

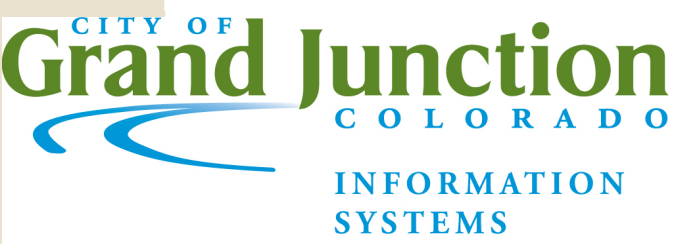
Whitewater & Kannah Creek Circulation Plan

Mesa County Urban Area

Functional Classification Map

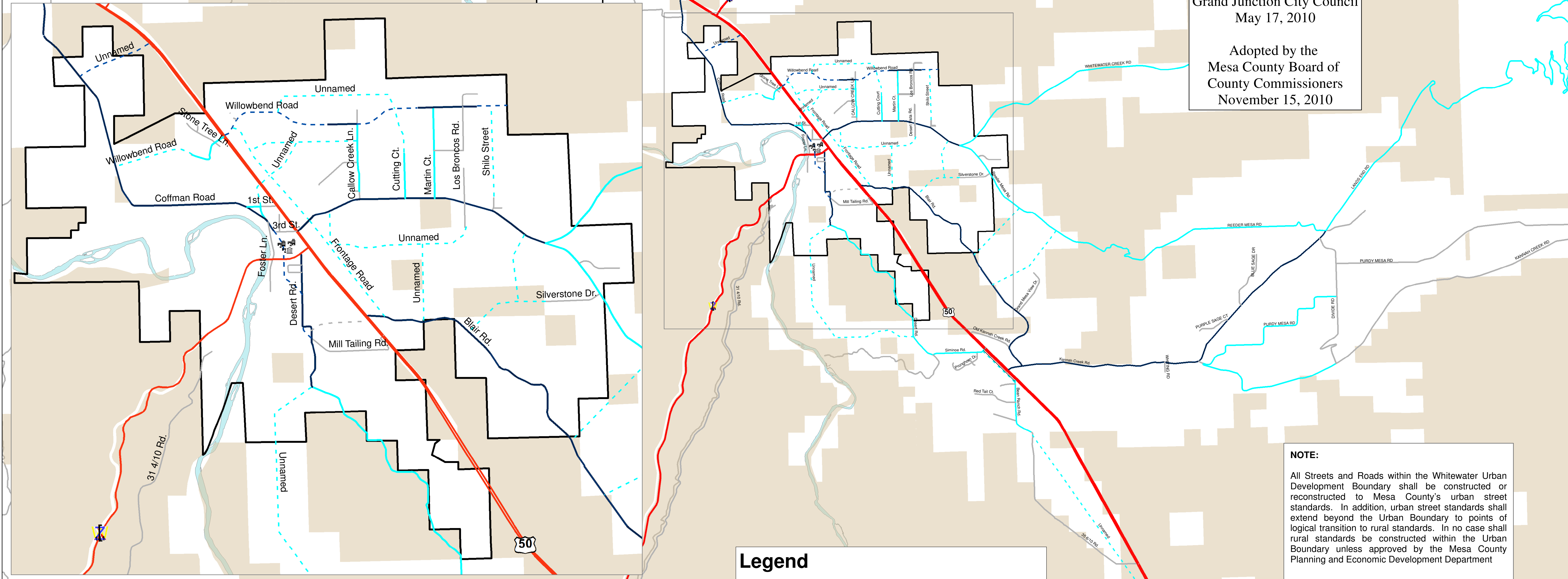


Mesa County
Regional Transportation Planning Office



Adopted by the
Grand Junction City Council
May 17, 2010

Adopted by the
Mesa County Board of
County Commissioners
November 15, 2010



NOTE:
All Streets and Roads within the Whitewater Urban Development Boundary shall be constructed or reconstructed to Mesa County's urban street standards. In addition, urban street standards shall extend beyond the Urban Boundary to points of logical transition to rural standards. In no case shall rural standards be constructed within the Urban Boundary unless approved by the Mesa County Planning and Economic Development Department

TRANSPORTATION GOALS

The sequence of land development does not occur in a predictable order, rendering it difficult to depict on maps the exact alignment of all future roads, particularly those internal to a subdivision or smaller geographic areas. As a result, roads depicted on the maps identify all classifications of roads including some local roads. Absent their depiction on transportation plans, local roads shall also meet the goals and standards set forth in the Mesa County Standard Specifications for Road and Bridge Construction including the Road Access Policy Appendix and the Mesa County Land Development Code

Local road networks and land development patterns shall not detract from the efficiency of adjacent higher order roads. Management of access to higher volume roads, both public and private and driveways are necessary to ensure that efficiency and safety are not compromised. Key factors are minimizing the number of major road intersections while selectively placing them to obtain optimum safety and efficiency.

One strategy for achieving this goal is to require development to construct stub roads to adjacent properties in locations that provide appropriate circulation for all parcels based on adopted transportation plans and access management plans/policies. This strategy will allow multiple independent developments to have a common interconnected local road system while minimizing the number of points required for access to the major road system.

Subdivisions and other development shall be designed to continue and/or create an integrated system of roads and trails that provide for efficient movement of pedestrians, bicycles, and automobiles to and from adjacent development. Design will allow for through movement of general traffic thus avoiding isolation of residential areas and over-reliance on arterial and collector roads for local short distance travel.

TRANSPORTATION STANDARDS

The applicant for any development application under Chapter 3 of the Mesa County Land Development Code involving the creation of additional lots or parcels on a property that abuts or contains an alignment of any road classification and identified on a transportation plan as needed for potential road purposes is subject to a requirement for dedication of sufficient right-of-way to meet no less than one-half of the road right-of-way for the road classification shown in the transportation plan at the time of approval of a land use application. In addition, right-of-way dedication may be required for Conditional Use Permits or Site Plans.

Future roads shown on transportation plan maps serve to illustrate the general alignment of the road. There will be many cases where a straight road is neither reasonable nor feasible. Depending upon specific site conditions, right-of-way dedication may be required that is not centered on the illustrated alignment. Such off-alignment dedications may require more right-of-way than that required in paragraph 1 above.

The minimum right-of-way width is determined by the functional classification of a road as depicted on the Transportation Plan maps in the Policy. Examples of site specific conditions include topography constrains such as hills, canals, wetlands, and drainages. Avoidance of such constraints is considered a safety benefit.

Property Line Adjustment applications are subject to requests for right-of-way dedication when it is determined that such dedication is needed to improve roadway safety or capacity on roads abutting the properties involved.

Pursuant to Section 7.17.2 of the Mesa County Land Development Code, right-of-way dedication and improvements, in addition to that necessary for the circulation of the individual development, will be required when a

Legend

Whitewater & Kannah Creek Plan

CLASS

- Local
- - - Local-Proposed
- Major Collector
- - - Major Collector-Proposed
- Minor Collector
- - - Minor Collector-Proposed
- Major Arterial
- Whitewater Urban Development Boundary
- BLM
- Mesa County Boundary
- ⊞ Village Center
- City Limits

