonne, representing the applicant, stated that this was a request to allow for an assisted living center that needs a larger footprint.

Public Comment

Penny Frankhouser stated that nothing in this Planned Development has gone as planned. Ms. Frankhouser asked if this assisted living was market tested.

Commissioner Ehlers asked what she didn't like about the proposal. Ms. Frankhouser expressed concern about building without a plan and that other buildings have vacancies.

Applicant Response

Mr. Ciavonne noted that the project started in 2007 and he is not aware of all the changes Ms. Frankhouser spoke of. Mr. Ciavonne feels the plan has followed the original plan over 12 years however there were some changes made due to the market.

Motion and Vote

Commissioner Gatseos made the following motion: Madam Chairman, on the request to approve the request for a Planned Development ODP amendment as presented in file PLD-2019-84, I move that the Planning Commission forward a recommendation of approval with the findings of fact as listed in the staff report. Commissioner Susuras seconded the motion.

The motion passed unanimously by a vote of 7-0.

5. The Riverfront at Dos Rios Rezone to PD and ODP FILE #PLD-2019-115

Consider a request to approve a rezone to Planned Development and an Outline Development Plan for the Riverfront at Dos Rios, located on the northeast bank of the Colorado River between Highway 50 and Hale Avenue.

Staff Presentation

Ms. Portner presented the request.

Questions for Staff

Chairman Reece noticed that some of the uses were somewhat intense and questioned if they were compatible. Ms. Portner stated that there are design standards required as well as a road separation.

Public Comments

Jen Taylor expressed support for the development of this area and recognized the cultural and historic neighborhood.

Commissioner Discussion

Commissioner Wade stated that the community would be more vibrant with this development.

Commissioner Gatseos noted that this is a perfect example of good development.

Motion and Vote

Commissioner Wade made the following motion: Madam Chairman, on the Rezone to Planned Development (PD) with a BP (Business Park) default zone district and an Outline Development Plan for a mixed use development, file number PLD-2019-115, 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 Susuras seconded the motion.

The motion passed unanimously by a vote of 7-0.

6. Halls Estates Filing 4 Rezone

FILE #RZN-2018-774

Consider a request to rezone 5.12 acres from a City PD (Planned Development) zone district to a City R-12 (Residential - 12 DU/Acre) and a City R-16 (Residential - 16 DU/Acre) zone district.

Staff Presentation

Andrew Gingerich gave a PowerPoint presentation of the proposed rezone request.

Applicant Presentation

Jeffery Fleming stated he was representing the developer. Mr. Fleming gave a brief overview of the proposal.

Questions for Staff

Commissioner Wade asked about the comment regarding parking problems on F ¾. Mr. Gingerich stated he was made of aware of it through the public comment.

Motion and Vote

Commissioner Deppe made the following motion: Madam Chairman, on the Rezone request RZN-2018-774, I move that the Planning Commission forward a recommendation of approval for the Rezone of Lot 113 of Brookwillow Village Filing III from an expired PD (Planned Development) zone district to an R-12 (Residential - 12 DU/Acre) zone district and an R-16 (Residential - 16 DU/Acre) zone district, with the findings of fact listed in the staff report. Commissioner Wade seconded the motion.

The motion passed unanimously by a vote of 7-0.

7. Daughtery Easement Vacation

FILE #VAC-2019-88

Consider a request to vacate a public easement, located at 2560 Corral Dr. which is no longer needed.

Staff Presentation

Andrew Gingerich presented the request.

Questions for Staff

Commissioner Gatseos asked about the 14-foot easement. Mr. Gingerich stated that was a city standard easement dedication.

Motion and Vote

Commissioner Gatseos made the following motion: Madam Chair, on the request to vacate a 10-foot wide public utility easement located on the property at 2560 Corral

Drive, file number VAC-2019-88, I move that the Planning Commission forward a recommendation of approval with the findings of fact listed in the staff report. Commissioner Susuras seconded the motion.

The motion passed unanimously by a vote of 7-0.

8. Impact Fees Text Amendment

FILE #ZCA-2019-116

Consider a Request to Amendment the Zoning and Development Code concerning Infrastructure Standards, Transportation Capacity Payments Including Calculations Thereof, Credit and Approving Consumption-Based Calculation Methodologies.

Staff Presentation

Trent Prall, Public Works Director, presented the request on behalf of the City. Ms. Allen noted that impact fees for other components such as parks, administration, etc. are being considered and are part of a pending consultant study. Ms. Allen stated that there has been public comment that requested that the item be tabled until the study of the other fees is completed.

Questions for Staff

Commissioner Susuras asked if other fees were coming out. Mr. Prall stated that there is a June workshop that will address other fees. Commissioner Susuras asked if they considered a 4-year plan and why all the fees were not considered at the same time. Chairman Reece asked if a study was done to see if this increase will slow down development.

Commissioner Susuras asked if there was a review date as a result of this action to review to see if the city is losing construction business. Mr. Prall stated that it would be hard to separate the impact of one particular fee increase. Chairman Reece thought it was possible to use other communities that don't increase fees as benchmarks. Ms. Allen agreed with Mr. Prall that it would be difficult to compare to other communities.

Commissioner Ehlers asked if there were other options considered. Ms. Allen responded that the recommendations are based in a spirit of compromise. Ms. Allen stated that many options were considered.

Commissioner Gatseos asked how the roads would be affected if no increases were made. Mr. Prall explained the impact on the budget if no increases were made. Mr. Prall noted that the Riverside Parkway debt will be paid off in 2024 which was a major expansion project.

Commissioner Ehlers noted that road corridors have trails and other amenities that are costly.

Public Comments

Rebekah Scarrow stated that the Grand Junction Chamber of Commerce was present earlier and she was representing them as well. They recommend that all the fees are

reviewed at the same time rather than this TCP fee now. Ms. Scarrow pointed out that the fees are not scheduled to increase until 2020, so waiting to review all the fees would be timely. Ms. Scarrow pointed out a few of the commercial fees that seemed extensive and the market will need time to absorb that.

Steve Voytilla stated that as a builder, he is not opposed to an increase, but he feels that it is fair not to raise the fees on projects in the works. The cost analysis was done with the expectation of certain fees.

Commissioner Teske asked if the “fee locking” feature was what he had a concern about. Mr. Voytilla stated that he anticipated a certain amount of fees as he entered the project and he feels it is fair to allow those projects to be completed with the old schedule.

Kelly Maves stated she and her husband are both in the development business. Ms. Maves stated that there is already an affordability issue with the local wages and housing prices. Appraisals will not support this increase.

Shawna Grieger stated she is the Executive Director of the Western Colorado Contractors Association. Ms. Grieger asked the Commission to realize that the fees need to be looked at comprehensively. She would like to see a community task force to study the fees.

Commissioner Ehlers asked Ms. Grieger what she thinks the solution is. Ms. Grieger stated that the contractor would like to see an economy of scale. Commissioner Ehlers asked Ms. Grieger to provide that information. Ms. Grieger said she could provide some information however many contractors don’t have the time to work on this and tax dollars support studies like this. Ms. Grieger asked for a minimum of a 4-year lead for increases.

Kevin Bray noted that he participated in a round table discussion and he sees the value of the increase, however there are benchmarks that projects have that need to be considered. Developers look for predictability in growth.

Michael Maves stated he agreed with Mr. Bray. Mr. Maves gave an overview of non-fee increases he is faced with that adds up to \$20,000 on a \$400,000 home. Mr. Maves stated that they are bumping up against appraisals.

Ron Abeloe reminded the Commission that the City takes 10% off the top. Mr. Abeloe stated that he develops entry level housing and the fees are a large line item in his budget. Mr. Abeloe would like to see a task force of industry professionals to evaluate the fee structure. Mr. Abeloe pointed out that affordable housing is important to a lot of people and maybe more important than some of the transportation improvements.

Jeffery Fleming gave an overview of all the fees that are required.

Commissioner Discussion

Commissioner Gatseos recommended that the item be tabled or go back to the drawing board. Chairman Reece said she has professional experience with the fees at a state

level and that a statewide solution for transportation needs to be part of the consideration. Commissioner Wade agreed that it would be best to table the item. Commissioner Deppe stated that she has been involved in the development of 10 neighborhoods and expressed concern about having standing housing stock because of the costs. Commissioner Deppe commented that the item should be tabled.

Motion and Vote

Commissioner Wade made a motion to remand the item back to staff for additional information. Commissioner Susuras seconded the motion.

The motion passed unanimously by a vote of 7-0.

Item 9. Other Business

There was no other business.

Adjournment

The meeting was adjourned at 11:13 p.m.



Grand Junction City Council

Workshop Session

Item #2.

Meeting Date: April 23, 2019

Presented By: Trent Prall, Public Works Director

Department: Public Works - Engineering

Submitted By: Trent Prall, Public Works Director
Tamra Allen, Community Development Department Director

Information

SUBJECT:

Consider a request by the City of Grand Junction for a Group of Actions Including 1) An Ordinance Amending Ordinance No. 3641, 2) An Ordinance Amending Section 21.06.010 of the Zoning and Development Code Concerning Infrastructure Standards, Transportation Capacity Payments Including Calculations Thereof, Credit and Approving Consumption-Based Calculation Methodologies and 3) A Resolution Amending Transportation Impact Fees and Establishing the Implementation Schedule

EXECUTIVE SUMMARY:

The TCP and the associated Growth and Development Related Street Policy have been in place since 2004. TCP fees, also known as Transportation Impact Fees, have been reviewed and updated based on a process that was led by the Grand Valley Metropolitan Planning Organization (GVMPO). The updated study was presented to City Council and Planning Commission at the December 3, 2018 workshop and a second workshop again with both City Council and Planning Commission held on March 4, 2019. Based on discussion and direction, Staff has prepared an ordinance updating the TCP fees with a three year implementation schedule and an implementation of 2021 for development constructing safety improvements as part of their required infrastructure.

This item was remanded back to staff at the March 26, 2019 meeting for the provision of additional information.

BACKGROUND OR DETAILED INFORMATION:

In 2004, the City adopted Ordinance No. 3641 that provided the approach for calculation and collection of the City's Transportation Capacity Payment (TCP) fee. The City also adopted a Growth and Development Related Streets Policy that, at that time, significantly revised the City's approach to both the City's and developer's obligation for the construction of public access and street safety improvements. At the time of adoption, and as stated in the recitals of the adopted Ordinance, the premise for adopting a new approach was due to concerns raised that the method of addressing traffic impacts was "not always fair" and the previous methodology required the first development in an area to complete infrastructure improvements while others who followed later were not burdened with similar costs.

The 2004 policy tried to address the instance where a "developer of land immediately adjacent to one or more unimproved or under-improved streets may be required to pay for the improvement of all adjacent street improvements due to location, or the configuration of parcels such that it does not abut an unimproved street, may not be required to make the same improvements to the street system even though each development may add the same amount of traffic."

To address concerns at that time, the City updated the TCP fee and adopted the Growth Management and Streets policy.

TRANSPORTATION CAPACITY PROGRAM

The TCP was modeled so that the City would pay for improvements to the street system that either provided capacity to the system or added safety improvements. The streets identified for the use of the TCP funds were only those streets shown on the adopted Grand Valley Circulation Plan functional classification map and that were considered part of the City's Major Street System. Though the Streets Policy required the City to pay for safety improvements (such as turn lanes or traffic signals) those costs were not included in the calculation of the TCP fee.

The TCP fees and methodology were based on a fee study conducted by Duncan and Associates in 2002. The fees were adopted at a rate of 52% of what was recommended by the study. The fee was to be adopted annually by resolution of the Council and be adjusted annually for inflation in the Consumer Price Index. This has not happened regularly.

Since adoption in 2004, the City adjusted the fee for residential development (based on the CPI) from \$1,500 to \$1,589 between 2004 and 2007 then to its current fee of \$2,554 in 2008 which has not been adjusted since. The TCP fee for Commercial development was originally adopted at a rate of \$2,461 per 1,000 square feet (e.g. Shopping Center) and was adjusted upwards in 2008 to \$2,607 and then in 2013, 2014 and 2015 to a rate of \$4,189 per 1,000 square feet (e.g. Shopping Center) that is being collected today.

In 2013 the City Council adopted Resolution 15-13, which provided for infill and redevelopment incentives. Within the defined redevelopment area TCP fees were reduced. The boundary included Downtown, the river district area as well as the North Avenue corridor between State Highway 6 & 50 and I-70 Business Loop, was intended to encourage development of infill parcels and redevelopment of underutilized land within certain areas of the City.

The TCP fees have been reviewed and updated in 2018/2019 by a process that was led by the Grand Valley Metropolitan Planning Organization (GVMPO). The study update, again by Duncan and Associates, was completed in early January and revised on February 27, 2019 to reflect feedback from the development and business community regarding further refinements to fees related to residential land uses.

GROWTH AND DEVELOPMENT RELATED STREETS POLICY

At the same time the City adopted updated TCP fees in 2004, the City adopted a Growth and Development Related Streets Policy. At that time the City determined that there were three key components to a meaningful growth and development related street/traffic policy. These included:

1. Collection of a realistic TCP fees for all new development projects,
2. A clear articulation of what minimum requirements (in addition to TCP fees) each development must construct; and,
3. City funding and/or other means of participation in construction of street improvements.

The 2004 policy replaced the previous policy that required developers to pay for the improvement of the half of the street(s) that was directly abutting their project ("half street improvements") and eliminated the need for the developer to build any safety improvements (e.g., turn lanes into their development) as well as eliminated any need for the developer to pay for any off-site improvements (e.g., intersection improvements and traffic signals).

As the Policy and Fees are today, there are significant implications for how the City funds street capacity and safety improvements. Those include:

1. The City pays for all safety improvements, even those related to a specific development and benefitting only a specific development(s).
2. The obligation to improve that street (Collector designation or higher) is carried in full by the City – even if the improvements are necessary for access to a specific

development. Only if the street is considered a "local or unclassified" street is the developer required to construct it.

The net effect has been two-fold, whereas 1) the City carries the full cost of improving/constructing all streets (classified higher than local) and 2), the City finds itself moving money toward certain street projects to serve specific development, but that may not be of the greatest overall community benefit or need.

In a survey of other jurisdictions, staff found that cities regularly require the developer to pay for the adjacent street to be developed to a local street standard (or that adequate to serve the development) including curb, gutter and sidewalk and then the city pays the portion of the cost required to "upsized" the street to a higher classification (e.g., minor collector, arterial, etc.). In addition, other cities require all safety improvements such as acceleration and deceleration lanes to be constructed as part of a development. Both off-site and on-site safety improvements are generally required.

ACTIONS TO CONSIDER

Staff recommends the following actions are considered:

1. Amend Ordinance 3641 the Growth and Development Related Street Policy. The policy included in this ordinance is largely redundant or contradictory to the Zoning and Development Code regarding same; and

2. Amend §21.06.010 of the Zoning and Development Code to include the requirement for development to pay for street safety improvements related to the direct impacts of a development (effective January 1, 2021).

3. Amend §21.06.010 to reference the updated TCP Fee Study, thus adopting the updated fee schedule. Based on input from various community and industry groups, the following provides a recommended schedule for implementation:

- a. For Single-Family detached dwelling units, implement the new and full fee using the following implementation schedule to be collected at time of Planning Clearance:

§ January 1st, 2020 - \$3,256 (17% between current and proposed)

§ July 1st, 2020 - \$3,957 (33% between current and proposed)

§ January 1st, 2021 - \$4,659 (50% between current and proposed)

§ July 1st, 2021 - \$5,361 (67% between current and proposed)

§ January 1st, 2022 - \$6,062 (83% between current and proposed)

§ July 1st, 2022 - \$6,763 (100% of proposed)

§ January 1, 2023 - (100% of study rate inflated by CDOT's construction cost index)

b. For Multi-Family dwelling units, excluding those intended to be separate fee simple ownership (eg. Duplex, Townhomes, Condominiums) and all other non-residential uses, implement the fee according to the same prorated schedule as SFD (above) and the fee would be established at time of complete application submittal and would be valid so long as a Building Permit was issued within two years from the date of submittal.

4. Implement the requirement for development to construct required street safety improvements beginning January 1, 2021.

5. Consider revising the boundary of the Redevelopment Area to ensure key infill areas are included as informed by the completion of the 2020 Comprehensive Plan.

NOTIFICATION REQUIREMENTS

Notice was completed as required by Section 21.02.080(g). Notice of the public hearing was published on March 19, 2019, in the Grand Junction Daily Sentinel.

ANALYSIS

In accordance with Section 21.02.140(c), a proposed text amendment shall address in writing the reasons for the proposed amendment. There are no criteria for review because a code amendment is a legislative act within the discretion of the City Council. Reasons for the proposed amendments are provided in the Background section of this report.

STAFF RECOMMENDATION AND FINDINGS OF FACT

In accordance with Section 21.02.140(c) of the Zoning and Development Code, the reasons for the amendment have been adequately addressed and include but are not limited to the amendment being necessary to provide mechanisms which will allow for the construction of safe streets while updating the payment of costs attributable to development. Staff therefore recommends approval of the proposed amendments to the Zoning and Development Code.

FISCAL IMPACT:

Currently the City receives on average \$1.5 million per year in Transportation Impact Fees (aka Transportation Capacity Payments). At full implementation, the anticipated revenue is estimated at \$4.5 million per year.

SUGGESTED ACTION:

Madam Chairman, on the request for a group of actions related to the update of the Transportation Impact Fees and the need for street safety improvements, File ZCA-2019-116, I move to forward a recommendation of Approval with the finds of fact as listed in the staff report for the following actions:

1) An Amendment to Section 21.06.010 of the Zoning and Development Code

That removes reference to Growth and Development Related Streets Policy and updates the reference to new study

AN ORDINANCE AMENDING SECTION 21.06.010 OF THE GRAND JUNCTION ZONING AND DEVELOPMENT CODE CONCERNING INFRASTRUCTURE STANDARDS, TRANSPORTATION CAPACITY PAYMENTS INCLUDING CALCULATIONS THEREOF, CREDITS AND APPROVING CONSUMPTION-BASED CALCULATION METHODOLOGIES

2) An Amendment to Section 21.06.010 of the Zoning and Development Code

That includes requirements for on-site safety improvements

(SAME AS ABOVE) AN ORDINANCE AMENDING SECTION 21.06.010 OF THE GRAND JUNCTION ZONING AND DEVELOPMENT CODE CONCERNING INFRASTRUCTURE STANDARDS, TRANSPORTATION CAPACITY PAYMENTS INCLUDING CALCULATIONS THEREOF, CREDITS AND APPROVING CONSUMPTION-BASED CALCULATION METHODOLOGIES

3) Amendment to Ordinance No. 3641

That removes the Growth and Development Related Streets Policy from the Ordinance.

AN ORDINANCE AMENDING ORDINANCE NO. 3641 CONCERNING THE GROWTH AND DEVELOPMENT RELATED STREET POLICY

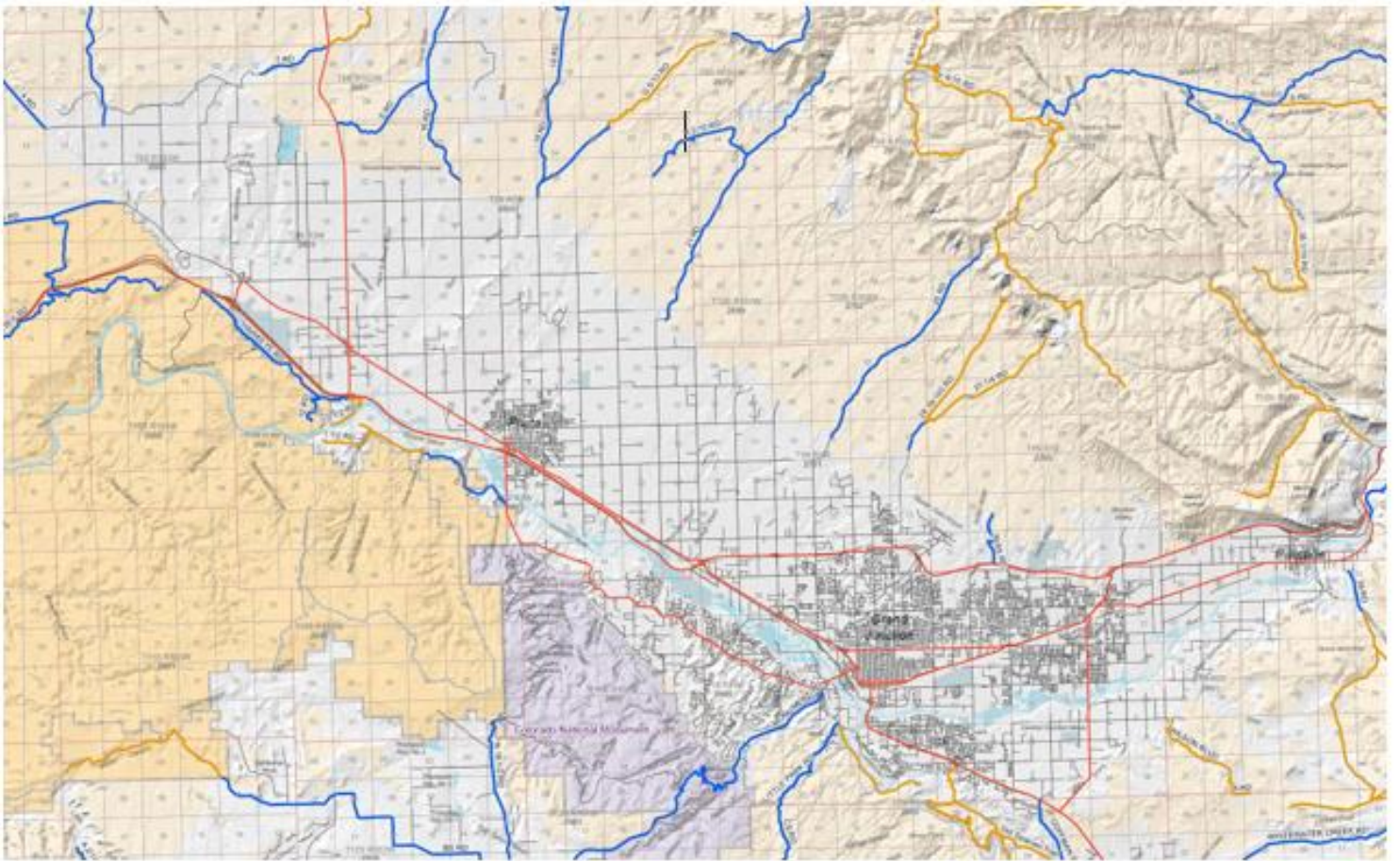
4) A Resolution Updating the Transportation Impact Fees Schedule & Implementation program

That includes (a) adoption of a 3-year implementation schedule, (b) “locks-in” the fee for Single Family Residential and fee simple homes at time of planning clearance, (c) “locks-in” other multi-family (eg. Apartments) and non-residential at time of application submittal, and (d) maintains the Redevelopment Boundary Incentive

RESOLUTION NO. ____ -19 AMENDING AND RESTATING TRANSPORTATION IMPACT FEES ARISING OUT OF AND UNDER THE CITY OF GRAND JUNCTION’S ZONING AND DEVELOPMENT CODE AND CODE OF ORDINANCES

Attachments

1. Grand Junction CO TIF Study 2019
2. Amend No 3641 vDraft
3. ORD-Amending Code Text re Streets Policy vDraft
4. RES-2019TCPFees vDraft
5. Public comment-Pre 3/26
6. Public Comment-Scarrow
7. Redevelopment Area
8. AMGD Scarrow
9. Chamber letter on fees
10. WCCA- TCP Fee letter 4-19-19
11. Realtor Rally Signatures
12. stop-the-increase-of-tcp-fees-in-grand-junction_042219
13. TCP Addendum for planning commission 20190423



Transportation Impact Fee Study for Mesa County, Colorado

prepared by

Duncan Associates

November 2018

with minor revisions February 2019

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EXECUTIVE SUMMARY

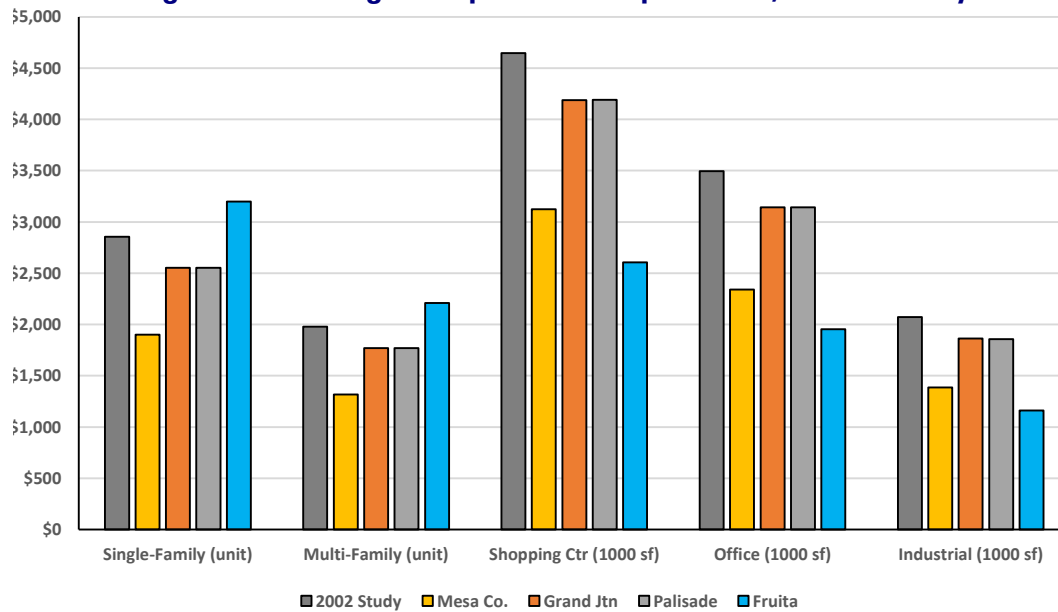
This is a slightly revised version of the November 28, 2018 study, which adds some alternative residential land use categories. Specifically, it (1) adds the option of single-family detached fees for four unit size categories, (2) breaks down the multi-family category into three potential subcategories (multi-family low-rise, multi-family mid-rise, and townhome), and (3) adds two senior adult housing categories (detached and attached). The changes modify Tables 7 and 17, and add a new Appendix E. In all other respects, the study is unchanged.

The purpose of this project is to assist Mesa County and participating municipalities (Grand Junction, Palisade and Fruita) by updating the county-wide transportation impact fees study. The previous study was prepared in 2002. The fees calculated in that study and the fees currently being charged by the participating jurisdictions are summarized in Table 1, and are illustrated in Figure 1 on the following page for five major land use categories. All jurisdictions originally adopted the fees at a lower rate than calculated in the 2002 study, and some have adjusted the fees periodically for inflation. Except for Fruita's residential fees, the current fees being charged are lower than the fees calculated 16 years ago.

Table 1. Current Transportation Impact Fees

Land Use	Unit	2002 Study	Mesa County	Grand Junction	Palisade	Fruita
Single-Family Detached	Dwelling	\$2,854	\$1,902	\$2,554	\$2,554	\$3,200
Multi-Family	Dwelling	\$1,979	\$1,317	\$1,769	\$1,769	\$2,208
Mobile Home/RV Park	Pad	\$1,435	\$958	\$1,284	\$1,284	\$795
Hotel/Motel	Room	\$2,687	\$1,795	\$2,407	\$2,407	\$1,494
Shopping Center (0 to <100k sf)	1,000 sf	\$4,646	\$3,124	\$4,189	\$4,190	\$2,606
Shopping Center (100k to <249k sf)	1,000 sf	\$4,393	\$2,935	\$3,933	\$3,935	\$2,447
Shopping Center (250k to <500k sf)	1,000 sf	\$4,267	\$2,843	\$3,805	\$3,815	\$2,368
Shopping Center (500k sf or more)	1,000 sf	\$3,942	\$2,627	\$3,525	\$3,521	\$2,193
Auto Sales/Service	1,000 sf	\$4,232	\$2,824	\$3,780	\$3,785	\$2,352
Bank	1,000 sf	\$7,117	\$4,744	\$6,359	\$6,365	\$3,957
Convenience Store w/Gas Sales	1,000 sf	\$10,191	\$6,818	\$9,143	\$9,149	\$5,689
Golf Course	Hole	\$6,578	\$4,439	\$5,951	\$5,954	\$3,702
Health Club	1,000 sf	\$3,813	\$2,542	\$3,422	\$3,410	\$2,129
Movie Theater	1,000 sf	\$11,834	\$7,889	\$10,574	\$10,584	\$6,578
Restaurant, Sit Down	1,000 sf	\$5,757	\$3,838	\$5,159	\$5,150	\$3,210
Restaurant, Fast Food	1,000 sf	\$12,846	\$8,596	\$11,544	\$11,532	\$7,182
Office, General (0 to <99k sf)	1,000 sf	\$3,494	\$2,342	\$3,141	\$3,142	\$1,954
Office, General (100 sf or more)	1,000 sf	\$2,973	\$1,997	\$2,682	\$2,675	\$1,668
Office, Medical	1,000 sf	\$9,807	\$6,607	\$8,862	\$8,865	\$5,514
Hospital	1,000 sf	\$4,554	\$3,069	\$4,112	\$4,117	\$2,558
Nursing Home	1,000 sf	\$1,276	\$860	\$1,149	\$1,153	\$715
Church	1,000 sf	\$2,184	\$1,462	\$1,967	\$1,961	\$1,224
Day Care Center	1,000 sf	\$4,553	\$3,052	\$4,086	\$4,094	\$2,542
Elementary/Secondary School	1,000 sf	\$713	\$478	\$639	\$641	\$397
Industrial Park	1,000 sf	\$2,073	\$1,385	\$1,864	\$1,857	\$1,160
Warehouse	1,000 sf	\$1,477	\$987	\$1,328	\$1,324	\$826
Mini-Warehouse	1,000 sf	\$512	\$344	\$460	\$463	\$286

Source: 2002 study fees from Duncan Associates, *Transportation Impact Fee Study for Mesa County, Colorado*, September 2002; Mesa County fees from resolution adjusting the fees for inflation adopted January 8, 2018; Palisade fees from Town of Palisade, February 5, 2018; Fruita fees from 2018 fee schedule from City of Fruita, February 5, 2018.

Figure 1. Existing Transportation Impact Fees, Mesa County

Note: Shopping center and office fees based on 100,000 sq. ft. building

Update Overview

This study retains the general methodology used in the 2002 study (see discussion of methodology in Appendix D). The original study calculated regional and non-regional fees, under the expectation that the participating jurisdictions would pool the regional fees and use them to improve regional roadways. Instead, the jurisdictions are spending the fees they collect to improve roads within their jurisdiction, regardless of the regional/non-regional road distinction. This update does not calculate separate fees for the two categories.

Participating jurisdictions can adopt the updated fees at any level up to 100% of the amounts calculated in this study. The adoption percentage should be the same for all land uses to retain the proportionality of the fees to the impact on the major roadway system. If disproportionate reductions are made in fees assessed on selected types of development, the shortfall should be made up with general fund revenue, and a revenue credit should be calculated to avoid non-favored development paying more than its fair share (see Proportionality section in Appendix C).

This study calculates fees that exclude right-of-way (ROW) costs, both to keep the fees from increasing so much and to give jurisdictions the option not to provide developer credits for ROW exactions. However, if a jurisdiction opts to not give developers credit against the fees for required ROW dedications, that jurisdiction should consider restricting the funds collected from being spent on ROW (see Developer Credit section of Appendix C).

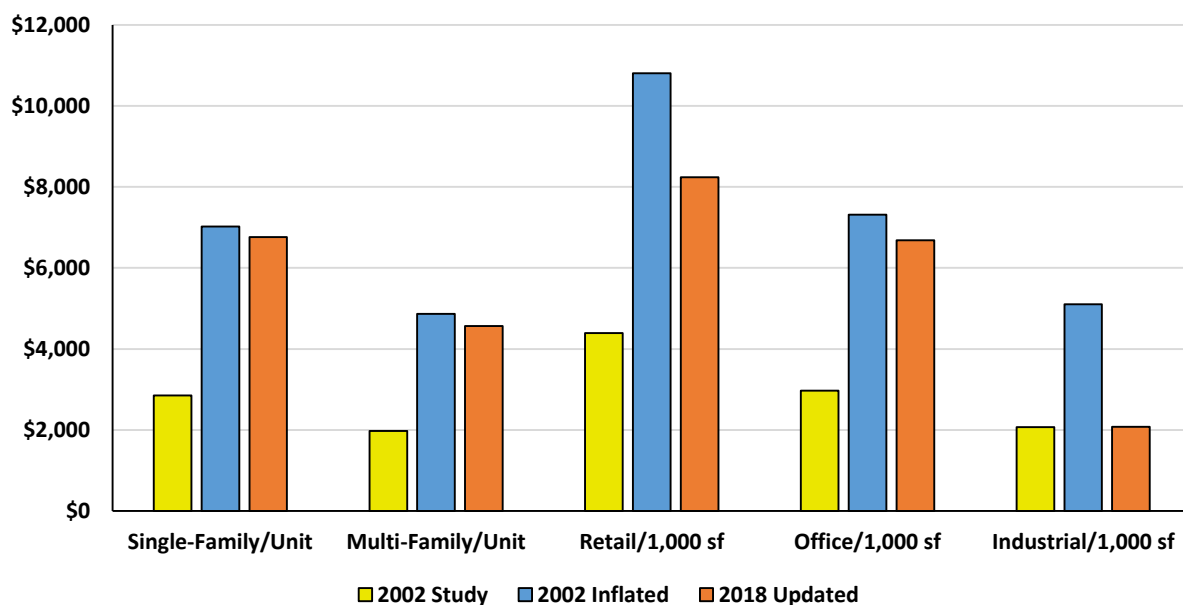
The inputs into the fee calculations are updated in this study based on the most current available data. Trip rates have been updated based on the September 2017 edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Updated average trip lengths are from the U.S. Department of Transportation's 2017 *National Household Travel Survey*. An updated inventory of the county-wide major roadway system is used to calibrate the travel demand factors and ensure that they are consistent with existing travel on the major roadway system in Mesa County.

Several modifications to the fee schedule land use categories are made in this update to better reflect current available data and/or simplify the process of fee determination and collection. A discussion of the reasons for individual changes can be found in the summary section of the Travel Demand chapter. Recommended definitions for the land use categories are provided in Appendix B.

Updated Fees

The updated fees are compared with the fees calculated in the 2002 study in Table 2 on the following page. Not surprisingly, the fees are considerably higher than those calculated 16 years ago for most land uses. Construction costs have increased considerably over this time. The Colorado Department of Transportation's Construction Cost Index is 2.46 times what it was in 2002. Compared to inflation-adjusted 2002 study fees, the updated fees are lower for the majority of land uses, including the major categories of single-family, multi-family, retail/commercial, general office, and industrial/warehouse uses, as illustrated in Figure 2.

Figure 2. Comparison of Current and Updated Transportation Impact Fees



The wide variation in percentage changes between land use categories reflects changes in travel demand factors, including trip generation rates (1997 versus 2017 ITE manual), percent new trips (also from ITE manual), and average trip lengths (1995 versus 2017 national travel survey).

Table 2. Comparison of Current and Updated Transportation Impact Fees

Land Use Type	Unit	2002 Study		Updated Fees	% Change from	
		Original	Inflated		Original	Inflated
Single-Family Detached	Dwelling	\$2,854	\$7,021	\$6,763	137%	-4%
Multi-Family	Dwelling	\$1,979	\$4,868	\$4,570	131%	-6%
Mobile Home/RV Park	Pad	\$1,435	\$3,530	\$3,583	150%	1%
Hotel/Motel	Room	\$2,687	\$6,610	\$4,183	56%	-37%
Shopping Center/Commercial	1,000 sf	\$4,393	\$10,807	\$8,240	88%	-24%
Auto Sales/Service	1,000 sf	\$4,267	\$10,497	\$9,258	117%	-12%
Bank, Drive-In	1,000 sf	\$7,117	\$17,508	\$18,365	158%	5%
Convenience Store w/Gas Sales	1,000 sf	\$10,191	\$25,070	\$26,395	159%	5%
Golf Course	Hole	\$6,578	\$16,182	\$12,850	95%	-21%
Movie Theater	1,000 sf	\$11,834	\$29,112	\$33,028	179%	13%
Restaurant, Standard	1,000 sf	\$5,757	\$14,162	\$14,975	160%	6%
Restaurant, Drive-Through	1,000 sf	\$12,846	\$31,601	\$33,203	158%	5%
Office, General	1,000 sf	\$2,973	\$7,314	\$6,685	125%	-9%
Office, Medical	1,000 sf	\$9,807	\$24,125	\$25,665	162%	6%
Animal Hospital/Vet Clinic	1,000 sf	n/a	n/a	\$15,858	n/a	n/a
Hospital	1,000 sf	\$4,554	\$11,203	\$7,905	74%	-29%
Nursing Home	1,000 sf	\$1,276	\$3,139	\$3,120	145%	-1%
Place of Worship	1,000 sf	\$2,184	\$5,373	\$2,725	25%	-49%
Day Care Center	1,000 sf	\$4,553	\$11,200	\$4,485	-1%	-60%
Elementary/Secondary School	1,000 sf	\$713	\$1,754	\$1,688	137%	-4%
Public/Institutional	1,000 sf	n/a	n/a	\$3,813	n/a	n/a
Industrial	1,000 sf	\$2,073	\$5,100	\$2,078	0%	-59%
Warehouse	1,000 sf	\$1,477	\$3,633	\$1,248	-16%	-66%
Mini-Warehouse	1,000 sf	\$512	\$1,260	\$1,075	110%	-15%

Source: Original 2002 study fees from Duncan Associates, *Transportation Impact Fee Study for Mesa County, Colorado*, September 2002 (sum of regional road fees without major structure costs and nonregional road fees); inflated 2002 fees are 2.46 times the original fee, based on the increase in the Colorado Department of Transportation *Construction Cost Index* from 2nd quarter 2012 to 2nd quarter 2018; updated fees from Table 17.

Comparative Jurisdictions

Communities in the process of updating impact fees are naturally interested in knowing what other nearby or comparable jurisdictions are charging. However, concerns about “competitiveness” with other jurisdictions are not necessarily well-founded. Studies have found that reducing or eliminating fees did not have any perceptible effect on the rate of development that subsequently occurred. This is not surprising, given the myriad other market and regulatory factors that differ between jurisdictions besides transportation impact fees.

The fees from the 2002 study and this update are compared to transportation impact fees currently charged by 12 other Colorado jurisdictions in Table 3. Note that while only transportation fees are compared, two-thirds of the comparison jurisdictions also charge other types of impact fees.

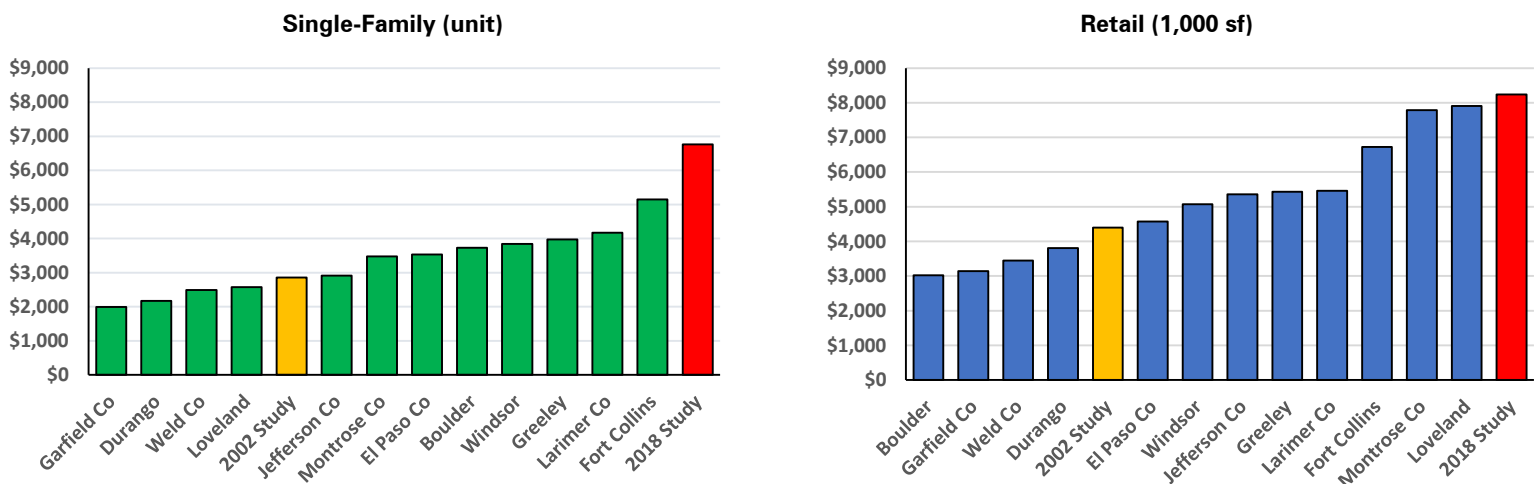
Table 3. Transportation Impact Fees in Colorado

Jurisdiction	Study/ Adoption Year	Single- Family (per unit)	Multi- Family (per unit)	Retail (per 1,000 sq. ft.)	Office (per 1,000 sq. ft.)	Industrial (per 1,000 sq. ft.)
Boulder (1)	2017	\$3,734	\$2,702	\$3,020	\$2,700	\$2,620
Durango	n/a	\$2,169	\$1,298	\$3,810	\$2,823	\$1,963
El Paso County	2017	\$3,532	\$2,220	\$4,572	\$2,933	\$3,366
Fort Collins	2017	\$5,150	\$3,392	\$6,721	\$4,951	\$1,598
Garfield County (2)	2017	\$1,992	\$1,230	\$3,145	\$1,361	\$472
Greeley	2015	\$3,973	\$2,565	\$5,428	\$4,650	\$1,609
Jefferson County (3)	n/a	\$2,911	\$2,051	\$5,360	\$3,590	\$1,550
Larimer County	2018	\$4,168	\$2,955	\$5,461	\$3,213	\$1,296
Loveland	n/a	\$2,578	\$1,801	\$7,910	\$3,550	\$1,890
Mesa Co (2002)	2002	\$2,854	\$1,979	\$4,393	\$2,973	\$2,073
Mesa Co (updated)	2018	\$6,763	\$4,570	\$8,240	\$6,685	\$2,078
Montrose County	2007	\$3,480	\$2,440	\$7,790	\$4,000	\$2,530
Weld County	2011	\$2,488	\$1,630	\$3,450	\$2,275	\$2,251
Windsor	2017	\$3,838	\$2,436	\$5,076	\$4,674	\$2,016

Notes: (1) includes transportation excise tax; (2) average of two areas; (3) single-family fee is average of fees for up-to-two-car garages and three-or-more-car garages

Source: Duncan Associates internet survey, October 5, 2018 (where fees vary by size, assumes 2,000 sq. ft. single-family unit, 1,000 sq. ft. multi-family unit, and 1 million square foot retail center or office building).

Single-family and retail transportation fees charged by Mesa County and the other 12 Colorado jurisdictions are illustrated in the two charts below. The 2002 study fees for Mesa County are well below the median of the other jurisdictions for both single-family and retail. The updated fees are at the high end of what the other 12 jurisdictions currently charge. Multi-family and office fee comparisons are not shown, but are similar. Industrial fees are not going up much in this update.

Figure 3. Comparative Transportation Fees, Colorado Jurisdictions

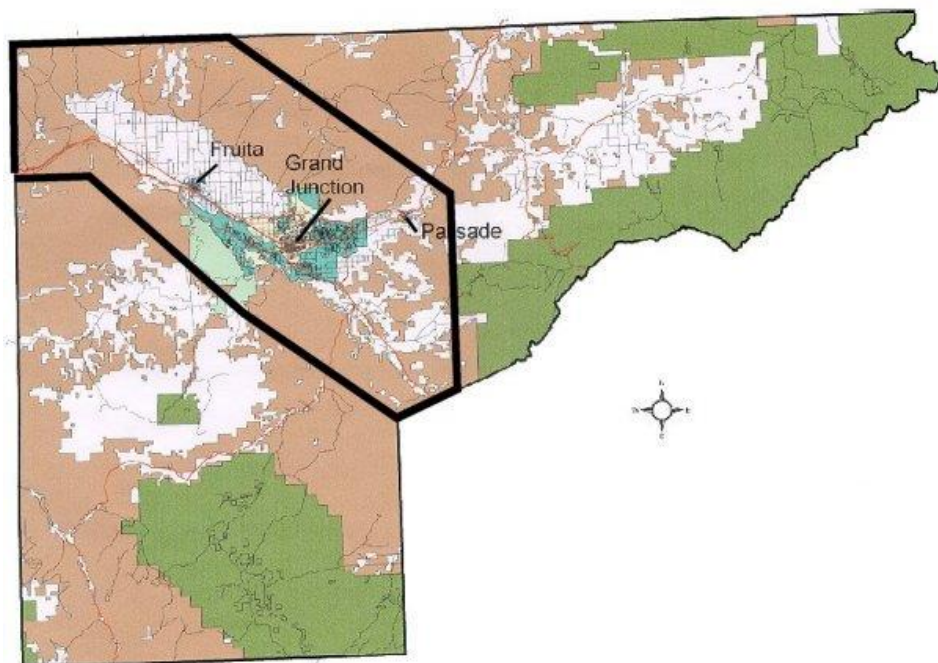
SERVICE AREAS

There are two kinds of geographic areas in impact fee systems: service areas and benefit districts. A service area is an assessment area that is served by a defined group of capital facilities and subject to a uniform impact fee schedule. A benefit district is an area within which fees collected are earmarked to be spent.

Generally, transportation impact fees tend to have a single service area and a uniform fee schedule, whether at the municipal level or the regional, county-wide level. That is because the arterial road system is designed to move traffic from one part of a community to another, and improvements to this system are generally of community-wide benefit. In some communities, major collectors may function as part of the arterial system as well.

The transportation impact fees apply only in the most rapidly developing area of the County. The boundaries of the Grand Valley Airshed as defined by the Colorado Department of Health for the purposes of monitoring air pollution is used as the transportation impact fee service area. Based on the 6,000-foot elevation line on the valley walls, the Airshed defines the developing area in and around the municipalities of Grand Junction, Palisade and Fruita. This transportation impact fee service area is about one-quarter of the area of the entire county, including roughly twice as much privately-owned land area as the area used in regional transportation planning. This area continues to be appropriate as the boundary of the service area for the transportation impact fees (see Figure 4).

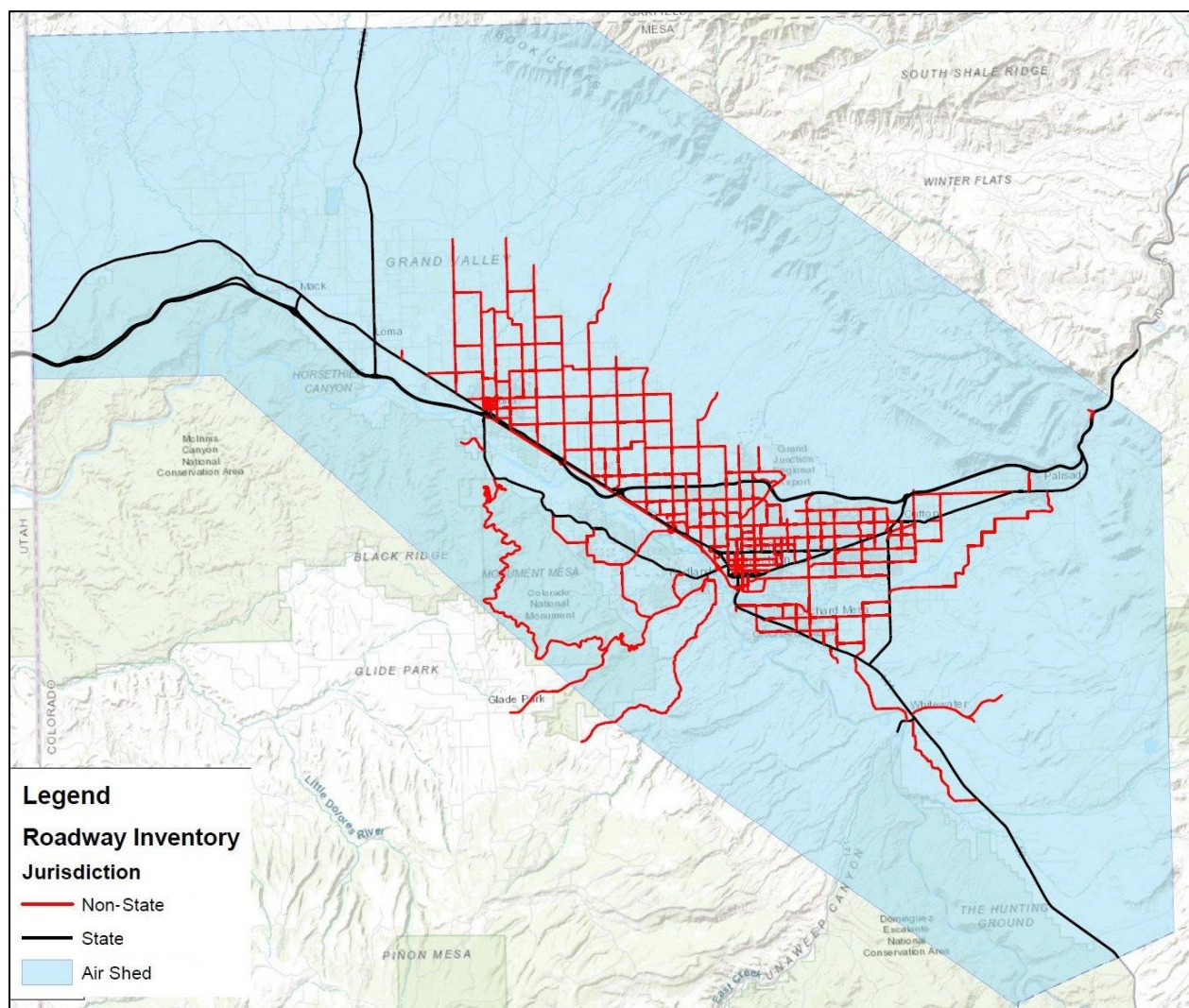
Figure 4. Transportation Impact Fee Service Area



MAJOR ROADWAY SYSTEM

A transportation impact fee system should include a clear definition of the major roadway system that is to be funded with the impact fees. The major roadway system consists of all state and federal highways (excluding I-70), principal arterials (e.g., 24 Road, Patterson Road), minor arterials, and major collector roads within the transportation impact fee service area (illustrated in Figure 5). Other roads will not be funded with transportation impact fees, nor will developer improvements to roads not included in the major roadway system be eligible for credits against the transportation impact fees. A detailed listing of the current road segments included in the major roadway system is provided in Table 18 in Appendix A.

Figure 5. Major Roadway System



TRAVEL DEMAND

The travel demand generated by specific land use types in Mesa County is a product of three factors: 1) trip generation, 2) percent new trips, and 3) average trip length. The first two factors are well documented in the professional literature – the average trip generation characteristics identified in studies of communities around the nation should be reasonably representative of trip generation characteristics in Mesa County. In contrast, trip lengths are much more likely to vary between communities, depending on the geographic size and shape of the community and its major roadway system.

Trip Generation

Trip generation rates are based on information published in the most recent edition of the Institute of Transportation Engineers' (ITE) Trip Generation manual. Trip generation rates represent trip ends, or driveway crossings at the site of a land use. Thus, a single trip from home to work counts as one trip end for the residence and one trip end for the work place, for a total of two trip ends. To avoid over counting, all trip rates are divided by two. This allocates travel equally between the origin and destination of the trip and avoids double charging. This update utilizes the most current edition of the ITE manual (the 10th edition published in 2017).

New Trip Factor

Trip rates must also be adjusted by a “new trip factor” to exclude pass by and diverted-linked trips. This adjustment is intended to reduce the possibility of over-counting by only including primary trips generated by the development. Pass by trips are those trips that are already on a particular route for a different purpose and simply stop at a development on that route. For example, a stop at a convenience store on the way home from the office is a pass by trip for the convenience store. A pass by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted-linked trip is similar to a pass by trip, but a diversion is made from the regular route to make an interim stop. The reduction for pass by and diverted-linked trips is drawn from ITE manual and other published information.

Average Trip Length

In the context of a transportation impact fee based on a consumption-based methodology, it is important to determine the average length of a trip on the major roadway system within Mesa County. The average trip length can be determined by dividing the total vehicle-miles of travel (VMT) on the major roadway system by the total number of trips generated by existing development in the service area. Total VMT on the major roadway system is estimated by multiplying the length of each road segment by the current traffic volume on that segment and summing for the entire system. Total trips can be estimated by multiplying existing land uses by the appropriate trip generation rates (adjusted for new trip factors and divided by two) and summing for all existing development in the service area.

Existing land use information was compiled for all jurisdictions within the transportation impact fee service area to determine an average trip length. Existing land uses in each of the general categories are multiplied by average daily trip generation rates and summed to determine a reasonable estimate of total daily trips within the service area. As shown in Table 4, existing land uses within the transportation impact fee service area generate approximately 428,000 average daily trips.

Table 4. Existing Average Daily Trips

Land Use Type	ITE Code	Unit	Existing Units	Trips/Unit	Daily Trips
Single-Family Detached	210	Dwelling	44,535	4.72	210,205
Multi-Family	220/221	Dwelling	11,383	3.19	36,312
Subtotal, Residential			55,918		246,517
Hotel/Motel	310/320	Rooms	3,806	2.92	11,114
Commercial	820	1,000 Sq. Ft.	13,754	8.30	114,158
Office	710	1,000 Sq. Ft.	3,028	4.87	14,746
Industrial	130	1,000 Sq. Ft.	3,655	1.68	6,140
Warehousing	150	1,000 Sq. Ft.	6,130	0.87	5,333
Public/Institutional	620	1,000 Sq. Ft.	8,999	3.32	29,877
Subtotal, Nonresidential			35,566		181,368
Total					427,885

Source: Existing development in service area from Mesa County GIS, March 12, 2018; trips per unit from Table 7.

A reasonable estimate of Mesa County's average trip length can be derived by dividing total daily VMT on the major roadway system by the total number of daily trips generated by existing development within the service area. This calculation, presented in Table 5, indicates that the average trip length on the major roadway system is about 5.5 miles.

Table 5. Average Trip Length

Daily VMT on Major Roads	2,347,636
÷ Daily Trips in Service Area	427,885
Average Trip Length (miles)	5.49

Source: VMT from Table 18; trips from Table 4.

Average trip lengths by trip purpose for the western region are available from the U.S. Department of Transportation's 2017 *National Household Travel Survey*. In addition, a residential trip length is determined, using a weighting of 20 percent work trips and 80 percent average trips. The average trip length on the major roadway system is 62.6% of the regional average trip length. Using this ratio, reasonable trip lengths were derived for specific trip purposes, including home-to-work trips, shopping, school/church and other personal trips, as shown in Table 6.

Table 6. Average Trip Lengths by Trip Purpose

Trip Purpose	Regional Trip Length (miles)	Local Ratio	Local Trip Length (miles)
To or from work	10.77	0.626	6.74
Residential	9.16	0.626	5.73
Doctor/Dentist	9.42	0.626	5.90
School/Church	5.01	0.626	3.14
Family/Personal	6.00	0.626	3.76
Shopping	6.34	0.626	3.97
Average of All Trip Purposes*	8.76	0.626	5.49

* weighted (not simple average of trip purposes shown)

Source: Regional average trip lengths for the western Census region from US Department of Transportation, *National Household Travel Survey*, 2017; regional residential trip length estimated based on weighting of 20% work trips and 80% average trips (20% work trip factor based on 2016 5-year U.S. Census sample data for Mesa County showing the average dwelling unit has 0.91 workers, and 0.91 work trips per unit is 20% of average trips per unit, derived from Table 4); average local trip length from Table 5; ratio is average local to regional trip length; local trip length by purpose is product of regional trip length and local ratio.

Travel Demand Summary

The result of combining trip generation rates, new trip factors, average trip lengths and the local adjustment factor is the travel demand schedule. The travel demand schedule establishes the average daily vehicle-miles of travel (VMT) generated by various land use types per unit of development in the service area. The updated demand schedule reflects updated trip generation rates from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th edition, 2017. Average trip lengths are updated with the 2017 *National Household Travel Survey*. The adjustment factor ensures that the VMT generated by existing land uses does not exceed current observed VMT on the major roadway system. The updated travel demand schedule is presented in Table 7. For each land use, daily VMT is a factor of trip rate, trip length, new trip factor, and the local adjustment factor.

Some modifications to the land use categories are made in this update to better reflect available data and to simplify the process of fee determination and collection. Recommended definitions of all the categories are provided in Appendix B.

- The current four shopping center size categories are combined into a single retail/commercial category. It is based on average trip characteristics for shopping centers, which tend to include a relatively broad mix of commercial uses. While trip generation rates are available for shopping centers by size, data on new trip factors and average trip lengths by size are harder to come by. Trip generation rates tend to go down by shopping center size, but this is counterbalanced by fewer pass by trips and longer trip lengths. The average shopping center rate is the appropriate default for a wide range of retail and commercial uses not specifically identified in the fee schedule. Health club is merged into the new “Shopping Center/Commercial” category because the ITE manual does not have a daily trip generation rate, and the PM peak hour rate is similar to shopping center.

- The current two office categories by building size are combined into a single general office category, for the same reasons of data availability and counterbalancing applicable to shopping centers.
- Two new categories have been added: animal hospital/vet clinic and public/institutional. The new ITE manual now has an average daily trip rate for animal hospital. The public/institutional category, based on trip data for junior/community college, is intended to provide a default category for other public/institutional uses not specifically listed in the fee schedule.
- The sit-down and fast food restaurant categories have been renamed “standard” and “drive-through,” and are defined by whether they have drive-through/drive-in facilities. This provides an administratively simple way to distinguish between them and is consistent with the ITE category from which the fast food trip rate is derived.
- Church has been renamed “Place of Worship” to better reflect its nondenominational character. Industrial park has been renamed “Industrial” to reflect its broader applicability.
- Finally, several additional residential subcategories are provided as alternatives to adopting the broader single-family detached and multi-family categories. In addition, two categories are added for senior adult housing.

The updated travel demand schedule is presented in Table 7 on the following page.

Table 7. Travel Demand Schedule

Land Use Type	ITE Code	Unit	Trips	% New	Miles	VTM
Single-Family Detached	210	Dwelling	4.72	100%	5.73	27.05
<1,250 sq. ft. of living area	210	Dwelling	2.27	100%	5.73	13.01
1,250 - 1,649 sq. ft. of living area	210	Dwelling	3.79	100%	5.73	21.72
1,650 - 2,299 sq. ft. of living area	210	Dwelling	4.41	100%	5.73	25.27
2,300 or more sq. ft. of living area	210	Dwelling	5.96	100%	5.73	34.15
Multi-Family (including townhome)	220/221	Dwelling	3.19	100%	5.73	18.28
Multi-Family, Low-Rise (1-2 stories)	220	Dwelling	3.66	100%	5.73	20.97
Multi-Family, Mid-Rise (3-10 stories)	221	Dwelling	2.72	100%	5.73	15.59
Townhouse	230	Dwelling	2.90	100%	5.73	16.62
Senior Adult Housing - Detached	251	Dwelling	2.13	100%	5.73	12.20
Senior Adult Housing - Attached	252	Dwelling	1.85	100%	5.73	10.60
Mobile Home/RV Park	240	Pad	2.50	100%	5.73	14.33
Hotel/Motel	310/320	Room	2.92	100%	5.73	16.73
Shopping Center/Commercial	820	1,000 sf	18.87	44%	3.97	32.96
Auto Sales/Service	840	1,000 sf	13.92	67%	3.97	37.03
Bank, Drive-In	912	1,000 sf	50.01	37%	3.97	73.46
Convenience Store w/Gas Sales	853	1,000 sf	312.10	17%	1.99	105.58
Golf Course	430	Hole	15.19	90%	3.76	51.40
Movie Theater	444	1,000 sf	39.04	90%	3.76	132.11
Restaurant, Standard	931	1,000 sf	41.92	38%	3.76	59.90
Restaurant, Drive-Through	934	1,000 sf	235.47	30%	1.88	132.81
Office, General	710	1,000 sf	4.87	100%	5.49	26.74
Office, Medical	720	1,000 sf	17.40	100%	5.90	102.66
Animal Hospital/Vet Clinic	650	1,000 sf	10.75	100%	5.90	63.43
Hospital	610	1,000 sf	5.36	100%	5.90	31.62
Nursing Home	620	1,000 sf	3.32	100%	3.76	12.48
Place of Worship	560	1,000 sf	3.47	100%	3.14	10.90
Day Care Center	565	1,000 sf	23.81	24%	3.14	17.94
Elementary/Secondary School	520/522/530	1,000 sf	8.96	24%	3.14	6.75
Public/Institutional	540	1,000 sf	10.12	48%	3.14	15.25
Industrial	130	1,000 sf	1.45	100%	5.73	8.31
Warehouse	150	1,000 sf	0.87	100%	5.73	4.99
Mini-Warehouse	151	1,000 sf	0.75	100%	5.73	4.30

Source: 1-way trips are ½ of trip ends from Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017 (single-family by unit size from Table 23 in Appendix E); new trip percentages for retail/commercial uses from ITE, *Trip Generation Handbook*, 3rd Edition, 2017; new trip percentage for day care and schools based on Preston Hitchens, "Trip Generation of Day Care Centers," 1990 ITE Compendium; average trip lengths from Table 6 (convenience store is one half retail, drive-through restaurant is one-half standard restaurant); VMT is product of trip rate, percent new trips, and trip length.

Comparisons of existing and updated travel demand factors are shown in Table 8. Travel demand per unit of development by land use type is lower for most land uses in this update. The change in travel demand per unit by land use exhibits considerable variation, ranging from a decline of 68% for warehouse to an increase of 7% for movie theater.

Table 8. Travel Demand Comparison

Land Use Type	Unit	VMT per Unit		Percent Change
		2002	Updated	
Single-Family Detached	Dwelling	29.70	27.05	-9%
Multi-Family	Dwelling	20.59	18.28	-11%
Mobile Home/RV Park	Pad	14.94	14.33	-4%
Hotel/Motel	Room	27.96	16.73	-40%
Shopping Center/Commercial	1,000 sf	44.91	32.96	-27%
Auto Sales/Service	1,000 sf	43.97	37.03	-16%
Bank, Drive-In	1,000 sf	73.94	73.46	-1%
Convenience Store w/Gas Sales	1,000 sf	106.28	105.58	-1%
Golf Course	Hole	69.15	51.40	-26%
Movie Theater	1,000 sf	122.94	132.11	7%
Restaurant, Standard	1,000 sf	59.82	59.90	0%
Restaurant, Drive-Through	1,000 sf	133.96	132.81	-1%
Office, General	1,000 sf	33.80	26.74	-21%
Office, Medical	1,000 sf	103.00	102.66	0%
Hospital	1,000 sf	47.83	31.62	-34%
Nursing Home	1,000 sf	13.40	12.48	-7%
Place of Worship	1,000 sf	22.80	10.90	-52%
Day Care Center	1,000 sf	47.55	17.94	-62%
Elementary/Secondary School	1,000 sf	7.45	6.75	-9%
Industrial	1,000 sf	21.57	8.31	-61%
Warehouse	1,000 sf	15.37	4.99	-68%
Mini-Warehouse	1,000 sf	5.38	4.30	-20%

Source: 2002 VMT from Duncan Associates, *Transportation Impact Fee Study*, September 2002; updated VMT from Table 7.

COST PER SERVICE UNIT

There are two components to determining the average cost to add a unit of capacity to the major roadway system: the cost of a set of improvements, and the capacity added by those improvements. This section describes both components used to calculate the average cost per service unit.

This update excludes right-of-way (ROW) costs from the fee calculation. The exclusion of ROW eliminates the most variable component of project costs, keeps the fees lower, and allows jurisdictions the option of not providing developer credit for ROW dedication.

Average Cost per Lane-Mile

The first step is to determine the cost to add an additional lane-mile of roadway. While transportation impact fees can be used to pay for a variety of types of improvements that expand the capacity of the major roadway system without adding lanes, such as intersection improvements and signalization, it is difficult to quantify the vehicle-miles of capacity (VMC) added by these types of improvements. The cost per lane-mile can be calculated based on a representative list of historical or planned improvements. The average cost per lane-mile developed for this study uses a weighted average of urban and rural road improvements. Right-of-way costs have been excluded in this update.

Costs for improving urban road sections are drawn from cost data provided by the City of Grand Junction. The estimated costs of the City's planned improvements over the next ten years are summarized in Table 9. Mesa County engineers confirm these costs are reasonably representative of urban road capacity expansion in other parts of the county. None of the projects include major structures, such as overpasses, elevated ramps or bridges. As shown, the weighted average cost of urban road expansions is about \$3.3 million per lane-mile.

Table 9. Urban Average Cost per Lane-Mile

Road	From	To	Miles	Lanes		New Ln-Mi.	Project Cost	Cost per Lane-Mile
				Ex.	Fut.			
24 Road	Patterson	I-70	1.20	3	5	2.40	\$8,100,000	\$3,375,000
25 Road	I-70B	F 1/4	0.75	3	5	1.50	\$7,290,000	\$4,860,000
25 Road	F 1/4 Road	G Road	0.75	2	3	0.75	\$3,060,000	\$4,080,000
26 Road	Patterson	H Road	2.00	2	3	2.00	\$6,480,000	\$3,240,000
26 1/2 Road	Horizon	Summerhill	2.20	2	3	2.20	\$8,019,000	\$3,645,000
28 1/4 Road	Patterson	Hawthorne	0.38	0	2	0.76	\$390,000	\$513,158
28 3/4 Road	North Ave	Orchard Ave	0.50	2	3	0.50	\$4,500,000	\$9,000,000
29 Rd Pkwy	F Road	I-70	1.00	2	5	3.00	\$9,000,000	\$3,000,000
Crosby Ave	25 1/2 Rd	Main St	0.63	2	3	0.63	\$4,025,700	\$6,390,000
D 1/2 Road	29 Road	30 Road	1.00	2	3	1.00	\$4,500,000	\$4,500,000
F 1/2 Pkwy	I-70B	F 1/4 Rd	1.70	0	3	5.10	\$9,720,000	\$1,905,882
G Road	24 Road	27 Road	3.00	2	3	3.00	\$10,700,000	\$3,566,667
Total			15.11			22.84	\$75,784,700	\$3,318,069

Source: Planned projects descriptions and costs in 2018 dollars from Trent Prall, Public Works Director, City of Grand Junction, September 19, 2018; cost per lane-mile is project cost divided by new lane-miles.

The cost of recent County rural road projects constructed or estimated in engineering studies are summarized in Table 10. All these projects or studies are from about three years ago and have been adjusted to current dollars. The costs do not include any bridge work, which the County often does as part of such projects. The list does not include any urban projects, or projects in the high country, which tend to cost quite a bit more. Many of these projects do not actually add new travel lanes, but rather the equivalent amount of pavement provided by new shoulders. The resulting average rural road cost is about \$1.68 million per lane-mile in current dollars.

Table 10. Rural Average Cost per Lane-Mile

Road	From	To	Project Description	Miles	Lanes		New Ln-Mi.	Project Cost	Cost/ Lane-Mile
					Ex.	Fut.			
22 Road	Ranchman's Ditch	H Road	Added 3rd lane w/shldrs	0.27	2	3	0.27	\$948,300	\$3,512,222
22 Road	H Road	H 1/2 Road	Added 3rd lane w/shldrs	0.41	2	3	0.41	\$1,046,400	\$2,552,195
22 Road	H 1/2 Road	I Road	Added 6' shoulders	0.59	2	3	0.59	\$997,350	\$1,690,424
22 Road	I Road	GVIC Canal	Added 6' shoulders	0.66	2	3	0.66	\$1,008,250	\$1,527,652
22 Road	GVIC Canal	J 1/2 Road	Added 6' shoulders	0.70	2	3	0.70	\$1,057,300	\$1,510,429
22 Road	J 1/2 Road	K Road	Added 6' shoulders	0.58	2	3	0.58	\$784,800	\$1,353,103
K Road	19 Road	19 1/2 Road	Added 6' shoulders	0.61	2	3	0.61	\$833,850	\$1,366,967
K Road	19 1/2 Road	20.2 Road	Added 6' shoulders	0.70	2	3	0.70	\$1,286,200	\$1,837,429
K Road	Adobe	20.8 Road	Added 6' shoulders	0.63	2	3	0.63	\$693,240	\$1,100,381
Total				5.15			5.15	\$8,655,690	\$1,680,717

Source: Mesa County Engineering, October 5, 2018; original costs inflated by the change in the CDOT Construction Cost Index over the last three years; cost per lane-mile is project cost divided by new lane-miles.

Average urban and rural costs per lane-mile identified above are converted to a weighted average cost per lane-mile in Table 11 based on the distribution of existing lane-miles. The weighted average is about \$2.8 million per lane-mile.

Table 11. Weighted Average Cost per Lane-Mile

	Urban	Rural	Total
Average Cost per Lane-Mile	\$3,318,069	\$1,680,717	n/a
x Percent of Lane-Miles	66.2%	33.8%	100.0%
Weighted Average Cost per Lane-Mile	\$2,196,562	\$568,082	\$2,764,644

Source: Average cost per lane-mile from Table 9 (urban) and Table 10; distribution of urban and rural major roadway lane-miles within the service area from Mesa County GIS, September 28, 2018.

Cost per Service Unit Summary

Dividing the weighted average cost per lane-mile by the average daily capacity per lane yields an average cost of per vehicle-mile of capacity or VMC. Under the modified consumption-based methodology, the cost per VMC needs to be multiplied by the VMC/VMT ratio (see discussion in Appendix D: Methodology) to determine the cost per vehicle-mile of travel or VMT. As shown in Table 12, the cost per service unit to accommodate the traffic generated by new development is \$353 per VMT. Note that this updated cost per service unit excludes ROW costs.

Table 12. Transportation Cost per Service Unit

Weighted Average Cost per Lane-Mile	\$2,764,644
÷ Average Daily Capacity per Lane	7,827
Average Cost per Vehicle-Mile of Capacity (VMC)	\$353
x VMC/VMT Ratio	1.00
Cost per Vehicle-Mile of Travel (VMT)	\$353

Source: Weighted average cost per lane-mile from Table 11; average capacity per lane derived from Table 18 (total VMC ÷ total lane-miles); VMC/VMT ratio is recommended ratio from Table 19.

NET COST PER SERVICE UNIT

As discussed in Appendix C: Legal Framework, revenue credits may be warranted for existing deficiencies, outstanding debt, the availability of State/Federal funding, and the historical use of local funding for major roadway expansion. There are no existing deficiencies from the perspective of the transportation impact fees because the fees are based on a level of service that is lower than what is currently provided to existing development.

The City of Grand Junction is the only one of the four jurisdictions that has any outstanding debt on existing major roadways. The City has about \$25 million in outstanding debt for the Riverside Parkway widening. However, Riverside Parkway accounts for only about 4% of the total excess capacity in the major roadway system that is available for new development. The fees that Grand Junction collects could be used to retire this debt, although that is not the City's current practice. Consequently, no revenue credit is required for the outstanding debt.

While not necessarily required, as discussed in the Revenue Credits section of Appendix C, revenue credits will be calculated for direct state and federal funding for road improvements, and for local government's historical use of funding for capacity-expanding improvements.

Direct funding of road improvements with State and Federal funds is programmed through the *Transportation Improvement Program (TIP)* prepared by the Grand Valley Metropolitan Planning Organization. The current TIP includes \$2.7 million in annual funding over next four years for improvements that are capacity-expanding. These improvements are summarized in Table 13.

Table 13. Average Annual State/Federal Road Capacity Funding, FY 2019-2022

Facility	Location	Description	Amount
I-70B	24 Rd-15th St	Widening	\$2,000,000
US 6	Clifton-Palisade	Preliminary Engineering	\$7,200,000
US 6	Fruita-I-70B	Highway & Intersection Improvements	\$1,650,000
Total State/Federal Funding			\$10,850,000
÷ Number of Years			4
Average Annual Funding			\$2,712,500

Source: Grand Valley Metropolitan Planning Organization, *Transportation Improvement Program, State FY 2019 to 2022*, amended October 22, 2018.

In addition to direct state and federal funding for road improvements, other state highway revenues, primarily highway user taxes and motor vehicle registration fees, are allocated to local jurisdictions and earmarked for transportation-related expenditures. Other major local sources of revenue for road expenditures include Mesa County's sales tax and Grand Junction's general fund. The consultant analyzed the four jurisdictions' annual reports for the last five years to determine how much is spent on right-of-way, new roads, and roadway capacity improvements. As can be seen from Table 14, local governments in Mesa County are spending about \$10 million annually on capacity improvements.

Table 14. Average Annual Local Road Capacity Expenditures

Jurisdiction	5-Yr. Avg.
Mesa County	\$7,184,091
City of Grand Junction	\$2,431,028
City of Fruita	\$441,301
Town of Palisade	\$0
Total	\$10,056,420

Source: Local Highway Finance Reports, 2012-2016 for Mesa County and Grand Junction, 2013-2017 for Fruita and Palisade.

The amount of the revenue credit is determined by first dividing the total annual funding available for road capacity improvements by total VMT on the major roadway system, then multiplying by a present value factor. This results in a credit per service unit that is the current equivalent of the future 30-year stream of funding that will be available to help defray the growth-related costs of improving the major roadway system.

Table 15. Transportation Funding Credit

Annual State/Federal Capital Funding	\$2,712,500
Annual Local Capital Expenditures	\$10,056,420
Total Annual Capital Funding	\$12,768,920
÷ Daily VMT on Major Road System	2,347,636
Annual Funding per Daily VMT	\$5.44
x Present Value Factor (30 Years)	18.86
Funding Credit per Daily VMT	\$103

Source: State/Federal funding from Table 13; local expenditures from Table 14; existing VMT from Table 18; present value factor is based on a discount rate of 3.30%, which is the national average yield on AAA 30-year municipal bonds from fmsbonds.com on November 27, 2018.

The net cost per service unit is the cost per VMT less the revenue credit for non-impact fee funding. As shown in Table 16, the net cost per service unit is \$250 per VMT.

Table 16. Transportation Net Cost per Service Unit

Cost per Vehicle-Mile of Travel	\$353
– Credit per Vehicle-Mile of Travel	-\$103
Net Cost per Vehicle-Mile of Travel	\$250

Source: Cost per VMT from Table 12; credit from Table 15.

NET COST SCHEDULE

The updated transportation impact fees for the various land use categories are shown in Table 17. Fees shown exclude ROW costs. The impact fee calculation for each land use category is the product of daily VMT per development unit on the major roadway system and the net cost per VMT, which takes into account the average cost to add roadway capacity as well as future revenue that will be generated by new development to help offset those costs. The comparison of the updated fees with current fees is presented in the Executive Summary.

Table 17. Updated Transportation Impact Fees

Land Use Type	Unit	VMT/ Unit	Net Cost/ VMT	Net Cost/ Unit
Single-Family Detached	Dwelling	27.05	\$250	\$6,763
<1,250 sq. ft. of living area	Dwelling	13.01	\$250	\$3,253
1,250 - 1,649 sq. ft. of living area	Dwelling	21.72	\$250	\$5,430
1,650 - 2,299 sq. ft. of living area	Dwelling	25.27	\$250	\$6,318
2,300 or more sq. ft. of living area	Dwelling	34.15	\$250	\$8,538
Multi-Family (including townhome)	Dwelling	18.28	\$250	\$4,570
Multi-Family, Low-Rise (1-2 stories)	Dwelling	20.97	\$250	\$5,243
Multi-Family, Mid-Rise (3-10 stories)	Dwelling	15.59	\$250	\$3,898
Townhouse	Dwelling	16.62	\$250	\$4,155
Senior Adult Housing - Detached	Dwelling	12.20	\$250	\$3,050
Senior Adult Housing - Attached	Dwelling	10.60	\$250	\$2,650
Mobile Home/RV Park	Pad	14.33	\$250	\$3,583
Hotel/Motel	Room	16.73	\$250	\$4,183
Shopping Center/Commercial	1,000 sf	32.96	\$250	\$8,240
Auto Sales/Service	1,000 sf	37.03	\$250	\$9,258
Bank, Drive-In	1,000 sf	73.46	\$250	\$18,365
Convenience Store w/Gas Sales	1,000 sf	105.58	\$250	\$26,395
Golf Course	Hole	51.40	\$250	\$12,850
Movie Theater	1,000 sf	132.11	\$250	\$33,028
Restaurant, Standard	1,000 sf	59.90	\$250	\$14,975
Restaurant, Drive-Through	1,000 sf	132.81	\$250	\$33,203
Office, General	1,000 sf	26.74	\$250	\$6,685
Office, Medical	1,000 sf	102.66	\$250	\$25,665
Animal Hospital/Vet Clinic	1,000 sf	63.43	\$250	\$15,858
Hospital	1,000 sf	31.62	\$250	\$7,905
Nursing Home	1,000 sf	12.48	\$250	\$3,120
Place of Worship	1,000 sf	10.90	\$250	\$2,725
Day Care Center	1,000 sf	17.94	\$250	\$4,485
Elementary/Secondary School	1,000 sf	6.75	\$250	\$1,688
Public/Institutional	1,000 sf	15.25	\$250	\$3,813
Industrial	1,000 sf	8.31	\$250	\$2,078
Warehouse	1,000 sf	4.99	\$250	\$1,248
Mini-Warehouse	1,000 sf	4.30	\$250	\$1,075

Source: VMT per unit from Table 17; net cost per VMT from Table 16.

APPENDIX A: MAJOR ROAD INVENTORY

Table 18. Existing Major Roadway Inventory

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
1 9/10 Rd	Highline Canal Rd	I-70	COL	0.588	2	12,000	97	7,056	57
4th Ave	S of S 7th St	S 9th 9th St	COL	0.558	2	12,000	228	6,696	127
14 Rd	Hwy 6 & 50	Node	COL	0.340	2	12,000	193	4,080	66
15 Rd	Hwy 6 & 50	L Rd	COL	0.114	2	12,000	151	1,368	17
15th St	North Ave	Patterson Rd	COL	0.998	2	12,000	838	11,976	836
16 Rd	Hwy 6 nd 50	Q Rd	COL	5.770	2	12,000	638	69,240	3,681
17 1/2 Rd	Applewood Dr	N 3/10 Rd	COL	2.827	2	12,000	1,502	33,924	4,246
17 Rd	K Rd	O Rd	COL	3.996	2	12,000	562	47,952	2,246
18 1/2 Rd	K Rd	N 3/10 Rd	COL	3.669	2	12,000	2,382	44,028	8,740
18 Rd	K 6/10 Rd	Node	COL	3.142	2	12,000	75	37,704	236
19 Rd	Hwy 6 and 50	Node	COL	6.690	2	12,000	3,349	80,280	22,405
20 1/2 Rd	Spoon Ct	E 3/4 Rd	COL	0.849	2	12,000	286	10,188	243
20 Rd	E 3/4 Rd	N Rd	COL	5.663	2	12,000	1,612	67,956	9,129
21 1/2 Rd	Hwy 6 & 50	I Rd	COL	0.979	2	12,000	536	11,748	525
21 Rd	Node	Node	COL	8.129	2	12,000	1,423	97,548	11,568
22 Rd	Hwy 6 & 50	Node	COL	5.128	2	12,000	146	61,536	749
23 Rd	Hwy 6 & 50	Orchard Ave	COL	5.600	2	12,000	2,928	67,200	16,397
24 1/2 Rd	Hwy 6 & 50	Patterson Rd	MA	0.301	4	40,000	11,141	12,040	3,353
24 1/2 Rd	Patterson Rd	F 3/8 Rd	COL	0.368	2	18,000	9,238	6,624	3,400
24 1/2 Rd	F 3/8 Rd	H Rd	COL	1.629	2	12,000	4,691	19,548	7,642
24 Rd	Node	Node	PA	0.466	2	18,000	5,041	8,388	2,349
24 Rd	Patterson Rd	I-70 Ramp	PA	1.290	2	26,000	14,869	33,540	19,181
24 Rd	I-70 Ramp	I-70 Ramp	COL	0.079	4	24,000	8,730	1,896	690
24 Rd	I-70 Ramp	K Rd	COL	3.438	2	12,000	6,335	41,256	21,780
25 1/2 Rd	Independent Ave	Patterson Rd	COL	0.753	2	18,000	4,696	13,554	3,536
25 1/2 Rd	Patterson Rd	Fall Valley Ave	COL	0.267	2	12,000	2,672	3,204	713
25 1/2 Rd	Fall Valley Ave	Moonridge Dr	COL	0.544	2	18,000	1,795	9,792	976
25 1/2 Rd	Moonridge Dr	G Rd	COL	0.201	2	12,000	1,309	2,412	263
25 Rd	Hwy 6 And 50	Riverside Pkwy	PA	0.332	4	44,000	17,671	14,608	5,867
25 Rd	Hwy 6 & 50	Patterson Rd	MA	0.610	2	24,000	18,733	14,640	11,427
25 Rd	Patterson Rd	Foresight Cir	MA	0.169	2	16,000	9,182	2,704	1,552
25 Rd	Foresight Cir	F 1/2 Rd	PA	0.326	2	18,000	9,066	5,868	2,956
25 Rd	F 1/2 Rd	Hayes Dr	MA	0.248	2	16,000	8,493	3,968	2,106
25 Rd	Hayes Dr	G Rd	MA	0.254	2	24,000	7,228	6,096	1,836
25 Rd	G Rd	Node	COL	4.344	2	12,000	2,728	52,128	11,850
26 1/2 Rd	Horizon Dr	H Rd	MA	1.740	2	16,000	254	27,840	442
26 1/2 Rd	H Rd	I Rd	COL	0.998	2	12,000	254	11,976	253
26 Rd	Patterson Rd	G 1/2 Rd	MA	1.453	2	16,000	6,526	23,248	9,482
26 Rd	G 1/2 Rd	Node	MA	0.110	2	24,000	4,332	2,640	477
26 Rd	Node	H Rd	MA	0.435	2	16,000	4,332	6,960	1,884
26 Rd	H Rd	I Rd	COL	0.999	2	12,000	1,113	11,988	1,112
27 1/2 Rd	Patterson Rd	Horizon Dr	COL	1.020	2	18,000	9,077	18,360	9,259
27 1/4 Rd	H Rd	Node	COL	0.926	2	12,000	52	11,112	48
27 Rd	B Rd	C Rd	COL	0.902	2	12,000	2,829	10,824	2,552
27 Rd	G Rd	H Rd	MA	0.999	2	16,000	3,138	15,984	3,135
28 1/2 Rd	Hwy 50	Orchard Ave	COL	1.944	2	12,000	6,159	23,328	11,973
28 1/4 Rd	North Ave	Orchard Ave	COL	0.504	2	18,000	2,666	9,072	1,344

continued on next page

Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
28 1/4 Rd	Orchard Ave	Patterson Rd	MA	0.498	4	32,000	7,803	15,936	3,886
28 1/4 Rd	Patterson Rd	Park Dr	COL	0.210	2	18,000	2,666	3,780	560
28 Rd	B 1/2 Rd	Unaweepe Ave	COL	0.504	2	12,000	382	6,048	193
28 Rd	I-70 B	Node	MA	0.282	2	16,000	5,494	4,512	1,549
28 Rd	Node	Orchard Ave	MA	0.788	2	24,000	5,494	18,912	4,329
28 Rd	Patterson Rd	Ridge Dr	COL	0.498	2	18,000	3,302	8,964	1,644
28 Rd	Ridge Dr	Cortland Ave	COL	0.252	2	12,000	1,912	3,024	482
29 1/2 Rd	Hwy 50	F 1/2 Rd	COL	2.006	2	12,000	481	24,072	965
29 3/4 Rd	Old WW Rd	Hwy 50	COL	0.724	2	12,000	21	8,688	15
29 Rd	Hwy 50	Unaweepe Ave	COL	0.987	2	18,000	3,125	17,766	3,084
29 Rd	Unaweepe Ave	D Rd	PA	1.276	2	26,000	14,078	33,176	17,964
29 Rd	D Rd	D 1/2 Rd	PA	0.413	4	44,000	15,766	18,172	6,511
29 Rd	D 1/2 Rd	North Ave	PA	0.590	4	36,000	22,096	21,240	13,037
29 Rd	North Ave	Patterson Rd	MA	0.998	2	24,000	10,566	23,952	10,545
29 Rd	Patterson Rd	29 Rd	PA	0.876	2	18,000	5,850	15,768	5,125
29 Rd	G Rd	N I-70 Frontg Rd	COL	0.424	2	12,000	5	5,088	2
2nd St	Front St	F Rd	COL	0.276	2	12,000	1,410	3,312	389
30 Rd	Hwy 50	B 1/2 Rd	COL	1.231	2	12,000	766	14,772	943
30 Rd	D Rd	E Rd	MA	0.878	2	24,000	7,489	21,072	6,575
30 Rd	E Rd	Patterson Rd	MA	1.120	4	40,000	17,250	44,800	19,320
30 Rd	Patterson Rd	F 1/2 Rd	COL	0.497	2	12,000	6,188	5,964	3,075
31 1/2 Rd	E Rd	F 1/2 Rd	COL	1.456	2	12,000	3,895	17,472	5,671
31 Rd	Hwy 50	F 1/2 Rd	COL	4.399	2	12,000	1,440	52,788	6,335
32 Rd	I-70 B	Frontage Rd	MA	0.023	4	32,000	3,440	736	79
32 Rd	E 1/2 Rd	32 Rd	MA	0.217	4	40,000	5,896	8,680	1,279
32 Rd	32 Rd	F Rd	MA	0.246	2	16,000	6,713	3,936	1,651
32 Rd	F Rd	E 1/2 Rd	COL	0.500	2	12,000	2,518	6,000	1,259
32 1/2 Rd	E Rd	F Rd	COL	0.836	2	12,000	2,209	10,032	1,847
33 Rd	D 1/2 Rd	D 3/4 Rd	COL	0.249	2	12,000	1,877	2,988	467
33 Rd	D 3/4 Rd	E Rd	COL	0.751	2	18,000	369	13,518	277
33 Rd	E 1/2 Rd	Node	COL	1.672	2	12,000	91	20,064	152
34 1/2 Rd	C 1/2 Rd	D Rd	COL	0.504	2	12,000	1,319	6,048	665
34 Rd	E 1/4 Rd	G Rd	COL	1.757	2	12,000	48	21,084	84
35 1/2 Rd	E Rd	E 1/2 Rd	COL	0.497	2	12,000	454	5,964	226
35 Rd	34 1/2 Rd	E Rd	COL	1.435	2	12,000	1,319	17,220	1,893
36 Rd	E 1/2 Rd	F Rd	COL	0.496	2	12,000	454	5,952	225
37 1/4 Rd	F Rd	F 1/4 Rd	COL	0.243	2	12,000	1,079	2,916	262
37 3/10 Rd	G Rd	I-70	COL	0.777	2	12,000	2,168	9,324	1,685
38 Rd	Horse Mntn Rd	G Rd	COL	0.921	2	12,000	1,947	11,052	1,793
A 1/2 Rd	30 Rd	31 Rd	COL	0.999	2	12,000	182	11,988	182
American Way	Base Rock St	Maldonado St	COL	0.236	2	12,000	3867	2,832	913
B 1/2 Rd	Hwy 50	27 1/2 Rd	MA	0.208	2	24,000	4,382	4,992	911
B 1/2 Rd	27 1/2 Rd	32 Rd	MA	4.520	2	16,000	4382	72,320	19,807
B Rd	27 Rd	30 Rd	COL	3.055	2	12,000	2269	36,660	6,932
Base Rock	Node	Node	COL	0.556	2	18,000	4,509	10,008	2,507
Belford Ave	N 4th St	N 5th St	MA	0.092	4	16,000	1,447	1,472	133
Belford Ave	N 24th St	28 Rd	COL	0.199	2	12,000	3,642	2,388	725
Bookcliff Ave	26 1/2 Rd	N 12th St	COL	0.467	2	12,000	2,623	5,604	1,225
C 1/2 Rd	32 Rd	34 1/2 Rd	COL	2.549	2	12,000	1,656	30,588	4,221
C Rd	31 Rd	32 Rd	COL	0.998	2	12,000	128	11,976	128

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
Canon St	Node	Hwy 50	COL	0.221	2	12,000	2,839	2,652	627
Coffman Rd	Hwy 141	Broadway	COL	3.662	2	12,000	10	43,944	37
Colorado Ave	S 3rd St	S 7th St	COL	0.365	2	12,000	7,799	4,380	2,847
Cortland Ave	27 1/2 Rd	28 Rd	COL	0.500	2	12,000	2,735	6,000	1,368
Crosby Ave	American Way	Broadway	COL	0.465	2	12,000	2,367	5,580	1,101
Crossroads Blvd	27 Rd	Horizon Dr	MA	1.088	2	16,000	6,177	17,408	6,721
D 1/2 Rd	29 Rd	D 1/2 Ct	COL	0.245	2	18,000	7,050	4,410	1,727
D 1/2 Rd	D 1/2 Ct	30 1/4 Rd	COL	1.044	2	12,000	7,050	12,528	7,360
D 1/2 Rd	30 1/4 Rd	Node	COL	0.077	2	18,000	9,619	1,386	741
D 1/2 Rd	Node	33 Rd	COL	2.669	2	12,000	7,669	32,028	20,469
D Rd	Monument Rd	Rosevale Rd	COL	0.306	2	12,000	2,191	3,672	670
D Rd	Node	Node	MA	0.373	4	32,000	4,849	11,936	1,809
D Rd	Node	Node	MA	0.300	2	16,000	4,983	4,800	1,495
D Rd	Node	Riverside Pkwy	MA	0.044	4	32,000	4,983	1,408	219
D Rd	D Rd	Node	PA	0.054	2	26,000	12,164	1,404	657
D Rd	29 Rd	32nd Rd	MA	2.993	2	16,000	15,986	47,888	47,846
Desert Rd	Hwy 50	Hwy 141	COL	4.787	2	12,000	11	57,444	53
DS Rd	17 3/10 Rd	Rim Rock Dr	COL	4.883	2	12,000	979	58,596	4,780
E 1/2 Rd	30 Rd	36 Rd	MA	1.497	2	16,000	5,706	23,952	8,542
E 1/2 Rd	32 Rd	Aaron Ct	COL	1.606	2	12,000	3,642	19,272	5,849
E 1/4 Rd	33 Rd	34 Rd	COL	1.009	2	12,000	833	12,108	840
E 3/4 Rd	20 1/2 Rd	20 3/4 Rd	COL	0.247	2	12,000	996	2,964	246
E Aspen Ave	N Mesa St	N Peach St	COL	1.212	2	12,000	4,328	14,544	5,246
E Grand Ave	Hwy 6 And 50	S PINE St	COL	0.485	2	12,000	612	5,820	297
E Ottley Ave	N Mesa St	Node	COL	0.447	2	12,000	4,369	5,364	1,953
E Pabor Ave	N Mesa St	N Maple St	COL	0.249	2	12,000	846	2,988	211
E Rd	30 Rd	35 1/2 Rd	COL	3.539	2	12,000	10,048	42,468	35,560
Elm Ave	N 7th St	Houston Ave	COL	1.848	2	12,000	2,868	22,176	5,300
F Rd	I-70 B	33 Rd	PA	0.675	2	26,000	17,935	17,550	12,106
F Rd	33 Rd	33 1/2 Rd	PA	0.512	2	18,000	8,076	9,216	4,135
F Rd	31 Rd	33 1/2 Rd	PA	1.320	4	44,000	19,165	58,080	25,298
F Rd	33 1/2 Rd	37 1/4 Rd	COL	1.721	2	12,000	1,323	20,652	2,277
F 1/4 Rd	37 1/4 Rd	Horse Mntain Rd	COL	0.809	2	12,000	1,485	9,708	1,201
F 1/2 Rd	25 Rd	32 Rd	COL	4.041	2	12,000	2,078	48,492	8,397
Frontage Rd	Timber Falls Dr	Hwy 6 and 50	COL	0.777	2	12,000	2,992	9,324	2,325
Frontage Rd	31 1/2 Rd	32 Rd	MA	0.487	2	16,000	3,860	7,792	1,880
G Rd	Power Rd	Hwy 6 & 50	COL	0.048	2	12,000	3,338	576	160
G Rd	Hwy 6 & 50	Horizon Dr	MA	4.944	2	16,000	1,727	79,104	8,538
G Rd	33 Rd	Front St	COL	3.710	2	12,000	1,398	44,520	5,187
Grand Ave	N 1ST St	N 7th St	MA	0.532	4	40,000	19,966	21,280	10,622
Grand Ave	N 7th St	N 12th St	MA	0.466	2	24,000	8,449	11,184	3,937
Grand Ave	N 12th St	28 Rd	COL	1.009	2	12,000	6,344	12,108	6,401
Gunnison Ave	N 1st St	N 9th St	COL	0.706	2	12,000	6,335	8,472	4,473
Gunnison Ave	N 9th St	N 12th St	COL	0.290	2	18,000	7,753	5,220	2,248
Gunnison Ave	N 12th St	Mantlo Cir	COL	0.809	2	12,000	3,912	9,708	3,165
H Rd	21 Rd	26 1/2 Rd	COL	4.495	2	12,000	1,074	53,940	4,828
H Rd	26 1/2 Rd	Jamaica Dr	COL	0.204	2	18,000	4,329	3,672	883
H Rd	Jamaica Dr	North Crest Dr	COL	1.131	2	12,000	3,117	13,572	3,525
H Rd	North Crest Dr	Horizon Dr	COL	0.455	2	18,000	1,659	8,190	755
Horizon Dr	26 1/2 Rd	N 2th St	MA	0.670	2	16,000	7,489	10,720	5,018

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
O Rd	16 Rd	19 Rd	COL	1.999	2	12,000	185	23,988	370
Old 6 and 50	Node	2 8/10 Rd	MA	11.956	2	16,000	64	191,296	765
Orchard Ave	1st St	26 Rd	COL	2.016	2	12,000	4,826	24,192	9,729
Orchard Ave	28 Rd	30 Rd	MA	0.591	2	24,000	9,842	14,184	5,817
Orchard Ave	Normandy Dr	29 Rd	MA	0.397	2	16,000	8,059	6,352	3,199
Orchard Ave	29 Rd	29 1/2 Rd	MA	0.503	2	24,000	7,877	12,072	3,962
Orchard Ave	29 1/2 Rd	30 Rd	MA	0.500	2	16,000	5,282	8,000	2,641
Ottley Ave	Node	N Pine St	COL	0.300	2	12,000	2,779	3,600	834
Patterson Rd	Hwy 6 & 50	26 Rd	PA	2.417	4	44,000	8,723	106,348	21,083
Patterson Rd	26 Rd	Mira Vista Rd	PA	0.297	4	36,000	30,773	10,692	9,140
Patterson Rd	Mira Vista Rd	View Point Dr	PA	0.385	4	44,000	30,640	16,940	11,796
Patterson Rd	View Point Dr	Node	PA	0.209	4	36,000	28,741	7,524	6,007
Patterson Rd	Node	31 Rd	PA	4.108	4	44,000	26,667	180,752	109,548
Pkwy Ramp	Node	Riverside Pkwy	RMP	0.380	2	12,000	1,651	4,560	627
Pkwy Ramp	Node	Node	PA	0.027	1	9,000	186	243	5
Pkwy Ramp	Node	Node	RMP	0.542	2	6,000	2,915	3,252	1,580
Pitkin Ave	Ute Ave	2nd St	PA	0.114	4	18,000	13,144	2,052	1,498
Pitkin Ave	S 2nd St	S 12th St	PA	0.921	6	27,000	13,144	24,867	12,106
Pitkin Ave	S 12th St	Node	PA	0.440	4	18,000	12,263	7,920	5,396
Rabbit Valley Rd	Node	Node	RMP	0.170	2	12,000	9	2,040	2
Redlands Pkwy	S Broadway	Broadway	COL	0.440	2	12,000	7,715	5,280	3,395
Redlands Pkwy	Colorado River	Pkwy Ramp	PA	0.809	4	36,000	17,688	29,124	14,310
Redlands Pkwy	S Camp Rd	S Broadway	COL	0.262	2	12,000	7,715	3,144	2,021
Redlands Pkwy	Broadway	Colorado River	PA	0.827	2	18,000	12,843	14,886	10,621
Redlands Pkwy	Node	Node	PA	0.022	4	36,000	17,435	792	384
Redlands Pkwy	Node	Node	PA	0.336	2	18,000	8,540	6,048	2,869
Redlands-Riverside	Node	Node	RMP	0.095	2	6,000	608	570	58
Reeder Mesa Rd	Hwy 50	Goodfellow Ct	COL	2.567	2	12,000	381	30,804	978
Ridges Blvd	Ridgeway Ct	Broadway	COL	0.753	2	12,000	7,717	9,036	5,811
Rimrock Dr	N 16 1/2 Rd	S Camp Rd	COL	23.005	2	12,000	288	276,060	6,625
River Rd	Frontage Rd	Pkwy Ramp	COL	4.607	2	12,000	3,886	55,284	17,903
Riverside Pkwy	Pkwy Ramp	Overpass	COL	1.389	2	18,000	2,722	25,002	3,781
Riverside Pkwy	Node	Node	COL	0.161	2	12,000	1,980	1,932	319
Riverside Pkwy	Node	Node	COL	0.039	4	24,000	444	936	17
Riverside Pkwy	Node	29 Rd	MA	1.556	2	24,000	12,885	37,344	20,049
Riverside Pkwy	Node	Node	PA	0.306	2	9,000	1,215	2,754	372
Riverside Pkwy	Node	Node	PA	0.115	4	44,000	17,227	5,060	1,981
Riverside Pkwy	Node	Node	PA	0.132	2	9,000	1,536	1,188	203
Riverside Pkwy	Node	Node	PA	1.713	4	44,000	17,670	75,372	30,269
Riverside Pkwy	Hwy 50 Exit	Hwy 50 on-ramp	PA	0.230	4	44,000	12,420	10,120	2,857
Riverside Pkwy	Node	S 9th St	PA	0.330	4	44,000	12,276	14,520	4,051
Riverside Pkwy	S 9th St	D Rd	PA	1.011	2	26,000	10,253	26,286	10,366
Riverside Pkwy	Node	Node	RMP	0.252	2	6,000	10,313	1,512	2,599
Riverside Pkwy	Node	Node	RMP	0.255	1	6,000	177	1,530	45
Riverside Pkwy	Node	Node	RMP	0.264	2	6,000	9,264	1,584	2,446
Rood Ave	N 1st St	N 7th St	COL	0.529	2	12,000	3,134	6,348	1,658
Rosevale Rd	S Redlands Rd	D Rd	COL	0.820	2	12,000	1,570	9,840	1,287
S 1st St	Ute Ave	Main St	PA	0.116	4	36,000	25,971	4,176	3,013
S 5th St	Hwy 50	Pitkin Ave	EXP	1.143	4	24,000	14,590	27,432	16,676
S 5th St	Pitkin Ave	Ute Ave	MA	0.068	4	32,000	15,318	2,176	1,042

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
S 4th St	Pitkin Ave	Main St	MA	0.205	4	16,000	4,410	3,280	904
S 5th St	Ute Ave	Main St	MA	0.131	6	24,000	7,584	3,144	994
S 7th St	Riverside Pkwy	Pitkin Ave	COL	0.539	2	18,000	1,203	9,702	648
S 7th St	Pitkin Ave	Main St	MA	0.202	4	40,000	8,117	8,080	1,640
S 9th St	Riverside Pkwy	4th Ave	COL	0.230	2	12,000	848	2,760	195
S 9th St	4th Ave	Ute Ave	MA	0.416	2	16,000	1,526	6,656	635
S 12th St	Pitkin Ave	Colorado Ave	PA	0.133	2	18,000	3,127	2,394	416
S 12th St	Colorado Ave	Main St	PA	0.070	2	26,000	3,127	1,820	219
S Broadway	Mnmnt Canyon Dr	S Camp Rd	COL	3.462	2	12,000	5,224	41,544	18,085
SB Pkwy on-ramp	Broadway	Riverside Pkwy	RMP	0.224	2	6,000	3,872	1,344	867
S Camp Rd	Monument Rd	Rimrock Rd	COL	0.626	2	12,000	3,335	7,512	2,088
S Camp Rd	Rimrock Rd	Buffalo Dr	COL	0.873	2	12,000	3,166	10,476	2,764
S Camp Rd	Buffalo Dr	Mckinley Dr	COL	0.858	2	18,000	2,419	15,444	2,076
S Camp Rd	Mckinley Dr	S Broadway	COL	0.295	2	12,000	3,605	3,540	1,063
S Coulson St	Hwy 6 & 50	W Aspen Ave	COL	0.051	2	12,000	3,664	612	187
S Maple St	Hwy 6 & 50	E Aspen Ave	COL	0.358	2	12,000	1,864	4,296	667
S Mesa St	Hwy 6 & 50	W Aspen Ave	COL	0.184	2	12,000	2,109	2,208	388
S Pine St	Hwy 6 & 50	J 2/10 Rd	COL	0.339	2	18,000	8,893	6,102	3,015
S Pine St	J 2/10 Rd	E Aspen Ave	COL	0.371	2	12,000	7,461	4,452	2,768
S Redlands Rd	Mount Sopris Dr	Monument Rd	COL	0.402	2	12,000	3,057	4,824	1,229
Teller Ave	I-70 B	29 Rd	RMP	0.189	4	24,000	3,973	4,536	751
Unaweep Ave	Hwy 50	29 Rd	COL	2.847	2	18,000	9,028	51,246	25,703
Ute Ave	S 1st St	N 5th St	PA	0.355	4	18,000	10,652	6,390	3,781
Ute Ave	S 5th St	S 12th St	PA	0.646	6	27,000	11,357	17,442	7,337
Ute Ave	S 12th St	I-70 B	PA	0.424	4	18,000	10,777	7,632	4,569
Warrior Way	I-70 B	E 1/2 Rd	COL	0.112	2	18,000	7,513	2,016	841
West Ave	Broadway	Riverside Pkwy	COL	0.170	2	12,000	8,172	2,040	1,389
W Aspen Ave	N Coulson St	N Mesa St	COL	0.250	2	12,000	4,037	3,000	1,009
W Grand Ave	Mulberry St	N 1st St	PA	0.154	4	44,000	20,840	6,776	3,209
W Ottley Ave	Hwy 6 And 50	N Mesa St	COL	0.885	2	12,000	1,256	10,620	1,112
W Pabor Ave	N Cherry St	N Mesa St	COL	0.251	2	12,000	2,587	3,012	649
Whitewtr Crk Rd	Reeder Mesa Rd	Node	COL	1.633	2	12,000	111	19,596	181
Subtotal, Non-State Roads				350.168				5,325,416	1,326,921
EB Off-Ramp	Node	Node	RMP	0.224	2	6,000	9,260	1,344	2,074
EB Off-Ramp	Node	Node	RMP	0.047	2	6,000	49	282	2
EB On-Ramp	Node	Node	RMP	0.031	2	6,000	2,984	186	93
EB On-Ramp	Node	Node	RMP	0.055	2	6,000	313	330	17
EB On-Ramp	Node	Node	RMP	0.321	2	6,000	3,110	1,926	998
EB to EB Off-ramp	Node	Node	RMP	0.201	2	6,000	9,211	1,206	1,851
EB to WB Off-ramp	Node	Node	RMP	0.035	2	6,000	29	210	1
EB to WB On-ramp	Node	Node	RMP	0.061	2	6,000	80	366	5
Hwy 6	N 1st St	I-70 B	PA	3.819	4	44,000	25,380	168,036	96,926
Hwy 6	Node	Node	RMP	0.316	4	12,000	11,903	3,792	3,761
Hwy 6	Node	Node	RMP	0.477	2	6,000	10,907	2,862	5,203
Hwy 6	Node	Node	RMP	0.101	4	12,000	11,903	1,212	1,202
Hwy 6	Node	N 1st St	PA	0.101	4	44,000	22,848	4,444	2,308
Hwy 6	F Rd	G Rd	PA	3.320	2	18,000	7,854	59,760	26,075
Hwy 6	G Rd	Shiraz Dr	PA	0.284	2	26,000	8,038	7,384	2,283
Hwy 6	Shiraz Dr	37 3/10 Rd	PA	0.388	2	18,000	6,705	6,984	2,602

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Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
Hwy 6	37 3/10 Rd	Peach Ave	PA	0.382	2	26,000	5,940	9,932	2,269
Hwy 6	Peach Ave	Rapid Creek Rd	PA	2.482	2	18,000	3,985	44,676	9,891
Hwy 6	Node	Node	RMP	0.418	2	6,000	673	2,508	281
Hwy 6	Rapid Creek Rd	I-70	RMP	0.372	2	6,000	475	2,232	177
Hwy 6/50 offramp	Hwy 6 and 50	Redlands Pkwy	RMP	0.244	2	6,000	659	1,464	161
Hwy 6/50 onramp	Redlands Pkwy	Hwy 6 & 50	RMP	0.265	2	6,000	5,266	1,590	1,395
Hwy 6 and 50	Node	Old Hwy 6 & 50	EXP	0.763	2	24,000	446	18,312	340
Hwy 6 and 50	Hwy 6 & 50	past 22 Rd	EXP	13.894	2	24,000	1,082	333,456	15,033
Hwy 6 and 50	Node	Node	EXP	0.081	4	48,000	25,077	3,888	2,031
Hwy 6 and 50	Node	Node	EXP	0.430	4	24,000	11,656	10,320	5,012
Hwy 6 and 50	Node	Patterson Rd	EXP	2.003	4	48,000	29,287	96,144	58,662
Hwy 6 and 50	Node	Node	EXP	0.984	4	24,000	13,115	23,616	12,905
Hwy 6 and 50	Node	Node	EXP	0.155	6	36,000	15,170	5,580	2,351
Hwy 6 and 50	Node	Rimrock Ave	EXP	1.259	6	72,000	32,103	90,648	40,418
Hwy 6 and 50	Rimrock Ave	Node	EXP	0.794	6	24,000	19,314	19,056	15,335
Hwy 6 and 50	Node	Node	EXP	0.256	6	12,000	8,406	3,072	2,152
Hwy 6 and 50	Node	Node	EXP	0.514	6	24,000	10,339	12,336	5,314
Hwy 6 and 50	Node	Node	EXP	0.216	6	48,000	20,001	10,368	4,320
Hwy 50	UnawEEP Ave	Palisade St	EXP	0.428	4	48,000	40,563	20,544	17,361
Hwy 50	UnawEEP Ave	UnawEEP Ave	EXP	1.116	4	24,000	19,139	26,784	21,359
Hwy 50	Palisade St	27 Rd	EXP	0.409	4	48,000	27,092	19,632	11,081
Hwy 50	27 Rd	B 1/2 Rd	EXP	0.294	4	24,000	13,212	7,056	3,884
Hwy 50	27 Rd	Hwy 50 Ramp	EXP	0.358	2	24,000	13,219	8,592	4,732
Hwy 50	B 1/2 Rd	27 1/2 Rd	EXP	0.375	4	24,000	9,085	9,000	3,407
Hwy 50	27 1/2 Rd	County Line	EXP	18.666	4	48,000	18,631	895,968	347,766
Hwy 50 Ramp	Hwy 50	Node	MA	0.135	2	8,000	4,114	1,080	555
Hwy 50 Ramp	Node	B 1/2 Rd	MA	0.221	2	24,000	4,148	5,304	917
Hwy 139	Node	Co Rd 258	MA	13.643	2	16,000	1,569	218,288	21,406
Hwy 141	Node	Hwy 50	MA	0.964	2	16,000	1,914	15,424	1,845
Hwy 141	Hwy 50	D Rd	PA	3.650	2	18,000	6,192	65,700	22,601
Hwy 141	D Rd	I-70 B	PA	1.792	4	44,000	17,659	78,848	31,645
Hwy 340	Raptor Rd	Red Cliffs Dr	MA	0.603	4	40,000	5,926	24,120	3,573
Hwy 340	Red Cliffs Dr	Kings View Rd	MA	0.655	4	32,000	3,553	20,960	2,327
Hwy 340	Kings View Rd	S Broadway	MA	4.026	2	16,000	2,884	64,416	11,611
Hwy 340	S Broadway	W Scenic Dr	PA	5.073	2	18,000	3,324	91,314	16,863
Hwy 340	W Scenic Dr	Pleasant Ridge Ln	PA	0.209	2	26,000	13,630	5,434	2,849
Hwy 340	Pleasant Ridge Ln	Ridges Blvd	PA	0.351	2	18,000	14,473	6,318	5,080
Hwy 340	Ridges Blvd	Country Club Park	PA	0.472	4	36,000	19,465	16,992	9,187
Hwy 340	Country Club Park	West Ave	PA	0.840	4	44,000	19,524	36,960	16,400
Hwy 340	West Ave	Pkwy On Ramp	PA	0.024	4	36,000	23,980	864	576
Hwy 340	Pkwy On Ramp	past Crosby Ave	PA	0.297	4	44,000	20,635	13,068	6,129
Hwy 340	W Aspen Ave	I-70	MA	0.209	4	40,000	15,948	8,360	3,333
Hwy 340	Ramp	Ramp	MA	0.095	4	40,000	14,906	3,800	1,416
I-70 B Ramp	I-70 B	29 Rd	RMP	0.277	2	6,000	5,356	1,662	1,484
I-70 Access Rd	Node	Node	RMP	0.179	2	6,000	6,429	1,074	1,151
I-70 Access Rd	Node	Node	RMP	0.529	2	6,000	5,558	3,174	2,940
I-70 Access Rd	Node	Node	RMP	0.562	2	6,000	5,733	3,372	3,222
I-70 B	Node	Node	EXP	0.147	4	24,000	17,021	3,528	2,502
I-70 B	Node	I-70 Off Ramp	EXP	5.886	4	48,000	18,112	282,528	106,607
I-70 B	Node	Node	EXP	0.377	4	24,000	12,901	9,048	4,864

continued on next page

Table 18. Existing Major Roadway Inventory (continued)

Street	From	To	Type	Miles	Lns	Capacity	ADT	VMC	VMT
I-70 B	Node	Node	RMP	0.353	2	6,000	7,341	2,118	2,591
Ramp	Node	Node	RMP	0.049	2	6,000	2,799	294	137
WB Off-Ramp	Node	Node	RMP	0.015	2	6,000	3,068	90	46
WB Off-Ramp	Node	Node	RMP	0.287	2	6,000	3,224	1,722	925
WB On-Ramp	Node	Node	RMP	0.245	2	6,000	8,387	1,470	2,055
WB On-Ramp	Node	Node	RMP	0.010	2	6,000	8,331	60	83
WB-EB off-ramp	Node	Node	RMP	0.065	2	6,000	222	390	14
WB-WB off-ramp	Node	Node	RMP	0.084	2	6,000	3,280	504	276
WB-WB on-ramp	Node	Node	RMP	0.054	2	6,000	8,645	324	467
Subtotal, State Roads				99.317			2,925,706		1,020,715
Total				449.485			8,251,122		2,347,636

Notes: ADT is average daily traffic volume; VMC is vehicle-miles of capacity, VMT is vehicle-miles of travel

Source: Mesa County GIS, March 19, 2018.

APPENDIX B: LAND USE DEFINITIONS

Recommended definitions for the land uses in the updated impact fee schedule are provided below. If these are adopted by ordinance or resolution, those that differ from or overlap with zoning or general definitions should have a disclaimer that they only apply to the impact fee section.

Single-Family Detached means the use of a lot for only one dwelling unit, including a mobile home not located in a mobile home park, provided that a single-family detached use may also include an accessory dwelling unit, if allowed by zoning, which shall be assessed the rate for a multi-family unit.

Multi-Family means a building containing two or more dwelling units. It includes duplexes, apartments, residential condominiums, townhouses, and timeshares.

Mobile Home/RV Park means a parcel (or portion thereof) or abutting parcels of land designed, used or intended to be used to accommodate two or more occupied mobile homes or recreational vehicles, with necessary utilities, vehicular pathways, and concrete pads or vehicle stands.

Hotel/Motel means a building or group of buildings on the same premises and under single control, consisting of sleeping rooms kept, used, maintained or advertised as, or held out to the public to be, a place where sleeping accommodations are supplied for pay to transient guests or tenants. This land use category includes rooming houses, boardinghouses, and bed and breakfast establishments.

Shopping Center/Commercial means an integrated group of commercial establishments planned, developed, owned or managed as a unit, or a free-standing retail or commercial use not otherwise listed in the impact fee schedule. Uses located on a shopping center outparcel are considered free-standing for the purposes of this definition. A retail or commercial use shall mean the use of a building or structure primarily for the sale to the public of nonprofessional services, or goods or foods that have not been made, assembled or otherwise changed in ways generally associated with manufacturing or basic food processing in the same building or structure. This category includes but is not limited to all uses located in shopping centers and the following free-standing uses:

- Amusement park
- Auto parts store
- Auto wrecking yard
- Automobile repair
- Bank without drive-through facilities
- Bar and cocktail lounge
- Camera shop
- Car wash
- Convenience food and beverage store without gas pumps
- Department store
- Florist shop
- Food store
- Grocery
- Hardware store

Health or fitness club
Hobby, toy and game shop
Junkyard
Laundromat
Laundry or dry cleaning
Lawn and garden supply store
Massage establishment
Music store
Newsstand
Nightclub
Racetrack
Recreation facility, commercial
Rental establishment
Repair shop, other than auto repair
School, commercial
Specialty retail shop
Supermarket
Theater, indoor (excluding movie theaters)
Used merchandise store
Variety store
Vehicle and equipment dealer

Auto Sales/Service means an establishment primarily engaged in selling new or used motor vehicles, and which may also provide repair and maintenance services.

Bank, Drive-In means an establishment providing banking services to the public that includes drive-in or drive-through facilities.

Convenience Store w/Gas Sales means an establishment offering the sale of motor fuels and convenience items to motorists.

Golf Course means a golf course that is not restricted primarily for use by residents of a residential development of which it is a part, including commercial uses such as pro shop or bar that are designed primarily to serve patrons.

Movie Theater means a stand-alone establishment, not located in a shopping center, offering the viewing of motion pictures for sale to the public.

Restaurant, Standard means a stand-alone establishment, not located in a shopping center but may be located on an out-parcel, that sells meals prepared on site, and does not provide drive-through or drive-in service.

Restaurant, Drive-Through means a stand-alone establishment, not located in a shopping center but may be located on an out-parcel, that sells meals prepared on site, and provides drive-through or drive-in service.

Office, General means a building exclusively containing establishments providing executive, management, administrative, financial, or non-medical professional services, and which may include ancillary services for office workers, such as a restaurant, coffee shop, newspaper or candy stand, or child care facilities. It may be the upper floors of a multi-story office building with ground floor retail uses. Typical uses include banks without drive-in facilities, real estate, insurance, property management, investment, employment, travel, advertising, secretarial, data processing, telephone answering, telephone marketing, music, radio and television recording and broadcasting studios; professional or consulting services in the fields of law, architecture, design, engineering, accounting and similar professions; interior decorating consulting services; and business offices of private companies, utility companies, trade associations, unions and nonprofit organizations. This category does not include an administrative office that is ancillary to a principal commercial or industrial use.

Office, Medical means a building primarily used for the examination and/or treatment of patients on an outpatient basis (with no overnight stays by patients) by health professionals, and which may include ancillary services for medical office workers or a medical laboratory to the extent necessary to carry out diagnostic services for the medical office's patients.

Animal Hospital/Vet Clinic means the use of a site primarily for the provision of medical care and treatment of animals, and which may include ancillary boarding facilities.

Hospital means an establishment primarily engaged in providing medical, surgical, or skilled nursing care to persons, including overnight or longer stays by patients.

Nursing Home means an establishment primarily engaged in providing limited health care, nursing and health-related personal care but not continuous nursing services.

Place of Worship means a structure designed primarily for accommodating an assembly of people for the purpose of religious worship, including related religious instruction for 100 or fewer children during the week and other related functions.

Day Care Center means a facility or establishment that provides care, protection and supervision for six or more children unrelated to the operator and which receives a payment, fee or grant for any of the children receiving care, whether or not operated for profit. The term does not include public or nonpublic schools.

Elementary/Secondary School means a school offering an elementary through high school curriculum.

Public/Institutional means a governmental, quasi-public or institutional use, or a non-profit recreational use, not located in a shopping center or separately listed in the impact fee schedule. Typical uses include higher education institutions, city halls, courthouses, post offices, jails, libraries, museums, military bases, airports, bus stations, fraternal lodges, parks and playgrounds. It also includes bus terminals, fraternal clubs, adult day care centers, dormitories, and prisons.

Industrial means an establishment primarily engaged in the fabrication, assembly or processing of goods. Typical uses include manufacturing plants, industrial parks, research and development laboratories, welding shops, wholesale bakeries, dry cleaning plants, and bottling works.

Warehouse means an establishment primarily engaged in the display, storage and sale of goods to other firms for resale, as well as activities involving significant movement and storage of products or equipment. Typical uses include wholesale distributors, storage warehouses, trucking terminals, moving and storage firms, recycling facilities, trucking and shipping operations and major mail processing centers.

Mini-Warehouse means an enclosed storage facility containing independent, fully enclosed bays that are leased to persons for storage of their household goods or personal property.

APPENDIX C: LEGAL FRAMEWORK

Impact fees are a way for local governments to require new developments to pay a proportionate share of the infrastructure costs they impose on the community. In contrast to “negotiated” developer exactions, impact fees are charges assessed on new development using a standard formula based on objective characteristics, such as the number and type of dwelling units constructed. The fees are a one-time, up-front charge, with the payment made at the time of building permit issuance. Impact fees require that each new development project pay a pro-rata share of the cost of new capital facilities required to serve that development.

Dual Rational Nexus Test

Impact fees were pioneered in states that lacked specific enabling legislation, and they have generally been legally defended as an exercise of local government’s broad “police power” to regulate land development in order to protect the health, safety and welfare of the community. To distinguish regulatory impact fees from unauthorized taxes, state courts have developed guidelines for constitutionally-valid impact fees, based on the “rational nexus” standard. The standard essentially requires that fees must be proportional to the need for additional infrastructure created by the new development, and the fees must be spent to provide that same type of infrastructure to benefit new development. A Florida district court of appeals described the dual rational nexus test in 1983 as follows, and this language was subsequently quoted and followed by the Florida Supreme Court in its 1991 St. Johns County decision:¹

In order to satisfy these requirements, the local government must demonstrate a reasonable connection, or rational nexus, between the need for additional capital facilities and the growth in population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for use in acquiring capital facilities to benefit the new residents.

The Need Test

To meet the first prong of the dual rational nexus test, it is necessary to demonstrate that new development creates the need for additional roadway facilities. The demand on roadways created by new developments of different types is quantified in the form of trip generation rates per housing unit and per various measures of nonresidential development. Transportation impact fees are designed to be proportional to the capacity needed to accommodate each new development.

The Benefit Test

To meet the second prong of the dual rational nexus test, it is necessary to demonstrate that new development subject to the fee will benefit from the expenditure of the impact fee funds. One requirement is that the fees actually be used to fill the need that serves as the justification for the fees under the first part of the test.

¹ St. Johns County v. Northeast Florida Builders Association, Inc., 583 So.2d 635, April 18, 1991

Colorado Statutes

Impact fees were pioneered by local governments in the absence of explicit state enabling legislation. Consequently, such fees were originally defended as an exercise of local government's broad "police power" to protect the health, safety and welfare of the community. The courts gradually developed guidelines for constitutionally valid impact fees, based on a "rational nexus" that must exist between the regulatory fee or exaction and the activity that is being regulated.

Prior to 2001, the authority of counties in Colorado to impose transportation impact fees was not entirely clear. Several counties had adopted impact fees, which they felt were authorized under counties' implied powers. This changed with the passage of SB 15 by the Legislature and its signature by the governor on November 16, 2001. Among other things, this bill created a new section 104.5: Impact Fees, in Article 20 of Title 29, Colorado Revised Statutes, which includes the following authorization and major requirements:

(1) Pursuant to the authority granted in section 29-20-104 (1) (g) and as a condition of issuance of a development permit, a local government may impose an impact fee or other similar development charge to fund expenditures by such local government ... needed to serve new development. No impact fee or other similar development charge shall be imposed except pursuant to a schedule that is:

- (a) Legislatively adopted;*
- (b) Generally applicable to a broad class of property; and*
- (c) Intended to defray the projected impacts on capital facilities caused by proposed development.*

(2) (a) A local government shall quantify the reasonable impacts of proposed development on existing capital facilities and establish the impact fee or development charge at a level no greater than necessary to defray such impacts directly related to proposed development. No impact fee or other similar development charge shall be imposed to remedy any deficiency in capital facilities that exists without regard to the proposed development.

...

(3) Any schedule of impact fees or other similar development charges adopted by a local government pursuant to this section shall include provisions to ensure that no individual landowner is required to provide any site specific dedication or improvement to meet the same need for capital facilities for which the impact fee or other similar development charge is imposed. ...

SB 15 clearly authorized counties in Colorado to assess impact fees. It also imposed requirements relating to level of service, proportionality, and developer credits. Another important legal requirement not addressed in Colorado statutes but firmly rooted in impact fee case law is the need to provide revenue credits to avoid double-charging by charging both impact fees and other taxes (rather than improvements required as a condition of development). These topics are discussed below. Other statutory provisions require accounting for fee revenues in special funds and authorize waivers of fees for affordable housing.

Level of Service

Subsection 104.5(2)(a) of the Impact Fees statute requires that the fees not exceed the cost directly related to the proposed development, and that they not be used to remedy any existing deficiency. The statute does not use the term “level of service,” but the concept is implicit in establishing the relationship of the cost of improvements to the new development, as well as in determining existing deficiencies. These provisions get to the heart of the one of the most fundamental principles established in impact fee case law, which is that impact fees should not charge new development for a higher level of service than is provided to existing development. Basing the fees on a higher level of service (LOS) than is being provided to existing development means there is a deficiency in existing facilities to provide the same LOS new development is paying for through the impact fee. Such a deficiency needs to be paid for in such a way that it does not burden new development. The methodology used in this study results in a fee that does not exceed the cost to maintain the existing LOS.

Proportionality

One of the fundamental legal principles of impact fee case law is that the fees for each individual land use type should be proportional to the impact of that use. This is reflected in subsection (2)(a), which requires that the fees be “directly related” to the impacts of new development. The language could also be read as allowing lower fees for some uses compared to others, as long as the fee for each use does not exceed the cost attributable to the development. However, if the fees are not based on the actual impact of the development, there is a risk that the courts may deem it to be an unauthorized tax rather than a fee. There may be a temptation to simply adopt fees at a lower rate for certain types of development that are seen as more desirable. A better approach would be to appropriate general fund monies to pay a portion of the fees for desired types of development. It would also be advisable to calculate a revenue credit to account for future general fund taxes that non-subsidized development will generate that will be used to subsidize fees for other classes of development.

Developer Credits

Another fundamental requirement articulated in impact fee case law is the need to avoid double-charging new development through impact fees and other requirements or taxes. Subsection 104.5(3) reflects this principle in the context of improvements required as a condition of development approval. It states that developers should not be required to make “site-specific dedications or improvements” that “meet the same need” being addressed by the impact fees while also being required to pay the fee. In general, impact fees should be reduced by the value of dedications or improvements required of developers for the same type of improvements that would be eligible to be funded with the impact fees. These reductions are referred to as developer credits.

It is reasonable to have some restrictions on the types of improvements that are eligible for credit. Granting credits is essentially spending future impact fees, and the fees should be spent for priority improvements that benefit the community at large. Developers should not be allowed to monopolize the fees for localized improvements if they choose to develop in areas that lack adequate infrastructure. For example, credit eligibility could be restricted to contributions related to projects identified in a

local or regional transportation master plan or capital improvements plan. However, developers should be eligible for credits for required improvements related to projects that are consistent with the jurisdiction's land use and capital plans.

The updated fees do not include the cost of rights-of-way (ROW). This does not mean that the fees cannot be spent to acquire ROW needed to accommodate future capacity-expanding improvements. However, if a jurisdiction decides not to give developers credit for required ROW dedications on the major roadway system related to a future capacity-expanding project, it might be appropriate to restrict the fees collected to be spent only on improvements. This issue has not been litigated, but the expenditure restriction would establish a bright line between what the fees are and are not designed to pay for, and avoid any argument that developments paying the fee are not getting the full benefit of the improvements they are paying for through the fees.

Revenue Credits

A revenue credit is a reduction from the cost per service unit designed to equalize the burden between existing and new development arising from the expenditure of future revenues that can be attributed in part to new development. While developer credits are provided on a case-by-case basis, revenue credits must be addressed in the fee calculation study.

As noted above, if there are existing deficiencies with respect to the level of service used in the fee calculation, the fees should be reduced by a credit that accounts for the contribution of new development toward remedying the existing deficiencies. A similar situation arises when the existing level of service has not been fully paid for. Outstanding debt on existing facilities that are counted in the existing level of service will be retired, in part, by revenues generated from new development. Given that new development will pay impact fees to provide the existing level of service for itself, the fact that new development may also be paying for the facilities that provide that level of service for existing development could amount to paying for more than its proportionate share. Consequently, impact fees should be reduced to account for future payments that will retire outstanding debt on existing facilities that provide the level of service on which the fees are based for existing development.

The issue is less clear-cut when it comes to other types of revenue that may be used to make capacity-expanding capital improvements of the same type being funded by impact fees. The clearest case occurs when non-impact fee general fund tax revenues are programmed for capacity-expanding improvements on an "as available" basis because impact fees are insufficient to fund all needed growth-related improvements. These capacity-adding projects that may be funded in the future with non-impact fee dollars will be paid for by both existing and new development and will increase the overall level of service, benefitting both existing development and future growth.

Similar considerations apply to dedicated funding sources, such as special taxes that can only be used for the same type of facilities as the impact fees. Like discretionary revenue, these types of dedicated revenue sources are typically not specifically dedicated only for capacity-expanding improvements, and even if they are, their use to fund capacity-related improvements improves the level of service for both existing and new development.

Outside funding or grants for capacity-expanding improvements to major roads that can reasonably be anticipated in the future could warrant a credit, but this is not clear-cut. In addition to the argument made above (i.e., the additional funding raises the level of service and benefits both new development and existing development), two additional arguments can be made against providing credits for such funding. First, new development in a community does not directly pay for State and Federal grants in the same way they pay local gasoline and property taxes. Second, future grant funding is far more uncertain than dedicated revenue streams.

While these arguments are compelling, they have not been litigated, and the law on whether revenue credits may be warranted in situations other than existing deficiencies or outstanding debt on existing facilities is currently unclear. In addition, such credits were provided in the original 2002 impact fee study. This update continues to incorporate revenue credits for both local and Federal/State non-impact fee funding anticipated to be available to help fund growth-related transportation improvements.

If fees are disproportionately reduced or waived for selected land use categories or types of development, a revenue credit should probably be provided for other land uses not subject to the reduction. Even if the targeted reductions are replaced with general funds, new development that is not eligible for the reduction will generate future general fund revenues that will be used to pay for the reduced fees for eligible development. This could arguably amount to new development that is not eligible paying more than its proportionate share of transportation improvement costs. While this issue has not been litigated, the prudent course would be either not to apply targeted fee reductions or else calculate an appropriate revenue credit for non-eligible development types.

APPENDIX D: METHODOLOGY

This appendix describes the methodology used to develop the transportation impact fees. A key concept in any transportation impact fee methodology is the definition of the “service unit,” which is described first. This description is followed by an explanation of the “consumption-based” model used in this study. Finally, the appendix concludes with a description of the formula used to calculate the transportation impact fees.

Service Unit

A service unit creates the link between supply (roadway capacity) and demand (traffic generated by new development). An appropriate service unit basis for transportation impact fees is vehicle-miles of travel (VMT). Vehicle-miles is a combination of the number of vehicles traveling during a given time period and the distance (in miles) those vehicles travel.

The two time periods most often used in traffic analysis are the 24-hour day (average daily trips or ADT) and the single hour of the day with the highest traffic volume (peak hour trips or PHT). The current transportation impact fee system is based on ADT. The regional transportation model is also based on ADT. Daily trips will continue to be used in this update.

Consumption-Based Model

The two traditional alternative methodologies for calculating transportation impact fees are the “improvements-driven” and “consumption-based” approaches. The consumption-based methodology continues to be recommended for Mesa County’s transportation impact fees.

The “improvements-driven” approach essentially divides the cost of growth-related improvements required over a fixed planning horizon by the number new service units (e.g., vehicle-mile of travel or VMT) projected to be generated by growth over the same planning horizon in order to determine a cost per service unit. The improvements-driven approach depends on accurate planning and forecasting. For example, the fees will be accurate only if the forecasted increase in traffic actually necessitates all of the improvements identified in the transportation master plan. If many of the planned improvements will provide excess capacity that will be available to serve additional development beyond the planning horizon on which the fees are based, the fees may be too high.

The “consumption-based” approach does not depend on knowing in advance what improvements will be made or what type or density of development will occur. The consumption-based model simply charges a new development the cost of replacing the capacity that it will consume on the major roadway system. That is, for every service unit of traffic generated by the development, the transportation impact fee charges the net cost to construct an additional service unit of capacity. Compiling a list of planned improvements needed to accommodate projected growth is not necessary for the development of consumption-based transportation impact fees, which can be calculated based on any representative list of road improvements, including an historical list or a list of projects needed at build-out.

In a consumption-based system, the list of road improvements is used to determine the cost per unit of capacity. Thus, doubling the total cost of the list of road improvements will not double the fee and in fact may very well not increase the fee at all. Only if the improvements added to the list were more expensive, per unit of capacity created, would their addition have the effect of increasing the impact fee.

In most rapidly growing communities, some roadways will be experiencing an unacceptable level of congestion at any given point in time. One of the principles of impact fees is that new development should not be charged, through impact fees, for a higher level of service than is provided to existing development. A consumption-based fee, unlike an improvements-driven one, is not designed to recover the full costs to maintain the desired LOS on all roadway segments. Instead, it is only designed to maintain a minimum system-wide ratio between demand and capacity. Virtually all major roadway systems have more capacity (VMC) than demand (VMT) on a system-wide basis. Consequently, under a consumption-based system, the level of service standard is the system-wide VMC/VMT ratio. If the major roadway system currently has a VMC/VMT ratio higher than the one on which the fees are based, there are no existing deficiencies.

Since travel is never evenly distributed throughout a roadway system, actual roadway systems require more than one unit of capacity for every unit of demand in order for the system to function at an acceptable level of service. Suppose, for example, that the community completes a major arterial widening project. The completed arterial is likely to have a significant amount of excess capacity for some time. If the entire system has just enough capacity to accommodate all the vehicle-miles of travel, then the excess capacity on this segment must be balanced by another segment being over-capacity. Clearly, roadway systems in the real world need more total aggregate capacity than the total aggregate demand, because the traffic does not always precisely match the available capacity. Consequently, the standard consumption-based model generally underestimates the full cost of growth.

A modified consumption-based transportation impact fee model that more accurately identifies the full growth-related cost of maintaining desired service levels uses the system-wide ratio of capacity to demand. Essentially, this approach requires that new development pay for the cost to construct more capacity than it directly consumes in order to maintain the system-wide ratio of capacity to demand. In this system, the cost per vehicle-mile of capacity (VMC) is multiplied by the system-wide ratio of VMC/VMT to determine the cost per VMT. The existing major roadway system has an overall ratio of 3.51 vehicle-miles of capacity for every vehicle-mile of travel, as shown in Table 19. However, that ratio may not be sustainable over the long term. As communities grow and become more urban, the ratio tends to fall. The 2002 study used a 1.50 VMC/VMT ratio. The 1.00 ratio implicit in the standard consumption-based methodology is recommended for this update.

Table 19. Existing Major Roadway Level of Service

	Non-State Roads	State Roads	Total System
Daily VMC on Major Roads	5,325,416	2,925,706	8,251,122
÷ Daily VMT on Major Roads	1,326,921	1,020,715	2,347,636
Existing VMC/VMT Ratio	4.01	2.87	3.51
Recommended VMC/VMT Ratio for Impact Fee Calculation			1.00

Source: VMC and VMT from Table 18 in the appendix.

The formula for the modified consumption-based methodology used in this study is summarized in Figure 6. The maximum fee calculated under this methodology is the number of service units (VMT) that will be generated by the development times the net cost per service unit. The inputs into the formula are described in more detail below.

Figure 6. Transportation Impact Fee Formula

$$\text{FEE} = \text{VMT} \times \text{NET COST/VMT}$$

Where:

$$\text{VMT} = \text{TRIPS} \times \% \text{ NEW} \times \text{LENGTH}$$

$$\text{TRIPS} = 1/2 \text{ average daily trip ends generated by the development during the work week}$$

$$\% \text{ NEW} = \text{Percent of trips that are primary trips, as opposed to passby or diverted-link trips}$$

$$\text{LENGTH} = \text{Average length of a trip on major roadway system}$$

$$\text{NET COST/VMT} = \text{COST/VMT} - \text{CREDIT/VMT}$$

$$\text{COST/VMT} = \text{COST/VMC} \times \text{VMC/VMT}$$

$$\text{COST/VMC} = \text{Average cost to create a new VMC based on historical or planned improvements}$$

$$\text{VMC/VMT} = \text{The system-wide ratio of capacity to demand in the major roadway system}$$

$$\text{CREDIT/VMT} = \text{Credit per VMT, based on revenues to be generated by new development}$$

APPENDIX E: TRIP RATES BY UNIT SIZE

The calculation of average daily trip generation rates for single-family detached units by dwelling unit size is addressed in this appendix. Information from U.S. Census for the Mesa County area, the national American Housing Survey, and the National Cooperative Highway Research Program are utilized in the calculations.

The 2017 American Housing Survey provides national data on the average size of single-family units by number of bedrooms in square feet of living area. This data is based on a national sample of over 34,000 single-family detached units containing one or more bedrooms (efficiency units have a very small sample size and are excluded from the analysis). The average sizes of single-family units by number of bedrooms are summarized in Table 20. These national average sizes should be reasonably representative of existing development in Mesa County.

Table 20. Unit Size by Number of Bedrooms, Single-Family

No. of Bedrooms	Sample Units	Weighted Square Feet	Weighted Units	Average Size
1	602	1,600,040,501	1,486,842	1,076
2	4,768	15,727,551,611	11,053,273	1,423
3	16,920	70,835,665,150	38,294,217	1,850
4 or more	12,483	70,293,266,037	25,784,587	2,726
Total	34,773	158,456,523,300	76,618,920	2,068

Source: U.S. Census Bureau, 2017 American Housing Survey, national microdata.

The Census Bureau conducts annual surveys of housing units, which include information on the number of bedrooms and the number of persons residing in the unit. These annual surveys are combined into 5-year data sets. The most recent is the 5% sample covering the years 2013-2017 and including over 3,700 units. To get a large enough sample in all bedroom categories (other than efficiencies, which were excluded) it was necessary to use data for the region that includes Mesa County and four adjoining Colorado counties. Mesa County accounts for 64% of the population of the five-county region, according to U.S. Census population estimates for 2017. These recent, localized data identify the following average number of persons per unit by number of bedrooms, which should be representative of the average occupancy in single-family detached units in Mesa County.

Table 21. Persons per Unit by Bedrooms, Single-Family

No. of Bedrooms	Sample Units	Weighted Persons	Weighted Units	Persons/Unit
1	132	2,328	2,326	1.00
2	663	20,215	12,503	1.62
3	2,050	90,447	42,253	2.14
4 or more	883	47,398	17,068	2.78
Total	3,728	160,388	74,150	2.16

Source: U.S. Census Bureau, *American Community Survey*, 2013-2017 5% sample microdata for Mesa, Montrose, Delta, San Miguel, and Ouray Counties.

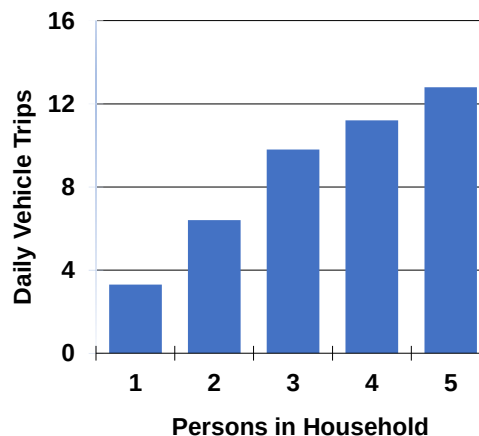
The National Cooperative Highway Research Program (NCHRP) of the National Research Council has developed estimates of average daily trip generation rates by the number of persons in a household. The NCHRP data indicate that trip generation is strongly related to the number of people residing in the unit, as shown in Table 22 and illustrated in Figure 7. While the trip rates themselves are somewhat dated due to the age of the study, the relative differences are still reasonable to rely on, if adjustments are made to account for the slight overall change in the average trip generation rates over the interval.²

Table 22. Trip Rates by Household Size

Household Size	Average Daily Trip Ends
One Person	3.3
Two Persons	6.4
Three Persons	9.8
Four Persons	11.2
Five or more Persons	12.8

Source: National Cooperative Highway Research Program, National Research Council, *NCHRP Report 365: Travel Estimation Techniques for Urban Planning*, Washington, D.C., 1998, Table 9: Trip estimation variables by urban size (for urban areas with population of 200,000-499,999)

Figure 7. Trip Rates by Household Size



² The average trip generation rate for a single-family detached unit declined 1.4% from the 6th edition (1997) to the 10th edition (2017) of the ITE *Trip Generation Manual* (9.57 in 1997 to 9.44 in 2017).

Data on unit size (in square feet) and the number of persons in the unit can be brought together because both sources also collect information on a related measure of unit size – the number of bedrooms. Then the number of persons in the unit can be related to trip generation, after adjusting for the overall decline in trip generation as well as the current average persons per unit for single-family units in Mesa County. The resulting trip generation rates for single-family detached units are presented in Table 23 for four unit size categories.

Table 23. Daily Trip Ends by Unit Size, Single-Family

No. of Bedrooms	Average Sq. Feet	Unit Size Range	Persons/ Unit	Daily Trips
1	1,076	<1,250 sf	1.00	4.54
2	1,423	1,250-1,649 sf	1.62	7.57
3	1,850	1,650-2,299 sf	2.14	8.81
4+	2,726	2,300 sf+	2.78	11.92
Total	2,068		2.16	9.44

Source: Average square feet from Table 20; unit size ranges based on approximate midpoints between the four average sizes; persons per unit from Table 21; daily trip ends based on linear interpolation between household size categories in Table 22, normalized for average persons per single-family unit from Table 21 and single-family average trip generation rate from Institute of Transportation Engineers, *Trip Generation Manual*, 2017.

CITY OF GRAND JUNCTION

ORDINANCE NO. ____

AN ORDINANCE AMENDING ORDINANCE NO. 3641 CONCERNING GROWTH AND DEVELOPMENT RELATED STREET POLICY

Recitals:

Safe and efficient streets are one of the most important services provided by the City, the City Council finds and determines that it is proper to provide a specific financing mechanism that will continue to allow safe and functional streets and for new growth and development to pay its way to an equitable degree.

The Council further determines that the resources of the City are properly allocated to maintaining and improving, including capital additions to, the existing streets and roads and those annexed over time, as resources permit, together with additional improvements to the system near and around developing areas of the City. The citizens and users of the street system pay for the upkeep and general improvement to the system by the payment of sales and use taxes. Sales and use taxes are not sufficient, however, to pay for all the road needs and there are limited resources available to the City, from other sources, to add to the system and/or to make improvements in the rapidly developing areas of the City.

The Council has found and affirms that an equitable method of imposing a portion of the costs of paying for additional or improved capacity, necessitated because of Growth, and promoting safe and effective access to and from new developments to the public street system is best addressed by requiring developers to pay for and install public right-of-way improvements that are required for such safe and effective access.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT ORDINANCE NO. 3641 AMENDED AS SHOWN: (For text, deletions are ~~struckthrough~~ and additions are underlined; for graphics, deletions are crossed through with an X.)

Growth and Development Related Street Policy

~~The City of Grand Junction requires that new development pay a Transportation Capacity Payment to help defray the cost to the City for the impact of development on City streets. The City has experienced steady growth for over a decade and during that time has struggled with how to fairly collect and administer impact fees assessed against development, how to credit some or all of those fees against taxes otherwise paid and what, if any, role the City should have in funding/contributing to the cost of providing additional traffic/street capacity and/or traffic/street capacity in accordance with community expectations.~~

~~The City has determined that there are three key components to a meaningful growth and development related street/traffic policy. They are:~~

- ~~— 1. Collection of a realistic TCP for all new development projects. The TCP shall be annually reviewed and adjusted in accordance with 6.2B2d of the ZDC.~~
- ~~— 2. A clear articulation of what minimum requirements (in addition to the TCP) each development must construct; and~~
- ~~— 3. City funding and/or other means of participation in construction of street improvements.~~

~~Because the City has determined that traffic is a community problem, the TCP shall be uniform throughout the City and subject to criteria stated below; funding may be provided to street improvements anywhere within the City.~~

~~The principles of this policy are:~~

- ~~1. All development projects that create a traffic impact, as defined by the City ZDC, shall pay a TCP as established by and in accordance with the ZDC. The fundamental precept of the City's TCP policy is that new development must pay its fair share for the added traffic that development creates.~~
- ~~2. The TCP fee has been set to ensure that trips from each new development are calculated and that the developer contributes to the value of _____ capacity consumption of City streets in proportion to the traffic that the development is reasonably anticipated to generate. The fee also recognizes as a credit the value of taxes generated from development.~~
- ~~3. TCP funds are intended to be used for improvements to the major roadway system as identified on the most current version of the Grand Valley Circulation Plan functional classification map (Minor Collector or above). Improvements to the local roadway system will continue to be the responsibility of the property owners abutting the local roadway. The TCP fee is not intended to be used for debt service for the Riverside Parkway project.~~
- ~~4. Minimum Street Access Improvements -- The intent of this section is to describe the improvements necessary to connect a proposed development to the existing street system. SUCH IMPROVEMENTS SHALL BE PUBLIC IMPROVEMENTS AND SHALL BE THE MAINTENANCE RESPONSIBILITY OF THE CITY WHETHER SUCH PUBLIC IMPROVEMENTS ARE IDENTIFIED THROUGH A TRAFFIC STUDY OR OTHERWISE MADE A CONDITION OF APPROVAL FOR DEVELOPMENT. Construction of these improvements will be the responsibility of the developer and shall be constructed or guaranteed at the time of development. These improvements are needed to provide safe ingress/egress and shall meet the minimum standards in Section CHAPTERS 5 AND 6 AND THE UNNUMBERED CHAPTER ENTITLED Fire Department Access of the TEDS Manual -- Fire Department Access. These improvements are not intended to include off-site, Half Street or perimeter improvements necessary to increase the capacity or improve the safety of adjacent or perimeter streets.~~
 - ~~• Absent unique needs or characteristics of the development, Minimum Street Access Improvements shall mean construction of full asphalt radii, and necessary drainage improvements in accordance with the City standard detail for each intersection with a perimeter street and/or improvements necessitated if the proposed development creates lots with direct access to the perimeter street(s) as determined by the Director. An owner or developer may appeal a determination of Minimum Street Access Improvements to the Transportation Engineering Design Standards (TEDS) Exception~~

~~Committee. That Committee consists of the PW&U Director, the Fire Chief and the Community Development Director.~~

- ~~• Curb, gutter and sidewalk improvements shall be constructed as part of minimum access improvements when connecting directly to a street with like improvements.~~
- ~~• The City's multi-modal plan, including bike lanes, trails, paths, alternate pedestrian connections and bus stops and transit shall be incorporated into determining what improvements are required associated with a connection to the adjacent street system.~~
- ~~• Right of Way – The development shall dedicate necessary ROW (per Code and TEDS) to provide safe ingress/egress to the proposed development.~~
- ~~• Drainage Structures including Bridges – The development shall construct drainage structures and/or bridges associated the connection of the development to the street system.~~
- ~~• Traffic Studies – Preparation of Traffic Studies shall be the responsibility of new development as currently defined by the Code.~~
- ~~• Utilities – The extension of utilities including water, sewer, storm water improvements gas, electric, cable and telephone, etc will continue to be the responsibility of new development.~~

~~5. In addition to the TCP and Minimum Street Access Improvements, the developer must fully construct (or if current needs do not require construction, then the developer must guarantee for future construction) all internal streets, roads, alleys, and future connections in accordance with the development's approved plan.~~

~~6. The developer is responsible for the cost of the design of all features of the Minimum Street Access Improvements as required by TEDS, the GVCP, and other applicable City code(s), ordinance(s), policy(ies) or resolution(s).~~

~~7. Reimbursable Street Expenses – In the event a development triggers the need for public improvements beyond available City funding from the TCP, the City and the developer may enter into an agreement that would provide for the reimbursement of a portion of the costs of the public improvements.~~

~~Safe and adequate streets are a priority for the City. To help meet that need, a fund will be established to allow the City to fund and/or partner with developers or other governments. City funding or participation in street improvements shall be used for three purposes:~~

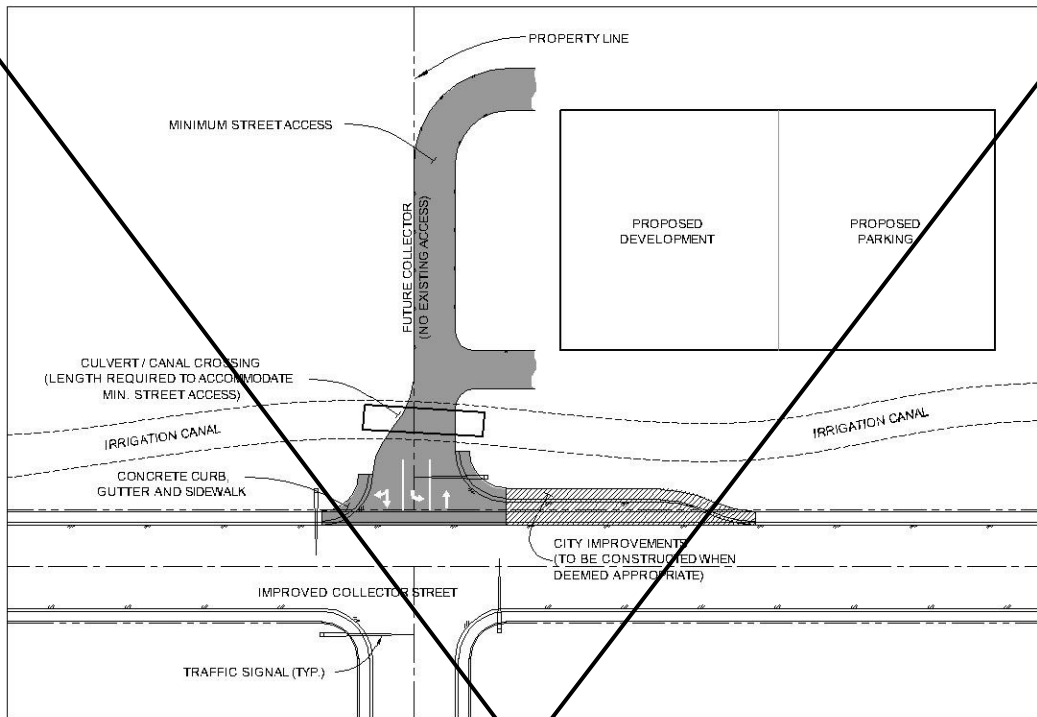
~~1. Construction of larger scale improvements along corridors which are deficient in street improvements (i.e., capacity, safety or physical improvements including pavement, curbs, gutters, and sidewalks).~~

~~2. Specific street or intersection improvements either adjacent or off-site from a new development where the existing condition is deficient as defined by City code.~~

~~3. Participation in a larger regional project in cooperation with the participating agencies of the Grand Valley MPO.~~

~~City funding and/or other means of participation in street improvements is conditioned on:~~

- ~~• Construction will improve traffic safety;~~
- ~~• Construction will improve traffic flow;~~
- ~~• Construction will improve pedestrian safety;~~
- ~~• Construction will improve capacity.~~



MINIMUM STREET ACCESS INCLUDES

- ♦ CULVERT/CANAL CROSSING TO ACCOMMODATE DEVELOPMENT NEEDS (TRAFFIC STUDY). IF LESS THAN LENGTH REQUIRED FOR ULTIMATE STREET SECTION, CITY MAY CONTRIBUTE TO COMPLETE THE LENGTH.
- ♦ FIRE ACCESS IMPROVEMENTS BETWEEN COLLECTOR AND STORE ACCESS (MIN. 20' OF PAVEMENT WIDTH, OR GREATER AS REQUIRED BY THE TRAFFIC STUDY. DOES NOT INCLUDE CURB, GUTTER OR SIDEWALK, UNLESS NECESSARY FOR TRANSITION WITH EXISTING).
- ♦ DEDICATION OF R.O.W. PER DEVELOPMENT NEEDS OR PER MAJOR STREET PLAN, WHICH EVER IS GREATER.
- ♦ DRAINAGE IMPROVEMENTS AS NECESSARY.

CITY OF GRAND JUNCTION BUILDS

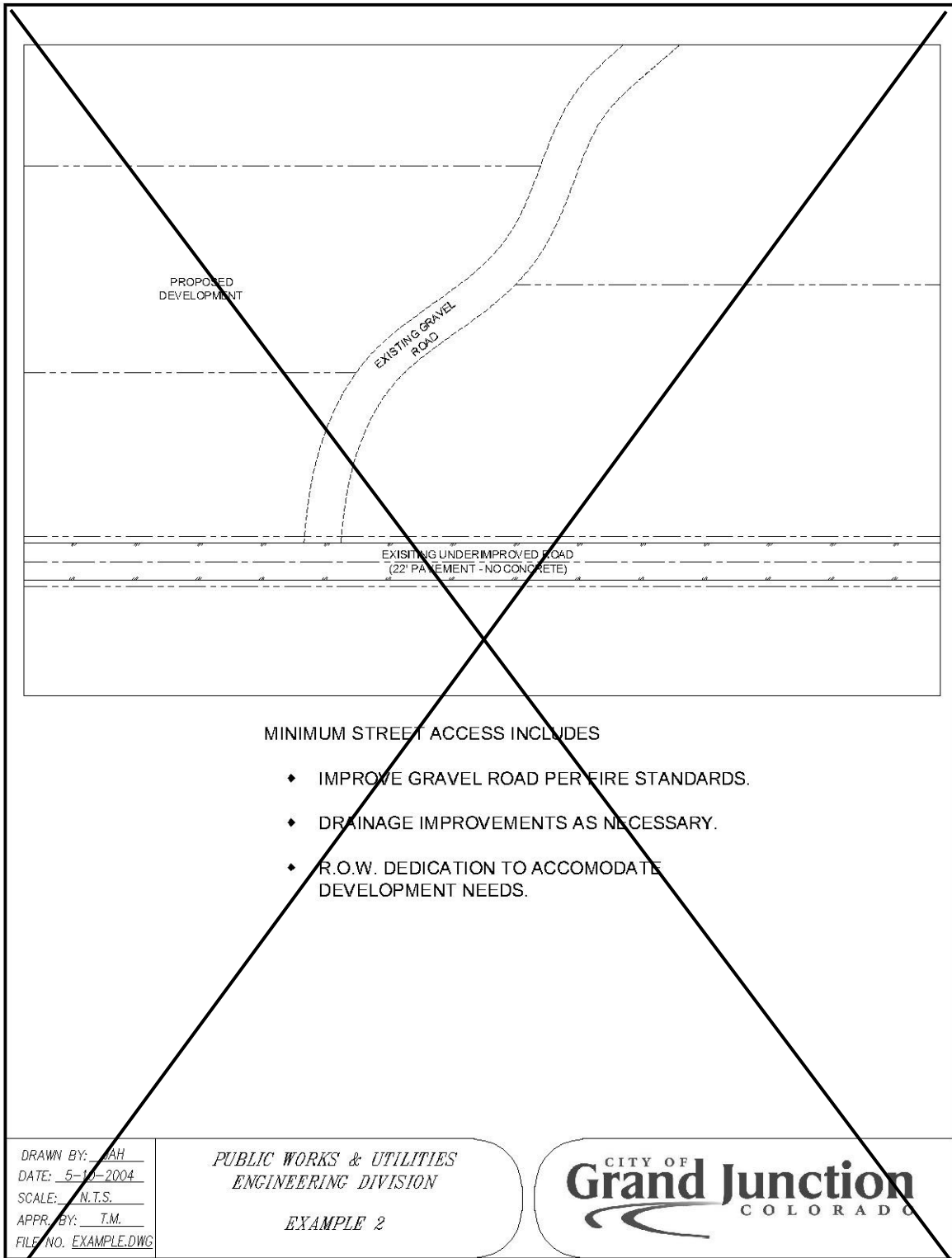
- ♦ TRAFFIC SIGNAL
- ♦ DECELERATION LANE

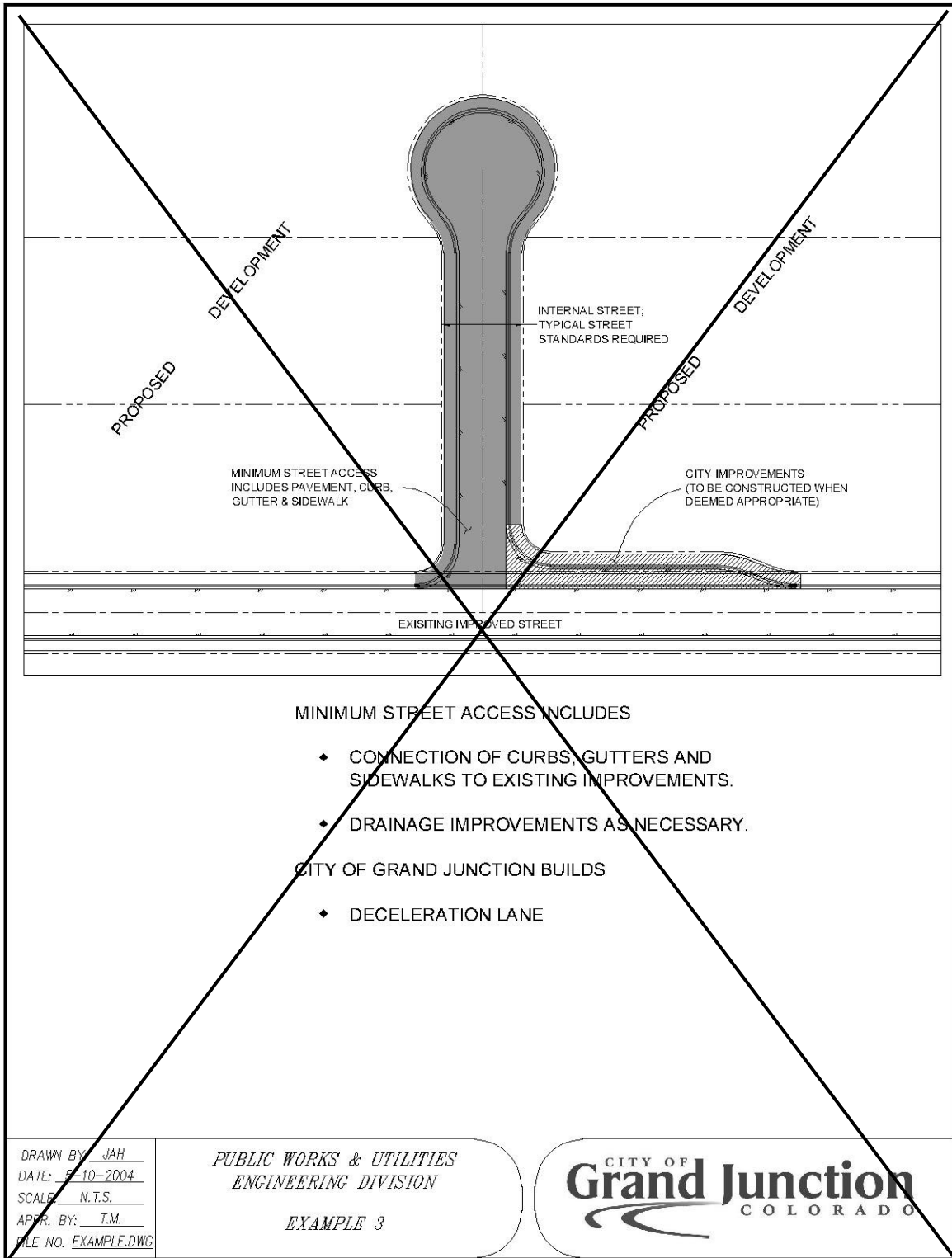
DRAWN BY: JAH
 DATE: 6-10-2004
 SCALE: N.T.S.
 APPR. BY: T.M.
 FILE NO. EXAMPLE.DWG

PUBLIC WORKS & UTILITIES
 ENGINEERING DIVISION

EXAMPLE 1

CITY OF
Grand Junction
 COLORADO





This Ordinance shall be effective on January 1, 2021.

Introduced on first reading this _____ day of March 2019.

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

President of the Council

Barbara Traylor Smith

Attest:

Wanda Winkelmann, City Clerk

CITY OF GRAND JUNCTION

ORDINANCE NO. ____

AN ORDINANCE AMENDING SECTION 21.06.010 OF THE GRAND JUNCTION ZONING AND DEVELOPMENT CODE CONCERNING INFRASTRUCTURE STANDARDS, TRANSPORTATION CAPACITY PAYMENTS INCLUDING CALCULATIONS THEREOF, CREDITS AND APPROVING CONSUMPTION-BASED CALCULATION METHODOLOGIES

Recitals:

Safe and efficient streets are one of the most important services provided by the City, the City Council finds and determines that amendment of the Code is necessary and proper in order to provide a specific financing mechanism, which will continue to allow safe and functional streets.

The Council further determines that the resources of the City are properly allocated to maintaining and improving, including capital additions to, the existing streets and roads and those annexed over time, as resources permit, together with additional improvements to the system near and around developing areas of the City. The citizens and users of the street system pay for the upkeep and general improvement to the system by the payment of sales and use taxes. Sales and use taxes are not sufficient, however, to pay for all the road needs and there are limited resources available to the City, from other sources, to add to the system and/or to make improvements in the rapidly developing areas of the City.

Therefore, the Council finds and affirms that it is in the public interest to continue the practice of collecting Transportation Capacity Payments (TCP) and appropriately increase the amount of that fee to more accurately reflect the cost of improvements that are reasonably attributable to new development, new residents and new business activities (collectively "Growth").

The Council further finds that the TCP shall be set so that a substantial portion of the cost to build new transportation facilities resulting from growth is paid for by the Growth that has caused the need.

The Council is well aware that Growth and new development creates additional vehicular traffic that consumes a portion of the existing transportation infrastructure capacity. In support of the TCP methodology, the City has adopted the data, assumptions and conclusions of the Institute of Transportation Engineer's Trip Generation Manual ("ITE") for purposes of analyzing the number of trips created by development. The ITE is a valid, nationally recognized basis to estimate traffic and

shall continue to be used by the City. The most recent version of the ITE is incorporated herein by this reference as if fully set forth.

The Council has found and affirms that an equitable method of imposing a portion of the costs of paying for additional or improved capacity, necessitated because of Growth, is a fee based on a formula that considers among other things the number of trips generated by different types of development, the average trip length, and the percentage of new trips as variables all derived by reference to the ITE. The specific formula for the TCP provided for herein has been studied by and found to be valid by the Transportation Impact Fee Study for Mesa County, Colorado prepared by Duncan Associates and dated November 2018 with minor revisions February 2019. That study is incorporated herein by this reference as if fully set forth.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT SECTION 21.06.010 OF THE ZONING AND DEVELOPMENT CODE ARE AMENDED AS SHOWN: (Deletions ~~struckthrough~~; additions underlined.)

21.06.010 Infrastructure standards.

(a) General.

(1) Public Improvements. The improvements described in this section must be built by the applicant and constructed in accordance with adopted standards, unless otherwise indicated. The applicant/developer shall either complete construction of all such improvements (in this section “infrastructure”) prior to final City approval (such as a subdivision plat) or shall execute a development improvements agreement. No improvements shall be made until the following required plans, profiles and specifications have been submitted to, and approved by, the City:

- (i) Roads, streets and alleys;
- (ii) Street lights and street signs for all street intersections;
- (iii) Sanitary sewer pipes and facilities;
- (iv) Fire hydrants and water distribution system and storage;
- (v) Storm drainage system;
- (vi) Irrigation system;
- (vii) Right-of-way landscaping;
- (viii) Other improvements and/or facilities as may be required by changing technology and the approval process;

(ix) Permanent survey reference monuments and monument boxes (see § [38-51-101](#) C.R.S.).

(2) Guarantee of Public Improvements. No development shall be approved until the City has accepted constructed infrastructure or the developer has executed a development improvements agreement along with adequate security (see GJMC [21.02.070\(m\)](#)).

(3) City Participation. The City may elect to require the developer to coordinate construction with the City as required in this chapter. If the developer, in order to provide safe access and circulation, must build or improve an arterial or collector street, the City may choose to participate in paying for a portion of the costs of constructing to add capacity to these paving these streets, including engineering, site preparation, base and pavement mat.

(b) **Streets, Rights-of-Way, Alleys, Trails and Easements.**

(1) Minimum Requirements and Design Standards.

(i) Street and alley layouts shall conform to adopted street plans and other policies, as well as TEDS (GJMC Title [29](#)). No owner or developer shall propose a site design or plan which could result in the applicant controlling access to a street, alley or right-of-way.

(ii) Easements shall be provided as required for improvements and utilities. Alleys may be used for utilities and infrastructure ~~may be used~~.

(iii) A developer shall dedicate, at no cost to the City, to the City such rights-of-way (e.g., streets, sidewalks, trails, bicycle paths and easements) needed to serve the project and in accordance with the (A) — The adopted Functional Classification Map and Grand Valley Circulation Plan, as such Plan may be amended from time to time; and, and such dedications shall not be eligible for or require a TCP credit.

(iv) The developer shall construct right-of-way improvements as required by the Director including Streets, alleys, sidewalks, trails, and bike paths and other required infrastructure shall be constructed in accordance with applicable City standards.

(v) Commencing January 1, 2021, the developer shall pay for and construct improvements necessary for the safe ingress and egress of traffic to and from the development, as determined by the Director.

~~(v) If needed to provide safe and adequate access and circulation for residents, visitors, users and occupants, the applicant shall provide off-site infrastructure~~

(vi) Each project with one or more buildings (except a detached single family residence dwellings) shall provide paved pedestrian walkway/sidewalk connections to nearby rights-of-way. Said connections shall be separate from parking and driveway areas.

(vii) ~~Dedications required by subsection (b)(1)(iii) of this section shall be at no cost to the City. Dedications shall not be eligible for or require a refund or TCP credit. Where infrastructure previously constructed by others provides service to a development, the developer may be required to reimburse a portion of construction costs based on the proportionate benefit at the time of development.~~

(viii) Quality of service for any new development and/or for traffic capacity improvements shall be determined by the Director. The Director shall determine the acceptable quality of service taking into consideration existing traffic, streets and proposed development.

(2) Transportation Capacity Payment (TCP) and Right-of-Way Improvements.

(i) ~~The developer shall pay to the City a transportation capacity payment (TCP) and construct right-of-way improvements as required by the Director.~~

~~(ii) The Director may require that the developer pay for and/or construct improvements necessary for the safe ingress and/or egress of traffic to the development. Those improvements are defined as minimum street access improvements. Minimum street access improvements shall be defined by the most recent version of the City's growth and development related street policy and/or TEDS (GJMC Title 29). The growth and development related street policy shall be reviewed by City staff and adopted periodically by Council resolution.~~

~~(iii) (ii) No planning clearance for a building permit for any use or activity requiring payment of the TCP shall be issued until the TCP has been paid and minimum street and access improvements have been constructed, paid for or adequately secured as determined by the Director. If secured, the Adequate security shall be the same as that which is allowed or required for a development improvement agreement (DIA) under GJMC 21.02.070(m) Chapter 02 of this Title 21..~~

~~(iv) The amount of the TCP shall be determined as set forth annually by the City Council in its adopted fee a resolution. The TCP is minimally subject to annual adjustment for inflation based on the Colorado Department of Transportation's (CDOT) Construction Cost Index published quarterly by the CDOT (this information can be found at the Internet site of <http://www.coloradodot.info/business/eema/construction-cost-index>).~~

~~(v) The TCP shall be used by the Director to make solely for the purpose of making capital improvements to the that enhance the capacity of transportation facilities in the City, which purposes may include, but are not necessarily limited to, the following: as follows: in accordance with the City's growth and development related street policy, this section, and other applicable provisions of the Zoning and Development Code.~~

(A) To pay debt service on any portion of any current or future general obligation bond or revenue bond issued after July 1, 2019 ~~July 6, 2004~~, and used to finance major road system improvements.

(B) For expenses integral and related to the reconstruction and replacement of existing roads transportation facilities with resulting increased capacity for all transportation mode(s), the construction of new major road systems and improvements, and/or for the payment of reimbursable street expenses.

~~(C) Traffic capacity improvements do not include ongoing operational costs or debt service for any past general obligation bond or revenue bond issued prior to July 6, 2004, or any portion of any current or future bond issued after July 6, 2004, and not used to finance major road system improvements.~~

~~(D) Capital spending decisions shall be guided by the principles, among others, that TCP funds shall be used to make capacity and safety improvements but not used to upgrade existing deficiencies except incidentally in the course of making improvements; TCP fund expenditures which provide improvements which are near in time and/or distance to the development from which the funds are collected are preferred over expenditures for improvements which are more distant in time and/or distance.~~

~~(E) No TCP funds shall be used for maintenance.~~

~~(F) TCP funds will be accounted for separately but may be commingled with other funds of the City.~~

~~(G) The Director shall determine when and where TCP funds shall be spent:~~

~~a. As part of the two-year budget process.~~

~~b. As required to keep pace with development.~~

~~(H) The TCP shall not be payable if the Director is shown by clear and convincing evidence that at least one of the following applies:~~

~~a. Alteration or expansion of an existing structure will not create additional trips;~~

~~b. The construction of an accessory structure will not create additional trips produced by the principal building or use of the land. A garage is an example of an accessory structure which does not create additional trips;~~

~~c. The replacement of a destroyed or partially destroyed structure with a new building or structure of the same size and use that does not create additional trips;~~

~~d. A structure is constructed in a development for which a TCP fee has been paid within the prior 84 months or the structure is in a development with respect to which the developer constructed street access improvements and the City accepted such improvements and the warranties have been satisfied.~~

(vi) TCP funds shall not be used for the following:

(A) maintenance

(B) ongoing operational costs

(C) debt service for any past general obligation bond or revenue bond issued prior to July 1, 2019 or not used to finance road system improvements

(D) to remedy existing deficiencies except incidentally in the course of making improvements

(vii) TCP funds will be accounted for separately but may be commingled with other funds of the City.

(viii) The TCP shall not be payable if the Director is shown by clear and convincing evidence that at least one of the following applies:

(A) Alteration or expansion of an existing structure will not create additional trips.

(B) The construction of an accessory structure, such as but not limited to a garage, will not create additional trips over and above the trips generated by the principal building or use of the land.

(C) The replacement of a destroyed or partially destroyed structure with a new building or structure of the same size and use does not create additional trips;

~~(vi)~~ (ix) If the type of impact-generating development for which a planning clearance building permit is requested is for the an impact-generating expansion, redevelopment or modification of an existing development, the fee shall be based on the net increase in the fee for the new land use type as compared to the previous land use type.

~~(vii) In the event that the proposed expansion, redevelopment or modification results in a net decrease in the fee for the new use or development as compared to the previous use or~~

~~development, the developer may apply for a refund of fees previously paid with the consent of the previous person having made the payment and/or constructed the improvements.~~

~~(viii)~~ (x) A request for a change of use permit that does not propose the expansion of an existing structure shall not require the payment of the TCP. If, however, a request for a change of use permit does propose the expansion of an existing structure, the TCP shall only be applied to the expansion and not the existing structure.

~~(ix)~~ (xi) For fees expressed per 1,000 square feet, the square footage shall be determined according to gross floor area, measured from the outside surface of exterior walls and excluding unfinished basements and enclosed parking areas. The fees shall be prorated and assessed based on actual floor area, not on the floor area rounded to the nearest 1,000 square feet.

~~(xi)~~ (xii) Any claim for TCP credit shall be made not later than the time of application or request for a planning clearance. Any claim not so made shall be deemed waived. TCP Credits credits shall not be transferable from one project or development to another nor otherwise assignable or transferable.

~~(xi)~~ ~~Minimum street access improvements include street and road improvements required to provide for the safe ingress and egress needs of the development as determined by the Director.~~

~~(A) Quality of service for any new development and/or for traffic capacity improvements shall be determined by the Director. The Director shall determine the acceptable quality of service taking into consideration existing traffic, streets and proposed development.~~

~~(B) Required right-of-way dedications shall be at no cost to the City.~~

~~(xii)~~ (xiii) Definitions. The following terms and words shall have the meanings set forth for this section:

(A) "Average trip length" means the average length of a vehicle trip as determined by the limits of the City, the distance between principal trip generators and as modeled by the City's, the County's, the State's or MPO's computer program. In the event that the models are inconsistent, the most advantageous to the City shall be used.

(B) "Convenience store," "hotel/motel," "retail," and other terms contained in and with the meaning set forth in the Trip Generation Manual.

(C) "Lane-mile" means one paved lane of a right-of-way one mile in length and 14 feet in width, including curb and gutter, sidewalk, storm sewers, traffic control devices, earthwork, engineering, and construction management including inspections. The value of right-of-way is not included.

(D) "Percentage of new trips" is based on the most current version of the ITE Transportation and Land Development Manual, and the ITE Trip Generation Manual.

(E) "Unimproved/under-improved floor area" has the meaning as defined in the adopted building codes.

(xiii) (xiv) Calculation of Fee.

(A) ~~The developer of~~ Any person who applies for a building permit for an impact-generating development shall pay a transportation impact fee in accordance with the most recent fee schedule, ~~prior to issuance of a~~ No building permit shall issue to such developer unless and until such fee is paid. If any credit is due pursuant to this subsection ~~(b)(2)(x)~~ of this section, the amount of such credit shall be deducted from the amount of the fee to be paid.

(B) If the type of impact-generating development for which a building permit is requested is not specified on the fee schedule, then the Director shall determine the fee on the basis of the fee applicable to the most nearly comparable land use on the fee schedule. The Director shall determine comparable land use by the trip generation rates contained in the most current edition of the ITE Trip Generation Manual.

(C) In many instances, a building may include secondary or accessory uses to the principal use. For example, in addition to the production of goods, manufacturing facilities usually also have office, warehouse, research and other associated functions. The TCP fee shall generally be assessed based on the principal use. If the applicant can show the Director in writing by clear and convincing evidence that a secondary land use accounts for over 25 percent of the gross floor area of the building and that the secondary use is not assumed in the trip generation for the principal use, then the TCP may be calculated on the separate uses.

(D) TCP Fee Calculation Study. At the election of the applicant or upon the request of the Director, for any proposed development activity, for a use that is not on the fee schedule or for which no comparable use can be determined and agreed to by the applicant and the Director or for any proposed development for which the Director concludes the nature, timing or location of the proposed development makes it likely to generate impacts costing substantially more to mitigate than the amount of the fee that would be generated by the use of the fee schedule, a TCP fee calculation study may be performed.

(E) The cost and responsibility for preparation of a fee calculation study shall be determined in advance by the applicant and the Director.

(F) The Director may charge a review fee and/or collect the cost for rendering a decision on such study. The Director's decision on a fee or a fee calculation study may be appealed to the Zoning Board of Appeals in accordance with GJMC [21.02.210\(b\)](#).

(G) The TCP fee calculation study shall be based on the same formula, quality of service standards and unit costs used in the impact fee study. The fee study report shall document the methodologies and all assumptions.

(H) ~~The TCP fee calculation study shall be calculated according to the following formula:~~

~~[[DELETE TABLE]]~~

FEE	=	VTM x NET COST/VTM x RF
VTM	=	TRIPS x % NEW x LENGTH ÷ 2
TRIPS	=	DAILY TRIP ENDS GENERATED BY THE DEVELOPMENT DURING THE WORK WEEK
% NEW	=	PERCENT OF TRIPS THAT ARE PRIMARY, AS OPPOSED TO PASSBY OR DIVERTED-LINK TRIPS
LENGTH	=	AVERAGE LENGTH OF A TRIP ON THE MAJOR ROAD SYSTEM
÷ 2	=	AVOIDS DOUBLE-COUNTING TRIPS FOR ORIGIN AND DESTINATION
NET COST/VTM	=	COST/VTM – CREDIT/VTM
COST/VTM	=	COST/VMC x VMC/VTM
COST/VMC	=	AVERAGE COST TO CREATE A NEW VMC BASED ON HISTORICAL OR PLANNED PROJECTS (FEES SET BY CITY COUNCIL)
VMC/VTM	=	THE SYSTEM-WIDE RATIO OF CAPACITY TO DEMAND IN THE MAJOR ROAD SYSTEM (1.0 ASSUMED)
CREDIT/VTM	=	CREDIT PER VTM, BASED ON REVENUES TO BE GENERATED BY NEW DEVELOPMENT (FEES SET BY CITY COUNCIL)
RF	=	REDUCTION FACTOR ADOPTED BY POLICY (FACTOR SET BY CITY COUNCIL)

(I) A TCP fee calculation study submitted for the purpose of calculating a transportation impact fee may be based on data information and assumptions that are from:

- a. An accepted standard source of transportation engineering or planning data; or

- b. A local study on trip characteristics performed by a qualified transportation planner or engineer pursuant to an accepted methodology of transportation planning or engineering that has been approved by the Director.

(3) Existing Streets.

(i) Existing Local Residential Streets. Many areas of the City were developed in the unincorporated areas of Mesa County without modern urban street and drainage facilities. In many such neighborhoods, the existing local residential streets do not have curbs, gutters or sidewalks. Where houses are already built on most or all of such lots, the character of the neighborhood is well established. Given that there are no serious safety or drainage problems associated with these local residential streets, there is no current reason to improve these streets or to install curbs, gutters and/or sidewalks. When an owner in one of these ~~well-established~~ well-established neighborhoods chooses to subdivide a lot or parcel, unless such improvements are extended off site to connect to a larger system, the new "short runs" of curbing, gutters and/or sidewalks are of little value as drainage facilities or pedestrian ways until some future development or improvement district extends them to other connecting facilities.

~~The Public Works and Planning~~ Director shall determine the acceptable minimum improvements. The Director may defer street improvements if all of the following criteria are met:

- (A) The development is for three or less residential lots;
- (B) The zoning or existing uses in the block or neighborhood are residential. The Director shall determine the boundaries of the block or neighborhood, based on topography, traffic patterns, and the character of the neighborhood;
- (C) The existing local residential street that provides access to the lots or development meets minimum safety and drainage standards, and has a design use of less than 1,000 average daily traffic ("ADT") based on an assumed typical 10 trips per day per residence and the volume is expected to be less than 1,000 ADT when the neighborhood or block is fully developed;
- (D) At least 80 percent of the lots and tracts in the neighborhood or block are already built upon, so that the street and drainage character is well established;
- (E) If an existing safety hazard or drainage problem, including pedestrian or bicycle traffic, exists and it can be improved or remedied without the street improvements being built; and

(F) There is at least 250 feet from any point on the development to the nearest existing street improvements (on the same side of the street) that substantially comply with the City standard for similar street improvements.

(G) If all of the criteria have been met, instead of requiring these “short run” improvements, the Public Works and Planning Director may in his or her discretion accept a signed agreement from the owner to form an improvement district for the construction of curbs, gutters, and sidewalks in lieu of construction. The agreement shall be in a form approved by the City Attorney. The agreement shall run with the land and shall be recorded with the Mesa County Clerk and Recorder.

(ii) Existing Local Nonresidential Streets. Many commercial and industrial areas of the City were developed in the unincorporated areas of Mesa County without modern urban street and drainage facilities. In many of these areas the existing local nonresidential streets do not have curbs, gutters or sidewalks. Given that there are no serious safety or drainage problems associated with these local nonresidential streets, there is no current reason to improve these streets or to install curbs, gutters and/or sidewalks. When an owner in a commercial or industrial area chooses to develop a lot or parcel, the new “short runs” of curbing, gutters and/or sidewalks are of little value as drainage facilities or pedestrian ways unless the improvements are extended off site to connect to a larger system or until some future development or improvement district extends them to other connecting facilities.

The Public Works and Planning Director shall determine the acceptable minimum improvements. In order to promote development of infill properties the Director may defer nonresidential street improvements if all of the following criteria have been met:

(A) The development is for a single commercial or industrial lot or parcel that does not create a new lot or parcel;

(B) The proposed development or use of the lot or parcel must be consistent with the allowed uses and requirements of the current zone district;

(C) The lot or parcel size is two acres or less;

(D) The lot or parcel does not have more than 500 feet of frontage on the local nonresidential street;

(E) If an existing safety hazard or drainage problem, including pedestrian or bicycle traffic, exists and it can be improved or remedied without the local nonresidential street improvements being built; and

(F) There is at least 250 feet from any point on the development to the nearest existing street improvements (on the same side of the street) that substantially comply with the City standard for similar local nonresidential street improvements.

(G) If all of the criteria have been met, instead of requiring these “short run” improvements, the Public Works and Planning Director may in his or her discretion accept a signed agreement from the owner to form an improvement district for the construction of curbs, gutters and sidewalks in lieu of construction. The agreement shall be in a form approved by the City Attorney. The agreement shall run with the land and shall be recorded with the Mesa County Clerk and Recorder.

(4) Public Right-of-Way and Private Parking Lot Use.

(i) No structure, fence, sign, parking lot, detention/retention pond, or other temporary or permanent object or structure shall be constructed, maintained, or erected in any portion of any public right-of-way without first obtaining a revocable permit from the City. The City Engineer or other City official may allow traffic control devices, street signs, public notices, utility poles, lines and street banners (see this chapter).

(ii) No person shall use, store, display or sell any goods, merchandise or any structure without having first obtained a revocable permit, except that this provision shall not be enforced in a manner which limits unreasonably any person’s freedom of speech or assembly.

(iii) No commercial vehicle which exceeds one and one-half tons rated carrying capacity shall be parked in a public right-of-way which abuts any residential zone.

(iv) Overnight camping shall not be allowed in a public right-of-way or in any private parking lot made available to the public, unless specifically permitted by the City for such use. Parking of an RV or any vehicle for more than 72 hours shall not be allowed in a public right-of-way or on any vacant lot.

(5) Partially Dedicated Street. Prior to any development or change of use which is projected to increase traffic generation by the greater of five percent or 10 vehicle trips per day, the applicant shall dedicate right-of-way required to bring abutting streets into compliance with the adopted street classification map, or as otherwise approved by the City Engineer. Upon receipt of the appropriate deed, and if all other requirements have been met, the final development permit shall be issued.

(6) Street Naming and Addressing System. A street naming system shall be maintained to facilitate the provisions of necessary public services (police, fire, mail), reduce public costs for administration, and provide more efficient movement of traffic. For consistency, this system shall be adhered to on all newly platted, dedicated, or named streets and roads. The Director shall

check all new street names for compliance to this system and issue all street addresses. Existing streets and roads not conforming to this system shall be made conforming as the opportunity occurs.

Introduced on first reading this _____ day of March 2019.

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

President of the Council

Barbara Traylor Smith

Attest:

Wanda Winkelmann, City Clerk

RESOLUTION NO. ____-19

**AMENDING AND RESTATING TRANSPORTATION IMPACT FEES ARISING OUT
OF AND UNDER THE CITY OF GRAND JUNCTION'S ZONING AND DEVELOPMENT
CODE AND CODE OF ORDINANCES**

Recitals:

The Zoning and Development Code (GJMC 21.06.010) provides for imposition of fees and charges relating to traffic impacts from growth and development, and provides the amount of such fees and charges shall be established by the City Council.

City Council has determined that the existing fee schedule no longer reflects the share of costs that should be born by developers related to expanding capacity of the city's transportation system, and that Transportation Impact Fees shall be increased as set forth in this Resolution and all as more particularly shown in the *Transportation Impact Fees Implementation Schedule* attached hereto.

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

The Transportation Impact fees authorized by §21.06.010 of the Grand Junction Zoning and Development Code are as shown and described the attached Exhibit "A", entitled *Transportation Impact Fees Implementation Schedule*, which Exhibit is incorporated by this reference as if fully set forth. The fees established by this Resolution shall constitute the fees and charges applicable to development projects generating transportation impact in the City of Grand Junction under the adopted codes and ordinances, unless otherwise established by separate ordinance or resolution of the City Council.

The City shall collect the fees, in accordance with the dates and amounts shown on Exhibit A, and the fees shall escalate in the amounts and at the intervals shown.

Further, the fees for Single Family Residential, including residential uses intended for individual fee simple sale (eg. Townhomes, Duplexes, and Condominiums) shall be established at the time of submittal for a Planning Clearance. The fees for Multi-Family Residential uses shall be established at the time of complete application submittal and will be valid so long as a Building Permit is issued within two years from the date of submittal.

Any fees set by prior resolution in conflict with those adopted herein are hereby repealed and all other fees not in conflict or specifically modified herein shall remain in full force and effect.

The TCP reduction formula established by Resolution No. 15-13 for infill projects in the Redevelopment Area shall be applied to the Transportation Impact Fees established hereby.

PASSED AND ADOPTED this _____ day of _____ 2019.

Barbara Traylor Smith
President of the Council

ATTEST:

Wanda Winkelmann
City Clerk

Exhibit A
Transportation Impact Fees
Implementation Schedule

			Jan 1 2020	July 1 2020	Jan 1 2021	Jul 1 2021	Jan 1 2022	July 1 2022
Land Use Type	Unit	Current Fees	16.7%	33%	50%	67%	83%	Proposed 100%
Single-Family Detached	Dwelling	\$ 2,554	\$ 3,256	\$ 3,957	\$ 4,659	\$ 5,361	\$ 6,062	\$ 6,763
Multi-Family, Low-Rise (1-2 stories)	Dwelling	N/A	\$ 2,565	\$ 3,101	\$ 3,637	\$ 4,172	\$ 4,708	\$ 5,243
Multi-Family, Mid-Rise (3-10 stories)	Dwelling	N/A	\$ 1,907	\$ 2,305	\$ 2,704	\$ 3,102	\$ 3,500	\$ 3,898
Townhouse	Dwelling	N/A	\$ 2,033	\$ 2,457	\$ 2,882	\$ 3,306	\$ 3,731	\$ 4,155
Senior Adult Housing - Detached	Dwelling	N/A	\$ 1,492	\$ 1,804	\$ 2,115	\$ 2,427	\$ 2,739	\$ 3,050
Senior Adult Housing - Attached	Dwelling	N/A	\$ 1,297	\$ 1,567	\$ 1,838	\$ 2,109	\$ 2,380	\$ 2,650
Multi-Family (other)	Dwelling	\$ 1,769	\$ 2,236	\$ 2,703	\$ 3,170	\$ 3,637	\$ 4,104	\$ 4,570
Mobile Home/RV Park	Pad	\$ 1,284	\$ 1,667	\$ 2,050	\$ 2,434	\$ 2,817	\$ 3,200	\$ 3,583
Hotel/Motel	Room	\$ 2,407	\$ 2,703	\$ 2,999	\$ 3,295	\$ 3,591	\$ 3,887	\$ 4,183
Shopping Center/Commercial	1,000 sf	\$ 4,189	\$ 4,864	\$ 5,540	\$ 6,215	\$ 6,890	\$ 7,566	\$ 8,240
Auto Sales/Service	1,000 sf	\$ 3,780	\$ 4,693	\$ 5,606	\$ 6,520	\$ 7,433	\$ 8,346	\$ 9,258
Bank, Drive-In	1,000 sf	\$ 6,359	\$ 8,360	\$ 10,362	\$ 12,363	\$ 14,365	\$ 16,366	\$ 18,365
Convenience Store w/Gas Sales	1,000 sf	\$ 9,143	\$ 12,019	\$ 14,895	\$ 17,771	\$ 20,647	\$ 23,523	\$ 26,395
Golf Course	Hole	\$ 5,951	\$ 7,101	\$ 8,251	\$ 9,401	\$ 10,551	\$ 11,701	\$ 12,850
Movie Theater	1,000 sf	\$ 10,574	\$ 14,317	\$ 18,060	\$ 21,803	\$ 25,546	\$ 29,289	\$ 33,028
Restaurant, Standard	1,000 sf	\$ 5,159	\$ 6,795	\$ 8,432	\$ 10,068	\$ 11,704	\$ 13,341	\$ 14,975
Restaurant, Drive-Through	1,000 sf	\$ 11,544	\$ 15,155	\$ 18,765	\$ 22,376	\$ 25,986	\$ 29,597	\$ 33,203
Office, General	1,000 sf	\$ 3,141	\$ 3,732	\$ 4,323	\$ 4,913	\$ 5,504	\$ 6,095	\$ 6,685
Office, Medical	1,000 sf	\$ 8,862	\$ 11,663	\$ 14,464	\$ 17,265	\$ 20,066	\$ 22,867	\$ 25,665
Animal Hospital/Vet Clinic	1,000 sf	N/A	\$ 7,759	\$ 9,379	\$ 10,999	\$ 12,619	\$ 14,240	\$ 15,858
Hospital	1,000 sf	\$ 4,112	\$ 4,744	\$ 5,377	\$ 6,009	\$ 6,641	\$ 7,273	\$ 7,905
Nursing Home	1,000 sf	\$ 1,149	\$ 1,478	\$ 1,806	\$ 2,135	\$ 2,463	\$ 2,792	\$ 3,120
Place of Worship	1,000 sf	\$ 1,967	\$ 2,093	\$ 2,220	\$ 2,346	\$ 2,472	\$ 2,599	\$ 2,725
Day Care Center	1,000 sf	\$ 4,086	\$ 4,153	\$ 4,219	\$ 4,286	\$ 4,352	\$ 4,419	\$ 4,485
Elementary/Secondary School	1,000 sf	\$ 639	\$ 814	\$ 989	\$ 1,164	\$ 1,338	\$ 1,513	\$ 1,688
Public/Institutional	1,000 sf	N/A	\$ 1,866	\$ 2,255	\$ 2,645	\$ 3,034	\$ 3,424	\$ 3,813
Industrial	1,000 sf	\$ 1,864	\$ 1,900	\$ 1,935	\$ 1,971	\$ 2,007	\$ 2,042	\$ 2,078
Warehouse	1,000 sf	\$ 1,328	\$ 1,315	\$ 1,301	\$ 1,288	\$ 1,275	\$ 1,261	\$ 1,248
Mini-Warehouse	1,000 sf	\$ 460	\$ 563	\$ 665	\$ 768	\$ 870	\$ 973	\$ 1,075

Beginning January 1, 2023, the fee collected at 100% of the study rate shall be increased annually by CDOT's inflation construction cost index



March 01, 2019

City of Grand Junction
Attn: City Council Members
250 N 5th Street
Grand Junction, CO 81501

RE: City of Grand Junction Proposed TCP Fee Increases

Members of the City Council,

Western Colorado Contractors Association (WCCA) appreciates the opportunity given through various meetings over the past few weeks to share information regarding the pending TCP fee increases.

Trent Prall and Greg Caton presented to WCCA and Homebuilders Association of Western Colorado (HBAWC) in efforts to answer questions and show any changes to the TCP fees. Although we appreciate their information and willingness to answer questions, there are still concerns amongst stakeholders regarding the pending increase and implementation.

As stated in our previous letter, WCCA is requesting the City of Grand Junction's leadership consider the following:

1. Base the new fees on actual current fee numbers compared to the current study
2. Comprehensive fees (including all development fees) per development should be considered for a reasonable increase.
3. For new industrial/commercial buildings or building additions exceeding 20,000 square feet the TCP fee per 1,000 square feet should be reduced by half and capped at 40,000 sq. ft.
4. Instead of a rapid increase, phase it in according to the following schedule and apply any additional increases after June 2021.

WCCA Proposed Fee Schedule

Type	Current **	June 2020	June 2021	February 2022	June 2022	June 2023
<i>SFD – Unit</i>	\$2,500	\$3,500	\$4,500	Fee Review	\$5,500	\$6,763
<i>MF – Unit</i>	\$1,750	\$2,000	\$2,250	Fee Review	\$2,500	\$2,500
<i>Retail/1k SF</i>	\$4,000	\$5,000	\$6,000	Fee Review	\$7,000	\$8,240
<i>Office/1k SF</i>	\$3,100	\$4,000	\$4,500	Fee Review	\$5,000	\$6,685
<i>Industrial/1k SF</i>	\$2,000	No Change	No Change	No Change	No Change	No Change

5. Following two years of TCP fees increases, the fee structure should be reviewed by the City.

After the presentation on February 25 for the associations, members had continued concern regarding:

- The length of time of implementation to increase fees
- A plan for review after implementation to assess the effectiveness and need for additional increases.

Again, WCCA understands the importance the TCP fees play in maintaining the structural integrity of our streets, sidewalks and street lighting. We are aware that our community has seen substantial growth that is predicted to continue, and these fees haven't increased since 2002. However, the concerns being expressed are that the TCP Fee study does not represent the total fees a developer and ultimately our community incurs on a project. The proposed rapid increase will adversely affect our current and future growth projects by driving up costs. We are worried that such a rapid increase will negatively impact the development community and related organizations such as the Chamber of Commerce and the Downtown Development Association's ability to continue enticing new businesses to relocate to Grand Junction. Simultaneously we fear the rapid increase will discourage expansion of current business locations. Ultimately this would result in revenue being lost to outlying communities where development fees are not as high and consequently, halting activity and slowing economic growth in the community.

WCCA looks forward to continued collaborative solutions for Grand Junction's economic growth and appreciates the consideration of the above stated recommendations.

Sincerely,

Shawna Grieger, Executive Director
Western Colorado Contractors Association



March 14, 2019

TO: Various; City of Grand Junction
City Council
Greg Caton, City Manager
Trent Prall, Public Works Director
250 N. 5th Street
Grand Junction, CO 81501

RE: TCP, TIP Increase

To whom it may concern,

The HBA of Western Colorado is amending our position in our previous letter dated February 28, 2019. It has come to light that there are additional fees that the city is also planning on discussing implementing as well as increasing. Although we still support a slow phased process, we are respectfully asking that any final decision regarding review and implementation of proposed TCP fee increase is tabled until June 3, 2019 when the workshop is scheduled to address all other proposed new/increased fees (ie: public safety, administration expansion, water, sewer, parks etc). All fees should be considered as a package as it will affect the overall affordability of housing and development.

Regards,

Kelly Mayes, President
Traci Weinbrecht, Executive Officer
Housing and Building Association of Western Colorado
(970) 245-0263 Office
(970) 589-7775 Kelly Mayes' Cell



February 28, 2019

TO: Various; City of Grand Junction
City Council
Greg Caton, City Manager
Trent Prall, Public Works Director
250 N. 5th Street
Grand Junction, CO 81501

RE: TCP, TIP Increase

To whom it may concern,

The HBA of Western Colorado is committed to the home building industry in Western Colorado. We believe that a growing community is dependent on the housing industry and vice versa. The HBA is concerned with the implementation timeline of any fee increases. Many developments or projects are started years in advance, and this will affect the feasibility of those projects that have been long in the works. Also, it should be noted that with housing this fee increase at this point will likely be absorbed primarily by the builder as appraisers will not simply increase the value of the home to cover any increase in fees. This in turn hits the pockets of the very companies/individuals who are spurring the vast majority of local growth.

Much the same as the Western Colorado Contractors Association and the Associated Members of Growth and Development have proposed we would like to see the implementation spread out over a period of time.

- ¼ of the full fee to be implemented January 2020
- An additional ¼ of the fee to be implemented January 2021
- An additional ¼ of the fee to be implemented January 2022
- An additional ¼ of the fee to be implemented January 2023

This timeline will allow the city to reassess fees when the Riverside Parkway is paid in full as well time to complete a new fee study every 5 years rather than 17 years.

We also ask for a very clear point in the development application process for the fees to be effective. If applied properly and communicated in an effective manner this increase could actually spur growth by incentivizing developers to get their projects off the ground.

We would like the city to consider leaving the same coverages or application of the TCP fee rather than increasing the fee on top of changing what it is applied to (ie: ROW, turn lanes)

Also of concern in the study is the use of full road replacement cost (\$2.7M per lane as seen in the table below) of all lanes rather than just the incremental cost of adding an additional lane for capacity. The developer should only be responsible for the additional capacity.

	2002 Study	2018 Update	2018/2002 Ratio
Weighted Average Cost per Lane-Mile	\$710,861	\$2,764,644	3.89
÷ Average Daily Capacity per Lane	7,108	7,827	1.10
Average Cost per Vehicle-Mile of Capacity (VMC)	\$100	\$353	3.53
x VMC/VMT Ratio	1.50	1.00	0.67
Cost per Vehicle-Mile of Travel (VMT)	\$150	\$353	2.35

Cost per VMT up
by about the same
rate as inflation

The HBA would also like to see a detailed list of any additional proposed new or increased fees that are being considered as this will also affect affordability of development and housing. (ie: fire fees, park fees, etc)

We appreciate the city's willingness for feedback and input from our association. An open dialog is welcome.

Regards,

Kelly Maves, President
Traci Weinbrecht, Executive Officer
Housing and Building Association of Western Colorado
(970) 245-0263 Office
(970) 589-7775 Kelly Maves' Cell



March 12, 2019

RE: Proposed TCP fee increase

Dear Planning Commissioners and City Council:

The purpose of the Urban Trails Committee (UTC) is to plan and promote the City Council's goals for an interconnected network of sidewalks, paths and routes for active transportation and recreation throughout the Grand Junction urbanized area. The UTC acts in an advisory capacity to the Grand Junction City Council on matters pertaining to safe, convenient and efficient movement of pedestrians and bicyclists of all ages and abilities throughout the community.

The Active Transportation Corridor map, adopted as part of the Grand Junction Circulation Plan, shows the need for improved bicycle and pedestrian facilities along many of the collector and arterial streets of the City. UTC recognizes the importance of TCP fees, in conjunction with other funding sources, to enable the City to improve those corridors and provide multimodal facilities. The need for safe and efficient bicycle and pedestrian facilities along many of the farm-to-market roads, such as 26 Road, has been highlighted with recent proposed development outside of the City core area.

UTC has reviewed the proposed TCP fee schedule and, at the March 12, 2019 meeting, unanimously voted to support the fee increase to better meet the transportation needs of all users. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Orin Zyvan", with a long, sweeping horizontal line extending to the right.

Orin Zyvan
Chair, Urban Trails Committee

February 12, 2019

To: Various, City of Grand Junction

RE: TCP Increase

To Whom It May Concern:

The Associated Members for Growth and Development (AMGD) have met to discuss the proposed increase of Transportation Capacity Payment fees. Following are a list of items that should be addressed before decisions are made.

1. AMGD is concerned with missing information. There has been no clear answer of what is included in the total over \$2.7 million that is the stated cost per lane mile of roadway, up from \$700,000 in 2002. This is critical as it is the basis for the final recommended TCP Fee. \$2.7 million seems very high for a lane mile of road; the increase of nearly 4 times as much from 2002 also seems higher than reasonable.
2. There has been a lack of transparency in the process. Public outreach / involvement has been limited. The lack of outreach and public involvement is not limited to this instance. The City is now limiting public involvement on many fronts.
3. How much does this increase affect the overall cost of construction in Grand Junction? The City should first perform comprehensive study of the fees in our area and analysis should be done on how much as a percentage of cost this fee impacts overall costs.
4. How does this fee and the comprehensive fees in our valley compare to other jurisdictions as a percentage of overall cost?
5. The City of Grand Junction needs to clearly communicate any change this has on the expectations of the builder and or developer.
6. How will credits will be implemented for construction of improvements required by the City?
7. How does the increase in fees and TCP itself relate to the metro / special taxing districts? Why is the City doing both?

When adopted, the fee needs to be on a graduated schedule for implementation. AMGD proposes the following schedule increase for TCP fees (please note this is limited to the scope of AMGD and only represents AMGD, this schedule is not representative of any of the other organizations that are members of AMGD): 1/4 of the full fee to be implemented January 2020, 1/4 to be implemented January 2021, 1/4 to be implemented July 2022, final 1/4 implemented January 2023 and to be evaluated for

increase or decrease annually thereafter by a factor tied to annual inflation for the Western Slope of Colorado.

In addition to the schedule for adoption, the implementation for adoption must also be considered. For Site Plan review (commercial / industrial) the TCP should be tied to the date of initial submittal - NOT planning clearance / building permit. For example, a property submitted for Site Plan review in November 2019 would still be on the current TCP schedule even if they did not go to planning clearance / building permit until June 2020. Residential can remain at planning clearance / building permit, but the disclosure of the fees must be included on the correspondence to all submitting for planning clearance / building permit at least six months in advance of fee increase.

AMGD looks forward to hearing your response on the above items.

Respectfully submitted,

Rebekah Scarrow
AGMD Facilitator
Email: rebekah.scarrow@gmail.com

Tamra Allen

From: Rebekah Scarrow <rebekah.scarrow@gmail.com>
Sent: Saturday, April 13, 2019 6:51 AM
To: comdev
Cc: Trenton Prall; Tamra Allen; Rebekah Scarrow
Subject: TCP Fees - Workshop 4/18/19

April 13, 2019

To: City of Grand Junction Planning Commissioners
Via email

Re: TCP Fees

Dear Madam Chair and Planning Commissioners,

The purpose of my correspondence is to notify you of the happenings since our last meeting at the Planning Commission Hearing held on March 26th.

It was my understanding walking out of the Planning Commission Hearing that the City of Grand Junction Staff would be contacting members of the industry to work collaboratively on the fee schedule - reviewing new fees, other increasing fees and the TCP fee - before the TCP Fee was to be reviewed again by Planning Commission. It was my further understanding that we could expect those meetings to occur sometime between that meeting and June. We have not had any meetings with City Staff to discuss fees since the Planning Commission Hearing on the 26th.

On 4/3/19 at the AMGD meeting, the Grand Junction Chamber reported they had been contacted by City Staff that the TCP Fees would be going to joint Workshop on 4/18/19 and the City would notify industry what they are proposing to be approved sometime between that Workshop date and the Planning Commission Date on 4/23/19. Further, City Staff had told the Chamber that the TCP Fees are going to City Council on 5/1/19.

One meeting was held on 4/9/19 for the City to get feedback regarding the verbiage of the ordinance, but only Ron Abeloe, Merritt Sixbey and I were in attendance representing the industry. Fee amounts were not discussed.

That is the extent of the industry involvement. Giving the industry two possible dates, a Friday and Monday between Workshop and Planning Commission Hearing, is not getting industry involvement.

The Grand Junction Area Realtor Association (GJARA) is the governing body for AMGD as well as many members were in attendance at the Planning Commission Hearing on the 26th. Since hearing about the City schedule for implementing the TCP Fees, GJARA has gotten Robinson and Cole, an attorney group that researches land use for the National Realtor Association, to analyze the impacts of the Regional Transportation Planning Office Study. This analysis will be complete on 4/19/19. GJARA would be happy to share the information from the analysis with all jurisdictions considering adopting the RTPO Study, and continue to work collaboratively to make our region the best it can be - for both the City and for the development and building community.

I have asked Staff why there is such a fast schedule for adoption of the TCP Fees. The response has been they want the existing City Council to vote on the fees, rather than involving new City Council members. I do not understand nor agree with that point. If the TCP fees are in the best interest of the City of Grand Junction, it should not matter who is on Council at the time.

The industry would be grateful to stand in support of the City of Grand Junction efforts, if we work together to get to an arrangement that works best for most parties involved. As an involved participant in the Planning Commission Hearing on the 26th, I heard many voices of industry speaking that they would be willing to work with City Staff to get something in the best interests of all (or most) involved, myself included. The direction City Staff has gone with this is not collaborative, nor has it gotten industry involvement.

I urge you to reconsider bringing this to Planning Commission on April 23rd. I respectfully request the Robinson and Cole study be reviewed jointly by City Staff and the industry. I respectfully ask that City Staff be given the ability to work collaboratively with the industry toward making a TCP Fee Schedule. I further propose that none of these can be done in the short amount of time before the new City Council members are installed. Therefore, I respectfully request we agree the new City Council can vote on this matter rather than pushing it for the 5/1/19 Council Meeting.

Respectfully Submitted,

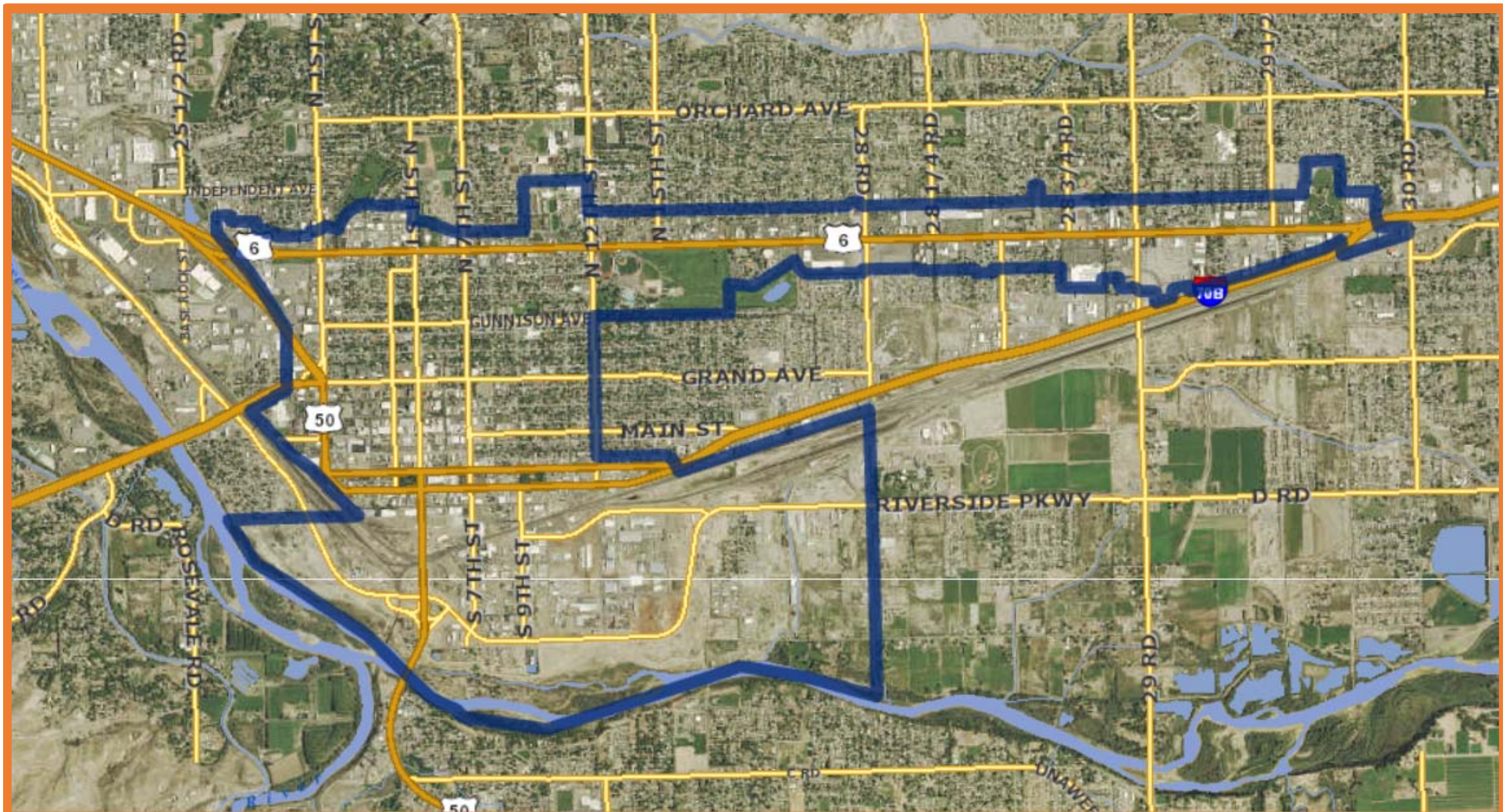
Rebekah Scarrow
RE/MAX 4000, Inc.

970.210.8747

rebekah.scarrow@gmail.com



Current Redevelopment Area – 50% reduced TCP



Tamra Allen

From: Rebekah Scarrow <rebekah.scarrow@gmail.com>
Sent: Saturday, April 13, 2019 6:51 AM
To: comdev
Cc: Trenton Prall; Tamra Allen; Rebekah Scarrow
Subject: TCP Fees - Workshop 4/18/19

April 13, 2019

To: City of Grand Junction Planning Commissioners
Via email

Re: TCP Fees

Dear Madam Chair and Planning Commissioners,

The purpose of my correspondence is to notify you of the happenings since our last meeting at the Planning Commission Hearing held on March 26th.

It was my understanding walking out of the Planning Commission Hearing that the City of Grand Junction Staff would be contacting members of the industry to work collaboratively on the fee schedule - reviewing new fees, other increasing fees and the TCP fee - before the TCP Fee was to be reviewed again by Planning Commission. It was my further understanding that we could expect those meetings to occur sometime between that meeting and June. We have not had any meetings with City Staff to discuss fees since the Planning Commission Hearing on the 26th.

On 4/3/19 at the AMGD meeting, the Grand Junction Chamber reported they had been contacted by City Staff that the TCP Fees would be going to joint Workshop on 4/18/19 and the City would notify industry what they are proposing to be approved sometime between that Workshop date and the Planning Commission Date on 4/23/19. Further, City Staff had told the Chamber that the TCP Fees are going to City Council on 5/1/19.

One meeting was held on 4/9/19 for the City to get feedback regarding the verbiage of the ordinance, but only Ron Abeloe, Merritt Sixbey and I were in attendance representing the industry. Fee amounts were not discussed.

That is the extent of the industry involvement. Giving the industry two possible dates, a Friday and Monday between Workshop and Planning Commission Hearing, is not getting industry involvement.

The Grand Junction Area Realtor Association (GJARA) is the governing body for AMGD as well as many members were in attendance at the Planning Commission Hearing on the 26th. Since hearing about the City schedule for implementing the TCP Fees, GJARA has gotten Robinson and Cole, an attorney group that researches land use for the National Realtor Association, to analyze the impacts of the Regional Transportation Planning Office Study. This analysis will be complete on 4/19/19. GJARA would be happy to share the information from the analysis with all jurisdictions considering adopting the RTPO Study, and continue to work collaboratively to make our region the best it can be - for both the City and for the development and building community.

I have asked Staff why there is such a fast schedule for adoption of the TCP Fees. The response has been they want the existing City Council to vote on the fees, rather than involving new City Council members. I do not understand nor agree with that point. If the TCP fees are in the best interest of the City of Grand Junction, it should not matter who is on Council at the time.

The industry would be grateful to stand in support of the City of Grand Junction efforts, if we work together to get to an arrangement that works best for most parties involved. As an involved participant in the Planning Commission Hearing on the 26th, I heard many voices of industry speaking that they would be willing to work with City Staff to get something in the best interests of all (or most) involved, myself included. The direction City Staff has gone with this is not collaborative, nor has it gotten industry involvement.

I urge you to reconsider bringing this to Planning Commission on April 23rd. I respectfully request the Robinson and Cole study be reviewed jointly by City Staff and the industry. I respectfully ask that City Staff be given the ability to work collaboratively with the industry toward making a TCP Fee Schedule. I further propose that none of these can be done in the short amount of time before the new City Council members are installed. Therefore, I respectfully request we agree the new City Council can vote on this matter rather than pushing it for the 5/1/19 Council Meeting.

Respectfully Submitted,

Rebekah Scarrow
RE/MAX 4000, Inc.

970.210.8747

rebekah.scarrow@gmail.com





April 18, 2019

Delivered electronically

Dear Members of the Planning Commission;

On behalf of the Grand Junction Area Chamber of Commerce I am urging you to consider all future impact fee increases and new impact fees as a package and not forward just the traffic capacity payment fee schedule to the Grand Junction City Council for consideration when you meet on April 23rd. A business investigating whether to expand or locate in our community will look at the total cost of development and that includes all development impact fees in addition to land and construction costs.

There has been little discussion about the impact of TCP fee increases on retail/commercial/industrial projects up to this point with the focus being primarily on residential developments. We have argued in the past that impact fees should be considered a bit differently for retail and commercial development and that their ability to generate sales tax for the City should offset some of potential impacts on public infrastructure of their project. For, if they are not in the community and develop somewhere else then that sales tax could be lost, not to mention the jobs that go with it. Additionally, because of the size of these projects and how the fee is calculated on a per 1,000 square foot basis and by industry, even what appears as a modest increase adds up very quickly.

Community Hospital, for instance, paid \$450,000 in TCP fees for their project...even increasing this fee incrementally by 15% in the first six months of a tiered implementation over three years would cost an additional \$67,000. At the suggested fee when fully implement the TCP would be \$1,107,000. Looking at the maximum impact fees in the study shared today for \$870 per 1,000 square foot (Community Hospital is 140,000 s.f.) would add another \$121,800, almost double the TCP increase. Taken together we are looking at \$188,800 in potential increased fees that would have to be paid next year. If Community Hospital were to be built three years from now these city fees would total **\$1.3 million dollars**.

I agree with some of the comments at the joint Planning Commission/City Council meeting today that we need to put something in place before the end of the year but there is still plenty of time to meet that timetable and work with stakeholders, look at the whole picture, and develop a policy that helps begin to address the gaps in funding infrastructure without stymieing economic development and job creation. Creating certainty around just one fee will not create the comfort level needed for businesses to invest millions into our community and may have many unanticipated and unintended consequences. We did not get here in a short period of time and we cannot fix it in a short period of time. Giving due consideration to the entire impact fees proposed while working with stakeholders is a prudent course of action and I hope you will make the decision to do just that.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read 'Diane Schwenke'.

Diane Schwenke
President/CEO



April 19, 2019

City of Grand Junction
Attn: City Council Members, Planning Commission
250 N 5th Street
Grand Junction, CO 81501

RE: City of Grand Junction Proposed TCP Fee Increases

Dear Members of the Planning Commission and Grand Junction City Council;

After attending several informational meetings with the City of Grand Junction staff, a planning commission hearing and the most recently the City Planning Workshop, the Western Colorado Contractors Association (WCCA) would respectfully request that the City stays open-minded and hears what the Developers and Contractors positions are as it affects, not only those parties, but our communities future growth. A misrepresented study, an uncertain economy, a short implementation schedule and the burden of comprehensive fees are all factors Developers and Contractors are concerned with regarding the implementation of the proposed TCP fee increase and the new fees presented this past week.

Many members of our community currently live paycheck to paycheck with many of them living the proverbial "more month than money". Please note the following points comparing the data used in the studies to current data from Mesa County as much of the study is based on Front Range communities that are inequitable in comparison.

- The average median household income for all Colorado communities in the study, according to Fred Economic Data (Economic Research, Federal Reserve Bank of St. Louis used in the study), is \$75,549.62; however, the median household income in Mesa County is \$52,623.00.
- As of April 03, 2019, the average unemployment rates of the study communities is 3.4, Mesa County's unemployment rate is 4.6.
- Of the communities within the study, the average percentage of the population living below the poverty line is 11.16%, Mesa County is 16%.

Mesa County is clearly below average based on the study used to determine the TCP fee increases. The comparisons in the study should not be used as presented to represent the status of our community currently to determine the fee increases.

Energy & Renewables (Oil & Gas) is one of the six major industries driving the Grand Junction economy. Industry analysts are concerned that Senate Bill 19-181, signed April 17, 2019 by Governor Polis, overhauling oil & gas regulations could drive some companies out of the state impacting all industries and the ability for communities to grow considering the revenue generated and circulated in Western Colorado. Implementing a schedule of TCP fees too soon before knowing the immediate effects the bill will have on Western Colorado could further stress the local economy and affect businesses potentially moving into the area.

Due to speculation, Developers take risks that coincide with substantial costs that do not generate revenue for up to three years. There are many projects within Grand Junction currently in the planning stage. It is understood the Developer will not carry the fee burden alone and all fees are eventually passed to the end user; however, the concern is that projects are already being pulled due to current comprehensive fees being prohibitive. Even a nineteen dollar a month increase to a mortgage payment will make home ownership impossible for some buyers. For Developers, the cost drives up the final total to a point that makes it more difficult to be competitive when bidding commercial and residential properties. The total increased cost of building increases the cost of business and in turn creates a non-competitive market. All the fees and taxes Grand Junction & Mesa County residents have recently had implemented in a relatively short time period should be considered including but not limited to:

- Property taxes due to the school bond
- Sales taxes for the police & fire departments
- Increased permit fees with the Mesa County Building Department.
- The building department implementing plan review fees

WCCA requests that the Planning Commission and City Council:

1. Consider a study that places our community on a level playing field with fee structures of comparable communities
2. Postpone a decision on the TCP increase until the new City Council takes office so all information can be collected and effectively reviewed. A quickly implemented fee increase would burden community growth in light of an uncertain economy.
3. Fee Implementation should not be enforced until the end of 2019 once approved; however, Developers would like to be able to plan for all new and increased fees at once rather than review, planning and implementation of different fees at different times. This also allows time to see how the new oil & gas bill will affect the Western Slope.
3. Consider the comprehensive fees a developer pays in addition to the TCP fees. Collectively the fees suggest a larger increase than anticipated by Developers. The City and Developers should be able to provide enough insight to provide a common solution that increases fees at a rate that is an agreeable compromise.
4. Consider a needed phased-in implementation of the fee increases due to projects that are already in the early stages of planning that are still assuming the lower fee structure.

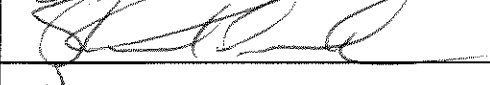
We appreciate your consideration and looks forward to continued collaboration on increased and new fees.

Sincerely,

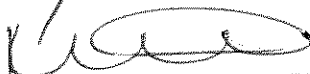


Shawna Grieger, Executive Director
Western Colorado Contractors Association

PETITION AGAINST TCP INCREASE

#	NAME	PHONE NUMBER
1		970-773-6243
2		970-260-1222
3	Doni S. Deane	970-250-2961
4	Ally C. Cragg	970-773-3200
5	Kristal Cragg	970-261-1150
6	Maurice Wilcox	970-208-5624
7	Shunt Spence	970-361-7227
8	Mary Kruse	970-210-5026
9	Sue Maguire	970-210-6248
10	Yvonne Ditz	970-778-2100
11	Janie Duffy	970-243-0766
12	Janette Lafayette	970-312-7793
13	Janette Leitz	970-846-3594
14	Deborah Bruffett	970-250-3831
15	Paula Scanlon	970-261-9099
16	Debbie Bruni	970-250-5502
17	Myco Wilburn	970-210-2378
18	Ann Dixon	970-270-7177
19	Phyllis Holth	970-261-3948
20	Randy Mandanice	970-485-0271
21	Janet B.	970-640-0432

PETITION AGAINST TCP INCREASE

#	NAME	PHONE NUMBER
1	DARRYL DIXON	208 - 7250
2	Sidni Arney	260-0936
3	Duff D	970-773-8813
4	Th L	970-314-3884
5		970-201-2592
6	Martin Law	0702016 0130
7	JONE SCARLETT	970-4060064
8	Kevin Casaver	970-216-1316
9	Deon Hall	970-261-8838
10	Danette Davidson	970-985-9437
11	Bruce Sallin	920-201-4008
12	Reggie Citter	985 9230
13		550-6432
14		970-0213
15	Lizbeth Biker	97027035B
16		970-261-3850
17	Merete Wyatt	970 260 6947
18	Mica Quint	970-216-9992
19	Rebecca Scannu	970-2108747
20	Julie Peland	970-985-0913
21	Pamela Haynes	970-234-2988

PETITION AGAINST TCP INCREASE

#	NAME	PHONE NUMBER
1	<i>[Signature]</i>	970 208 7018
2	<i>[Signature]</i>	970-361-1831
3	<i>[Signature]</i>	970-216-0605
4	<i>[Signature]</i>	970-234-1011
5	<i>[Signature]</i>	970-620-1812
6	<i>[Signature]</i>	970 216 4440
7	<i>[Signature]</i>	970 712 6868
8	<i>[Signature]</i>	970 201 4916
9	<i>[Signature]</i>	970-260-7227
10	<i>[Signature]</i>	970 204 9780
11	<i>[Signature]</i>	970-260-7012
12	<i>[Signature]</i>	970-201-0660
13	<i>[Signature]</i>	720 381 1587
14	<i>[Signature]</i>	970-201-3094
15	<i>[Signature]</i>	970 888 4616
16	<i>[Signature]</i>	970-216-3762
17	<i>[Signature]</i>	970 260 1587
18	<i>[Signature]</i>	970 210 2378
19	<i>[Signature]</i>	970-216-1086
20	TERI STYERS	970-270-0805
21	<i>[Signature]</i>	970-261-1907

PETITION AGAINST TCP INCREASE

#	NAME	PHONE NUMBER
1	Kathy Rehberg	970-216-6922
2	Kenzu Ross	970-210-2424
3	Mike Shy	970-234-6425
4	Greg Riddley	303-594-3287
5	Patricia Posden	970-250-9494
6	Julie Oel	970-712-1977
7	Linda A. Smith	970-234-9119
8	Hayden Gutierrez	970-261-0478
9	Dee Caly	970-750-7500
10	Vale Beyle	970-810-5610
11	Brendon Osborne	970-314-3383
12	Star Hays	970-261-3823
13	Dee Ann Smith	970-985-5600
14	Wendi Guehr	970-216-5912
15	Judy Raymond	970-433-1210
16	Dr. Housington	970-260-6715
17	John	970-270-5757
18	Jamatha Klein	970-208-6302
19	Bonnie Lamb	970-250-4400
20	Joell Klein	970-589-0002
21	Chanda Hies	970-250-0083

PETITION AGAINST TCP INCREASE

#	NAME	PHONE NUMBER
1	Carol Francis	970 261 0640
2	Janna Smith	970-260-4958
3	Annette Miller	970-596-0404
4	Brenda Valdez Shop	970-210-4872
5	Wendy Gouman	970-261-5293
6	Sue Ottman	970-201-6844
7	Quane Day	970-581-8290
8	Mary Jane Downing	970-270-3025
9	Matthew Taylor	970-379-8458
10	Chris	970-930-5088
11	John A. Dyer	970-420-9002
12	James Carl	970-250-6800
13	Therese Bemis	970-201-2051
14	Charles P. Moore	970-201-7167
15	Shirley Greig	970-250-1675
16	Brian Lister	970-203-8711
17	Van Thum	970-261-0089
18	Rebecca Cole	970-270-8725
19	Mike O'Neal	970-261-0995
20	[Signature]	(303) 810-6770
21	[Signature]	303 249-4434

PETITION AGAINST TCP INCREASE

#	NAME	PHONE NUMBER
1	John G. Kennedy	970-985-9182
2	Susan Hendricks	970-644-1332
3	Richard Stewart	303-478-3525
4	Karen Cole	970-210-2165
5	Don Chaffin	970-245-4567
6	Shawn Hunsley	970-270-8818
7	Carrie Lee	970-270-3200
8	Nicole Farabee	402-5165
9	[Signature]	970-4339237
10	Robert Mortensen	970-251-2432
11	Omni Karsin	303-898-7357
12	Karen [Signature]	970-270-6008
13	William [Signature]	970-201-2761
14	Janet Elliott	(970) 250-0765
15	Marjorie Phelps	970-209-7751
16	Susan Purvis	970-261-7698
17	Deanna Miller	970-201-2241
18	Bill Friedman	970-765-4135
19	Michelle Ritter	970-261-9817
20	Dorothy Franklin	970-210-2429
21	Mike Miller	970-216-8171

PETITION AGAINST TCP INCREASE

#	NAME	PHONE NUMBER
1	Bridgett Rentie	260-0189
2	Megan Powell	303-501-3111
3	Uhh. Dennis	970-270-3640
4	Melicia Street	2707594
5	Regina Stout	970-250-7742
6	Grace Vailers	970-210-4029
7		
8		
9		
10		
11		
12		
13		
14		
15		
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17		
18		
19		
20		
21		



STOP the Increase of TCP Fees in Grand Junction

<https://www.thepetitionsite.com/212/825/196/stop-the-increase-of-tcp-fees-in-grand-junction/>

Author: Lisa Martin

Recipient: REALTORS & BUILDERS

Petition:

GJARA and other companies need more time to prepare a study to counter the 264% TCP proposed fees by the City of Grand Junction. If these fees are approved it will drastically affect affordable housing in our region. This will affect builders, REALTORS, Consumers, local businesses and services provided to those who depend on them.

	Name	From	Comments
1.	Lisa Martin	Grand Junction, CO	To protect affordable housing in GJ, CO
2.	Tawnee Roth	Grand Junction, CO	
3.	Sheri Griego	Grand Junction, CO	Affordable housing is already an issue, and this will make the issue even worse. The huge increase will also have an impact on commercial projects, and will detour some new business from coming to our city.
4.	Samantha Klein	Grand junction, CO	I love this community and want I to stay affordable!
5.	Lorrie Fowler	Clifton, CO	This will impact our housing market
6.	Mike G	Fruita, CO	Ramming things through without proper studies and information is a terrible way to proceed. This will be a hugely negative impact on the valley.
7.	Dianne Dinnel	Grand Junction, CO	
8.	Julie Adams	Grand Junction, CO	We need to consider the impact that this will have on our community. If we need to increase the fees, then the fees should be raised in small increments. Otherwise, this could be disastrous!
9.	Jason Holm	Grand Junction, CO	In an effort to keep building costs affordable and therefore housing affordable.
10.	Julie Butherus	Grand Junction, CO	We have to keep affordable housing in Grand Junction. How can we ever be a stable & growing community without it.
11.	Kathy Rehberg	Grand Junction, CO	
12.	William Needham	Grand Junction, CO	The needs input from all affected people. We must be sure any impact fees will not severely impact the cost of housing..
13.	Kevin Cordova	Grand Junction, CO	The increase in fees would be passed on to consumers. This does not help with the fact in our area affordable housing is non existent. This will further cripple this as the cost would be further passed to the consumer thus creating even less houses that our population can actually qualify for.
14.	Linda Kramer	Grand Junction, CO	
15.	Darryl Dixon	Grand Junction, CO	
16.	Verna CLevinger	Grand Junction, CO	Increased cost of housing. Affordable housing is going our the window if this is approved.
17.	Lynn Schuman	Glade Park, CO	This will have a negative effect on our economy
18.	Joshua Harris	Grand Junction, CO	
19.	Joan Ashurst	Grand Junction, CO	
20.	Melissa Espinoza	Grand Junction, CO	
21.	Aubrey Boutilier	Fruita, CO	
22.	Fredrik Lundgren	Örnsköldsvik, se	
23.	Ian Gallegos	Grand Junction, CO	

	Name	From	Comments
24.	Kristie Gerber	Grand Junction, CO	
25.	Jill Gallegos	Grand Junction, CO	
26.	Amieanne Grenci	Grand Junction, CO	
27.	Kaci Pinnt	Grand Junction, CO	
28.	Julia Linza	Grand Junction, CO	This will have a negative effect on real estate in our community.
29.	Erinn Adams	GRAND JUNCTION, CO	
30.	Lita F.	Grand Junction, CO	IF passed, this will affect literally every aspect of LIVING in the Grand Valley, The impact on all businesses will push and/or detour an already striking unfavorable position financially for any business owner. The impact on residential housing affordability will be null; this increase will ultimately be pushed on to the consumer. So you end up with businesses closing(or not opening in the first place) because consumers cannot afford to purchase their product because it's too expensive. Builders not able to sell their homes because consumers cannot afford to purchase their product. Population decreases, revenue at an all time low, commerce is gone...no more Grand Valley as we know it that's for sure. 100% AGAINST!
31.	Kyle Key	Grand Junction, CO	
32.	Andrea Haitz	Grand Junction, CO	
33.	Rebecca Behrens	Grand Junction, CO	This affects the cost of housing and what my clients can afford
34.	Jacob Lynch	Fruita, CO	Realtor
35.	Nikki Metiva	Grand Junction, CO	I am a realtor. It's very obvious this will negatively impact my business and the clients I serve.
36.	Regina Stout	Grand Junction, CO	I'm in Real Estate and this will hurt new construction.
37.	Deanna Miller	fruita, CO	I am a realtor and this could really affect my clients ability to purchase a new home.
38.	Dana Taylor	Grand Junction, CO	We need to keep housing affordable to all residents in our area. These fees will affect potential buyers.
39.	Danette Davidson	Grand Junction, CO	Housing prices have been on the rise. We all love this, but we have to be cautious about pricing people out of the market. What goes up always comes down.
40.	Christopher Myers	Grand Junction, CO	
41.	Cynthia Guzman	Grand Junction, CO	
42.	Teresa Rens	Grand Junction, CO	As a local real estate agent I see this as having a huge negative impact on housing affordability in the Grand Valley. We need to think about how this could affect many aspects of our community. A fee increase this drastic should have a transparent process of review rather than being pushed through without proper notification and discussion.

	Name	From	Comments
43.	Ruth Kinnett	Grand Jct, CO	This will directly impact builders and buyers, driving the cost of housing up beyond affordability.
44.	Brandi Vigil	Grand Junction, CO	
45.	Nicole Farabee	Fruita, CO	Broker
46.	Jeremy Felt	Fruita, CO	
47.	June Buniger-Werner	Grand Junction, CO	
48.	Joseph Taylor	Grand Junction, CO	We need more time for our study!
49.	jeff pleasant	Grand Junction, CO	
50.	Jim Smyth	Grand Junction, CO	Please wait for impact studies to be collected and analyzed before reaching such an expensive assessment.
51.	Amanda Espinoza	Grand Junction, CO	As a Realtor who knows the trends of economy, community growth and stabilization, these fees, I believe is a poor move for our community
52.	Barbara Abrams	Grand Junction, CO	I am a realtor and this fee hike is too much at one time.
53.	Sue Hollingshead	Grand Junction, CO	
54.	Britni Schneider	Grand Junction, CO	
55.	Michelle Levers-Edman	Grand Junction, CO	It is unfair
56.	Shelly Cross	Grand Junction, CO	
57.	Bridgett Rentie	Grand Junction, CO	
58.	TODD P	PALISADE, CO	This fee, if prematurely forced to be placed on the ballot (along with all the other fees that are being considered), will impose a significant increase to the builders who will pass this on to the buyers, which will ultimately result in higher costs of housing in Mesa County. In the end, it will drive people away from looking at the County as a reasonable and affordable place to live which will have a wide range of impacts thus crashing our local economy (and future home values)!
59.	KEITH SCHAEFER	FRUITA, CO	WHY IS THIS NOT A TAX ON NEW CONSTRUCTION?
60.	Amanda Hill	Grand Junction, CO	
61.	PAul McGilton	Grand Junction, CO	
62.	Sherri Brown	LOMA, CO	
63.	Justin Harris	Grand Junction, CO	
64.	Jalyn VanConett	Grand Junction, CO	
65.	Rick Hamm	Grand Junction, CO	
66.	Rhonda Massey	Grand Junction, CO	Real Estate Market and builders are effected
67.	Linda Cox	Grand Junction, CO	
68.	MaryAnn Barrett	Grand Junction, CO	

	Name	From	Comments
69.	Kayrell Moore	Grand Junction, CO	
70.	Brenda Schafer	Grand Junction, CO	I live in this community
71.	Colleen Sullivan	Grand Junction, CO	
72.	Andrew Kramer	Grand Junction, CO	
73.	Theron Bemis	Grand junction, CO	Affordable housing is important to everyone.
74.	Alecia Gordon	Grand Junction, CO	It will greatly impact smart growth in our city. We are open to a good review and gradual increase if needed. But we need to be smart about it.
75.	Michael Cherry	Grand Junction, CO	
76.	Karie Padilla	Clifton, CO	
77.	Julie Piland	Grand Junction, CO	
78.	Lance Martin	Fruita, CO	Property prices will skyrocket
79.	Laura Springer	Grand Junction, CO	I am a Realtor, my husband is a builder. This will impact both of our carriers greatly!!! These costs will have to be passed along to the consumers. An increase in this fee of 264% is NOT OK
80.	Logan Gamble	Grand Junction, CO	
81.	Niki Yenter-Przystup	Grand Junction, CO	The increase should better align with the valley's current increase in home prices and not price locals out of the market.
82.	Lisa Bikki	Grand Junction, CO	
83.	Kelly Maves	Grand Junction, CO	
84.	Merrite Wyatt	Grand junction, CO	Need affordable housing, this will not help in any way shape or form.
85.	Carol Gerber	Grand junction, CO	
86.	Rebekah Scarrow	Grand Junction, CO	This not only raises residential rates but also triples commercial and industrial fees. This could have a huge impact on growth in our area.
87.	Mindy Smith	Grand Junction, CO	
88.	Johnna Langley	Grand Junction, CO	Keep housing affordable for GJ!!
89.	Tammy Hershberger	Fruita, CO	
90.	Kenneth Risky	Grand Junction, CO	
91.	Christi Reece	Grand Junction, CO	
92.	Summer Thompson	Fruita, CO	
93.	Shauna Harris	Grand Junction, CO	
94.	danii paolucci	terni, it	
95.	Martha Newman	Grand Junction, CO	I care about my clients. Many first time buyers. Its also my livelihood and i love what I do.

	Name	From	Comments
96.	Todd Springer	Grand Junction, CO	
97.	Amber Pena	Grand junction, CO	
98.	Joee Benson	Grand Junction, CO	We must have affordable housing!!!!
99.	Carly Harris	Grand junction, CO	
100.	Christopher Harris	Grand junction, CO	
101.	Susan Hendricks	Grand Junction, CO	
			We, The People, voted NO! Quit pushing agendas through! The government overreach in Colorado is astounding. Disgraceful. Learn to budget better. Quit building parks and put that money to roads.... heard parks and rec are bankrupt? QUIT MAKING THEM...
102.	Foley Scarrow	Grand junction, CO	
103.	Destiny Skorup	Grand Junction, CO	
104.	Michelle Allee	Grand Junction, CO	
105.	Jennifer Jones	Fruita, CO	
106.	Virginia Brown	Whitewater, CO	I understand the need to adjust the fees to be able to cover the cost of improving road capacity. However; I ask that you slow down; allow time to evaluate all the fees incurred via City planning for new development; slow the implementation rate down so that "new" projects that are in the works have an opportunity to be phased through either at current rates, or on a graduated rate basis. Projects that are just now in the development review phase have had already been fiscally approved by financial backers. If this is pushed though, it has the potential to impact those developments already in process. This will also impact the affordability of homes in the area. Please be very cautious as to how this is implemented.
107.	Serena Goering	Fruita, CO	
108.	Betsy Smith	Grand Junction, CO	
			I am a Realtor in Colorado. Particularly, Mesa County. This increase to our builders will push the cost of builds out of the realistic range for the economy here! Please do not use this to increase the City Revenue at this time. Help us bring buyers into our community and professionals and increase our economy here. Thank you Sincerely!
109.	Caleb Boutilier	Fruita, CO	
110.	Mansel Zeck	Grand Junction, CO	
111.	Marie Knopp	Grand Junction, CO	
112.	Michael Queally	Grand Junction, CO	This is a tax in the guise of a fee and should be put o voter approval. It will also be passed along to consumers in already escalating home prices. Plus the percentage increase is obnoxious and over reaching and without merit.
113.	Kelly Callender	Grand Junction, CO	
114.	Ann Young	Grand Junction, CO	I did not vote or approve of this 264% tax hike
115.	kiel roling	Grand Junction, CO	

	Name	From	Comments
116.	Amelia Cannedy	Grand Junction, CO	
117.	Amanda Potter	Grand Junction, CO	
118.	Adam Hochevar	Grand Junction, CO	
119.	Jason Rinderle	Grand Junction, CO	
120.	Amanda Taiclet	Fruita, CO	
121.	Casey Callender	Clifton, CO	Because I would like to buy a house in the future. Also have friends and family in the real estate business, the last thing we need is for houses to be less affordable.
122.	Dee Dardis	Grand Junction, CO	
123.	Thomas Kucel	GRAND JCT, CO	Our economy in Western Colorado can't afford all these increased fees. It will have a dramatic effect.
124.	Dana Forgey	Palisade, CO	
125.	Kaley Hendricks	Grand Junction, CO	
126.	Justin Haltiner	Grand Jct, CO	The cost of building a house just keeps going up and up, as a professional in the housing industry I see it everyday. Raising the costs of housing even more will do nothing but hurt the abilities of all home buyers.
127.	Jessyca Levesque	Mont-Joli, ca	
128.	Travis W	Grand junction, CO	
129.	Jared Molzahn	Clifton, CO	
130.	gabriel callender	Grand junction, CO	The price of housing here is already out of reach for many who live here. Our local officials making 100k a year have no idea what the average citizen must go through as it is to obtain the dream of home ownership here in the valley
131.	Ottis Roswell	Clifton, CO	I'm a General Contractor
132.	Kraig Andrews	Grand Junction, CO	
133.	Monty Haltiner	Grand Junction, CO	This is going to hurt future small home owners and the people that build their houses. Plus it's ridiculous, this should be on a public ballot.
135.	Markalea Wagoner	GRAND JUNCTION, CO	
136.	Julie Stokes	Grand Junction, CO	
137.	Ed Roberts	Whitewater, CO	
138.	Lesa Dilorio	BUCKEYE, AZ	
139.	Dana Johnson	Toronto, ca	
140.	Daniel Walterscheid	Grand junction, CO	I build homes and this would make it a lot harder for me to be able to keep building
141.	Daniel Ashurst	Grand Junction, CO	
142.	Cory Davis	Clifton, CO	Life
143.	Brooke Jeschke	Grand junction, CO	

	Name	From	Comments
144.	Shayna Heiney	Mack, CO	
145.	Rebekah Reed	Fruita, CO	I'd like to continue to be able to afford to live here thanks
146.	james Nordlund	MOORHEAD, MN	
147.	Jan Kimbrough Miller	Grand Junction, CO	this is being railroaded thought the political process without input from outside AND I think this level of increase in one swoop is bad for consumers, builders and our western slope economy
148.	Chandra Adams	Collbran, CO	
149.	Burle E Givens	Grand Junction, CO	That is just too high of an increase.
150.	Steve Voytilla	Grand Junction, CO	This additional fee will be passed on to the home buyet making it more difficult for them to qualify to buy a home.
151.	Margaret Lange	Grand Junction, CO	This fee will significantly increase home prices. It is hard enough for people who live in our valley to purchase homes due to our historically low wage base. This fee will cause undue hardship on builders and buyers.
152.	Kelley Griffin	Fruita, CO	The building industry is the way my family survives. My husband and in-laws are general contractors, and I am a real estate agent. This enormous increase in fees could be potentially devastating to our livelihood.
153.	Joseph Tripoli	Grand junction, CO	Too large of increase too quickly without adequate timing and discussion
154.	Arianne Wright	Loma, CO	
155.	Stephanie Heald	Grand Junction, CO	This amount of increase in fees is unfair to Builders and home buyers in our area.
156.	Lois Dunn	Grand Junction, CO	Drives up cost of housing which is already unaffordable to many + cost of commercial construction will discourage new business/jobs
157.	Erika Doyle	Grand Junction, CO	
158.	Bobbie Hansen	Grand Junction, CO	Housing prices will go way up and affordabls housing will be unavailable.
159.	Carlie Schafer	Loma, CO	
160.	Ron Sechrist	Grand Junction, CO	
161.	Erin Hepburn	Whitewater, CO	
162.	Doug Simons Jr	Grand Junction, CO	
163.	Erik Olson	Grand junction, CO	
164.	bryan Obi	Carrollton, TX	



Memorandum

TO: Planning Commission
FROM: Trent Prall, Public Works Director
Tamra Allen, Community Development Director
DATE: April 22, 2019
SUBJECT: Addendum to Transportation Capacity Fee Staff Report

At the March 26, 2019 Planning Commission meeting, the Planning Commission heard the issue of updating the City's Transportation Capacity Payment or Traffic Impact Fees as well as the City's long-standing Growth and Development Related Streets Policy. At that meeting, the Planning Commission heard from several industry representatives regarding concerns about the fee update. As a response, the Planning Commission remanded the request back to staff for more information. The Planning Commission requested information about several topics focusing on the other fees the City was currently studying, the cumulative cost of impact fees, the impacts on affordability and cost of living, as well as understanding the implementation schedule. The following provides additional information regarding these topics.

Other Impact Fees

The Planning Commission and Industry requested information regarding other impact fees the City was studying and the aggregate cost to development. Originally scheduled for a study completion and a workshop in June, it was requested that the completion of the study be expedited and a workshop was scheduled for April 18th to review the draft of this study. At this workshop, TischlerBise presented the following fee table showing the maximum supportable fees for Fire, Police, Municipal Facilities and Parks and Recreation. While the proposed transportation impact fees were calculated at a regional level and intended to be adopted by all jurisdictions within the region (Fruita, Palisade, Mesa County and Grand Junction), the study regarding Fire, Police, Parks and Recreation and Municipal Facilities were studied for the City of Grand Junction only based on direction received by City Council in July of 2018. Below is a table of the maximum fee potential for these four additional impact fees.

Residential (Per Unit)

Type	Fire	Police	Parks and Recreation	Municipal Services	Maximum Supportable Fee	Current Fee	Difference
Single-Family	\$710	\$305	\$1,605	\$785	\$3,405	\$225	\$3,180
Multi-Family	\$467	\$200	\$1,055	\$516	\$2,238	\$225	\$2,013

Nonresidential (Per 1,000 square feet)

Type	Fire	Police	Parks and Recreation	Municipal Services	Maximum Supportable Fee	Current Fee	Difference
Retail/Commercial	\$489	\$206	\$0	\$471	\$1,167	\$0	\$1,167
Office/Institutional	\$191	\$81	\$0	\$598	\$870	\$0	\$870
Industrial	\$66	\$28	\$0	\$234	\$328	\$0	\$328
Warehousing	\$34	\$14	\$0	\$69	\$117	\$0	\$117

Should the all of the fees be increased for a use such as a single-family residential unit, the TCP fee would increase by \$4,209 to \$6,763. The maximum supportable fees for Fire, Police, Parks and Recreation and Municipal Facilities would total \$3,405. Together the potential maximum impact fees and TCP would total \$10,168.

Regionally Comparative Fees

The Table below shows the comparative fee schedule with the proposed TCP increases. With the proposed increase for TCP, the total fees paid for the City of Grand Junction in areas with City water are less than both Palisade's adopted schedule as well as Fruita's current fee schedule. For areas within the City utilizing Ute Water and with the TCP increase, the City's fees would continue to be less than Fruita's should Fruita adopt the proposed TCP. The City's fees for areas with City water would be close to the same as Fruita's (without Fruita increasing their TCP) and approximately \$4,181 more than Palisade's impact fees. Palisade does not collect a fee for parks and recreation but charges \$700 for labor for the installation of both a water and sewer tap (not included in the table). Also significant and noteworthy, development in Fruita is required to construct their adjacent streets (not required in the City of Grand Junction) *in addition* to the payment of TCP fees). They are also required to pay a chipseal fee.

Single Family Fee	National*	Colorado**	Fruita	Grand Junction (City Water)	Grand Junction (Ute Water)	Palisade*** (with adopted fee)	Proposed Grand Junction (City Water)	Proposed Grand Junction (Ute Water)	Fruita (with proposed fee)
Roads	\$ 3,256	\$ 2,696	\$ 3,200	\$ 2,554	\$ 2,554	\$ 6,763	\$ 6,763	\$ 6,763	\$ 6,763
Water	\$ 4,038	\$ 7,480	\$ 7,000	\$ 1,000	\$ 7,000	\$ 5,500	\$ 1,000	\$ 7,000	\$ 7,000
Wastewater	\$ 3,694	\$ 3,194	\$ 6,800	\$ 4,776	\$ 4,776	\$ 5,500	\$ 4,776	\$ 4,776	\$ 6,800
Drainage	\$ 1,397	\$ 1,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parks	\$ 2,812	\$ 3,384	\$ 1,860	\$ 225	\$ 225	\$ -	\$ 1,605	\$ 1,605	\$ 1,860
Library	\$ 403	\$ 852	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fire	\$ 472	\$ 786	\$ -	\$ -	\$ -	\$ -	\$ 710	\$ 710	\$ -
Police	\$ 365	\$ 393	\$ -	\$ -	\$ -	\$ -	\$ 305	\$ 305	\$ -
Municipal Facilities	\$ 1,689	\$ 654	\$ -	\$ -	\$ -	\$ -	\$ 785	\$ 785	\$ -
Schools	\$ 4,769	\$ 1,169	\$ 920	\$ 920	\$ 920	\$ 920	\$ 920	\$ 920	\$ 920
Total Fees	\$ 22,895	\$ 22,424	\$ 19,780	\$ 9,475	\$ 15,475	\$ 18,683	\$ 16,864	\$ 22,864	\$ 23,343

As noted by the consultant TischlerBise, an estimated 75% of jurisdictions who collect impact fees throughout Colorado have a full and/or similar slate of impact fees (Roads, Parks, Fire, Schools, etc). It was also noted that communities adopt the full amount due to the need for the general fund to "fill the gap" should the fees be only partly collected. TischlerBise also noted that, in their experience and opinion unless fees are unique and

onerous they do not result in pricing people out of the market nor do they see fees having a detrimental impact on development unless the community is a significant outlier. TischlerBise also provided that it is impossible to determine the impact of fees on the market as an individual input as there are changes in the economy such as contractions that impact supply and demand including decisions made by land owner, builder, developer, and the homeowner. All of these have volatility and have a greater impact on pricing than fees. It was suggested at the workshop that a greater impact to pricing beyond fees was proposed projects being denied and/or overall project densities being reduced.

Implementation Schedule

Staff met with Industry representatives multiple times prior to the March 26 Planning Commission public hearing regarding how best to implement the proposed increase in fees. Keeping in mind the City's immediate and anticipated need for capacity improvement projects staff proposed a two-year implementation schedule. For single-family residential this would have resulted in a \$4,209 increase over 24 months. Industry representatives subsequently asked for four years to implement the schedule. The implementation schedule was discussed at the March 4th workshop with the City Council and Planning Commission and there was a nod to look at a compromised 3-year implementation schedule.

Feedback also implored the City to look at an implementation schedule that addressed the differences between commercial, multi-family residential projects and single-family residential. The City has proposed an implementation that recognizes different threshold for "locking-in" fees based on the type of development, as follows:

- a. For Single-Family dwelling units, implement the new and full fee using the following implementation schedule to be collected at time of Planning Clearance:

Current fee

1. January 1st, 2020 - \$3,256 (17% between current and proposed)
2. July 1st, 2020 - \$3,957 (33% between current and proposed)
3. January 1st, 2021 - \$4,659 (50% between current and proposed)
4. July 1st, 2021 - \$5,361 (67% between current and proposed)
5. January 1st, 2022 - \$6,062 (83% between current and proposed)
6. July 1st, 2022 - \$6,763 (100% of proposed)
7. January 1, 2023 - (100% of study rate inflated by CDOT's construction cost index)

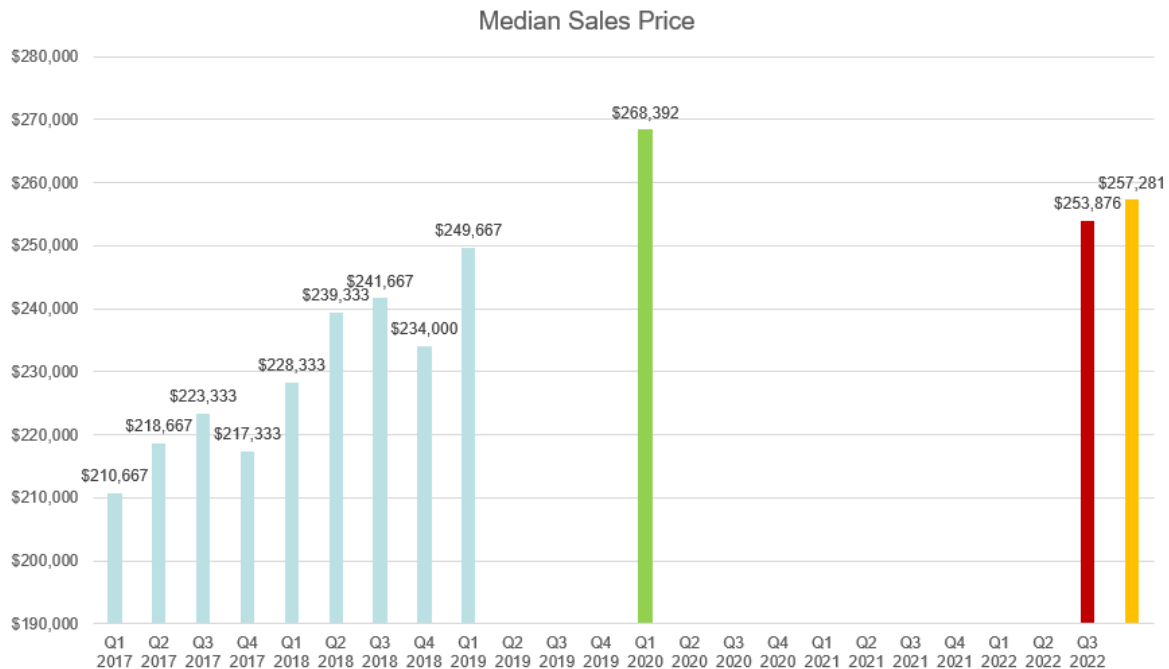
- b. For Multi-Family dwelling units, excluding those intended to be separate fee simple ownership (eg. Duplex, Townhomes, Condominiums) and all other non-residential uses, implement the fee according to the same prorated schedule as Single Family dwelling units (above) and the fee would be established at time of complete application submittal and would be valid so long as a Building Permit was issued within two years from the date of submittal.

Staff has been discussing the City's current Growth and Development Related Street Policy with a group of Industry representatives since July of 2018.

Staff recommends to implement the requirement for development to construct required street safety improvements beginning January 1, 2021.

Impacts to Home Pricing

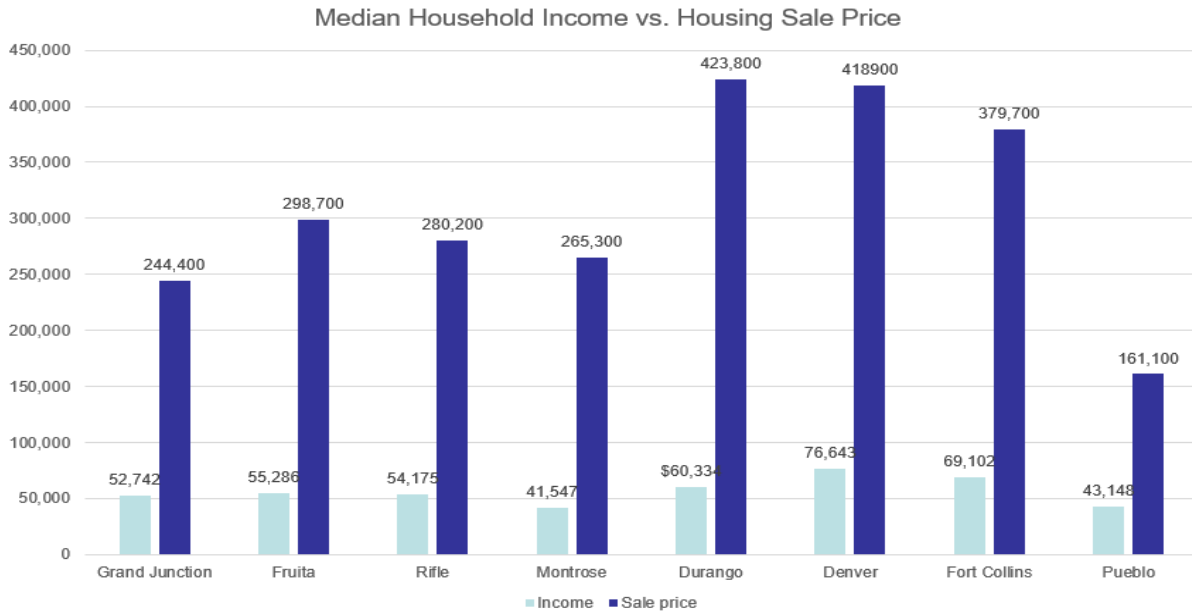
The Coldwell Banker Realtor Report published in February 2019 indicates the market is expected to increase 7.5% for Grand Junction in 2019. In absence of any fee increase, the median home price of \$249,667 (Q1 2019) is predicted to increase \$18,725 in 2019. This appears to indicate the market is prepared to absorb a pricing increase with or without a fee increase. Again, in absence of any fee increase, the median sales price of a home has increased from \$210,000 (January, 2017) to \$252,000 (March, 2019), an increase of \$42,000 in 27 months. The chart below indicates the quarterly median sales prices as provided by Bray Real Estate. The **light blue bars** show the median sales price while the **green bar** shows the predicted median sales price for 2019. The **red bar** shows today's median sales price *with* an increase of the proposed TCP fees (a 1.7% increase in cost) and the **orange bar** shows the median sales price with the *maximum fee potential* of all fees currently under study *plus* proposed TCP fee increase (a 2.95% increase in cost) using the first quarter of 2019 as the base price.



Housing Attainability

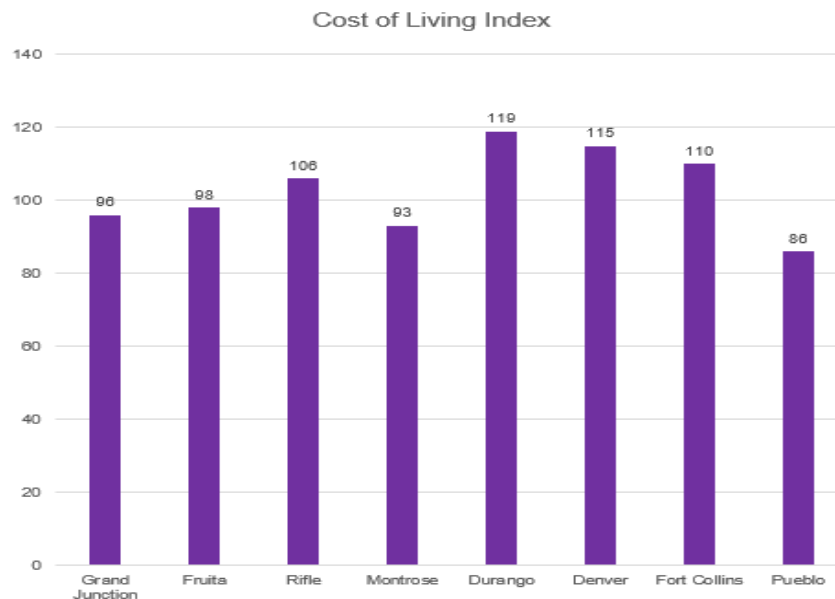
The income of families versus the price of a home is an important metric in the affordability or “attainability” of for sale housing. The U.S. Census Bureau through the American Community Survey (ACS) last published the household median income of \$47,824 in 2017 though there has been wage growth resulting in an estimated household median income as of March 2019 at \$52,742. Median housing sale prices in Grand Junction is lower than surrounding communities while wages are near, slightly below (Fruita and Rifle) or slightly above neighboring communities (Montrose). When compared to other non-regional

communities (Denver, Fort Collins, Durango) the gap between income and the price of for sale housing is less; meaning housing is significantly more attainable.



Cost of Living Comparison

Cost of living data is tracked by a variety of entities. The chart below indicates cost of living as compiled by a website called www.areavibes.com. This site takes into account the cost for good and services, groceries, health care, housing, transportation and utilities in determining the cost of living for Grand Junction. Grand Junction scores 96 in this index while other surrounding communities score higher (higher cost of living) except for Montrose. The baseline is the national index at 100.





Grand Junction Planning Commission

Regular Session

Item #3.

Meeting Date: April 23, 2019

Presented By: Scott D. Peterson, Senior Planner

Department: Community Development

Submitted By: Scott D. Peterson, Senior Planner

Information

SUBJECT:

Consider a request by Sixbey Investments LLC to rezone 0.31 acres from R-4 (Residential – 4 du/ac) to R-O (Residential Office) located at 2670 Patterson Road

RECOMMENDATION:

Staff recommends approval of the requested rezone.

EXECUTIVE SUMMARY:

The Applicant, Sixbey Investments LLC, is requesting a rezone of a 0.31-acre parcel of land located at 2670 Patterson Road from R-4 (Residential – 4 du/ac) to R-O (Residential Office) in anticipation of future development. The requested R-O zone district is consistent with the Comprehensive Plan Future Land Use Map designation of Residential Medium (4 – 8 du/ac).

BACKGROUND OR DETAILED INFORMATION:

The subject property is situated at the northeast corner of Patterson Road and View Point Drive. The property currently contains a single-family detached home which was constructed in 1916 and is anticipated to be removed along with the existing detached garage if the proposed rezone request to R-O (Residential Office) would be approved. The Applicant purchased the property in 2018 and is interested in developing the subject property along with the adjacent property located at 2674 Patterson Road (0.63-acres) which is presently zoned R-O (Residential Office) and also owned by the Applicant in anticipation of future development. The Applicant seeks the R-O zone district due to the allowable uses, as well as the associated performance and bulk standards that are allowed in this district. The property located at 2674 Patterson Road

(shares the eastern border) was previously rezoned in 2012 from R-4 to R-O (City file # RZN-2012-408).

The purpose of the R-O (Residential Office) zone district is to provide low intensity, nonretail, neighborhood service and office uses that are compatible with adjacent residential neighborhoods. Development regulations and performance standards are intended to make building(s) compatible and complementary in scale and appearance to a residential environment. New construction, including additions and rehabilitations, in the R-O district are required to be designed with residential architectural elements in mind and shall be consistent with existing buildings along the street.

Properties adjacent to the subject property to the east are zoned R-O (Residential Office) with R-4 (Residential – 4 du/ac) to the north and west. To the south, across Patterson Road are medical office buildings zoned B-1 (Neighborhood Business). Further to the east along Patterson Road is a parking lot owned by St. Mary's Hospital which contains a Wells Fargo ATM machine, zoned PD (Planned Development) with a B-1 (Neighborhood Business) default zone and further to the west along Patterson Road is The Lodge at Grand Junction, senior living facility which is currently under construction (2656 Patterson Road) and zoned PD (Planned Development) with a default zone district of MXOC (Mixed Use Opportunity Corridor) (City file # PLD-2016-501).

NOTIFICATION REQUIREMENTS

Neighborhood Meeting:

A Neighborhood Meeting regarding the proposed rezone request was held on February 21, 2019 in accordance with Section 21.02.080 (e) of the Zoning and Development Code. The Applicant, Applicant's Representative and City staff were in attendance along with nine citizens. Main comments and concerns expressed by the attendees centered on the anticipated increase in traffic to the existing residential neighborhood that the proposed development would bring along with the additional encroachment of non-residential zoning into the neighborhood. Comments expressed and received have generally been in opposition of the proposed rezone with one neighbor expressing support for the request. The application for the rezone was submitted to the City on February 25, 2019.

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. The subject property was posted with an application sign on March 13, 2019. 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 April 12, 2019. The notice of this public hearing was published April 16, 2019 in the Grand Junction Daily Sentinel.

ANALYSIS

The criteria for review is set forth in Section 21.02.140 (a). The criteria provides 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 is adjacent to Patterson Road which has become more heavily traveled as a major traffic corridor over the years, which impacts both the desirability and compatibility of the property as currently used as a single family detached residential land use. However, the existing zoning of R-4 remains a zone district that works to implement the current Comprehensive Plan designation of Residential Medium (4 – 8 du/ac), therefore staff has not found that subsequent events have invalidated the original premise and findings and thus this criterion has not been met.

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

The Comprehensive Plan designation of Residential Medium (4 – 8 du/ac) encourages the proposed R-O zoning. The proposed rezone to R-O will provide an appropriate transition between the heavily traveled Patterson Road which is classified as a Principal Arterial and the existing single-family residential neighborhood to the north and west. The character and/or condition of the area has changed in recent years with the additional R-O and Planned Development zoning that has taken place along the Patterson Road corridor between N. 7th Street and N. 12th Street, with the most recent approvals occurring in 2011 with the property located at the northeast corner of Patterson Road and N. 7th Street. This property was rezoned from R-4 to R-O (602 26 ½ Road – City file number RZN-2011-483) and contains an office building for Columbine Caregivers. In 2012, the directly adjacent property to the east located at 2674 Patterson Road was also rezoned from R-4 to R-O (City file # RZN-2012-408). Finally, in 2016, The Lodge at Grand Junction, senior living facility, 2656 Patterson Road was rezoned from R-4 to PD (Planned Development) with a default zone district of MXOC (Mixed Use Opportunity Corridor) (City file # PLD-2016-501).

Nearby, St. Mary's Hospital also continues to expand their medical services and their campus. The proposed R-O zone district is an allowed zone district within the Residential Medium category of the Comprehensive Plan and with additional changes in character and condition, staff has found this criterion has been met.

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

Adequate public and community facilities and services are available to the property and are sufficient to serve land uses associated with the R-O zone district. City water and sanitary sewer are presently available within the Patterson Road and View Point Drive rights-of-way. Property is also currently being served by Xcel Energy electric and natural gas. A short distance away to the west is St. Mary's Hospital. To the east at N. 12th Street are commercial centers that includes retail stores, restaurants, banks and a grocery store with gas islands. Grand Valley Transit also has several bus stops located along Patterson Road.

In general, staff has found public and community facilities are adequate to serve the type and scope of the residential/office land use proposed. As such, 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 R-O zone district allows for commercial uses that are less intensive than other commercial uses and is intended to "provide low intensity, non-retail, neighborhood service and office uses that are compatible with adjacent residential neighborhoods. Development regulations and performance standards are intended to make buildings compatible and complementary in scale and appearance to a residential environment."

This area of Patterson Road is transitioning from residential uses to commercial uses and despite there being a concentration of parcels zoned R-O directly to the east of this proposed rezone, staff finds that additional R-O zoned property is appropriate and desirable in this area as it works to provide a transition between Patterson Road and existing neighborhoods. Staff therefore finds that the criterion has 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 rezone request by creating the potential for medical or general office land uses that are compatible with the surrounding residential, commercial and health care services currently being offered in the immediate area. The community and area also benefit from the potential for an attractive and useful re-development of a parcel of land that will include new and upgraded landscaping and on-site improvements offered through the bulk and performance requirements of the R-O zone district such as additional architectural considerations for new buildings. Therefore, Staff finds that this criterion has been met.

In addition to the R-O (Residential Office) zoning requested by the petitioner, the following zone districts would also be consistent with the Comprehensive Plan

designation of Residential Medium (4 – 8 du/ac) for the subject property.

R-4 (Residential – 4 du/ac)

R-5 (Residential – 5 du/ac)

R-8 (Residential – 8 du/ac)

R-12 (Residential – 12 du/ac)

R-16 (Residential – 16 du/ac)

MXOC (Mixed Use Opportunity Corridor)

In reviewing the other zoning district options for the Residential Medium designation, all zoning districts allow single-family detached residential development as an allowed land use with the exception of the R-12 and R-16 zone districts. Multi-family residential development would also be allowed in the R-5 through R-16 zone districts. However, the proposed zone district of R-O is the only zone district within the Residential Medium category of the Comprehensive Plan that would permit a medical or general office land use, therefore the requested R-O zone is the preferred zoning designation.

Further, the rezoning 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.

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 commuting and decrease vehicle miles traveled thus increasing air quality.

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

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

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Sixbey Investments LLC rezone request, RZN-2019-99, from R-4 (Residential – 4 du/ac) to R-O (Residential Office) for the property located at 2670 Patterson Road, the following findings of fact have been made:

1. In accordance with Section 21.02.140 (a) of the Zoning & Development Code, the

application meets one or more of the rezone criteria.

2. The requested rezone is consistent with the goals and policies of the Comprehensive Plan.

Therefore, Staff recommends approval of the requested rezone to R-O (Residential Office).

SUGGESTED MOTION:

Madam Chairman, on the Rezone request to R-O (Residential – Office) for the property located at 2670 Patterson Road, City file number RZN-2019-99, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report.

Attachments

1. Exhibit List - Sixbey Investments LLC Rezone
2. Exhibit 2 - Site Location & Zoning Maps, etc
3. Exhibit 3 - Neighborhood Meeting Minutes & Comments Received
4. Exhibit 4 - Development Application dated 2-25-19
5. Exhibit 5 - Zoning Ordinance

EXHIBIT LIST

**SIXBEY INVESTMENTS LLC REZONE TO R-O, (RESIDENTIAL OFFICE)
FILE NO. RZN-2019-99**

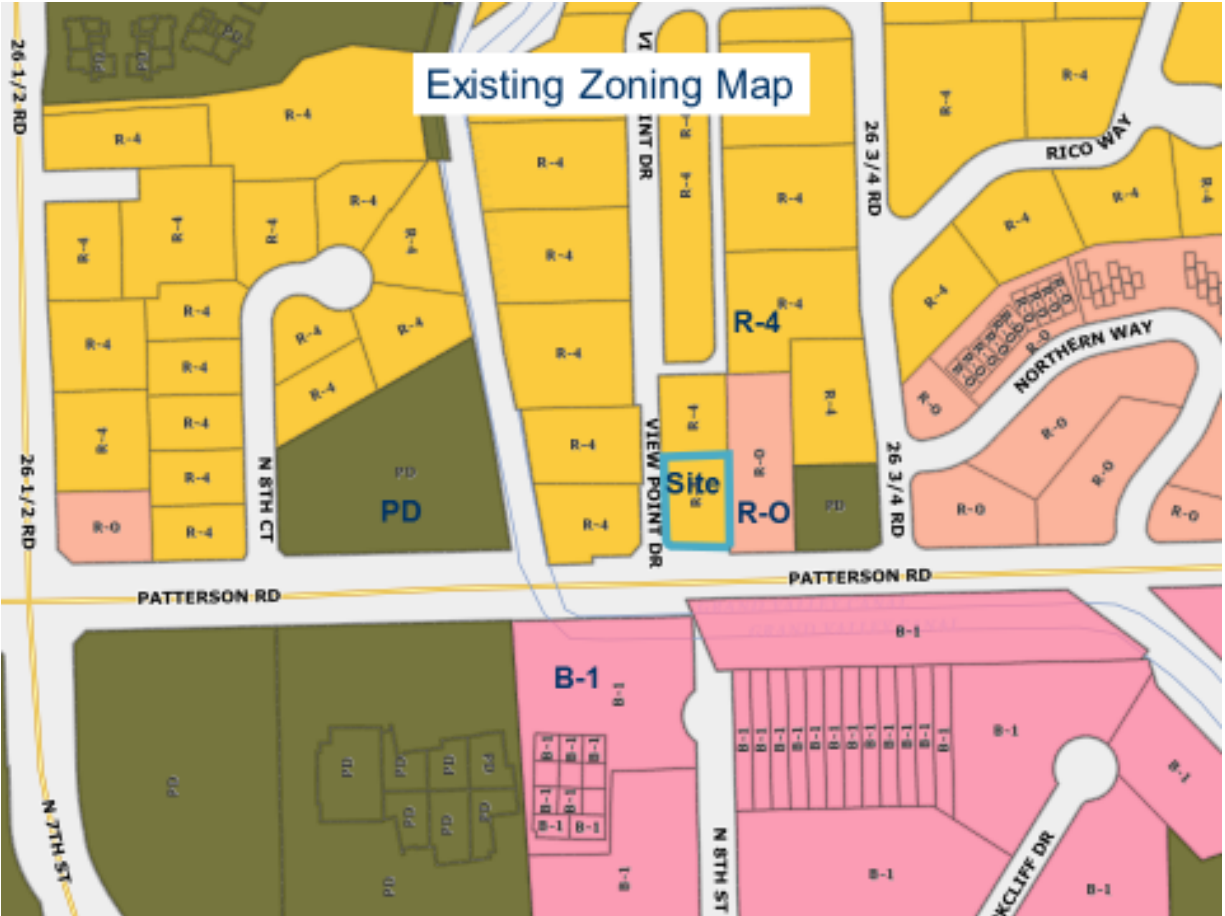
Exhibit Item #	Description
1	Staff Report dated April 23, 2019
2	Site Location & Zoning Maps, etc.
3	Neighborhood Meeting Minutes & Public Comments Received
4	Development Application dated February 25, 2019
5	Proposed City Zoning Ordinance
6	Staff Powerpoint Presentation dated April 23, 2019





Comprehensive Plan Future Land Use Map







View of property at the intersection of Patterson Road & View Point Drive

2670/2674 PATTERSON ROAD NEIGHBORHOOD MEETING

February 21, 2019 @ 5:30pm

NOTES

A Neighborhood Meeting was held on February 21, 2019 regarding a proposed rezone at 2670 Patterson Road, Grand Junction CO 81506. We also shared with the neighbors a concept plan for both 2670/2674 Patterson Road as the next step if the rezone gets approved.

In Attendance:

Representatives: Merritt Sixbey (Sixbey Investments LLC)
 Ted Ciavonne (Ciavonne, Roberts & Associates Inc.)
 Scott Peterson (City of Grand Junction)

About 9 Neighbors attended the meeting and had the following comments and concerns:

- We can't get out of View Point Drive as it is. – **Noted. Traffic will be addressed.**
- Why not one level instead of two levels for the building? – **have to keep up with efficiency of site constraints.**
- What is the height of two stories? – **28-32'.**
- Is it possible to put a traffic light on View Point? – **Probably not. Patterson keeps a certain distance between lights and one here would be too close.**
- Will there be a brick wall surrounding the site to break off the residential subdivision? – **It's doubtful it will be a wall, but for sure a solid fence.**
- Did Rico Ct. get notified? – **Not if the 500' radius did not touch them. Feel free to fill them in.**
- Rico Ct. and View Point Drive have established a certain way of life. Would like to keep it that way and not add offices nearby. There is open space that is owned and maintained by the neighbors and they are worried this would ruin their sense of place as well as decrease their property value.
- Neighbors feel like their voices are not being heard or respected. They brought up the surrounding development that they tried to vote down, but it got passed anyway. They feel like their voices do not make a difference.
- So many empty buildings around town. Why not use those buildings instead of using land like this in a residential neighborhood?
- A neighbor on Nth 8th Ct. is trying to sell their house, but can't because of the new assisted living going up. They identify that as an example of property values going down as they think no one wants to live next to offices.
- Back to traffic, they have seen so many accidents already, some personally involved. They say turning left on Patterson is basically impossible.
- The neighbors are afraid of losing their neighborhood.
- Greenhouse apartments is an eye sore (they would be in favor of that going down), St. Mary's Life Center slowly closing, the building across the green house apartments has been a revolving door with businesses. Neighbors are worried this could happen to this project one day.

- Ted Ciavonne went over uses for R-O so the neighbors could get a better understanding.
- There are empty medical offices already, why build new ones?
- What about a hospitality house for the hospital?
- Is this property for sale? – yes it could be
- Is traffic development different than planning? – Yes, different departments. However, engineering will be at these meetings
- You're assuming the buildings will be busy with the amount of parking? – It is designed for medical use which=45 parking but we would be over parked if it went office.
- Right now, the intersection is about the depth of 3 car lengths to your entrance. That's a problem for neighbors as that's not enough depth and it will cause a stack up problem.
- Ted let the neighbors know that this project would have to widen the street to 44' up to their entrance. He explained it might help with more room for lanes.
- A median should be on Patterson to not allow left turns. – Noted.
- Neighbors are threatening to move. They feel like fighting this is pointless.
- Can the parking buffer increase? Centralize it more so it's an even buffer on both sides? – Definitely
- What's with the PD zone on the ATM property? – Unknown about that. All of St. Mary's property is under a PD zone and every PD zone is unique.
- Fence height? – max 6' but it could be from 4-6'
- Will there have to be a fence surrounding the property? -Yes
- Did the city propose the assisted living? – No, it is property owner driven, but the city approved the zoning.

City of Grand Junction Planning Department
Attention: Scott Peterson and Ted Ciavonne
Regarding the rezoning of 2670 and 2674 Patterson Road

My name is Amy Johnson Lambert and I have lived at 609 View Point Drive since February, 1997.

I am vehemently opposed to the prospect of rezoning 2670 and 2674 Patterson Road from R-4 to R-O.

This re-zone would negatively impact property values of the View Point neighborhood and the neighborhood of Rico Ct. Both are well established family oriented neighborhoods with large lots, mature landscaping and open spaces. The re-zone would change the feel of both neighborhoods by bringing more traffic through the neighborhoods, more street lights and disturb the quiet tranquility of these wonderful neighborhoods.

Turning left out of View Point Drive is difficult at most and nearly impossible at times. Adding in an office type structure would make the entrance into and exit out of View Point Drive and 26 1/2 road even worse.

The View Point neighborhood has a large, open park which is owned by each of the nine houses surrounding the park. It is maintained entirely by the owners of the houses with no cost to the city or county. Bringing in an office to that area (that lot is directly adjacent to one of the park's owners) would greatly disturb the tranquility of that shared open space. In order put some sort of office on that parcel, what would happen to all of the trees and green space? Would it turn into a big parking lot? How is that beneficial to the neighborhood or the environment?

We have already had to go through the build out/up of St Mary's & the Pavilion as well as the newly constructed Elder-care development. ENOUGH IS ENOUGH!! Little by little, piece by piece the city is encroaching on our neighborhoods, stealing our peaceful area and making our property values decline.

We deserve better....would you put this is YOUR back yard??

Respectfully,



Amy Johnson Lambert
609 View Point Drive
GJ CO
alambert6280@gmail.com
970-270-7647

Scott Peterson

From: Christopher Hallock <christopher.hallock321@gmail.com>
Sent: Friday, February 22, 2019 8:48 AM
To: Scott Peterson
Cc: Jillian Hallock
Subject: Comments on Rezoning 2670 Patterson Road

Hi Scott,

My name is Christopher Hallock. My wife Jillian and I live at 603 26 3/4 Rd Grand Junction, CO 81506 which is just north of the Wells Fargo ATM and parking lot and directly east of the project site at 2674 Patterson Rd.

We were at the meeting on 02/21/2019 for the development project including 2674 and 2670 Patterson Road. We just wanted to provide feedback as public record that we are in favor of this zoning change. We are new to this entire process and think that it's unfortunate the exact plans and computer generated model for the proposed 2 story buildings for professional offices and parking lot are not included in the initial submission, as this is specifically what we have comments on.

Here are our comments regarding the attached photo of the proposed construction and layout of the site that was shown to us on 02/21/2019:

- 1) We disagree about having the proposed 45 parking spaces when 38 is all that is required. We would like to see only the required 38 parking spaces when the time comes to address that.
- 2) The northern section of the parking lot is not centered in the available space and provides a wider section of landscaping on the west side than it does on the east side. Our property is directly to the east of Parcel 2 and runs virtually the entire length of the proposed new parking lot. We think it is only fair to have the parking lot centered within the available area, with the same amount of landscaping space on both the east and west sides of the parking lot.
- 3) In addition to equal landscaping area, we hope the landscaping and trees that are put in are fuller than what is indicated in the drawing, to provide more privacy for our home. The drawing shows a lot of tree coverage on the northern borders, but has fairly large gaps on the east/west borders.
- 4) We are in favor of having a fence/wall around this for privacy and reduced noise in our house, as again, our house is extremely close to the east side of this parking lot.
- 5) We are in favor of these offices being only 2 stories high at 28-32 feet as described during the meeting, not 3 stories and the maximum 40 feet allowed under the new zoning, if approved.

Thanks kindly, and we look forward to hearing more updates on the project.

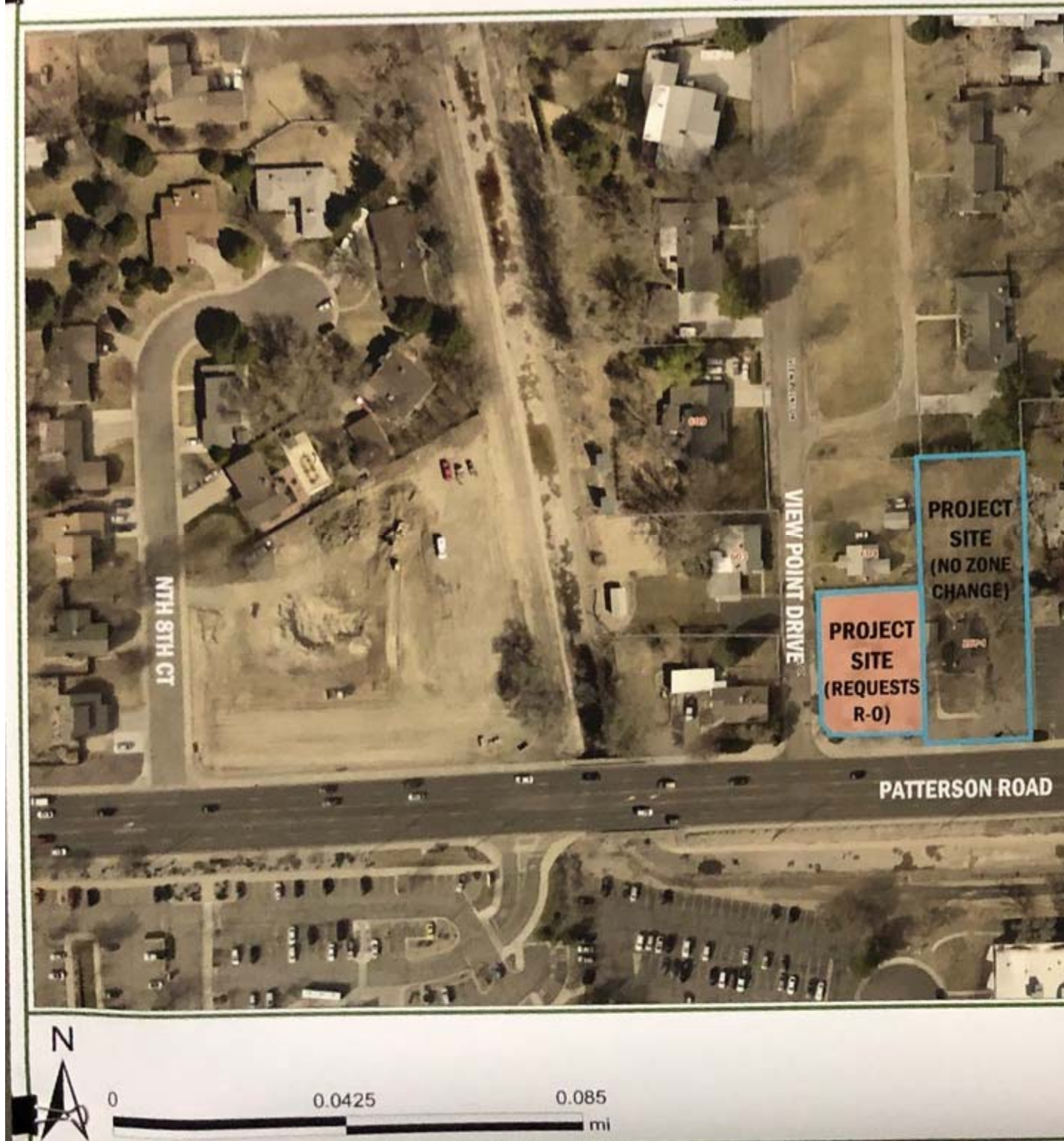
Christopher and Jillian Hallock
603 26 3/4 Rd
Grand Junction, CO 81506

Christopher cell: 816-223-1932
Jillian cell: 720-271-6249

2670/2674 PATTERSON SITE PLAN



Proposed Zoning



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 Single Family Residence

Existing Zoning R-4

Proposed Land Use Designation Office

Proposed Zoning R-O

Property Information

Site Location: 2670 Patterson Road G.J. CO

Site Acreage: 0.3 acres

Site Tax No(s): 2945-024-00-045

Site Zoning: R-4

Project Description: Rezone the existing R-4 parcel to an R-O to pursue a Site Plan Review with 2674 Patterson Road.

Property Owner Information

Name: Sixbey Investments LLC

Street Address: 2102 Hwy 6 & 50

City/State/Zip: G.J. CO 81505

Business Phone #: 261-1463

E-Mail: merritt@merrittassociatesgcinc.com

Fax #: n/a

Contact Person: Merritt Sixbey

Contact Phone #: 261-1463

Applicant Information

Name: Sixbey Investments LLC

Street Address: 2102 Hwy 6 & 50

City/State/Zip: G.J. CO 81505

Business Phone #: 261-1463

E-Mail: merritt@merrittassociatesgcinc.com

Fax #: n/a

Contact Person: Merritt Sixbey

Contact Phone #: 261-1463

Representative Information

Name: Ciavonne, Roberts, Assoc.

Street Address: 222 Nth 7th Street

City/State/Zip: G.J. CO 81501

Business Phone #: 241-0745

E-Mail: ted@ciavonne.com

Fax #: n/a

Contact Person: Ted Ciavonne

Contact Phone #: 241-0745

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 1/30/19

Signature of Legal Property Owner



Date 1/30/19

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Sixbey Investments LLC ("Entity") is the owner of the following property:

(b) 2670 Patterson Road G.J. CO (2945-024-00-045)

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) Manager 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) none

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: 

Printed name of person signing: Merritt Sixbey

State of Colorado)

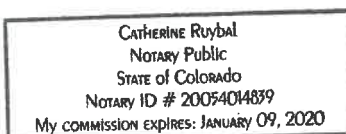
County of Mesa) ss.

Subscribed and sworn to before me on this 30 day of January, 20 19

by Merritt Sixbey

Witness my hand and seal.

My Notary Commission expires on January 09, 2020




Notary Public Signature

Instructions

An ownership statement must be provided for each and every owner of the property.

- (a) Insert complete name of owner as it appears on deed by which it took title. If true name differs from that on the deed, please provide explanation by separate document
- (b) Insert legally sufficient description of land for which application has been made to the City for development. Include the Reception number or Book and Page for recorded information. Assessor's records and tax parcel numbers are not legally sufficient description. Attach additional sheet(s) as necessary, and reference attachment(s) here. If the legal description or boundaries do not match those on the plat, provide an explanation.
- (c) Insert title/capacity within the Entity of person who is signing.
- (d) Insert the type of development application request that has been made. Include all pending applications affecting the property.
- (e) Insert name of all other owners, if applicable.
- (f) Insert the type of development application request(s) that has/have been made. Include all pending development applications affecting the property.
- (g) Explain the conflict and/or possible conflict and describe the information and/or evidence available concerning the conflict and/or possible conflict. Attach copies of written evidence.

WARRANTY DEED

THIS DEED, Made this 20th day of August, 2018 between

Robert Alstatt

of the County of Mesa, State of Colorado, grantor and



Sixbey Investments, LLC, a Colorado limited liability company

whose legal address is: 2102 Hwy 6 & 50, Grand Junction, CO 81505
of the County of Mesa, State of Colorado, grantee:

WITNESSETH, That the grantor for and in consideration of the sum of **One Hundred Forty Thousand Dollars and No/100's (\$140,000.00)** the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm, unto the grantee, his heirs and assigns forever, all the real property together with improvements, if any, situate, lying and being in the County of Mesa, and State of COLORADO, described as follows:

Beginning at a point 10804 feet East of the SW corner of the SE1/41/4 of Section 2, Township 1 South, Range 1 West of the Ute Meridian; thence North 196 feet, thence West 103 feet, thence South 196 feet, thence East 103 feet to the point of beginning, County of Mesa, State of Colorado.

Excepting that portion described in the Deed recorded June 20, 1985 at Reception No. 1392993 and also excepting the North 5 feet thereof as described in the Quitclaim Deed recorded December 12, 1979 at Reception No. 1210459.

Doc Fee
\$ 14.00

also known by street and number as 2670 Patterson Road, Grand Junction, CO 81506-8839

TOGETHER with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand whatsoever of the grantor, either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances.

TO HAVE AND TO HOLD the said premises above bargained and described, with the appurtenances, unto the grantee, his heirs and assigns forever. And the grantor, for himself, his heirs, and personal representatives, does covenant, grant, bargain and agree to and with the grantee, his heirs and assigns, that at the time of the ensembling and delivery of these presents, he is well seized of the premises above conveyed, has good, sure, perfect, absolute and indefeasible estate of inheritance, in law, in fee simple, and has good right, full power and lawful authority to grant, bargain, sell and convey the same in manner and form as aforesaid, and that the same are free and clear from all former and other grants, bargains, sales, liens, taxes, assessments, encumbrances and restrictions of whatever kind or nature soever, except all taxes and assessments for the current year, a lien but not yet due or payable, and those specific Exceptions described by reference to recorded documents as reflected in the Title Documents accepted by Buyer in accordance with section 8.1 "Title Review", of the contract dated August 6, 2018, between the parties.

The grantor shall and will WARRANT AND FOREVER DEFEND the above-bargained premises in the quiet and peaceable possession of the grantee his heirs and assigns, against all and every person or persons lawfully claiming the whole or any part thereof. The singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

IN WITNESS WHEREOF, the grantor has executed this deed on the date set forth above.

SELLER:

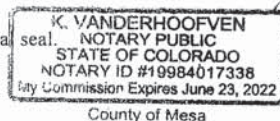
Robert Alstatt

STATE OF COLORADO
COUNTY OF Mesa

} ss:

The foregoing instrument was acknowledged before me this 20th day of August, 2018 by Robert Alstatt

Witness my hand and official
My Commission expires:



Notary Public



2670 Patterson Road
Rezone
February 25, 2019
Project Description

Project Overview

Sixbey Investments LLC owns the 0.3 acre parcel located at 2670 Patterson Road. It is currently zoned R-4, but this submittal is for a rezone to R-O. Sixbey Investments also owns the adjacent property 2674 Patterson road, which is already zoned R-O.

The FLU promotes Residential Medium on this property which allows R-O zoning.

This property has an existing single family home, as does the adjacent property.

A. Project Description

Location and Site Features

- The parcel is located on the NE corner of View Point Drive and Patterson Road.
- There is an 8" sewer main and a 6" water main in View Point Drive.
- Surrounding land use /zoning is R-4 to the west; Patterson Road and B-1 to the south; R-O to the east; and R-4 to the north.
- There is currently two accesses to this property: one access point is from View Point Drive and it will remain the only access; the second access is from Patterson Road and is a 'shared driveway' with 2674 Patterson Road. See Public Benefit below with regards to eliminating this shared driveway.
- The existing single family home will eventually be removed.
- The site sits above Patterson Road, but is generally flat and slopes south west. Along Patterson there is a grade difference of 3'-4' with slope paving /retaining walls that slope to the south and down to the grade of Patterson Road.

Existing Zoning

- The parcel is zoned R-4.
- The proposed plan rezones the existing R-4 to an R-O in the city. This rezone meets the Future Land Use Plan requirement of Residential Medium.

B. Public Benefit:

- the efficient development of property adjacent to existing City services;
- the removal of a shared driveway curbcut on Patterson Road. It is worth nothing that the 2674 property to the east of 2670 has been repeatedly denied any ability to redevelop due to the City requirement of omitting this existing shared access on Patterson Road. Thus the reason for Sixbey Investments LLC to purchase 2670 to allow access to 2674 and meet the traffic standards, required by City Staff, of providing access to both properties from a lower volume road;
- the ability to replace two single family rental properties, located on a busy street, with a more stable and better use that will help buffer the neighborhood to the north;
- the potential for aesthetic improvements to this Patterson Road frontage through the replacement of concrete slope paving with landscape.

C. Neighborhood Meeting

A neighborhood meeting was held on February 21, 2019. Neighborhood meeting notes are included in the submittal package.

D. Project Compliance, Compatibility, and Impact

1. Adopted Plans and/or Policies

The Future Land Use Plan; the Blended Land Use Policy; the Land Development Code.

2. Surrounding Land Use

Surrounding land use is single family residence to the north; single family residence to the west, single family residence to the east, and Patterson Road/Health Care related to the south.

3. Site Access and Traffic

There is currently two accesses to this property: one access point is from View Point Drive and it will remain the only access; the second access is from Patterson Road and is a 'shared driveway' with 2674 Patterson Road. This shared access will be removed in favor of access through 2670 Patterson Road to 2674 Patterson Road.

4 & 5. Availability of Utilities and Unusual Demands

Sanitary Sewer: Sewer is provided by the City of Grand Junction. It is an existing 8" line and it is located in View Point Drive.

Storm Sewer: Per the City of Grand Junction's guidelines, recontouring of the property will direct the drainage into the designed water quality facility, where it will be engineered to drain to the street.

Domestic water will be provided by the City of Grand Junction via the existing 6" line in View Point Drive.

6. Effects On Public Facilities

There will be no unusual impacts on the fire department, police department, and the public school system.

7. Site Soils

No unusual or unexpected soil issues are present at the proposed site.

8. Site Geology and Geologic Hazards N/A

9. Hours of Operation N/A

10. Number of Employees N/A

11. Signage Plans N/A

12. Irrigation

E. Development Schedule and Phasing

- Submit rezone - February 2019
- Submit Site Plan Review Spring/Summer 2019
- Begin Construction Fall of 2019/Spring 2020. The project will be planned as one phase, but could be divided into two phases.

LEGAL DESCRIPTION:

BEGINNING AT A POINT 1080.4 FEET EAST OF THE SW CORNER OF THE SE $\frac{1}{4}$ SE $\frac{1}{4}$ OF SECTION 2, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN; THENCE NORTH 196 FEET, THENCE WEST 103 FEET, THENCE SOUTH 196 FEET, THENCE EAST 103 FEET TO THE POINT OF BEGINNING, COUNTY OF MESA, STATE OF COLORADO.

EXCEPTING THAT PORTION DESCRIBED IN THE DEED RECORDED JUNE 20, 1985 AT RECEPTION NO. 1392993 AND ALSO EXCEPTING THE NORTH 5 FEET THEREOF AS DESCRIBED IN THE QUITCLAIM DEED RECORDED DECEMBER 12, 1979 AT RECEPTION NO. 1210459.

City of Grand Junction

Review Comments

Date: March 16, 2019 **Comment Round No.** 1 **Page No.** 1 of 3
Project Name: Sixbey Investments LLC Rezone **File No:** RZN-2019-99
Project Location: 2670 Patterson Road

Check appropriate ☒ if comments were mailed, emailed, and/or picked up.

Property Owner(s): Sixbey Investments LLC – Attn: Merritt Sixbey

Mailing Address: 2339 Promontory Court, Grand Junction, CO 81507

☒ **Email:** Merritt.associates@yahoo.com **Telephone:** (970) 261-4163

☐ **Date Picked Up:** _____ **Signature:** _____

Representative(s): Ciavonne Roberts & Associates – Attn: Ted Ciavonne

Mailing Address: 222 N. 7th Street, Grand Junction, CO 81501

☒ **Email:** ted@ciavonne.com **Telephone:** (970) 241-0745

☐ **Date Picked Up:** _____ **Signature:** _____

Developer(s):

Mailing Address:

Email:

Telephone:

☐ **Date Picked Up:** _____ **Signature:** _____

CITY CONTACTS

Project Manager: Scott D. Peterson, Senior Planner

Email: scottp@gjcity.org **Telephone:** (970) 244-1447

Dev. Engineer: Rick Dorris

Email: rickdo@gjcity.org **Telephone:** (970) 256-4034

City of Grand Junction

REQUIREMENTS

(with appropriate Code citations)

CITY PLANNING

1. Application is for a Rezone from R-4 (Residential – 4 du/ac) to R-O (Residential Office) in anticipation of future development. Existing property is 0.31 +/- acres in size. Comprehensive Plan Future Land Use Map identifies the property as Residential Medium (4 – 8 du/ac). The proposed R-O (Residential Office) Zone District is an applicable zone district within the Residential Medium (4 – 8 du/ac) category. No additional response required.

Applicant's Response:

Document Reference:

2. Public Correspondence Received:

As of this date, City Project Manager has not received any additional public correspondence concerning the proposed rezone application, other than what was received at the Neighborhood Meeting. If any future correspondence is received, City Project Manager will forward to the applicant and representative for their information and file.

Applicant's Response:

Document Reference:

3. Planning Commission and City Council Public Hearings:

Planning Commission and City Council review and approval required for proposed Rezone request. City Project Manager will **tentatively** schedule application for the following public hearing schedule:

- a. Planning Commission review of request: April 23, 2019.
- b. First Reading of request by City Council: May 15, 2019.
- c. Second Reading of request by City Council: June 5, 2019.

Please plan on attending the April 23rd Planning Commission meeting and the June 5th City Council Meeting. The May 15th meeting you do not need to attend as that is only scheduling the hearing date and the item is placed on the Consent Agenda with no public testimony taken. Both the April 23rd and June 5th meetings begin at 6:00 PM at City Hall in the Council Chambers.

If for some reason, applicant cannot make these proposed public hearing dates, please contact City Project Manager to reschedule for the next available meeting dates.

Code Reference: Sections 21.02.140 of the Zoning and Development Code.

Applicant's Response:

Document Reference:

CITY FIRE DEPARTMENT – Mike Gazdak – mikega@gjcity.org (970) 549-5850

The fire department has no objections to the request to rezone the property from R-4 to R-O.

Applicant's Response:

Document Reference:

CITY ADDRESSING – Pat Dunlap – patd@gjcity.org (970) 256-4030

No comments.

Applicant's Response:

Document Reference:

OUTSIDE REVIEW AGENCY COMMENTS

(Non-City Agencies)

Review Agency: Xcel Energy

Contact Name: Brenda Boes

Email / Telephone Number: Brenda.k.boes@xcelenergy.com (970) 244-2698

Xcel has no objections at rezoning this property.

All easement issues were discussed previously.

Applicant's Response:

Review Agency: Grand Valley Water Users

Contact Name: Kevin Conrad

Email / Telephone Number: office@gvwua.com (970) 242-5065

Grand Valley Water Users have no comments on the proposed Rezone.

Applicant's Response:

REVIEW AGENCIES

(Responding with “No Comment” or have not responded as of the due date)

The following Review Agencies have responded with “No Comment.”

1. City Development Engineer

The following Review Agencies have not responded as of the comment due date.

1. Mesa County Building Department
2. Regional Transportation Planning Office (RTPO)
3. City Transportation Engineer

The Petitioner is required to submit electronic responses, labeled as “**Response to Comments**” for the following agencies:

1. **N/A.**

Date due: **N/A. Application will proceed to public hearing schedule.**

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.

Applicant's Signature

Date

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE REZONING SIXBEY INVESTMENTS LLC PROPERTY
FROM R-4 (RESIDENTIAL – 4 DU/AC)
TO R-O (RESIDENTIAL OFFICE)**

LOCATED AT 2670 PATTERSON 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 zoning the Sixbey Investments LLC Property to the R-O (Residential Office) zone district, finding that it conforms to and is consistent with the Future Land Use Map designation of Residential Medium (4 – 8 du/ac) 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-O (Residential Office) zone district is in conformance with at least one of the stated criteria of Section 21.02.140 of the Grand Junction Zoning and Development Code.

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

The following property shall be zoned R-O (Residential Office):

BEGINNING AT A POINT 1080.4 FEET EAST OF THE SW CORNER OF THE SE ¼ SE ¼ OF SECTION 2, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN; THENCE NORTH 196 FEET, THENCE WEST 103 FEET, THENCE SOUTH 196 FEET, THENCE EAST 103 FEET TO THE POINT OF BEGINNING, COUNTY OF MESA, STATE OF COLORADO.
EXCEPTING THAT PORTION DESCRIBED IN THE DEED RECORDED JUNE 20, 1985 AT RECEPTION NO. 1392993 AND ALSO EXCEPTING THE NORTH 5 FEET THEREOF AS DESCRIBED IN THE QUITCLAIM DEED RECORDED DECEMBER 12, 1979 AT RECEPTION NO. 1210459.

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 Planning Commission

Regular Session

Item #4.

Meeting Date: April 23, 2019

Presented By: Scott D. Peterson, Senior Planner

Department: Community Development

Submitted By: Scott D. Peterson, Senior Planner

Information

SUBJECT:

Consider a request by Timberline Bank to vacate a portion of a 20-foot wide public Storm Sewer Easement, located at 649 Market Street.

RECOMMENDATION:

Staff recommends approval of the requested vacation to City Council.

EXECUTIVE SUMMARY:

The Applicant, Timberline Bank, is requesting the vacation of a portion of a public Storm Sewer Easement on the property located at 649 Market Street. The Applicant is currently in the process of a Site Plan Review to construct a new bank building and also a Preliminary/Final Subdivision Plan application to create a commercial subdivision, however during the review process, it was determined that a portion of an existing 20-foot wide Storm Sewer Easement needed to be vacated in order to accommodate a future building location. There is currently a 36-inch storm sewer/drainage pipe located within the easement. Should the existing easement be vacated, a new storm sewer/drainage easement would be required to be dedicated and the existing pipe would be required to be reconstructed within the new easement.

BACKGROUND OR DETAILED INFORMATION:

The subject property (Lot 1, Canyon View Marketplace) currently contains a 20-foot wide Storm Sewer Easement that bisects the property. This existing 20-foot wide Storm Sewer Easement was dedicated by separate instrument to the City of Grand Junction in March, 2012 (Reception # 2604716) in order to carry off-site storm sewer/drainage water from properties to the east (Regal 14 Theaters, etc.), across the

Applicant's property and discharge into Leach Creek adjacent to 24 Road. The property is currently vacant, however the Applicant is currently in the review process for a Site Plan Review to construct a new 35,000 sq. ft. bank building and Preliminary/Final Subdivision Plan application in order to create a platted commercial subdivision of five (5) lots. The Applicant has explained that due to the current location of a portion of this storm sewer/ drainage easement, the easement would interfere with the desired placement of a future commercial building. Therefore, the Applicant is requesting to vacate a portion of the existing drainage easement located on the property and reroute the easement further to the south in order to avoid the anticipated building location. The revised new location for the storm sewer/drainage easement would be dedicated on the proposed new subdivision plat that is currently under review (City file # SUB-2018-755). There is currently a 36-inch storm sewer/drainage pipe located within the easement, however a new storm sewer/drainage easement would need to be dedicated on the new subdivision plat and the existing pipe be required to be reconstructed within the new easement location. Staff is recommending as a condition of approval that the portion of the easement requested to be vacated be contingent on the new pipe being installed and a new storm sewer/drainage easement dedicated either on the subdivision plat or by separate instrument.

The proposed shape of the new easement dedication was determined by the Applicant's engineer wanting to utilize the existing outfall structure into Leach Creek, rather than taking the shorter route (and less pipe) to Leach Creek which would have added additional cost however, by modifying the existing off-street trail and retaining wall in the area. Also, the permitting process with the Army Corps of Engineers to discharge into Leach Creek for a new outfall location would have taken a longer period of time to complete.

NOTIFICATION REQUIREMENTS

Neighborhood Meeting:

A Neighborhood Meeting is not required for an easement vacation and no utility companies voiced opposition to the proposed storm sewer/drainage easement vacation as part of the Site Plan Review and Preliminary/Final Subdivision applications (City file #'s SPN-2018-754 & SUB-2018-755).

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning & Development Code. The subject property was posted with an application sign on December 28, 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 April 12, 2019. The notice of this public hearing was published April 16, 2019 in the Grand Junction Daily Sentinel.

ANALYSIS

The criteria for review is set forth in Section 21.02.100 (c) of the Zoning & Development Code. The purpose of this section is to permit the vacation of surplus rights-of-way and/or easements.

- (1) The Comprehensive Plan, Grand Valley Circulation Plan and other adopted plans and policies of the City;

The request to vacate a portion of an existing 20-foot wide Storm Sewer Easement does not conflict with the Comprehensive Plan, Grand Valley Circulation Plan or other adopted plans and policies of the City. Vacation of a portion of this easement will have no impact on public facilities or services provided to the general public since a new easement location will be dedicated and the existing 36-inch storm sewer/drainage pipe will be rerouted and relocated to the new easement location. Therefore, staff has found this criterion has been met.

- (2) No parcel shall be landlocked as a result of the vacation;

This is a request to only vacate a portion of an existing storm sewer easement. As such no parcels will be landlocked as a result of the proposed vacation. Therefore, staff has found this criterion has been met.

- (3) Access to any parcel shall be not be restricted to the point where access is unreasonable, economically prohibitive, or reduces or devalues any property affected by the proposed vacation;

No adverse comments concerning the proposed vacation was received from the utility review agencies or the adjacent property owners indicating that the requested vacation will restrict access or reduce or devalue any property. This request does not impact access to any parcel and as such, 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;

There will be no adverse impacts to the general community and the quality of public facilities and services provided will not be reduced due to the proposed vacation as a new storm sewer/drainage easement will be dedicated on the new subdivision plat and the existing pipe reconstructed within the new easement location. Staff does not anticipate any adverse impacts, therefore finding 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

The provision of adequate public facilities and services shall not be inhibited to any property as a result of the proposed vacation request as a new storm sewer/drainage easement will be dedicated on the new subdivision plat and the existing pipe reconstructed within the new easement location. Also, no adverse comments concerning the proposed vacation were received from the utility review agencies or adjacent property owners during the staff review process. Therefore, Staff finds that this criterion has been met.

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

Maintenance requirements for the City will not substantially change as a result of the proposed vacation as new/additional pipe will be rerouted and a new storm sewer/drainage easement will be dedicated. A potential increase in building size can be accommodated with the requested vacation which will benefit the Applicant's overall site development and community. Therefore, Staff finds that this criterion has been met.

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

Goal 1 / Policy C: The City will make land use and infrastructure decisions consistent with the goal of supporting and encouraging the development of centers.

Goal 11 / Policy A: The City will plan for the locations and construct new public facilities to serve the public health, safety and welfare, and to meet the needs of existing and future growth.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Timberline Center Storm Sewer Easement Vacation request, VAC-2019-123, located at 649 Market Street, the following findings of fact and condition of approval have been made:

1. The request conforms with Section 21.02.100 (c) of the Zoning & Development Code.
2. The requested vacation does not conflict with the goals and policies of the Comprehensive Plan.
3. Prior to recording of a resolution vacating a portion of the 20-foot Storm Sewer Easement, a new 36-inch storm sewer/drainage pipe will be reconstructed within a new 20-foot wide storm/sewer/drainage easement, consistent with City standards. Said

easement shall be conveyed, either by separate instrument or on a subdivision plat.

Therefore, Staff recommends conditional approval of the requested vacation.

SUGGESTED MOTION:

Madam Chairman, on the Timberline Center Storm Sewer Easement Vacation request located at 649 Market Street, City file number VAC-2019-123, I move that the Planning Commission forward a recommendation of conditional approval to City Council with the findings of fact and conditions as listed in the staff report.

Attachments

1. Exhibit List - Timberline Bank Easement Vacation
2. Exhibit 2 - Site Location & Aerial Photo Maps
3. Exhibit 3 - Proposed Subdivision Plat - Timberline Center
4. Exhibit 4 - Development Application Dated 12-6-18
5. Exhibit 5 - City Vacation Resolution

EXHIBIT LIST

TIMBERLINE CENTER VACATION OF STORM SEWER EASEMENT FILE NO. VAC-2019-123

Exhibit Item #	Description
1	Staff Report dated April 23, 2019
2	Site Location & Aerial Photo Maps
3	Proposed Subdivision Plat
4	Development Application dated December 6, 2018
5	Proposed City Vacation Resolution
6	Staff Powerpoint Presentation dated April 23, 2019

Exhibit 2





TIMBERLINE CENTER SUBDIVISION
LOT 1, CANYON VIEW MARKETPLACE, RECEPTION NUMBER 2298114
LESS RIGHT-OF-WAY PER RECEPTION 2532041
LOCATED IN THE
NW1/4 SW1/4 SECTION 4
TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN
GRAND JUNCTION, MESA COUNTY, COLORADO

DEDICATION

KNOW ALL MEN BY THESE PRESENTS:
That WTN CoEx RP, LLC, a Colorado limited liability company is the owner of that parcel of land in the Northwest Quarter of the Southwest Quarter (NW¼ SW¼) of Section 4, Township 1 South, Range 1 West, of the Ute Meridian, Grand Junction, Mesa County, Colorado, being more particularly described as follows:
(Original Warranty Deed Reception Number 2348495.)

A Replat of Lot 1, Canyon View Marketplace, as shown on plat recorded in Reception Number 2298114, Mesa County records in the City of Grand Junction, Mesa County, Colorado LESS that right-of-way per Reception Number 2532041 Mesa County records,
TOGETHER WITH those non-exclusive easements for ingress, egress, and parking created pursuant to the Reciprocal Easement Agreement filed for record in Book 4106, Page 716, at Reception Number 2305066, Mesa County records.

That said owners have by these presents laid out, platted, and subdivided the above described real property into lots, blocks, and tracts, as shown hereon, and designated the same as TIMBERLINE CENTER SUBDIVISION, a subdivision in the City of Grand Junction, Colorado, and hereby offers the following dedications and grants:

All streets, roads and Rights-of-Way are dedicated to the City of Grand Junction for the use of the public forever.

Tract A is granted by separate document to the Property Owners Association for the association uses as defined in the Covenants, Conditions and Restrictions recorded with this subdivision.

All Multipurpose Easements are dedicated to the City of Grand Junction as perpetual easements for City approved utilities including the installation, operation, maintenance and repair of said utilities and appurtenances which may include but are not limited to, public sidewalks, public parking, electric lines, cable TV lines, natural gas pipelines, sanitary sewer lines, storm sewers, water lines, telephone lines, traffic control facilities, street lighting, landscaping, trees and grade structures.

20.0' Drainage Easement dedicated to the City of Grand Junction as perpetual easement for the inspection, installation, operation, maintenance and repair of detention and drainage facilities and appurtenants thereto. The City of Grand Junction is dedicated reasonable ingress/egress access to the drainage/detention easement areas. The owner(s) and/or the property owners' association, if one exists, is not relieved of its responsibility to inspect, install, operate, maintain, and repair the detention and drainage facilities.

All Tracts/Easements include the right of ingress and egress on, along, over, under, through and across by the beneficiaries, their successors, or assigns, together with the right to trim or remove interfering trees and brush, and in Drainage and Detention/Retention easements or tracts, the right to dredge; provided however, that the beneficiaries/owners shall utilize the same in a reasonable and prudent manner. Furthermore, the owners of said lots or tracts hereby platted shall not burden or overburden said easements by erecting or placing any improvements thereon which may impede the use of the easement and/or prevent the reasonable ingress and egress to and from the easement.

Owners hereby declare all lienholders of record to herein described real property are shown hereon.

IN WITNESS WHEREOF, said owners, WTN CoEx RP, LLC, a Colorado limited liability company, has caused their name to be hereunto subscribed this _____ day of _____, A.D. 20____.

by: _____ (title)_____
for: WTN CoEx RP, LLC, a Colorado limited liability company

NOTARY PUBLIC'S CERTIFICATE

STATE OF COLORADO } ss
COUNTY OF MESA }

The foregoing instrument was acknowledged before me by _____
(title)_____, A.D., 20____ for WTN CoEx RP, LLC, a Colorado limited liability company this _____ day of _____, A.D., 20____.
Witness my hand and official seal:

Notary Public
My Commission Expires _____



LIENHOLDERS RATIFICATION OF PLAT

THE UNDERSIGNED, hereby certifies that it is a holder of a security interest upon the property described hereon described and does hereby join in and consent to the dedication of the land described in said dedication by the owners thereof, and agree that its' security interest, as shown in document recorded at Reception Number _____ public records of Mesa County, Colorado, shall be subordinated to the dedications shown hereon.

IN WITNESS WHEREOF, the said corporation has caused these presents to be signed by its' _____, with the authority of its' Board of Directors, this _____ day of _____, 20____.

By: _____ (title) _____

For: _____

NOTARY PUBLIC CERTIFICATION

STATE OF COLORADO } ss
COUNTY OF MESA }

The foregoing instrument was acknowledged before me by _____, (title) _____, for _____ this _____ day of _____, A.D., 20____.
Witness my hand and official seal:

Notary Public
My Commission Expires _____

LEGEND

- | | |
|---|---|
| ⊕ ALIQUOT SURVEY MARKER, AS NOTED | ⬮ INTERSTATE HIGHWAY SYMBOL |
| ● SET 2" ALUMINUM CAP ON 30" No. 5 REBAR, PLS 24953 | ⬭ STATE HIGHWAY SYMBOL |
| ○ PER CRS-38-51-105, IN CONCRETE | US UNITED STATES |
| □ FOUND REBAR, AS NOTED | NTS NOT TO SCALE |
| ▲ PK NAIL, SET IN PAVING | CRS COLORADO REVISED STATUTES |
| | §ss SOLICIT, USED IN LEGAL DOCUMENTS (LATIN - ONE HALF) |
| | PLS PROFESSIONAL LAND SURVEYOR |
| | No. NUMBER |
| | LLC LIMITED LIABILITY COMPANY |
| | A.D. ANNO DOMINI |
| | ± MORE OR LESS |
| | • DEGREES (ANGULAR) |
| | • MINUTES (ANGULAR) OR FEET (LINEAR) |
| | • SECONDS (ANGULAR) OR INCHES (LINEAR) |
| MCSM MESA COUNTY SURVEY MARKER | |
| BLM BUREAU OF LAND MANAGEMENT | |
| ROW RIGHT-OF-WAY | |
| CDOT COLORADO DEPARTMENT OF TRANSPORTATION | |
| POB POINT OF BEGINNING | |
| POC POINT OF COMMENCING | |
| T TOWNSHIP | |
| R RADIUS OR RANGE (Context) | |
- DURABLE CAP ON No. 5 REBAR TO BE SET AT ALL LOT CORNERS, PRIOR TO SALE OF ANY LOTS, TO COMPLY WITH CRS-38-51-105
- D DELTA ANGLE OF ARC
R RADIUS OF ARC
L LENGTH OF ARC
C CHORD DISTANCE OF ARC
B CHORD BEARING OF ARC
= EQUAL SYMBOL
% PERCENT SYMBOL
& AND SYMBOL

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

TITLE CERTIFICATION

STATE OF COLORADO } ss
COUNTY OF MESA }

We, _____, a title insurance company, as duly licensed in the state of Colorado, hereby certify that we have examined the title to the hereon described property, that we find the title to the property is vested to WTN CoEx RP, a Colorado limited liability company; that the current taxes have been paid; that all mortgages not satisfied or released of record nor otherwise terminated by law are shown hereon and that there are no other encumbrances of record; that all easements, reservations and rights of way of record are shown hereon.

Date: _____ by: _____ Name And Title

for: _____ Name Of Title Company

GENERAL NOTES

Easement and Title Information provided by Land Title Guarantee Company, Commitment No. GJIF65036012-2, dated November 14, 2018.

Basis of bearings is the West line of the NW¼ SW¼ of Section 4 which bears South 00°01'17" East, a distance of 1320.02 feet, established by observation of the MCGPS control network, which is based on the NAD 83 for Horizontal and NAVD 88 for Vertical Information. Both monuments on this line are Aliquot Survey Markers, as shown on the face of this plat.

All lineal units shown hereon in U.S. Survey feet.

FOR CITY USE ONLY

Associated Recorded Documents

Reception	Type
_____	<u>Declaration of Covenants, Conditions and Restrictions</u>
_____	<u>Tract A to the Property Owners Association</u>
_____	_____
_____	_____
_____	_____

CITY OF GRAND JUNCTION APPROVAL

This plat of TIMBERLINE CENTER SUBDIVISION, a subdivision of a part of the City of Grand Junction, County of Mesa, State of Colorado, is approved and accepted this _____ day of _____, A.D., 20____.

City Manager _____

Mayor _____

CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO } ss
COUNTY OF MESA }

I hereby certify that this instrument was filed in my office at _____ o'clock _____ M., _____, A.D., 20____, and was duly recorded in Reception No. _____

Drawer No. _____ Fees: _____

Clerk and Recorder

By: _____
Deputy

SURVEYOR'S CERTIFICATION

I, Jeffrey C. Fletcher, do hereby certify that the accompanying plat of TIMBERLINE CENTER SUBDIVISION, a subdivision of a part of the City of Grand Junction, Colorado, has been prepared under my direct supervision and represents a field survey of same. To the best of my knowledge and belief, this plat conforms to the requirements for subdivision plats specified in the City of Grand Junction Development code and conforms to the standards of practice, statutes, and rules of the State of Colorado. This survey is not a guaranty or warranty, either expressed or implied.

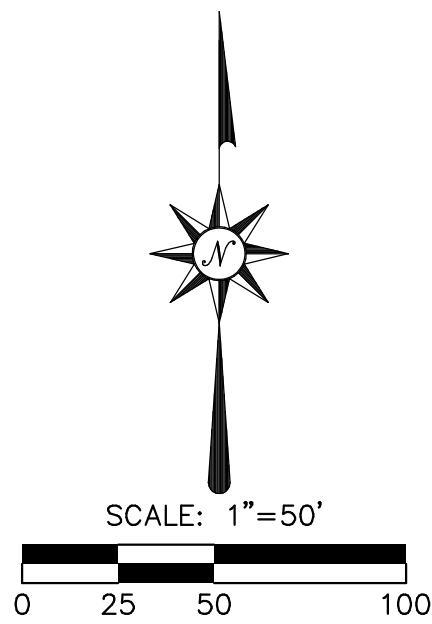
		TIMBERLINE CENTER SUBDIVISION					
		LOT 1, CANYON VIEW MARKETPLACE NW1/4 SW1/4, SECTION 4, T1S, R1W, UM GRAND JUNCTION, MESA COUNTY, COLORADO					
		High Desert Surveying, LLC 1673 Highway 50 Unit C Grand Junction, Colorado 81503 Telephone: 970-254-8649 Fax 970-241-0451					
PROJ. NO. 18-83		SURVEYED	DRAWN	CHK'D	SHEET	OF	
DATE: February, 2019		be/dj	knr	jcf	1	2	

TIMBERLINE CENTER SUBDIVISION

LOT 1, CANYON VIEW MARKETPLACE, RECEPTION NUMBER 2298114
LESS RIGHT-OF-WAY PER RECEPTION 2532041

LOCATED IN THE
NW1/4 SW1/4 SECTION 4

TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN
GRAND JUNCTION, MESA COUNTY, COLORADO



AREA SUMMARY

LOTS	=	7.66 Acres	92.29%
TRACTS	=	0.63 Acres	7.59%
RIGHT-OF-WAY	=	0.01 Acres	0.12%
TOTAL	=	8.30 Acres	100.00%

LEGEND

- ALLOT SURVEY MARKER, AS NOTED

SET 2" ALUMINUM CAP ON 30" No. 5 REBAR, PLS 24953

PER CRS-38-51-105, IN CONCRETE

FOUND REBAR, AS NOTED

PK NAIL, SET IN PAVING

DURABLE CAP ON No. 5 REBAR TO BE SET AT ALL LOT CORNERS, PRIOR TO SALE OF ANY LOTS, TO COMPLY WITH CRS-38-51-105

D DELTA ANGLE OF ARC

R RADIUS OF ARC

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B CHORD BEARING OF ARC

= EQUAL SYMBOL

% PERCENT SYMBOL

& AND SYMBOL
- INTERSTATE HIGHWAY SYMBOL

STATE HIGHWAY SYMBOL

US UNITED STATES

NTS NOT TO SCALE

CRS COLORADO REVISED STATUTES

SS SOLICIT, USED IN LEGAL DOCUMENTS (LATIN - ONE HALF)

PLS PROFESSIONAL LAND SURVEYOR

No. NUMBER

L.L.C. LIMITED LIABILITY COMPANY

A.D. ANNO DOMINI

± MORE OR LESS

• DEGREES (ANGULAR)

' MINUTES (ANGULAR) OR FEET (LINEAR)

" SECONDS (ANGULAR) OR INCHES (LINEAR)

BLM BUREAU OF LAND MANAGEMENT

ROW RIGHT-OF-WAY

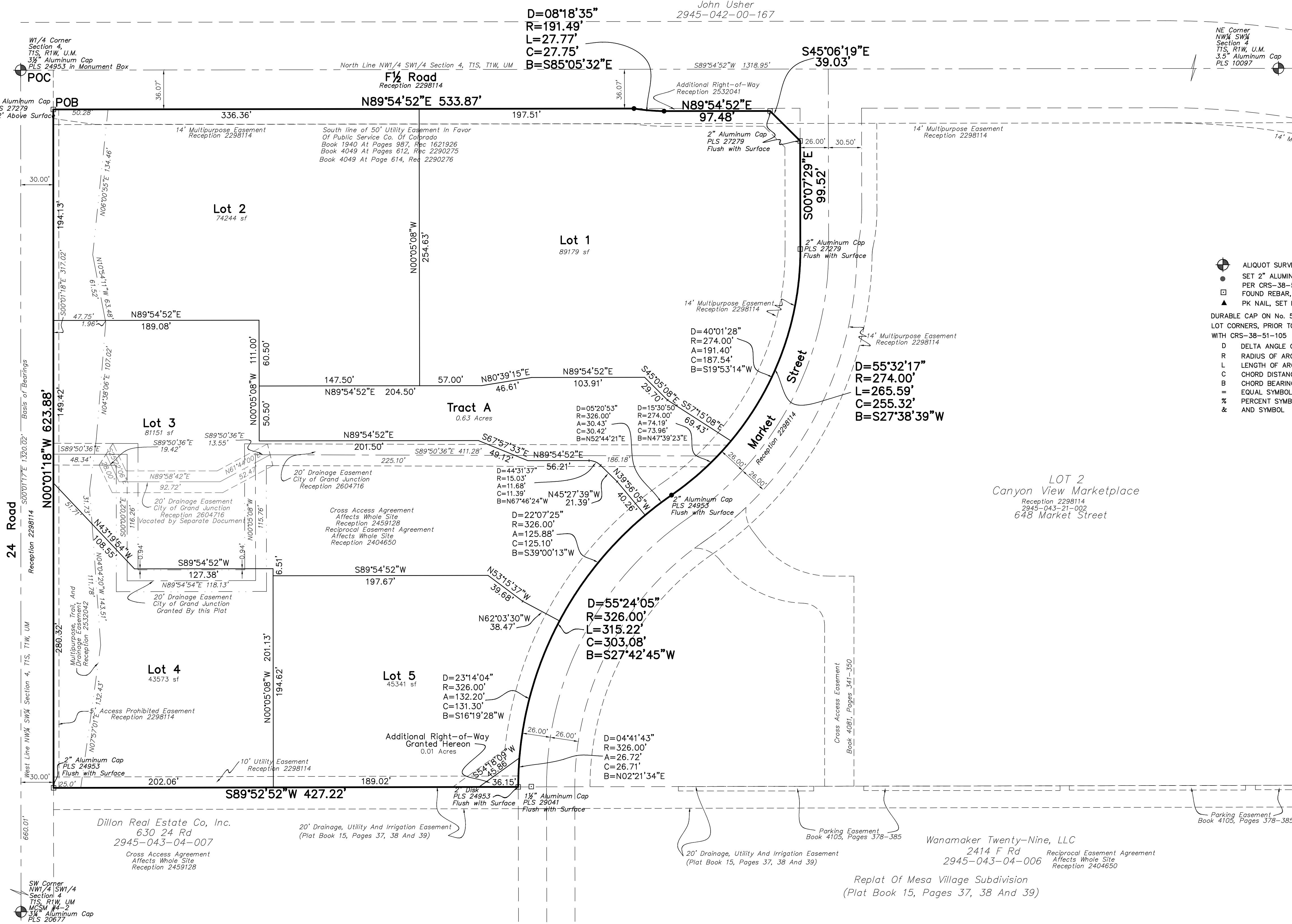
CDOT COLORADO DEPARTMENT OF TRANSPORTATION

POB POINT OF BEGINNING

POC POINT OF COMMENCING

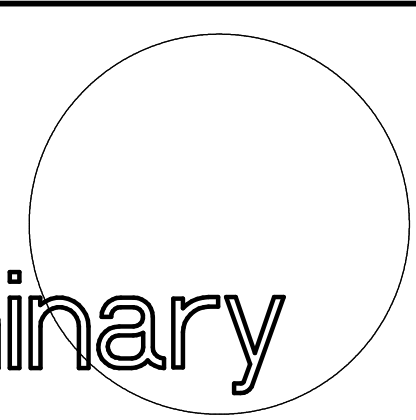
T TOWNSHIP

R RADIUS OR RANGE (Context)



SURVEYOR'S CERTIFICATION

I, Jeffrey C. Fletcher, do hereby certify that the accompanying plat of **TIMBERLINE CENTER SUBDIVISION**, a subdivision of a part of the City of Grand Junction, Colorado, has been prepared under my direct supervision and represents a field survey. To the best of my knowledge and belief, this plat conforms to the requirements of the subdivision plats specified in the City of Grand Junction Development code and conforms to the standards of practice, statutes, and laws of the State of Colorado. This survey is not a guaranty or warranty, either express or implied.

		TIMBERLINE CENTER SUBDIVISION			
		LOT 1, CANYON VIEW MARKETPLACE NW1/4 SW1/4, SECTION 4, T1S, R1W, UTM GRAND JUNCTION, MESA COUNTY, COLORADO			
		High Desert Surveying, LLC 1673 Highway 50 Unit C Grand Junction, Colorado 81503 Telephone: 970-254-8649 Fax 970-241-0451			
PROJ. NO. 18-83	SURVEYED	DRAWN	CHK'D	SHEET	OF
DATE: February, 2019	be/dj	anr	jcf	2	2

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

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

Digitally signed by Kim Kerk
Date: 2018.06.20 15:36:30 -06'00'

Date:

Signature of Legal Property Owner

Date:

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) WTN CoEx IV, LLC (f/k/a WTN CoEx RP, LLC) ("Entity") is the owner of the following property:

(b) 649 Market St., Grand Junction, CO - Lot 1 Canyon View Marketplace

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) Manager 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) None

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: Bruce L. Christenson

Printed name of person signing: Bruce L. Christenson

State of TEXAS)

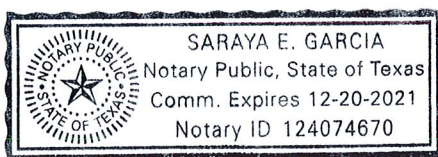
County of HARRIS) ss.

Subscribed and sworn to before me on this 21st day of June, 20 18

by Bruce L. Christenson

Witness my hand and seal.

My Notary Commission expires on 12/20/21



[Signature]
Notary Public Signature

2 PAGE DOCUMENT LIMITED WARRANTY DEED

Date: October 31, 2006

Grantor: WTN CoEx II, LLC, a Colorado limited liability company

Grantor's Mailing Address: 3501 SW Fairlawn Rd., Suite 200
Topeka, Kansas 66614

Grantee's Name: WTN CoEx RP, LLC, a Colorado limited liability company

Grantee's Mailing Address (Including County): 3501 SW Fairlawn Rd., Suite 200
Shawnee County
Topeka, Kansas 66614

Consideration: TEN DOLLARS (\$10.00) and other good and valuable consideration to the undersigned paid by Grantee, the receipt of which is hereby acknowledged.

Property (including any Improvements):

Lot 1 of Canyon View Marketplace Subdivision, Mesa County, Colorado, being a partial replat of Mesa Village Subdivision

Reservations from and exceptions to Conveyance and Warranty:

Easements and restrictions of record.

Grantor, for the consideration and subject to the reservations from and exceptions to conveyance and warranty, grants, sells and conveys to Grantee the Property, together with all and singular the rights and appurtenances thereto in any wise belonging, to have and hold it to Grantee, Grantee's successors and assigns forever. Grantor binds Grantor and Grantor's heirs, executors, administrators, successors and assigns to warrant and forever defend all and singular the Property to Grantee and Grantee's successors and assigns against every person whomsoever lawfully claiming or to claim the same or any part thereof, except to the reservations from and exceptions to conveyance and warranty, but Grantor does not warrant title against those claiming a right, interest or title that arose prior to, or separate from, Grantor's interest in the Property.

When the context requires, singular nouns and pronouns include the plural.

LIMITED WARRANTY DEED

Page 2 of 2

GRANTOR:

WTN CoEx II, LLC

By: MRV GP, Inc., Manager

By: Jeffrey L. Ungerer
Jeffrey L. Ungerer, CFO/VP

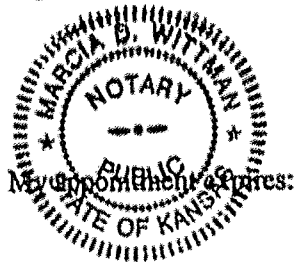
ACKNOWLEDGEMENT

THE STATE OF Kansas)
COUNTY OF Shawnee)

This Instrument was acknowledged before me on ^{Attest} ~~July 31~~, 2006, by Jeffrey L. Ungerer, CFO/VP of MRV GP, Inc., Manager of WTN CoEx II, LLC, a Colorado limited liability company, on behalf of such company.

NOTARY PUBLIC'S SEAL:

Marcia B. Wittman
Notary Public for
the State of Kansas



My Commission Expires: October 6, 2009

**General Project Report
for
Timberline Bank
Site Plan Review and Preliminary-Final Plat**

Date: November 7, 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# F18-028

Submitted to: City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Type of Design: Site Plan Review and Preliminary-Final Plat Approval

Applicant: Timberline Bank
Jeff Taets
633 24 Road
Grand Junction, CO 81505

Property Owner: WTN COEX RP, LLC
3501 SW Fairlawn Road, Suite 200
Topeka, KS 66614-3975

Property Address: 649 Market Street
Grand Junction, CO 81505

Tax Schedule No: 2945-032-00-118

1. Project Intent

This application is made to request Site Plan approval for the new corporate headquarters building for Timberline Bank on a site that also provides future pad sites for development with increased market demand. This application also includes a request for approval of a Preliminary-Final Plat to create five lots and one tract for shared ingress-egress.

The bank is currently located at 633 24 Road, but has outgrown it's current building and facilities. The applicant's intent is to construct an iconic building that will be widely recognized in the community such that it will be used as a landmark. The new headquarters building will anchor the northeast corner of the site in a coordinated campus style environment with integrated pedestrian facilities that will link pedestrians with Market Street, F ½ Road Parkway and 24 Road. The campus will include three pad sites along 24 Road and one adjacent to the City Market store on the south side of the subject property.

2. Project Description

The subject property is located at 649 Market Street on the southeast corner of F ½ Road Parkway and 24 Road and is approximately 8.6 acres. The applicant recently requested the site be rezoned from C-1 (Light Commercial) to the MU (Mixed Use) zone district which would allow construction of a new corporate headquarters building of up to four stories for the bank. The subject property is expected to develop in (approximately) five phases with the corporate headquarters building being constructed in the first phase. Pad sites will develop in subsequent phases in accordance with market demand.



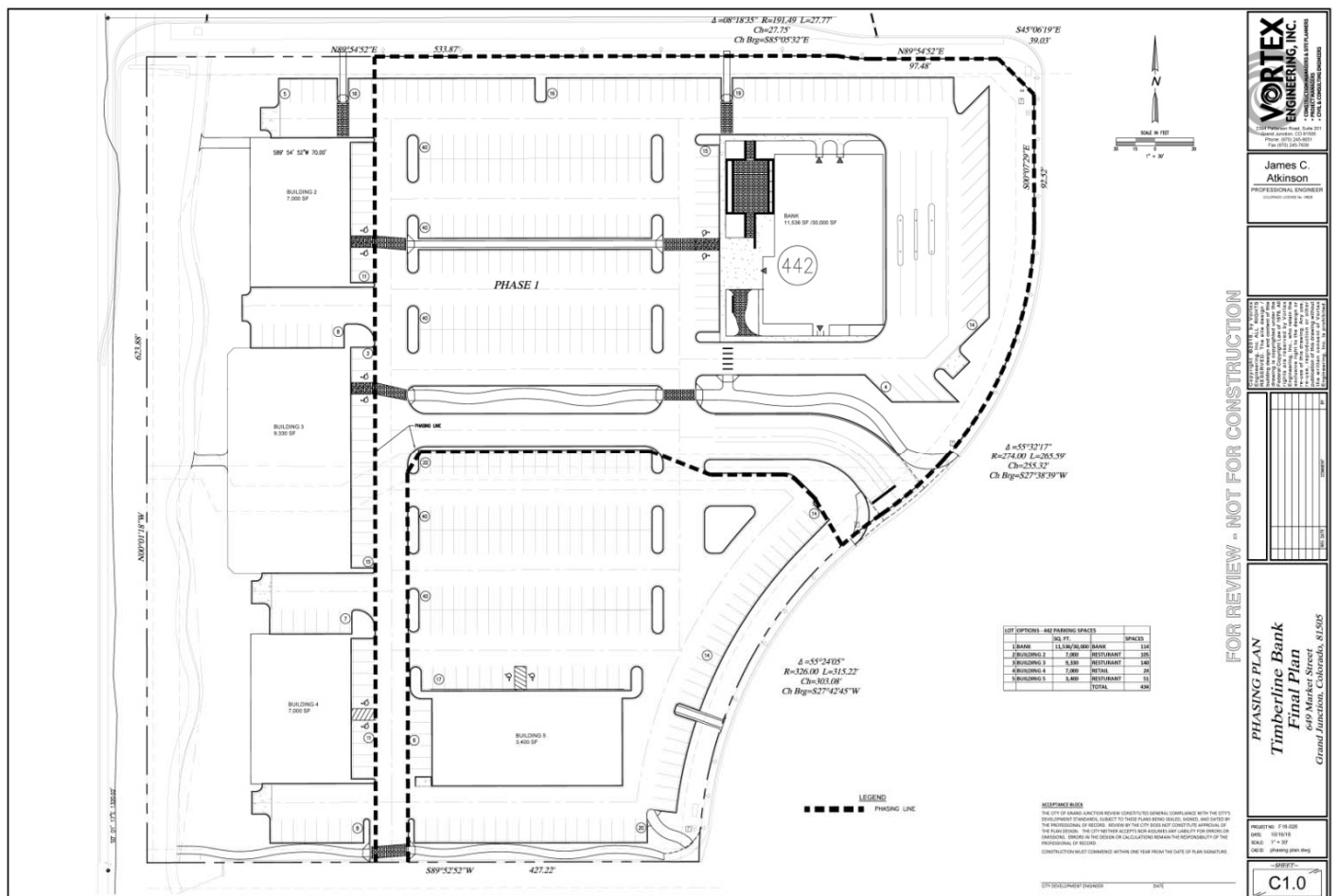
The subject property is located within the 24 Road Corridor Subarea Plan and is designed to comply with all provisions of Title 25 of the Grand Junction Municipal Code (GJMC).

Legal Description

The legal description of this site is:

LOT 1 CANYON VIEW MARKETPLACE SEC 4 1S 1W EXC ROAD ROW AS DESC IN B-5008 P-13 MESA CO RECDS - 8.64AC

The overall site has been master planned to create a coordinated campus style environment with integrated pedestrian facilities and shared access, parking and utilities. The northeast corner will be anchored by the corporate headquarters building with the potential for up to four future pad sites located along 24 Road and the southern property line. The following is an example of how the overall site could develop, depending on market demand for building sites:



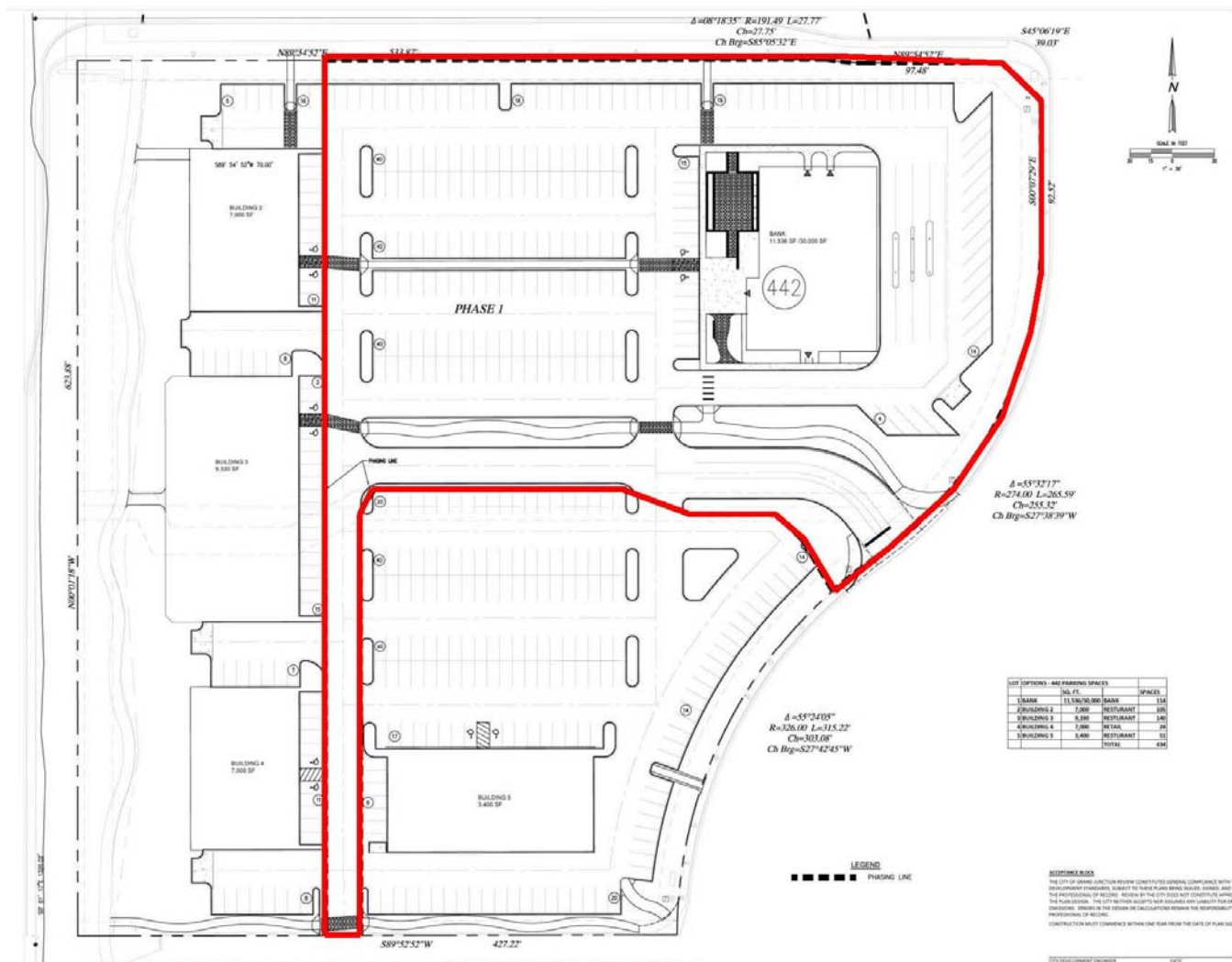
Site Circulation and Parking

Access to the site is provided from Market Street to the east by an access point that aligns with the existing access to the Regal Theaters. The internal street will be located within a tract that will be owned and maintained by a Property Owners Association (POA). The tract contains a pedestrian promenade and will be landscaped with trees and ground cover, and will feature other pedestrian amenities such as benches. The promenade will facilitate pedestrian traffic between the site, adjacent public streets and the commercial/retail services areas to the east.

Cross-access easements shall be established within the site to provide access to future pad sites as well as internal circulation and shared parking between the various future uses on the pad sites. A cross-access between the site and the City Market located to the south was previously recorded and will be constructed as part of Phase 1 as noted below on the site plan.

Parking has been calculated based on requirements for one bank, three future restaurants and one future retail building. A total of 434 parking spaces are required with the anticipated land uses; a total of 442 parking spaces have been provided including ADA accessible spaces.

Timberline Bank, Phase 1 (outlined in red):



Signage within the 24 Road Corridor

Signage for the proposed Timberline Bank corporate headquarters building shall be in compliance with Sec. 21.06.070, Sign Regulations and Sec. 25.05.010, Sign Standards for the 24 Road Corridor. A licensed sign contractor shall obtain all required permits for freestanding and wall mounted signage prior to installation.

Open Space, Trails and Landscaping

Section 21.06.020, Trails, states that the owner of each project or change of use which will increase pedestrian and/or bicycle use or trips shall dedicate trail easements consistent with the City's adopted plans, subject to any claims as provided in GJMC 21.06.010(b)(1). Trails shall be constructed in accordance with applicable City standards.

Leach Creek is located on the west side of the subject property and was previously developed with a concrete trail. The applicant has master planned multiple pedestrian sidewalks that are integrated throughout the site to provide interconnectivity between the Leach Creek trail along 24 Road, F ½ Road Parkway and Market Street with the future development of pad sites.

The primary entrance to the site aligns with the access for the Regal Theaters to the east and the existing promenade that serves as the organizing feature for the theaters on the east side of Market Street. The new corporate headquarters building has been situated to anchor the northeastern corner of the site and create a coordinated campus environment with future pad sites (located on the south and western sides of the site). Pedestrian facilities will link each of the pad sites and provide connections between the existing Leach Creek trail and the sidewalks on the public streets.

A Landscape Plan showing plant materials and installation requirements has been provided with this application. Please refer to the Landscape Plans for specific details.



3. Public Notice

The applicant shall comply with all public notice requirements in accordance with Sec. 21.02.070(3) of the Grand Junction Municipal Code for a Site Plan application. A Neighborhood Meeting is not required for this type of land use application.

4. Comprehensive Plan

The Comprehensive Plan's Future Land Use Map shows the subject property as Village Center Mixed Use. 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.

Goal 3, Policy A: To create large and small “centers” throughout the community that provides services and commercial areas.

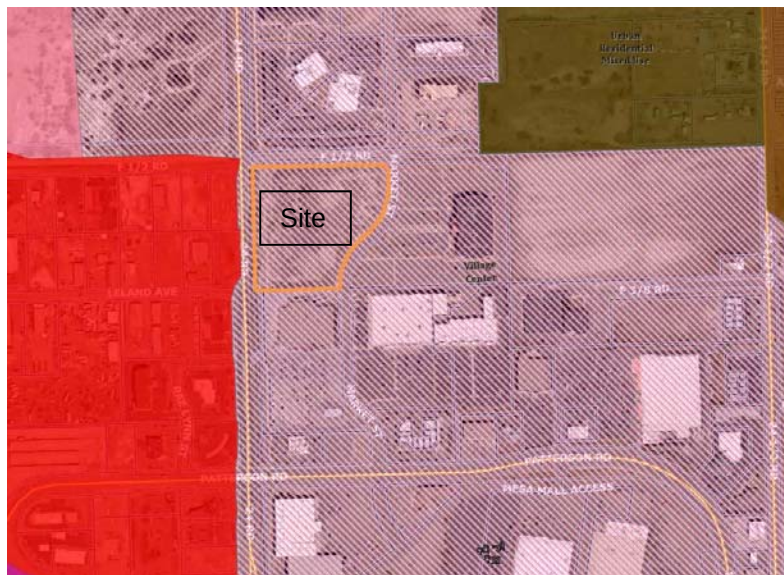
Goal 8: Create attractive public spaces and enhance the visual appeal of the community through quality development.

Goal 8, Policy A: Design streets and walkways as attractive public spaces.

Goal 8, Policy B: Construct streets in the City Center, Village Centers and Neighborhood Centers to include enhanced pedestrian amenities.

In addition to the goals and policies, the proposed development also meets the following Guiding Principle 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.



5. Zoning and Surrounding Areas

The applicant recently requested a rezone from the C-1 (Light Commercial) zone district to the MU (Mixed Use) zone district which was approved by the Grand Junction City Council on October 3, 2018. The MU zone district is consistent with, and supports, the Comprehensive Plan's Future Land Use Map classification of Village Center Mixed Use for the subject property.

Financial Services/Office with a drive-through is a permitted use in the MU zone district. Other applicable development standards found in Title 25 concerning the 24 Road Corridor apply to the subject property and have been addressed in this report.

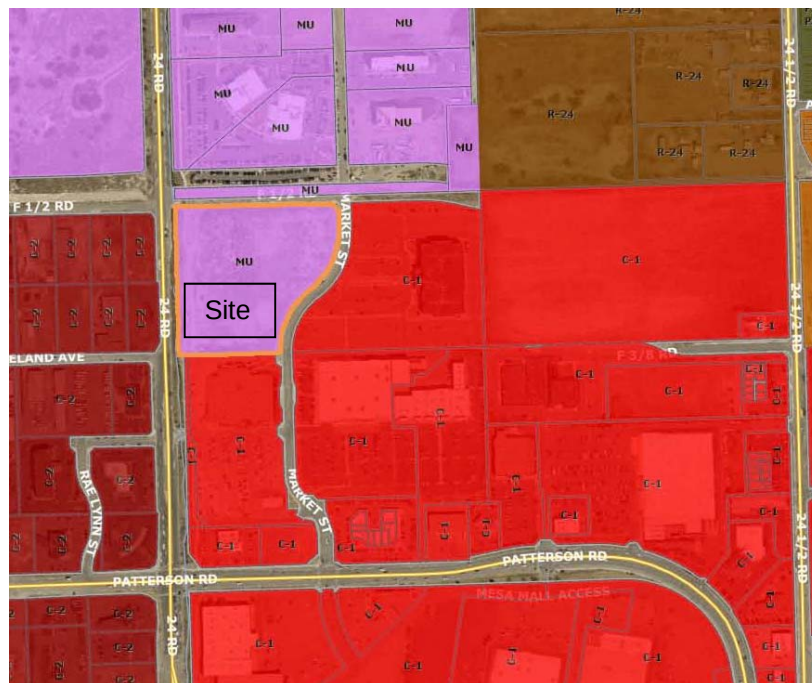
Surrounding area zoning and land uses include:

North – Planned Development (PD) with single family residential land uses

South – Industrial Office Park (IO) with commercial/industrial land uses

West – Residential 5 du/ac (R5) and Planned Development (PD) with single family residential land uses

East – Planned Development (PD) with single family residential land uses



Neighborhood Plans – 24 Road Corridor Subarea Plan

The subject property is located within the 24 Road Corridor Subarea Plan of the Comprehensive Plan. The proposed development has been designed to be compliant with the following standards of Title 25, 24 Road Corridor Design Standards:

Sec. 25.02.030, On-site Open Space

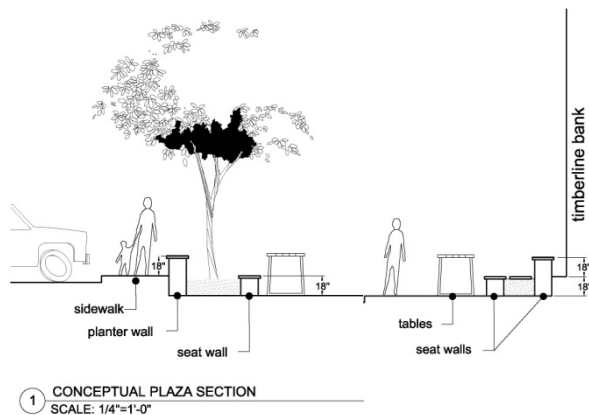
The Leach Creek trail frames the western side of the subject property and will have pedestrian connections provided with development of future pad sites. The plaza area located at the main entrance to the corporate headquarters building provides a focal point to the building and is connected to the public sidewalk on F ½ Road Parkway which provides a pedestrian link between the public street and the site.

The Leach Creek drainage way and trail shall be publicly accessible at not less than 800-foot intervals with the development of the pad sites. Future development of pad sites with buildings that have frontage on the Leach Creek trail will be encouraged to provide windows, doors, plazas, or other amenities that encourage pedestrian activity toward the open space.

Sec. 25.02.040, Organizing Feature

The overall site design includes a central pedestrian promenade which is similar in design to the existing promenade located on the Regal Theaters site directly to the east. The promenade will feature a meandering 8 foot concrete sidewalk with landscaping and pedestrian amenities within the walkway.

The corporate headquarters building will also feature an organizing feature located at the main entrance on the west side of the building. The entrance will feature a sunken plaza with landscaping, seat walls and permanent table and chairs/seating. The sunken plaza will be ADA accessible from both the north and south sides.



Sec. 25.02.050, Site Grading and Drainage

Stormwater from the site shall be addressed by direct discharge. See the Grading Plan and Drainage Report for specific information regarding drainage facilities and site grading. The existing riparian areas and drainage area (Leach Creek) was previously constructed to City specifications and is maintained as a natural open space with a pedestrian trail.

Sec. 25.02.060, Building and Parking Setbacks

All buildings, including future pad site buildings, and parking areas shall meet the required setbacks of Sec. 25.02.060. The corporate headquarters for Timberline Bank and associated parking areas are compliant with the requirements of this Code section. See Site Plan for setbacks and details.

Sec. 25.02.070, Building Location and Orientation

The new corporate headquarters building has been designed to fully comply with all requirements of the 24 Road Corridor Subarea Plan (Title 25). Located in the northeast corner of the site, all sides of the building that are visible from a street have the equivalent architectural treatment of the primary building façade facing the west and all service facilities will be completely screened from view. See Building Design sheets for specific architectural details.

Sec. 25.02.080, Parking, Access and Circulation

The primary access to the subject property is from Market Street, however a cross-access easement on the southern property line exists that will serve as a secondary point of access between this site and City Market to the south.

Parking has been calculated for the overall site based on a combination of bank, retail and restaurant uses, which is the most intensive land use combination that the site can support with the ability to provide required parking for each of the land uses. Phase 1 of the development will provide approximately 202 parking spaces which exceeds the 114 parking spaces required for the bank by 88 spaces. As noted earlier, cross-access easements for access, parking and utilities shall be provided with the development of future pad sites.

All internal access drive aisles, parking and landscaped areas will be owned and maintained by a Property Owners Association.

Sec. 25.02.090, Auto-oriented Uses

The intent of Section 25.02.090 is to minimize the impacts of auto circulation, queuing, drive-up facilities (including speaker systems and similar activities) and to promote street-oriented building design and pedestrian amenities. To accomplish this goal, the following standards shall apply:

(a) Drive-up and drive-through facilities (order stations, pick-up windows, bank teller windows, money machines, car drop-off areas for auto service or rental, etc.) shall be located on the side or rear of a building and away from residential uses.

(b) For buildings greater than 100 feet from the street and with no intervening buildings, drive-through windows may be allowed to face a perimeter street, and drive-through lanes may be allowed with adequate landscaping buffer from the right-of-way line.

The corporate headquarters building will have teller drive-through lanes and an ATM lane on the east side of the building that faces Market Street. The building and site have been designed to utilize a 100 foot setback from Market Street and to provide generous landscaping along Market Street between the right-of-way and drive-through lanes for screening. See Landscape Plan sheets for specific information on plant materials, location and installation methods.

Sec. 25.02.100, Pedestrian and Bicycle Circulation

Sidewalk connections have been incorporated throughout the development and between future pad sites and the Leach Creek trail. Sidewalks located at the entrance of buildings shall be 8' wide. Pedestrian and bicycle facilities have been incorporated into the overall site plan for convenient circulation, access to Leach Creek and public streets along the site perimeter. See Site Plan for specific details.

Sec. 25.02.110, Sidewalks

A direct pedestrian connection to the corporate headquarters building has been provided from the public sidewalk. Pedestrian circulation from public walks to parking areas, the building entries and the plaza at the front of the building have been provided and will be constructed with stamped concrete or other colored material to differentiate the sidewalk from the driving surface.

Walkways have been provided to separate pedestrians and vehicles, and shall link ground level uses with the development of the future pad sites. Primary walks in front of buildings are eight feet; all other sidewalks shall be at least five feet wide. Walkways crossing drive aisles shall be clearly marked with special paving such as stamped concrete or colored material.

Pedestrian linkages between the Leach Creek trail corridor and the interior of the site have been incorporated into the overall site design. There are three proposed connections between the Leach Creek trail and the site; however those connections will not be constructed until the pad sites develop.

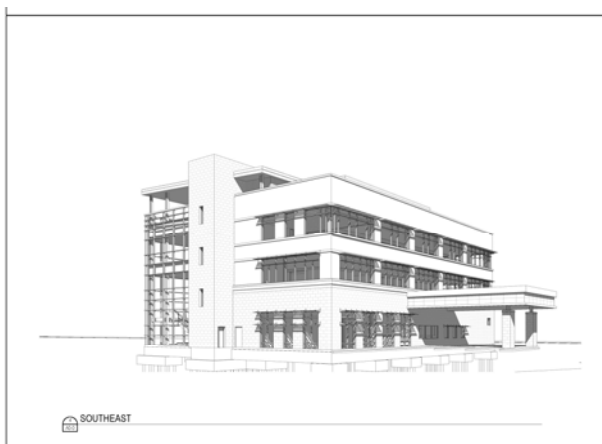
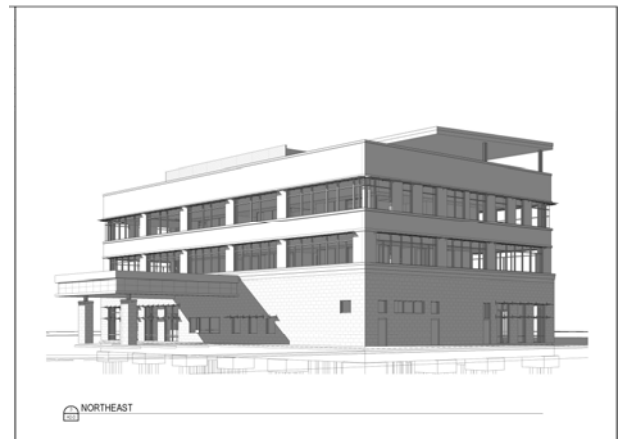
Sec. 25.02.120, Bicycle Circulation

Bicycle parking shall be located near building entries and will not encroach on pedestrian walkways. Bicycle parking shall be provided on future pad sites at the time of development. Connections from the pad sites and central parking areas to the Leach Creek trail and perimeter sidewalks and streets have been incorporated into the overall site design.

Additional requirements from Title 25 include the following:

Sec. 25.03, Architectural Design

The corporate headquarters building shall meet or exceed all requirements of Section 25.03, Architectural Design. For compliance with Sec. 25.03.020, Building Form and Scale, and Sec. 25.03.030, Building Materials, please see architectural renderings included with this application for specific details.





Sec. 25.04.010, Pedestrian, Accent and Security Lighting

Pedestrian lighting on the perimeter of the site was previously installed on the Leach Creek trail, F ½ Road Parkway and Market Street in accordance with Sec. 25.04.010. Accent and security lighting shall be designed and installed in accordance with Sec. 21.06.080, Outdoor Lighting of the GJMC. See the Lighting Plan and Site Plan for specific lighting details and information.

Sec. 25.05.010, Signs

Signage for the proposed Timberline Bank corporate headquarters building shall be in compliance with Sec. 21.06.070, Sign Regulations and Sec. 25.05.010, Sign Standards for the 24 Road Corridor. A licensed sign contractor shall obtain all required permits for freestanding and wall mounted signage prior to installation.

6. 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.

Utility providers for the site are as follows:

- Sewer: City of Grand Junction/Persigo Wastewater Treatment Plant
- Water: Ute Water Conservation District
- Gas/Electric: Xcel Energy
- Drainage: Grand Junction Drainage District
- Irrigation: Grand Valley Irrigation Company
- Cable: Spectrum

Public facilities such as medical, parks and public safety are available to serve development on this site within ½ mile of the site.

7. Drainage

The topography of the site is generally flat with a gentle slope in a south to southwest direction with the highest point being at the northeast corner. Several mounds of stock piled fill material have been dumped on the property that has altered the slope somewhat. In general though, everything drains south and west toward Leach Creek. There are no off-site surface flows that enter the property. F ½ Road Parkway and Market Street intercept any flows that would have drained toward the site.

There is an existing 36" storm sewer that traverses the site that conveys runoff from the Regal Theaters project on the east side of Market Street. This pipe runs from east to west and discharges at Leach Creek and was designed to accept developed flow from Lot 2, Canyon View Marketplace, as well as portions of Market Street and this site.

Proposed drainage for this property will follow the pattern that has been developed in the area. An underground detention basin will be installed to intercept runoff from the buildings and parking lots, treat the runoff for water quality and discharge to Leach Creek. The minor and major storm events in excess of the water quality capture volume will be discharged directly to Leach Creek.

The underground detention basins have been designed to accommodate periodic maintenance and flushing. Inspections shall be done annually and is further documented and provided for in the Association's CCR's that will be recorded in conjunction with the Subdivision Plat. Furthermore, maintenance easements in favor of the association are provided for.

The property is located within the 100-year floodplain of Leach Creek with indentified base flood elevations identified. All new buildings on the site will have the finished floor elevations set a minimum of 1.0' above the base flood elevation designations.

8. Wetlands and Floodplain

There are no known wetlands identified on the subject property according to the City's GIS maps.



The subject property is located within a flood zone AE -1% annual chance of the 100 year flood and flood zone X – outside 2% annual chance floodplain. There is a DFIRM (ID: 08077C) and LOMR (ID: 08077C_62) on the property with an effective date of 3-6-2017 and Case Number 16-08-0727P.

All buildings and structures constructed on site shall comply with the provisions of Sec. 21.07.010, Flood Damage, of the Zoning and Development Code.

9. Approval Criteria

Section 21.02.070(a)(6), General Approval Criteria, states that no permit may be approved by the Director unless all of the following criteria are satisfied:

- (i) Compliance with the Comprehensive Plan and any applicable adopted plan.
Response: The proposed development meets several goals, policies and Guiding Principle #2 of the Comprehensive Plan as noted earlier in this report; as well as the provisions of Title 25, 24 Road Corridor Design Standards, of the Grand Junction Municipal Code. See Site Plan and related reports with this application for specific details.
This criterion has been MET.
- (ii) Compliance with this zoning and development code.

Response: The proposed development is designed to meet or exceed all applicable provisions of Title 21 and Title 25 of the Grand Junction Municipal Code. See Site Plan, related reports and the portion of this report subtitled Neighborhood Plans-24 Road Corridor Subarea Plan with this application for specific details.

This criterion has been MET.

- (iii) Conditions of any prior approvals.

Response: There are no conditions of any prior approvals that pertain to the subject property.

This criterion is not applicable.

- (iv) 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 proposed development have the capacity and willingness to serve the development.

This criterion has been MET.

- (v) Received all applicable local, State and federal permits.

Response: All applicable local, state and federal permits shall be obtained prior to construction and development of the site (for each phase as applicable).

This criterion has been MET.

Section 21.02.070(s), Final Plat, states that the final plat provides detailed graphic information and associated text indicating property boundaries, easements, streets, utilities, drainage, and other information required for the maintenance of public records of the subdivision of land. A final plat shall be required for all subdivisions. The final plat shall conform to the approved preliminary subdivision plan. If a minor revision of a preliminary subdivision plan is required, the review of the revised preliminary subdivision plan may, at the discretion of the Director, proceed concurrently with final plat review. Section 21.020.070(s)(2), Approval Criteria states that the final plat shall demonstrate compliance with all of the following:

- (i) The same criteria as the preliminary subdivision plan in subsection (r) of this section; and
- (ii) The preliminary subdivision plan approval and any conditions attached thereto. A part of the land area within the preliminary subdivision plan may be approved for platting.

Section 21.020.070(r)(2), Approval Criteria. A preliminary subdivision plan shall not be approved unless the applicant proves compliance with the purpose portion of this section and with all of the following criteria:

- (i) The preliminary subdivision plan will be in conformance with the Comprehensive Plan, Grand Junction Circulation Plan, and other adopted plans;

Response: The proposed Timberline Plaza Subdivision is consistent with the Village Center Mixed Use land use classification and the current MU (Mixed Use) zone district. The proposed subdivision supports the goals and policies of the Comprehensive Plan

and the intent and bulk standards of the MU zone district, as well as the 24 Road Corridor Design Standards.

- (ii) The subdivision standards in Chapter 21.06 GJMC;

Response: The proposed subdivision meets the standards of Section 21.06 of the Grand Junction Municipal Code. At the time of development, each pad site (lot) will individually comply with all standards of Section 21.06.

- (iii) The zoning standards in Chapters 21.03 and 21.04 GJMC;

Response: The proposed subdivision meets the bulk standards for the MU zone district. At the time of development, each pad site (lot) will individually comply with all standards of Section 21.03 and 21.04.

- (iv) Other standards and requirements of this code and other City policies and regulations;

Response: The proposed subdivision meets all relevant provisions of Title 21 of the GJMC. At the time of development, each pad site (lot) will individually comply with all standards of the Zoning and Development Code, TEDS and SWMM manual and other regulations.

- (v) Adequate public facilities and services will be available concurrent with the subdivision;

Response: 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. All utilities shall be constructed to current standards and specifications of the utility and service provider at the time of development.

- (vi) The project will have little or no adverse or negative impacts upon the natural or social environment;

Response: There are no anticipated adverse or negative impacts on the natural or social environment. Any potential impacts will be mitigated through the development process.

- (vii) Compatibility with existing and proposed development on adjacent properties;

Response: All uses will be those allowed by the MU zone district which are compatible with existing development that supports the Village Center Mixed Use land use classification.

- (viii) Adjacent agricultural property and land uses will not be harmed;

Response: There is no agricultural land use near the subject property. This criterion is not applicable.

- (ix) Is neither piecemeal development nor premature development of agricultural land or other unique areas;

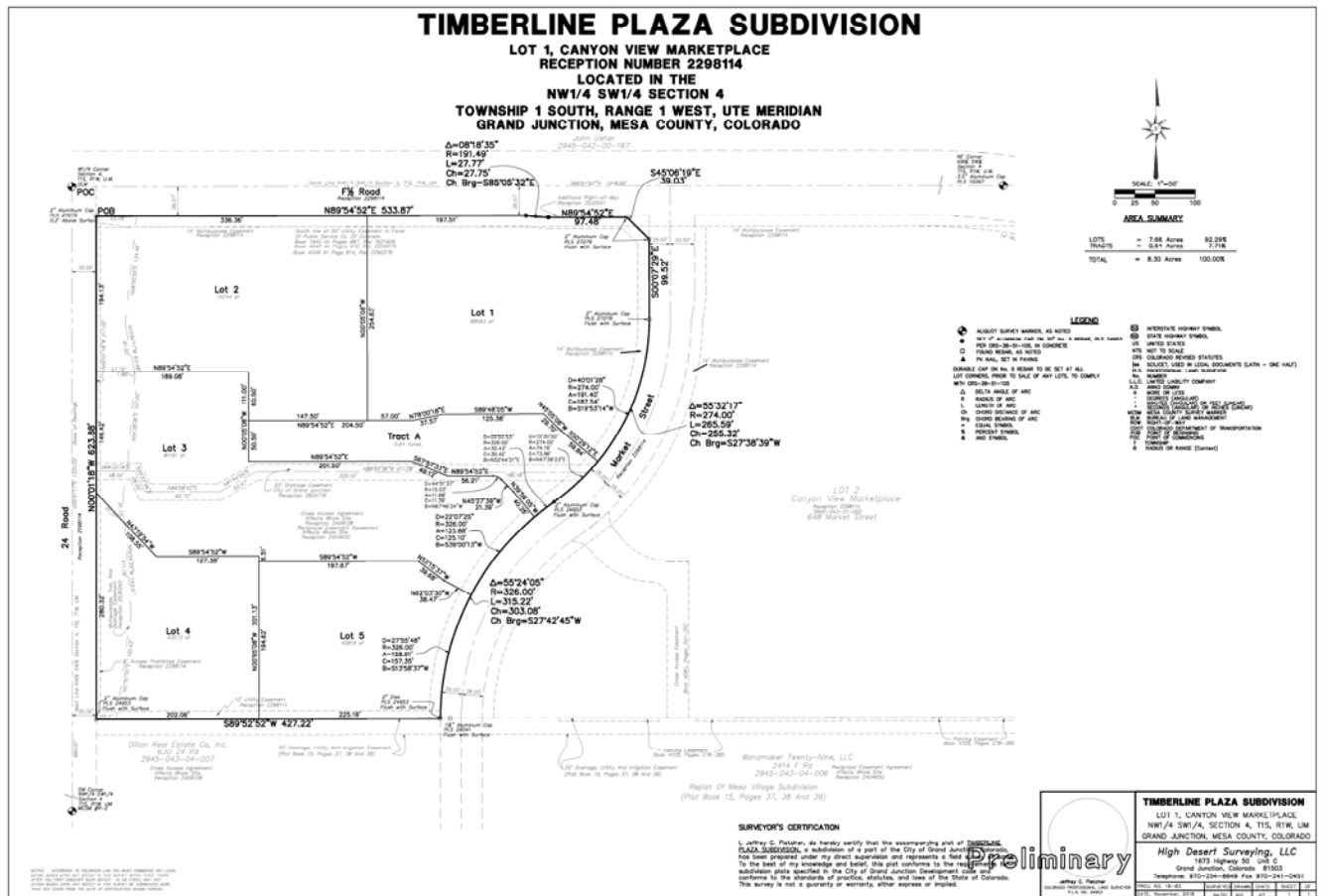
Response: The proposed subdivision is neither piecemeal nor premature. The subdivision will facilitate development in a timely and cohesive fashion with the creation of lots and pad sites that will complement the existing development.

- (x) There is adequate land to dedicate for provision of public services; and

Response: There is adequate land to dedicate for provision of public services and utilities to serve the overall development.

- (xi) This project will not cause an undue burden on the City for maintenance or improvement of land and/or facilities.

Response: This project will be privately owned, developed and maintained and will not cause an undue burden on the City. Open space, landscaping and common infrastructure will be maintained by the property owners of the individual lots.



10. Development Schedule

The proposed development will be constructed in approximately five phases. The applicant will construct the Timberline Bank corporate headquarters building, including the primary access, parking, perimeter landscaping and the central organizing feature, with the first phase. The applicant will also construct infrastructure necessary to provide access and utilities for subsequent phases as part of the first phase. As market demand for retail sales and services increases in this area of the community, subsequent phases will be developed under separate application(s).

Construction of the first phase is anticipated to begin upon approval of the Site Plan in the first quarter of 2019.

11. Conclusion

After demonstrating how the proposed development meets the Comprehensive Plan, the Zoning and Development Code and other related development regulations, the applicant respectfully requests approval of the Site Plan .

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.

City of Grand Junction Review Comments

Date: January 16, 2019

Comment Round No. 1

Page No. 1 of 14

Project Name: Timberline Bank & Plaza

File No: SUB-2018-755

Project Location: 649 Market Street

SPN-2018-754

Check appropriate ☒ if comments were mailed, emailed, and/or picked up.

Property Owner(s):

Mailing Address:

Email:

Telephone:

Date Picked Up:

Signature:

Representative(s): Land Consulting & Development LLC – Attn: Kim Kerk

Mailing Address: 529 25 ½ Road, Suite B108, Grand Junction, CO 81505

☒ **Email:** Kimk355@outlook.com

Telephone: (970) 640-6913

Date Picked Up:

Signature:

Developer(s): Timberline Bank – Attn: Jeffery Taets

Mailing Address: 633 24 Road, Grand Junction, CO 81505

☒ **Email:** jeff@timberlinebank.com

Telephone: (970) 683-5563

Date Picked Up:

Signature:

CITY CONTACTS

Project Manager: Scott D. Peterson, Senior Planner

Email: scottp@qjcity.org

Telephone: (970) 244-1447

Dev. Engineer: Rick Dorris

Email: rickdo@qjcity.org

Telephone: (970) 256-4034

City of Grand Junction REQUIREMENTS (with appropriate Code citations)

CITY PLANNING

1. Proposal is for a Major Site Plan Review to construct a 35,000 +/- sq. ft., 4-story commercial bank/office building for Timberline Bank and also Preliminary/Final Subdivision Plan to create five (5) commercial lots and one (1) property owner's association tract of land all on 8.27 +/- acres in an existing M-U (Mixed Use) zone district. General Offices and Office with Drive-Through are both "Allowed" land uses within the existing M-U zone district. Property is also located within the 24 Road Corridor Design Standards and Guidelines area and must meet all applicable requirements for the corridor. Big Box Standards also apply to this application since this property is part of the existing Canyon View Marketplace which has buildings in excess of 50,000 sq. ft. (Regal Theater, City Market and Kohl's) (Section 21.04.030 (I) of the Zoning & Development Code). Comprehensive Plan Future Land Use Map indicates the property to be designated as Village Center. No additional response required.

Applicant's Response:

Document Reference:

2. Site Plan (Sheet C1.1):

- a. Off-Street Parking Requirements: Bank with Drive-Thru: 1 parking space per 300 sq. ft. of floor area (1st floor), which would trigger 40 parking spaces. General Office: 1 parking space per 400 sq. ft. of floor area (2nd and 3rd floors) which would trigger 59 spaces. Proposed 4th floor is just covered outside patio area for use by employees only with no additional off-street parking requirement (please address further if this is indeed the case). Applicant is proposing 200 spaces to be developed with the initial 1st phase. Also, required bicycle spaces shall be provided at a rate of 1 bike space per 20 vehicle spaces which would trigger 10 bike spaces. Label location of proposed bike rack(s) to accommodate a minimum of 10 bikes to be developed within Phase 1 on Site Plan.
 - b. Label width of drive aisles.
 - c. Add phase line to Legend Block.
 - d. FYI. Future phasing and development of Buildings 2 through 5 will require separate Site Plan Review application(s) and approval since applicant is not proposing to develop at this time.
 - e. Label existing locations of pedestrian street lights adjacent to Market Street and F ½ Road.
 - f. Revise recording Reception Number for the additional right-of-way dedication at the intersection of Market Street and F ½ Road to be 2532041, not 2298114 as labeled.
 - g. Label location of existing Regal Theater monument sign located adjacent to Leach Creek.
 - h. Identify drive-thru canopy footprint and also provide typical building footprint dimensions.
 - i. Label distance from trash enclosure to Market Street right-of-way. Trash enclosure must be over 20' from the property line per the 24 Road Corridor Design & Big Box Standards.
 - j. Proposed sidewalk connection(s) from F ½ Road shall be a minimum of 8' in width, not 5' as identified (Section 21.04.030 (l) (3) (i) of the Zoning & Development Code). Revise as necessary. As an FYI, in the area identified as Building 5, the sidewalks will also need to be a minimum of 8' in width from the connection to Market Street and also along the south property line. Revise as necessary.
 - k. City Project Manager is agreeable that the internal pedestrian connection from Timberline Bank building to proposed Building 2 which is identified as 5' in width, could remain as 5' in width since the sidewalk does not make a direct connection to a public right-of-way in accordance with Section 25.02.110 (b) of the 24 Road Corridor Design Standards. No further response required.
 - l. Are any free-standing signage proposed? If so, identify locations on Site Plan.
 - m. Identify proposed 8' wide pedestrian connections across drive-aisles to Buildings 2, 3, 4 & 5.
 - n. Label distance from property line adjacent to Market Street to the Timberline Bank building. Proposed distance must be in excess of 100' since this side of the building contains a drive-thru window (Section 25.02.090 (b) of the 24 Road Corridor Design Standards).
 - o. Within the Building 3 footprint identifies an adjusted 20' Drainage Easement. When will this be addressed? At time of Building 3 development? Applicant would need to request vacation of a portion of this easement since it is an easement dedicated to the public. Proposed vacation request will require both Planning Commission and City Council review and approval.
 - p. Construction Note #9 references Sheet C5.0, however this sheet is a Stormdrain P & P, which has nothing to do with the installation of a street light. Revise as applicable. Please review other Sheet identifications within the Construction Notes to verify that everything matches correctly.
 - q. Add proposed lot lines to verify building setbacks, etc.
 - r. Are parking blocks necessary in order to prevent vehicles from overhanging the 5' wide sidewalk that is to be developed within Phase 1?
 - s. It appears that the front sidewalks located in front of buildings 2, 4 & 5 are not a minimum of 8' in width. Revise accordingly.
 - t. As an FYI. Since there is a detached sidewalk adjacent to F ½ Road, applicant could propose a minimum on-site street frontage landscaping strip of 5'. No additional response required.
- Code Reference: V-22 of the SSIDS Manual.

Applicant's Response:

Document Reference:

3. 24 Road Corridor Design Standards:

- a. Garbage enclosure shall be coordinated with the same design and use of similar materials as the principal building and at least 6' in height (Section 25.03.060 (a) (3) of the 24 Corridor Design Standards). Revise Detail #5 as applicable on Sheet C9.0. Wood slats is not an acceptable material. Also, on Sheet AS1-1, is the same proposed stone veneer being utilized on the principal building? Further describe how this proposal meets with the 24 Road Corridor Design Standard.
- b. Are the proposed doors located on the north & south sides of the building intended to be for use by the general public/customers or is the usage strictly for employee entrances or fire only exist doors? If utilized for the public, proposed sidewalk will need to be a minimum of 8' in width in these areas (Section 25.02.100 of the 24 Road Corridor Design Standards). Please address intent further.
- c. The proposed sunken plaza at Timberline Bank and with the future phasing/buildings that will utilize Leach Creek, are both adequate to serve as organizing features for the development in accordance with Section 25.02.040 (b) (1), (4) & (5) of the 24 Road Corridor Design Standards). No further response required.

Applicant's Response:

Document Reference:

4. Big Box Requirements:

- a. For the official record, please address what two of the site design features as identified in Section 21.04.030 (I) (2) (i) of the Zoning & Development Code that the applicant is providing.
- b. Grand Valley Transit (GVT) has an existing bus stop located along F ½ Road adjacent to the applicant's property, therefore a pull-out bus stop will be required to be constructed per City standards (Section 21.04.030 (I) (2) (ii) of the Zoning & Development Code). Please add design to construction plan set drawings. See City Market and Kohl's pull-outs on Market Street as examples. See RTPPO (Regional Transportation Planning Office) review comments for additional information.
- c. Please further address the ground floor façades for the Timberline Bank building that face public streets (Market Street & F ½ Road). Ground floor facades shall have windows, entry areas, awnings or other such features along no less than 60% of the façade length (Section 21.04.030 (I) (7) (ii) of the Zoning & Development Code and 25.03.020 (b) of the 24 Road Corridor Design Standards).
- d. For the official record, please address what two of the four features that the Timberline Bank building is providing in accordance with Section 21.04.030 (I) (10) of the Zoning & Development Code and Section 25.03.020 (c) of the 24 Road Corridor Design Standards.

Code Reference: Section 21.04.030 (I) of the Zoning & Development Code.

Applicant's Response:

Document Reference:

5. Building Elevations (Sheets A2-1 & A2-2):

- a. Provide color rendering for review in compliance with the 24 Road Corridor Design Standards and Guidelines.
- b. See Review Comment #4 c. and revise as applicable.
- c. Where will proposed utility switch boxes and electrical and gas meters be located on the building? If located on the outside of the building, they will need to be either screened or located out of view from the public streets (Section 25.03.060 (c) of the 24 Road Corridor Design Standards). Please address further.
- d. Are all proposed rooftop mechanical equipment to be located within the labeled Aluminum Louver Equipment Screen as identified on these sheets (Section 25.03.060 (b) of the 24 Road Corridor Design Standards & Section 21.04.030 (I) (14) of the Zoning & Development Code)?

Code Reference: V-4 of the SSIDS Manual.

Applicant's Response:

Document Reference:

6. Subdivision Plat:

- a. See City Surveyor review comments and revise subdivision plat as applicable.
- b. City Development Engineer is requesting that the floodplain be shown on the subdivision plat or on a separate site plan.
- c. On Sheet 1, in the Dedication Block, add model dedication language for a Multi-Purpose Easement.
- d. Dedicate additional right-of-way at the SE corner of the property to incorporate the existing sidewalk to be located within the right-of-way.
- e. On Sheet 1, in the Dedication Block, add model dedication language for the dedication of right-of-way.
- f. On Sheet 1, in the Dedication Block, in the Tract A paragraph, revise wording as follows; "Tract A is granted by separate instrument to the Property Owner's Association for the association uses as defined in the Covenants, Conditions and Restrictions recorded with the subdivision."

Code Reference: Section 21.02.070 (r) & (s) of the Zoning & Development Code and V-15 of the SSIDS Manual.

Applicant's Response:

Document Reference:

7. Conveyance Document & CCR's:

- a. Submit CCR's and Warranty Deed document(s) for review that dedicates proposed Tract A to the property owner's association.
- b. CCR's will need to provide language for cross access easements and parking between lots. As proposed with the subdivision lot layout, proposed Lot 4 has no street access.

Code Reference: IV-2 of the SSIDS Manual.

Applicant's Response:

Document Reference:

8. Landscaping:

- a. FYI. At time of Certificate of Occupancy, Licensed Landscape Architect shall provide a letter to the City Project Manager stating that all landscaping was installed per the approved Landscaping Plan for each filing.
- b. Provide a separate drawing or revise Sheet L1 to provide a clearer drawing on what landscaping will be installed within each phase. Example. Phase 1 landscaping will include parking lot islands near proposed Building 2. See Site Plan (Sheet C1.1) for additional information regarding the boundary of Phase 1, etc.
- c. Please explain in more detail if additional landscaping is being provided adjacent to Market Street to help screen and buffer the drive-thru lanes of Timberline Bank in accordance with Section 25.02.090 (b) of the 24 Road Corridor Design Standards.
- d. What type of landscaping is proposed within the right-of-way of F ½ Road between the back of curb and the detached sidewalk? Revise drawings as necessary.

Applicant's Response:

Document Reference:

9. Lighting Plan (Sheets C7.0 & C7.1):

- a. Add a general note to the Lighting Plan that states that; "All outside lighting shall comply with Section 21.06.080 of the Zoning and Development Code."
- b. Provide pedestrian lighting at this time along the Leach Creek Trail in accordance with the 24 Road Corridor Design Standards (Section 25.04.010 (a) of the 24 Road Corridor Design Standards). Proposed light fixtures shall match the fixtures that City Market installed with their development. Please address, add locations to Lighting Plan and provide elevation drawing for review.

- c. Add proposed Timberline Bank building outside light fixtures to footcandle diagram and Luminaire Schedule and provide manufacturer's lighting cut-sheets.
 - d. See Review Comment #2 e. and revise Lighting Plan as applicable.
- Code Reference: Section 21.06.080 of the Zoning and Development Code.

Applicant's Response:

Document Reference:

10. Fees:

- a. Contact Debi Overholt in the City's Customer Service Division for Sewer Tap Fees, (970) 244-1520, payable at time of Planning Clearance issuance. Contact Ute Water Conservancy District for applicable water tap fees payable at time of Planning Clearance issuance.
- b. See City Development Engineer review comments for applicable City Public Works fees.

Applicant's Response:

Document Reference:

11. Signage:

- a. See City Addressing review comments concerning submitted Sign Package and revise drawing as applicable (Section 21.04.030 (l) (16) & 21.02.070 (n) of the Zoning & Development Code). Also, submit recorded easement document which permits the existing Regal Theater monument sign located on the property. If no recorded easement exists, applicant may include sign within proposed Sign Package for City staff review.

- b. FYI. Free-standing signs shall not exceed 12' in height nor 100 sq. ft. in size within the 24 Road Corridor. Building signs shall also not exceed 100 sq. ft. in size. See Section 25.05.010 of the 24 Road Corridor Design Standards and Guidelines for additional information regarding signage within this corridor when developing your free-standing and building signage program.

Code Reference: Section 25.05.010, 24 Road Corridor Design Standards.

Applicant's Response:

Document Reference:

CITY DEVELOPMENT ENGINEER

Site Plan:

FEES

Review Comment: Transportation Capacity Payment (TCP) – The current fee for a bank is \$6359 per 1000 SF of building. The current fee for office is \$3141 per 1000 SF of building. Please identify how much of the building is bank and how much is office.

Storm Drainage Fee (in lieu of detention) – The drainage fee in lieu of detention is acceptable as calculated, \$16,527.46.

Inspection Fee – 8.64 acres nonresidential = \$2171

Fee in Lieu of Utility Undergrounding – N/A, no overhead utilities to underground.

Applicant's Response:

Document Reference:

GENERAL

Review Comment: Provide the following Information on the Cover Sheet:

- 1.) Owner's Name, address, contact information
- 2.) Civil Engineer's Company, Name, address, contact information
- 3.) Architect's Company, Name, address, contact information
- 4.) Geotechnical Engineer's Company, Name, address, contact information, and Geotechnical Report Project Number and Date
- 5.) Land Surveyor Company, Name, address, contact information, and Survey Project Number and Date.
- 6.) Landscape Architect Company, Name, address, and contact information

Applicant's Response:

Document Reference:

Review Comment: The storm sewer re-alignment will require an easement abandonment and dedication along the new alignment.

Applicant's Response:

Document Reference:

Review Comment: Proper easements and CC & Rs or agreements must be in place to cover maintenance of the storm sewer system and basins. The general project report should address this.

Applicant's Response:

Document Reference:

Review Comment: The plans have been reviewed for the entire site but approval will be issued for only phase I. All subsequent buildings will need another site plan review process.

Applicant's Response:

Document Reference:

PLANS

Review Comment: See redlined plans. Respond in different color ink next to each comment and return with written response.

Applicant's Response:

Document Reference:

Review Comment: Delineate the phase I construction area clearly on the plans.

Applicant's Response:

Document Reference:

Review Comment: There have been recent problems with fire hydrants set to the wrong elevations and having to be raised after the fact. Call out flange or nut elevations for all fire hydrants according to the appropriate water utility providers details. The hydrants shall be as-built prior to concrete.

Applicant's Response:

Document Reference:

Review Comment: Storm Drain plan/profile shall include, but not limited to:

- 1.) Label the Q2 and Q100 at each inlet,
- 2.) Top of Grate and Invert Elevations of Drop-Inlet/Catch Basin,
- 3.) Size and Material of pipe,
- 4.) Invert Elevation of pipe,
- 5.) HGL on all SD Pipes,
- 6.) Velocity at outlet.

Applicant's Response:
Document Reference:

Review Comment: The re-routed storm sewer is very flat. Does it meet the minimum velocity requirements described in the SWMM? What construction techniques or quality control will be used to ensure it is built to design?

Applicant's Response:
Document Reference:

Review Comment: On the landscape plan, draw the sight triangles according to recent discussion on another project. This is critical at the main entrance looking north due to the curvature of the street. Show the sight triangle at the City Market entrance too.

Applicant's Response:
Document Reference:

DRAINAGE REPORT

Review Comment: All detention basins and infiltration-based retention basins must be registered on the State of Colorado Stormwater Detention and Infiltration Facility portal. The design engineer must visit the website and follow the directions to register the new basin. The web portal address is:
<https://maperture.digitaldataservices.com/gvh/?viewer=cswdif>
This is preferred prior to plan approval but can be completed prior to post-construction basin certification.

Applicant's Response:
Document Reference:

Review Comment: Because there is no "floodway" established for Leach Creek, the project must demonstrate the 1% chance WSEL doesn't rise more than 0.50' in accordance with FEMA guidelines. This should be included in the drainage report. See 21.07.010(c)(3). Include this analysis in the drainage report.

Applicant's Response:
Document Reference:

Review Comment: The HGLs on the 36" and 42" pipes appear to be within 1' of the surface if not overflowing.

Applicant's Response:
Document Reference:

Review Comment: Discuss the Leach Creek 100-year flow and its influence on the site storm sewer system. Does it create any problems?

Applicant's Response:

Document Reference:

Review Comment: Discuss in the text of the report the results of all pipe and inlet sizing. In other words, were all the pipes sized, does the HGL meet standards, were the inlets checked for capacity and are they adequate.

Applicant's Response:
Document Reference:

Review Comment: The geotechnical report states groundwater is between 7 and 16' deep. Does this impact the water quality basins?

Applicant's Response:
Document Reference:

Review Comment: If the water quality basin is full and the 1% storm comes, can the inlets and storm sewer pass it through to the outfall? If not, is this a problem?

Applicant's Response:
Document Reference:

STORMWATER

Review Comment: Obtain the 521 permit.

Applicant's Response:
Document Reference:

Subdivision Plat:

No specific comments. Refer to site plan review comments and Planner and Surveyor comments.

Applicant's Response:
Document Reference:

CITY POLICE DEPARTMENT – Officer Addison Horst – cro@gjcity.org (970) 549-5331

The attached Crime Prevention Through Environmental Design suggestions are for your consideration in designing the site and building(s). If any of the recommendations conflict with Grand Junction Municipal Code requirements, the Code provisions take precedence.

Applicant's Response:
Document Reference:

CITY SURVEYOR – Peter Krick – peterk@gjcity.org (970) 256-4003

TIMBERLINE PLAZA SUBDIVISION

REVIEW COMMENTS:

Sheet 1 of 2

1. The Description is incorrect. This is a replat of Lot 1 of Canyon View Marketplace, LESS right of way per Reception No. 2532041. This revision shall be noted in the Description and within the descriptive reference at the top center of the sheet (Sheets 1 and 2) beneath the Title.
2. Dedication language for the Multipurpose Easement is required (portion added at the Northeast corner of the site accommodating the additional right of way).

3. Dedication language for additional right of way MAY be required, if deemed necessary.

4. A Basis of Bearings statement is required

Applicant's Response:

Document Reference:

Sheet 2 of 2

1. Verify with the City Planner assigned to this project if additional right of way is required at the Southeast corner of this site. It appears that the existing sidewalk lies within this site. An additional portion of the 14; MPE may be required IF additional right of way is required.

2. The abbreviations used for the curve data within the lots differs from the abbreviations used to define the right of way for Market Street. Either add to the Legend or change the abbreviations so they all agree.

3. Unless it has been vacated, depict and label the Multipurpose, Trail and Drainage Easement adjacent to 24 Road right of way, as created by the Canyon View Marketplace subdivision.

4. The West Quarter corner appears to be a High Desert Surveying cap in a monument box, PLS #24953. This was set in 2006.

5. Verify the description of the aliquot corner at the SW Corner NW 1/4 SW 1/4.

Applicant's Response:

Document Reference:

CITY FIRE DEPARTMENT – Steve Kollar – stevenk@gjcity.org (970) 549-5852

Site Plan:

Fire Flow. Fire flow form indicates 4848 gpm at 20 psi and is acceptable for the proposed development.

Fire Hydrants. Proposed hydrant locations serving Buildings 2, 3, 4 and 5 are accepted. Two additional hydrants will need to be added to the northeast corner of the plan near the bank internal to the site (one must be within 150 feet of the FDC located along the internal fire apparatus road).

Fire Apparatus Access. Generally, fire department access network internal to site appears adequate from a layout standpoint. Vehicle template used for turn radius is not reflective of GJFD Truck 1. Please utilize Truck 1 specifications for design (found on GJFD website). East drive aisle around bank does not meet minimum 20' wide specifications and did not show adequate fire apparatus turn radius.

Applicant's Response:

Document Reference:

Subdivision Plat:

GJFD has no objections to the proposed subdivision. Site plans for each site will be addressed during subsequent reviews.

Please contact Steve Kollar at the Grand Junction Fire Department at 970-549-5800 should there be any questions.

Applicant's Response:

Document Reference:

PERSIGO WASTEWATER TREATMENT FACILITY – Jack Beach – jackb@gjcity.org (970) 256-4162

Please complete in Industrial Pretreatment Survey, this will help this division determine requirements.

Applicant's Response:

Document Reference:

CITY ADDRESSING – Pat Dunlap – patd@gjcity.org (970) 256-4030

1. Timberline Plaza Subdivision is an acceptable subdivision name.
2. The address for Lot 1 will be 649 Market Street.
3. The address for Lot 2 will be 647 Market Street.
4. The address for Lot 3 will be 645 Market Street.
5. The address for Lot 4 will be 643 Market Street.
6. The address for Lot 5 will be 641 Market Street.

Applicant's Response:

Document Reference:

Signage:

7. The Site Plan, Sheet C1.1 does not show the location of the monument sign for the Regal Cinemas nor does it show where the monument sign will be located for the bank.
8. Sign Permits can only be pulled by a licensed sign contractor in Mesa County. Please have your sign contractor submit plans for the monument and wall mounted signs for review.

Sign Plan (Sheets AS1-1 & AS1-2):

Monument Sign 2 is fine.

Monument Sign 1 is over the sign allowance. This is considered one monument sign so the entire sign face can only be a maximum of 100 sq. ft. The total for all the signage on the face is at 148 sq. ft. Will need to cut it back to 100 sq. ft. of signage total.

Also, the site plan does not show where the Regal Theatre sign is in relation to the new signs. Will need to show, even if it is in an easement.

Signage Allowance Calculations:

Calculations for the Timberline Bank building are based off of three (3) frontages:

North = F 1/2 Rd (186 sf)

East = Market St (281 sf)

West = 24 Rd (281 sf).

There is no southern street to pull frontage from.

Calculations on the street frontages:

North = F 1/2 Rd ($686.58 \times .75 = 514.935$ sf)

East = Market St ($609.36 \times .75 = 457.02$ sf)

West = 24 Rd ($615.53 \times .75 = 461.6475$ sf).

Total square footage allowed is 1433.6025 based on street frontages from the plat, not the GIS map.

Applicant's Response:

Document Reference:

OUTSIDE REVIEW AGENCY COMMENTS

(Non-City Agencies)

Review Agency: Mesa County Building Department

Contact Name: Darrell Bay

Email / Telephone Number: Darrell.bay@mesacounty.us (970) 244-1651

MCBD has no objections to this project.

Applicant's Response:

Review Agency: Xcel Energy

Contact Name: Brenda Boes

Email / Telephone Number: Brenda.k.boes@xcelenergy.com (970) 244-2698

Xcel has no objections at this time.

Completion of this City/County review approval process does not constitute an application with Xcel Energy for utility installation. Applicant will need to contact Xcel Energy's Builder's Call Line/Engineering Department to request a formal design for the project. A full set of plans, contractor, and legal owner information is required prior to starting any part of the construction. Failure to provide required information prior to construction start will result in delays providing utility services to your project. Acceptable meter and/or equipment locations will be determined by Xcel Energy as a part of the design process. Additional easements may be required depending on final utility design and layout. Engineering and Construction lead times will vary depending on workloads and material availability. Relocation and/or removal of existing facilities will be made at the applicant's expense and are also subject to lead times referred to above. All Current and future Xcel Energy facilities' must be granted easement.

Applicant's Response:

Review Agency: Ute Water Conservancy District

Contact Name: Jim Daugherty

Email / Telephone Number: jdaugherty@utewater.org (970) 242-7491

Site Plan:

- The District contacted the developers engineer to discuss the layout for the water service(s).
- The District contacted the developers engineer to discuss the layout for the fire line laterals.

Subdivision Plat:

- No objection.
- ALL FEES AND POLICIES IN EFFECT AT TIME OF APPLICATION WILL APPLY.
- If you have any questions concerning any of this, please feel free to contact Ute Water.

Applicant's Response:

Review Agency: Grand Valley Drainage District

Contact Name: Tim Ryan

Email / Telephone Number: tim.admin@gvdd.org (970) 242-4343

GVDD has no comment.

Applicant's Response:

Review Agency: 5-2-1 Drainage Authority

Contact Name: Mark Barslund

Email / Telephone Number: markb@gjcity.org (970) 256-4106

Before a stormwater permit can be issued the following items must be received by the 5-2-1:

1) A 5-2-1 permit application with a \$400 review and a \$500 permit fee payable by check to the 5-2-1.

www.521drainageauthority.org

2) A CSWMP Narrative in accordance with section 1500 of the Mesa County/ City of Grand Junction SWMM manual. The manual and CSWMP template can be found at www.521drainageauthority.org

3) An ORIGINAL, signed and notarized City of Grand Junction Operations and Maintenance agreement. www.521drainageauthority.org

4) A copy of the CDPHE COR030000 permit or project specific permit number.

www.colorado.gov/cdphe/wqcd

Prior to ANY disturbance, please contact Mark Barslund @ (970) 201-1362

These documents can be turned into the GJ City Hall Planning Department, the 5-2-1 office at 333 West Avenue, Bldg. C, (Grand Junction City Shops) or mailed to: 5-2-1 Drainage Authority, P.O. Box 3389, Grand Junction, CO 81502.

Applicant's Response:

Review Agency: Regional Transportation Planning Office (RTPO)

Contact Name: Dean Bressler

Email / Telephone Number: dean.bressler@mesacounty.us (970) 255-7188

As the Timberline Bank and adjacent parcels are developed, infrastructure for pedestrians, bicyclists, and persons with disabilities should be provided on the project site and extending to adjacent streets including 24 Road, F-1/2 Road, and Market Street to ensure full multimodal connectivity. Additionally, Grand Valley Transit (GVT) Route 8 runs on Market Street, F-1/2 Road, and 24 Road to the north of F-1/2 Road. There are bus stops on Market Street (at the southeast corner of the project site) and on F-1/2 Road (the north margin of the project site) that should be improved as a part of this project.

Accordingly, GVT should be coordinated with as the site development plans are revised. Due to the additional trips that this development will generate, the attached sidewalks on the west side of Market Street should be replaced with detached sidewalks with a minimum four-foot buffer.

Applicant's Response:

Review Agency: Urban Trails Committee

Contact Name: Andrew Gingerich

Email / Telephone Number: andrewg@gjcity.org (970) 256-4026

1. The UTC appreciates the consideration of pedestrian and trail network in the proposed development.

2. Trials should be designed for direct, non-circuitous travel. In the current proposal the trial system is interrupted by the location of the buildings. The trails should be located between the buildings and continue uninterrupted across the site.
3. Building along Leach Creek should be oriented towards bicyclists and pedestrians using the trail.
4. UTC recommends an onsite trail that aligns with the pedestrian entrance to Regal Cinema located directly east of the site. Relatedly, UTC is concerned about pedestrian crossing across Market Street, anticipating pedestrians will cross to the cinema from the site. UTC recommends pedestrian safety enhancements across Market Street at this location.
5. Monuments, points of interest, and surface treatments can help pedestrians and bicyclists navigate the site.

Applicant's Response:

REVIEW AGENCIES

(Responding with "No Comment" or have not responded as of the due date)

The following Review Agencies have responded with "No Comment."

1. Bureau of Reclamation

The following Review Agencies have not responded as of the comment due date.

1. City Transportation Engineer
2. Grand Valley Irrigation Company
3. Mesa County Assessor's Office

The Petitioner is required to submit electronic responses, labeled as "**Response to Comments**" for the following agencies:

1. **City Planning**
2. **City Development Engineer**
3. **City Surveyor**
4. **City Fire Department**
5. **Senior City Staff Attorney**
6. **City Addressing**
7. **Persigo Wastewater Treatment Facility**
8. **Ute Water Conservancy District**
9. **5-2-1 Drainage Authority**
10. **Regional Transportation Planning Office**
11. **Urban Trails Committee**

Date due by: **April 16, 2019**

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.

Applicant's Signature

Date

City of Grand Junction Review Comments

Date: January 16, 2019

Comment Round No. 1

Page No. 1 of 14

Project Name: Timberline Bank & Plaza

File No: SUB-2018-755

Project Location: 649 Market Street

SPN-2018-754

Check appropriate ☒ if comments were mailed, emailed, and/or picked up.

Property Owner(s):

Mailing Address:

Email:

Telephone:

Date Picked Up:

Signature:

Representative(s): Land Consulting & Development LLC – Attn: Kim Kerk

Mailing Address: 529 25 ½ Road, Suite B108, Grand Junction, CO 81505

☒ **Email:** Kimk355@outlook.com

Telephone: (970) 640-6913

Date Picked Up:

Signature:

Developer(s): Timberline Bank – Attn: Jeffery Taets

Mailing Address: 633 24 Road, Grand Junction, CO 81505

☒ **Email:** jeff@timberlinebank.com

Telephone: (970) 683-5563

Date Picked Up:

Signature:

CITY CONTACTS

Project Manager: Scott D. Peterson, Senior Planner

Email: scottp@qjcity.org

Telephone: (970) 244-1447

Dev. Engineer: Rick Dorris

Email: rickdo@qjcity.org

Telephone: (970) 256-4034

City of Grand Junction REQUIREMENTS (with appropriate Code citations)

CITY PLANNING

1. Proposal is for a Major Site Plan Review to construct a 35,000 +/- sq. ft., 4-story commercial bank/office building for Timberline Bank and also Preliminary/Final Subdivision Plan to create five (5) commercial lots and one (1) property owner's association tract of land all on 8.27 +/- acres in an existing M-U (Mixed Use) zone district. General Offices and Office with Drive-Through are both "Allowed" land uses within the existing M-U zone district. Property is also located within the 24 Road Corridor Design Standards and Guidelines area and must meet all applicable requirements for the corridor. Big Box Standards also apply to this application since this property is part of the existing Canyon View Marketplace which has buildings in excess of 50,000 sq. ft. (Regal Theater, City Market and Kohl's) (Section 21.04.030 (I) of the Zoning & Development Code). Comprehensive Plan Future Land Use Map indicates the property to be designated as Village Center. No additional response required.

Applicant's Response: Thank you.

Document Reference:

2. Site Plan (Sheet C1.1):

a. Off-Street Parking Requirements: Bank with Drive-Thru: 1 parking space per 300 sq. ft. of floor area (1st floor), which would trigger 40 parking spaces. General Office: 1 parking space per 400 sq. ft. of floor area (2nd and 3rd floors) which would trigger 59 spaces. Proposed 4th floor is just covered outside patio area for use by employees only with no additional off-street parking requirement (please address further if this is indeed the case). Applicant is proposing 200 spaces to be developed with the initial 1st phase. Also, required bicycle spaces shall be provided at a rate of 1 bike space per 20 vehicle spaces which would trigger 10 bike spaces. Label location of proposed bike rack(s) to accommodate a minimum of 10 bikes to be developed within Phase 1 on Site Plan.

1 parking space per 300 sq. ft. of floor area

1st floor: $11,742 \text{ SF} / 300 = 39.14 = 40 \text{ spaces req'd for 1st floor}$

1 parking space per 400 sq. ft. of floor area

2nd floor: $10,128 \text{ SF} / 400 = 25.3$

3rd floor: $10,888 \text{ SF} / 400 = 27.2$

$25.3 + 27.2 = 52.5 = 53 \text{ spaces req'd for 2nd \& 3rd floors}$

The 4th floor consists of a covered outside patio, toilet rooms, storage and a service kitchen that will only be used by employees and customers already within building, therefore no off-street parking requirement is triggered.

b. Label width of drive aisles.

The drive aisle widths are labeled on Sheet C2.0.

c. Add phase line to Legend Block.

The phase line has been added to the Legend Block, in addition a new sheet C0.2 has been added to the plan set to more clearly show the limits of work for Phase 1.

d. FYI. Future phasing and development of Buildings 2 through 5 will require separate Site Plan Review application(s) and approval since applicant is not proposing to develop at this time.

Comment Acknowledged

e. Label existing locations of pedestrian street lights adjacent to Market Street and F ½ Road.

The existing pedestrian lights are best shown and most visible on Sheet C1.0.

f. Revise recording Reception Number for the additional right-of-way dedication at the intersection of Market Street and F ½ Road to be 2532041, not 2298114 as labeled.

The Reception number has been corrected.

g. Label location of existing Regal Theater monument sign located adjacent to Leach Creek.

The existing Regal Theatre sign is shown on Sheet C1.0 and is to be moved. The new sign location is shown on C1.1.

h. Identify drive-thru canopy footprint and also provide typical building footprint dimensions.

The drive-thru canopy is labeled on Sheet C1.1, building dimensions have been added and are shown on C2.0.

i. Label distance from trash enclosure to Market Street right-of-way. Trash enclosure must be over 20' from the property line per the 24 Road Corridor Design & Big Box Standards.

The distance from the trash enclosure to the r/w line is labeled on Sheet C2.0 and is 32. feet.

j. Proposed sidewalk connection(s) from F ½ Road shall be a minimum of 8' in width, not 5' as identified (Section 21.04.030 (I) (3) (i) of the Zoning & Development Code). Revise as necessary. As an FYI, in the area identified as Building 5, the sidewalks will also need to be a minimum of 8' in width from the connection to Market Street and also along the south property line. The dimensions of the walks as described above are labeled and are 8' in width.

Revise as necessary.

k. City Project Manager is agreeable that the internal pedestrian connection from Timberline Bank building to proposed Building 2 which is identified as 5' in width, could remain as 5' in width since the sidewalk does not make a direct connection to a public right-of-way in accordance with Section 25.02.110 (b) of the 24 Road Corridor Design Standards. No further response required.

Comment Acknowledged.

l. Are any free-standing signage proposed? If so, identify locations on Site Plan.

Proposed free standing signage locations shown on AS1-1.

m. Identify proposed 8' wide pedestrian connections across drive-aisles to Buildings 2, 3, 4 & 5.

The pedestrian connections are 8' wide to buildings 2, 3, 4 and 5, and are labeled with note 7 on Sheet C1.1.

n. Label distance from property line adjacent to Market Street to the Timberline Bank building. Proposed distance must be in excess of 100' since this side of the building contains a drive-thru window (Section 25.02.090 (b) of the 24 Road Corridor Design Standards).

Distance from property line labeled on revised AS1-1.

o. Within the Building 3 footprint identifies an adjusted 20' Drainage Easement. When will this be addressed? At time of Building 3 development? Applicant would need to request vacation of a portion of this easement since it is an easement dedicated to the public. Proposed vacation request will require both Planning Commission and City Council review and approval.

With this application, we are requesting the vacation of this easement. Please find enclosed a legal description for the new easement to be utilized for the proposed change.

p. Construction Note #9 references Sheet C5.0, however this sheet is a Stormdrain P & P, which has nothing to do with the installation of a street light. Revise as applicable. Please review other Sheet identifications within the Construction Notes to verify that everything matches correctly.

The Sheet reference for Note #9 has been corrected. The other construction notes have been reviewed and revised as needed for proper sheet reference.

q. Add proposed lot lines to verify building setbacks, etc.

Proposed Lot lines have been added.

r. Are parking blocks necessary in order to prevent vehicles from overhanging the 5' wide sidewalk that is to be developed within Phase 1?

Yes, parking blocks have been added.

s. It appears that the front sidewalks located in front of buildings 2, 4 & 5 are not a minimum of 8' in width. Revise accordingly.

The proposed walks are 8' in width. These buildings will all be reviewed at time of individual site plan reviews as well.

t. As an FYI. Since there is a detached sidewalk adjacent to F ½ Road, applicant could propose a minimum on-site street frontage landscaping strip of 5'. No additional response required.

Code Reference: V-22 of the SSIDS Manual.

Applicant's Response: Comments Acknowledged. Please see revised plans and documents which address the requested changes. (5) Bike racks to accommodate 10 bikes have been added and noted to the north side of the Timberline Bank Building.

Document Reference: L-2

3. 24 Road Corridor Design Standards:

a. Garbage enclosure shall be coordinated with the same design and use of similar materials as the principal building and at least 6' in height (Section 25.03.060 (a) (3) of the 24 Corridor Design Standards). Revise Detail #5 as applicable on Sheet C9.0. Wood slats are not an acceptable material. Also, on Sheet AS1-1, is the same proposed stone veneer being utilized on the principal building? Further describe how this proposal meets with the 24 Road Corridor Design Standard.

Design intent is for finish materials used on trash enclosure to match finish materials used on building. Final materials to be determined. Please see attached images of preliminary brick and stone veneer. The detail shown on C9.0 has been removed.

b. Are the proposed doors located on the north & south sides of the building intended to be for use by the general public/customers or is the usage strictly for employee entrances or fire only exist doors? If utilized for the public, proposed sidewalk will need to be a minimum of 8' in width in these areas (Section 25.02.100 of the 24 Road Corridor Design Standards). Please address intent further.

Doors on North and South sides of the building are not intended for public use. Doors on the North side are intended for employee use and mechanical/electrical room access only. Door on South side intended for exiting only.

c. The proposed sunken plaza at Timberline Bank and with the future phasing/buildings that will utilize Leach Creek, are both adequate to serve as organizing features for the development in accordance with Section 25.02.040 (b) (1), (4) & (5) of the 24 Road Corridor Design Standards). No further response required.

Applicant's Response: Thank you.

Document Reference:

4. Big Box Requirements:

a. For the official record, please address what two of the site design features as identified in Section 21.04.030 (I) (2) (i) of the Zoning & Development Code that the applicant is providing.

The proposed development is providing the following two site design features:

(A) Patio/seating area on the South side of the building. Refer to Sheet AS1-1.

(C) Window display area covering at least 75 percent of the length of one façade. The length of the West façade of the Timberline Bank building contains 75% of windows.

Total West Elevation length: 131'

Total length of windows on West elevation: 98' (curtain wall and storefront).

$98'/131' = .748 = 75\%$ of the length of West façade

Refer to attached building elevations on sheets A2-1 & A2-2.

b. Grand Valley Transit (GVT) has an existing bus stop located along F ½ Road adjacent to the applicant's property, therefore a pull-out bus stop will be required to be constructed per City standards (Section 21.04.030 (I) (2) (ii) of the Zoning & Development Code). Please add design to construction plan set drawings. See City Market and Kohl's pull-outs on Market Street as examples. See RTPD (Regional Transportation Planning Office) review comments for additional information.

The new bus stop along the north side of the site on F1/2 Rd. has been added to the plans

c. Please further address the ground floor façades for the Timberline Bank building that face public streets (Market Street & F ½ Road). Ground floor facades shall have windows, entry areas, awnings or other such features along no less than 60% of the façade length (Section 21.04.030 (I) (7) (ii) of the Zoning & Development Code and 25.03.020 (b) of the 24 Road Corridor Design Standards).

The ground floor facades of the Timberline Bank building have a proposed awning feature that is no less than 60% of the façade length, meeting item 21.04.030 (I) (7)(ii). Refer to attached building elevations on sheets A2-1 & A2-2.

d. For the official record, please address what two of the four features that the Timberline Bank building is providing in accordance with Section 21.04.030 (I) (10) of the Zoning & Development Code and Section 25.03.020 (c) of the 24 Road Corridor Design Standards.

Code Reference: Section 21.04.030 (I) of the Zoning & Development Code.

The Timberline Bank Building will incorporate item 21.04.030(I)(10i) or 25.03.020(c)(1) "Parapets concealing flat roofs and rooftop equipment....." and item 21.04.030(I)(10ii) or 25.03.020(c)(2)

"Overhanging eaves, extending no less than three feet past the supporting walls". Refer to attached Building elevations on sheet A2-1 & A2-2.

Applicant's Response:

Document Reference: Sheet A2-1 & A2-2.

5. Building Elevations (Sheets A2-1 & A2-2):

a. Provide color rendering for review in compliance with the 24 Road Corridor Design Standards and Guidelines.

Refer to sheet A0.0.

b. See Review Comment #4 c. and revise as applicable.

See response to comment #4C.

c. Where will proposed utility switch boxes and electrical and gas meters be located on the building? If located on the outside of the building, they will need to be either screened or located out of view from the public streets (Section 25.03.060 (c) of the 24 Road Corridor Design Standards). Please address further.

Meters are proposed to be located on the North East corner of the building at the Mechanical room. These items will be screened.

d. Are all proposed rooftop mechanical equipment to be located within the labeled Aluminum Louver Equipment Screen as identified on these sheets (Section 25.03.060 (b) of the 24 Road Corridor Design Standards & Section 21.04.030 (l) (14) of the Zoning & Development Code)?

Code Reference: V-4 of the SSIDS Manual.

Applicant's Response: Note that the labeled Aluminum Louver Equipment Screen has been modified to a metal panel screen. Yes, all proposed rooftop mechanical equipment is to be located within the metal panel screen..

Document Reference:

6. Subdivision Plat:

a. See City Surveyor review comments and revise subdivision plat as applicable. **Noted.**

b. City Development Engineer is requesting that the floodplain be shown on the subdivision plat or on a separate site plan. **SHOULD BE ON SITE PLAN – NO PLAT APPLICATION.**

c. On Sheet 1, in the Dedication Block, add model dedication language for a Multi-Purpose Easement. **Done.**

d. Dedicate additional right-of-way at the SE corner of the property to incorporate the existing sidewalk to be located within the right-of-way. **Done.**

e. On Sheet 1, in the Dedication Block, add model dedication language for the dedication of right-of-way. **Done.**

f. On Sheet 1, in the Dedication Block, in the Tract A paragraph, revise wording as follows; "Tract A is granted by separate instrument to the Property Owner's Association for the association uses as defined in the Covenants, Conditions and Restrictions recorded with the subdivision." **Done.**

Code Reference: Section 21.02.070 (r) & (s) of the Zoning & Development Code and V-15 of the SSIDS Manual.

Applicant's Response: **All issues addressed.**

Document Reference:

7. Conveyance Document & CCR's:

a. Submit CCR's and Warranty Deed document(s) for review that dedicates proposed Tract A to the property owner's association.

b. CCR's will need to provide language for cross access easements and parking between lots. As proposed with the subdivision lot layout, proposed Lot 4 has no street access.

Code Reference: IV-2 of the SSIDS Manual.

Applicant's Response: Please see the attached CCR's and Warranty Deed document for Tract A.

Document Reference:

8. Landscaping:

a. FYI. At time of Certificate of Occupancy, Licensed Landscape Architect shall provide a letter to the City Project Manager stating that all landscaping was installed per the approved Landscaping Plan for each filing. **Acknowledged.**

- b. Provide a separate drawing or revise Sheet L1 to provide a clearer drawing on what landscaping will be installed within each phase. Example. Phase 1 landscaping will include parking lot islands near proposed Building 2. See Site Plan (Sheet C1.1) for additional information regarding the boundary of Phase 1, etc.
 - c. Please explain in more detail if additional landscaping is being provided adjacent to Market Street to help screen and buffer the drive-thru lanes of Timberline Bank in accordance with Section 25.02.090 (b) of the 24 Road Corridor Design Standards.
 - d. What type of landscaping is proposed within the right-of-way of F ½ Road between the back of curb and the detached sidewalk? Revise drawings as necessary.:
- a. Noted.
 - b. Sheet L1 and L2 have been revised to include the parking lot islands and all the landscaping along F ½ Road as part of the Phase 1 landscaping.
 - c. A large part of the required landscaping has been focused in the area adjacent to Market Street to help buffer the drive-thru lanes. Evergreen tree plantings and clumps of larger shrubs have been proposed in all locations that do not fall inside the required site triangles along that part of Market Street. The trash enclosure walls, 4' tall monument sign and increased landscaping at the entry drive will also help screen the drive-thru lanes from the south.
 - d. The landscape plans have been revised to show turf grass with-in the ROW of F ½ Road. This will be installed as part of the Phase 1 landscaping.

Applicant's Response

Document Reference: b. L1 and L2 c. L2 d. L1 and L2

9. Lighting Plan (Sheets C7.0 & C7.1):

- a. Add a general note to the Lighting Plan that states that; "All outside lighting shall comply with Section 21.06.080 of the Zoning and Development Code." The requested note has been added.
 - b. Provide pedestrian lighting at this time along the Leach Creek Trail in accordance with the 24 Road Corridor Design Standards (Section 25.04.010 (a) of the 24 Road Corridor Design Standards). Proposed light fixtures shall match the fixtures that City Market installed with their development. Please address, add locations to Lighting Plan and provide elevation drawing for review. The new pedestrian lights for Leach Creek have been added to the Lighting plans C7.0 and C7.1.
 - c. Add proposed Timberline Bank building outside light fixtures to footcandle diagram and Luminaire Schedule and provide manufacturer's lighting cut-sheets.
 - d. See Review Comment #2 e. and revise Lighting Plan as applicable.
- Code Reference: Section 21.06.080 of the Zoning and Development Code.
- Applicant's Response: Pedestrian lighting luminaire and photometric data for the computer model are included. All proposed lighting is shown on the Lighting Plan for intensity levels.
- Document Reference:

10. Fees:

- a. Contact Debi Overholt in the City's Customer Service Division for Sewer Tap Fees, (970) 244-1520, payable at time of Planning Clearance issuance. Contact Ute Water Conservancy District for applicable water tap fees payable at time of Planning Clearance issuance.
 - b. See City Development Engineer review comments for applicable City Public Works fees.
- Applicant's Response: Acknowledged.
- Document Reference:

11. Signage:

- a. See City Addressing review comments concerning submitted Sign Package and revise drawing as applicable (Section 21.04.030 (l) (16) & 21.02.070 (n) of the Zoning & Development Code). Also, submit recorded easement document which permits the existing Regal Theater monument sign

located on the property. If no recorded easement exists, applicant may include sign within proposed Sign Package for City staff review.

Signage on sheet AS1-2 revised.

b. FYI. Free-standing signs shall not exceed 12' in height nor 100 sq. ft. in size within the 24 Road Corridor. Building signs shall also not exceed 100 sq. ft. in size. See Section 25.05.010 of the 24 Road Corridor Design Standards and Guidelines for additional information regarding signage within this corridor when developing your free-standing and building signage program.

Code Reference: Section 25.05.010, 24 Road Corridor Design Standards.

Applicant's Response: Acknowledged.

Document Reference:

CITY DEVELOPMENT ENGINEER

Site Plan:

FEES

Review Comment: Transportation Capacity Payment (TCP) – The current fee for a bank is \$6359 per 1000 SF of building. The current fee for office is \$3141 per 1000 SF of building. Please identify how much of the building is bank and how much is office.

Total Bank SF: 11,742 SF

Total Office SF: 21,016 SF

Storm Drainage Fee (in lieu of detention) – The drainage fee in lieu of detention is acceptable as calculated, \$16,527.46.

Inspection Fee – 8.64 acres nonresidential = \$2171

Fee in Lieu of Utility Undergrounding – N/A, no overhead utilities to underground.

Applicant's Response: Acknowledged.

Document Reference:

GENERAL

Review Comment: Provide the following Information on the Cover Sheet:

- 1.) Owner's Name, address, contact information
- 2.) Civil Engineer's Company, Name, address, contact information
- 3.) Architect's Company, Name, address, contact information
- 4.) Geotechnical Engineer's Company, Name, address, contact information, and Geotechnical Report Project Number and Date
- 5.) Land Surveyor Company, Name, address, contact information, and Survey Project Number and Date.
- 6.) Landscape Architect Company, Name, address, and contact information

Applicant's Response: The Contact information is shown on the Cover Sheet.

Document Reference:

Review Comment: The storm sewer re-alignment will require an easement abandonment and dedication along the new alignment.

Applicant's Response: With this application, we are requesting the vacation of this easement. Please find enclosed a legal description and exhibit for the vacation to be utilized for the proposed change.

Document Reference:

Review Comment: Proper easements and CC & Rs or agreements must be in place to cover maintenance of the storm sewer system and basins. The general project report should address this.

Applicant's Response: Revised General Project report & CCR's will address maintenance of the storm sewer system and basins,

Document Reference: CC&Rs & Revised General Project Report

Review Comment: The plans have been reviewed for the entire site but approval will be issued for only phase I. All subsequent buildings will need another site plan review process.

Applicant's Response: Acknowledged

Document Reference:

PLANS

Review Comment: See redlined plans. Respond in different color ink next to each comment and return with written response.

Applicant's Response: Responses to "redlined" plans are provided as "greenlined" responses.

Document Reference:

Review Comment: Delineate the phase I construction area clearly on the plans.

Applicant's Response : A separate Sheet C0.2 has been added to the plan set that clearly shows the Phase 1 limits.

Document Reference :

Review Comment: There have been recent problems with fire hydrants set to the wrong elevations and having to be raised after the fact. Call out flange or nut elevations for all fire hydrants according to the appropriate water utility providers details. The hydrants shall be as-built prior to concrete.

Applicant's Response: The Fire Hydrant Flange elevations are shown on Sheet C4.0.

Document Reference:

Review Comment: Storm Drain plan/profile shall include, but not limited to:

- 1.) Label the Q2 and Q100 at each inlet,
- 2.) Top of Grate and Invert Elevations of Drop-Inlet/Catch Basin,
- 3.) Size and Material of pipe,
- 4.) Invert Elevation of pipe,
- 5.) HGL on all SD Pipes,

6.) Velocity at outlet.

Applicant's Response: The requested information is shown on the Storm Sewer plan and profile sheets C5.0 and C5.1.

Document Reference:

Review Comment: The re-routed storm sewer is very flat. Does it meet the minimum velocity requirements described in the SWMM? What construction techniques or quality control will be used to ensure it is built to design?

Applicant's Response : The pipe size has been chosen to maintain flow and velocity in the pipe per the minimum values in the SWMM. Consideration was also given to maintain the HGL beneath the surface. The hydraulic information is given in the drainage report.

Document Reference :

Review Comment: On the landscape plan, draw the sight triangles according to recent discussion on another project. This is critical at the main entrance looking north due to the curvature of the street. Show the sight triangle at the City Market entrance too.

Applicant's Response: The sight triangles have been reviewed with Rick Dorris and updated on the site and landscape plans. It was agreed to have the sight triangles designed for a 25MPH speed. All shrub plantings have been revised to be a maximum of 30" tall within the sight triangles. A note has been added that all required street trees be pruned up to 8' within the sight triangles. The trash enclosure and monument signs have been relocated outside the sight triangles. The site triangles have also been added at the City Market entrance.

Document Reference: MRLA: L2, L5, L6 and L7

Document Reference:

DRAINAGE REPORT

Review Comment: All detention basins and infiltration-based retention basins must be registered on the State of Colorado Stormwater Detention and Infiltration Facility portal. The design engineer must visit the website and follow the directions to register the new basin. The web portal address is:

<https://maperture.digitaldataservices.com/gvh/?viewer=cswdif>

This is preferred prior to plan approval but can be completed prior to post-construction basin certification.

Applicant's Response: The water quality pond will be registered on the website after plan approval and once constructed.

Document Reference:

Review Comment: Because there is no "floodway" established for Leach Creek, the project must demonstrate the 1% chance WSEL doesn't rise more than 0.50' in accordance with FEMA guidelines. This should be included in the drainage report. See 21.07.010(c)(3). Include this analysis in the drainage report.

Applicant's Response: A thorough floodplain analysis was conducted utilizing the previous floodplain studies and adding two new surveyed cross-sections to the computer model.

Results of this analysis with descriptive narrative have been added to the drainage report.

Document Reference:

Review Comment: The HGLs on the 36" and 42" pipes appear to be within 1' of the surface if not overflowing.

Applicant's Response: The HGL's for both the minor and major storms have been added to the plans. Both are below the finished surface.

Document Reference:

Review Comment: Discuss the Leach Creek 100-year flow and its influence on the site storm sewer system. Does it create any problems?

Applicant's Response: The 100-year flow within Leach Creek will lag behind the peak runoff from the development. The TW influence of Leach Creek at the time the peak passes by the site does not affect the site. The water surface is well below the final grades and the finish floor elevations.

Document Reference:

Review Comment: Discuss in the text of the report the results of all pipe and inlet sizing. In other words, were all the pipes sized, does the HGL meet standards, were the inlets checked for capacity and are they adequate.

Applicant's Response: Additional narrative has been added to the report (Section 2D) to describe the inlet and pipe sizing. HGL calculations are presented to show they meet the standards of the SWMM.

Document Reference:

Review Comment: The geotechnical report states groundwater is between 7 and 16' deep. Does this impact the water quality basins?

Applicant's Response: The bottom of the water quality basins are approximately 5-6' deep. The pipes have tie-downs to counteract buoyancy effects should the groundwater rise and attempt to "float" the pipe system.

Document Reference:

Review Comment: If the water quality basin is full and the 1% storm comes, can the inlets and storm sewer pass it through to the outfall? If not, is this a problem?

Applicant's Response: Yes, the system has been designed to pass the 1% storm. The HGL model is designed to have the outfall structures (outfall 100 and outfall 200) receive the 100 year runoff of 13.87 and 17.96 cfs into the respective WQ basins. In both cases the HGL is below the grate of the outlet structures. The outlet structures have been designed to allow the 100 year flows to bypass the orifice plate and baffle plate and exit into the main storm outfall pipe.

Document Reference:

STORMWATER

Review Comment: Obtain the 521 permit.

Applicant's Response: CDPHE Permit is in process. 5-2-1 Permit will be obtained as soon as that State Storm Permit number is received.

Document Reference:

Subdivision Plat:

No specific comments. Refer to site plan review comments and Planner and Surveyor comments.

Applicant's Response: Acknowledged

Document Reference:

CITY POLICE DEPARTMENT – Officer Addison Horst – cro@gjcity.org (970) 549-5331

The attached Crime Prevention Through Environmental Design suggestions are for your consideration in designing the site and building(s). If any of the recommendations conflict with Grand Junction Municipal Code requirements, the Code provisions take precedence.

Applicant's Response: Acknowledged

Document Reference:

CITY SURVEYOR – Peter Krick – peterk@gjcity.org (970) 256-4003

TIMBERLINE PLAZA SUBDIVISION

REVIEW COMMENTS:

Sheet 1 of 2

1. The Description is incorrect. This is a replat of Lot 1 of Canyon View Marketplace, LESS right of way per Reception No. 2532041. This revision shall be noted in the Description and within the descriptive reference at the top center of the sheet (Sheets 1 and 2) beneath the Title. **Issue addressed.**
2. Dedication language for the Multipurpose Easement is required (portion added at the Northeast corner of the site accommodating the additional right of way). **Issue addressed.**
3. Dedication language for additional right of way MAY be required, if deemed necessary. **Language added.**
4. A Basis of Bearings statement is required **ALREADY THERE – SEE THE GENERAL NOTES**
Applicant's Response: All issues addressed.
Document Reference: **SUBDIVISION PLAT SEE SHEET 1**

Sheet 2 of 2

1. Verify with the City Planner assigned to this project if additional right of way is required at the Southeast corner of this site. It appears that the existing sidewalk lies within this site. An additional portion of the 14'; MPE may be required IF additional right of way is required. **ADDITIONAL RIGHT-OF-WAY AND 14.0' MULTIPURPOSE EASEMENT ADDED.**
2. The abbreviations used for the curve data within the lots differs from the abbreviations used to define the right of way for Market Street. Either add to the Legend or change the abbreviations so they all agree. **ABBREVIATIONS EDITED.**

3. Unless it has been vacated, depict and label the Multipurpose, Trail and Drainage Easement adjacent to 24 Road right of way, as created by the Canyon View Marketplace subdivision. **ALREADY THERE – SEE THE LOWER LEFT SIDE OF PROPERTY ON SHEET 2.**

4. The West Quarter corner appears to be a High Desert Surveying cap in a monument box, PLS #24953. This was set in 2006. **Updated.**

5. Verify the description of the aliquot corner at the SW Corner NW 1/4 SW 1/4. **Updated.**

Applicant's Response: All issues addressed.

Document Reference: SUBDIVISION PLAT SEE SHEET 2

CITY FIRE DEPARTMENT – Steve Kollar – stevenk@gjcity.org (970) 549-5852

Site Plan:

Fire Flow. Fire flow form indicates 4848 gpm at 20 psi and is acceptable for the proposed development.

Fire Hydrants. Proposed hydrant locations serving Buildings 2, 3, 4 and 5 are accepted. Two additional hydrants will need to be added to the northeast corner of the plan near the bank internal to the site (one must be within 150 feet of the FDC located along the internal fire apparatus road).

Fire Apparatus Access. Generally, fire department access network internal to site appears adequate from a layout standpoint. Vehicle template used for turn radius is not reflective of GJFD Truck 1. Please utilize Truck 1 specifications for design (found on GJFD website). East drive aisle around bank does not meet minimum 20' wide specifications and did not show adequate fire apparatus turn radius.

Applicant's Response : There are two fire hydrants located within 150 feet of the FDC connection. One on the west side of the bank building, and one at the northeast corner of the bank building. There is an existing fire hydrant located to the east of the bank on the east side of Market St.. The vehicle turning template has been updated to use the GJFD Truck 1 turning radius etc. See Sheet C1.2 for clarification and updates regarding hydrant locations and turning templates.

Document Reference :

Subdivision Plat:

GJFD has no objections to the proposed subdivision. Site plans for each site will be addressed during subsequent reviews.

Please contact Steve Kollar at the Grand Junction Fire Department at 970-549-5800 should there be any questions.

Applicant's Response: Thank you.

Document Reference:

PERSIGO WASTEWATER TREATMENT FACILITY – Jack Beach – jackb@gjcity.org (970) 256-4162

Please complete in Industrial Pretreatment Survey, this will help this division determine requirements.

Applicant's Response: Kim Kerk submitted with 1st round- advised City-complete

Document Reference: IPS

CITY ADDRESSING – Pat Dunlap – patd@gjcity.org (970) 256-4030

1. Timberline Plaza Subdivision is an acceptable subdivision name.
2. The address for Lot 1 will be 649 Market Street.
3. The address for Lot 2 will be 647 Market Street.
4. The address for Lot 3 will be 645 Market Street.
5. The address for Lot 4 will be 643 Market Street.
6. The address for Lot 5 will be 641 Market Street.

Applicant's Response: Thank you

Document Reference:

Signage:

7. The Site Plan, Sheet C1.1 does not show the location of the monument sign for the Regal Cinemas nor does it show where the monument sign will be located for the bank.
8. Sign Permits can only be pulled by a licensed sign contractor in Mesa County. Please have your sign contractor submit plans for the monument and wall mounted signs for review.

Sign Plan (Sheets AS1-1 & AS1-2):

Monument Sign 2 is fine.

Monument Sign 1 is over the sign allowance. This is considered one monument sign so the entire sign face can only be a maximum of 100 sq. ft. The total for all the signage on the face is at 148 sq. ft. Will need to cut it back to 100 sq. ft. of signage total.

Signage Details on sheet AS1-2 revised.

Also, the site plan does not show where the Regal Theatre sign is in relation to the new signs. Will need to show, even if it is in an easement.

Existing Regal Theatre sign is to be removed, and Regal Cinema Signage added to new monument sign. See revised AS1-2.

Signage Allowance Calculations:

Calculations for the Timberline Bank building are based off of three (3) frontages:

North = F 1/2 Rd (186 sf)

East = Market St (281 sf)

West = 24 Rd (281 sf).

There is no southern street to pull frontage from.

Calculations on the street frontages:

North = F 1/2 Rd ($686.58 \times .75 = 514.935$ sf)

East = Market St ($609.36 \times .75 = 457.02$ sf)

West = 24 Rd ($615.53 \times .75 = 461.6475$ sf).

Total square footage allowed is 1433.6025 based on street frontages from the plat, not the GIS map.

Applicant's Response: Acknowledged

Document Reference:

OUTSIDE REVIEW AGENCY COMMENTS

(Non-City Agencies)

Review Agency: Mesa County Building Department

Contact Name: Darrell Bay

Email / Telephone Number: Darrell.bay@mesacounty.us (970) 244-1651

MCBD has no objections to this project.

Applicant's Response: Thank you

Review Agency: Xcel Energy

Contact Name: Brenda Boes

Email / Telephone Number: Brenda.k.boes@xcelenergy.com (970) 244-2698

Xcel has no objections at this time.

Completion of this City/County review approval process does not constitute an application with Xcel Energy for utility installation. Applicant will need to contact Xcel Energy's Builder's Call Line/Engineering Department to request a formal design for the project. A full set of plans, contractor, and legal owner information is required prior to starting any part of the construction. Failure to provide required information prior to construction start will result in delays providing utility services to your project. Acceptable meter and/or equipment locations will be determined by Xcel Energy as a part of the design process. Additional easements may be required depending on final utility design and layout. Engineering and Construction lead times will vary depending on workloads and material availability. Relocation and/or removal of existing facilities will be made at the applicant's expense and are also subject to lead times referred to above. All Current and future Xcel Energy facilities' must be granted easement.

Applicant's Response: Acknowledged

Review Agency: Ute Water Conservancy District

Contact Name: Jim Daugherty

Email / Telephone Number: jdaugherty@utewater.org (970) 242-7491

Site Plan:

- The District contacted the developers engineer to discuss the layout for the water service(s).
- The District contacted the developers engineer to discuss the layout for the fire line laterals.

Subdivision Plat:

- No objection.
- ALL FEES AND POLICIES IN EFFECT AT TIME OF APPLICATION WILL APPLY.
- If you have any questions concerning any of this, please feel free to contact Ute Water.

Applicant's Response: The plans have been updated to reflect Ute Water's concerns.

Review Agency: Grand Valley Drainage District

Contact Name: Tim Ryan

Email / Telephone Number: tim.admin@gvdd.org (970) 242-4343

GVDD has no comment.

Applicant's Response: Thank you

Review Agency: 5-2-1 Drainage Authority

Contact Name: Mark Barslund

Email / Telephone Number: markb@gjcity.org (970) 256-4106

Before a stormwater permit can be issued the following items must be received by the 5-2-1:

1) A 5-2-1 permit application with a \$400 review and a \$500 permit fee payable by check to the 5-2-1.

www.521drainageauthority.org

2) A CSWMP Narrative in accordance with section 1500 of the Mesa County/ City of Grand Junction SWMM manual. The manual and CSWMP template can be found at www.521drainageauthority.org

Vortex

3) An ORIGINAL, signed and notarized City of Grand Junction Operations and Maintenance agreement. www.521drainageauthority.org

4) A copy of the CDPHE COR030000 permit or project specific permit number.

www.colorado.gov/cdphe/wqcd

Prior to ANY disturbance, please contact Mark Barslund @ (970) 201-1362

These documents can be turned into the GJ City Hall Planning Department, the 5-2-1 office at 333 West Avenue, Bldg. C, (Grand Junction City Shops) or mailed to: 5-2-1 Drainage Authority, P.O. Box 3389, Grand Junction, CO 81502.

Applicant's Response: Comment Acknowledged

Review Agency: Regional Transportation Planning Office (RTPO)

Contact Name: Dean Bressler

Email / Telephone Number: dean.bressler@mesacounty.us (970) 255-7188

As the Timberline Bank and adjacent parcels are developed, infrastructure for pedestrians, bicyclists, and persons with disabilities should be provided on the project site and extending to adjacent streets including 24 Road, F-1/2 Road, and Market Street to ensure full multimodal connectivity. Additionally, Grand Valley Transit (GVT) Route 8 runs on Market Street, F-1/2 Road, and 24 Road to the north of F-1/2 Road. There are bus stops on Market Street (at the southeast corner of the project site) and on F-1/2 Road (the north margin of the project site) that should be improved as a part of this project.

Accordingly, GVT should be coordinated with as the site development plans are revised. Due to the additional trips that this development will generate, the attached sidewalks on the west side of Market Street should be replaced with detached sidewalks with a minimum four-foot buffer.

Applicant's Response: The new bus stop along the north side of the site on F1/2 Rd. has been added to the plans

Review Agency: Urban Trails Committee

Contact Name: Andrew Gingerich

Email / Telephone Number: andrewg@gjcity.org (970) 256-4026

1. The UTC appreciates the consideration of pedestrian and trail network in the proposed development.

2. Trails should be designed for direct, non-circuitous travel. In the current proposal the trail system is interrupted by the location of the buildings. The trails should be located between the buildings and continue uninterrupted across the site.

3. Building along Leach Creek should be oriented towards bicyclists and pedestrians using the trail.

4. UTC recommends an onsite trail that aligns with the pedestrian entrance to Regal Cinema located directly east of the site. Relatedly, UTC is concerned about pedestrian crossing across Market

Street, anticipating pedestrians will cross to the cinema from the site. UTC recommends pedestrian safety enhancements across Market Street at this location.

5. Monuments, points of interest, and surface treatments can help pedestrians and bicyclists navigate the site.

Applicant's Response: Acknowledged

REVIEW AGENCIES

(Responding with "No Comment" or have not responded as of the due date)

The following Review Agencies have responded with "No Comment."

1. Bureau of Reclamation

The following Review Agencies have not responded as of the comment due date.

1. City Transportation Engineer
2. Grand Valley Irrigation Company
3. Mesa County Assessor's Office

The Petitioner is required to submit electronic responses, labeled as "**Response to Comments**" for the following agencies:

1. **City Planning**
2. **City Development Engineer**
3. **City Surveyor**
4. **City Fire Department**
5. **Senior City Staff Attorney**
6. **City Addressing**
7. **Persigo Wastewater Treatment Facility**
8. **Ute Water Conservancy District**
9. **5-2-1 Drainage Authority**
10. **Regional Transportation Planning Office**
11. **Urban Trails Committee**

Date due by: **April 16, 2019**

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.

Applicant's Signature

Date

City of Grand Junction Review Comments

Date: March 5, 2019

Comment Round No. 2

Page No. 1 of 6

SPN-2018-754

Project Name: Timberline Bank & Center

File No: SUB-2018-755

Project Location: 649 Market Street

Check appropriate ☒ **if comments were mailed, emailed, and/or picked up.**

Developer(s): Timberline Bank – Attn: Jim Pedersen

Mailing Address:

☒ **Email:** jim@timberlinebank.com

Telephone:

☐ **Date Picked Up:** _____ **Signature:** _____

Representative(s): Land Consulting & Development LLC – Attn: Kim Kerk

Mailing Address: 529 25 ½ Road, Suite B108, Grand Junction, CO 81505

☒ **Email:** Kimk355@outlook.com

Telephone: (970) 640-6913

☐ **Date Picked Up:** _____ **Signature:** _____

Developer(s): Timberline Bank – Attn: Jeffery Taets

Mailing Address: 633 24 Road, Grand Junction, CO 81505

☒ **Email:** jeff@timberlinebank.com

Telephone: (970) 683-5563

☐ **Date Picked Up:** _____ **Signature:** _____

CITY CONTACTS

Project Manager: Scott D. Peterson, Senior Planner

Email: scottp@qjcity.org

Telephone: (970) 244-1447

Dev. Engineer: Rick Dorris

Email: rickdo@qjcity.org

Telephone: (970) 256-4034

City of Grand Junction REQUIREMENTS (with appropriate Code citations)

CITY PLANNING

1. Site Plan (Sheet C1.1):

- a. Revise Parking Table to the correct square footage of individual floor area and number of parking spaces provided to match what the applicant stated within the Response to Comments document for the Timberline Bank building only. Contact City Project Manager if you have questions regarding this comment.
- b. Identify/label proposed 8' wide pedestrian connections across drive-aisles to Buildings 2, 3, 4 & 5 (Construction Note #7). This comment is a carry-over from the 1st Round of Review Comments and was not entirely addressed by the applicant's representative.
- c. Provide Construction Note for the proposed parking blocks that prevent vehicles from overhanging the 5' wide sidewalk that is to be developed within Phase 1.
- d. City Development Engineer is requesting that the floodplain be shown on a separate site plan that will be recorded with the subdivision plat. Please provide separate document for review in preparation for recording. Provide Mesa County Clerk & Recorder Certificate on document.

- e. Make a notation or provide separate Construction Note that vertical handicap parking signs will be required to be installed at the head of each handicap parking space.
- f. Construction Note #7 is unreadable within the areas of 8' concrete pavement. Revise as necessary.

Code Reference: V-22 of the SSIDS Manual.

Applicant's Response:

Document Reference:

2. Drainage Easement Vacation:

Proposed vacation of a portion of the existing 20' Drainage Easement is requested to be vacated by the applicant at this time. City Surveyor has reviewed and approved submitted legal description and map exhibit. Applicant's surveyor will need to sign and stamp proposed map exhibit in preparation for recording with City Resolution. Proposed vacation request will require both Planning Commission and City Council review and approval since the easement is dedicated to the public as identified within Mesa County Clerk & Recorder Reception # 2604716. City Project Manager will schedule proposed vacation for the April 23, 2019 Planning Commission meeting and the May 15, 2019 City Council meeting.

Code Reference: Section 21.02.100 of the Zoning & Development Code.

Applicant's Response:

Document Reference:

3. Building Elevations (Sheets A2-1 & A2-2):

As a reminder, if proposed utility switch boxes and electrical and gas meters are located on the outside of the building, they will need to be either screened (masonry wall or landscaping) or located out of view from the public streets (Section 25.03.060 (c) of the 24 Road Corridor Design Standards).

Code Reference: V-4 of the SSIDS Manual.

Applicant's Response:

Document Reference:

4. Subdivision Plat:

a. On Sheet 2, label new 14' Multi-Purpose Easement at the SE corner of proposed Lot 5 adjacent to the new right-of-way dedication.

b. On Sheet 1, in the Dedication Block, correct misspelling of Junctiont within the 20' Drainage Easement paragraph.

c. On Sheet 1, in the Dedication Block, delete "public sidewalks, public parking" within the All Multipurpose Easements paragraph.

Code Reference: Section 21.02.070 (r) & (s) of the Zoning & Development Code and V-15 of the SSIDS Manual.

Applicant's Response:

Document Reference:

5. Warranty Deed Document & CCR's:

a. CCR's: Section 2.2. Remove blanks as these will not get filled in. Just reference the approved Site Plan as identified within City file number SPN-2018-754.

b. CCR's: Sections 2.37 & 2.39. Remove blanks as these will not get filled in. Just reference the subdivision plat name, Timberline Center Subdivision.

c. CCR's: Throughout the document references the Timberline Plaza. According to the revised subdivision plat, the new name for the subdivision is Timberline Center. Revise wording according throughout the document or revise subdivision plat name.

d. CCR's: Provide a separate paragraph stating that all signage for Timberline Center shall be in accordance with the approved Sign Plan as identified within City file # SPN-2018.754.

e. Senior City Staff Attorney is currently reviewing submitted CCR's and Warranty Deed document. City Project Manager will email Representative requested revisions if any, once review is complete. Code Reference: IV-2 of the SSIDS Manual.

Applicant's Response:

Document Reference:

6. Landscaping:

Sheet L1: In the Landscape Requirements Block, revise total number of shrubs and perennials **provided** to the correct numbers since the Landscape Key Block identifies different totals. Contact City Project Manager if you have questions regarding this comment.

Code Reference: V-10 of the SSIDS Manual.

Applicant's Response:

Document Reference:

7. Lighting Plan (Sheets C7.0 & C7.1):

For sheet IES1-1, provide manufacturer's lighting cut-sheets for the proposed Timberline Bank building outside light fixtures for the official record.

Code Reference: Section 21.06.080 of the Zoning and Development Code.

Applicant's Response:

Document Reference:

CITY DEVELOPMENT ENGINEER

Site Plan:

FEES

Review Comment: Transportation Capacity Payment (TCP) – The TCP for the bank is $\$6359 \times 11.742 = \$74,667.37$. The TCP for the office is $\$3141 \times 21.016 = \$66,011.26$ for a total of $\$140,678.63$.

Applicant's Response:

Document Reference:

GENERAL

Review Comment: The sanitary sewer will be private, label on the plans.

Applicant's Response:

Document Reference:

PLANS

Review Comment: What construction techniques, quality control, and inspection will be used to ensure the 42" storm sewer is built to design?

Applicant's Response:

Document Reference:

Review Comment: The bus pullout needs more detail. This isn't the latest City detail for pullouts. The city will furnish the detail.

Applicant's Response:

Document Reference:

DRAINAGE REPORT

Review Comment: The certification page must be signed with signatures after the latest revision date.

Applicant's Response:

Document Reference:

Review Comment: Pond registration will be required before CO.

Applicant's Response:

Document Reference:

STORMWATER

Review Comment: Obtain the 521 permit.

Applicant's Response:

Document Reference:

Subdivision Plat:

No further comment.

Applicant's Response:

Document Reference:

CITY SURVEYOR – Peter Krick – peterk@gjcity.org (970) 256-4003

Sheet 1 of 2

1. No additional comments or suggestions.

Applicant's Response:

Document Reference:

Sheet 2 of 2

1. No additional comments or suggestions.

Applicant's Response:

Document Reference:

CITY FIRE DEPARTMENT – Steve Kollar – stevenk@gjcity.org (970) 549-5852

Site Plan:

Fire Flow. Fire flow form indicates 4848 gpm at 20 psi and is acceptable for the proposed development.

Fire Hydrants. Hydrant locations are accepted as shown. Access to hydrant at northeast corner may require the loss of one to two parking spaces for hose clearance/deployment issues. Matter to be assessed at time of construction.

Fire Apparatus Access. Access is accepted as shown.

Please contact Steve Kollar at the Grand Junction Fire Department at 970-549-5800 should there be any questions.

Applicant's Response:

Document Reference:

PERSIGO WASTEWATER TREATMENT FACILITY – Jack Beach – jackb@gjcity.org (970) 256-4162

Any discharge to the Sanitary Sewer System from elevator pits is required to have an alarm system installed to detect leaks and cannot contain groundwater.

Applicant's Response:

Document Reference:

CITY ADDRESSING – Pat Dunlap – patd@gjcity.org (970) 256-4030

Thank you for the revisions. No further comments.

Applicant's Response:

Document Reference:

OUTSIDE REVIEW AGENCY COMMENTS

(Non-City Agencies)

Review Agency: Ute Water Conservancy District

Contact Name: Jim Daugherty

Email / Telephone Number: jdaugherty@utewater.org (970) 242-7491

Site Plan:

- The drawing is incomplete as it does not show any proposed water services.
- The construction note # 2, sheet C4.0 needs to read "DOUBLE CHECK DETECTOR ASSEMBLY".
- The construction note # 7, sheet C4.0 refers to a service, what type of service.

Applicant's Response:

Review Agency: Urban Trails Committee

Contact Name: Andrew Gingerich

Email / Telephone Number: andrewg@gjcity.org (970) 256-4026

The site has poor north-south pedestrian circulation. There are not continuous pedestrian routes between buildings 2, 3, 4 and 5. Please provide these connections. Pedestrian routes should be direct and include sidewalks/paths, ADA compliant curb ramps, and crosswalks over drive aisles.

Applicant's Response:

REVIEW AGENCIES

(Responding with "No Comment" or have not responded as of the due date)

The following Review Agencies have responded with "No Comment."

1. N/A.

The following Review Agencies have not responded as of the comment due date.

1. Regional Transportation Planning Office
2. 5-2-1 Drainage Authority
3. Senior City Staff Attorney

The Petitioner is required to submit electronic responses, labeled as “**Response to Comments**” for the following agencies:

1. **City Planning**
2. **City Development Engineer**
3. **City Fire Department**
4. **Senior City Staff Attorney**
5. **Persigo Wastewater Treatment Facility**
6. **Ute Water Conservancy District**
7. **5-2-1 Drainage Authority**
8. **Urban Trails Committee**

Date due by: **June 5, 2019**

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.

Applicant's Signature

Date

City of Grand Junction Review Comments

Date: March 5, 2019

Comment Round No. 2

Page No. 1 of 6

SPN-2018-754

Project Name: Timberline Bank & Center

File No: SUB-2018-755

Project Location: 649 Market Street

Check appropriate ☒ if comments were mailed, emailed, and/or picked up.

Property Owner(s):

Mailing Address:

Email:

Telephone:

Date Picked Up:

Signature:

Representative(s): Land Consulting & Development LLC – Attn: Kim Kerk

Mailing Address: 529 25 ½ Road, Suite B108, Grand Junction, CO 81505

☒ **Email:** Kimk355@outlook.com

Telephone: (970) 640-6913

Date Picked Up:

Signature:

Developer(s): Timberline Bank – Attn: Jeffery Taets

Mailing Address: 633 24 Road, Grand Junction, CO 81505

☒ **Email:** jeff@timberlinebank.com

Telephone: (970) 683-5563

Date Picked Up:

Signature:

CITY CONTACTS

Project Manager: Scott D. Peterson, Senior Planner

Email: scottp@qjcity.org

Telephone: (970) 244-1447

Dev. Engineer: Rick Dorris

Email: rickdo@qjcity.org

Telephone: (970) 256-4034

City of Grand Junction REQUIREMENTS (with appropriate Code citations)

CITY PLANNING

1. Site Plan (Sheet C1.1):

- Revise Parking Table to the correct square footage of individual floor area and number of parking spaces provided to match what the applicant stated within the Response to Comments document for the Timberline Bank building only. Contact City Project Manager if you have questions regarding this comment. **The Site Plan has been adjusted to the latest floor area square footages, with the parking spaces adjusted accordingly.**
- Identify/label proposed 8' wide pedestrian connections across drive-aisles to Buildings 2, 3, 4 & 5 (Construction Note #7). This comment is a carry-over from the 1st Round of Review Comments and was not entirely addressed by the applicant's representative. **The pedestrian connections to future buildings have now been shown to Bldg's 2,3,4 & 5 as requested.**
- Provide Construction Note for the proposed parking blocks that prevent vehicles from overhanging the 5' wide sidewalk that is to be developed within Phase 1. **A construction note for the parking blocks has been added.**

- d. City Development Engineer is requesting that the floodplain be shown on a separate site plan that will be recorded with the subdivision plat. Please provide separate document for review in preparation for recording. Provide Mesa County Clerk & Recorder Certificate on document. **A separate "Site Plan for Recording" has been prepared.**
- e. Make a notation or provide separate Construction Note that vertical handicap parking signs will be required to be installed at the head of each handicap parking space. **A construction note for the handicap signs has been added**
- f. Construction Note #7 is unreadable within the areas of 8' concrete pavement. Revise as necessary. **The note "7" in the areas of the concrete pavement at the crosswalks has been corrected.**
- Code Reference: V-22 of the SSIDS Manual.
- Applicant's Response:**
- Document Reference:**

2. Drainage Easement Vacation:

Proposed vacation of a portion of the existing 20' Drainage Easement is requested to be vacated by the applicant at this time. City Surveyor has reviewed and approved submitted legal description and map exhibit. Applicant's surveyor will need to sign and stamp proposed map exhibit in preparation for recording with City Resolution. Proposed vacation request will require both Planning Commission and City Council review and approval since the easement is dedicated to the public as identified within Mesa County Clerk & Recorder Reception # 2604716. City Project Manager will schedule proposed vacation for the April 23, 2019 Planning Commission meeting and the May 15, 2019 City Council meeting.

Code Reference: Section 21.02.100 of the Zoning & Development Code.

Applicant's Response: signed and stamped map exhibit included with this submittal

Document Reference:

3. Building Elevations (Sheets A2-1 & A2-2):

As a reminder, if proposed utility switch boxes and electrical and gas meters are located on the outside of the building, they will need to be either screened (masonry wall or landscaping) or located out of view from the public streets (Section 25.03.060 (c) of the 24 Road Corridor Design Standards).

Code Reference: V-4 of the SSIDS Manual.

Applicant's Response: Metal screen wall proposed to screen utilities at North side of building in lieu of masonry wall or landscaping. Refer to revised sheets A1-1 and A2-1 for more information.

Document Reference: A1-1 & A2-1

4. Subdivision Plat:

a. On Sheet 2, label new 14' Multi-Purpose Easement at the SE corner of proposed Lot 5 adjacent to the new right-of-way dedication.

b. On Sheet 1, in the Dedication Block, correct misspelling of Junctiont within the 20' Drainage Easement paragraph.

c. On Sheet 1, in the Dedication Block, delete "public sidewalks, public parking" within the All Multipurpose Easements paragraph.

Code Reference: Section 21.02.070 (r) & (s) of the Zoning & Development Code and V-15 of the SSIDS Manual.

Applicant's Response: All of the above changes have been made

Document Reference: Plat

5. Warranty Deed Document & CCR's:

a. CCR's: Section 2.2. Remove blanks as these will not get filled in. Just reference the approved Site Plan as identified within City file number SPN-2018-754.

- b. CCR's: Sections 2.37 & 2.39. Remove blanks as these will not get filled in. Just reference the subdivision plat name, Timberline Center Subdivision.
- c. CCR's: Throughout the document references the Timberline Plaza. According to the revised subdivision plat, the new name for the subdivision is Timberline Center. Revise wording according throughout the document or revise subdivision plat name.
- d. CCR's: Provide a separate paragraph stating that all signage for Timberline Center shall be in accordance with the approved Sign Plan as identified within City file # SPN-2018.754.
- e. Senior City Staff Attorney is currently reviewing submitted CCR's and Warranty Deed document. City Project Manager will email Representative requested revisions if any, once review is complete. Code Reference: IV-2 of the SSIDS Manual.

Applicant's Response: Thank you for the update. We will respond as needed to your Review Comments.

Document Reference: CC&Rs

6. Landscaping:

Sheet L1: In the Landscape Requirements Block, revise total number of shrubs and perennials **provided** to the correct numbers since the Landscape Key Block identifies different totals. Contact City Project Manager if you have questions regarding this comment.

Code Reference: V-10 of the SSIDS Manual.

Applicant's Response: The Landscape Plans and Landscape Key Block have been updated adding (36) more one gallon perennials to match the Landscape Requirements Block. 810 (5 gallon shrubs/perennials) and 270 (1 gallon perennials) are both required and proposed on the plans.

Document Reference: L1 (Landscape Key Block) and L3, L4, L6 (36 added perennial locations)

7. Lighting Plan (Sheets C7.0 & C7.1):

For sheet IES1-1, provide manufacturer's lighting cut-sheets for the proposed Timberline Bank building outside light fixtures for the official record. Code Reference: Section 21.06.080 of the Zoning and Development Code.

Applicant's Response: The lighting "cut sheets" have been added to the C7.0 series drawings.

Document Reference: C7.0

CITY DEVELOPMENT ENGINEER

Site Plan:

FEES

Review Comment: Transportation Capacity Payment (TCP) – The TCP for the bank is $\$6359 \times 11.742 = \$74,667.37$. The TCP for the office is $\$3141 \times 21.016 = \$66,011.26$ for a total of $\$140,678.63$.

Applicant's Response: Acknowledged

Document Reference:

GENERAL

Review Comment: The sanitary sewer will be private, label on the plans. The sanitary sewer line has been labeled "private".

Applicant's Response:

Document Reference:

PLANS

Review Comment: What construction techniques, quality control, and inspection will be used to ensure the 42" storm sewer is built to design? State of the art lasers and surveying grade control devices will be utilized during construction to assure proper vertical and horizontal positioning of the storm manholes, pipes and

trench profile for laying the pipe to proper gradient. The project geotechnical engineer will be doing compaction testing during the backfill operations. The project civil engineer and the general contractor will be monitoring and conducting inspection services during the construction to make sure all is proceeding properly.

Applicant's Response:
Document Reference:

Review Comment: The bus pullout needs more detail. This isn't the latest City detail for pullouts. The city will furnish the detail. Per the City's direction, the reverse curve curb alignment has been revised, and a typical cross-section of the pull-out has been provided on sheet C3.0 showing dimensions and elevations.

Applicant's Response:
Document Reference:

DRAINAGE REPORT

Review Comment: The certification page must be signed with signatures after the latest revision date. The certification page with signatures has been provided updated with the latest revision date to the drainage study.

Applicant's Response:
Document Reference:

Review Comment: Pond registration will be required before CO. Acknowledged. The pond will be registered upon completion and verification of construction completion.

Applicant's Response:
Document Reference:

STORMWATER

Review Comment: Obtain the 521 permit. The permit will be obtained.

Applicant's Response:
Document Reference:

Subdivision Plat:

No further comment.

Applicant's Response:
Document Reference:

CITY SURVEYOR – Peter Krick – peterk@gjcity.org (970) 256-4003

Sheet 1 of 2

1. No additional comments or suggestions.

Applicant's Response:
Document Reference:

1. No additional comments or suggestions.

Applicant's Response:

Document Reference:

CITY FIRE DEPARTMENT – Steve Kollar – stevenk@gjcity.org (970) 549-5852

Site Plan:

Fire Flow. Fire flow form indicates 4848 gpm at 20 psi and is acceptable for the proposed development.

Fire Hydrants. Hydrant locations are accepted as shown. Access to hydrant at northeast corner may require the loss of one to two parking spaces for hose clearance/deployment issues. Matter to be assessed at time of construction. **Acknowledged.**

Fire Apparatus Access. Access is accepted as shown. **Acknowledged.**

Please contact Steve Kollar at the Grand Junction Fire Department at 970-549-5800 should there be any questions.

Applicant's Response: Thank you

Document Reference:

PERSIGO WASTEWATER TREATMENT FACILITY – Jack Beach – jackb@gjcity.org (970) 256-4162

Any discharge to the Sanitary Sewer System from elevator pits is required to have an alarm system installed to detect leaks and cannot contain groundwater.

Applicant's Response: **Acknowledged**

Document Reference:

CITY ADDRESSING – Pat Dunlap – patd@gjcity.org (970) 256-4030

Thank you for the revisions. No further comments.

Applicant's Response: Thank you

Document Reference:

OUTSIDE REVIEW AGENCY COMMENTS

(Non-City Agencies)

Review Agency: Ute Water Conservancy District

Contact Name: Jim Daugherty

Email / Telephone Number: jdaugherty@utewater.org (970) 242-7491

Site Plan:

- The drawing is incomplete as it does not show any proposed water services. **All water services to future buildings have been removed. Site plan review in the future for individual buildings will determine where water meters and services will be provided. The bank will have a water meter installed and enter in the north side of the building and is shown at this time.**

- The construction note # 2, sheet C4.0 needs to read “DOUBLE CHECK DETECTOR ASSEMBLY”.
Construction note #2 has been revised as requested.
 - The construction note # 7, sheet C4.0 refers to a service, what type of service. **As noted above, all water services to the buildings have been removed except the Bank building. Note #7 has been revised to refer to the water service to the bank.**
- Applicant's Response:**

Review Agency: Urban Trails Committee

Contact Name: Andrew Gingerich

Email / Telephone Number: andrewg@gjcity.org (970) 256-4026

The site has poor north-south pedestrian circulation. There are not continuous pedestrian routes between buildings 2, 3, 4 and 5. Please provide these connections. Pedestrian routes should be direct and include sidewalks/paths, ADA compliant curb ramps, and crosswalks over drive aisles. **Additional north-south connectors have been shown. In addition, each of the future buildings will have sidewalks in front of each of the building which will function as the north-south travel paths.**

Applicant's Response:

REVIEW AGENCIES

(Responding with “No Comment” or have not responded as of the due date)

The following Review Agencies have responded with “No Comment.”

1. N/A.

The following Review Agencies have not responded as of the comment due date.

1. Regional Transportation Planning Office
2. 5-2-1 Drainage Authority
3. Senior City Staff Attorney

The Petitioner is required to submit electronic responses, labeled as “**Response to Comments**” for the following agencies:

1. **City Planning**
2. **City Development Engineer**
3. **City Fire Department**
4. **Senior City Staff Attorney**
5. **Persigo Wastewater Treatment Facility**
6. **Ute Water Conservancy District**
7. **5-2-1 Drainage Authority**
8. **Urban Trails Committee**

Date due by: **June 5, 2019**

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

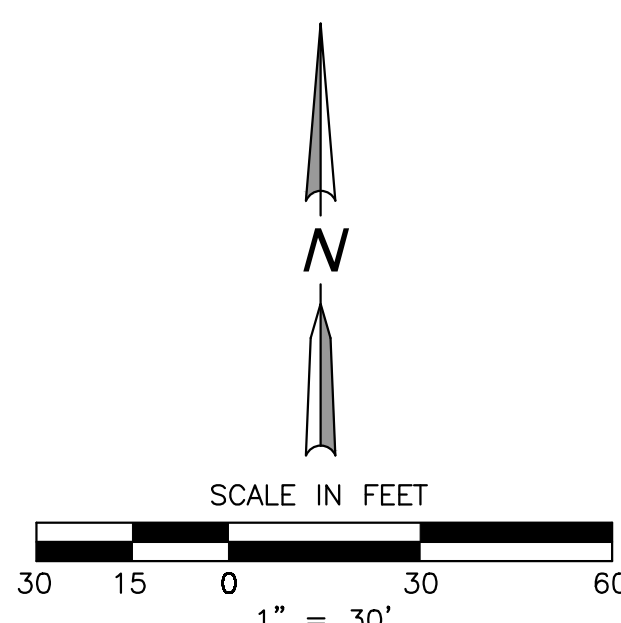
I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.

Kim Kerk

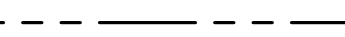
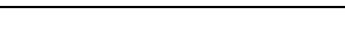
Applicant's Signature

03/18/19

Date



LEGEND

	PROPERTY BOUNDARY
	EASEMENT
	RIGHT-OF-WAY
	PROPOSED HEAVY DUTY
	PROPOSED LIGHT DUTY
	PROPOSED CONCRETE
	PROPOSED CATCH CURB
	CAR PARKING CLUSTER C
	LANDSCAPE AREA
	PROPOSED STREET LIGHT
	PROPOSED SIGN
	"FIRE LANE NO PARKING"
	PHASE LINE

PROPOSED LAND USE TABLE				
USE	AREA	AC.	% OF TOTAL	OWNER
BANK / OFFICE	88,581.51 S.F.	2.03	24.52%	PRIVATE
RETAIL / RESTAURANT	244,786.24 S.F.	5.62	67.74%	PRIVATE
ENTRY WAY TRACT	27,967.19 S.F.	0.64	7.74%	PRIVATE
TOTAL SITE AREA:	361,334.94 S.F. - 8.30 AC			

- | CONSTRUCTION NOTES. | |
|---------------------|--|
| 1 | CONSTRUCT HEAVY DUTY ASPHALT PAVEMENT
RE: DETAIL 1, SHEET C9.0 |
| 2 | CONSTRUCT LIGHT DUTY ASPHALT PAVEMENT
RE: DETAIL 1, SHEET C9.0 |
| 3 | CONSTRUCT CURB & GUTTER
RE: DETAIL 2, SHEET C9.0 |
| 4 | CONSTRUCT 6" V-PAN
RE: GJ DETAIL C-12 |
| 5 | CONSTRUCT 2" V-PAN
RE: DETAIL 3, SHEET C9.0 |
| 6 | CONSTRUCT HANDCAP RAMPS, STANDARD ACCESSIBLE
PARKING STALL AND VERTICAL HANDCAP PARKING SIGNS
RE: GJ DETAILS C-13, C-23 & C-24 |
| 7 | CONSTRUCT STAMPED 8" WIDE CONCRETE PAVEMENT
RE: DETAIL 4, SHEET C9.0 |
| 8 | CONSTRUCT TRASH ENCLOSURE
RE: ARCHITECTURAL PLANS |
| 9 | INSTALL LIGHT POLES
RE: SHEETS C7.0 & C7.1 |
| 10 | CONSTRUCT 4" CONCRETE WALK AT SHOWN WIDTH |
| 11 | INSTALL STOP SIGN OR PAVEMENT MARKING (SEE PLAN)
RE: MUTCD |
| 12 | PAINT 2" WIDE STOP BAR
RE: SHEET 2.0 FOR DIMENSIONS |
| 13 | PAINT 4" WIDE PAINT STRIPE
RE: SHEET 2.0 FOR DIMENSIONS |
| 14 | NOT USED |
| 15 | PAINT HANDICAP AISLE WITH 4" WIDE PAINT STRIPE
RE: SHEET 2.0 FOR DIMENSIONS |
| 16 | PROPOSED PARKING BLOCKS |
| 17 | DRIVE THRU CONCRETE ISLANDS
RE: SHEET 2.0 & ARCH. PLANS FOR DETAILS |
| 18 | CONSTRUCT MODIFIED SIDEWALK TROUGH
RE: DETAIL 6, SHEET C9.0 |
| 19 | CONSTRUCT BUS PULL-OUT
RE: SHEET C2.0, C3.0 & CITY OF G.J. DETAIL |
| 20 | INSTALL 15' LIGHT POLES ALONG LEACH CREEK TRAIL
(CONTRACTOR SHALL MATCH MODEL OF EXISTING LIGHTS) |
| 21 | PROPOSED SIGN - "DRIVE-THRU ENTRY - ONE WAY" |
| 22 | PROPOSED SIGN - "WRONG WAY - DO NOT ENTER" |
| 23 | HANDICAP PARKING SIGN (TYP.) |

- ## GENERAL NOTES
1. ALL CONSTRUCTION TO CONFORM TO THE CURRENT CITY OF GRAND JUNCTION DEPARTMENT OF PUBLIC WORKS AND PLANNING STANDARDS AND SPECIFICATIONS.
 2. CONTRACTOR MUST CONTACT CITY OF GRAND JUNCTION TRAFFIC OPERATIONS SUPERVISOR PRIOR TO CONSTRUCTION OR PLACEMENT OF TRAFFIC CONTROL DEVICES /FEATURES (STRIPING, SIGNALS, MEDIAN, ETC.) FOR CONSTRUCTION IN THE RIGHT-OF-WAY ONLY.
 3. REFER TO THE GEOTECHNICAL INVESTIGATION BY LINCOLN DeVORE INC. DATED AUGUST 27, 2008 FOR RECOMMENDATIONS REGARDING PAVEMENT, SLABS, FOUNDATIONS AND GROUNDWATER MITIGATION REQUIREMENTS.

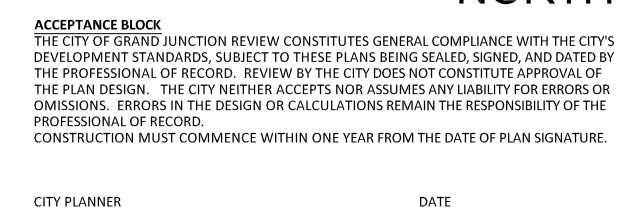
ACCEPTANCE BLOCK

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CITY DEVELOPMENT ENGINEER DATE



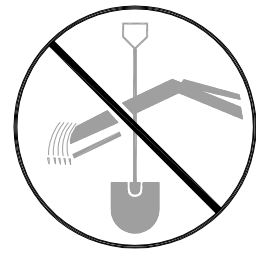


DECIDUOUS TREES

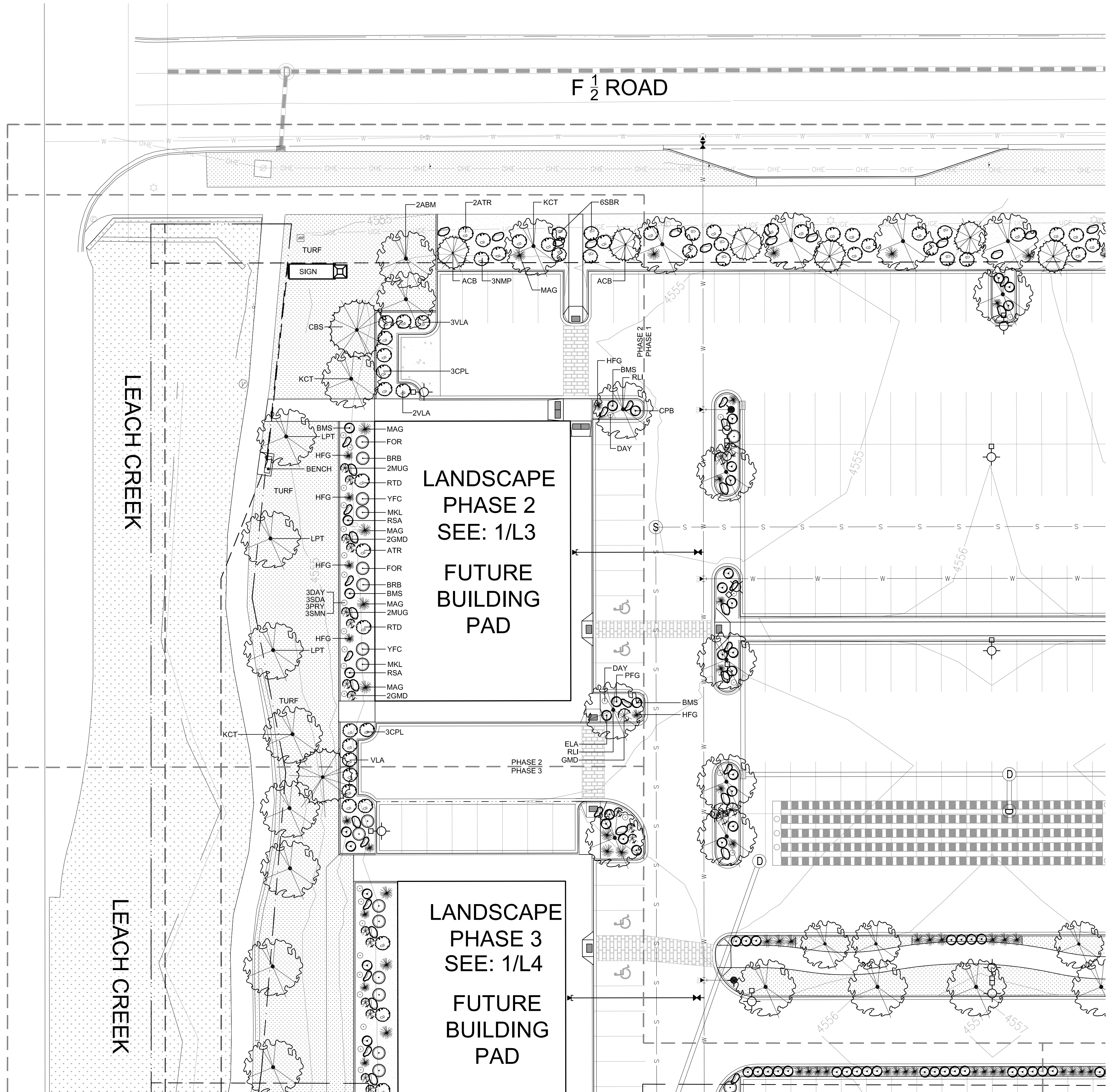
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EVERGREEN TREES

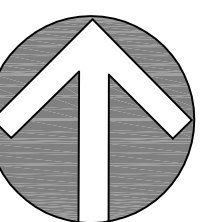
CONCRETE LANDSCAPE CURB



UTILITY NOTIFICATION
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LOCATION OF UTILITIES SHOWN HEREON
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1 LANDSCAPE PLAN
SCALE: 1"=20'-0"



MRLA
MITCH REWOLD LANDSCAPE ARCHITECT
LANDSCAPE ARCHITECTURE AND
LAND PLANNING

386 34 $\frac{1}{2}$ Road
Palisade, Colorado 81526 (970) 361-4345

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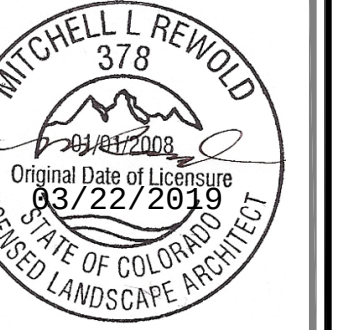
CITY PLANNER _____ DATE _____



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1100

Timberline Center
Market Street
Grand Junction, Colorado

CTNO: 18241
03/22/19
1"=20'-0"
L-1LANDSCAPE.DWG

SHEET~

3

DECIDUOUS TREES

SMALL DECIDUOUS TREES

EVERGREEN TREES

CONCRETE LANDSCAPE CURB

LARGE DECIDUOUS SHRUBS

EVERGREEN SHRUBS

SMALL DECIDUOUS SHRUBS

PERENNIALS

GRASSES

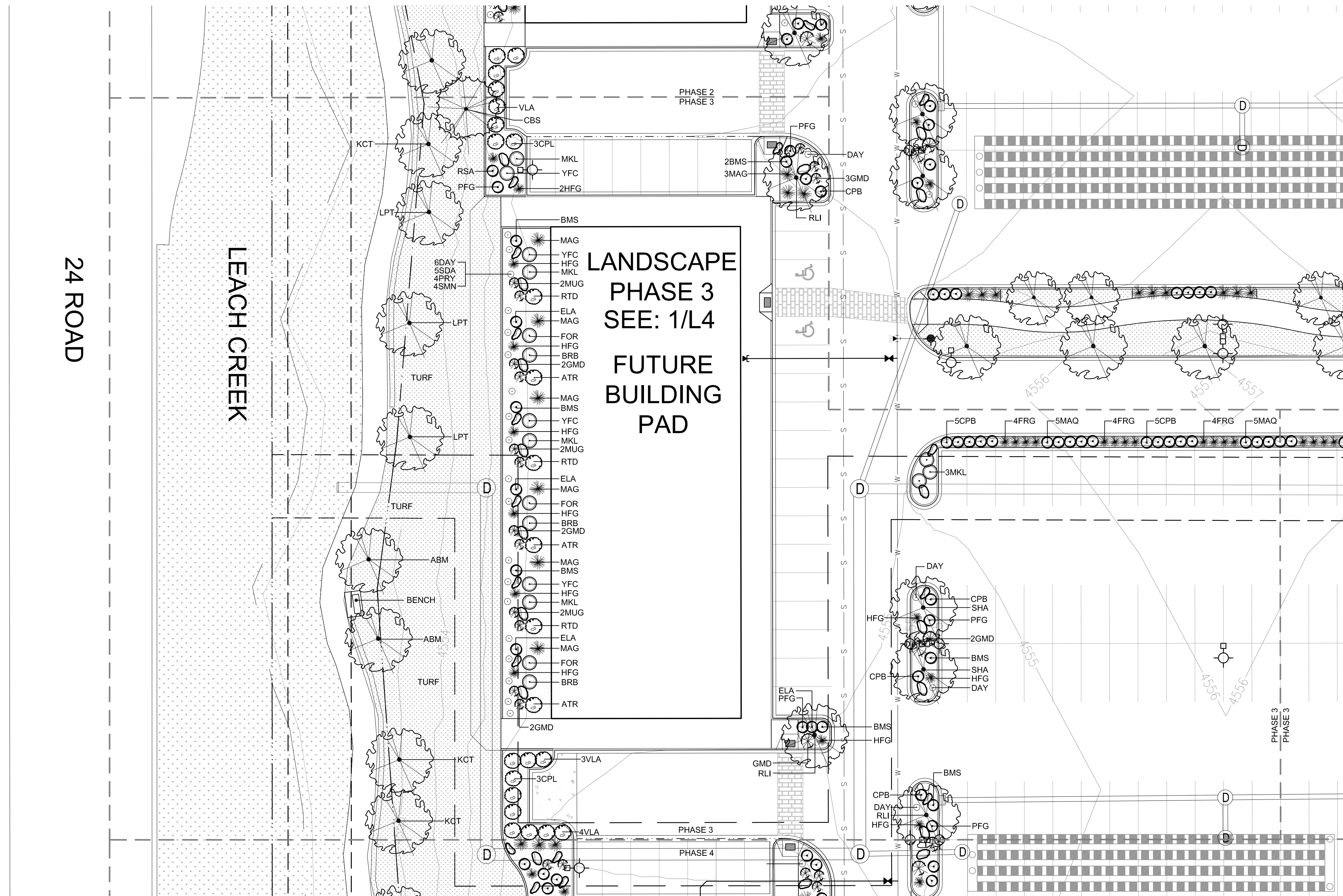
LANDSCAPE BOULDERS

TURF GRASS

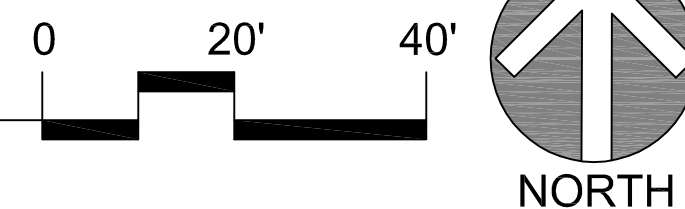
EXISTING NATIVE AREA

LANDSCAPE ROCK

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FINAL PLAN	
JSY	
RL	
DLS	

LANDSCAPE PLAN

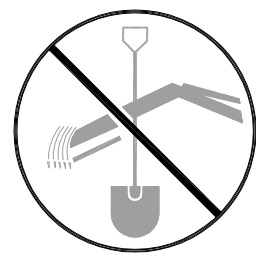
Timberline Center
Market Street
Grand Junction, Colorado

PROJECT NO: 18241
DATE: 03/22/19
SCALE: 1"=20'-0"
CAD ID: L-1LANDSCAPE.DWG

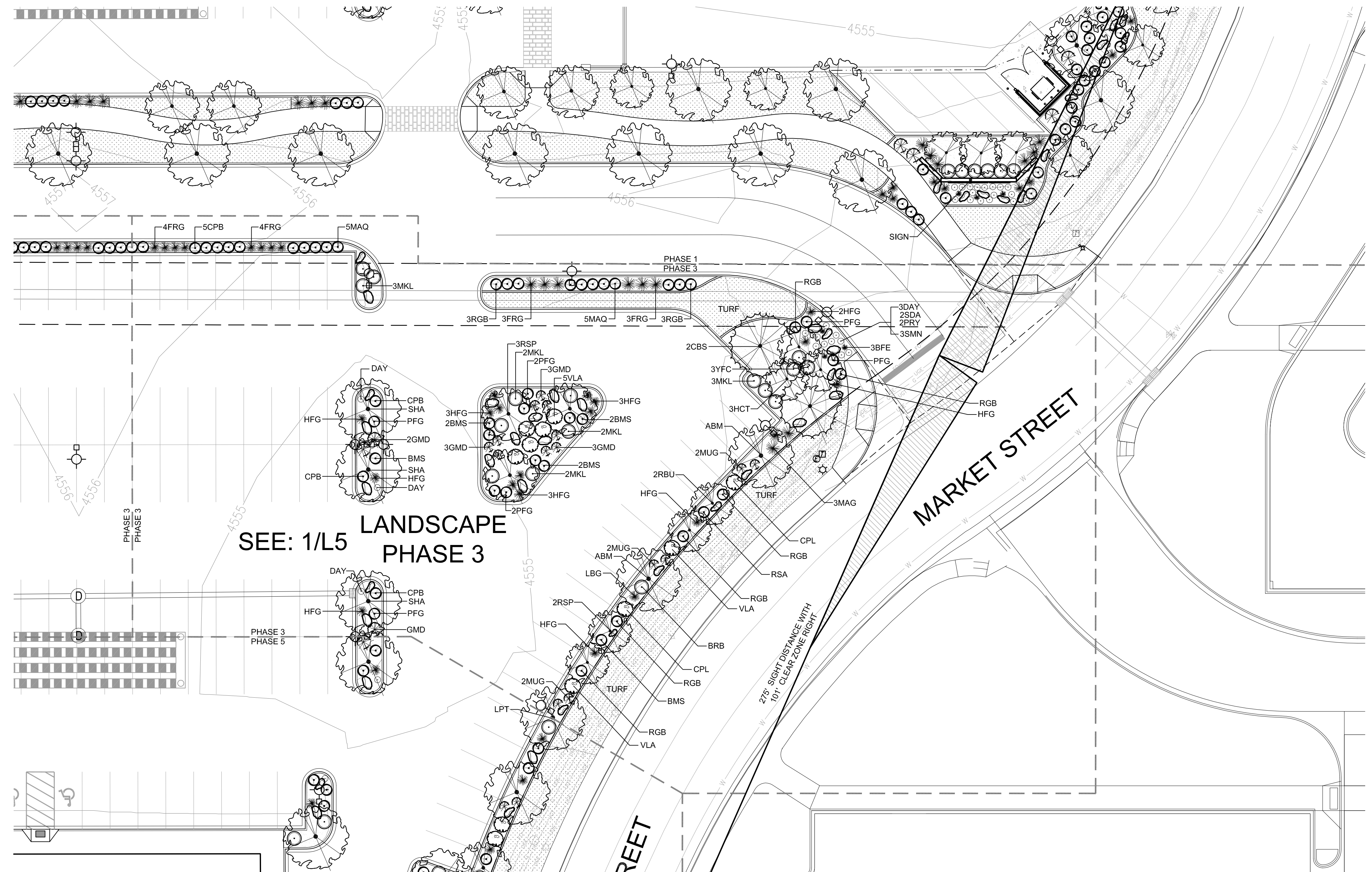
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L4

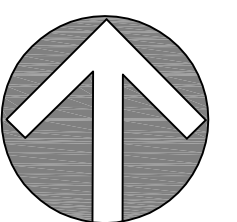
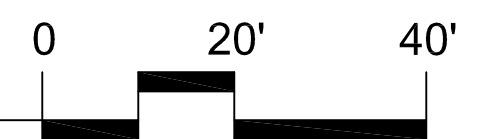
 LARGE DECIDUOUS SHRUBS
 EVERGREEN SHRUBS
 SMALL DECIDUOUS SHRUBS
 PERENNIALS
 GRASSES
 LANDSCAPE BOULDERS
 TURF GRASS
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<i>FINAL PLAN</i>	
REV. DATE	COMMENT
	JST
	IRL
	DLS
	BY

LANDSCAPE PLAN

Timberline Center
Market Street
Grand Junction, Colorado

PROJECT NO: 18241
DATE: 03/22/19
SCALE: 1"=20'-0"
PROJECT ID: L-1LANDSCAPE.DWG

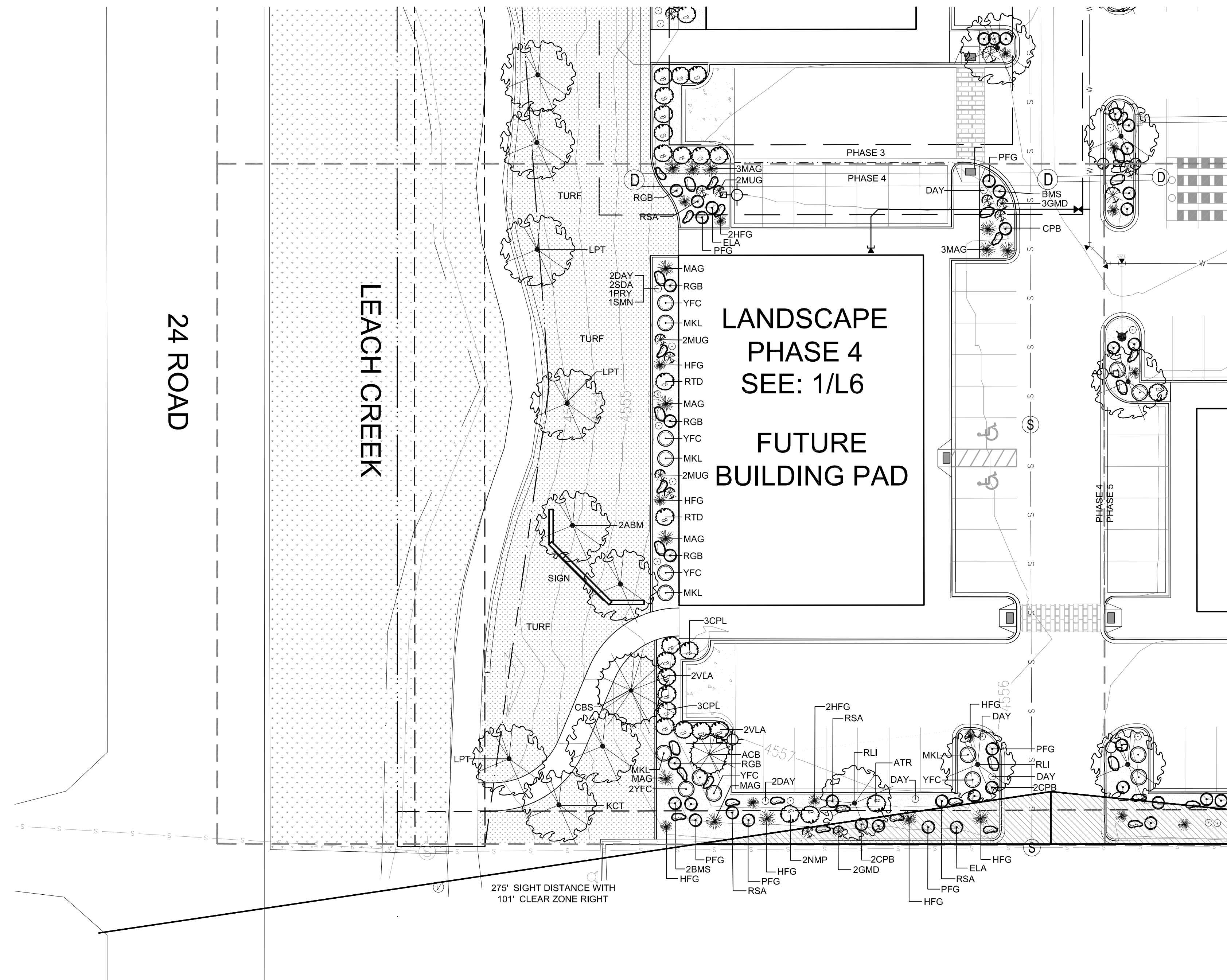
~SHEET~

.5

LEGEND

- LARGE DECIDUOUS TREES
- EVERGREEN SHRUBS
- SMALL DECIDUOUS SHRUBS
- PERENNIALS
- GRASSES
- LANDSCAPE BOULDERS
- TURF GRASS
- EXISTING NATIVE AREA
- LANDSCAPE ROCK
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0 20' 40'

NORTH

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DECIDUOUS TREES

SMALL DECIDUOUS TREES

EVERGREEN TREES

CONCRETE LANDSCAPE CURB

LARGE DECIDUOUS SHRUBS

EVERGREEN SHRUBS

SMALL DECIDUOUS SHRUBS

PERENNIALS

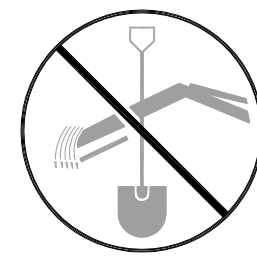
GRASSES

LANDSCAPE BOULDERS

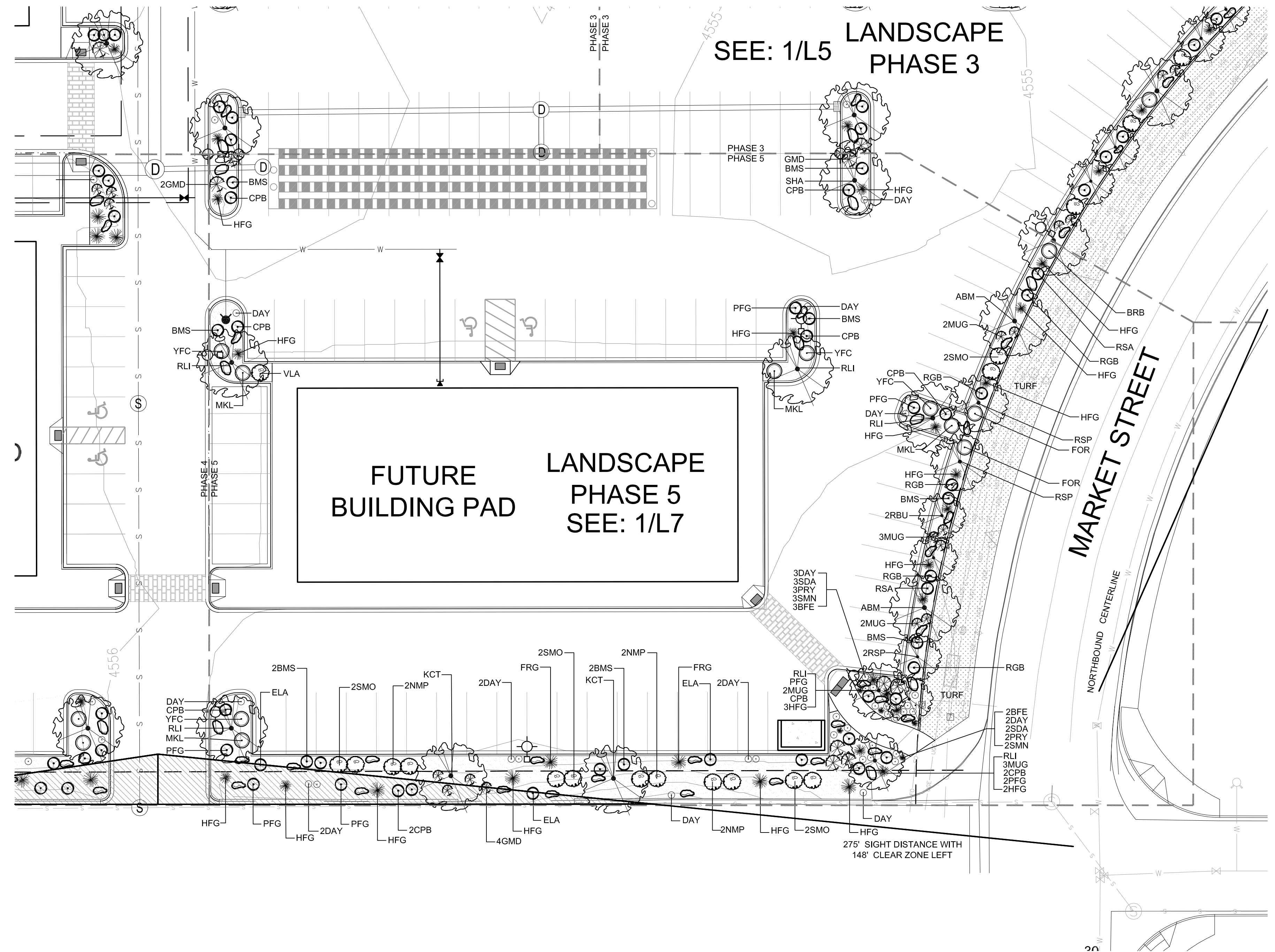
TURF GRASS

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CITY PLANNER

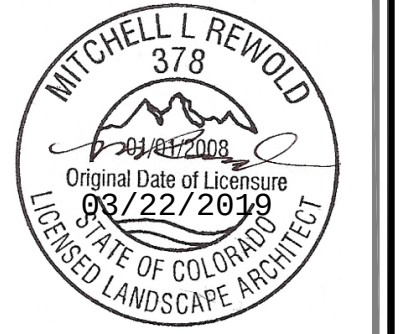
DATE _____



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FINAL PLAN

LANDSCAPE PLAN

Timberline Center
Market Street
Grand Junction, Colorado

PROJECT NO: 18241
DATE: 03/22/19
SCALE: 1"=20'-0"
CAD ID: L-1LANDSCAPE.DWG

SHEET~

L7

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO.

**A RESOLUTION VACATING A PORTION OF A 20' WIDE STORM SEWER
EASEMENT LOCATED WITHIN
LOT 1 CANYON VIEW MARKETPLACE**

LOCATED AT 649 MARKET STREET

RECITALS:

A vacation of a portion of a publicly dedicated 20' wide Storm Sewer Easement has been requested by the developer, Timberline Bank in anticipation of further subdividing and developing the property for future commercial development for the Timberline Center. The applicant's request is to vacate a portion of the existing 20' wide Storm Sewer Easement and relocate the existing storm sewer/drainage pipe and then dedicate a new Storm Sewer Easement, in order to accommodate a future building location.

After public notice and public hearing as required by the Grand Junction Zoning & 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 a public 20' wide Storm Sewer Easement is consistent with the Comprehensive Plan, the Grand Valley Circulation Plan and Section 21.02.100 of the Grand Junction Zoning & Development Code.

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

The following described portion of a publicly dedicated Storm Sewer Easement is hereby vacated subject to the listed conditions:

1. Applicant shall pay all recording/documentary fees for the Vacation Resolution, any easement documents and/or dedication documents.
2. Request for vacation is contingent on a new 36-inch storm sewer/drainage pipe being reconstructed within a new 20-foot wide storm/sewer/drainage easement, consistent with City standards. Said easement shall be conveyed, either by separate instrument or on a subdivision plat.

Portion of Public Storm Sewer Easement to be vacated:

A portion of that twenty feet wide Drainage Easement to the City of Grand Junction to be vacated across that parcel of land known as "A Replat of Lot 1, Canyon View Marketplace, as shown on plat recorded in Reception Number 2298114, Mesa County records in the City of Grand Junction, Mesa County, Colorado LESS that right-of-way per Reception Number 2532041, Mesa County records, TOGETHER WITH those non-exclusive easements for ingress, egress, and parking created pursuant to the Reciprocal Easement Agreement filed for record in Book 4106, Page 716, at Reception Number 2305066, Mesa County records" located in the Northwest Quarter of the Southwest Quarter (NW¼ SW¼) of Section 4, Township 1 South, Range 1 West, of the Ute Meridian, Grand Junction, Mesa County, Colorado, being more particularly described as follows:

COMMENCING at the Northwest corner of said NW¼ SW¼ of Section 4, whence the Southwest corner of said NW¼ SW¼ of Section 4 bears South 00°01'17" East, a distance of 1320.02 feet for a basis of bearings, with all bearings contained herein relative thereto; thence North 89°57'43" East, a distance of 30.00 feet, along the North line of said NW¼ SW¼ of Section 4; thence South 00°01'18" East, a distance of 36.09 feet, to the Northwest corner of said Lot 1, Canyon View Marketplace; thence South 00°01'18" East, a distance of 317.02 feet, along the West line of said Lot 1 to the Point of Beginning of that 20.0' Wide Drainage Easement to the City of Grand Junction, as described by centerline in Reception Number 2604716, Mesa County records; thence South 89°50'36" East, a distance of 48.34 feet, along said Easement centerline to the POINT OF BEGINNING; thence along the centerline of said City of Grand Junction 20.0' Wide Drainage Easement to be vacated the following three (3) courses: (1) South 25°22'06" East, a distance of 28.00 feet; (2) thence North 89°58'42" East, a distance of 92.72 feet; (3) North 61°44'00" East, a distance of 52.47 feet to the POINT OF TERMINUS, with all sidelines being lengthened or foreshortened, as necessary.

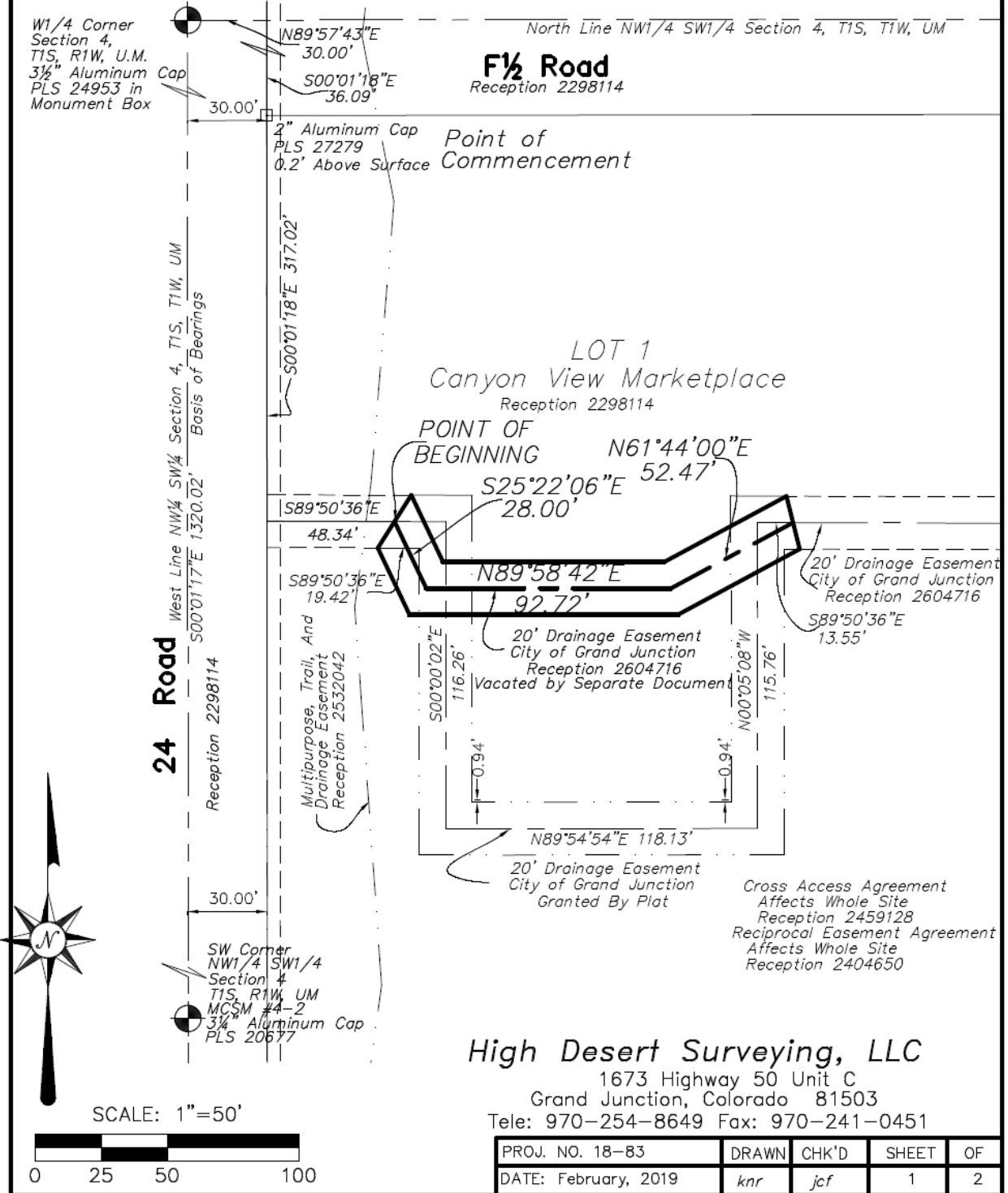
PASSED and ADOPTED this _____ day of _____, 2019

ATTEST:

President of City Council

City Clerk

EXHIBIT B





Grand Junction Planning Commission

Regular Session

Item #5.

Meeting Date: April 23, 2019

Presented By: Kristen Ashbeck, Senior Planner/ CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck, Principal Planner

Information

SUBJECT:

Consider a request by Stephen and Cynthia Coop for a Conditional Use Permit (CUP) to allow development of a Mini-Warehouse complex in a B-1 (Neighborhood Business) zone district located at 3040 E Road

RECOMMENDATION:

Staff recommends approval of the application for a Conditional Use Permit for the proposed Storage City mini-warehouse complex located at 3040 E Road.

EXECUTIVE SUMMARY:

The Applicants are requesting approval of a Conditional Use Permit for a 2.8 acre property located at 3040 E Road in a B-1 zone district, to allow a mini storage complex which is categorized as a Mini-Warehouse use. The proposed business name is Storage City.

BACKGROUND OR DETAILED INFORMATION:

The Applicant is requesting approval of a Conditional Use Permit for a mini storage complex, a mini-warehouse use, on a vacant 2.8-acre parcel at 3040 E Road. The property was annexed to the City in 2017 and zoned B-1 (Neighborhood Business).

Adjacent properties to the east are also zoned B-1 but not currently developed for business use, the property to the west is zoned PUD in Mesa County and is used as a single family residence, to the south are both large and small lot single family homes zoned RSF-4 and RMF-5 in Mesa County, and to the north are railroad and I-70 Business Loop rights-of-way.

The Zoning and Development Code requires a Conditional Use Permit for a mini-warehouse use in a B-1 zone district. In addition, the Code includes Use Specific Standards for the development of a mini-warehouse use. Concurrent with this application, a Site Plan Review is underway with final approval being contingent upon approval of the Conditional Use Permit. The current design is to construct four buildings on the site with a total of 200 storage mini storage units.

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting was held on December 11, 2018 consistent with the requirements of Section 21.02.080(e) of the Zoning and Development Code. Two citizens attended the meeting along with the Applicant/property owners and city staff. The Applicant discussed the proposed request and had a site plan on display. The property owner to the west asked questions about the proposed shared driveway and was comfortable with the proposal. There were no further comments or concerns and no other public comments have been received to date.

Notice was completed consistent to the provisions in Section 21.02.080(g) of the City's Zoning and Development Code. The subject property was posted with application signs on January 30, 2019. 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 attendees of the neighborhood meeting on January 18, 2019. Notice of the public hearing was published in the Grand Junction Sentinel and notification cards sent on April 16, 2019.

ANALYSIS

The review of a Conditional Use Permit is subject to both the General Approval Criteria for all Permits requiring a public hearing (Section 21.02.080(d)) as well as the specific review criteria for Conditional Use Permits.

(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.

The site is currently zoned B-1 (Neighborhood Business) with the Comprehensive Plan Future Land Use Map identifying the site as Commercial. The proposed land use furthers Goal 3 of the Comprehensive Plan: "Create ordered and balanced growth and spread future growth throughout the community", specifically Policy A. "To create large and small centers throughout the community that provide services and commercial areas." The proposed commercial mini-warehouse complex will provide for expansion of the commercial center at the 30 Road and I-70 Business Loop intersection and provide a service to neighborhoods in the vicinity. Staff finds this request is in compliance with the Comprehensive Plan.

(2) Compliance with this zoning and development code.

Development of the site will meet the standards of the B-1 zone district as well as the use specific standards for a mini-warehouse complex. This will be ensured at the time of review of the concurrent Site Plan Review application. The site design under review provides for all required landscaping, buffering, circulation, drainage, utilities, irrigation and lighting so as to create an attractive site and not be detrimental to adjacent residential areas. The complex will provide a buffer between the noise and traffic of the railroad and I-70 Business Loop rights-of-way and the residential areas on the south side of E Road. As such, Staff finds this request will be in compliance with the Zoning and Development Code.

(3) Conditions of any prior approvals.

There are no conditions of prior approvals regarding this site/property therefore staff finds this criterion has been met.

(4) Public facilities and utilities shall be available concurrent with the development.

Public facilities and utilities are or will be made available to serve the proposed development. Right-of-way for E Road and shared access, irrigation and multi-purpose easements will be dedicated through the Site Plan Review process for existing or proposed services. To date, the Applicant has adequately addressed review agency comments, including utility agencies and the City Development Engineer for the Site Plan Review and the Conditional Use Permit. Staff therefore finds this criterion has been met.

(5) Received all applicable local, State and federal permits.

The Applicant is in the process of obtaining the 5-2-1 Drainage Authority and Colorado Department of Public Health and Environments (CDPHE) permits through the Site Plan Review process. A Planning Clearance to allow construction to commence will not be issued until these permits and the Conditional Use Permit are approved or in place. The Mesa County Building and City Fire Departments will ensure that all applicable regulations are met prior to a Building Permit being issued for construction of the proposed buildings. The Applicant is applying for the Conditional Use Permit at the appropriate point in the process to obtain all approvals for the proposed project. Therefore, staff finds this criterion has been met.

Pursuant to Section 21.02.110 (a) of the Grand Junction Zoning and Development Code, a Conditional Use review is to provide an opportunity to utilize property for an activity which under usual circumstances could be detrimental to other permitted uses,

and which normally is not permitted within the same district. A Conditional Use may be permitted under circumstances particular to the proposed location and subject to conditions that provide protection to adjacent land uses. A Conditional Use is not a use by right; it is one that is otherwise prohibited within a given zone district without approval of a Conditional Use Permit. The application shall demonstrate that the proposed development will comply with the following:

(1) District Standards. The underlying zoning districts standards established in Chapter 21.03 GJMC, except density when the application is pursuant to GJMC 21.08.020(c) ;

The site is zoned B-1 (Neighborhood Business). The proposal meets the purpose of the B-1 zone by adding a neighborhood commercial service to the residential areas in the vicinity. In addition, the site meets the B-1 performance standards for parking (1 required for 200 units – provided on site), service entrances (located in rear of site – none proposed), and outdoor storage and display (not allowed - none proposed). The other performance standard requires that hours of operation be limited to between 5:00 am and 11:00 pm. The Applicant has provided that the entry gate to the complex will be programmed to only operate during these hours. In addition, hours of business will be posted at the entry. As proposed, Staff finds this criterion has been met.

(2) Specific Standards. The use-specific standards established in Section 21.04.030 (g) GJMC;

The proposed use falls under the Mini-Warehouse use standards of the Code. The specific standards are listed below and staff has found that the standards, as required, have or will be met based on the Applicant's submittal.

(a) Fencing and Screening.

- Screening and buffering shall be provided in accordance with GJMC 21.06.040(e) and (f).

Buffering for a use within a B-1 zone district is required for adjacent residential areas (6-foot fence) and non-residential zone districts (6-foot fence or 8-foot landscape strip). Per the proposed plan, a 6-foot fence with slats is proposed on the south and west sides of the site adjacent to residential uses and appropriate landscape strips are proposed along the east and north sides of the site adjacent to non-residential zone districts.

- Signs or other advertising mediums shall not be placed upon, attached to, or painted on any required walls or fences.

Signage for the proposed use will be freestanding and not attached to the fencing.

(b) Landscaping. All setbacks shall be landscaped in conformance with GJMC 21.06.040(b) and shall provide appropriate visual screening and/or buffering for adjacent properties.

Per the proposed plan, all required setbacks will be landscaped.

(c) Architectural Standards. Mini-warehouse units provided in conjunction with multifamily housing shall be similar in architectural design and materials to the multifamily structure.

This proposed use is not associated with a multifamily housing development.

(d) Commercial Activity Prohibited. Sales, other than an occasional sale, estate sale or lien foreclosure sale from or at a mini-warehouse is specifically prohibited.

- It shall be unlawful for any owner, operator or lessee of any mini-warehouse or portion thereof to offer for sale, or to sell any item of personal property, or to conduct any type of commercial activity of any kind whatsoever, other than leasing of the storage units, or to permit same to occur upon any area designated as a mini-warehouse; except, one estate sale or other sale of two days or less per calendar quarter shall be allowed per property.

By virtue of approval of a Conditional Use Permit, the mini-warehouse complex must operate under these stipulations.

- The Director may take appropriate legal or administrative action necessary to halt or prohibit any commercial activity from any mini-warehouse other than the leasing of storage units.

If operations do not meet these requirements, legal or administrative action will be taken.

(e) Storage Only. No activity other than storage and rental of storage units shall be conducted on the premises.

No other activities, including outside storage, are proposed on the site.

- No outside storage shall be permitted except the storage of licensed vehicles within approved areas designated for such storage and meet outdoor storage requirements of GJMC 21.04.040.

No other activities, including outside storage, are proposed on the site.

(f) Signage. Signage shall conform to the provisions of GJMC 21.06.070. Storage units shall be clearly marked with numbers or letters identifying the individual units and a directory of the unit locations shall be posted at the entrance or office of the facility.

Two freestanding signs are proposed – one on the I-70 Business Loop frontage (24 feet tall, 180 square feet) and one on the E Road frontage (20 feet tall, 120 square feet). Neither sign will be lighted.

City Addressing has suggested a numbering system for the units and staff will ensure the numbering is in place on the units accordingly and that a directory of units is posted at the entrance through the Site Plan Review.

(g) Accessibility/Circulation. Vehicular ingress-egress shall provide for safe access by customers and emergency vehicles and shall be paved.

The site plan under review indicates vehicular access meets Code and Fire requirements for width and pavement.

(h) Height. Building height shall not exceed 18 feet.

All proposed storage buildings are standard single-story units, approximately 9 feet in height. Staff finds this criterion has been met.

(3) Availability of Complementary Uses. Other uses complementary to, and supportive of, the proposed project shall be available including, but not limited to: schools, parks, hospitals, business and commercial facilities, and transportation facilities.

Complementary commercial uses exist in the vicinity of this commercial core at the I-70 Business Loop and 30 Road intersection. In addition, there are nearby residential areas that will be able to easily access the proposed use. The proposed use fits well as a low-intensity, neighborhood-oriented business that will serve as a buffer between the railroad and highway and the residential areas to the south. Staff finds this criterion has been met.

(4) Compatibility with Adjoining Properties. Compatibility with and protection of neighboring properties through measures such as:

- Protection of Privacy. The proposed plan shall provide reasonable visual and auditory privacy for all dwelling units located within and adjacent to the site. Fences, walls, barriers and/or vegetation shall be arranged to protect and enhance the property and to

enhance the privacy of on-site and neighboring occupants;

Generally, the developed site will serve as a buffer between the visual quality and noise of the I-70 Business Loop and the residential uses through the proposed building placement, landscaping and fencing. Staff finds this criterion has been met.

- Protection of Use and Enjoyment. All elements of the proposed plan shall be designed and arranged to have a minimal negative impact on the use and enjoyment of adjoining property;

The proposed mini-warehouse complex is inherently a low-intensity use. In addition, the site is designed to minimize impact on neighboring properties including providing required landscaping and fencing buffers. Staff finds this criterion has been met.

- Compatible Design and Integration. All elements of a plan shall coexist in a harmonious manner with nearby existing and anticipated development. Elements to consider include; buildings, outdoor storage areas and equipment, utility structures, building and paving coverage, landscaping, lighting, glare, dust, signage, views, noise, and odors. The plan must ensure that noxious emissions and conditions not typical of land uses in the same zoning district will be effectively confined so as not to be injurious or detrimental to nearby properties.

As discussed herein, the proposed use complies with Code requirements and will not impact surrounding properties nor cause any nuisance elements such as listed above. Specific elements of the proposed site plan that address compatibility include the proposed placement of buildings, landscaping, screening and fencing and the overall low-intensity nature of the use. Staff finds this criterion has been met.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Conditional Use Permit application, for Storage City mini-warehouse complex, CUP-2019-15, the following findings of fact and conclusions have been determined:

1. In accordance with Section 21.02.080(d) of the Zoning and Development Code, the application has satisfied the criteria for general approval.

2. In accordance with Section 21.02.110 of the Zoning and Development Code, the application has demonstrated compliance with the criteria for a Conditional Use Permit.

SUGGESTED MOTION:

Madam Chairman, on the application for a Conditional Use Permit for the proposed Storage City mini-warehouse complex located at 3040 E Road, CUP-2019-15, I move that the Planning Commission approve the application.

Attachments

1. Attachment 1 - Storage City Maps
2. Attachment 2 - Site Photos
3. Attachment 3 - Proposed Site Plan
4. Attachment 4 - Proposed Signage

Storage City Vicinity Map



Printed: 4/9/2019

1 inch = 376 feet

Storage City Aerial Photo Location Map

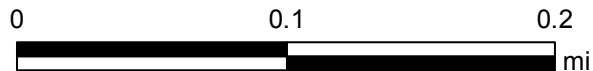


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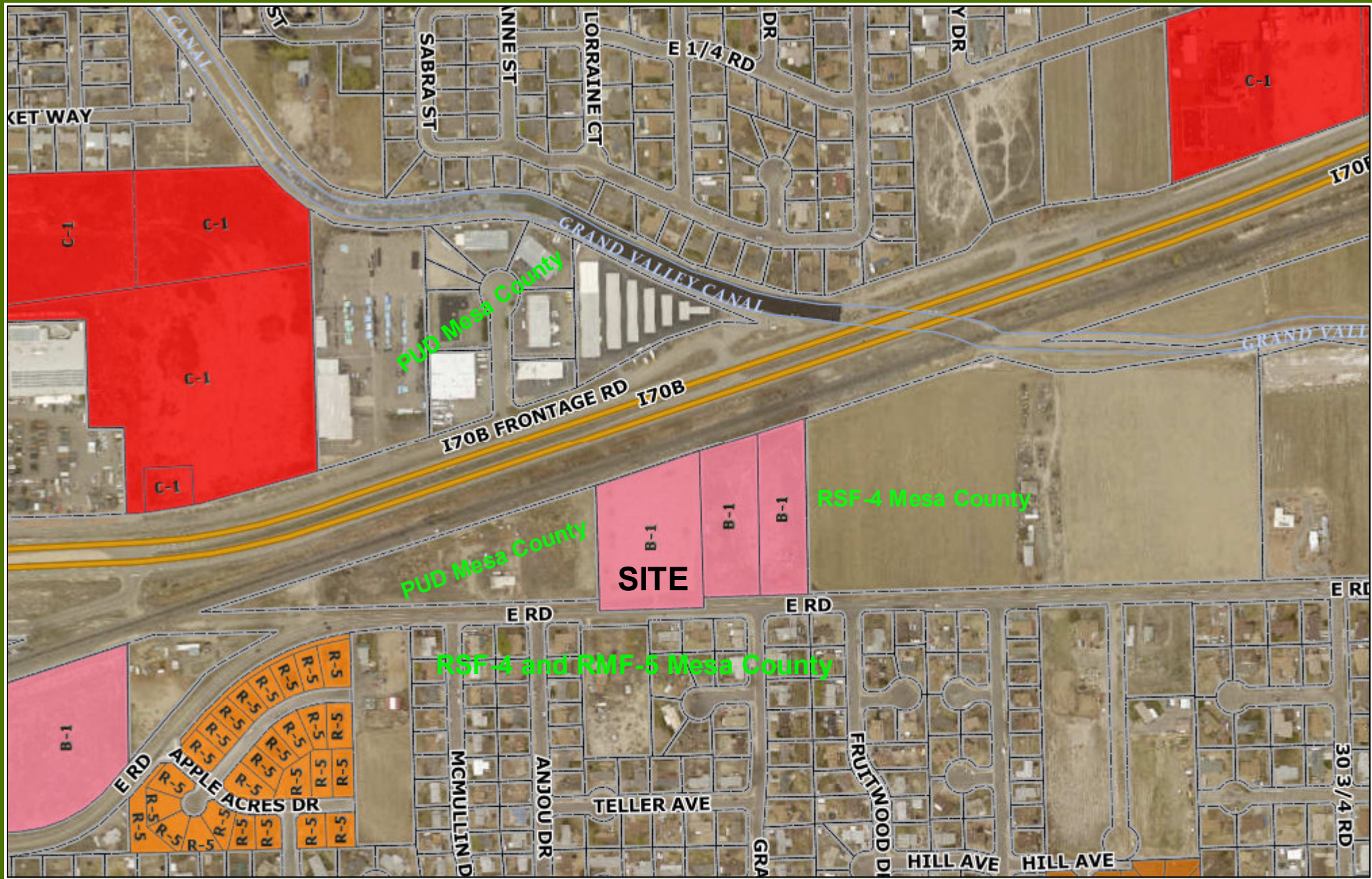
1 inch = 94 feet

CITY OF
Grand Junction
COLORADO
GEOGRAPHIC INFORMATION SYSTEM



1 inch = 376 feet

STORAGE CITY ZONING MAP



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Printed: 4/9/2019

1 inch = 376 feet

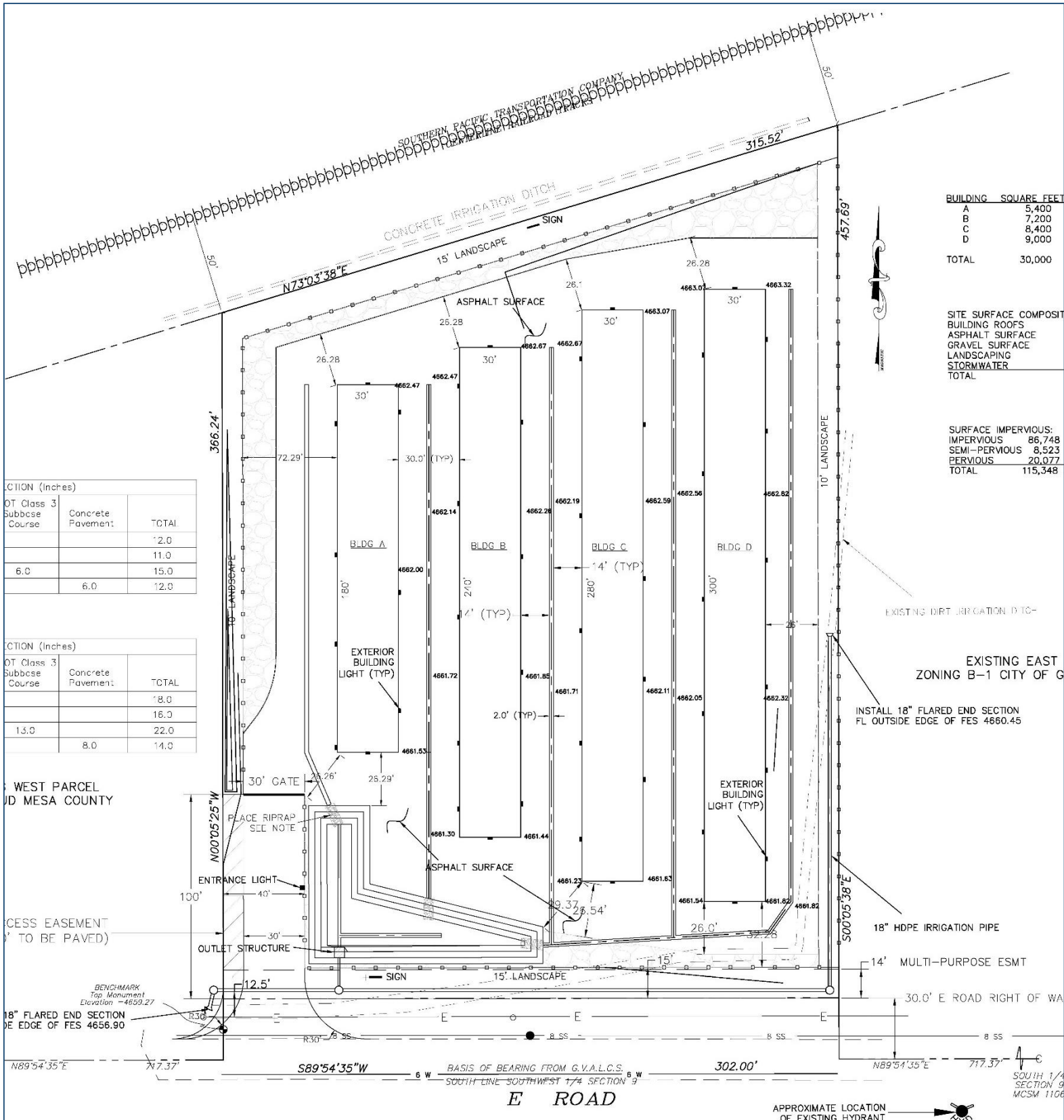
VIEW ACROSS SITE FROM SOUTH TO NORTH



VIEW ACROSS SITE FROM EAST TO WEST



STORAGE CITY PROPOSED SITE PLAN





120 sq ft



www.PlatinumSign.com
2916 I-70B Grand Junction CO
Phone: 970-248-9677
Fax: 970-248-5444

A Family TRADE Since 1915

Revisions:

Colors Depicted In This Rendering May Not Match Actual Finished Materials. Refer To Product Samples For Exact Color Match.

Client Approval/Date: _____

Landlord Approval/Date: _____

Account Rep: _____

Project Manager: _____

Drawn By: Mike Blackwelder

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ELECTRICAL TO USE U.L. LISTED COMPONENTS AND SHALL MEET ALL N.E.C. STANDARDS
ALL ELECTRICAL SIGNS ARE TO COMPLY WITH U.L. 48 AND ARTICLE 600 OF THE N.E.C. STANDARDS, INCLUDING THE PROPER GROUNDING AND BONDING OF ALL SIGNS.

Project / Location:



Job Number: _____

Date: 3-3-19

Sheet Number: 1 Of 2

Design Number: _____

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180 sq ft



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UL Underwriters Laboratories Inc. nfc ELECTRICAL TO USE U.L. LISTED COMPONENTS AND SHALL MEET ALL N.E.C. STANDARDS. ALL ELECTRICAL SIGNS ARE TO COMPLY WITH U.L. 48 AND ARTICLE 800 OF THE N.E.C. STANDARDS, INCLUDING THE PROPER GROUNDING AND BONDING OF ALL SIGNS.

Project / Location:



Job Number: _____

Date: 3-3-19

Sheet Number: 2 Of 3

Design Number: _____

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Grand Junction Planning Commission

Regular Session

Item #6.

Meeting Date: April 23, 2019

Presented By: David Thornton, Principal Planner

Department: Community Development

Submitted By: Dave Thornton

Information

SUBJECT:

Consider a request to amend the OneWest Planned Development and Outline Development Plan, located between G Road and Highway 6 & 50 west of 23 ¾ Road, as adopted by Ordinance No. 4676 to modify the name, allowed uses, bulk standards and phasing schedule.

RECOMMENDATION:

Staff recommends approval.

EXECUTIVE SUMMARY:

The Applicant, Taurus Investment Holdings LLC, is requesting approval of an amendment to the existing Outline Development Plan (ODP) for the OneWest Planned Development (Ordinance #4676), located on 177 acres situated between G Road and US Highway 6 & 50 between 23 ¼ Road and 23 ¾ Road. The Applicant is proposing to rename the development, "The Community" and amend the uses to allow for detached and attached single-family units as well as duplexes within certain areas of the PD, to modify allowed land uses and bulk standards, and establish a new phasing schedule.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

Ordinance No. 4676, adopted on August 19, 2015, established the Planned Development (PD) zoning and Outline Development Plan (ODP) for the 177-acre OneWest development, situated between G Road and Highway 6 & 50 between 23 ¼ Road and 23 ¾ Road. To date, no portion of the Plan has been developed and the approved development schedule requires that a Final Development Plan and Plat must

be approved within six years or the ODP will expire and the zoning will revert back to the original Mixed Use (MU) and Heavy Commercial (C-2) zones.

The original PD zoning established a mixed use development consisting of business, commercial, and industrial land uses with a mix of multi-family and group living. This plan was focused on employment uses and less on housing.

Proposed Amendments

The Applicant is proposing to rename the project to “The Community” and to modify the allowed uses, bulk standards and phasing schedule.

The primary change proposed is to add other housing types, in addition to the multifamily already allowed, including Single Family Detached, Single Family Attached (Townhomes) and Duplexes and to limit the amount of that type of housing in each development Pod. Further, several additional non-residential land uses are proposed to provide for a greater range of options for the future development of this property. Specific proposed changes for each pod are as follows:

Pod 1:

1. Add Single Family Detached, Single Family Attached (Townhomes) and Duplex Residential as allowed uses at a minimum density of 5.5 units per acre on no more than 70% of the acreage of Pod 1.
2. Add additional land uses as follows:
 - a. Accessory Dwelling Units,
 - b. Business Residence,
 - c. Government and Public Purpose Facilities,
 - d. Parks and Open Space, and
 - e. Agricultural uses.
3. Reduce the street setback for principal structures from 15 feet to 10 feet (except no change to 30 feet setback for non-residential buildings along Arterial roadways).
4. Reduce minimum lot width for Detached, Attached (Townhomes) and Duplex Residential Uses from 100 feet to 20 feet.
5. Reduce the minimum lot area from 1 acre to 1,800 square feet.
6. Establish a multi-family density of 12 to 24 du/ac.

Pod 2:

1. Add Single Family Detached, Single Family Attached (Townhomes) and Duplex Residential as allowed uses at a minimum density of 5.5 units per acre on no more than 40% of the acreage of Pod 2.
2. Add additional land uses as follows:
 - a. Accessory Dwelling Units,

- b. Business Residence,
 - c. Government and Public Purpose Facilities,
 - d. Parks and Open Space, and
 - e. Agricultural uses.
3. Reduce the street setback for principal structures from 15 feet to 10 feet (except no change to 30 ft. setback for non-residential buildings along Arterial roadways).
 4. Reduce minimum lot width for Detached, Attached (Townhomes) and Duplex Residential Uses from 100 feet to 20 feet.
 5. Reduce the minimum lot area from 1 acre to 1,800 square feet.
 6. Increase the maximum height from 40 feet to 65 feet.
 7. Establish a multi-family density of 12 to 24 du/ac.

Pod 3:

1. Add Single Family Detached, Single Family Attached (Townhomes) and Duplex Residential as allowed uses at a minimum density of 5.5 units per acre and allow these on no more than 55% of the acreage of Pod 3.
2. Add additional land uses as follows:
 - a. Multi-family Residential,
 - b. Accessory Dwelling Units,
 - c. Business Residence,
 - d. Group Living,
 - e. Manufacturing and Production – Indoor Operations and Storage,
 - f. Manufacturing and Production – Indoor Operations with Outside Storage,
 - g. Landscaping Material, Indoor Greenhouse and Outdoor Nursery Plant Growing/Sales,
 - h. Government and Public Purpose Facilities,
 - i. Parks and Open Space, and
 - j. Agricultural uses.
3. Reduce the street setback for principal structures from 15 feet to 10 feet (except no change to 30 ft. setback for non-residential buildings along Arterial roadways).
4. Reduce minimum lot width for Detached, Attached (Townhomes) and Duplex Residential Uses from 50 feet to 20 feet.
5. Reduce the minimum lot area from ½ acre to 1,800 square feet.
6. Increase the maximum height from 40 feet to 65 feet.
7. Establish a multi-family density of 12 to 24 du/ac.
8. Change the Default Zone from C-2 (Heavy Commercial) to BP (Business Park)

Pod 4:

1. Add additional land uses as follows:
 - a. Multi-family Residential,
 - b. Business Residence,
 - c. Retail (small and large box),

- d. Manufacturing and Production – Indoor Operations and Storage,
 - e. Manufacturing and Production – Indoor Operations with Outside Storage,
 - f. Landscaping Material, Indoor Greenhouse and Outdoor Nursery Plant Growing/Sales,
 - g. Industrial Services,
 - h. Contractors and Trade Shops,
 - i. Oil and Gas Support Operations without Hazardous Materials (indoor and/or outdoor Operations and Storage),
 - j. Warehouse and Freight Movement – Indoor Operations, Storage and Loading with Outdoor Loading Docks,
 - k. Government and Public Purpose Facilities,
 - l. Parks and Open Space, and
 - m. Agricultural uses.
 - n. Mini-warehouse
2. Increase the maximum height from 40 feet to 65 feet.
 3. Reduce the street setback for principal structures from 15 feet to 10 feet (except no change to 30 ft. setback for non-residential buildings along Arterial roadways).
 4. Establish a multi-family density of 12 to 24 du/ac.

Additional changes affecting all four (4) Pods

1. Remove redundancy in the PD Performance Standards found in Ordinance 4676 that are already found in the Zoning and Development Code such as loading dock standards, trash area standards, screening standards, vibration, smoke, odor, noise, glare, nuisance standards, and fire hazards and hazardous materials standards.
2. Clarify decision-making authority.

Amendments to the Outline Development Plan Map:

The Pods have been modified slightly due to the anticipated right-of-way widths (including the downgrading of 23 ½ Road from a Principal Arterial to a Minor Arterial approved by City Council in 2016) and straightening the 23 ½ Road corridor through the property.

The following are proposed changes to the ODP Map:

1. Remove list of allowed land uses from map;
2. Eliminate the curve in 23 ½ Road where it intersects with F ½ Road Parkway;
3. Identify access points along 23 ¾ Road south of F ½ Road Parkway;
4. Add a note that right-of-way widths will be determined and dedicated at final plat;
5. Identify the location of a future Pod 5 site located at the NE corner of G Road and 23 ½ Road that is owned by the Applicant. Pod 5 is not part of this development proposal and will be reviewed and considered in the future.

Amendments to the Development Phasing Schedule:

The approved development schedule for the OneWest PD/ODP states a final development plan and plat must be approved within six (6) years of adoption of the PD ordinance, which would be August 19, 2021. In addition, specific detail of what constitutes a final development plan and plat is not spelled out in detail in the PD ordinance and is assumed to mean a final plan and plat for the entire 177 acres. This only gives the developer approximately 2 ½ years to meet this requirement.

The Applicant is requesting an amendment to the development phasing schedule as follows:

Phase 1: Any one Pod—a. Preliminary Development Plan approval within 4 years from date of approved PD ordinance; b. An approved final plat of 25% of the area within 2 years of Preliminary Plan approval.

Phase 2: Any second Pod—a. Preliminary Development Plan approval within 7 years from date of approved PD ordinance; b. An approved final plat of 25% of the area within 2 years of Preliminary Plan approval.

Phase 3: Remaining two Pods—a. Preliminary Development Plan approval within 10 years from the date of approved PD ordinance; b. An approved final plat of 25% of the area within 2 years of Preliminary Plan approval.

The area(s) required as determined by the City for the regional drainage facilities shall be dedicated to the City at the time the first plat is recorded for any land included in the ODP.

Default Zones and Deviations:

The Applicant is proposing to utilize the dimensional standards of the Business Park (BP) and Heavy Commercial (C-2) zone districts. Proposed deviations are shown in the following table:

Dimensional Standard	BP	C-2	Proposed ODP
Front yard setback (Principal/Accessory)	15'½ 5'	15'½/25'	10'½/25' (30' along arterial streets)
Side yard setback (Principal/Accessory)	0'	0'	0'
Rear yard setback (Principal/Accessory)	10'½ 5'	10'½/10'	0'
Maximum building height	65'	40'	65'

Maximum lot coverage	N/A	N/A	N/A
Minimum lot area	1 acre	20,000 s.f.	1,800 s.f. in pods 1,2 & 3; no minimum in pod 4
Minimum lot width	100'	50'	20' in pods 1,2 & 3; no minimum in pod 4

For maximum flexibility in the design of this site, the Applicant is requesting the following deviations:

1. Reduction in minimum lot size to 1,800 square feet and lot width to 20 feet
2. Increase in Maximum height to 65 feet.
3. Reduction of the front (street) yard setback from 15 feet to 10 feet.
4. Reduction of the rear yard setback from 25 feet to 0 feet.

Deviations:

Section 21.05.040 (g) of the Zoning and Development Code allows for the Planning Commission to recommend the City Council deviate from the default district standards subject to the provision of any of the community amenities as identified below. In order for the Planning Commission to recommend and the City Council to approve the deviation, the listed amenities to be provided shall be in excess of what would otherwise be required by the code. These amenities include:

1. Transportation amenities including, but not limited to, trails other than required by multimodal plan, bike or pedestrian amenities or transit oriented improvements, including school and transit bus shelter;
2. Open space, agricultural land reservation or land dedication of 20% or greater;
3. Community facilities for provision of public services beyond those required for development within the PD;
4. The provision of affordable housing for moderate, low and very low income household pursuant to HUD definitions for no less than 20 years; and
5. Other amenities, in excess of minimum standards required by this Code, that the Council specifically finds provide sufficient community benefit to offset the proposed deviation.

The Applicant is proposing to provide, as shown on the ODP map, a Storm-water Management Irrigation Storage area located at the southern entrance of the development at the intersection of US Hwy 6 & 50 and the F ½ Road Parkway. This facility provides for regional storm-water needs in one area that improves efficiency and effectiveness of the infrastructure. Staff finds that this meets criterion 3 above.

NOTIFICATION REQUIREMENTS

As required by § 21.02.080 (e) of the Zoning and Development Code, a Neighborhood Meeting was held on March 7, 2019. Nine (9) people attended the meeting along with City Staff. Generally, those in attendance were supportive of the proposal.

Notice was provided in accordance with §21.02.080 (g) of the Zoning and Development Code. On April 12, 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 April 12, 2019 and notice of the public hearing was published April 16, 2019 in the Daily Sentinel.

ANALYSIS

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;

The request to amend the OneWest Planned Development Outline Development Plan is consistent with the following Goals and 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 quality.

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

Policy B. Encourage mixed-use development and identification of locations for increased density.

“The Community” is a mixed use development that provides a large range of land uses including housing, services, retail uses, commercial, manufacturing and employment;

thereby providing the opportunity to reduce trips and housing for a variety of life stages. Therefore, staff finds 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 The ordinance establishing the Planned Development zoning and Outline Development Plan for mixed use was approved in 2015. The plan contemplated a mixed use development with commercial, industrial and multifamily land uses, focusing more on employment uses and less on housing. The applicant is proposing to amend the PD to add additional housing types and densities, as well as modify the bulk standards and extend the phasing schedule.

The area surrounding the PD has continued to develop since 2015 in accordance with the Comprehensive Plan and zoning. The requested amendments to modify the uses and bulk standards will allow for additional flexibility in the development of the property, but are not due to subsequent events that have invalidated the original premises and findings. Therefore, Staff finds that this criterion has not been met.

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

The condition of the Mesa Mall/24 Road area continues to change as new projects, such as Community Hospital, office, retail and lodging have come on-line. Housing demand community-wide has accelerated the past few years and is anticipated to be high in the 24 Road area in close proximity to the growing employment center and supportive services. Providing for a wide range of housing types, as proposed with the amendment, allows for more flexibility in housing type that can meet the future demand in the 24 Road area. Therefore, Staff finds that this criterion has been met.

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

All major utilities are available to the property and are adequate to serve the proposed density and intensity of development as proposed. 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

There are limited properties in the Grand Junction city limits that are at the size and scale as this PD development at 177-acres and in a location where it is appropriate to have the range of land uses as already approved for the property. These amendments to the PD zone increase the options of mixed use and will enhance and provide benefit

to a new growth area within the city. Therefore, staff finds this criterion has been met.

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

“The Community” Planned Development provides a mixed use neighborhood that meets the intent of the Comprehensive Plan. The proposed amendment to allow for additional housing types will provide for a range of housing opportunity that will appeal to a larger segment of the community. This provides a public benefit by encouraging development in an area where there is growth opportunity and providing additional housing types for varying life stages. Therefore, 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.

Reductions to setbacks were established with Ordinance 4676. These amendments further reduce the setback for principal structure providing flexibility for residential uses in construction and housing style as proposed. The Applicant is proposing to reduce front yard setbacks from 15 feet to 10 feet for principal structures, except for nonresidential structures along arterial streets such as 23 ½ Road. Setbacks for accessory structures will not change and remain at 25 ft. Side and rear setbacks will remain at 0 ft.

(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 and required in the Zoning and Development Code.

No changes are proposed to open space requirements. Open Space requirements will be determined by the type of use proposed.

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

No changes are proposed. Fencing and screening will be as per Code.

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

No changes are proposed. Landscaping will be as per Code.

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

No changes are proposed. Parking requirements 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 in “The Community” will be constructed in accordance with City standards.

d) The applicable corridor guidelines and other overlay districts.

The entire 177-acre PD development is located within the 24 Road Corridor Zoning Overlay. Requirements of this Zoning Overlay will apply.

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

All major utilities are available to the property and are adequate to serve the density and intensity of development proposed. 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.

Adequate circulation and access will be provided in accordance with the Grand Junction Circulation Plan and all applicable Codes. Staff finds that this criterion has been met.

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

Screening and buffering will be provided as per Code. 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;

The proposed single family detached, single family attached (townhome), duplex development is proposed with a minimum density of 5.5 du/ac. This is an appropriate minimum density and is the same density found in the City’s R-8 zone district. Multi-family uses will be required to have a minimum density of 12 du/ac with no change to the maximum density of 24 du/ac. Pods 1, 2 and 3 will allow for the single family housing options, but have been further constrained with a maximum percentage of acreage that can be developed with single family housing types. This provides assurance that the entire pod will not develop as single family housing, providing for a

mixed use development to occur.

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

Following are the proposed changes to the dimensional standards approved in Ordinance 4676:

Minimum Lot Area

Pod 1 and 2: decrease from 1 acre to 1,800 s.f.

Pod 3: decrease from 0.5 acre to 1,800 s.f.

Pod 4: No minimum (no change)

Minimum Lot Width

Pod 1 and 2: decrease from 100 feet to 20 feet

Pod 3: decrease from 50 feet to 20 feet

Pod 4: No minimum (no change)

Minimum Street Frontage

Pod 1,2,3 and 4: No minimum (no change)

Minimum Setbacks all Pods

Street (see footnote 1): decrease Principal Structure setback from 15 feet to 10 feet

Accessory Structure setback 25 feet (no change)

Side/Rear: 0 feet (no change)

Density

Pods 1, 2 and 3: modify minimum density from 8 du/ac to 5.5 du/ac for single family attached/detached, townhomes, and duplexes; and 12 du/ac to 24 du/ac for multifamily

Pod 4: modify to add minimum density of 12 du/ac and maximum density of 24 du/ac

Maximum Height

Pod 1: 65 feet (no change)

Pod 2, 3 and 4: increase maximum height from 40 feet to 65 feet

Footnotes:

1. Non-Residential buildings shall be setback a minimum of 30 feet from “Arterial” designated right-of-ways.

With these proposed amendments there continues to be appropriate “default” or minimum standards for each pod in this PD zoned district.

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

As noted earlier in this staff report, the proposed ten (10) year development schedule provides for three phases of development of the 177 acres with specific benchmarks and timelines as described in the “Development and Phasing Schedule” table found in Section I of the proposed Ordinance.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the request for approval to amend the Planned Development Zone for “The Community”, File number (PLD-2019-132), to include the following proposed amendments:

- allow Detached, Attached (Townhomes) and Duplexes Residential Uses in Pod’s 1, 2 and 3 at a minimum of 5.5 units per acre. These residential uses shall not exceed 70% of the acreage of Pod 1, 40% of the acreage of Pod 2 and 55% of the acreage of Pod 3;
- modify allowed land uses and bulk standards; and
- establish a new phasing schedule.

the following findings of fact have been made:

1. The Outline Development Plan conforms with the requirements of Section 21.02.150 (b) (2) of the Grand Junction Zoning and Development Code, including meeting more than one of the rezoning criteria provided in Section 21.02.140.
2. With an increase in residential housing options the PD and Plan achieves additional long-term community benefits by providing needed housing types and mix and reducing traffic demands.
3. Pursuant to 21.05.040(g) Deviation from Development Default Standards, it has been found to provide amenities in excess in what would otherwise be required by the code.
4. The Planned Development is consistent with the vision, goals and policies of the Comprehensive Plan.

Therefore, Staff recommends approval.

SUGGESTED MOTION:

The Planning Commission may approve, approve with conditions, deny or continue this request.

Madam Chairman, on the request to approve the request for amendments to a Planned Development ODP as presented in file PLD-2019-132, I move that the Planning Commission forward a recommendation of approval with the findings of fact as listed in the staff report.

Attachments

1. Exhibit List The Community PD amendment
2. Exhibit 2 - Development Submittal
3. Exhibit 3 - Site Maps and Photos
4. Exhibit 4 - Proposed Ordinance
5. Exhibit 5 - Ordinance No 4676 - 2015

EXHIBIT LIST

**OneWest Planned Development Amendment
FILE NO. PLD-2019-132**

Exhibit Item #	Description
1	Staff Report dated April 23, 2019
2	Development Submittal
3	Site Maps and Photos
4	Proposed PD Ordinance
5	Ordinance No 4676 - 2015
6	Staff Presentation dated April 23, 2019

Outline Development Plan Amendment for The Community Planned Development (fka OneWest Development) General Project Report

Project Overview

The applicant, Taurus / Halandras Development, is requesting approval of an amendment to the existing Outline Development Plan (ODP) for approximately 177 acres property located at 2350 Highway 6 and 50 between 23 $\frac{1}{4}$ and 23 $\frac{3}{4}$ Roads, and from G Road to Highway 6 and 50, Grand Junction, Colorado. The amendment is primarily to include varying density residential as an allowed use within the Planned Development.

The original approved Planned Development Zone, Ordinance No. 4676, included four development POD's; POD's 1, 2, and 3 each having a Default Zone of Business Park (BP), an POD 4 having a Default Zone of Commercial (C-2).

The proposed ODP Amendment requests are:

- To allow Attached and Detached Residential Uses in POD's 1, 2, and 3. The Default Zone for these three POD's continues to be BP, with the remaining deviations noted in the revisions to PD Ordinance #4676.
- That Single Family, Shared Single Family, and/or Duplex uses at a minimum of 5.5 units per acres shall not exceed 70% of the acreage of POD 1, 40% of the acreage of POD 2, and 55% of the acreage of POD 3.
- That a 'Future POD 5' is recognized on the ODP as such.

This request is only for the noted amendments.

A. Project Description

Location

- 2350 Highway 6 and 50 between 23 $\frac{1}{4}$ and 23 $\frac{3}{4}$ Roads, and from G Road to Highway 6 and 50, Grand Junction, Colorado.

Acreage

- Approximately 177 acres included in the four development POD's.

Proposed Use

- Amend ODP to allow Attached and Detached Residential Uses in POD's 1, 2, and 3. The Default Zone for these three POD's continues to be BP, with the remaining deviations noted in the revisions to PD Ordinance #4676.

B. Public Benefit

The development of Community Hospital is a game changer to the potential types of development that will now want to locate in that area, specifically the types of businesses and the residential support to those businesses. In addition, the city needs more clustered density residential to provide housing as Grand Junction grows and adds more jobs. Viable locations for clustered density residential is quickly shrinking and amending the ordinance will help to solve this need. Clustered density residential with a minimum of 5.5 units to the acre along with other types of residential uses such as aging in place, extended stay, memory care facilities, hotels and apartments are needed in this area because of the presence of Community Hospital. These types of diverse residential uses will increase the success of the hospital in

serving the community. In addition, the proximity of major parks like Canyon View Park and the expansion of the community pedestrian connection program from that park and through this land will enhance of the quality of life for the city in this area. Finally, there are significant retail and commercial services nearby along the 24 Road and 6/50 Highway corridor that will benefit from having more residential customers nearby. The residential component is very synergistic with the surrounding existing development and services. Public benefits from this amendment include:

- o The amendments will help facilitate development, which aids in:
 - o the development of property within the City 201 boundary;
 - o the facilitation of business and residential development that will support the communities newest hospital and existing businesses in the area;
 - o the inclusion of uses allowed in the underlying BP and C-2 default zones;
- o The ability to proceed with a destination quality development plan for one of the largest and most strategic vacant parcels in the City;
- o Being the catalyst for new road, drainage, and utility improvements within the City system, in an area that is critical to the growth of the city and has been overlooked for decades.

C. Neighborhood Meeting

A neighborhood meeting was held on March 7, 2019 for the amendments note above, and at which time potential development concepts were presented.

D. Project Compliance, Compatibility, and Impact

Adopted Plans and Policies

The proposed Amendment conforms to the Growth Plan, the City Zoning and Development Code, and known City regulations.

Surrounding Land Use

- o NORTH is Industrial, and Community Hospital
- o EAST is Community Hospital, Vacant, and Light Industry
- o SOUTH is I-70 B, Industry, and Gravel Operations
- o WEST is Mobile Home Park and Vacant

Adjacent zoning:

- o NORTH is I-2 and MU and BP
- o EAST is BP MU, and C-2
- o SOUTH is I-70 B and I-O zoning
- o WEST is I-O zoning

Site Access & Traffic Patterns

Access is not modified by the proposed amendments. Access to the acreage is established and constructed. Access within the property is non-existent for the most part.

Availability of Utilities

Much of the necessary infrastructure and utilities are constructed to the perimeter of the project, and some, like sewer, is constructed within parts of the project area.

- Water – Ute
- Sewer – City
- Drainage – Grand Junction Drainage District
- Irrigation water – Grand Valley Irrigation Company
- Power / gas – Excel, electric split with Grand Valley Power
- Telephone – Qwest
- Cable TV – Bresnan

Special or Unusual Demands on Utilities

There are no known special or unusual demands on the utilities.

Effects on Public Facilities

The proposed amendments will have no unusual impacts on Public Facilities.
Off-site improvements have already been constructed.

Site Soils

NRCS soils was provided with the original submittal.

Impact on Geology and Geological Hazards

No known geological hazards exist on this property.

Hours of Operation

NA to these amendments.

Number of Employees

NA to these amendments.

Signage Plans

NA to these amendments.

E. Development Schedule and Phasing

The proposed amendments restart the timing of the original development schedule.

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: Planned Development - ODP

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: G Rd to I-70 B; 23 3/4 Rd to 23 1/4 Rd

Site Acreage: 176.82

Site Tax No(s): 2945-051-14-003

Site Zoning: PD

Project Description: Amend current PD Ordinance

Property Owner Information

Name: APP Investments LLC

Street Address: 2947 Pine Ridge Dr.

City/State/Zip: Craig, CO 81625

Business Phone #: 970-326-8614

E-Mail: straff@msn.com

Fax #: n/a

Contact Person: Steve Raftopoulos

Contact Phone #: 970-326-8614

Applicant Information

Name: Taurus Investment Holdings LLC

Street Address: 505 East Hartford Drive Suite 560

City/State/Zip: Austin, TX 78752

Business Phone #: 512-615-8818

E-Mail: dgilliland@tiholdings.com

Fax #: n/a

Contact Person: Douglas Gilliland

Contact Phone #: 512-615-8818

Representative Information

Name: Clavonne, Roberts Assoc

Street Address: 222 Nth 7th St

City/State/Zip: GJ, CO 81501

Business Phone #: 241-0745

E-Mail: ted@clavonne.com

Fax #: n/a

Contact Person: Ted Clavonne

Contact Phone #: 241-0745

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

Andy Beronick

Date: 3-11-19

Signature of Legal Property Owner

Andy Beronick

Date: 3-11-19



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: Planned Development - ODP

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: G Rd to I-70 B; 23 3/4 Rd to 23 1/4 Rd

Site Acreage: 176.82

Site Tax No(s): 2845-051-14-003

Site Zoning: PD

Project Description: Amend current PD Ordinance

Property Owner Information

Name: Chris Halandras

Street Address: 2434 Patterson Rd
Suite 210

City/State/Zip: GJ CO 81505

Business Phone #: 970-242-3311

E-Mail: joe@cqlawfirm.net

Fax #: n/a

Contact Person: Joe Coleman

Contact Phone #: 970-242-3311

Applicant Information

Name: Taurus Investment Holdings LLC

Street Address: 505 East Humble Drive
Suite 560

City/State/Zip: Austin, TX 78752

Business Phone #: 512-615-8818

E-Mail: dgilliland@tiholdings.com

Fax #: n/a

Contact Person: Douglas Gilliland

Contact Phone #: 512-615-8818

Representative Information

Name: Ciavonne, Roberts Assoc

Street Address: 222 Nth 7th St

City/State/Zip: GJ, CO 81501

Business Phone #: 241-0745

E-Mail: ted@ciavonne.com

Fax #: n/a

Contact Person: Ted Ciavonne

Contact Phone #: 241-0745

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

3/15/19

Signature of Legal Property Owner

Date

3-9-19



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: Planned Development - ODP

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: G Rd to I-70 B; 23 3/4 Rd to 23 1/4 Rd

Site Acreage: 175.82

Site Tax No(s): 2945-051-14-003

Site Zoning: PD

Project Description: Amend current PD Ordinance

Property Owner Information

Name: Gus R Halandras

Street Address: 2434 Patterson Rd
Suite 310

City/State/Zip: GJ CO 81505

Business Phone #: 970-242-3311

E-Mail: joe@cqlawfirm.net

Fax #: n/a

Contact Person: Joe Coleman

Contact Phone #: 970-242-3311

Applicant Information

Name: Taurus Investment Holdings LLC

Street Address: 505 East Highland Ave
Suite 560

City/State/Zip: Austin, TX 78752

Business Phone #: 512-615-8818

E-Mail: dgilliland@tiholdings.com

Fax #: n/a

Contact Person: Douglas Gilliland

Contact Phone #: 512-615-8818

Representative Information

Name: Ciavonne, Roberts Assoc

Street Address: 222 Nth 7th St

City/State/Zip: GJ, CO 81501

Business Phone #: 241-0745

E-Mail: ted@ciavonne.com

Fax #: n/a

Contact Person: Ted Ciavonne

Contact Phone #: 241-0745

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

3/15/19

Signature of Legal Property Owner

Date

3-9-19

LEGAL DESCRIPTION

Lot 2, Centennial Commercial Center, County of Mesa, State of Colorado, being a portion of Section 5, Township 1 South, Range 1 West.

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) APP Investments, LLC ("Entity") is the owner of the following property:

(b) G Rd to I-70 B; 23 3/4 Rd to 23 1/4 Rd (2945-051-14-003)

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) Manager 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:

Gus R Halandras; Chris Halandras

On behalf of Entity, I have reviewed the application for the (d) Amend PD Ordinance

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) none

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: Andy Peroulis

Printed name of person signing: Andy Peroulis

State of Colorado)

County of Moffat) ss.

Subscribed and sworn to before me on this 11th day of March, 20 19

by Andy Peroulis

Witness my hand and seal.

My Notary Commission expires on 11/26/2022

DENTON ROY TAYLOR
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20184045213
MY COMMISSION EXPIRES NOV. 26, 2022

[Signature]
Notary Public Signature

BARGAIN AND SALE DEED

KNOW ALL BY THESE PRESENTS, That **Andy Peroulis** (whether one, or more than one), the "Grantor," for the consideration of the sum of TEN DOLLARS, (\$10.00), in hand paid, hereby sells and conveys to **APP Investments, LLC, a Colorado limited liability company** (whether one, or more than one), the "Grantee," whose legal address is PO Box 683, Craig, CO 81626 of the County of Moffat and State of Colorado, the following real property situate in the County of Mesa and State of Colorado, to wit:

An undivided 25% interest in and to: LOT 2 OF CENTENNIAL COMMERCIAL CENTER, COUNTY OF MESA, STATE OF COLORADO, being a portion of Section 5, Township 1 South, Range 1 West of the 6th P.M.

with all its appurtenances.

Signed this 20th day of August, 2018.

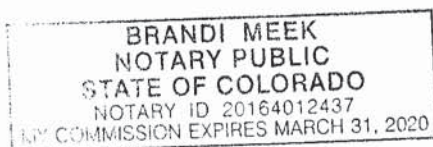


Andy Peroulis

STATE OF COLORADO)
) ss.
County of Moffat)

The foregoing instrument was acknowledged before me this 20th day of August, 2018, by Andy Peroulis.

Witness my hand and official seal.





Notary Public

OWNERSHIP STATEMENT - NATURAL PERSON

I, (a) Chris Halandras, am the owner of the following real property:

(b) G Rd to I-70 B; 23 3/4 Rd to 23 1/4 Rd (2945-051-14-003)

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

☐ I am the sole owner of the property.

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

Gus R Halandras; APP Investments LLC

I have reviewed the application for the (d) Amend PD Ordinance pertaining to the property.

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

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

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

Owner signature as it appears on deed: Chris R Halandras

Printed name of owner: CHRIS R Halandras

State of Colorado)

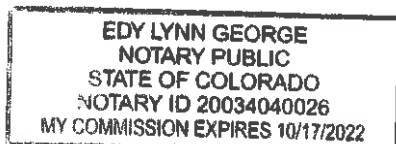
County of Bio Blanco) ss.

Subscribed and sworn to before me on this 9th day of March, 20 19

by Edy Lynn George

Witness my hand and seal.

My Notary Commission expires on 10/17/2022



Edy Lynn George
Notary Public Signature

QUITCLAIM DEED

THIS QUITCLAIM DEED, made this 8th day of December, 2017 by and between **Gus R. Halandras** of P. O. Box 225, Meeker, CO 81641, Grantor, for ten dollars (\$10.00) and other valuable consideration, hereby sells and quitclaims to **Chris Halandras**, whose address is 64224 Highway 64, Meeker, CO 81641, the following real property interests located in the County of Mesa and State of Colorado.

An undivided 0.0039 co-tenancy interest in LOT 2, Centennial Commercial Center, Count of Mesa, State of Colorado, being a portion of Section 5, Township 1 South, Range 1 West.

In light of the above quitclaim conveyance, Grantor now owns a 24.61% undivided interest in Lot 2 of Commercial Center and Grantee, Chris Halandras, is now the owner of a 50.39% undivided interest in Lot 2 of Commercial Center;

SIGNED this 8th day of December, 2017

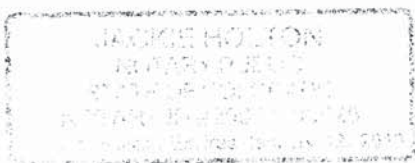


Gus R. Halandras, Grantor

STATE OF COLORADO)
) ss:
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this 8th day of December, 2017, by Gus Halandras.

My Commission expires: January 12, 2019
Witness my hand and official seal.


Notary Public

OWNERSHIP STATEMENT - NATURAL PERSON

I, (a) Gus R Halandras, am the owner of the following real property:

(b) G Rd to I-70 B; 23 3/4 Rd to 23 1/4 Rd (2945-051-14-003)

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

☐ I am the sole owner of the property.

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

Chris Halandras; APP Investments LLC

I have reviewed the application for the (d) Amend PD Ordinance pertaining to the property.

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

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

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

Owner signature as it appears on deed: Gus R. Halandras

Printed name of owner: Gus R HALANDRAS

State of Colo)

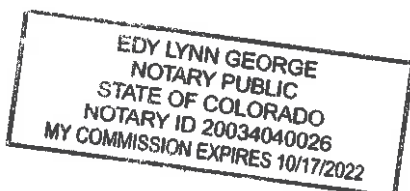
County of Rio Blanco) ss.

Subscribed and sworn to before me on this 9 day of MARCH, 20 19

by Edy Lynn George

Witness my hand and seal.

My Notary Commission expires on 10/17/2022



Edy Lynn George
Notary Public Signature

2 PAGE DOCUMENT

After recording, return to:
Public Service Company of Colorado
1800 Larimer Suite 400
Denver, Colorado 8020
Attn: Michael Diehl

QUIT CLAIM DEED

PUBLIC SERVICE COMPANY OF COLORADO, a Colorado Corporation, whose address is 1800 Larimer, Suite 400, Denver, Colorado 80202 ("Grantor"), for good and valuable consideration of the sum of less than Five Hundred Dollars (\$500.00), in hand paid, hereby sells and quitclaims to:

Gus R. Halandras
P.O. Box 677
Meeker, CO 81641

Chris P. Halandras
67224 Highway 64
Meeker, CO 81641

CFP Estate, LTD.
A Colorado Limited Partnership
9811 Venneford Ranch Road
Highlands Ranch, CO 80126

Andy Peroulis
P.O. Box 683
Craig, CO 881625

(Collectively "Grantees")

the fee ownership interest in the real property in the City of Grand Junction, County of Mesa, State of Colorado described as follows: All that part of a strip of land described in a document recorded in Book 1997 at Page 131 contained within Lot 2 of Centennial Commercial Center, recorded at Reception No. 2438433 of the official records of Mesa County, Colorado, being situated in the S1/2NE1/4, SE1/4NW1/4, NE1/4SW1/4 and the NW1/4SE1/4 of Section 5, Township 1 South, Range 1 West of the Ute Meridian, in the City of Grand Junction, County of Mesa, State of Colorado.

Reserving unto the Grantor a perpetual easement for the transmission, distribution, or both, of electricity and for the transmission of communication signals:

Together with the right and authority to Grantor, its successors, licensees, lessees, contractors, or assigns, and its and their agents and employees to enter at all times upon said premises to survey, construct, repair, remove, replace, reconstruct, patrol, inspect, improve, enlarge, and maintain electric transmission and distribution lines and communication facilities, both overhead and underground, including towers, poles, and other supports of whatever materials; together with braces, guys, anchors, cross-arms, cables, conduits, wires, conductors, manholes, transformers, and other fixtures, devices, and appurtenances used or useful in connection therewith, and full right and authority to cut, remove, trim, or otherwise control all trees, brush, and other growth on or overhanging said premises.

No buildings, structures, signs, or wells shall be placed or permitted to remain on, under, or over said premises. No other objects, shall be erected, placed or permitted to remain on, under or over said premises which will or may be an interference with the facilities constructed on said premises or an interference with the exercise of any of the rights herein granted. Non-use or a limited use of this easement shall not prevent Grantor from thereafter making use of this easement to the full extent herein authorized, by this Quit Claim Deed.

Dated this 1st day of July, 2015

PUBLIC SERVICE COMPANY OF COLORADO,
a Colorado corporation

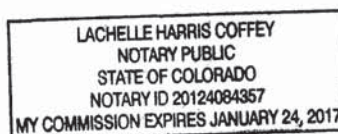
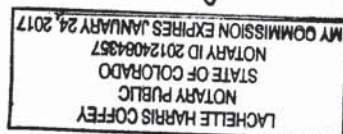
By: Michael E. Diehl
Michael E. Diehl
Manager, Siting and Land Rights
Public Service Company of Colorado

STATE OF COLORADO)
) ss.
CITY AND COUNTY OF DENVER)

The foregoing instrument was acknowledged before me this 6th day of July, 2015 by
Michael E. Diehl as Authorized Agent of Public Service Company of Colorado, a Colorado corporation.

Witness my hand and official seal.

My commission Expires: January 24, 2017 Lachelle Harris Coffey
Notary Public



**APP INVESTMENTS, LLC
COLORADO STATEMENT OF AUTHORITY
PURSUANT TO §38-30-172, C.R.S.**

1. This Statement of Authority relates to **APP Investments, LLC**, a limited liability company formed under the laws of the State of Colorado (hereinafter the "Entity").
2. The mailing address for the Entity is PO Box 683, Craig, CO 81626.
3. The following persons, together and separately, are hereby authorized to execute instruments conveying, encumbering or otherwise affecting title to real property on behalf of the Entity:

Name
Andy Peroulis
Steve Raftopoulos

Position
Manager
Manager

4. The foregoing shall not preclude the ability of other persons to execute instruments conveying, encumbering, or otherwise affecting title to real property on behalf of the Entity upon the express written authority of any one of the Members of the Entity.
5. The authority of the foregoing persons to bind the Entity is not limited.
6. The Entity hereby revokes any and all prior Statements of Authority filed and/or recorded on behalf thereof.

EFFECTIVE AS OF this 11th day of October, 2018.

APP Investments, LLC

APP Investments, LLC

Andy Peroulis
By: Andy Peroulis, Manager

Steve Raftopoulos
By: Steve Raftopoulos, Manager

STATE OF COLORADO)
COUNTY OF Moffat) ss.

The foregoing Statement of Authority was acknowledged before me this 11th day of October, 2018, by Andy Peroulis, as Managers of APP Investments, LLC, a Colorado limited liability company.
WITNESS my hand and official seal.

Jenna H. Keller
Notary Public

JENNA H. KELLER
Notary Public
State of Colorado
Notary ID # 20084031176
My Commission Expires 09-08-2020

STATE OF COLORADO)
COUNTY OF Moffat) ss.

The foregoing Statement of Authority was acknowledged before me this 19th day of December, 2018, by Steve Raftopoulos, as Manager of APP Investments, LLC, a Colorado limited liability company.
WITNESS my hand and official seal.

Brandi Meek
Notary Public

BRANDI MEEK
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20164012437
MY COMMISSION EXPIRES MARCH 31, 2020

HALANDRAS NEIGHBORHOOD MEETING
March 7, 2019 @ 5:15pm
NOTES

A Neighborhood Meeting was held on March 7, 2019 regarding an amendment to the ONEWEST Development PD and ODP on property located at 2350 Highway 6 and 50 between 23¼ and 23¾ Roads, from G Road to Highway 6 and 50, Grand Junction, Colorado

In Attendance:

Representatives: Douglas Gilliland (Taurus Investment Holdings LLC)
Ted Ciavonne (Ciavonne, Roberts & Associates Inc.)
Mallory Reams (Ciavonne, Roberts & Associates Inc.)
Dave Thornton (City of Grand Junction)

About 5 Neighbors attended the meeting and had only one question:

- If all goes as planned, when will development start? – As soon as the process allows. If everything goes smoothly, possibly as early as next year. This is a 10-20 year project from start to finish.

SIGN-IN SHEET

NEIGHBORHOOD MEETING

Thursday March 7, 2019 @ 5:15pm

FOR: PD Amendment @ 2350 Highway 6 and 50 between 23 $\frac{1}{4}$ and 23 $\frac{3}{4}$
Roads, from G Road to Highway 6 and 50

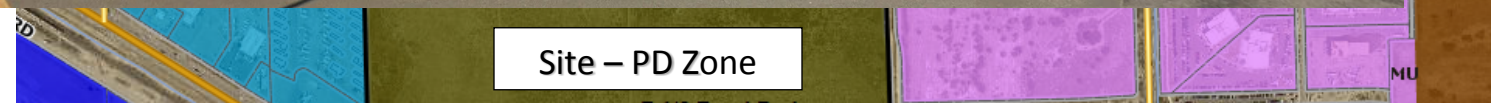
NAME	ADDRESS	PHONE # / EMAIL
TED CAVONNE	222 N. 7 th ST.	tedcavonne.com
Dave Marsh	670 23 Road	dmarsh@wsiron.com
Douglas Gilliland	9285 Huntington Sq. N. Richland Hills TX	dgilliland@tiholdings.com
Joe Clemen	2454 Patterson, G.S CO 76183	joecc@lawfirm.net
RICHARD DAVIS	2377 F $\frac{1}{2}$ Rd. G.T. CO 81505	RICK@MUCGT.COM
Ray Rickard	2415 R.R. 1 G.S CO	ray@gjproperties.com
M-K Singh	2122 Hwy 645	971 245 2175 M.K. Bussell's
DAVID THORNTON	250 N. 5 th ST	244-1450

Exhibit 3

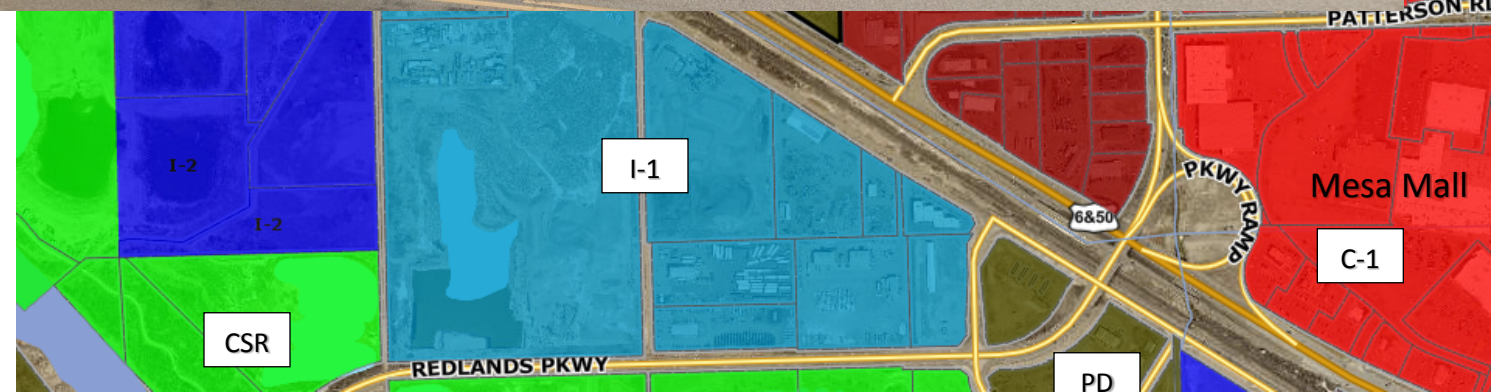
Site Map
of "The Community"
Zoning Map
Site Photos



Looking SW from G
Road and 23 1/2 Road



Looking North from
US Hwy 6 & 50





Looking West from F $\frac{1}{2}$ Road and 23 $\frac{3}{4}$ Road

CITY OF GRAND JUNCTION, COLORADO**ORDINANCE NO. _____****AN ORDINANCE AMENDING PLANNED DEVELOPMENT ZONING ORDINANCE NO. 4676 AND AMENDING THE OUTLINE DEVELOPMENT PLAN FOR “ONEWEST” DEVELOPMENT, NOW KNOWN AS “THE COMMUNITY” PLANNED DEVELOPMENT, LOCATED AT 2350 HIGHWAY 6 AND 50 BETWEEN 23 ¼ AND 23 ¾ ROADS, FROM G ROAD TO HIGHWAY 6 AND 50**Recitals:

The owner of approximately 177 acres of property located at 2350 Highway 6 and 50 has requested an amendment to the PD zoning and to the Outline Development Plan (ODP) applicable to the property.

The amendments revise the standards, default zoning and development schedule established by Ordinance No. 4676 and amend the Outline Development Plan as follows:

1. Allows the following additional land uses in Pods in accordance with the table (found in Section G) in this ordinance:
 - a. Single Family detached
 - b. Single Family attached (Townhomes)
 - c. Accessory Dwelling Units
 - d. Duplexes
 - e. Business Residence
 - f. Retail (small and large box
 - g. Landscaping Material, Indoor Greenhouse and Outdoor Nursery Plant Growing/Sales
 - h. Government and Public Purpose Facilities
 - i. Parks and Open Space
 - j. Agricultural Uses
2. Limits the total acreage in each Pod for Single Family detached, Single Family attached, and Duplexes and require a minimum density of 5.5 du/ac for these land uses.
3. Some land uses consistent with the overall PD character that were restricted to certain pods are allowed in other Pods as well.
4. Updates the ODP map showing changes to the default zones by Pod, reconfigures 23 ½ Road and its intersection with F ½ Road, and adjusts Pod acreage.
5. Revises the bulk standards of the PD zone including deviations from the default standards for street setback, lot width, minimum lot area, and maximum height; and establishes a multi-family minimum density.

6. Removes redundancy in the Performance Standards and clarifies decision making by the City.
7. Establishes a new Development and Phasing Schedule.

In recommending and approving Ordinance No. 4676 and the ODP adopted therewith, the Planning Commission and City Council determined that the PD zoning ordinance and ODP satisfied the criteria of the Code, was consistent with the purpose and intent of the Comprehensive Plan, and achieved long-term community benefits through the provision of more effective infrastructure.

The Planning Commission found in a public hearing held on April 23, 2019, and the City Council hereby finds, that the proposed amendments likewise satisfy the applicable criteria of the Zoning and Development Code, are consistent with the purpose and intent of the Comprehensive Plan, and achieve the same long-term community benefits as the previously adopted ODP. In addition, the amended PD and Plan also achieve additional “long-term community benefits” by providing needed housing types and mix and reducing traffic demands.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE AREA DESCRIBED BELOW IS ZONED PLANNED DEVELOPMENT WITH THE FOLLOWING DEFAULT ZONES AND STANDARDS:

- A. ALL of Lot 2, Centennial Commercial Center, City of Grand Junction, Mesa County, Colorado.
- B. “The Community” Outline Development Plan (ODP) is approved with the Findings of Fact/Conclusions, and Conditions listed in the Staff Report dated April 23, 2019 and including attachments and Exhibit A and Exhibit B attached to this ordinance.

C. Purpose

The proposed Planned Development will provide for a mix of manufacturing, office park employment centers, health care facilities, retail services, multifamily residential, attached residential, and detached residential uses with appropriate screening, buffering and open space, enhancement of natural features and other amenities such as shared drainage facilities and common landscape and streetscape character.

D. Unified Development

The project will be developed over time in a phased fashion, but in a unified manner with similar architectural styles and themes throughout. Detached sidewalks, where appropriate, along the arterial frontages are intended to provide for a safe multi-modal transportation haven and provide access to uses within the development. These detached sidewalks will also provide connectivity from the

development to other existing and future points of interest adjacent to the subject property.

E. Default Zones

The default land use zones are as follows:

Pods One, Two and Three: BP (Business Park Mixed Use) with deviations contained within this Ordinance.

Pod Four: C-2 (General Commercial) with deviations contained within this Ordinance.

F. Pod Character

The property will be developed into four distinct areas (Pods) within the development that have a character similar to the following primary uses as more particularly detailed in the Pod Use Table:

Pod 1: Default zone – BP; POD 1 will generally consist of Medical Office/Clinic, Group Living, Attached, Detached Residential and Multi-Family Residential land uses. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 70% of the acreage in POD 1. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 2: Default zone – BP; POD 2 will generally consist of Medical Office/Clinic, Group Living, Retail Sales and Services, Personal Care, General Offices; Attached, Detached Residential and Multi-Family Residential land uses. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 40% of the acreage in POD 2. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 3: Default zone – BP POD 3 will generally consist of Multi-Family Residential, Attached and Detached Residential, Hotel/Motel, General Offices, Contractor Shops w/ Outdoor Storage, Auto Service, Retail Sales and Services. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 55% of the acreage in POD 3. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 4: Default zone – C-2, POD 4 will generally consist of Shopping Center (Small and Big Box), Restaurants, Retail Sales and Services, Auto Service, General Offices and Manufacturing and Production; Freight Movement and Storage; Mixed-Use Multifamily//Commercial/Retail. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

G. Authorized Uses

1. The list of authorized uses allowed within the BP and C-2 zone is hereby amended to include only the following, which are allowed without the need for approval of a conditional use permit.

Uses	POD 1 BP Default	POD 2 BP Default	POD 3 BP Default	POD 4 C-2 Default
Multi-family	X	X	X	X
Single-family detached	X	X	X	
Single-family attached (Townhomes)	X	X	X	
Accessory Dwelling Units	X	X	X	
Duplexes	X	X	X	
Business Residence	X	X	X	X
Group Living	X	X	X	
Colleges and Universities	X	X	X	
Vocational, Technical and Trade Schools	X	X	X	
Community Activity Building	X	X	X	
All other Community Service	X	X	X	
Museums, Art Galleries, Opera Houses, Libraries	X	X	X	
General Day Care	X	X	X	X
Medical and Dental Clinics	X	X	X	X
Physical and Mental Rehabilitation (Resident)	X	X	X	X
All other Health Care	X	X	X	X
Religious Assembly	X	X	X	X
Funeral Homes, Mortuaries, Crematories	X	X	X	X
Public Safety and Emergency Response Services			X	X
Hotels, Motels and Lodging	X	X	X	X
General Offices	X	X	X	X
Health Club	X	X	X	X
Alcohol Sales, Retail			X	X
Bar/Nightclub			X	X
Drive Through Restaurants	X	X	X	X
Drive Through Retail	X	X	X	X
Retail (small and large box)				X
Food Service, Catering	X	X	X	X
Food Service, Restaurant (Including Alcohol Sales)	X	X	X	X
Fuel Sales, Automotive/Appliance			X	X
General Retail Sales, Indoor	X	X	X	X

Operations, Display and Storage				
General Retail Sales, Outdoor Operations, Display or Storage	X	X	X	X
Repair, Small Appliance				X
Personal Services	X	X	X	X
All other Retail Sales and Services	X	X	X	X
Manufacturing and Production – Indoor Operations and Storage	X	X	X	X
Manufacturing and Production – Indoor Operations with Outdoor Storage	X	X	X	X
Mini-Warehouse			X	X
Auto and Light Truck Mechanical Repair			X	
Car Wash, Gasoline Service Station, Quick Lube			X	X
Landscaping Material, Indoor Greenhouse and Outdoor Nursery Plant Growing/Sales			X	X
Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations without Hazardous Materials (indoor and/or Outdoor Operations and Storage)			X	X
Warehouse and Freight Movement – Indoor Operations, Storage and Loading with Outdoor Loading Docks			X	X
Wholesale Business (excluding highly flammable Materials/Liquids)			X	X
Bus/Commuter Stops	X	X	X	X
Government and Public Purpose Facilities	X	X	X	X
Parks and Open Space	X	X	X	X
Agricultural Uses*	X	X	X	X
* Agricultural Uses including indoor or outdoor activities primarily involving raising, producing or keeping plants or animals but excluding uses such as industrialized agricultural for example feedlots, pig farming, a use of a scale that requires significant structures or accessory structures, or a use that has the propensity to be a significant nuisance such as pig farming or other particularly odiferous. This use is intended to be interim in nature.				

e) Uses Not Mentioned

- 1) To change uses from those specified above, the developer must request an amendment consistent to the Zoning and Development Code as amended, to allow a use which is not currently an allowed use for a particular pod.
- 2) If a question or interpretation arises regarding where, how or whether a proposed use fits into the list of uses found in this section, the Director shall decide if a use not specifically mentioned can reasonably be interpreted to fit into a principal use category or a general use category where similar uses are described as found in the Use Table within the City's Zoning and Development Code.

H. Dimensional and Intensity Standards

Minimum Lot Area	
Pod 1, 2 and 3	1,800 sf
Pod 4	No minimum

Minimum Lot Width	
Pod 1, 2 and 3	20 feet
Pod 4	No minimum

Minimum Street Frontage	
Pod 1, 2, 3, and 4	No minimum

Minimum Setbacks Pod 1, 2, 3 and 4	Principle Structure / Accessory Structure
Street (see footnote 1)	10' / 25'
Side / Rear yard	0'

Density (Minimum/Maximum)	
Pod 1, 2 and 3	5.5 du/ac min. density for Single Family Attached, Single Family Detached, Townhomes, and Duplexes 12 du/ac to 24 du/ac max. for Multi-Family
Pods 4	12 du/ac min./24 du/ac max

Maximum Height	
Pod 1, 2, and 3	65 feet
Pod 4	65 feet

Footnotes:

1. Non-Residential buildings shall be setback a minimum of 30 feet from "Arterial" designated right-of-ways.

I. Deviations from bulk standards from default zones.

1. To provide for flexibility necessary for the unique, efficient and effective design of the site, the following deviations from the default zone standards shall be applied to the site:

- a. Minimum lot size shall be 1800 sf.
- b. Minimum lot width shall be 20'.
- c. Maximum height shall be 65'.
- d. Front (street) yard setback shall be 10'.
- e. Rear yard setback shall be 0'.

J. Development Schedule, Extensions and Lapse of Plan

1. Development and Phasing Schedule

Phase	Pod	Threshold 1	Threshold 2
1	Any one Pod	Preliminary Development Plan approval within 4 years from date of approved PD ordinance	An approved final plat of 25% of the area within 2 years of Preliminary Plan approval
2	Any second Pod	Preliminary Development Plan approval within 7 years from date of approved PD Ordinance	An approved final plat of 25% of the area within 2 years of Preliminary Plan approval
3	Remaining two Pods	Preliminary Development Plan approval within 10 years from date of approved PD Ordinance	An approved final plat of 25% of the area within 2 years of Preliminary Plan approval
The area(s) required as determined by the City for the regional drainage facilities shall be dedicated to the City at the time the first plat is recorded for any land included within the ODP.			

2. Should the Development and Phasing Schedule need to be extended, the city shall consider and hear the request consistent with the provisions of the Code in place at that time. A request for extension shall be timely in that the request shall be received by the City prior to the lapse or expiration of one of the established phasing Thresholds.
3. Failure to develop the PD and ODP as shown in the adopted Development and Phasing Schedule will result in the lapse of approval of the PD and ODP. Upon lapse, the zoning of the property will revert back to MU (Mixed-Use) and C-2 (Heavy Commercial) as shown in Exhibits A & B.

K. Other Regulations

- 1, Title 25, 24 Road Corridor Standards of the Zoning and Development Code shall apply, unless otherwise amended by the City.
2. Unless otherwise included in this PD Ordinance, the development regulations, standards and administration contained within Section 21.06 of the Code, as may be amended including any applicable overlay zones apply to this PD and ODP, except the following:

There are no hours of operations limitations for uses in all Pods

3. Signage regulations and standards contained within Section 21.06 of the GJMC shall apply with the following modifications:
 - a. A sign package will be required as part of each Final Development Plan and/or Site Plan.
 - b. The existing billboards located within Pod Four may remain as nonconforming uses until such time as site development activity begins on Pod Four.

New Outdoor Advertising Signs (Billboards) within the PD will not be permitted.

L. All applications for the development of the property (subdivision, site plans, etc.) shall be subject to the Code in effect at the time of submittal, including the standards of this ODP and the PD Ordinance as may be amended.

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

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

ATTEST:

President of City Council

City Clerk

EXHIBIT A

Outline Development Plan (ODP)

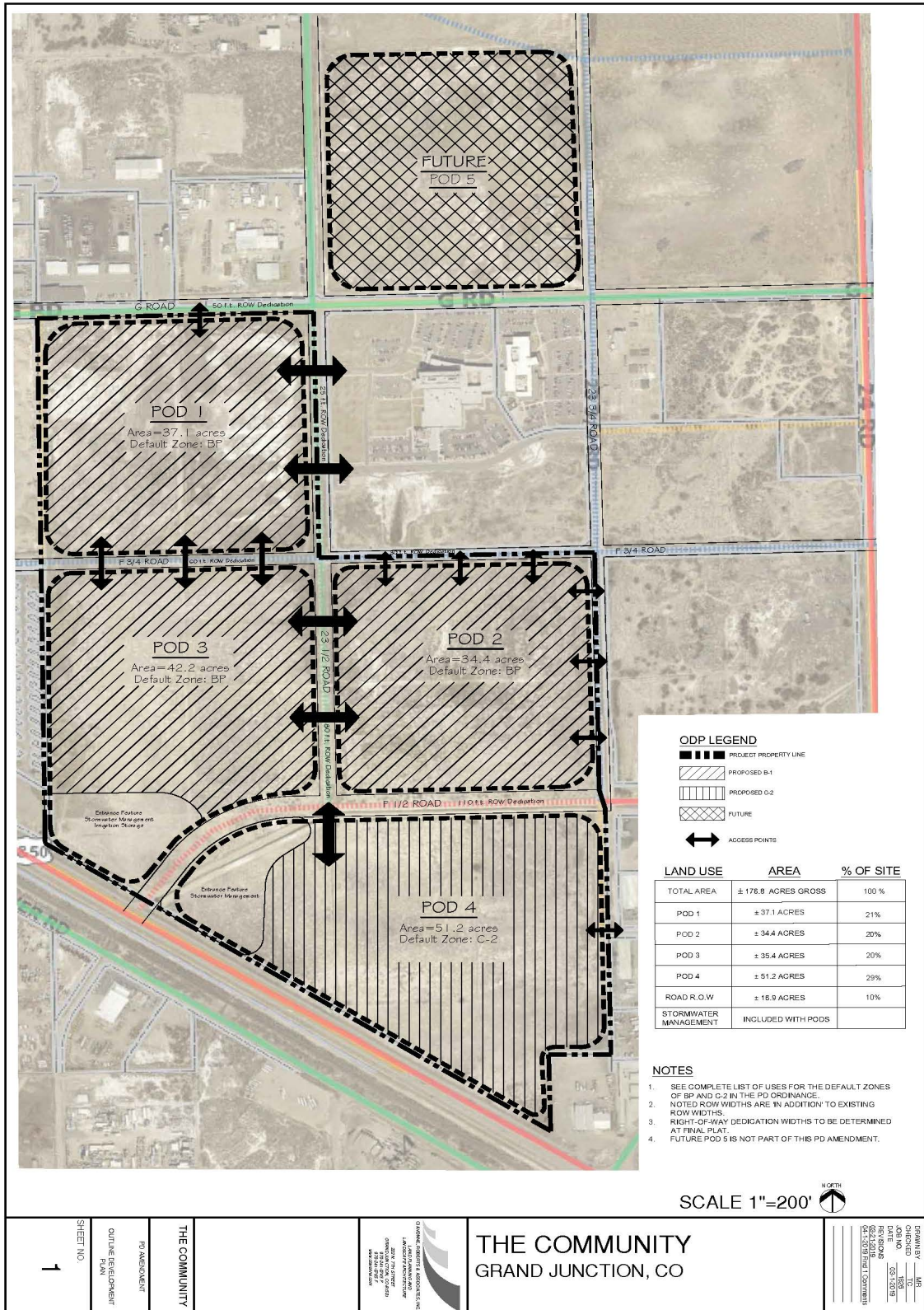


EXHIBIT B
Default Zones



CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 4676

**AN ORDINANCE ZONING THE ONEWEST DEVELOPMENT
TO A PD (PLANNED DEVELOPMENT) ZONE,
BY APPROVING AN OUTLINE DEVELOPMENT PLAN WITH DEFAULT ZONES OF
BP (BUSINESS PARK MIXED USE) AND C-2 (GENERAL COMMERCIAL)**

**LOCATED AT 2350 HIGHWAY 6 AND 50
BETWEEN 23 ¼ AND 23 ¾ ROADS, FROM G ROAD TO HIGHWAY 6 AND 50**

Recitals:

A request to zone approximately 177 acres to PD (Planned Development) by approval of an Outline Development Plan (Plan) with default zones of BP (Business Park Mixed Use) and C-2 (General Commercial) has been submitted in accordance with the Zoning and Development Code (Code).

This Planned Development zoning ordinance will establish the standards, default zoning, and adopt the Outline Development Plan for the OneWest Development. If this approval expires or becomes invalid for any reason, the property shall be fully subject to the default standards specified herein.

In public hearings, the Planning Commission and City Council reviewed the request for Outline Development Plan approval and determined that the Plan satisfied the criteria of the Code and is consistent with the purpose and intent of the Comprehensive Plan. Furthermore, it was determined that the proposed Plan has achieved "long-term community benefits" through the provision of more effective infrastructure.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE AREA DESCRIBED BELOW IS ZONED TO PLANNED DEVELOPMENT WITH THE FOLLOWING DEFAULT ZONE AND STANDARDS:

- A. ALL of Lot 2, Centennial Commercial Center, City of Grand Junction, Mesa County, Colorado.
- B. OneWest Outline Development Plan is approved with the Findings of Fact/Conclusions, and Conditions listed in the Staff Report including attachments and Exhibits.
- C. Purpose

The proposed Planned Development will provide for a mix of manufacturing, office park employment centers, health care facilities, retail services and multifamily residential uses with appropriate screening, buffering and open space, enhancement of natural features and other amenities such as shared drainage facilities and common landscape and streetscape character.

D. Unified Development

The project will be developed over time in a phased fashion, but in a unified manner with similar architectural styles and themes throughout. Detached sidewalks along the arterial frontages are intended to provide for safe multi-modal transportation haven and provide access to uses within the development. These detached sidewalks will also provide connectivity from the development to other existing and future points of interest adjacent to the subject property.

E. Default Zones

The default land use zones are as follows:

Pods One and Two: BP (Business Park Mixed Use) with deviations contained within this Ordinance.

Pods Three and Four: C-2 (General Commercial) with deviations contained within this Ordinance.

F. Pod Character

The property will be developed into four distinct areas (Pods) within the development that have a character similar to the following primary uses as more particularly detailed in the Pod Use Table:

Pod 1: Default zone – BP; Medical Office/Clinic, Manufacturing and Production, Group Living

Pod 2: Default zone – BP; Medical Office/Clinic, Group Living, Multi-Family Housing, Retail Sales and Services, Personal Care, General Offices

Pod 3: Default zone – C-2; Hotel/Motel, General Offices, Contractor Shops w/ Outdoor Storage, Auto Service, Retail Sales and Services

Pod 4: Default zone – C-2; Shopping Center (Big Box), Restaurants, Retail Sales and Services, Auto Service, General Offices

G. Authorized Uses

1. The list of authorized uses allowed within the BP and C-2 zone is hereby amended to include only the following, which are allowed without the need for approval of a conditional use permit.

a) POD 1 – BP Default Zone

- 1) Multifamily
- 2) Unlimited Group Living
- 3) Colleges and Universities
- 4) Vocational, Technical and Trade Schools
- 5) Community Activity Building
- 6) All other Community Service
- 7) Museums, Art Galleries, Opera Houses, Libraries
- 8) General Day Care

- 9) Medical and Dental Clinics
- 10) Physical and Mental Rehabilitation (Resident)
- 11) All other Health Care
- 12) Religious Assembly
- 13) Funeral Homes, Mortuaries, Crematories
- 14) Hotels and Motels
- 15) General Offices
- 16) Health Club
- 17) Drive Through Restaurants
- 18) Drive Through Retail
- 19) Food Service, Catering
- 20) Food Service, Restaurant (including Alcohol Sales)
- 21) General Retail Sales, Indoor Operations, Display and Storage
- 22) General Retail Sales, Outdoor Operations, Display or Storage
- 23) Personal Services
- 24) All other Retail Sales and Services
- 25) Manufacturing and Production - Indoor Operations and Storage
- 26) Manufacturing and Production – Indoor Operations with Outdoor Storage
- 27) Bus/Commuter Stops

b) POD 2 – BP Default Zone

- 1) Multifamily
- 2) Unlimited Group Living
- 3) Colleges and Universities
- 4) Vocational, Technical and Trade Schools
- 5) Community Activity Building
- 6) All other Community Service
- 7) Museums, Art Galleries, Opera Houses, Libraries
- 8) General Day Care
- 9) Medical and Dental Clinics
- 10) Physical and Mental Rehabilitation (Resident)
- 11) All other Health Care
- 12) Religious Assembly
- 13) Funeral Homes, Mortuaries, Crematories
- 14) Hotels and Motels
- 15) General Offices
- 16) Health Club
- 17) Drive Through Restaurants
- 18) Drive Through Retail
- 19) Food Service, Catering
- 20) Food Service, Restaurant (including Alcohol Sales)
- 21) General Retail Sales, Indoor Operations, Display and Storage
- 22) General Retail Sales, Outdoor Operations, Display or Storage
- 23) Personal Services
- 24) All other Retail Sales and Services
- 25) Manufacturing and Production - Indoor Operations and Storage
- 26) Manufacturing and Production – Indoor Operations with Outdoor Storage

27) Bus/Commuter Stops

c) POD 3 – C-2 Default Zone

- 1) Colleges and Universities
- 2) Vocational, Technical and Trade Schools
- 3) Community Activity Building
- 4) All other Community Service
- 5) Museums, Art Galleries, Opera Houses, Libraries
- 6) General Day Care
- 7) Medical and Dental Clinics
- 8) Physical and Mental Rehabilitation (Resident)
- 9) All other Health Care
- 10) Religious Assembly
- 11) Funeral Homes, Mortuaries, Crematories
- 12) Public Safety and Emergency Response Services
- 13) Hotels and Motels
- 14) General Offices
- 15) Health Club
- 16) Alcohol Sales, Retail
- 17) Bar/Nightclub
- 18) Drive Through Restaurants
- 19) Drive Through Retail
- 20) Food Service, Catering
- 21) Food Service, Restaurant (including Alcohol Sales)
- 22) Fuel Sales, Automotive/Appliance
- 23) General Retail Sales, Indoor Operations, Display and Storage
- 24) General Retail Sales, Outdoor Operations, Display or Storage
- 25) Repair, Small Appliance
- 26) Personal Services
- 27) All other Retail Sales and Services
- 28) Mini-Warehouse
- 29) Auto and Light Truck Mechanical Repair
- 30) Car Wash, Gasoline Service Station, Quick Lube
- 31) Manufacturing and Production - Indoor Operations and Storage
- 32) Manufacturing and Production – Indoor Operations with Outdoor Storage
- 33) Manufacturing and Production – Outdoor Operations and Storage
- 34) Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations without Hazardous Materials (Indoor and/or Outdoor Operations and Storage)
- 35) Warehouse and Freight Movement – Indoor Operations, Storage and Loading with Outdoor Loading Docks
- 36) Wholesale Business (No Highly Flammable Materials/Liquids)
- 37) Bus/Commuter Stops

d) POD 4 – C-2 Default Zone

- 1) General Day Care
- 2) Medical and Dental Clinics

- 3) Physical and Mental Rehabilitation (Resident)
- 4) All other Health Care
- 5) Religious Assembly
- 6) Funeral Homes, Mortuaries, Crematories
- 7) Public Safety and Emergency Response Services
- 8) Hotels and Motels
- 9) General Offices
- 10) Health Club
- 11) Alcohol Sales, Retail
- 12) Bar/Nightclub
- 13) Drive Through Restaurants
- 14) Drive Through Retail
- 15) Food Service, Catering
- 16) Food Service, Restaurant (including Alcohol Sales)
- 17) Fuel Sales, Automotive/Appliance
- 18) General Retail Sales, Indoor Operations, Display and Storage
- 19) General Retail Sales, Outdoor Operations, Display or Storage
- 20) Repair, Small Appliance
- 21) Personal Services
- 22) All other Retail Sales and Services
- 23) Auto and Light Truck Mechanical Repair
- 24) Car Wash, Gasoline Service Station, Quick Lube
- 25) Wholesale Business (No Highly Flammable Materials/Liquids)
- 26) Bus/Commuter Stops

e) Uses Not Allowed

- 1) To change uses from those specified above, the developer must request that the City Council consider an amendment to allow a use which is not currently an allowed use for a particular pod.

H. Performance Standards

1. Title 25, 24 Road Corridor Standards in the current Zoning and Development Code (Code) shall apply, unless otherwise amended by the City.
2. Loading docks and trash areas or other service areas shall be located only in the side or rear yards and must be screened from adjacent right-of-ways with either a wall or landscaping.
3. Vibration, Smoke, Odor Noise, Glare, Wastes, Fire Hazards and Hazardous Materials. No person shall occupy, maintain or allow any use without continuously meeting the following minimum standards regarding vibration, smoke, odor, noise, glare, wastes, fire hazards and hazardous materials.
 - a. Vibration: Except during construction or as authorized by the City, an activity or operation which causes any perceptible vibration of the earth to an ordinary person on any other lot or parcel shall not be permitted.

- b. Noise: The owner and occupant shall regulate uses and activities on the property so that sound never exceeds sixty-five decibels (65 dB) at any point along the property line.
- c. Glare: Lights, spotlights, high temperatures processes or otherwise, whether direct or reflected, shall not be visible from any lot, parcel or right-of-way.
- d. Solid and Liquid Waste: All solid waste, debris and garbage shall be contained within a closed and screened dumpster, refuse bin and/or trash compactor. Incineration of trash or garbage is prohibited. No sewage or liquid wastes shall be discharged or spilled on the property.
- e. Hazardous Materials: Information and materials to be used or located on the site, whether on a full-time or part-time basis, that are required by the SARA Title III Community Right to Know shall be provided at the time of any City review, including the site plan. Information regarding the activity or at the time of any change of use or expansion, even for existing uses, shall be provided to the Director
- f. Outdoor Storage and Display: Outdoor storage shall only be located in the rear half of the lot. Permanent display areas may be located beside or behind the principal structure. For lots with double or triple frontage the side and rear yards that are to be used for permanent display areas shall be established with site plan approval. Portable display of retail merchandise may be permitted as provided in GJMC 21.04.040(h).

I. Dimensional and Intensity Standards

Minimum Lot Area	
Pod 1 and 2	1 acre
Pod 3	0.5 acre
Pod 4	No minimum

Minimum Lot Width	
Pod 1 and 2	100 feet
Pod 3	50 feet
Pod 4	No minimum

Minimum Street Frontage	
Pod 1, 2, 3, and 4	No minimum

Minimum Setbacks Pod 1, 2, 3 and 4	Principle Structure / Accessory Structure
Street (see footnote 1)	15' / 25'
Side / Rear yard	0' except identified Buffer Area is 15'

Density (Minimum/Maximum)	
Pod 1 and 2	8 du/ac min. / 24 du/ac max.
Pods 3 and 4	N/A

Maximum Height	
Pod 1	65 feet
Pod 2, 3, and 4	40 feet

Footnotes:

1. Non-Residential buildings shall be setback a minimum of 30 feet from "Arterial" designated right-of-ways.

J. Development Schedule

A Final Development Plan and plat must be approved within six (6) years of the PD Ordinance. If a Final Development Plan and plat is not approved within six (6) years, the ODP will expire and the zoning will revert back to the original MU and C-2. The area(s) required as determined by the City for the regional drainage facilities shall be dedicated to the City at the time the first plat is recorded for any land included within the ODP.

All subsequent plans and/or plats must be reviewed under the code in effect at the time of submittal, including the standards of this ODP and the PD Ordinance and/or any subsequent amendments thereto.

K. Other Regulations

Development regulations and standards contained within Section 21.06 of the GJMC apply to all Pods, except the following:

One (1) freestanding project identification monument sign shall be allowed at no more than two intersecting corners along all roadways within the development.

A sign package will be required as part of each Final Development Plan and/or Site Plan.

The existing billboards located within Pod Four may remain as nonconforming uses until such time as site development activity begins on Pod Four. New billboards within the PD will not be permitted.

Hours of Operation – All Pods - unrestricted

Introduced for first reading on this 5th day of August, 2015 and ordered published in pamphlet form.

PASSED and ADOPTED this 19th day of August, 2015 and ordered published in pamphlet form.

ATTEST:

Barbara Forrie
President of City Council

Stephanie Turner
City Clerk





I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 4676 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 5th day of August, 2015 and that the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 19th day of August, 2015, at which Ordinance No. 4676 was read, considered, adopted and ordered published in pamphlet form by the Grand Junction City Council.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 21st day of August, 2015.


Stephanie Tuin, MMC
City Clerk

Published: August 7, 2015
Published: August 21, 2015
Effective: September 20, 2015





Grand Junction Planning Commission

Regular Session

Item #7.

Meeting Date: April 23, 2019

Presented By: Kathy Portner, Community Services Manager

Department: Community Development

Submitted By: Kathy Portner

Information

SUBJECT:

Consider a request by the City of Grand Junction to amend the Comprehensive Plan to include the Horizon Drive Business Improvement District (BID) Trail Network Plan as a part of the Grand Junction Circulation Plan

RECOMMENDATION:

Staff recommends approval.

EXECUTIVE SUMMARY:

The Horizon Drive BID Trail Network Plan identifies a series of proposed multi-modal trail connections within the Horizon Drive corridor area to provide safe, convenient and functional non-motorized linkages to amenities within the District and to the surrounding area. The need for this sub-area plan was identified as an implementation strategy in the adopted 2018 Grand Junction Circulation Plan. Both the Horizon Drive BID and the Grand Junction Urban Trails Committee have reviewed and unanimously recommended approval of the trails plan.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The Grand Junction Circulation Plan, adopted in 2018, supports a balanced, multi-modal approach to transportation planning, accommodating the safe and efficient movement of people and goods and providing for transportation options for all users. The Plan includes an Active Transportation Corridor Map and Complete Streets Policy, as well as strategies to implement the Plan. One of the strategies identified in the Plan is to incorporate sub-area plans to provide more detailed network design and

strategies. The Horizon Drive Business District is identified as a needed sub-area plan.

The Horizon Drive Business Improvement District (BID) contracted with the Colorado Center for Community Development to complete a study on the feasibility and alignment of multi-modal trails throughout the Horizon Drive corridor. The resulting document, Horizon Drive BID Trail Network Plan, identifies a series of proposed multi-modal trail connections to provide safe, convenient and functional non-motorized linkages to amenities within the District and to the surrounding area. The Plan also includes design recommendations and strategies for implementation.

The Plan depicts an overall trail network that includes the current plans for improvements to Horizon Drive, corridors shown on the adopted Active Transportation Map and new use-specific designated trails to benefit residents, employees and visitors to the Horizon Drive area. The proposed network utilizes both existing infrastructure and proposed improvements to create a series of loops and connections.

The Plan proposes four loops, including South West Loop, South East Loop, North West Loop and North East Loop. The proposed South West Loop is .92 miles utilizing sidewalks along Horizon Drive from G Road to I-70 and connecting to the drainageway along the east side of the Bookcliff Country Club golf course. Two plazas anchor the trail loop at either end. The drainageway trail serves the backsides of the businesses, providing an opportunity for outdoor seating areas, and includes nine rotating art installations.

The proposed North West Loops includes a series of sub-loops in the Crossroads Boulevard/Compass Drive area, for a total of over 7 miles. The loops are designed to serve different experiences and distances and have both hard and soft surface trails. Scattered along the various loops are workout stations that would include a bench, trash/recycling, lighting and equipment.

The proposed North East Loops includes approximately 5.5 miles of sub-loops between I-70 and the Airport entrance. The loops include eight resting areas organized to serve small gatherings for lunch and watching plane arrival/departure and will include trash/recycling and lighting.

The proposed South East Loop is 1.1 miles utilizing sidewalks along Horizon Drive between G Road and I-70, G Road and a future connection along the canal. It also includes the future additions that would connect the Partee Heights neighborhood. Play areas are proposed along the route to serve active use, adventure learning and outdoor experiences. Each area would have a bench, trash/recycling and lighting.

The Plan also includes design guidelines, recommended trail materials, construction details, phasing strategy, cost estimates and potential funding sources. The Plan will be used by the City and Horizon Drive Business Improvement District to guide the

development of the identified trail corridors as opportunities arise.

The Horizon Drive BID reviewed and recommended approval of this plan at a meeting held on September 19, 2018.

The Grand Junction Urban Trails Committee reviewed the proposed plan and recommended approval of the plan on October 9, 2018.

NOTIFICATION REQUIREMENTS

As required by § 21.02.080 (e) of the Zoning and Development Code, a Neighborhood Meeting was held on March 28, 2019. Approximately 20 citizens, along with the applicant and City staff, were in attendance. Generally, those in attendance were supportive of the plan.

Notice was provided in accordance with §21.02.080 (g) of the Zoning and Development Code. On March 15, 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 March 15, 2019 and notice of the public hearing was published March 19, 2019 in the Daily Sentinel.

ANALYSIS

The Zoning and Development Code provides that “The Comprehensive Plan shall include all neighborhood plans, corridor plans, area plans, the Grand Junction Circulation Plan, and all other elements adopted as a part of the Comprehensive Plan.” As such, the adoption of a new plan, such as this sub-area trails plans requires review and analysis as an amendment to the Comprehensive Plan pursuant to Section 21.02.130(c)(2) of the Grand Junction Zoning and Development Code. The City may amend the Comprehensive Plan and its component Grand Valley Circulation Plan if the proposed changes are consistent with the vision, goals and policies of the Comprehensive Plan and the following criteria for Plan Amendments are met:

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

The proposed amendment to the Circulation Plan is to add a more detailed, sub-area plan for the Horizon Drive area; therefore, Staff finds that there was not an error and that this criterion has not been met.

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

The Horizon Drive BID Trail Network Plan incorporates the Active Transportation Corridors identified in the adopted 2018 Circulation Plan and expands on that

framework to provide an interconnected trail system that provides multiple levels of access and connection to local and regional amenities for residents, employees and visitors to the Horizon Drive area. Completion of the Horizon Trail Plan was anticipated with the Circulation Plan and identified as one of the implementation strategies.

The Horizon Drive BID Trail Network Plan supports and expands on the original premises of the Circulation Plan; therefore, Staff finds that this criterion has been met.

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

The need for safe and efficient corridors for non-motorized travel, whether by choice or necessity, continues to grow. The Grand Valley 2040 Regional Transportation Plan identified the transportation mode share for non-motorized transportation options increasing by 2040. Further, an increasing number of visitors are looking for opportunities for walking and bicycling as a means of transportation and recreation and Horizon Drive contains over 70% of Grand Junction's lodging. Because the proposed plan addresses the increasing needs and expectations for active transportation options, Staff finds that this criterion has been met.

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

The Horizon Drive BID Trail Network Plan incorporates the Active Transportation Corridors identified in the adopted 2018 Circulation Plan and expands on that framework to provide an interconnected trail system that provides multiple levels of access and connection to local and regional amenities for residents, employees and visitors to the Horizon Drive area. The Plan supports many of the Grand Valley 2040 Regional Transportation Plan's principles and best practices including: enhancing sidewalks, bike, and multi-use trails, and maintaining an efficient and effective transportation system, thereby benefitting the overall community. Further, the Plan supports the Comprehensive Plan's vision for connectivity with a well-connected street network with multiple travel routes that diffuse traffic, which have been shown to reduce congestion, increase safety for drivers and pedestrians, and promote walking, biking, and transit use. Creating a plan that provides a roadmap for the community to achieve these significant and documented community benefits supports Staff's finding that this criterion has been met.

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

The proposed Circulation Plan establishes a plan to improve, develop or construct a network of active transportation corridors to accommodate safe and efficient pedestrian

and bicycle movement, which supports many of the strategies and policies of the Circulation Plan. By providing a network of trails for non-motorized use, safety for all modes is increased. Therefore, Staff finds that this criterion has been met.

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

The Horizon Drive BID Trail Network Plan identifies a series of proposed multi-modal trail connections to provide safe, convenient and functional non-motorized linkages to amenities within the District and to the surrounding area. The Plan proposes four loops, including South West Loop, South East Loop, North West Loop and North East Loop, providing opportunities for residents, employees and visitors to safely walk and bike throughout the Horizon Drive area. Staff, therefore, finds this criterion has been met.

The proposed Horizon Drive BID Trail Network Plan is consistent with the following vision, goals and policies of the Comprehensive Plan:

Guiding Principle 5. Balance Transportation: Accommodate all modes of transportation including air, transit, freight, auto, bike and pedestrian.

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

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Grand Junction Circulation Plan, CPA-2019-110, a request to adopt the Horizon Drive BID Trail Network Plan, as part of the Grand Junction Circulation Plan the following findings of fact have been made:

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

Therefore, Staff recommends approval.

SUGGESTED MOTION:

Madam Chairman, on the Horizon Drive BID Trail Network Plan request, CPA-2019-110, I move that the Planning Commission forward to the City Council a recommendation of approval of the request to amend the Comprehensive Plan by adopting this Trail Network Plan with the findings of facts as listed in the staff report.

Attachments

1. Exhibit List Horizon Drive Trails Plan
2. Neighborhood Meeting and comments
3. Horizon Dr Trail Plan Maps
4. Proposed Ordinance

EXHIBIT LIST

**Horizon Drive Business Improvement District Trail Network Plan
FILE NO. CPA-2019-110**

Exhibit Item #	Description
1	Staff Report dated April 23, 2019
2	Neighborhood Meeting and Comments
3	Site Maps
4	Proposed Ordinance
5	Staff Presentation dated April 23, 2019

Recap of Neighborhood Meeting Horizon Drive Master Trail Plan

On March 15, 2019 the attached Neighborhood Meeting Notice was mailed to 150 addresses obtained from the City of Grand Junction Planning Department. Two Notices were returned as "Unable to Forward." The neighborhood meeting was held on March 28, 2019 at the Clarion Inn at 755 Horizon Drive. We had a turnout of approximately 30 people. We did not have a sign-in sheet, but offered two comment forms. One asked specific questions and one just said, "Comments." Chris Endreson [Technical Assistance Coordinator, University Technical Assistance (UTA) Program] presented the Horizon Drive Master Trail Plan and answered questions.

A resident of the neighborhood east of Horizon Drive asked about the noise level from Interstate 70. This was not related to the trail plan, but we appreciate that this is a concern that should be looked into. Representatives of Bookcliff Country Club asked some questions about the idea of piping a portion of the drainageway. They also expressed their preference for the trail being located on the east side of the flow of water, primarily due to their concern about the safety of trail users. We discussed screening materials and other possible ways of deflecting errant golf balls.

The attendees I personally spoke to are:

Melissa Workmeister
Representative of the Bureau of Reclamation

Paul Nolen and Todd Simpson
Representatives of Bookcliff Country Club

Brandi Hendershot
Representative of Kenco (Taco Bell)

Cindi Lionberger
Representative of Neighborhood Watch Group
(Neighborhood behind businesses on the east side of Horizon Drive)

Bob Lionberger
719 Brassie Drive, Grand Junction

Ralph Bonser / Kathy Sisac
702 Niblic Drive, Grand Junction

Dr. Bill Merkel
Representative of W & D Merkel Family LLLP

David West, M.D.
Representative of Hope West
2754 Compass Drive

I attach all written comments received and letters of support for the Horizon Drive Master Trail Plan. Thank you for your time and attention.

Sincerely,



Vara Kusal
Executive Director

Enc.

VISIT THE DISTRICT
WWW.HORIZONDRIVEDISTRICT.COM

970.985.1833
2764 Compass Drive, Suite 205 Grand Junction, CO 81506



Neighborhood Meeting Notice Letter

Mailing Date: March 15, 2019

Dear Property Owner:

This letter is intended to notify you that on **Thursday, March 28, 2019, starting at 5:30 p.m.**, a neighborhood meeting will be held to update you on the **Horizon Drive BID Trail Network** plan proposed to increase connectivity to popular destinations within the Grand Valley and encourage active transportation (walking, biking, etc.) throughout the Horizon Drive District.

This meeting will be held at the **Clarion Inn**, 755 Horizon Drive, Grand Junction, CO 81506. There will be directional signage to guide you to the meeting.

The neighborhood meeting is an opportunity for adjacent property owners to learn more about the proposed trail network, ask questions, and submit written statements to the City of Grand Junction staff (Kathy Portner) and the Horizon Drive District BID (Vara Kusal).

As a neighbor of the Horizon Drive District, you will be notified of public hearings, currently scheduled for Planning Commission on April 23rd and City Council on May 1st.

The list of property owners being notified for this neighborhood meeting was supplied by the City of Grand Junction and derived from current records of the Mesa County Assessors. As those records are not always current, please feel free to notify your neighbors of this meeting date so all may have the opportunity to participate.

If you are not available to attend this meeting, you can provide written comment to the City of Grand Junction Planning Department to Kathy Portner at kathyp@gjcity.org or to Vara Kusal at Vara@HorizonDriveDistrict.com

We look forward to seeing you at this meeting.

Best regards,

Vara Kusal
Executive Director
Horizon Drive District BID

VISIT THE DISTRICT
WWW.HORIZONDRIVEDISTRICT.COM

970.985.1833

2764 Compass Drive, Suite 205 Grand Junction, CO 81506

Comments and Feedback

Phase 1 Trail Segment – G Rd to I-70

Thank you for your participation and input on new trails and connectors throughout the Horizon drive Business Improvement Corridor. The design and graphics you see today are the recommendations suggested through a conceptual feasibility phase performed by Landscape Architecture students at the University of Colorado Denver through the University Technical Assistance Program.

Your feedback is important and will help shape the next phases ahead!

- ☐ Please provide comments regarding an improved pedestrian corridor along the drainageway from G Rd. to Doubletree:

- ☐ What advantages and disadvantages to this trail corridor do you see?

LIABILITY ISSUES BETWEEN GOLFERS & PEDESTRIANS.

- ☐ What features and amenities beyond those suggested could make this a unique and used space?

*LIGHTS
PATROLLED BY GJPD*

- ☐ Please provide comments on an integrated pedestrian trail system throughout the BID boundary area:

Please turn over...

Comments and Feedback

Phase 1 Trail Segment – G Rd to I-70

☐ General Comments about the Trail Network Concept:

How would PAINA "Ditch" On Southern End
NORTH AFFECT 100 YR. PAINA (FEED)?

Would CMU Be A Potential Contribution To
PROJECT?

Comments:

Sound barrier's

Engine brake restrictions

Thanks, Keep up the good work

Bob Lienberger

Name

email address

Comments:

PLEASE BUILD A BIKE/HIKE
ROUTE FROM HORIZON DR (NORTH)
TO 5th STREET BRIDGE. THERE
IS NO PRESENT, SAFE, WAY TO
AVOID 7th + 12th STREETS.

R_bonser@~~hotmail~~

Name**email address**

@hotmail.com

Comments:

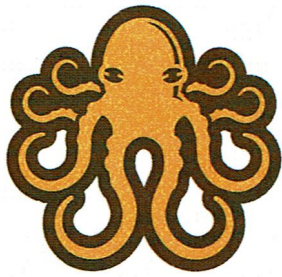
The section of trail from G Road to the Doubletree is great.
But the city should plan for a trail to 26 1/2 Road (7th Street) for
walkers + bikers. And G Road needs either fewer cars or
better roads and walkways and bike trails

David West, M.D.

dwest0@charter.net

Name

email address



Octopus Coffee

**759 Horizon Drive, Ste: F
Grand Junction, CO 81506**

**Horizon Drive Business Improvement District
Attn: Vara Kusal
2764 Compass Drive, Ste: 205
Grand Junction, CO 81506**

Dear Vara,

Since opening Octopus Coffee on Horizon Drive in 2015, one constant inquiry I receive from customers is, "Where can I get on a bike trail?" or "How do we get to a recreational trail?" Unfortunately, access to trails is difficult from the north end of town. Many visitors come to the Grand Valley to experience our amazing outdoor recreational opportunities. Most of the hotels in the valley are located in the Horizon Drive District. These visitors want to be able to jump on their bikes and go for a ride from the place they are staying. I have seen the Horizon Drive Master Trail Plan and would like to support this effort to make multi-use recreational trails easily accessible from the Horizon Drive area. Please continue the effort to make this a reality and feel free to use this letter from a local business owner in any way you see fit in that effort.

Best regards,

**Alexis Bauer
Octopus Coffee**

April 4, 2019

To whom it may concern at the Planning Commission and/or City Council:

As the Manager of a business on Horizon Drive, I have long felt that this area of Grand Junction would be better represented with some attention to the details that our guests and visitors notice when visiting our area. I would like to take a moment to show our full support to the Horizon Drive District for the Trails Master Plan for what I believe would be a very effective strategy for improvement.

Increased access for our guests, employees and residents to downtown via different trails would be a huge benefit for our organization. Connecting the West side of Horizon drive businesses by a trail system behind our organizations would also benefit all. Lastly, cleaning drainage-ways and makeshift campsites along Horizon Drive would enhance the appearance of the area which serves as the main artery into the Downtown area.

Thank you for your consideration.

Doug Russo *General Manager*

Direct (970) 257 8101 Hotel (970) 241 8888| Fax (970) 245 8198

DoubleTree by Hilton Grand Junction

743 Horizon Drive, Grand Junction, CO 81506

4/5/2019

To whom it may concern at the Planning Commission and/or City Council:

As the Manager of the Alpine Bank on Horizon Drive, I would like to show my support to the Horizon Drive District for the Trails Master Plan for what I believe would be an effective strategy for improvement to the area. Increased access for our travelers, employees and residents to downtown via different trails would be a huge benefit to our community. Connecting the West side of Horizon drive businesses by a trail system behind our organizations would also benefit all. Lastly, cleaning drainage-ways and makeshift campsites along Horizon Drive would enhance the appearance of the area which serves as the main artery into the Downtown area.

Should you have any questions or need additional information please feel free to contact me at 970-254-2754 or through email at trevorjohnson@alpinebank.com

Sincerely,

Trevor Johnson
Executive Vice President/Branch Manager

Horizon Drive Business Improvement District



0 0.3 0.6
mi

Date: 4/12/2019

1 inch = 752 feet

CITY OF
Grand Junction
COLORADO
GEOGRAPHIC INFORMATION SYSTEM

Adopted Active Transportation Corridor Map



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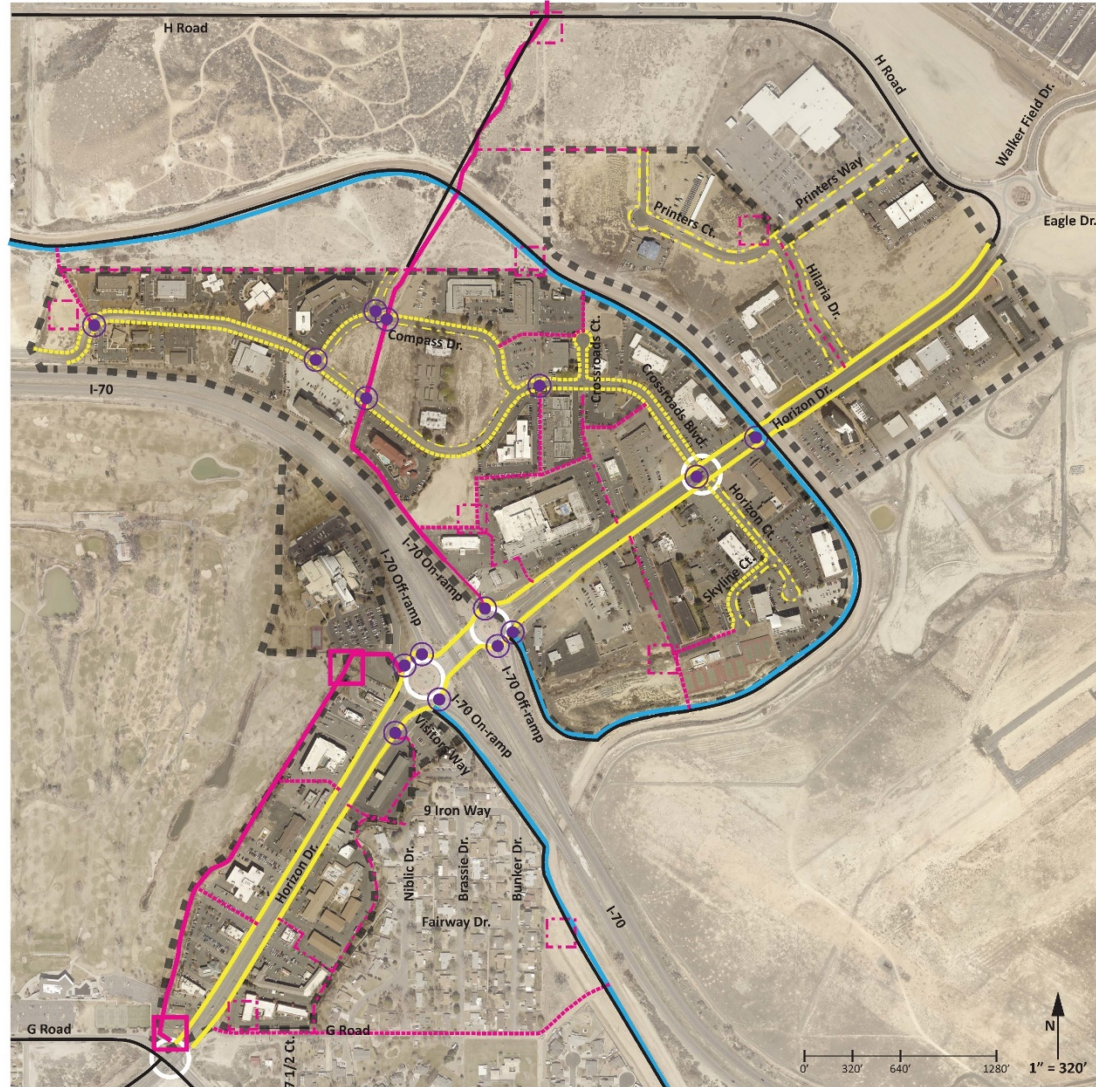
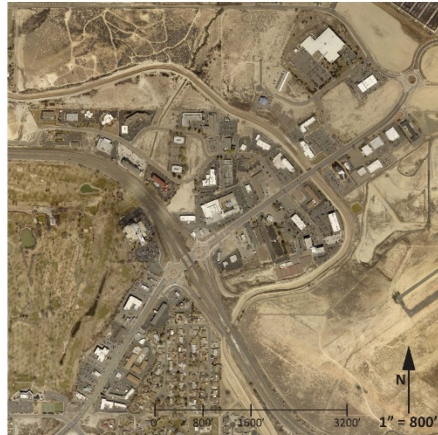
Date: 4/12/2019

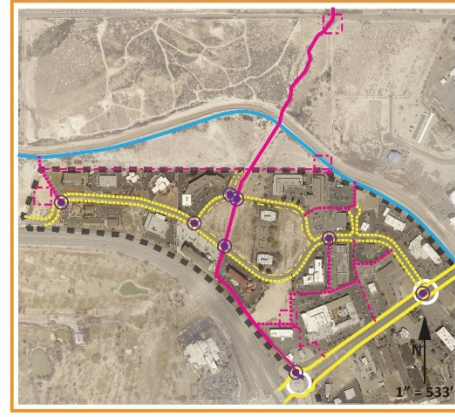
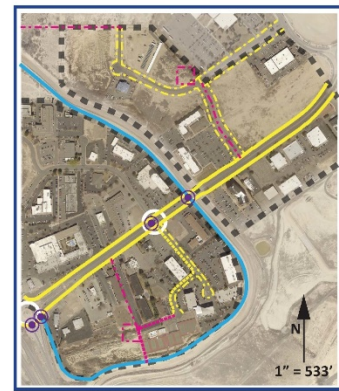
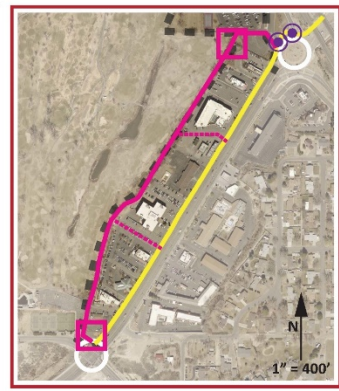
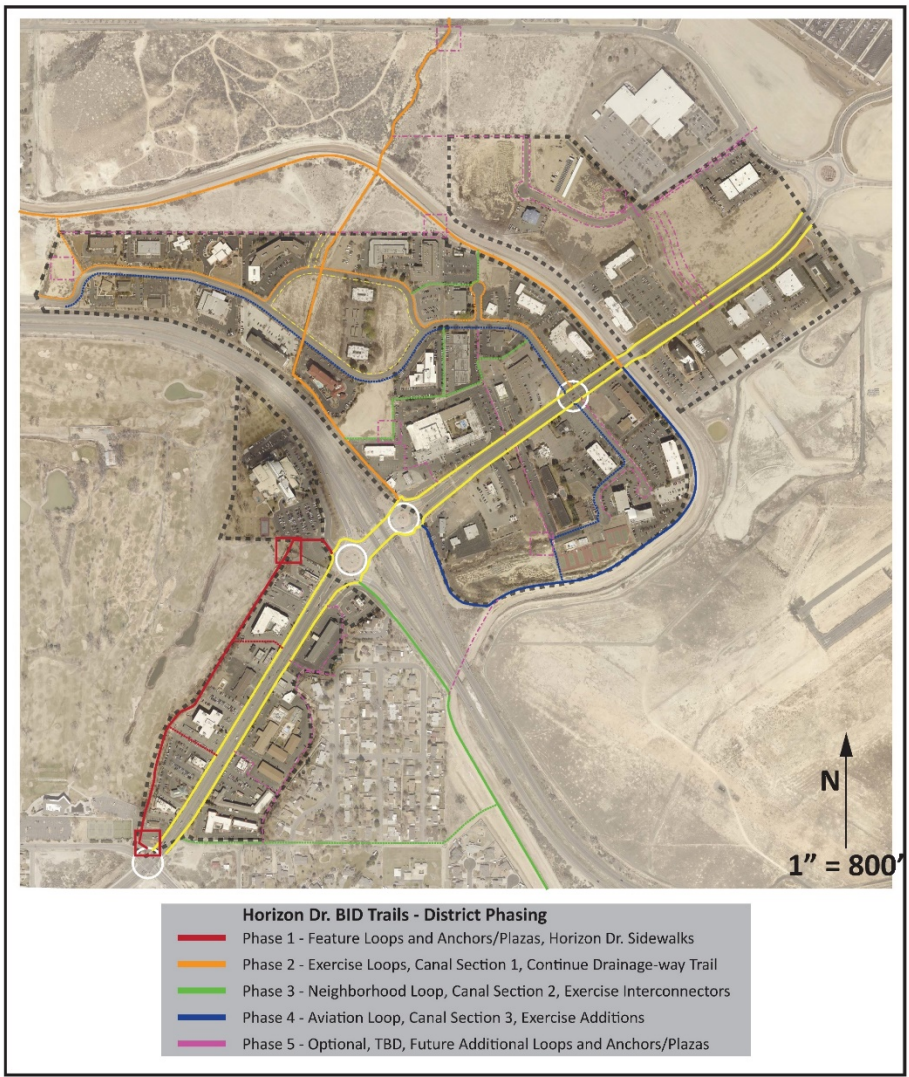
1 inch = 752 feet

CITY OF
Grand Junction
COLORADO
GEOGRAPHIC INFORMATION SYSTEMS

Horizon Dr. BID Trails Master Plan

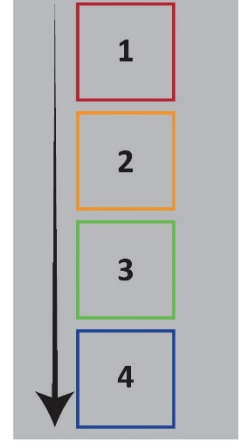
The overall trail network includes current plans on Horizon Dr., proposed city trail developments, and new use-specific designated trails focused to benefit the workers and users in the Horizon Dr. BID. The trails are designated as per each use, and continual development. The canal trail is assumed to be developed, and is an integral part of the trail network. Where the proposed trail network uses the canal trail, full use of each loop is contingent upon the canal trail completion. Included in this master plan are proposed future additions to the BID district trail network. Should the BID move forward with such development, further trail consideration is required to ensure proper feasibility with conditions. Scales approximate.



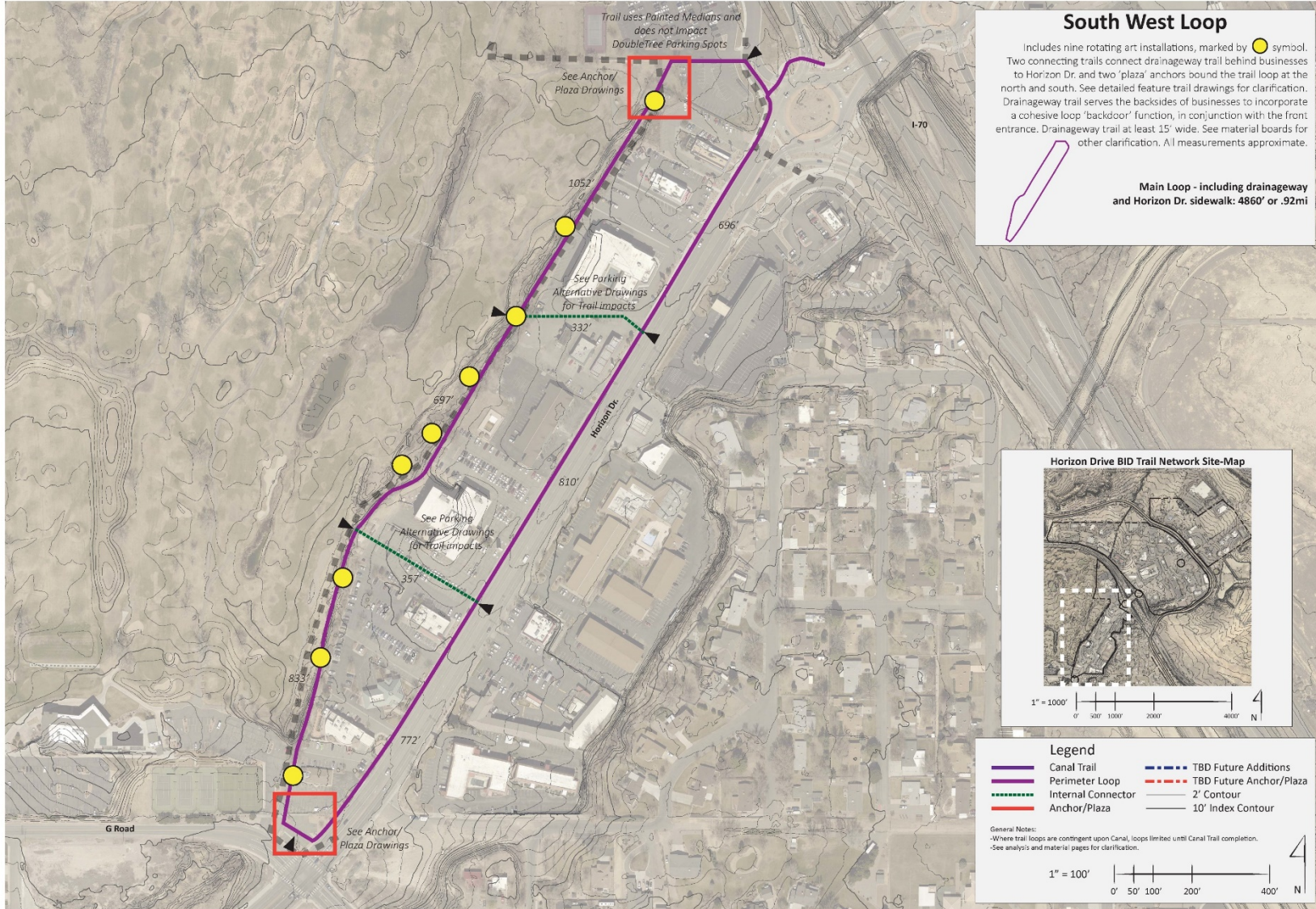


Generally, if considering I-70 and Horizon Dr. as a datum:

- Phasing begins with construction of the south west feature trail loop.
- The next phase considers the north west trail loops, serving the businesses, workers, and patrons to the north-west section of the BID.
- The third phase is the construction of the north east trail loops, similar in service to the north-west users.
- Last is the south east neighborhood loop, connecting the residents and canal users into the completed BID trail network.



**General Horizon Dr.
Trail Area Phasing**



South West Loop

Includes nine rotating art installations, marked by symbol. Two connecting trails connect drainageway trail behind businesses to Horizon Dr. and two 'plaza' anchors bound the trail loop at the north and south. See detailed feature trail drawings for clarification. Drainageway trail serves the backside of businesses to incorporate a cohesive loop 'backdoor' function, in conjunction with the front entrance. Drainageway trail at least 15' wide. See material boards for other clarification. All measurements approximate.

Main Loop - including drainageway and Horizon Dr. sidewalk: 4860' or .92mi

Horizon Drive BID Trail Network Site-Map



Legend

- Canal Trail
- Perimeter Loop
- Internal Connector
- Anchor/Plaza
- TBD Future Additions
- TBD Future Anchor/Plaza
- 2' Contour
- 10' Index Contour

General Notes:
-Where trail loops are contingent upon Canal, loops limited until Canal Trail completion.
-See analysis and material pages for clarification.



CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN
TO INCLUDE THE HORIZON DRIVE BUSINESS IMPROVEMENT DISTRICT TRAIL
NETWORK PLAN AS A PART OF THE GRAND JUNCTION CIRCULATION PLAN**

Recitals:

The Horizon Drive BID Trail Network Plan identifies a series of proposed multi-modal trail connections within the Horizon Drive corridor area to provide safe, convenient and functional non-motorized linkages to amenities within the District and to the surrounding area. The need for this sub-area plan was identified as an implementation strategy in the adopted 2018 Grand Junction Circulation Plan.

The Planning Commission reviewed and considered the Horizon Drive Business Improvement District Trail Network Plan in a public hearing on April 23, 2019, found and determined that it satisfies the criteria of Section 21.02.130(c)(2) of the Zoning and Development Code and is consistent with the purpose and intent of the Comprehensive Plan, and recommended adoption of the Plan.

The City Council has reviewed and considered the Horizon Drive Business Improvement District Trail Network Plan and determined that it satisfied the criteria of Section 21.02.130(c)(2) of the Zoning and Development Code and is consistent with the purpose and intent of the Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE COMPREHENSIVE PLAN IS HEREBY AMENDED TO INCLUDE THE HORIZON DRIVE BUSINESS IMPROVEMENT DISTRICT TRAIL NETWORK PLAN AS A PART OF THE GRAND JUNCTION CIRCULATION PLAN, AS DEPICTED IN ATTACHMENT A.

Introduced for first reading on this 17th day of April, 2019

PASSED on this ____ day of ____, 2019.

ATTEST:

City Clerk

President of Council

Attachment A

Horizon Dr. BID Trails Master Plan

The overall trail network includes current plans on Horizon Dr., proposed city trail developments, and new use-specific designated trails focused to benefit the workers and users in the Horizon Dr. BID. The trails are designated as per each use, and continual development. The canal trail is assumed to be developed, and is an integral part of the trail network. Where the proposed trail network uses the canal trail, full use of each loop is contingent upon the canal trail completion. Included in this master plan are proposed future additions to the BID district trail network. Should the BID move forward with such development, further trail consideration



