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**PLANNING COMMISSION AGENDA  
CITY HALL AUDITORIUM, 250 NORTH 5<sup>TH</sup> STREET**

**TUESDAY, OCTOBER 8, 2019 @ 6:00 PM**

**Call to Order - 6:00 PM**

1. Minutes of Previous Meeting(s) from September 24, 2019.
2. Appeal of the Director's Conditional Approval Decision of a Site Plan Review ("Application") for Karis Apartments, located at 3205 N. 12th Street, Grand Junction, Colorado.
3. Consider a request by Downtown Development Authority of Grand Junction, Colorado (DDA) to adopt the 2019 DDA Plan of Development entitled "Vibrant Together."
4. Consider a request by the City of Grand Junction to amend various sections of the Zoning and Development Code (Title 21), Greater Downtown Overlay (Title 24), 24 Road Corridor Design Standards (Title 25), and Transportation Engineering Design Standards (Title 29) to clarify administrative procedures, remove inconsistencies and modify standards.

**Other Business**

**Adjournment**

**GRAND JUNCTION PLANNING COMMISSION**  
**September 24, 2019 MINUTES**  
**6:00 p.m.**

The meeting of the Planning Commission was called to order at 6:00pm by Chairman Christian Reece.

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

Also present were Greg Caton (City Manager), Trent Prall (Public Works Director), Jamie Beard (Assistant City Attorney), Tamra Allen (Community Development Director), Dave Thornton (Principal Planner), Kristen Ashbeck (Principal Planner), Scott Peterson (Senior Planner), Senta Costello (Associate Planner), and Jace Hochwalt, (Associate Planner).

There were approximately 55 citizens in the audience.

**1. Meeting of Previous Meeting(s)**

The Planning Commission reviewed the meeting minutes from the August 27, 2019 meeting.

Commissioner Susuras moved to approve the minutes as written. Commissioner Wade seconded the motion.

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

**2. Impact Fees Text Amendment**

**File # ZCA-2019-516**

Consider a request by the City of Grand Junction to Amend Multiple Sections of the Zoning and Development Code Regarding Traffic Capacity Payments, Parks and Recreation Impact Fees and Adoption of New Impact Fees for Police, Fire and Municipal Facilities.

**Staff Presentation**

Tamra Allen, Community Development Director, introduced exhibits into the record and gave a presentation regarding the request.



### **Questions for Staff**

There was discussion regarding the TischlerBise Impact Fee Study, the proposed implementation schedule, rate of economic development, fee structures, fiscal responsibility, and level of service.

### **Public Comment**

The public hearing was opened at 6:49pm

The following spoke against the request:

Kevin Bray, Diane Schwenke (GJ Chamber of Commerce), Rebekah Scarrow (Grand Junction Area Realtors Association), Shawna Grieger (Western Colorado Contractor's Association), Kelly Maves (Coldwell Banker Distinctive Properties), Nina Anderson (Express Employment), Jorge Pentoja (Western Colorado Latino Chamber of Commerce), Virginia Brown (Berkshire Hathaway Homeservice Western Colorado Properties), Sonia Gutierrez (Western Colorado Latino Chamber of Commerce), Constance Tremblay (Berkshire Hathaway Homeservice Western Colorado Properties), Don Pettygrove (DGP Engineering), Merritt Sixbey, Aaron Young, Steve Voytilla, Ron Abeloe, Jennifer Hudson, and Bob Puckett.

The following spoke in support of the request:

Abram Herman, Scott Beilfuss, and Eric Braa.

There was discussion regarding the Stakeholder sponsored comparison study, the Western Colorado Contractor's Association, rising construction costs, the housing market, buyers of new construction in the area, and the City redevelopment area.

Planning Commission took a break at 8:05pm.

The meeting resumed at 8:14pm.

There was discussion regarding the proposal.

The public hearing was closed at 8:33pm.

### **Questions for Staff**

There was discussion regarding the implementation schedule of the proposed impact fees, the estimated revenue from the proposed impact fees, and timeline.

### **Discussion**

Commissioners Susuras, Deppe, Gatseos, Reece, Ehlers, Wade, and Teske made comments regarding the proposal.

## **Motion and Vote**

Commissioner Wade made the following motion:

“Madam Chairman, on the request to consider a Group of Actions Including

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. Adopt Ordinance \_\_\_\_\_, amending multiple sections of the zoning and development code to update transportation and parks and recreation impact fees and to adopt new impact fees for Fire, Police, and Municipal Facilities and requiring development to construct street safety improvements related to the direct impacts of a development.

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

Commissioner Teske seconded the motion.

Commissioners Ehlers, Gatseos, Reece and Teske made direct verbal recommendations to City Council regarding the proposed ordinance.

The motion failed 6-1 with Commissioners Gatseos, Wade, Reece, Teske, Susuras and Deppe voting NO.

Planning Commission took a break at 9:28pm.

The meeting resumed at 9:34pm.

### **3. Ciara’s Café & Cantina CUP**

**File # CUP-2019-489**

Consider a request by P&L Entertainment, LLC for a Conditional Use Permit (CUP) for the property located 701 Main Street to allow for a bar/nightclub use.

#### **Staff Presentation**

Jace Hochwalt, Associate Planner, introduced all exhibits into the record and gave a presentation regarding the request and stated that because the Applicant anticipates to utilize the outdoor seating area that sits partially in the right-of-way, a “permitted lease” from the Downtown Development Authority will be required and is listed as a condition of approval.

### **Applicant's Presentation**

The applicant, Paul Romero representing P&L Entertainment LLC, was present and made a comment in support of the request.

### **Questions for Staff**

Commissioner Gatseos asked a question regarding the use of the public right-of-way.

### **Public Comment**

The public hearing was opened at 9:47pm

Aaron Young and Eric Braa made statements in opposition of the request.

The Applicant, Paul Romero, responded to public comment.

The Applicant was asked about planned hours of operation and the proposed layout of the establishment.

The public hearing was closed at 9:55pm.

### **Questions for Staff**

Chairman Reece asked Staff a question about hours of operation provided in the Staff report.

### **Motion and Vote**

Commissioner Deppe made the following motion, "Madam Chairman, on the application for a Conditional Use Permit for Ciara's Café and Cantina located at 701 Main Street, CUP-2019-489, I move that the Planning Commission recommend conditional approval with the findings of fact and conditions as listed in the staff report."

Commissioner Susuras seconded the motion. The motion carried unanimously by a vote of 7-0.

## **4. Adams II Annexation **File # ANX-2019-384****

Consider a request by Paul Adams to zone 1.99 acres from County RSF-4 (Residential Single Family – 4 du/ac) to a City R-8 (Residential – 8 du/ac) for the Adams II Annexation located at 216 27 ½ Road.

### **Staff Presentation**

Scott Peterson, Senior Planner, introduced exhibits into the record and gave a presentation regarding the request.

### **Applicant's Presentation**

The Applicant, Paul Adams, was present and did not wish to make additional comments.

### **Public Comment**

The public hearing was opened at 10:39pm.

There were no public comments.

The public hearing was closed at 10:39pm.

### **Motion and Vote**

Commissioner Wade made the following motion, "Madam Chairman, on the Zone of Annexation for the Adams II Annexation to R-8 (Residential – 8 du/ac) zone district, file number ANX-2019-384, 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 Teske seconded the motion. The motion carried unanimously by a vote of 7-0.

## **5. Zona's Annexation**

**File # ANX-2019-408**

Consider a request by Roy and Marilyn Anderson to zone 1.82 acres from County RSF-R (Residential Single Family 5ac/du) to a City C-1 (Light Commercial) for Zona's Annexation located at 408 29 Road.

### **Staff Presentation**

Senta Costello, Associate Planner, introduced exhibits into the record and gave a presentation regarding the annexation request.

### **Applicant's Presentation**

The Applicant was not present.

### **Public Comment**

The public hearing was opened at 10:02pm

There were no public comments.

The public hearing was closed at 10:02pm

### **Discussion**

None.

### **Motion and Vote**

Commissioner Gatseos made the following motion, “Madam Chairman, on the Zone of Annexation for Zona’s Annexation to C-1 (Light Commercial) zone district, file number ANX-2019-408, 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 unanimously by a vote of 7-0.

### **6. CMU Alley Vacation **File # VAC-2019-444****

Consider a request by Colorado Mesa University (CMU) on behalf of the property owner, Johnny Jr. and Colleen Martin, to vacate a portion of the East-West Alley right-of-way (2,348 square feet) on the south side of the property located at 845 Orchard Avenue.

#### **Staff Presentation**

Kristen Ashbeck, Principal Planner, introduced exhibits into the record and gave a presentation regarding the request and noted that Staff recommends approval with the three conditions pertaining to finalizing the sale of the property and recording the vacation ordinance.

#### **Applicant’s Presentation**

Derek Wagner, representing Colorado Mesa University, was present and made a comment regarding the request.

#### **Public Comment**

The public hearing was opened at 10:25pm

Eric Braa, property owner at 839 Orchard Avenue, had questions regarding the request and the proposed sanitation and parking abilities of surrounding properties.

There was discussion about Mr. Braa’s concerns.

The public hearing closed at 10:32pm.

#### **Questions for Staff**

There was discussion about adequate sanitation availability and the estimated timeline for the development of Colorado Mesa University’s track.

### **Motion and Vote**

Commissioner Gatseos made the following motion, “Madam Chairman, on the Colorado Mesa University Vacation of Alley Right-of-Way located at the east-west alley along the south side of the property at 845 Orchard Avenue, City File VAC-2019-444, 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.”

Commissioner Susuras seconded the motion. The motion carried unanimously by a vote of 7-0.

### **7. Fire Station No. 4 Cell Tower**

**File # CUP-2019-224**

Consider a request by SSC representing Verizon Wireless, for a Conditional Use Permit (CUP) for a Concealed Telecommunication Facility (Cell Tower) in a Residential – 4 du/ac (R-4) zone district on 2.69862 acres at 2884 B ½ Road.

### **Staff Presentation**

Dave Thornton, Principal Planner, introduced exhibits into the record and gave a presentation regarding the request.

### **Applicant’s Presentation**

The Applicant, Charmaine Dregalla representing SSC on behalf of Verizon Wireless, was present and made a comment in support of the request.

### **Public Comment**

The public hearing was opened at 10:17pm.

There were no public comments.

The public hearing was closed at 10:17pm.

### **Motion and Vote**

Commissioner Wade made the following motion, “Madam Chairman, on the request to approve a Conditional Use Permit (CUP) for an 82 ft. tall concealed telecommunication tower facility on 2.7 acres as presented in file CUP-2019-224, I move that the Planning Commission approve the Conditional Use Permit with the findings of fact, conclusions and conditions listed in the staff report.”

Commissioner Susuras seconded the motion. The motion carried unanimously by a vote of 7-0.

**8. Other Business**

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There was discussion regarding upcoming Planning Commission meeting dates.

Commissioner Wade asked to discuss the implementation of a consent agenda at the October 3<sup>rd</sup> workshop agenda.

**9. Adjournment**

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The meeting was adjourned at 10:41pm.

DRAFT



## Grand Junction Planning Commission

### Regular Session

Item #2.

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**Meeting Date:** October 8, 2019

**Presented By:** Tamra Allen, Community Development Director

**Department:** Community Development

**Submitted By:** Tamra Allen, Community Development Director

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### **Information**

#### **SUBJECT:**

Appeal of the Director's Conditional Approval Decision of a Site Plan Review ("Application") for Karis Apartments, located at 3205 N. 12th Street, Grand Junction, Colorado.

#### **RECOMMENDATION:**

The Appellant has failed to show that the Director's approval of the Application was contrary to applicable law, that she made inappropriate findings of fact and/or failed to consider facts that are relevant to the determination, acted arbitrarily or capriciously, and/or she failed to consider mitigating measures. Therefore, the Director recommends the Planning Commission affirm the conditional approval of the Application for the Karis Apartments.

#### **EXECUTIVE SUMMARY:**

With the attached letter Community Development Department Director Tamra Allen ("Director") conditionally approved an Application for Karis Apartments consisting of a 34, 1-bedroom unit, multi-family residential development in an existing R-16 (Residential -16 du/ac) zone district. The Director's approval was timely appealed. The Appellants allege (1) that the Director abused her discretion in determining the off-street parking requirements (allowing a total of 25 off-street parking spaces) and (2) made erroneous findings of fact concerning the projects property line (adjacent to Lakeside Drive.)

#### **BACKGROUND OR DETAILED INFORMATION:**

Pursuant to § 21.02.210 (c) of the Grand Junction Zoning & Development Code



("Code"), the Planning Commission is to consider the evidence in the record to determine whether the Director's conditional approval of the Karis Apartments project (1) was inconsistent with the Code or other applicable law, or (2) was based on erroneous findings of fact, or (3) failed to consider mitigating measures, or (4) acted arbitrarily, capriciously or abused her discretion. The Appellants bear the burden of proof.

Consistent with the findings in *Colorado State Board of Medical Examiners v. Johnson*, 68 P.3d 500 (Colo. App. 2002), if the Planning Commission finds the Director acted contrary to the Code or other applicable law, then the Planning Commission may 1) overrule the Director, or 2) remand the application for further findings. Should the Appellant fail to demonstrate the Director's decision was made in contravention of the Code, the decision must be upheld. Under Colorado law administrative decisions are accorded a presumption of validity and regularity. All reasonable doubts as to the correctness of administrative rulings must be resolved in favor of the agency. The Director's decision, including findings of fact and legal conclusions, must be affirmed if supported by a reasonable basis.

The standard of review for an administrative decision is whether, on the basis of the whole record, the governmental body or officer exceeded its jurisdiction or abused its discretion, and if the findings of the agency are supported by any competent evidence. No competent evidence" means the record is devoid of evidentiary support for the decision. *Puckett v. City of County of Denver*, 12 P.3d 313 (Colo. App. 2000).

## **PROCEDURAL HISTORY**

Applicant, Karis Inc., proposed a multi-family residential development located at 3205 N. 12th Street known as Karis Apartments, consisting of 34, 1-bedroom units. A General Meeting was held on May 14, 2018 and a Pre-Application Meeting was held on January 23, 2019. Applicant submitted for a Site Plan Review application on April 4, 2019. The application went through three (3) rounds of comments and was conditionally approved by the Director on August 1, 2019. Appellants, the Lakeside Community Association represented by Ms. Karen Rowe, Community Association Manager, filed an appeal of the administrative approval on August 9, 2019. All documents referenced herein are in the project file #SPN-2019-174, ("File") which File is incorporated herein in its entirety by this reference.

## **FACTUAL BACKGROUND AND APPLICABLE LAW**

The Director in accordance with §21.04.010 (e) of the Code had authority to determine the appropriate land use category for the proposed development; the Director determined the project to be Multi-Family Residential. The parking standard for that land use is 1.25 parking spaces per 1-bedroom unit pursuant to § 21.06.050 (c) of the

Zoning & Development Code. In accordance with this section, the required parking for a Multi-Family Residential use would equate to a total of 43 parking spaces as required for 34, 1-bedroom units (1.25 x 34 units = 42.5 parking spaces). The Director approved an Alternative Parking Plan allowing for 25 on-site parking spaces, based on information and argument provided by the Applicant. The Director found the Applicant's position to be persuasive and adequately supportive of and consistent with the type of use and occupancy.

Each of the 34, one-bedroom individual living units will contain a kitchen, bathroom and will collectively function as a multi-family apartment building. The Applicant's project narrative included that the apartments are to provide housing opportunities for very low-income families and individuals who have disabilities, between the ages of 18 and 24 and/or who are homeless or at risk of experiencing homelessness, also referred herein as permanent supportive housing. Based on the Applicant's representations, the Director classified the project as a Residential, Multi-Family land use in accordance with the Code.

#### **APPELLANTS' CLAIMS:**

**Claim #1: The Director acted in a manner inconsistent with the provisions of the Code to allow approval of less than the required number parking spaces as being inconsistent with the requirements for any other low income development in the City.**

In accordance with §21.06.050 (c) of the Code, Off-Street Required Parking, Multi-family, 1-bedroom unit, requires 1.25 parking spaces per unit. Therefore, for this Application, a total of 43 parking spaces (1.25 x 34 units = 42.5) would be required; however, pursuant to §21.06.050 (e) of the Code, the applicant proposed 25 parking spaces under an Alternative Parking Plan.

§21.06.050 (e) of the Code allows the Director to consider an Alternative Parking Plan and allows for the parking ratios to be modified whereby the applicant's data illustrates that required ratios do not accurately apply to specific development. The data submitted for an alternative parking plan shall include, at a minimum, the size and type of the proposed development, the mix of uses, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads of all uses. The Applicant submitted this information in a memo dated April 3, 2019.

This memo provided Karis Parking Statistics which indicated, based on existing and similar projects developed by Karis, Inc, that total maximum demand for parking of 28 spaces but that daily demand was 8 cars which includes ten percent vehicle ownership by residents (3 to 4 vehicles).

As part of the applicant's submittal, the applicant cited as part of their application, several sources in justifying their request for an Alternative Parking Plan, including the Institute of Transportation Engineers (ITE), Parking Generation 4th Edition whereby the ITE manual concludes that a 34-unit multi-family project creates a 35 space demand with a ratio of .92 spaces per unit. The Code requires 1.25 spaces per unit. The ITE Parking Generation calculations are completed through assessment of built projects. As noted, however, this study only included four (4) of forty (40) low income/affordable multi-family projects in the calculation but is relevant in that it demonstrates that the ratio for multi-family projects based on study by ITE are lower than the required parking spaces for the type (multi-family) of proposed development.

Further, the Applicant cited two studies, the San Diego Affordable Housing Parking Study commissioned by the City of San Diego and a study commissioned by the City of Los Angeles. These studies provided that parking demand was based on walkability and proximity to transit but given the variation in access to these alternative modes of transportation resulted in a range of .29 to .5 parking spaces per unit for affordable housing projects.

A summary of the San Diego Affordable Housing Parking Study provided by Fox Tuttle Hernandez Transportation Group, LLC a Colorado consultancy specializing in transportation (in a report produced for a project in Aurora, Colorado but is generally applicable) found that parking demand for affordable housing projects was "about half of that for typical rental units and almost 50% of the units surveyed had no vehicle." The study also showed that household vehicle availability varies significantly with income and parking demand is less in areas with walkable destinations and more transit services."

A summary of the study commissioned by the City of Los Angeles titled "LADOT Measuring the Miles Study, provided similar findings and as summarized by Fox Tuttle Hernandez Transportation Group, LLC in the same report provided "permanent support affordable housing has a parking demand of .29 to .43 per unit depending on proximity to the transit area."

Lastly, Fox Tuttle Hernandez Transportation Group, LLC, in the same report noted "it is generally agreed that affordable housing communities generate less automobile trips and subsequent parking demand than other residential uses and that lower-income residents are also less likely to own a vehicle." The Director took this into consideration as the project proposed a use serving very low income residents.

Though not submitted by the applicant, in considering the request to reduce the number of on-site parking spaces, the Director looked to previously approved City projects with similar characteristics including multi-family apartments and serving as permanent supportive housing for those with low and very low incomes. The Director

reviewed St. Benedict's Place located at 217 White Avenue (behind the previous downtown City Market) as well as St. Martin's Place project located at 415 S 3rd Street. St. Benedicts, a 24-unit apartment project, approved in 2007 pursuant to §21.060.050(e) of the Code required 30 parking spaces. The project was approved for an alternative parking plan and allowed for nine (9) on-site parking spaces resulting in a parking ratio of .357 parking spaces per unit. St. Martin's Place, a 40-unit apartment project for low income residents was approved by the City in 2011 and 2014. In total (Phase 1 and 2), St. Martin's place was approved for and provided eleven (11) on-site spaces. An alternative parking plan was approved for this project which otherwise would have been required to provide 50 parking spaces pursuant to the Code. This plan resulted in a parking ratio of .275 parking spaces per unit.

These projects were not reviewed in light of establishing precedent but to test the findings of the studies to assist in validating that the local conditions did not otherwise result in a finding that was inconsistent with the conclusions of the cited studies and/or parking demands as provided by the applicant in the Karis Parking Statistics. In review of these projects, the Director found that the on-site parking ratio for these projects was adequately serving the parking demand for these projects.

The Director factored into her decision proximity to public transit (Grand Valley Transit serves Route 1 on 12th street with stops within 150 feet of the proposed project. Additionally, facilities for walking (sidewalks) are provided in the area and commercial services and employment opportunities are within proximate distance of the site.

As required by Code, an Alternative Parking Plan document was drafted for the project in accordance with §21.06.050 (e) (6) for property owner's signature. The Alternative Parking Plan document is required to be recorded in the Mesa County land title records and provides notices that the project does not meet City standards for a multi-family residential development and that, should a change of use occur in the future or change of purpose from low income housing owned and operated by Karis, Inc., that additional on-site parking may be required to be developed.

Because the national parking studies and data represent "best practices" the Director's determination of a lesser parking requirement reducing 43 parking spaces to 25 parking spaces and resulting in a ratio of 0.73 parking spaces per unit is reasonable and should be sustained on appeal.

**Claim #2: The Director failed to take into consideration the true property lines of the Lakeside Subdivision in relation to the proposed pedestrian path connection to Lakeside Drive.**

The Appellant's second claim is, in essence, that the Applicant's project will result in a trespass on Lakeside Subdivision property by connecting a proposed pedestrian path

to the existing public sidewalk located within the Lakeside Drive right-of-way. The Appellant submitted a photo of the property pin in question which shows the pin located approximately 2 feet from the public sidewalk located within the right-of-way (see attached.) The City Surveyor has determined that, based on the witness corner, the corner pin may be 2 feet closer to the public sidewalk. The reason for the witness corner is that there is an existing railroad tie retaining wall located at the back of the sidewalk, which would prohibit the placement of the property corner pin at what is/may be determined to be the property line. The Application, which includes an Improvement Survey, Subdivision Plat and Site Plan supports a conclusion that the Applicant's property line does extend to the back of the public sidewalk and the right-of-way of Lakeside Drive.

The Appellant claims landscaping improvements and maintenance of the same as well as a separate agreement with the current land owner of the property, Unity Church, have rendered the area the property of Lakeside. The Director has no legal basis to recognize that claim.

The Director's conclusion, based on evidence in the record and the opinion of the City Surveyor is that a Witness Corner may show that the property line does extend to the right-of-way of Lakeside Drive, is proper and that the Appellant's claim is unfounded.

**SUGGESTED MOTION:**

Section 21.02.210 (c) (2) of the Code states: "The appellate body shall affirm, reverse or remand the decision. In reversing or remanding a decision, the appellate body shall state the rationale for its decision. An affirmative vote of four (4) members of the appellate body shall be required to reverse the Director's action."

Madam Chair, I move the Planning Commission (affirm/reverse/remand) the conditional approval of the Karis Apartments development, Located at 3205 N. 12th Street. (If reverse or remand, state reasons).

**Attachments**

1. Exhibit List - Karis Apartments Appeal
2. Exhibit 2 - Lakeside Neighborhood - Appeal Letter
3. Exhibit 3A - Karis Response Letter to Appeal
4. Exhibit 3B - Karis Response Letter to Appeal - Corrected Version
5. Exhibit 4 - Approval Letter
6. Exhibit 5 - Alternative Parking Plan Memo
7. Exhibit 6 - Construction Plan Set Drawings(3)
8. Exhibit 7 - Site Location & Zoning Maps, etc.
9. Exhibit 8 - Recording Memo - Alternative Parking Plan
10. Exhibit 9 - GVT System Map

11. Exhibit 10 - LA Affordable Housing Parking Rates
12. Exhibit 11 - Providence at the Heights Traffic Impact Study

## EXHIBIT LIST

**KARIS APARTMENTS APPEAL  
FILE NO. APL-2019-460**

Exhibit Item #	Description
1	Staff Report dated October 8, 2019
2	Lakeside Neighborhood – Appeal Letter
3A	Karis Response Letter to Appeal – Original Version
3B	Karis Response Letter to Appeal – Corrected Version
4	Approval Letter
5	Alternative Parking Plan Memo
6	Construction Plan Set Drawings – Version 3
7	Site Location & Zoning Maps, etc.
8	Recording Memo – Alternative Parking Plan
9	GVT System Map
10	LA Affordable Housing Parking Rates
11	Providence at the Heights Traffic Impact Study
12	Powerpoint Presentation dated October 8, 2019



August 9, 2019

Scott Peterson & the Grand Junction City Planning Commission  
250 N 5<sup>th</sup> St.  
Grand Junction, CO 81501



**Re: Karis Apartments**  
**File No: SPN – 2019 – 174 & SSU – 2019 – 182**

Dear Mr. Peterson,

The Lakeside Community is filing an appeal of the conditional approval of the above referenced project. It is our understanding that in hearing an appeal of an administrative development permit, the appellate body shall consider, based on the information in the record before the Director, four (4) different measures of criteria. We are basing our appeal on two of those measures.

In part (i) it asks whether the Director acted in a manner inconsistent with the provisions of this code or other applicable local, State or Federal law. We protest that the approval of less than the required number of parking spaces is inconsistent with the requirements set forth by the Commission for any other low income development in our city.

- Up until the Karis Apartment Project, the city has adamantly enforced the parking ordinance (21.06.050) which requires 1.25 parking spaces per unit. It is understandable that the older apartment complexes in the city have the required number of spaces; after all, they weren't built to accommodate low income individuals and or families. However, the Highlands complex, which is still under construction, was approved to be built as low income apartments for the elderly. This developer was required by the Commission to have 1.25 parking spaces. The Village Park was built in 2013 to house low income individuals and or families. They too were required by the Commission to have 1.25 parking spaces.
- The Karis Apartment project asked for reduced parking ratios for the project based on (a) national data, (b) location of the site, (c) project specific demand and (d) overall impact on the quality of the project.
  - (a) The Commission had, or should have had knowledge regarding the national data and yet, they still required the 1.25 parking spaces for all other low income developments in recent years.
  - (b) The other low income complexes are in the same general area, have access to the same public transportation and are in the same proximity to necessary central services as the Karis Apartment project will be.
  - (c) The Karis Project specific demand is for low income people, same as any other low income complexes that have been approved by the Commission.



- (d) The overall quality of the Highlands and Village Park developments haven't been impacted by having to follow the time-tested ordinance. (21.06.050) They are beautiful developments.
- There is an allowance to the parking plan ordinance if the applicants submitted alternative parking data illustrates that the required parking ratios do not accurately apply to a specific development. Karis Apartments has not proved in their application that the individuals and or families that will be living in their low income complex will be any different than other individuals living in other low income developments throughout our city.
- Finally, what a development starts out as and what it ends up as can be two different things. All one has to do is drive around the city and see how the original intended use of a building has changed as time goes on and the needs of our city changes. One day our city may again be that of a prosperous community with little need for low income housing. What happens when the future use of the Karis Apartment development doesn't have even the minimum required parking?

In part (ii) it asks if there were erroneous findings of fact based on the evidence and testimony on the record. We protest the approval of the decision made by the Commission in regards to the pedestrian walk path as it does not take into consideration the true property lines of the Lakeside Subdivision.

- The Lakeside Subdivision filing number 2 was filed by T.L. Benson on the 31<sup>st</sup> of July 1972 and was granted approval by the City of Grand Junction on the 28<sup>th</sup> of December 1972. It describes the legal boundaries of the lakeside subdivision.
- The Articles of Incorporation of the Lake View Estates Venture Homeowners' Association that was filed on August 3, 1973, Reception 1051923, again notes the legal boundaries of the subdivision and are in agreement with the above property filing.
- The Karis Apartment project had a legal survey done to identify the property boundaries. They placed the property stakes and pins using legal boundary coordinates. A photo was submitted to Tom Dixon showing that the property pin was not at the sidewalk as the City states but North of the sidewalk approximately three feet.
- I have attached two photos showing the property stake and pin. As anyone can see the Lakeside Subdivision property lies well north of the sidewalk and is consistent with the fence line that divides the two parcels along the backside of the El Dorado Building.
- This area of land joins the two parcels that have been maintained for over twenty (20) years by an agreement made between Lakeside and the owner of the church property. The residents of the Lakeside Subdivision protest the City's laissez-faire acquisition of our land.
- In addition, Tim Patty, the City Engineer in charge of sidewalks stated that there was NO documentation of any City repairs or maintenance of the Lakeside Drive sidewalks; and within the past ten (10) years during his tenure in the department, he personally knew of no work having been done.
- In the past five (5) years there have been at least six (6) separate projects which have been undertaken to complete repairs to Lakeside Drive Sidewalks, proving that the City has not assumed any responsibility for our privately maintained sidewalks, to which they are now laying claim.

The residents of Lakeside have been told;

- That the Karis project was going to be used to house homeless youth between the ages of 18 and 24.
- Subsequently, the City Planner and the City Attorney designated it as a group home.
- Now the Karis Apartment project states that they will house low income individuals and families who have disabilities, who are homeless or at risk of experiencing homelessness and that a preference will be given to those people in need of behavioral health services.

Also, is there a legal difference between a low income housing apartment as opposed to a homeless facility, as opposed to a home for people with mental health issues, and are the guidelines, zoning requirements and legal criteria consistent with each designation? Is there a possibility that the residents of Lakeside might know what is going to be built there or do we just have to wait and see?

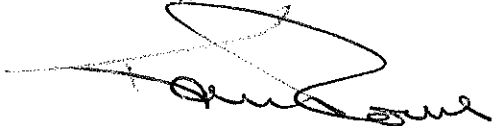
The residents of Lakeside have been led to believe;

- That there was going to be on-site staff to supervise the youths.
- Now the Planning Commission affirms that there will only a "manager" will be on site and no services will be rendered.

Again, is there a clear picture of what is being planned for this complex and how it is going to look in the future, and if so, could we be informed?

In closing, it seems odd that each time a required filing date draws near, the City Planner in charge of this project was on vacation. The amount of time given to us to contact our Attorney was very limited so we reserve the right to have our claims represented by an attorney in the future regarding this appeal. There are 291 taxpaying units and twice as many voters who would like to know exactly what is going to be built in their back yard. Lakeside has several attractive amenities, including two bodies of water where a person could drown. If the city insists on leading the relatively unstable population of the Karis Apartment project onto our land, are they willing to accept the liability of their possible death by drowning, or other misadventure when they walk onto what is our private posted property?

Sincerely,



Karen Rowe  
Community Association Manager

Attachments:

Letter from Mike Gazdak

Two (2)) pictures of property pins showing property pin

Article of Incorporation with legal description of boundary

JUL 20 1973

## CERTIFICATE OF INCORPORATION Book 1000 Page 836

OF

LAKE VIEW ESTATES VENTURE HOMEOWNER'S ASSOCIATION,

A Corporation Not For Profit

In compliance with the requirements of C.R.S. 1963, 31-19-1 and the following statutes, the undersigned, all of whom are residents of the State of Colorado, and all of whom are of full age, have this day voluntarily associated themselves together for the purposes of forming a corporation not for profit and do hereby certify:

ARTICLE 1 - NAME

The name of this corporation is LAKE VIEW ESTATES VENTURE HOMEOWNER'S ASSOCIATION.

ARTICLE 2 - PURPOSES AND POWERS

The corporation does not contemplate pecuniary gain or profit, direct or indirect, to its members. The purposes for which it is formed are:

To promote the health, safety and welfare of the residents within the following described tract of land, to-wit:

All of the NE $\frac{1}{4}$  SE $\frac{1}{4}$  of Section 2, Township 1 South, Range 1 West of the Ute Meridian, EXCEPT the following:

1. Commencing at the Northeast corner of said NE $\frac{1}{4}$  SE $\frac{1}{4}$  of said Section 2, thence North 89°59' West 528 feet, thence South 330 feet, thence South 89°59' East 528 feet, thence North to the point of beginning.

2. Right of way for the Grand Valley Irrigation Company, recorded in Book 71 at Page 430 of the records of Mesa County.

3. Conveyance to Mesa County recorded in Book 877 at Page 361 of the records of Mesa County.

4. Conveyance to Mesa County recorded in Book 877 at Page 363 of the records of Mesa County.

5. Right of way granted to the Grand Valley Rural Power Lines in Book 399 at Page 326 of the records of Mesa County.

and such additions thereto as may hereafter be brought within the jurisdiction of this corporation by annexation as provided in

Close

Download Print

## Properties

Name: Scan2019-08-08\_154...

Type: image/jpeg

Size: ~448 KB

August 8, 2019

City of Grand Junction Planning Division  
250 N. 5<sup>th</sup> Street  
Grand Junction, CO 81501

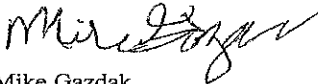
Dear City Planner,

As a City Resident and owner of two properties in the Lakeside Subdivision I object to a reduction in the required number of parking spaces ( $\Rightarrow$  1.5 spaces per unit) for the Karis Apartments located on or about 3205 N. 12<sup>th</sup> Street Grand Junction, CO 81501.

The project owner, Jon Mok-Lamme, stated during a public meeting at Lakeside that residents would not typically drive vehicles but would walk, ride bicycles or use public transportation. I'm guessing this is the justification for requesting fewer than the required parking spaces. This rationale does not account for future changes in the property back to a "regular" apartment complex where residents primarily rely on automobiles for transportation.

To permit a reduction in the required number of parking spaces may place a future burden on Lakeside residents and City streets when "overflow" vehicles are parked in Lakeside parking lots or on nearby streets. Thank you.

Respectfully submitted,



Mike Gazdak  
2370 E. Piazza Place  
Grand Junction, CO 81506







# OTTENJOHNSON

ROBINSON NEFF + RAGONETTI<sub>PC</sub>

August 28, 2019

BRIAN J. CONNOLLY  
303 575 7589  
BCONNOLLY@OTTENJOHNSON.COM

## VIA E-MAIL AND FEDEX

Planning Commission  
City of Grand Junction  
250 North 5th Street  
Grand Junction, Colorado 81501  
Attn: Scott Peterson

Re: Appeal of Administrative Decision with respect to applications for Major Site Plan Review (SPN-2019-174) and Simple Subdivision Plan (SSU-2019-182)

Dear Commissioners:

This firm represents Karis Apartments, LLLP, a Colorado limited liability limited partnership (“**Applicant**”), with respect to its contemplated development of real property located at 3205 N. 12<sup>th</sup> Street (the “**Property**”) in the City of Grand Junction, Colorado (the “**City**”). On behalf of Applicant, Kyle Mead of Shopworks Architecture submitted applications to the City for approval of a 34-unit multi-family housing development (the “**Project**”), which the Director of Community Development for the City (the “**Director**”) conditionally approved by its letter dated August 1, 2019 (the “**Conditional Approval**”).

Although not relevant to the analysis of the Project’s permissibility pursuant to the City’s Zoning and Development Code (the “**Code**”), the Project will provide affordable housing, supported by 34 project-based vouchers awarded by the Colorado Division of Housing, for very low income families and individuals with disabilities, who are between the ages of 18 and 24 and/or who are experiencing or at risk of experiencing homelessness (collectively, the “**Affordable Component**”).

We have prepared this letter in response to that certain letter dated August 9, 2019, from Karen Rowe on behalf of the Lakeside Community Association (the “**HOA**”), appealing the Conditional Approval of the Project (the “**Appeal**”). The Appeal cites concerns regarding parking, an alleged property boundary dispute and, more generally, the “relatively unstable” people who will ultimately occupy the Project.

As discussed herein, it is our position that the Conditional Approval should be upheld because it is consistent with the applicable provisions of the Code. In addition, the Applicant and prospective residents of the Project are protected under the provisions of the Fair Housing Amendments Act of 1988 (42 U.S.C. § 3601 *et seq.*) (the “**FHA**”) and/or the Americans With Disabilities Act (42 U.S.C. § 12101 *et seq.*) (the “**ADA**”). Therefore, on behalf of the Applicant, we respectfully request that the City of Grand Junction Planning Commission (the “**Commission**”) affirm and uphold the Conditional Approval.



### **Applicable Standard of Review**

On an appeal from a decision by the Director, the Commission must consider, based on the information in the record before the Director, whether the Director (a) acted in a manner inconsistent with applicable law, (b) made erroneous findings of fact, (c) failed to fully consider mitigating measures or revisions offered by the applicant that would have brought the proposed project into compliance, and (d) acted arbitrarily or capriciously (Code § 21.02.210(c)(1)). With respect to (c), it is important to note that the mitigating measures the Director is required to consider are those that would bring a non-compliant project into compliance, not just any measure that would mitigate impacts or concerns of neighbors. In making its decision, the Commission must determine whether the Director acted as set forth in the foregoing criteria, as opposed to substituting its judgment for that of the Director (Code § 21.02.210(c)(3)(v)).

### **Consistency with Applicable Terms and Provisions of the Code**

As set forth in Sections 21.02.070(g) and 21.02.070(p) of the Code, both the Major Site Plan and Simple Subdivision Plan are administrative development permits; since the Project contemplates creating only one additional lot, it qualifies for the latter pursuant to Section 21.02.070(p)(2)(ii) of the Code. As such, the approval criteria set forth in Section 21.02.070(a)(6) of the Code govern City staff's decision. As referenced in the Conditional Approval, the Project meets the applicable approval criteria as follows:

#### **1. Compliance with the Comprehensive Plan and any applicable adopted plan.**

The City's Comprehensive Plan, adopted in 2009 (the "**Plan**"), on the first page, discusses the City's problematic "sprawling growth pattern" and frames the rest of the Plan in the context of various considerations related to managing growth, specifically asking the question "how can we make sure we have affordable housing?" Repeatedly, the Plan stresses the importance of "infill and redevelopment of underutilized land" and "more compact development" (Plan, pp. 11-12), while providing a "broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages" and "identification of locations for increased density" (Plan, p. 8).

More specifically, the Plan's Future Land Use Map designates the Property as Residential High Mixed Use, which is characterized by a "mix of residential development types with gross densities of 8 to 16 dwelling units per acre," but expressly allows for even larger and denser multifamily developments (Plan, pp. 30-33). Similarly, the Plan's Blended Residential Land Use Categories Map designates the Property as "Residential High Density," which includes residential development with densities of 16 to 24 or more dwelling units per acre (Plan, pp. 36-37)—meaning that the Property is specifically appropriate for the most intense residential development in the City. The Property is also designated as a "Village Center" due to its proximity to the 12<sup>th</sup> Street and Horizon Drive intersection, which further supports the relatively dense residential development (Plan, p. 47).

With 34 dwelling units proposed for the 1.487-acre Property, the Project's residential density of approximately 22.8<sup>1</sup> lands squarely within the range set forth in the Plan. Similarly, the Project's infill nature and redevelopment

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<sup>1</sup> Note that this calculation does not include one-half of the adjoining rights-of-way per Section 21.03.040(i)(2)(i) of the Code, which would result in a slightly lower density that would be even more squarely within the range for Residential High Density as set forth in the Plan.



of an underutilized site within the City's Service Area Boundary, together with its provision of the Affordable Component, is wholly consistent with the Plan.

## **2. Compliance with this zoning and development code.**

The Property is zoned Residential-16 ("R-16"), the purpose of which is "to provide for high density residential use" and may "serve as a transitional district between single-family and trade zones" (Code § 21.03.040(i)(1)). Like the Plan, the R-16 district encourages the provision of "a balance of housing opportunities in the community" and is specifically appropriate for areas designated as "Village Centers" by the Plan (Code § 21.03.040(i)(1)). As set forth in more detail in the application materials submitted with respect the Project, the Project fully meets and satisfies the development standards applicable to the R-16 district, and squares firmly with the purpose of the R-16 district.

With respect to the use, "multifamily" household living is an allowed use within the R-16 district (Code § 21.04.010). We note that there appears to be some confusion regarding the designation of the Project as a multifamily household living use as opposed to "group living"<sup>2</sup>; however, the analysis of the applicable Code provisions is quite simple. Pursuant to the definition of "group living" uses set forth in Section 21.04.020(b)(1) of the Code, "group living" is very simply any residential occupancy "by a group of people who do not meet the definition of household living." Given the foregoing, the only analysis that matters in determining whether a use would fall into the group living category or the household living category is whether the particular use falls within the scope of the "household living" category of uses. Those uses, as described in Section 21.04.020(c) of the Code, contemplate residential occupancy of a dwelling "by a household" where "tenancy is arranged on a month-to-month or longer basis."

Based on those definitions, so long as a residential use provides for tenancy of one month or longer terms, a residential use is only considered group living if the people living there cannot be considered a "household." The Code defines a household as "a family, or a group of not more than four unrelated persons, living together in a single dwelling unit, with common access to and common use of all living and eating areas and all areas and facilities for the preparation and serving of food within the dwelling unit." In laymen's terms, the Code requires that each unit provide its own kitchen and common areas to be considered household living. As evidenced in every application narrative submitted to the City in connection with the Project, the individual dwelling units within the Project will each include a refrigerator, an oven and range, a dish disposal and microwave—i.e., the basic components needed to "prepare and serve food within the dwelling unit." Accordingly, there is no question that the Project is a "multifamily household living" use under the Code.

As noted in the Conditional Approval, the Applicant applied for, and the Director approved, an alternative parking plan in accordance with Section 21.06.050(c) of the Code. The Appeal, however, questions the number of parking spaces provided for the Project, suggesting that the Project should be required to either provide the same parking ratio as two other projects within the City or indicate in its application what makes the Project different from those other projects. The Code requires no such analysis, nor is it relevant to the requirements of Section 21.06.050(c). Instead, that section provides that parking ratios "may be modified where applicant-submitted parking data

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<sup>2</sup> Note that both multifamily household living and group living uses are allowed uses within the R-16 district (Code § 21.04.010).

the Appeal's claims to the Landscaped Strip are in error. In any event, the conditional approval of the TEDS Exception will require the Sidewalk to be located within much of the Landscaped Strip.

### **Public Engagement**

As an additional matter, we note that in December of 2018, prior to submitting any applications in connection with the Project, the Applicant held a neighborhood meeting regarding the Project, providing written notice to property owners in the vicinity of the Property, including the HOA. Copies of these written notices are submitted herewith. The purpose of the neighborhood meeting was to provide a forum for interested neighbors to ask questions and obtain a better understanding of the Project and its possible impacts on the surrounding area. Not one person attended this neighborhood meeting, nor did the Applicant receive any responses to the meeting notifications. The Applicant's design team then held an additional meeting with the HOA in February of 2019, at which members of the HOA received information on the Project, including the proposed Sidewalk. Despite the allegations in the Appeal that the members of the HOA have not had an opportunity to obtain "a clear picture of what is being planned for this complex," the HOA has had ample opportunities to discuss the Project with the Applicant, along with its alleged impacts on the neighboring properties and any possible ways in which the Sidewalk could accommodate the HOA's preferences with respect to the Landscaped Strip.

### **Additional Concerns Regarding Residents with Disabilities (FHA and ADA Implications)**

The crux of the Appeal appears to relate to the possibility that residents of the Project will have one or more disabilities and/or have lesser income than their neighbors. However, the Code does not make any distinction (nor could it lawfully do so) for multi-family housing based on the characteristics of the future residents. Such a distinction would be prohibited by the FHA and the ADA. Likewise, the Director and this Commission cannot base its decision on such factors. As discussed below, the Applicant and prospective residents of the Project are protected classes under the FHA and ADA. Insofar as the Appeal was apparently brought in part due to what the HOA characterized as "the relatively unstable population of the [Project]," these laws demand that the Commission reject the Appeal.

**Prospective residents of the Project are members of a protected class under the FHA and the ADA.** The FHA prohibits discrimination on the basis of seven protected classes, including race, color, national origin, familial status, and disability. 42 U.S.C. § 3604(a), (f). While the first four of these classes are self-explanatory, "handicap" is defined in the FHA as "(1) a physical or mental impairment which substantially limits one or more of such person's major life activities, (2) a record of having such an impairment, or (3) being regarded as having such an impairment." 42 U.S.C. § 3602(h). Past addiction has been conclusively determined to constitute a handicap or disability—both in federal regulations, 24 C.F.R. § 100.201, and by courts, including the U.S. District Court for the District of Colorado, *see St. Paul Sober Living, LLC v. Bd. of Cnty. Comm'rs of Garfield Cnty.*, 896 F. Supp. 2d 982 (D. Colo. 2012)—under the FHA and the ADA.

The FHA prohibits discrimination on the basis of any of the foregoing protected classes where an action or policy causes a dwelling to be made unavailable or denied—which may include erecting procedural or substantive barriers to occupancy that contribute to making housing unavailable, *see, e.g., Ave. 6E Invs., LLC v. City of Yuma*, 818 F.3d 493, 509 (9th Cir. 2016)—on the basis of the protected class. 42 U.S.C. § 3604(a)(1), (f)(1). Federal courts have universally found that zoning or other land use controls that make unavailable or deny housing to

6. **Any changes to existing easements or right-of-way have been completed in accordance with this code or otherwise allowed by law (additional easements or right-of-way may be dedicated).**

The Project does not purport to change any existing easements or rights-of-way. Additional easements, including an easement for the Sidewalk, are intended to be dedicated as shown on the plat for the Karis Subdivision that is included within the Conditional Approval.

7. **The right-of-way shown on the Grand Junction Circulation Plan is not changed.**

The Project does not purport to change any right-of-way as shown on the Grand Junction Circulation Plan.

8. **If a new lot is being created, no portion of the property may have been the subject of a previous simple subdivision creating a new lot within the preceding 10 years or a minor exemption subdivision.**

No portion of the Property has been the subject of a previous simple subdivision creating a new lot within the preceding 10 years or a minor exemption subdivision.

#### **Other Matters**

The Appeal also suggests that the Conditional Approval “does not take into consideration the true property lines of the Lakeside Subdivision,” asserting that the landscaped area between the right-of-way for Lakeside Drive and the Property (the “**Landscaped Strip**”) has been “maintained for over twenty (20) years by an agreement made between Lakeside and the owner of the church property.” The Appeal refers to the HOA’s governing instruments and original subdivision plat,<sup>3</sup> as well as an assertion that the survey that formed the basis of the subdivision plat, and the pins placed in connection therewith, inaccurately described the boundary of the Property. This assertion is incorrect for several reasons:

- The Property was professionally surveyed as part of the application process for the Project. Such survey, which formed the basis for the subdivision plat for the Project, confirms that there is no gap between the northern boundary of the right-of-way for Lakeside Drive and the southern boundary of the Property. It is our understanding that the City’s surveyor has verified, on behalf of the City, that such boundaries are correct, meaning that the Property does indeed extend to the right-of-way for Lakeside Drive. A copy of the relevant portions of the survey and subdivision plat were submitted with the application materials for the Project.
- Second, the Appeal misunderstands the nature and purpose of the “witness corners” shown in the photographs submitted with the Appeal. In common surveying practice, when a surveying stake cannot be placed in the true location, a witness corner is used “a reference point for the location of an inaccessible corner.”<sup>4</sup> As written on the witness corners depicted in the Appeal, these particular witness corners

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<sup>3</sup> This plat was recorded in 1972 and, based on the Mesa County clerk and recorder’s records, is recorded at Reception No. 1027471, with replats recorded in the same year at Reception Nos. 1039892 and 1045212. However, due to the age of the documents, they are not available for viewing on the website, and the Appeal did not include a copy of the same.

<sup>4</sup> See Merriam Webster definition of “witness corner” available at <https://www.merriam-webster.com/dictionary/witness%20corner>.

indicate that the actual corner of the Property is two feet south of the witness corner—that is, on the northern edge of the right-of-way for Lakeside Drive.

- Third, the actual property boundary has not been, and could not have been, modified by any “agreement.” Although the Appeal letter references an “agreement” by which the HOA historically maintained the Landscaped Strip, the HOA has not produced a written copy of such agreement or any other evidence of its existence. In the absence of a written agreement: (a) there could be no effective conveyance of the Landscaped Strip to the HOA, as such agreements must be in writing per C.R.S. § 38-10-108, (b) any verbal agreement would be deemed, at most, a revocable license, which the grantor (in this case, the owner of the Property) may revoke at any time through an express revocation or through actions inconsistent with the grant of license, *see Radke v. Union Pacific Railroad Company, 138 Colo. 189, 334 P.2d 1077 (1959)*, and (c) such agreement, whether written or verbal, would negate any potential claim of adverse possession, *see Welsch v. Smith, 113 P.3d 1284, 1289 (Colo. App. 2005)*.

It is not clear what the relevance of the City’s maintenance schedule has on the Appeal’s claims regarding the Landscaped Strip; however, the property records and factual circumstances, as addressed above, make clear that the Appeal’s claims to the Landscaped Strip are in error. In any event, the conditional approval of the TEDS Exception will require the Sidewalk to be located within much of the Landscaped Strip.

As an additional matter, we note that in December of 2018, prior to submitting any applications in connection with the Project, the Applicant held a neighborhood meeting regarding the Project, providing written notice to property owners in the vicinity of the Property, including the HOA. Copies of these written notices are submitted herewith. The purpose of the neighborhood meeting was to provide a forum for interested neighbors to ask questions and obtain a better understanding of the Project and its possible impacts on the surrounding area. Not one person attended this neighborhood meeting, nor did the Applicant receive any responses to the meeting notifications. The Applicant’s design team then held an additional meeting with the HOA in February of 2019, at which members of the HOA received information on the Project, including the proposed Sidewalk. Despite the allegations in the Appeal that the members of the HOA have not had an opportunity to obtain “a clear picture of what is being planned for this complex,” the HOA has had ample opportunities to discuss the Project with the Applicant, along with its alleged impacts on the neighboring properties and any possible ways in which the Sidewalk could accommodate the HOA’s preferences with respect to the Landscaped Strip.

The crux of the Appeal appears to relate to the possibility that residents of the Project will have one or more disabilities and/or have lesser income than their neighbors. However, the Code does not make any distinction (nor could it lawfully do so) for multi-family housing based on the characteristics of the future residents. Such a distinction would be prohibited by the FHA and the ADA. Likewise, the Director and this Commission cannot base its decision on such factors. As discussed below, the Applicant and prospective residents of the Project are protected classes under the FHA and ADA. Insofar as the Appeal was apparently brought in part due to what the HOA characterized as “the relatively unstable population of the [Project],” these laws demand that the Commission reject the Appeal.

**Prospective residents of the Project are members of a protected class under the FHA and the ADA.** The FHA prohibits discrimination on the basis of seven protected classes, including race, color, national origin, familial status, and disability. 42 U.S.C. § 3604(a), (f). While the first four of these classes are self-explanatory, “handicap” is defined in the FHA as “(1) a physical or mental impairment which substantially limits one or more

of such person’s major life activities, (2) a record of having such an impairment, or (3) being regarded as having such an impairment.” 42 U.S.C. § 3602(h). Past addiction has been conclusively determined to constitute a handicap or disability—both in federal regulations, 24 C.F.R. § 100.201, and by courts, including the U.S. District Court for the District of Colorado, *see St. Paul Sober Living, LLC v. Bd. of Cnty. Comm’rs of Garfield Cnty.*, 896 F. Supp. 2d 982 (D. Colo. 2012)—under the FHA and the ADA.

The FHA prohibits discrimination on the basis of any of the foregoing protected classes where an action or policy causes a dwelling to be made unavailable or denied—which may include erecting procedural or substantive barriers to occupancy that contribute to making housing unavailable, *see, e.g., Ave. 6E Invs., LLC v. City of Yuma*, 818 F.3d 493, 509 (9th Cir. 2016)—on the basis of the protected class. 42 U.S.C. § 3604(a)(1), (f)(1). Federal courts have universally found that zoning or other land use controls that make unavailable or deny housing to persons on the basis of these protected classes constitute violations of the FHA. *See, e.g., Tex. Dept. of Housing & Cmty. Affairs v. Inclusive Communities Project, Inc.*, 135 S. Ct. 2507, 2521-22 (2015); *City of Edmonds v. Oxford House, Inc.*, 514 U.S. 725 (1995).

Similarly, the ADA requires that “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” 42 U.S.C. § 12132. In turn, the ADA defines “qualified individual with a disability” as “an individual with a disability who, with or without reasonable modifications to rules, policies, or practices, the removal of architectural, communication, or transportation barriers, or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by a public entity.” 42 U.S.C. § 12131(2). As with the FHA, services, programs, or activities of a public entity have been universally interpreted by courts to include zoning and other land use controls. *Innovative Health Sys. v. City of White Plains*, 117 F.3d 37, 44-45 (2d Cir. 1997).

The proposed Project will house individuals who are unquestionably protected by the FHA. The Applicant has represented to the HOA and the City that the Project will house individuals with various disabilities. As a developer and prospective operator of a residential facility for persons with disabilities, the Applicant is protected under the FHA and ADA, as are the future residents of the Project. Moreover, given the strong correlation between poverty and particular racial and ethnic groups both locally and in the United States more broadly, the Applicant and future residents of the Project may be otherwise protected under the FHA.

**The Project is a “dwelling” within the meaning of the FHA.** It is beyond question that the Project and its individual housing units constitute a “dwelling” under the FHA. 42 U.S.C. § 3602(b); *see also Lakeside Resort Enters. v. Bd. of Supervisors of Palmyra Twp.*, 455 F.3d 154 (3d Cir. 2006). The prospective residents of the Project will reside in the apartment units.

**The reversal of the Conditional Approval would constitute disparate treatment under the FHA and would be a discriminatory action under the ADA.** A governmental body violates the ADA and the FHA when it engages in disparate treatment, including facial discrimination or intentional discrimination, against a protected group. *See Inclusive Communities*, 135 S. Ct. 2507, 2533 (2015); *Raytheon Co. v. Hernandez*, 540 U.S. 44, 53 (2003). Proof of disparate treatment can be demonstrated by showing that the governmental body acted because of the protected characteristic, *see Cinnamon Hills Youth Crisis Ctr. v. St. George City*, 685 F.3d 917, 920 (10th Cir. 2012), or by “simply produc[ing] direct or circumstantial evidence demonstrating that a discriminatory reason more likely than

Planning Commission  
City of Grand Junction  
August 28, 2019  
Page 8

not motivated the defendant,” *see Pacific Shores Props. v. City of Newport Beach*, 730 F.3d 1142, 1158 (9th Cir. 2013). The discriminatory purpose need only be one motivating factor behind the challenged action for the local government to be held liable under the FHA or ADA. *Arce v. Douglas*, 793 F.3d 968, 977 (9th Cir. 2015). The use of discriminatory “code words” by members of the community precipitating an action of a local government adverse to people with disabilities is supportive of the conclusions that the local government is engaging in disparate treatment. *Ave. 6E*, 818 F.3d 493, 505-06 (9th Cir. 2016) (“[T]he relevant cases clearly hold that a city’s denial of a zoning change following discriminatory statements by members of the public supports a claim of discriminatory intent.”).

In this case, the Appeal itself contains express and/or implied discriminatory statements regarding the proposed residents of the Project. The Appeal letter references the disabilities of the prospective residents, goes on to describe these residents as “relatively unstable,” and implies that they will do damage to neighboring properties or themselves. These discriminatory communications indicate that the Appeal is intended to preclude the location of housing for people with disabilities, and other members of protected classes, on the Property. Given that these statements would necessarily precipitate any decision by the Commission’s decision to reverse the Interpretation Letter, the Board would also be liable for engaging in disparate treatment. *See, e.g., Ave. 6E*, 818 F.3d at 505-06.

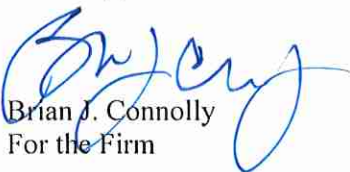
What’s more, the Project is not a Group Living Facility under the Code. As described above, it contains household living arrangements. Classification of the Project as a Group Living Facility by virtue of the disabilities of individuals who might reside in residential units in the Project would further constitute facially discriminatory action in violation of the FHA and ADA. *See Pac. Shores*, 730 F.3d at 1158.

The only discernible distinction between the Project and any other multi-family residential use is the fact that residents of the Project will be lower-income persons, many with disabilities or other characteristics protected by law. The City has a duty to treat the Project and its prospective residents on an equal basis with multi-family residential uses, which are permitted uses on the Property, for people without disabilities or other protected characteristics.

## Conclusion

On behalf of the Applicant, we respectfully request that the Commission deny the Appeal.

Sincerely,



Brian J. Connolly  
For the Firm

cc: John Mok-Lamme  
Oriana Sanchez  
William S. DeFord  
Kyle Mead



# Invoice

Date	Invoice #
12/15/2018	4165664

**PAID**  
01/04/2019

Bill To  
KARIS INC  
PO BOX 2837  
GRAND JUNCTION CO 81502

REMIT TO:  
MAIL MANAGERS INC  
2520 WESLO CT  
PO BOX 832  
GRAND JUNCTION CO 81502  
1(970) 241-1612  
mm@mailmgr.net

PAST DUE INVOICES ARE  
SUBJECT TO AN 18%  
ANNUAL INTEREST  
CHARGE

Terms	Due Date
	12/15/2018

Description	Qty	Rate	Amount
PRSRT 1ST CLASS 11/30/18 150 CLOSEST TO UNITY CHURCH LIST FOR 150 ABOVE	150	0.415	62.25
SERVICE FEES	1	50.00	50.00
PRSRT 1ST CLASS 12/13/18 APPEAL LETTER	150	0.065	9.75
SERVICE FEES	452	0.415	187.58
NON-PROFIT STD MAILING 12/13/18	452	0.065	29.38
SERVICE FEES	12,730	0.105	1,336.65
LIST FOR APPEAL LETTER	12,730	0.065	827.45
	1	300.00	300.00
<b>Total</b>			\$2,803.06
<b>Payments/Credits</b>			-\$2,803.06
<b>Balance Due</b>			\$0.00

11/30/2018

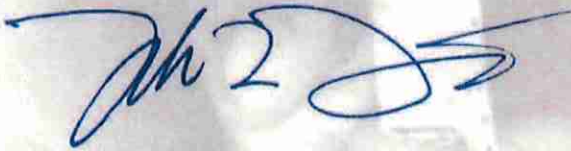
Dear Neighbors,

My name is John Mok-Lamme and I am the executive director of Karis, Inc. Karis is a local non-profit that provides housing and services to homeless youth in Mesa County. You may know us better as the organization that operates The House, A Safe Place for Western Slope Teens.

I am writing to let you know that Karis is working towards building a 34-unit apartment building southwest of the Unity Church building off of 12th street. The building will provide housing, extensive services and boatloads of hope to youth ages 18 to 24.

I am hoping we can meet to discuss the project with you on the evening of December 10th at the Unity Church at 7:00 PM. We will provide desserts, a short presentation and there will be members of our board of directors and our development team present to answer questions.

In hope,



John Mok-Lamme  
Executive Director



# OTTENJOHNSON

ROBINSON NEFF + RAGONETTI PC

August 28, 2019

BRIAN J. CONNOLLY  
303 575 7589  
BCONNOLLY@OTTENJOHNSON.COM

## VIA E-MAIL AND FEDEX

Planning Commission  
City of Grand Junction  
250 North 5th Street  
Grand Junction, Colorado 81501  
Attn: Scott Peterson

Re: Appeal of Administrative Decision with respect to applications for Major Site Plan Review (SPN-2019-174) and Simple Subdivision Plan (SSU-2019-182)

Dear Commissioners:

This firm represents Karis Apartments, LLLP, a Colorado limited liability limited partnership (“**Applicant**”), with respect to its contemplated development of real property located at 3205 N. 12<sup>th</sup> Street (the “**Property**”) in the City of Grand Junction, Colorado (the “**City**”). On behalf of Applicant, Kyle Mead of Shopworks Architecture submitted applications to the City for approval of a 34-unit multi-family housing development (the “**Project**”), which the Director of Community Development for the City (the “**Director**”) conditionally approved by its letter dated August 1, 2019 (the “**Conditional Approval**”).

Although not relevant to the analysis of the Project’s permissibility pursuant to the City’s Zoning and Development Code (the “**Code**”), the Project will provide affordable housing, supported by 34 project-based vouchers awarded by the Colorado Division of Housing, for very low income families and individuals with disabilities, who are between the ages of 18 and 24 and/or who are experiencing or at risk of experiencing homelessness (collectively, the “**Affordable Component**”).

We have prepared this letter in response to that certain letter dated August 9, 2019, from Karen Rowe on behalf of the Lakeside Community Association (the “**HOA**”), appealing the Conditional Approval of the Project (the “**Appeal**”). The Appeal cites concerns regarding parking, an alleged property boundary dispute and, more generally, the “relatively unstable” people who will ultimately occupy the Project. For the reasons more particularly set forth in this letter, such concerns are unfounded and inconsistent with the applicable provisions of the Code, and in certain instances, consideration of the same constitute violations of applicable law.

### Applicable Standard of Review

On an appeal from a decision by the Director, the Commission must consider, based on the information in the record before the Director, whether the Director (a) acted in a manner inconsistent with applicable law, (b) made erroneous findings of fact, (c) failed to fully consider mitigating measures or revisions offered by the applicant

that would have brought the proposed project into compliance, and (d) acted arbitrarily or capriciously (Code § 21.02.210(c)(1)). With respect to (c), it is important to note that the mitigating measures the Director is required to consider are those that would bring a non-compliant project into compliance, not just any measure that would mitigate impacts or concerns of neighbors. In making its decision, the Commission must determine whether the Director acted as set forth in the foregoing criteria, as opposed to substituting its judgment for that of the Director (Code § 21.02.210(c)(3)(v)).

As discussed herein, it is our position that the Conditional Approval should be upheld because it is consistent with the applicable provisions of the Code and other applicable law. In addition, the Applicant and prospective residents of the Project are protected under the provisions of the Fair Housing Amendments Act of 1988 (42 U.S.C. § 3601 *et seq.*) (the “FHA”) and/or the Americans With Disabilities Act (42 U.S.C. § 12101 *et seq.*) (the “ADA”). Therefore, on behalf of the Applicant, we respectfully request that the City of Grand Junction Planning Commission (the “Commission”) affirm and uphold the Director’s decision to issue the Conditional Approval.

Relevant to the factors for the Commission to consider in connection with an appeal from the Director’s decision set forth above, the allegations in the Appeal are unfounded and inconsistent with the facts and circumstances of the application. On the contrary, the Director acted consistently with the Code and other applicable laws in issuing the Conditional Approval. Each such allegation made in the Appeal is addressed in the following sections.

### **Parking**

As noted in the Conditional Approval, the Applicant applied for, and the Director approved, an alternative parking plan in accordance with Section 21.06.050(c) of the Code. The Appeal, however, questions the number of parking spaces provided for the Project, suggesting that the Project should be required to either provide the same parking ratio as two other projects within the City or indicate in its application what makes the Project different from those other projects. The Code requires no such analysis, nor is it relevant to the requirements of Section 21.06.050(c). Instead, that section provides that parking ratios “may be modified where applicant-submitted parking data illustrates that required parking ratios *do not accurately apply to a specific development*. The data submitted for an alternative parking plan shall include, at a minimum, the size and type of the proposed development, the mix of uses, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads of all uses” (*emphasis added*). Notably, the Code does not require a comparison to other similarly situated (or not) developments that may or may not have applied for an alternative parking plan.

The materials submitted by the Applicant, as determined by City staff in the Conditional Approval, satisfied the foregoing Code requirements with respect to the alternative parking plan. Pursuant to Section 21.06.050(c)(6), the Conditional Approval required that the Applicant record a copy of the approved alternative parking plan on the form provided by City staff. Applicable to the Appeal’s question as to how the alternative parking plan would address the possibility that “one day our city may again be that of a prosperous community with little need for low income housing,” the City’s form of approved alternative parking plan requires any applications to eliminate the Affordable Component from the Project to either comply with the Code’s standard parking requirements or submit an application for a new alternative parking plan for the proposed new use.

### **Alleged Boundary Issue**

The Appeal also suggests that the Conditional Approval “does not take into consideration the true property lines of the Lakeside Subdivision,” asserting that the landscaped area between the right-of-way for Lakeside Drive and the Property (the “**Landscaped Strip**”) has been “maintained for over twenty (20) years by an agreement made between Lakeside and the owner of the church property.” The Appeal refers to the HOA’s governing instruments and original subdivision plat,<sup>1</sup> as well as an assertion that the survey that formed the basis of the subdivision plat, and the pins placed in connection therewith, inaccurately described the boundary of the Property. This assertion is incorrect for several reasons:

- The Property was professionally surveyed as part of the application process for the Project. Such survey, which formed the basis for the subdivision plat for the Project, confirms that there is no gap between the northern boundary of the right-of-way for Lakeside Drive and the southern boundary of the Property. It is our understanding that the City’s surveyor has verified, on behalf of the City, that such boundaries are correct, meaning that the Property does indeed extend to the right-of-way for Lakeside Drive. A copy of the relevant portions of the survey and subdivision plat were submitted with the application materials for the Project.
- Second, the Appeal misunderstands the nature and purpose of the “witness corners” shown in the photographs submitted with the Appeal. In common surveying practice, when a surveying stake cannot be placed in the true location, a witness corner is used “a reference point for the location of an inaccessible corner.”<sup>2</sup> As written on the witness corners depicted in the Appeal, these particular witness corners indicate that the actual corner of the Property is two feet south of the witness corner—that is, on the northern edge of the right-of-way for Lakeside Drive.
- Third, the actual property boundary has not been, and could not have been, modified by any “agreement.” Although the Appeal letter references an “agreement” by which the HOA historically maintained the Landscaped Strip, the HOA has not produced a written copy of such agreement or any other evidence of its existence. In the absence of a written agreement: (a) there could be no effective conveyance of the Landscaped Strip to the HOA, as such agreements must be in writing per C.R.S. § 38-10-108, (b) any verbal agreement would be deemed, at most, a revocable license, which the grantor (in this case, the owner of the Property) may revoke at any time through an express revocation or through actions inconsistent with the grant of license, *see Radke v. Union Pacific Railroad Company, 138 Colo. 189, 334 P.2d 1077 (1959)*, and (c) such agreement, whether written or verbal, would negate any potential claim of adverse possession, *see Welsch v. Smith, 113 P.3d 1284, 1289 (Colo. App. 2005)*.

It is not clear what the relevance of the City’s maintenance schedule has on the Appeal’s claims regarding the Landscaped Strip; however, the property records and factual circumstances, as addressed above, make clear that

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<sup>1</sup> This plat was recorded in 1972 and, based on the Mesa County clerk and recorder’s records, is recorded at Reception No. 1027471, with replats recorded in the same year at Reception Nos. 1039892 and 1045212. However, due to the age of the documents, they are not available for viewing on the website, and the Appeal did not include a copy of the same.

<sup>2</sup> *See* Merriam Webster definition of “witness corner” available at <https://www.merriam-webster.com/dictionary/witness%20corner>.

the Appeal's claims to the Landscaped Strip are in error. In any event, the conditional approval of the TEDS Exception will require the Sidewalk to be located within much of the Landscaped Strip.

### **Public Engagement**

As an additional matter, we note that in December of 2018, prior to submitting any applications in connection with the Project, the Applicant held a neighborhood meeting regarding the Project, providing written notice to property owners in the vicinity of the Property, including the HOA. Copies of these written notices are submitted herewith. The purpose of the neighborhood meeting was to provide a forum for interested neighbors to ask questions and obtain a better understanding of the Project and its possible impacts on the surrounding area. Not one person attended this neighborhood meeting, nor did the Applicant receive any responses to the meeting notifications. The Applicant's design team then held an additional meeting with the HOA in February of 2019, at which members of the HOA received information on the Project, including the proposed Sidewalk. Despite the allegations in the Appeal that the members of the HOA have not had an opportunity to obtain "a clear picture of what is being planned for this complex," the HOA has had ample opportunities to discuss the Project with the Applicant, along with its alleged impacts on the neighboring properties and any possible ways in which the Sidewalk could accommodate the HOA's preferences with respect to the Landscaped Strip.

### **Additional Concerns Regarding Residents with Disabilities (FHA and ADA Implications)**

The crux of the Appeal appears to relate to the possibility that residents of the Project will have one or more disabilities and/or have lesser income than their neighbors. However, the Code does not make any distinction (nor could it lawfully do so) for multi-family housing based on the characteristics of the future residents. Such a distinction would be prohibited by the FHA and the ADA. Likewise, the Director and this Commission cannot base its decision on such factors. As discussed below, the Applicant and prospective residents of the Project are protected classes under the FHA and ADA. Insofar as the Appeal was apparently brought in part due to what the HOA characterized as "the relatively unstable population of the [Project]," these laws demand that the Commission reject the Appeal.

*Prospective residents of the Project are members of a protected class under the FHA and the ADA.* The FHA prohibits discrimination on the basis of seven protected classes, including race, color, national origin, familial status, and disability. 42 U.S.C. § 3604(a), (f). While the first four of these classes are self-explanatory, "handicap" is defined in the FHA as "(1) a physical or mental impairment which substantially limits one or more of such person's major life activities, (2) a record of having such an impairment, or (3) being regarded as having such an impairment." 42 U.S.C. § 3602(h). Past addiction has been conclusively determined to constitute a handicap or disability—both in federal regulations, 24 C.F.R. § 100.201, and by courts, including the U.S. District Court for the District of Colorado, *see St. Paul Sober Living, LLC v. Bd. of Cnty. Comm'rs of Garfield Cnty.*, 896 F. Supp. 2d 982 (D. Colo. 2012)—under the FHA and the ADA.

The FHA prohibits discrimination on the basis of any of the foregoing protected classes where an action or policy causes a dwelling to be made unavailable or denied—which may include erecting procedural or substantive barriers to occupancy that contribute to making housing unavailable, *see, e.g., Ave. 6E Invs., LLC v. City of Yuma*, 818 F.3d 493, 509 (9th Cir. 2016)—on the basis of the protected class. 42 U.S.C. § 3604(a)(1), (f)(1). Federal courts have universally found that zoning or other land use controls that make unavailable or deny housing to



persons on the basis of these protected classes constitute violations of the FHA. See, e.g., *Tex. Dept. of Housing & Cmty. Affairs v. Inclusive Communities Project, Inc.*, 135 S. Ct. 2507, 2521-22 (2015); *City of Edmonds v. Oxford House, Inc.*, 514 U.S. 725 (1995).

Similarly, the ADA requires that “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” 42 U.S.C. § 12132. In turn, the ADA defines “qualified individual with a disability” as “an individual with a disability who, with or without reasonable modifications to rules, policies, or practices, the removal of architectural, communication, or transportation barriers, or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by a public entity.” 42 U.S.C. § 12131(2). As with the FHA, services, programs, or activities of a public entity have been universally interpreted by courts to include zoning and other land use controls. *Innovative Health Sys. v. City of White Plains*, 117 F.3d 37, 44-45 (2d Cir. 1997).

The proposed Project will house individuals who are unquestionably protected by the FHA. The Applicant has represented to the HOA and the City that the Project will house individuals with various disabilities. As a developer and prospective operator of a residential facility for persons with disabilities, the Applicant is protected under the FHA and ADA, as are the future residents of the Project. Moreover, given the strong correlation between poverty and particular racial and ethnic groups both locally and in the United States more broadly, the Applicant and future residents of the Project may be otherwise protected under the FHA.

**The Project is a “dwelling” within the meaning of the FHA.** It is beyond question that the Project and its individual housing units constitute a “dwelling” under the FHA. 42 U.S.C. § 3602(b); see also *Lakeside Resort Enters. v. Bd. of Supervisors of Palmyra Twp.*, 455 F.3d 154 (3d Cir. 2006). The prospective residents of the Project will reside in the apartment units.

**The reversal of the Conditional Approval would constitute disparate treatment under the FHA and would be a discriminatory action under the ADA.** A governmental body violates the ADA and the FHA when it engages in disparate treatment, including facial discrimination or intentional discrimination, against a protected group. See *Inclusive Communities*, 135 S. Ct. 2507, 2533 (2015); *Raytheon Co. v. Hernandez*, 540 U.S. 44, 53 (2003). Proof of disparate treatment can be demonstrated by showing that the governmental body acted because of the protected characteristic, see *Cinnamon Hills Youth Crisis Ctr. v. St. George City*, 685 F.3d 917, 920 (10th Cir. 2012), or by “simply produc[ing] direct or circumstantial evidence demonstrating that a discriminatory reason more likely than not motivated the defendant,” see *Pacific Shores Props. v. City of Newport Beach*, 730 F.3d 1142, 1158 (9th Cir. 2013). The discriminatory purpose need only be one motivating factor behind the challenged action for the local government to be held liable under the FHA or ADA. *Arce v. Douglas*, 793 F.3d 968, 977 (9th Cir. 2015). The use of discriminatory “code words” by members of the community precipitating an action of a local government adverse to people with disabilities is supportive of the conclusions that the local government is engaging in disparate treatment. *Ave. 6E*, 818 F.3d 493, 505-06 (9th Cir. 2016) (“[T]he relevant cases clearly hold that a city’s denial of a zoning change following discriminatory statements by members of the public supports a claim of discriminatory intent.”).

In this case, the Appeal itself contains express and/or implied discriminatory statements regarding the proposed residents of the Project. The Appeal letter references the disabilities of the prospective residents, goes on to

describe these residents as “relatively unstable,” and implies that they will do damage to neighboring properties or themselves. These discriminatory communications indicate that the Appeal is intended to preclude the location of housing for people with disabilities, and other members of protected classes, on the Property. Given that these statements would necessarily precipitate any decision by the Commission’s decision to reverse the Interpretation Letter, the Board would also be liable for engaging in disparate treatment. *See, e.g., Ave. 6E*, 818 F.3d at 505-06.

What’s more, the Project is not a Group Living Facility under the Code. As described above, it contains household living arrangements. Classification of the Project as a Group Living Facility by virtue of the disabilities of individuals who might reside in residential units in the Project would further constitute facially discriminatory action in violation of the FHA and ADA. *See Pac. Shores*, 730 F.3d at 1158.

The only discernible distinction between the Project and any other multi-family residential use is the fact that residents of the Project will be lower-income persons, many with disabilities or other characteristics protected by law. The City has a duty to treat the Project and its prospective residents on an equal basis with multi-family residential uses, which are permitted uses on the Property, for people without disabilities or other protected characteristics.

#### **Consistency with Applicable Terms and Provisions of the Code**

As noted above, the Director acted consistently with the Code and other applicable laws in issuing the Conditional Approval. Specifically, as set forth in Sections 21.02.070(g) and 21.02.070(p) of the Code, both the Major Site Plan and Simple Subdivision Plan are administrative development permits; since the Project contemplates creating only one additional lot, it qualifies for the latter pursuant to Section 21.02.070(p)(2)(ii) of the Code. As such, the approval criteria set forth in Section 21.02.070(a)(6) of the Code governed the Director’s decision. As referenced in the Conditional Approval, the Project meets the applicable approval criteria as follows:

1. Compliance with the Comprehensive Plan and any applicable adopted plan.

The City’s Comprehensive Plan, adopted in 2009 (the “Plan”), on the first page, discusses the City’s problematic “sprawling growth pattern” and frames the rest of the Plan in the context of various considerations related to managing growth, specifically asking the question “how can we make sure we have affordable housing?” Repeatedly, the Plan stresses the importance of “infill and redevelopment of underutilized land” and “more compact development” (Plan, pp. 11-12), while providing a “broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages” and “identification of locations for increased density” (Plan, p. 8).

More specifically, the Plan’s Future Land Use Map designates the Property as Residential High Mixed Use, which is characterized by a “mix of residential development types with gross densities of 8 to 16 dwelling units per acre,” but expressly allows for even larger and denser multifamily developments (Plan, pp. 30-33). Similarly, the Plan’s Blended Residential Land Use Categories Map designates the Property as “Residential High Density,” which includes residential development with densities of 16 to 24 or more dwelling units per acre (Plan, pp. 36-37)—meaning that the Property is specifically appropriate for the most intense residential development in the City. The Property is also designated as a “Village Center” due to its proximity to the 12<sup>th</sup> Street and Horizon Drive intersection, which further supports the relatively dense residential development (Plan, p. 47).

With 34 dwelling units proposed for the 1.487-acre Property, the Project's residential density of approximately 22.8<sup>3</sup> lands squarely within the range set forth in the Plan. Similarly, the Project's infill nature and redevelopment of an underutilized site within the City's Service Area Boundary, together with its provision of the Affordable Component, is wholly consistent with the Plan.

2. Compliance with this zoning and development code.

The Property is zoned Residential-16 (“**R-16**”), the purpose of which is “to provide for high density residential use” and may “serve as a transitional district between single-family and trade zones” (Code § 21.03.040(i)(1)). Like the Plan, the R-16 district encourages the provision of “a balance of housing opportunities in the community” and is specifically appropriate for areas designated as “Village Centers” by the Plan (Code § 21.03.040(i)(1)). As set forth in more detail in the application materials submitted with respect to the Project, the Project fully meets and satisfies the development standards applicable to the R-16 district, and squares firmly with the purpose of the R-16 district.

With respect to the use, “multifamily” household living is an allowed use within the R-16 district (Code § 21.04.010). We note that there appears to be some confusion regarding the designation of the Project as a multifamily household living use as opposed to “group living”<sup>4</sup>; however, the analysis of the applicable Code provisions is quite simple. Pursuant to the definition of “group living” uses set forth in Section 21.04.020(b)(1) of the Code, “group living” is very simply any residential occupancy “by a group of people who do not meet the definition of household living.” Given the foregoing, the only analysis that matters in determining whether a use would fall into the group living category or the household living category is whether the particular use falls within the scope of the “household living” category of uses. Those uses, as described in Section 21.04.020(c) of the Code, contemplate residential occupancy of a dwelling “by a household” where “tenancy is arranged on a month-to-month or longer basis.”

Based on those definitions, so long as a residential use provides for tenancy of one month or longer terms, a residential use is only considered group living if the people living there cannot be considered a “household.” The Code defines a household as “a family, or a group of not more than four unrelated persons, living together in a single dwelling unit, with common access to and common use of all living and eating areas and all areas and facilities for the preparation and serving of food within the dwelling unit.” In laymen’s terms, the Code requires that each unit provide its own kitchen and common areas to be considered household living. As evidenced in every application narrative submitted to the City in connection with the Project, the individual dwelling units within the Project will each include a refrigerator, an oven and range, a dish disposal and microwave—i.e., the basic components needed to “prepare and serve food within the dwelling unit.” Accordingly, there is no question that the Project is a “multifamily household living” use under the Code.

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<sup>3</sup> Note that this calculation does not include one-half of the adjoining rights-of-way per Section 21.03.040(i)(2)(i) of the Code, which would result in a slightly lower density that would be even more squarely within the range for Residential High Density as set forth in the Plan.

<sup>4</sup> Note that both multifamily household living and group living uses are allowed uses within the R-16 district (Code § 21.04.010).

3. Conditions of any prior approvals.

Prior to submitting the applications that are subject to the Appeal, the Applicant submitted, and received the City's approval of a Transportation Engineering Design Standards exception ("TEDS Exception") pursuant to Section 21.02.070(w) of the Code, to allow the Project to use only a single access point from North 12<sup>th</sup> Street. The Applicant's intent with respect to this TEDS Exception was to lessen the traffic that would be added to the adjacent neighborhood (*i.e.*, the HOA's neighborhood) in the event that a second access point were required at the southwest corner of the Property at Lakeside Drive. The City approved the TEDS Exception pursuant to a letter dated April 2, 2019, subject to the conditions that (a) a deed restriction or similar document is required, which will restrict the applicability of the TEDS Exception to the Project (similar to the use-specific approval of the alternative parking plan noted above), and (b) a pedestrian sidewalk (the "Sidewalk") be installed to provide pedestrian access from the adjacent neighborhood to North 12<sup>th</sup> Street. As more fully set forth in the application materials submitted with respect to the Project, the Sidewalk has been incorporated into the Project, thus satisfying any conditions of any prior approvals.

4. Public facilities and utilities shall be available concurrent with the development.

As noted above, the Property is currently served by public facilities and utilities.

5. Received all applicable local, State and federal permits.

The Project has obtained all applicable local, state and federal permits that are required to be obtained prior to the Conditional Approval. Upon satisfaction of the remaining conditions of the Conditional Approval, the Applicant intends to proceed to obtain the remaining permits required to commence construction and, ultimately, operation of the Project.

In addition to the foregoing, pursuant to Section 21.02.070(p)(3) of the Code, the Project meets the following approval criteria applicable to the Simple Subdivision Plan:

6. Any changes to existing easements or right-of-way have been completed in accordance with this code or otherwise allowed by law (additional easements or right-of-way may be dedicated).

The Project does not purport to change any existing easements or rights-of-way. Additional easements, including an easement for the Sidewalk, are intended to be dedicated as shown on the plat for the Karis Subdivision that is included within the Conditional Approval.

7. The right-of-way shown on the Grand Junction Circulation Plan is not changed.

The Project does not purport to change any right-of-way as shown on the Grand Junction Circulation Plan.

8. If a new lot is being created, no portion of the property may have been the subject of a previous simple subdivision creating a new lot within the preceding 10 years or a minor exemption subdivision.

No portion of the Property has been the subject of a previous simple subdivision creating a new lot within the preceding 10 years or a minor exemption subdivision.



Planning Commission  
City of Grand Junction  
August 28, 2019  
Page 9

**Conclusion**

For the foregoing reasons, it is clear that the Director acted consistently with the Code and other applicable laws in issuing the Conditional Approval. Relevant to the factors for the Commission to consider in connection with an appeal from the Director's decision set forth above, the allegations in the Appeal are unfounded, and inconsistent with the facts and circumstances of the application. As such, on behalf of the Applicant, we respectfully request that the Commission deny the Appeal and uphold the Conditional Approval.

Sincerely,



Brian J. Connolly  
For the Firm

cc: John Mok-Lamme  
Oriana Sanchez  
William S. DeFord  
Kyle Mead

**CITY OF GRAND JUNCTION**  
**MAJOR SITE PLAN REVIEW/SIMPLE**  
**SUBDIVISION PLAN**

<b>FOR</b> Karis Inc. Attn: John Mok-Lamme P. O. Box 2837 Grand Junction, CO 81502	) ) ) ) )	<b>ADMINISTRATIVE DECISION</b> <b>APPROVING</b>  <b>File# SPN-2019-174</b> <b>SSU-2019-182</b>
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An application has been submitted by Karis Inc., requesting a Major Site Plan Review to construct a 23,676 +/- sq. ft., 34-unit multi-family residential development and also Simple Subdivision Plan to subdivide the existing property into two (2) lots all on 3.67 +/- acres (Unplatted) located at 3205 N. 12<sup>th</sup> Street. The property is currently zoned R-16 (Residential – 16 du/ac) and the Comprehensive Plan Future Land Use Map identifies the property as Residential High Mixed Use (16 – 24 du/ac). Multi-family is an “Allowed” land use within the existing R-16 zone district. Proposed residential density for the multi-family development would be 15.5 dwelling units to the acre. The Site Plan Review and Simple Subdivision Plan applications were considered administratively by the City of Grand Junction Community Development Department on August 1, 2019 in accordance with Section 21.02.070 (g) and (p) of the Grand Junction Zoning & Development Code. After considering all pertinent data, the Administrator **CONDITIONALLY APPROVES** the Major Site Plan Review and Simple Subdivision Plan applications upon finding that the proposal complies with all applicable sections of the Grand Junction Zoning & Development Code. The Major Site Plan Review and Simple Subdivision Plan approvals are subject to the following conditions and payment of fees:

1. Developer is responsible for contacting the City of Grand Junction and requesting a final inspection of all on/off - site improvements upon completion, prior to occupancy of the building(s). Occupancy shall not be allowed until all required improvements have been installed or guaranteed with a Development Improvements Agreement (DIA) and financial security.
2. All applicable Building Permits are required to be obtained through the Mesa County Building Dept.

3. All landscaping must be maintained in a healthy manner. Should any of the plantings die or become unhealthy for any reason, they must be replaced. Once proposed landscaping is installed, the Landscape Architect must provide a letter to the City Project Manager stating that all landscaping has been installed per the approved Landscaping Plan prior to Certificate of Occupancy of the building or guaranteed with a Development Improvements Agreement (DIA) and financial security.
4. Applicant proposed 25 parking spaces in accordance with Section 21.06.050 (e) of the Zoning & Development Code, Alternative Parking Plan for this application. Community Development Director has reviewed and approved the Applicant's submitted narrative and statistics regarding the parking plan and was supportive of the request to reduce the required on-site parking spaces to 25 in this instance (Off-Street Parking Requirements for this application would have been determined using the following formula: Multi-Family Units – 1 bedroom: 1.25 parking spaces per dwelling unit which would trigger 43 parking spaces (1.25 x 34 units = 42.5) for this proposal). A recorded Alternative Parking Plan Document will be prepared by the City Attorney's Office at time of Planning Clearance issuance in accordance with Section 21.06.050 (e) (6) of the Zoning & Development Code for property owner's signature. Applicant will be responsible for all recording fees.
5. Pay applicable fees as follows at time of Planning Clearance issuance (check made payable to the "City of Grand Junction" with the exception of Ute Water fees):
  - a. Transportation Capacity Payment (TCP): \$60,146.00 (34-units x \$1,769 per unit).
  - b. City Inspection Fee: \$4,080.00 (MF -Residential @ \$120-unit x 34-units).
  - c. City Park Fee: \$7,650.00 (34-units x \$225 per dwelling unit).
  - d. City Open Space Fee: Submit MAI Appraisal Report for determination of this fee (10% of the value of the raw land).
  - e. Planning Inspection Fee: \$50.00.
  - d. School Impact Fee: \$31,280.00 (34-units x \$920 per unit).
  - f. Recording Fee for Alternative Parking Plan document: TBD
  - g. Plant Investment Fees: Contact City Customer Service Division for sewer fees. Contact Ute Water Conservancy District for water tap fees.



Page 3/Karis Inc.

6. Schedule a Pre-Construction Meeting with Mark Barslund, City Development Inspector at (970) 201-1362, prior to any site/construction activity.
7. Project shall be constructed in accordance with the signed and approved plans. Once plans are signed by City staff, City Project Manager will need one 24" x 36" paper copy and one electronic copy.
8. Per Round 3 Review Comments dated August 1, 2019; revise applicable documents as necessary per stated comments.

Prior to recording of the subdivision plat for Karis Subdivision, SSU-2019-182, the following items must be completed.

**Subdivision Plat:**

1. Submit an original mylar of the final plat(s) with owner's signatures (signed in black ink only - Sharpie), Surveyor's Final Mylar Checklist and current Title Commitment Report (which covers all properties within the subdivision boundary) dated no older than 5 days from the anticipated date of recording. Please note that all property corner pins must be set in concrete and inspected by the City Property Agent before the plat may be recorded. The electronic version of the plat (.dwg file) must be emailed to [chrisd@gjcity.org](mailto:chrisd@gjcity.org)
2. See Review Comments Round 3 dated August 1, 2019 and revise respective documents as necessary prior to recording and final signatures.
3. At time of subdivision plat recording, payment of applicable recording fees are required as follows (check made payable to the "City of Grand Junction"):
  - a. Recording fee for Final Plat will be \$23.00.
  - b. Recording fee for Declaration of Easements document: TBD

All uses which are subject to a Major Site Plan Review must commence construction within two (2) years from the date of approval. If a building permit is obtained prior to expiration of the Major Site Plan Review, the approval shall be valid for as long as the building permit remains valid. Failure to develop or establish such use accordingly shall constitute sufficient basis to revoke this approval.



Page 4/Karis Inc.

In accordance with Section 21.02.070 (a) (9) (i) of the Zoning & Development Code, the applicant will have up to two (2) years from the approval date of August 1, 2019 in order to record the Simple Subdivision Plan with the Mesa County Clerk and Recorder.

If you should have any further questions, please feel free to contact me at (970) 244-1447.

A handwritten signature in black ink, appearing to read "Scott D. Peterson".

Date: August 1, 2019

---

Scott D. Peterson  
Senior Planner

4/3/2019

MEMO

To: Tom Dixon, City of Grand Junction Planning Department  
 From: Kyle Mead, Shopworks Architecture  
 Regarding: Karis Apartments – Alternative Parking Plan  
 CC: File

### Message

Tom,

The proposed Karis Apartments, located at 3175 N. 12<sup>th</sup> street, proposes to use reduced parking ratios from those identified in section 21.06.050 of the City of Grand Junction Development Regulations. We propose to provide 25 total parking stalls (23 standard stalls, and 2 ADA accessible parking stalls). All stalls will conform with the City of Grand Junction design requirements. This memo is to serve as rationale for this request in accordance with 21.06.050 (e) *Alternative Parking Plan*.

We believe that a reduced quantity of parking stalls is appropriate for this project based on a combination of factors, including national data, location of the site, project specific demand, and overall impact on the quality of the project.

Our office has experience analyzing parking demand for affordable housing projects and has employed the services of transportation engineering firms in the past to conduct studies specific to affordable multi-unit apartment projects. These studies generally cite a few means of calculating parking demand specific to affordable housing projects.

The first of these methods is a calculation developed by the Institute of Transportation Engineers, *Parking Generation (4<sup>th</sup> Edition)*, whereby Peak Parking demand =  $0.92x + 4$ ; where x equals the number of dwelling units (DU). Applying this formula to our project =  $0.92(34) + 4 = 35$  spaces; however, traffic engineers conclude that of the 40 sites studied to generate this calculation method, only 4 were considered affordable housing. Thus, this method tends to be conservatively high for use in calculating affordable housing demand.

The second method is generated from the *San Diego Affordable Housing Parking Study* which was commissioned by the City of San Diego and examined 265 projects including 21 affordable projects. The results represent the most comprehensive data collection of affordable housing projects in the country, and the found that in affordable housing projects, demand was around half of what market-rate apartments experienced, and nearly half of the dwelling units had no vehicle at all. The study resulted in a calculation method for affordable housing based on the 'walkability' of a site. For the purposes of this analysis, we considered the Karis Apartments a 'medium' walkable site because of the proximity to commercial amenities downtown, and the adjacency to the Route 1 bus line and multi-modal routes along 12<sup>th</sup> St. and Horizon Dr. For medium walkable sites, the San Diego model provides parking ratios of 0.5/DU, 0.15/DU, and 0.05/DU for resident, visitor, and staff parking respectively. Applying this formula to the proposed 34 one-bedroom apartments =  $(34 \times 0.5) + (34 \times 0.15) + (34 \times 0.05) = 23.7$  spaces.

The third method is based on findings from a study commissioned by the City of Los Angeles intended to inform parking requirements for municipal guidelines related to Affordable Housing projects. The findings of the studies found that again, based on walkability and proximity to transit, affordable housing parking ratios ranged between 0.29/DU to 0.43/DU. Applying this calculation to our project, we find that  $34 \times 0.29 = 10$  and  $34 \times 0.15$ , or an average of 12.5 spaces.

Finally, we surveyed the existing Karis facilities for current parking demand, and tabulated the anticipated trips generated to the site by staff, service providers and partners. This study found that on average 10% of residents would own a vehicle, and that various staff and service providers would visit the site on a daily, weekly, and monthly basis. We found that if every service provider, plus 10 % of residents had a vehicle on site at the same exact time, the parking demand would be 28 spaces. However, the likelihood of this happening is very unlikely given the nature in which service providers are staggered throughout the month. This information is presented in an attached table.

In conclusion, we believe that the 25 proposed spaces are adequate and appropriate for the Karis Apartments. We believe this is supported by the four different means of analysis presented here, which suggest the parking demand for this project to be between 12.5 spaces and 35 spaces, or an average of 24 spaces.

Please let me know if you have any questions about this analysis.

Thank you,



Kyle Mead  
Shopworks Architecture

End of Memo



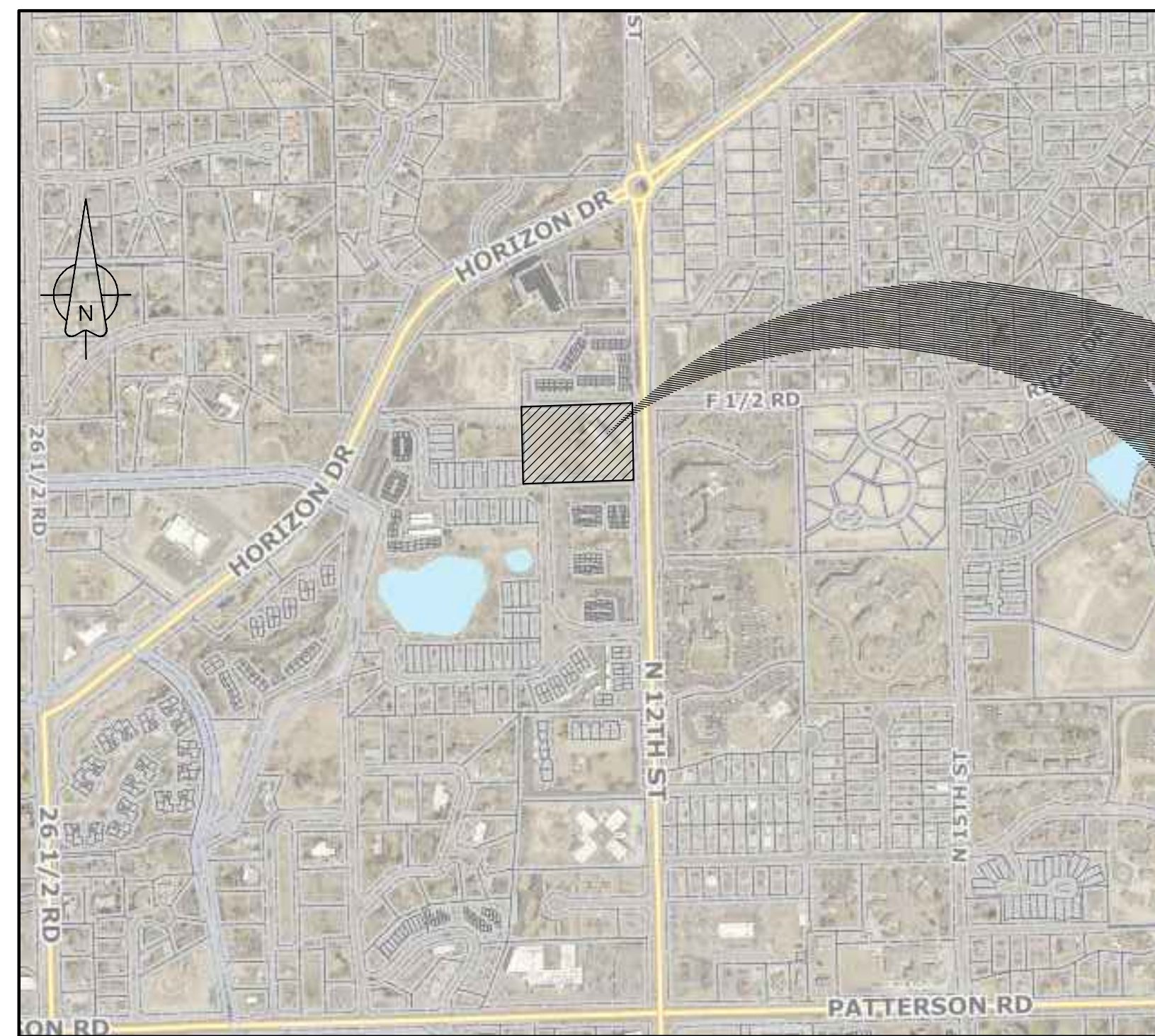


Shop Works Architecture  
 301 W. 45th Ave.  
 Denver, Colorado 80216  
 (303) 433-4094

PLANS FOR  
 CONSTRUCTION OF

# KARIS APARTMENTS

MARCH 26, 2019



PROJECT  
 LOCATION

VICINITY MAP  
 NTS

NO.	TITLE
C1.00	COVER
C2.00	TYPICAL CONSTRUCTION NOTES
C3.00	DEMOLITION PLAN
C4.00	SITE PLAN
C5.00	UTILITY COMPOSITE PLAN
C6.00	OUTLET STRUCTURE & POND DETAILS
C7.00	HORIZONTAL CONTROL PLAN
C7.10	HORIZONTAL CONTROL PLAN
C7.20	HORIZONTAL CONTROL PLAN
C8.00	OVERALL GRADING PLAN
C8.10	GRADING AND DRAINAGE PLAN
C8.20	GRADING AND DRAINAGE PLAN
C8.30	GRADING AND DRAINAGE PLAN
LS101	LANDSCAPE SITE PLAN
LS102	LANDSCAPE SCHEDULES AND DETAILS
LS103	LANDSCAPE DETAILS
A2.0	ELEVATIONS
A2.1	ELEVATIONS
E1	SITE PHOTOMETRIC PLAN
E2	SITE PHOTOMETRIC DETAILS
E3	SITE PHOTOMETRIC DETAILS

**KARIS APARTMENTS**

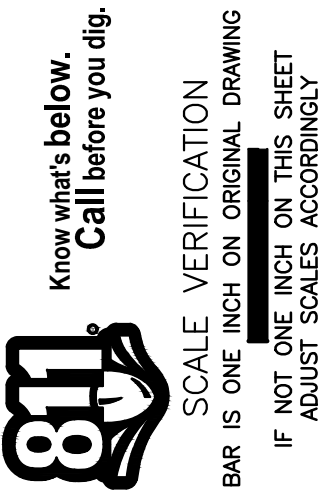
TAX PARCEL #: 2945-024-00-059  
 LOT SIZE: 3.675 ACRES

OWNER: UNITY CHURCH, PO BOX 1904, GRAND JUNCTION, COLORADO 81502  
 DEVELOPER: KARIS, INC., JOHN MOK-LAMME, PO BOX 2837, GRAND JUNCTION, COLORADO 81502  
 DEVELOPMENT PARTNER: BLUELINE DEVELOPMENT, ORIANA SANCHEZ, 1004 SOUTH AVENUE WEST, MISSOULA, MT 59801  
 ARCHITECT OF RECORD: SHOPWORKS ARCHITECTURE, CHAD HOLTZNER, 301 W 45TH AVENUE, DENVER, COLORADO 80216  
 CIVIL ENGINEER: AUSTIN CIVIL GROUP, INC., SCOTT SORENSEN, 123 NORTH 7TH STREET, SUITE 300, GRAND JUNCTION, CO 81501  
 LANDSCAPE ARCHITECT: FLOW DESIGN COLLABORATIVE, CHRISTOPHER HOY, 301 W 45TH AVENUE, DENVER, COLORADO 80216  
 STRUCTURAL ENGINEER: MONROE & NEWELL ENGINEERS, DAVE KAST, 1400 GLENARM PLACE, STE 101, DENVER, COLORADO 80202  
 MECHANICAL ENGINEER: ABLE CONSULTING GROUP, MARC ABLE, 2468 S CLAYTON STREET, DENVER, COLORADO 80210  
 ELECTRICAL ENGINEER: MV CONSULTING INC, MARCUS VAHLING, 4640 PECOS STREET, UNIT F, DENVER, COLORADO 80211  
 PLUMBING ENGINEER: MEC, INC, BRYAN MOEN, 4640 PECOS STREET, UNIT F, DENVER, COLORADO 80211

**UTILITIES AND AGENCIES**

CITY UTILITIES DIRECTOR	RANDI KIM	244-1429
UTE WATER	JIM DAUGHERTY	242-7491
GRAND VALLEY IRRIGATION	PHIL BERTRAND	242-2762
CITY OF GRAND JUNCTION PUBLIC WORKS	TRENT PRALL	256-4047
CITY OF GJ DEVELOPMENT INSPECTOR	MARK BARSLUND	201-1362
S21 DRAINAGE AUTHORITY	MARK BARSLUND	201-1362
XCEL ENERGY	BRENDA BOES	244-2681
CENTURY LINK	CHRIS JOHNSON	244-4333
CHARTER	JOHN VALDEZ	244-8750

ASSURANCE BIDS  
 THE CITY OF GRAND JUNCTION RESERVES THE RIGHT TO CONDUCT GENERAL EVALUATION WITH THE CITY'S  
 DEVELOPMENT STANDARDS. SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY  
 THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF  
 THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR DAMAGES OR  
 CONSEQUENTIAL DAMAGES IN THE RECORD OR CALCULATION BEYOND THE RESPONSIBILITY OF THE  
 PROFESSIONAL OF RECORD.  
 CONSTRUCTION SHALL COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.



**KARIS GRAND JUNCTION**  
 3205 North 12th Street  
 Grand Junction, CO 81506

REV: CITY COMMENTS RD1 8/7/2019  
 CITY COMMENTS RD2 7/11/2019

DRAWN: LMS  
 REVIEWED: STS  
 DATE: 3/21/19  
 PROJECT #: 18007  
 FILE:  
 SHEET TITLE:  
**COVER**

SCALE: NTS

NO. **C1.00**



GENERAL CONSTRUCTION NOTES

- 1. Contractor shall contact Mark Barslund, City of Grand Junction Development Inspector and 521 Drainage Authority Representative, 970-201-1362, a minimum of 72 hours in advance of beginning any site work for a pre-construction meeting.
2. Locations of existing utilities shown on these plans are approximate only. Contractor is to contact affected utility for specific locations before digging.
3. The Contractor shall notify the engineer if unanticipated conditions are encountered during completion of the work which require modifications to the contract drawings. The engineer can be reached at 970-242-7540.
4. Contractor shall give 48-hour notice to all authorized inspectors, superintendents, or person in charge of public and private utilities affected by his operations prior commencement of work. Contractor shall assure himself that all construction permits are current.
5. Contractor shall confine his construction operations to the right-of-way, easements, and lots, as shown on plans and plat. Any damage to private facilities outside these limits shall be repaired by the Contractor at no expense to the Owner.
6. All road construction, related work, materials, performance and quality of work provided shall conform to the requirements of the City of Grand Junction Standard Specifications and Drawings and the applicable sections of the most current edition of the Division of Highways, State of Colorado Standard Specifications for Road and Bridge Construction, Colorado Standard Plans, Division of Highways M & S Standards.
7. Contractor shall familiarize himself with the geotechnical testing requirements of the City of Grand Junction. The results of the required types of tests and numbers of passing tests shall be furnished to the Engineer for verification before final acceptance by the Owner will be granted. All failing tests shall be brought to the immediate attention of the Engineer and retests shall be performed until passing results are obtained. All utility lines, including service lines falling shall be tested.
8. Only materials on which a proctor test can be performed and accurate nuclear density tests can be run are approved for utility trench back fill unless otherwise approved by the Engineer.
9. All utility installations are to be performed in accordance with the City of Grand Junction Standard Specifications for the Construction of Underground Utilities and Standard Details.
10. All sewer lines must be tested and approved PRIOR to street construction. Contractor is required to notify the Owner's representative PRIOR to testing. The Owner's representative must be present to witness testing of water and sewer lines or the City will not approve the installation.
11. In the event of a discrepancy between the construction notes contained herein and the notes and details in the City of Grand Junction Standard Contract Documents for Capital Improvements Construction manual, the City's manual shall control.
12. All work within the City of Grand Junction Right-of-Way shall require a "Work in the Right-of-Way" Permit. All construction work shall be in accordance with the latest edition of the City of Grand Junction Standard Specifications.
13. All concrete in driveways to be 6" minimum, Class VI ABC, unless otherwise noted.
14. All finished grades around the building perimeter shall slope a minimum of 2% away from the building for a minimum of 10-ft.
15. All roof drains that discharge to the finished ground surface shall be provided with splash blocks that extend beyond the building foundation excavation zone.
16. The Contractor shall be required to comply with the requirements and recommendations of Huddleston-Berry Geotechnical report titled Geotechnical and Geologic Investigation Karis Affordable Housing, Project # 01892-0001 dated January 16, 2019, unless otherwise noted.
17. All fill, building, concrete or asphalt pavement areas shall be stripped of a minimum 6-inches of topsoil.

PAVING CONSTRUCTION NOTES

- 1. All road widths and radii are to flow line unless noted otherwise. Any "spot" design elevations are to flow line of curb and gutter unless otherwise noted.
2. Prior to pavement placement, the pavement prism should be stripped of all unsuitable materials. It is recommended that the subgrade soils be scuffed to a depth of 12-inches, moisture conditioned, and recompacted to a minimum of 95% of the standard Proctor maximum dry density, within ±2% of optimum moisture as determined by AASHTO T-99.
3. Contractor to protect existing utilities and appurtenances. Manholes, drainage inlets, utility lines, etc., damaged, covered, or filled with dirt or debris by the Contractor shall be cleaned and repaired at no expense to the Owner.
4. Where proposed pavement is to match existing pavement, existing pavement is to be squared cut, full base thickness is to be brought to match line and existing surface is to be tack-coated before proposed surface is placed.
5. All handicap ramps, sidewalks and curb and gutter are to be constructed where indicated on the plans and in accordance The City of Grand Junction requirements..
6. Curb, gutter, and drainage pans are to have expansion joints at each change in horizontal alignment of curb and gutter, but in no case at a greater distance apart than 100 feet. Locate dummy grooved joints between expansion joints at intervals not exceeding 10 feet. Where length of pour precludes 10 foot intervals, the end sections may be less than 10 feet but not less than 5 feet.
7. PAVEMENT SECTION: "Hot-Mix Asphalt" 4-inch HMA over 7-inch CDOT Class 6 over 12-inch scarified & recompacted subgrade. " Rigid Pavement" 6-inch Portland Cement Concrete w/ #4 bars @ 18" ctrs., E.W. over 6-inch CDOT Class 6 over 12-inch scarified & recompacted subgrade.

Summary of Pavement Recommendations (p. 8)

Table with 6 columns: ALTERNATIVE, Hot-Mix Asphalt Pavement, CDOT Class 6 Base Course, CDOT Class 3 Subbase Course, Concrete Pavement, TOTAL. Rows include Full Depth HMA, A, B, C, and Rigid Pavement.

In drive lanes and other areas subject to truck traffic, a layer of Mirafi HP570 geotextile fabric is recommended below the base course.

WATER LINE CONSTRUCTION

- 1. All water line construction shall be constructed in accordance with the Ute Water District Standards and Specifications.
2. Contractor shall notify the Ute Water Conservancy 48 hours prior to the beginning of construction.
3. All trenches shall be compacted to 95% within 2% of optimum moisture content, as determined by AASHTO T-99. Contractor shall be required to perform all necessary compaction tests through a certified soils lab.
4. Minimum cover required over top of new waterlines is 4'-6".
5. All water mains to be DR-18 PVC, Class 150 conforming to AWWA C-900.
6. Ductile Iron fittings to conform to AWWA C-110.
7. Fire Hydrants shall conform to AWWA C-502, Mueller Super Centurian or Kennedy Guardian.
8. All materials labor and equipment required for testing and disinfection of water lines shall be furnished by Contractor. Disinfection of water lines shall conform to AWWA C-651-86 or latest revision thereof. No separate pay.
9. All pipe bends/angle points, both horizontal and vertical, as called for on the plans are to be thrust blocked per Ute Water Conservancy District details and Technical Specifications.
10. Only materials on which a proctor test can be performed and accurate nuclear density tests can be run are approved for water line trench backfill unless otherwise approved by the Engineer.
11. All Ute Water Mains are to be bedded per City of Grand Junction Standards.

STORM SEWER CONSTRUCTION NOTES

- 1. All storm sewer line construction shall be in accordance with the City of Grand Junction Standards and Specifications.
2. All Reinforced Concrete storm sewer pipe shall conform to ASTM Standard Specifications, C-76, Class III unless otherwise noted.
3. All polyvinyl chloride (PVC) pipe and fittings shall conform to ASTM Standard Specifications, D3034 and F679, SDR-35 unless otherwise noted.
4. All High Density Polyethylene (HDPE) pipe and fittings shall be smooth bore and shall conform to the following:
12 inch to 36 inch shall meet ASSHTO M294
42 inch to 48 inch shall meet ASSHTO MP6
All HDPE pipe up to 30" shall be backfilled to springline with Class-6.

FUGITIVE DUST CONTROL PLAN

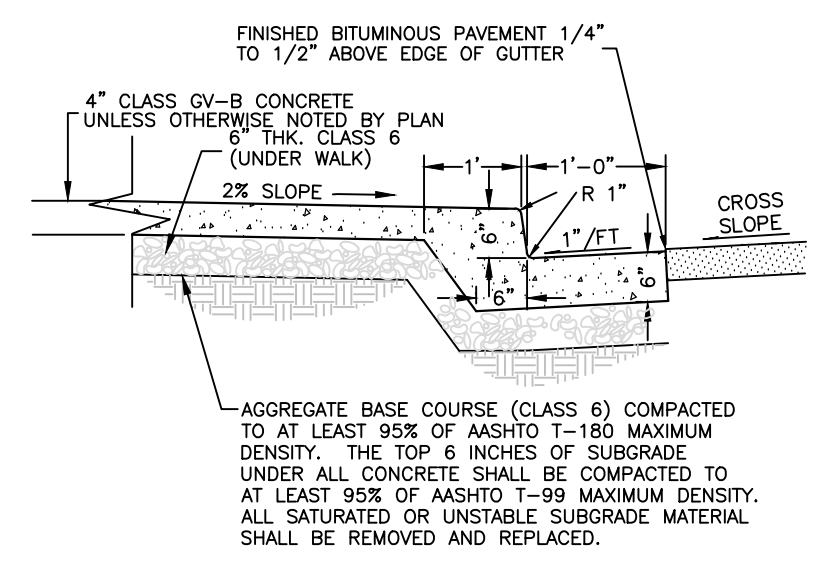
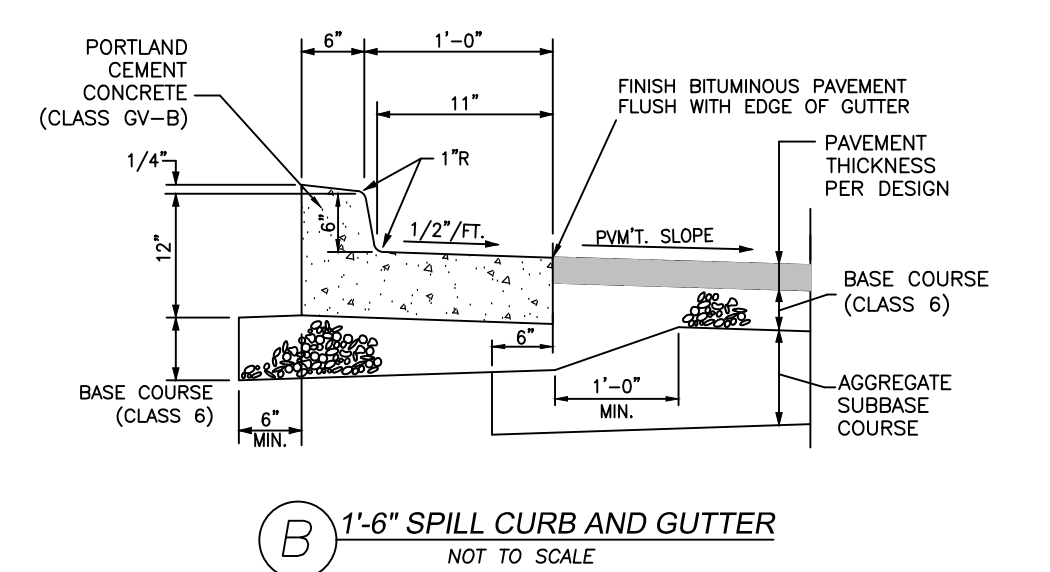
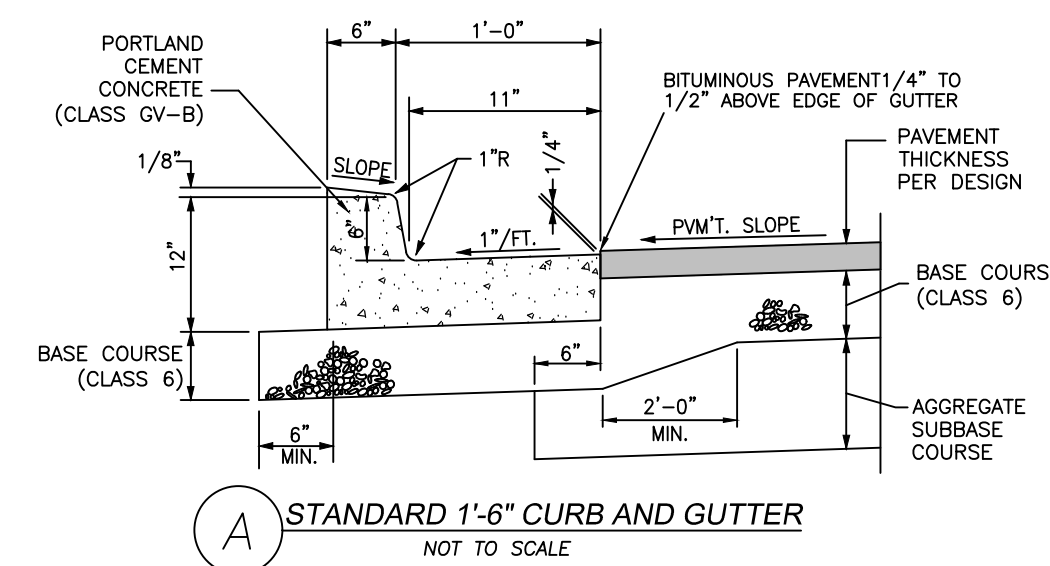
- 1. Before stripping of the site preparation for overlot grading, the surface is to be pre-wet to control dust.
2. Any stockpiles of stripping materials are to be periodically sprayed with water or a crusting agent to stabilize potentially wind blown material.
3. Haul road both into and around the site are to be sprayed as needed to suppress dust.
4. The Storm Water Management Plan and permit shall be obtained and kept onsite before starting any construction work. Gravel pads are to be constructed at the entrances to the site to help in removing mud from the wheels of haulage trucks before they enter onto City streets.
5. Trucks hauling import fill are to be tarped to aid in the control of airborne dust.

LEGEND section containing symbols and descriptions for various features: PROPERTY LINE, ADJACENT PROPERTY LINE, EXISTING EASEMENT, PROPOSED EASEMENT, EXISTING BUILDING, PROPOSED BUILDING, EXISTING CURB/GUTTER, PROPOSED CURB/GUTTER, PROPOSED SPILL CURB/GUTTER, PROPOSED TRANSITION CURB/GUTTER, EXISTING RETAINING WALL, EXISTING 1-FT CONTOUR, EXISTING 5-FT CONTOUR, PROPOSED 1-FT CONTOUR, PROPOSED 5-FT CONTOUR, EXISTING ASPHALT, PROPOSED ASPHALT, PROPOSED HEAVY DUTY ASPHALT, EXISTING CONCRETE, PROPOSED CONCRETE, PROPOSED HEAVY DUTY CONCRETE, EXISTING SANITARY SEWER, PROPOSED SANITARY SEWER, EXISTING SANITARY SEWER MANHOLE, PROPOSED SANITARY SEWER MANHOLE, PROPOSED SANITARY SEWER CLEANOUT, EXISTING STORM SEWER, PROPOSED STORM SEWER, EXISTING STORM SEWER INLET, PROPOSED STORM SEWER INLET, EXISTING STORM SEWER MANHOLE, PROPOSED STORM SEWER MANHOLE.

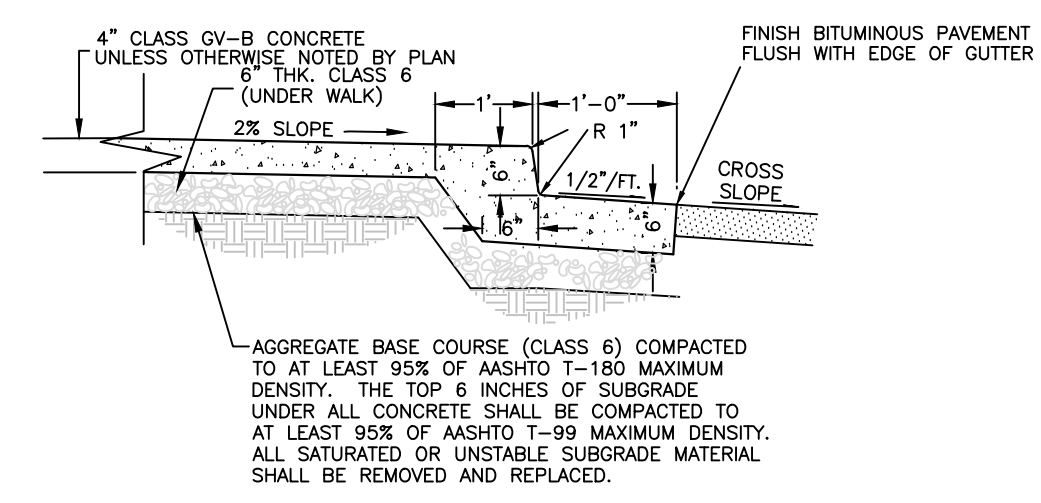
SANITARY SEWER CONSTRUCTION NOTES

- 1. All materials and workmanship shall comply to the Standards and Specifications of the City of Grand Junction. The City of Grand Junction reserves the right to accept or reject any materials and or workmanship that does not conform.
2. The Contractor shall have one signed copy of plans and a copy of the City of Grand Junction Standards and Specifications at the job site at all times.
3. All sanitary sewer pipe shall be PVC SDR-35 (ASTM 3034) unless otherwise specified.
4. All sewer lines to be laid to grade utilizing a "pipe laser".
5. All connections to the new sewer lines shall be accomplished with full body wyes or tees. Tapping saddles will not be allowed, except as noted.
6. All trenches shall be compacted to 95% within 2% of optimum moisture content, as determined AASHTO T-99.
7. A minimum of 10 ft. of separation shall be maintained at all times between the waterline and sewer line except at specified crossings.
8. The contractor is responsible for all required sewer line testing to be completed in accordance with the City of Grand Junction Standards and Specifications. Final testing plans are to be thrust blocked per Ute Water Conservancy District details and Technical Specifications. This includes waterlines, gas lines, electric lines, etc. Testing will be performed after all compaction of street subgrade and prior to street paving. Final lamping will also be accomplished after paving is completed to insure that the line is clean. These tests will be the basis for issuing the initial acceptance of the sewer line extension.
9. Manholes shall be constructed as shown on the City of Grand Junction Standard Sanitary Sewer Detail sheets SS-02 of SS-03 as appropriate.
10. Water stop gaskets and clamp assemblies are to be furnished and installed at all connections to manholes. No separate pay.
11. Metal grade rings are NOT to be used on top of manhole rings to adjust to finish pavement elevations. All adjustments to finish grade on new manholes shall be made using concrete grade rings and girth as shown on the standard details.
12. Where sanitary sewers cross under a water line with less than 18 inches of vertical separation, and in all cases where the sanitary sewer crosses over the waterline at any depth, provide total concrete encasement of pipe for a length of 10 feet to either side of the waterline.
13. Only materials on which a proctor test can be performed and accurate nuclear density tests can be run are approved for sewer line trench backfill unless otherwise approved by the Engineer.
14. To inhibit the movement of ground water through sewer bedding and haunching material, clay cutoff wall of native material are to be constructed approximately 10 feet upstream from each manhole and shown on sanitary sewer plan and profiles.
15. Notify the City of Grand Junction 48 hours prior to the construction of the sanitary sewer facilities.
16. The contractor shall obtain a City of Grand Junction Street Cut Permit for all work within existing City right-of-way prior to construction.

TYPICAL CONCRETE SECTIONS



C CURB, GUTTER & SIDEWALK SECTION NOT TO SCALE



D SPILL CURB, GUTTER & SIDEWALK SECTION NOT TO SCALE

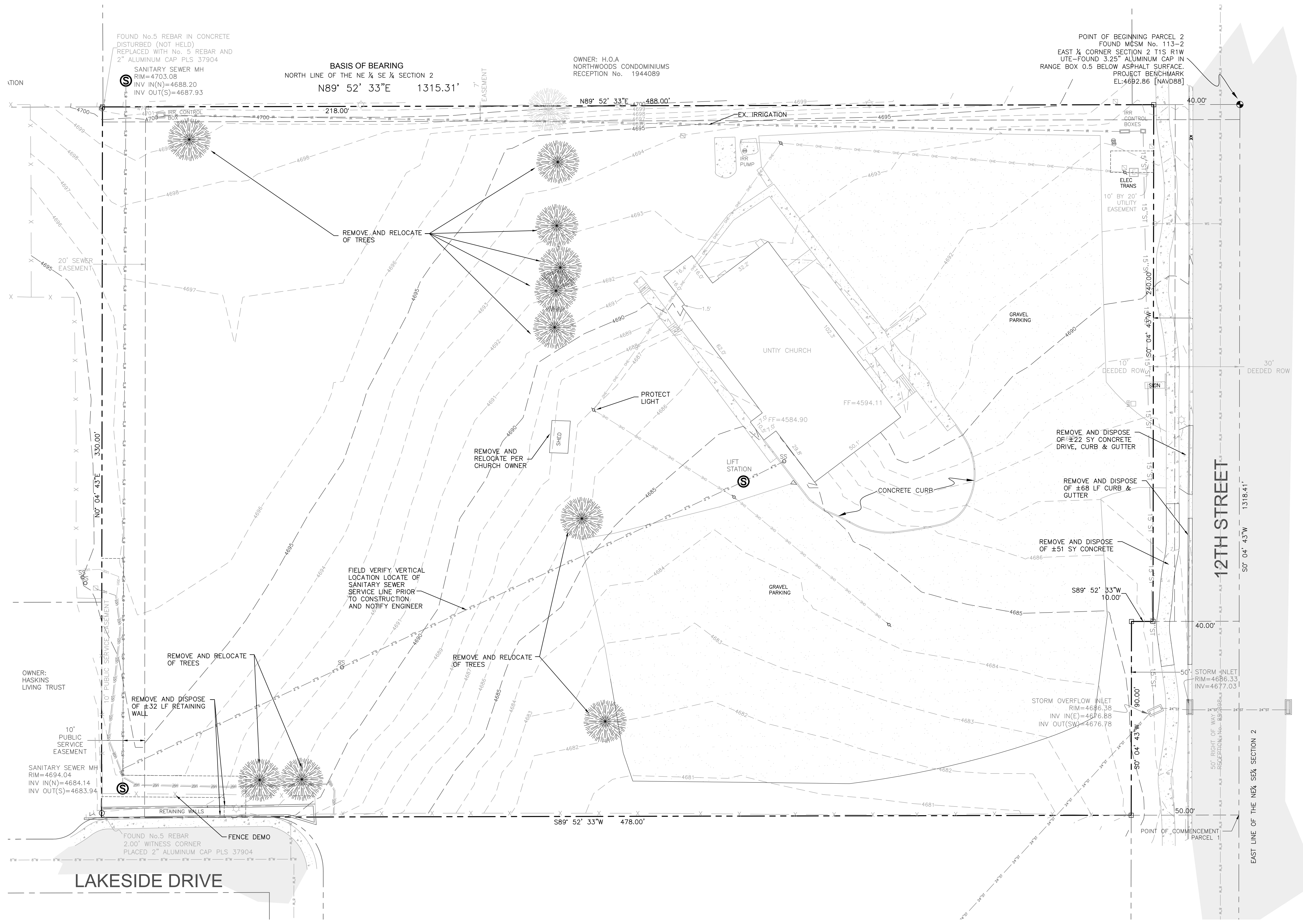
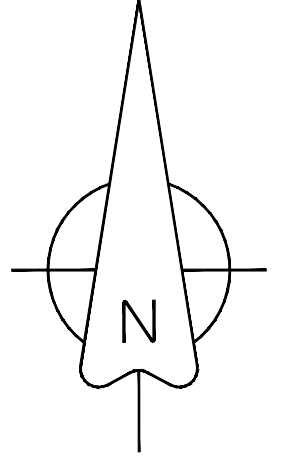
UTILITIES AND AGENCIES table listing contact information for City Utilities Director, Ute Water, Grand Valley Irrigation, City of Grand Junction Public Works, City of GJ Development Inspector, 521 Drainage Authority, XCEL Energy, Century Link, Randi Kim, Jim Daugherty, Phil Bertrand, Trent Frall, Mark Barslund, Mark Barslund, Brenda Boes, Chris Johnson, John Valdez.

ASSUMPTIONS: THESE PLANS FOR GRAND JUNCTION REPRESENT GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS. SUBJECT TO THESE PLANS BEING SCALED, SIGNED, AND DATED BY THE PROFESSIONAL ENGINEER. REVIEW BY THE CITY AND THE CONTRACTOR APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSURES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATION REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL ENGINEER. CONSTRUCTION SHALL COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.



UTILITIES AND AGENCIES		
CITY UTILITIES DIRECTOR	RANDI KIM	244-1429
UTE WATER	JIM DAUGHERTY	242-7491
GRAND VALLEY IRRIGATION	PHIL BERTRAND	242-2782
CITY OF GRAND JUNCTION PUBLIC WORKS	TRENT FRALL	256-4047
CITY OF GJ DEVELOPMENT INSPECTOR	MARK BARSUND	201-1362
521 DRAINAGE AUTHORITY	MARK BARSUND	201-1362
XCEL ENERGY	BRENDA BOES	244-2681
CENTURY LINK	CHRIS JOHNSON	244-4333
CHARTER	JOHN VALDEZ	245-8760

NOTE:  
1. OBTAIN WORK IN RIGHT OF WAY PERMITS FROM THE CITY OF GRAND JUNCTION BEFORE DOING ANY WORK ALONG 12TH STREET



**SHOP**  
**Architecture**  
 2882 WYANDOTT ST. • DENVER, CO 80211 • 303.433.4094

**A.C.G.**  
**AUSTIN CIVIL GROUP, INC.**  
 Land Planning • Civil Engineering • Development Services  
 128 North 7th Street, Suite 300 • Grand Junction, Colorado, 81501  
 (970) 242-7540

**811**  
 Know what's below  
 Call before you dig.  
 SCALE: VERIFICATION  
 B.M. IS ONE FOOT ON ORIGINAL DRAWING  
 IF NOT OTHERWISE INDICATED

**KARIS GRAND JUNCTION**  
 3205 North 12th Street  
 Grand Junction, CO 81506

REV: CITY COMMENTS R01 6/7/2019

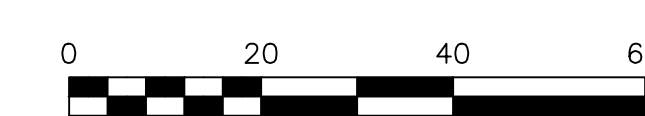
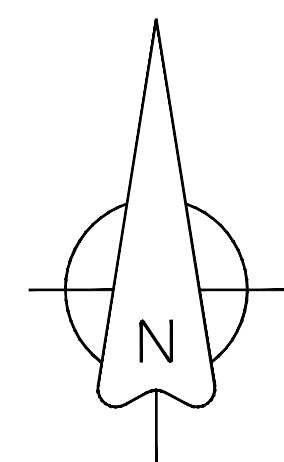
DRAWN: LMS  
 REVIEWED: STS  
 DATE: 3/21/19  
 PROJECT #: 18007  
 FILE:  
 SHEET TITLE:  
**DEMOLITION PLAN**

SCALE: 1"=20'  
 CITY DEVELOPMENT ENGINEER DATE

NO. **C3.00**

**ASSURANCE BLOCK**  
 THE CITY OF GRAND JUNCTION HEREBY CONFIRMS GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE ENGINEER OR ARCHITECT. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR DAMAGES OR INDEMNITY. THESE BY THE DESIGN OR CALCULATION ERRORS ARE THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.  
 CONSTRUCTION SHALL COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.





- GENERAL NOTES:**
1. ALL PARKING SPACES ARE 9-FT WIDE X 18.5-FT LONG UNLESS NOTED AS 60' PARKING WHICH ARE PER TEDS.
  2. ALL SIDEWALKS ARE 5' WIDE UNLESS OTHERWISE NOTED.
  3. OBTAIN WORK IN RIGHT OF WAY PERMITS FROM THE CITY OF GRAND JUNCTION BEFORE DOING ANY WORK ALONG 12TH STREET.
  4. FOURTEEN (14) BICYCLE PARKING SPACES ARE PROVIDED ON SITE THAT ARE ACCOMPLISHED BY SEVEN (7) BICYCLE RACKS.

**LEGEND**

- PROPERTY LINE
- - - ADJACENT PROPERTY LINE
- - - EXISTING EASEMENT
- - - PROPOSED EASEMENT
- - - EXISTING BUILDING
- - - PROPOSED BUILDING
- - - EXISTING CURB/GUTTER
- - - PROPOSED CURB/GUTTER
- - - PROPOSED SPILL CURB/GUTTER
- - - PROPOSED TRANSITION CURB/GUTTER
- - - EXISTING RETAINING WALL
- - - EXISTING 1-FT CONTOUR
- - - EXISTING 5-FT CONTOUR
- - - PROPOSED 1-FT CONTOUR
- - - PROPOSED 5-FT CONTOUR
- - - EXISTING ASPHALT
- - - PROPOSED ASPHALT
- - - PROPOSED HEAVY DUTY ASPHALT
- - - EXISTING CONCRETE
- - - PROPOSED CONCRETE
- - - PROPOSED HEAVY DUTY CONCRETE
- - - EXISTING SANITARY SEWER
- - - PROPOSED SANITARY SEWER
- - - EXISTING SANITARY SEWER MANHOLE
- - - PROPOSED SANITARY SEWER MANHOLE
- - - EXISTING STORM SEWER
- - - PROPOSED STORM SEWER
- - - EXISTING STORM SEWER INLET
- - - PROPOSED STORM SEWER INLET
- - - EXISTING STORM SEWER MANHOLE
- - - PROPOSED STORM SEWER MANHOLE
- - - EXISTING INLINE DRAIN
- - - PROPOSED INLINE DRAIN
- - - EXISTING 8" WATER MAIN
- - - PROPOSED 2" DOMESTIC SERVICE
- - - PROPOSED 4" FIRE LINE
- - - EXISTING FIRE HYDRANT
- - - PROPOSED FIRE HYDRANT
- - - EXISTING WATER METER
- - - PROPOSED WATER METER
- - - PROPOSED METER/BACKFLOW VAULT
- - - PROPOSED IRRIGATION MANHOLE
- - - PROPOSED FENCE
- - - EXISTING FENCE
- - - PROPOSED TRAFFIC FLOW
- - - GRADE BREAK
- - - ROOF DRAIN (RD)
- - - STREET LIGHT POLE
- - - FIRE DEPARTMENT CONNECTION
- - - PARKING LOT LIGHT
- - - PROPOSED BUILDING LIGHT
- - - POWER POLE
- - - FLOWLINE
- - - EDGE OF PAVEMENT
- - - TOP OF CONCRETE
- - - TOP OF WALL
- - - BOTTOM OF WALL
- - - TSW TOP BACK OF WALK
- - - TC TOP OF CURB
- - - BC BACK OF CURB
- - - LANDSCAPE AREA
- - - UTILITY PEDESTALS

**LAND USE SUMMARY**

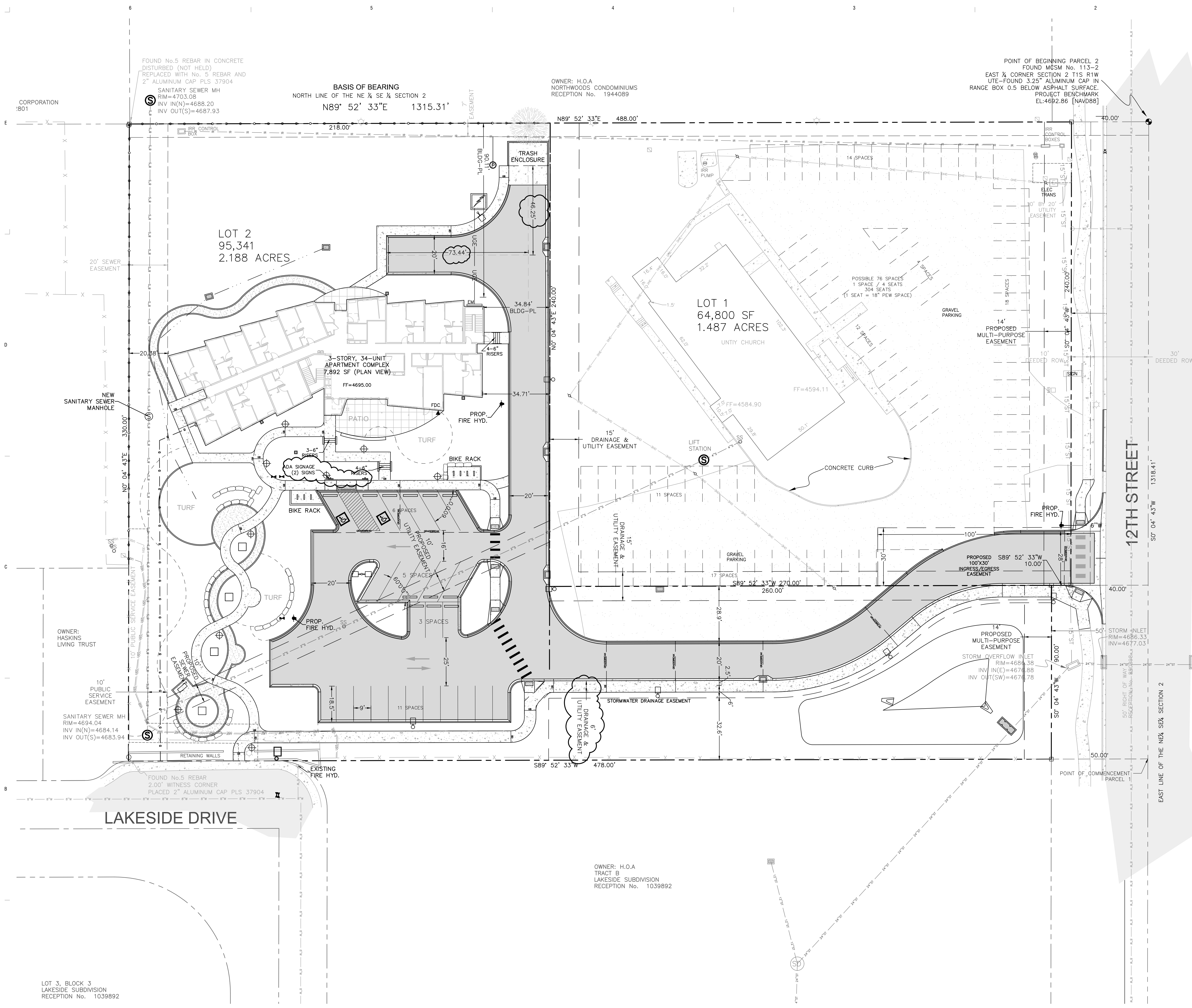
USE	SQUARE FT	PERCENT
BUILDING	7,892	8.3%
LANDSCAPE	55,109	57.8%
ASPHALT/PKG/CONC	32,340	33.9%
<b>TOTAL</b>	<b>95,341</b>	<b>100%</b>

**PARKING SUMMARY**  
 \*7,892 SF Multi-Family = 25  
 Total Parking Required = 25 Spaces  
 Total Parking Provided On Site = 25 Spaces  
 \*Project is utilizing an affordable housing parking reduction

**UTILITIES AND AGENCIES**

CITY UTILITIES DIRECTOR	RANDI KIM	244-1429
UTE WATER	JIM DAUGHERTY	242-7491
GRAND VALLEY IRRIGATION	PHIL BERTRAND	242-2782
CITY OF GRAND JUNCTION PUBLIC WORKS	TRENT FRALL	256-4047
CITY OF GJ DEVELOPMENT INSPECTOR	MARK BARS/LUND	201-1362
S21 DRAINAGE AUTHORITY	MARK BARS/LUND	201-1362
XCEL ENERGY	BRENDA BOES	244-2681
CENTURY LINK	CHRIS JOHNSON	244-4333
CHARTER	JOSH VALDES	246-8750

ASSURANCE BLOCK  
 THE CITY OF GRAND JUNCTION HAS REVIEWED THESE GENERAL DEVELOPMENT WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL ENGINEER OR ARCHITECT. THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR DAMAGES OR INDEMNIFICATION. THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.  
 CONSTRUCTION SHALL COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.



LOT 3, BLOCK 3  
LAKESIDE SUBDIVISION  
RECEPTION No. 1039892

OWNER: H.O.A  
TRACT B  
LAKESIDE SUBDIVISION  
RECEPTION No. 1039892

OWNER: H.O.A  
NORTHWOODS CONDOMINIUMS  
RECEPTION No. 1944089

FOUND No.5 REBAR IN CONCRETE  
DISTURBED (NOT HELD)  
REPLACED WITH No. 5 REBAR AND  
2" ALUMINUM CAP PLS 37904  
SANITARY SEWER MH  
RIM=4703.08  
INV IN(N)=4688.20  
INV OUT(S)=4687.93

**BASIS OF BEARING**  
NORTH LINE OF THE NE & SE ¼ SECTION 2  
N89° 52' 33"E 1315.31'

POINT OF BEGINNING PARCEL 2  
EAST ¼ CORNER SECTION 2 T1S R1W  
UTE-FOUND 3.25" ALUMINUM CAP IN  
RANGE BOX 0.5' BELOW ASPHALT SURFACE  
PROJECT BENCHMARK  
EL:4692.86 [NAVD88]

LOT 2  
95,341  
2.188 ACRES

LOT 1  
64,800 SF  
1.487 ACRES

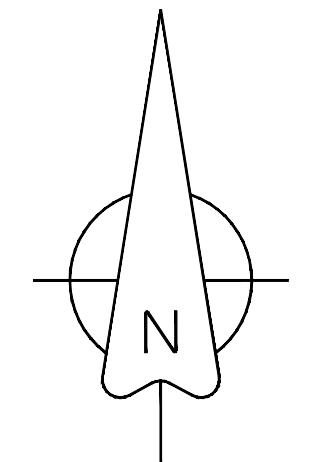
3-STORY, 34-UNIT  
APARTMENT COMPLEX  
7,892 SF (PLAN VIEW)  
FF=4695.00

UNITY CHURCH  
FF=4594.11

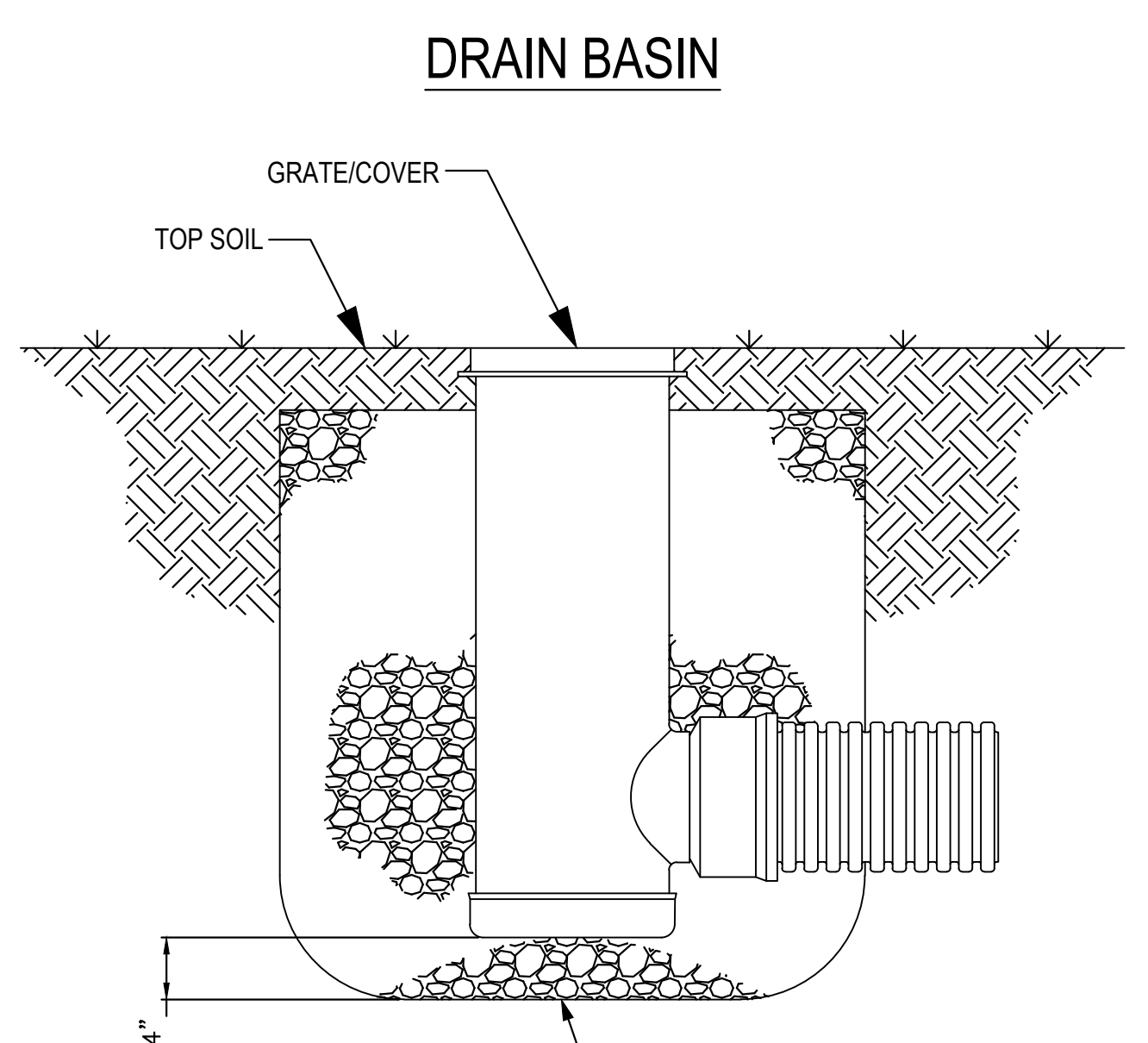
LAKESIDE DRIVE

12TH STREET





- NOTE:
- OBTAIN WORK IN RIGHT OF WAY PERMITS FROM THE CITY OF GRAND JUNCTION BEFORE DOING ANY WORK ALONG 12TH STREET
  - STORM DRAINS ARE TO BE 12" "NYLOPLAST" DRAIN BASINS OR EQUAL WITH A STANDARD 12" SQUARE PEDESTRIAN GRATE.

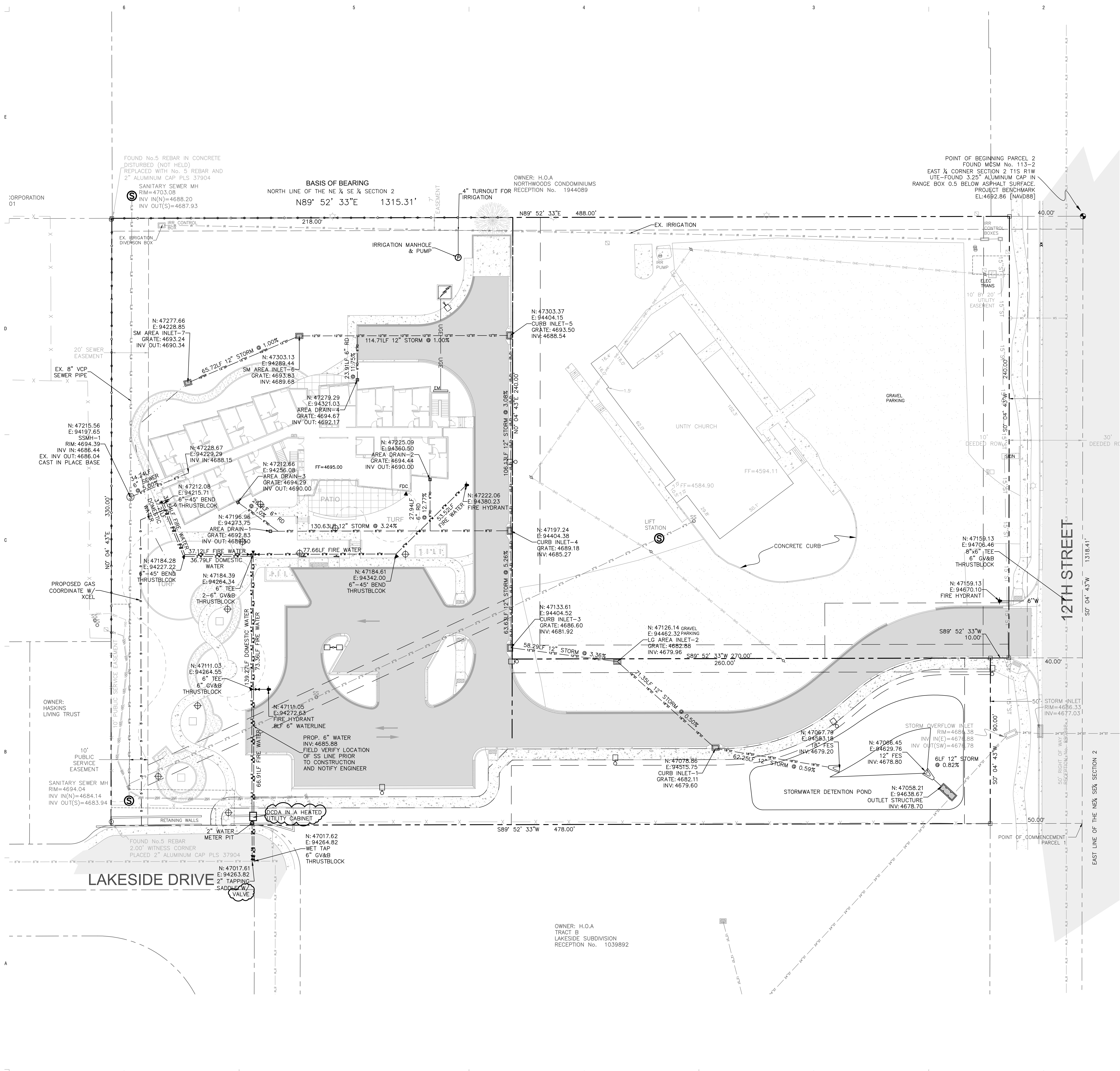


THE BACKFILL MATERIAL SHALL BE CRUSHED STONE OR OTHER GRANULAR MATERIAL MEETING THE REQUIREMENTS OF CLASS I OR CLASS II MATERIAL AS DEFINED IN ASTM D2321. BEDDING & BACKFILL FOR SURFACE DRAINAGE INLETS SHALL BE WELL PLACED & COMPACTED UNIFORMLY IN ACCORDANCE WITH ASTM D2321.

UTILITIES AND AGENCIES		
CITY UTILITIES DIRECTOR	RANDI NIM	244-1429
GRAND VALLEY IRRIGATION	JIM DAUGHERTY	242-7491
TREAT FRANK	PHIL BERTRAND	242-2762
CITY OF GRAND JUNCTION PUBLIC WORKS	256-4047	
CITY OF GJ DEVELOPMENT INSPECTOR	MARK BARSBLUND	201-1362
521 DRAINAGE AUTHORITY	MARK BARSBLUND	201-1362
XCEL ENERGY	BRENDA BOES	244-2681
CENTURY LINK	CHRIS JOHNSON	244-4333
CHARTER	JOHN VALDEZ	244-8760

LAKESIDE SUBDIVISION	
APPROVED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE.	
BY: _____ DATE: _____	
ACCEPTED AS CONSTRUCTED	
BY: _____ DATE: _____	

ACCEPTANCE BLOCK  
THE CITY OF GRAND JUNCTION HEREBY CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING RECALCULATED, REVISED, AND SIGNED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY HEREBY ACCEPTS NO LIABILITY FOR ERRORS OR OMISSIONS, ERRORS BY THE DESIGNER OR CALCULATION REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.  
CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.



OWNER: H.O.A  
TRACT B  
LAKESIDE SUBDIVISION  
RECEPTION No. 1039892

FOUND No.5 REBAR IN CONCRETE  
DISTURBED (NOT HELD)  
REPLACED WITH No. 5 REBAR AND  
2" ALUMINUM CAP PLS 37904

BASIS OF BEARING  
NORTH LINE OF THE NE ¼ & SE ¼ SECTION 2  
N89° 52' 33"E 1315.31'

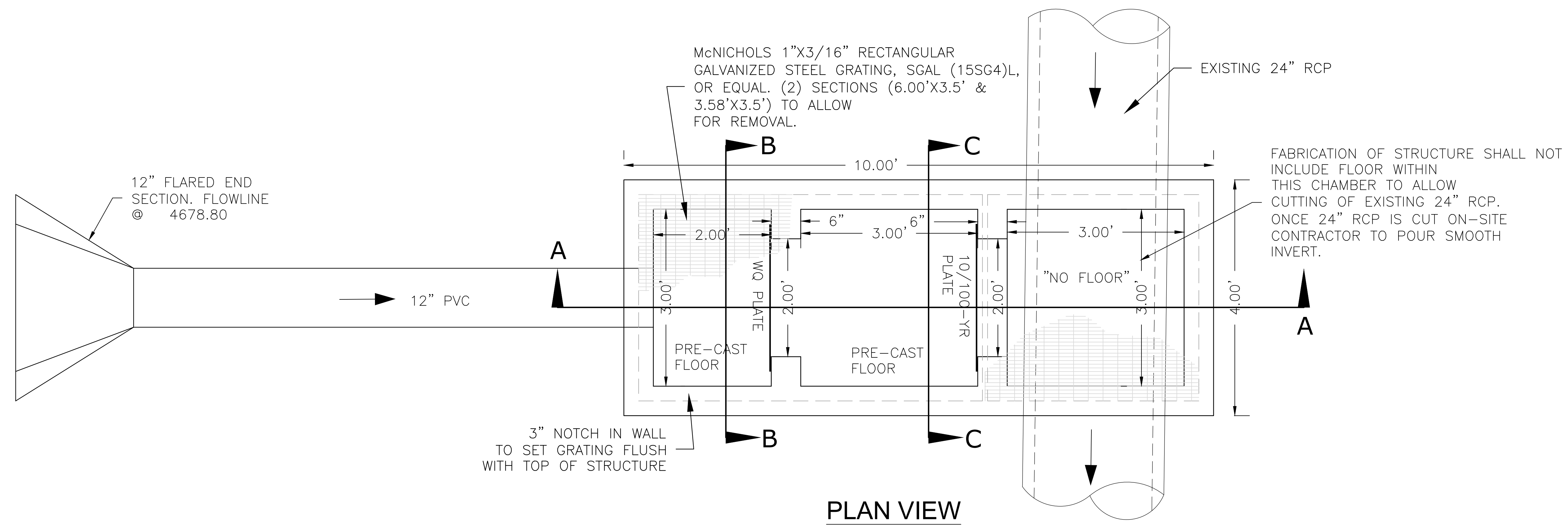
POINT OF BEGINNING PARCEL 2  
FOUND MGS# No. 113-2  
EAST ¼ CORNER SECTION 2 T1S R1W  
UTE-FOUND 3.25" ALUMINUM CAP IN  
RANGE BOX 0.5 BELOW ASPHALT SURFACE.  
PROJECT BENCHMARK  
E.L:4692.86 (NAVD88)

LAKESIDE DRIVE

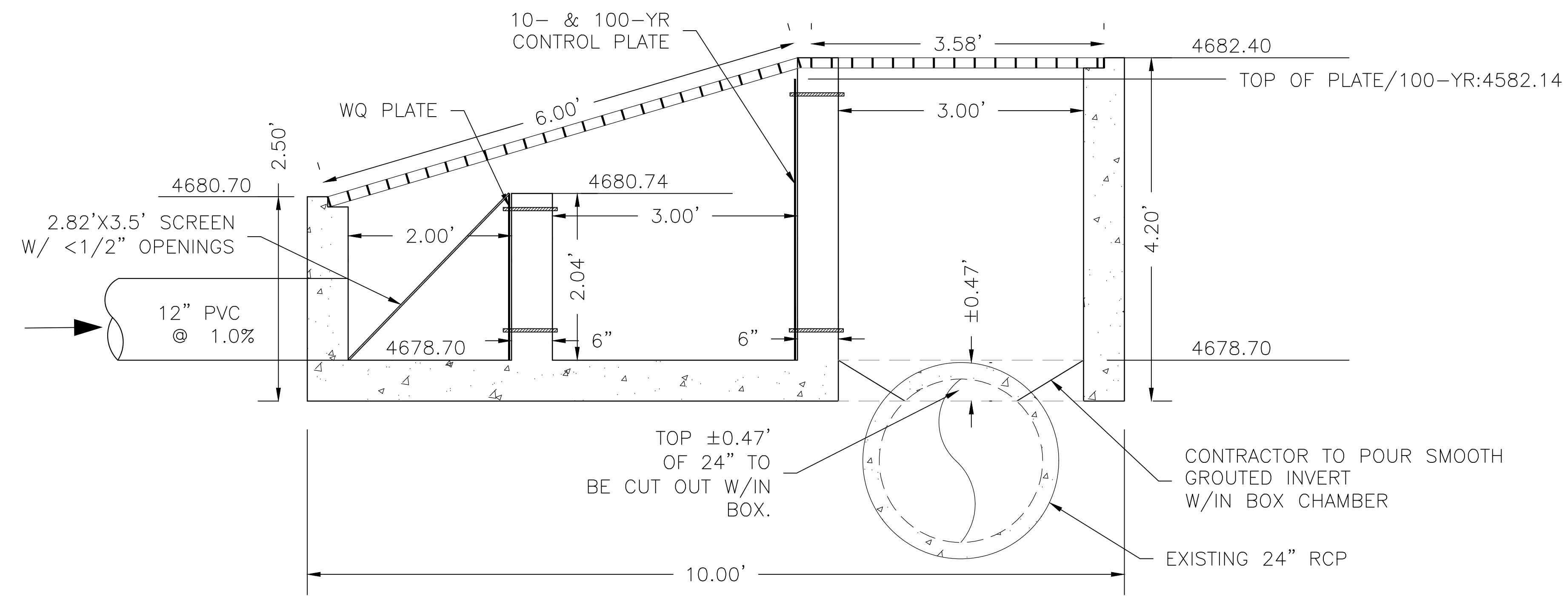
12TH STREET

UTILITY COMPOSITE PLAN

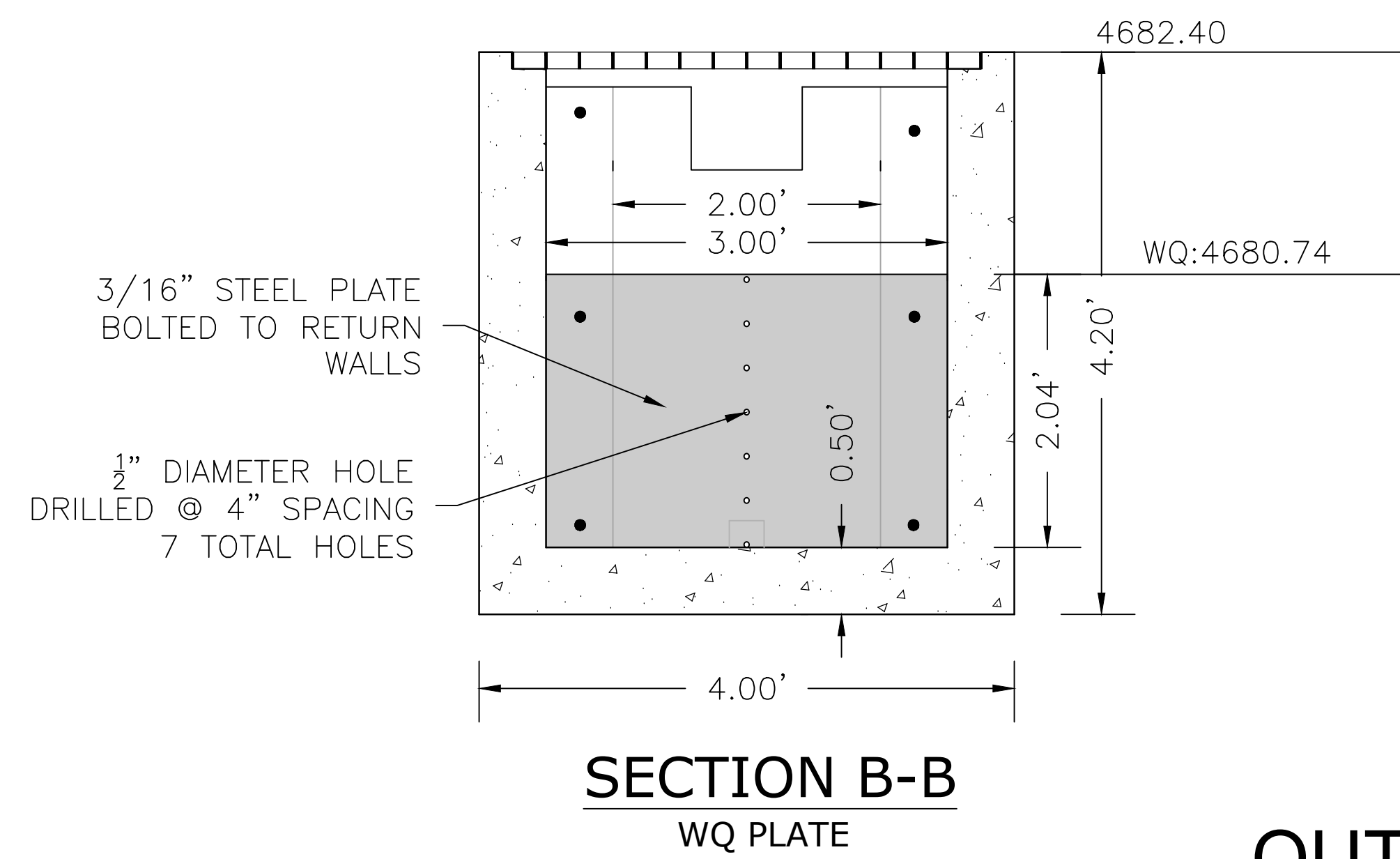




PLAN VIEW



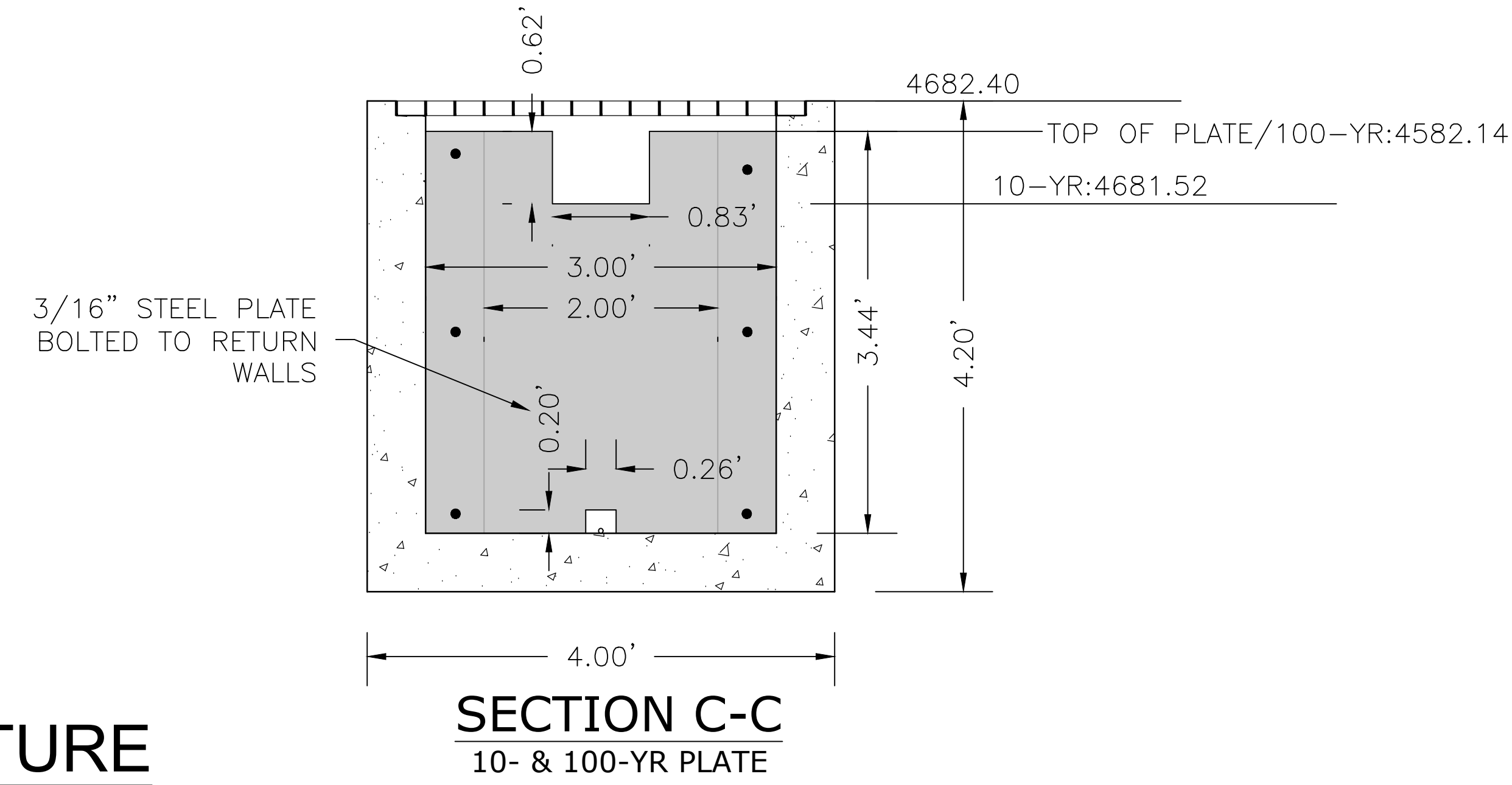
SECTION A-A



SECTION B-B  
WQ PLATE

OUTLET STRUCTURE

NTS



SECTION C-C  
10- & 100-YR PLATE

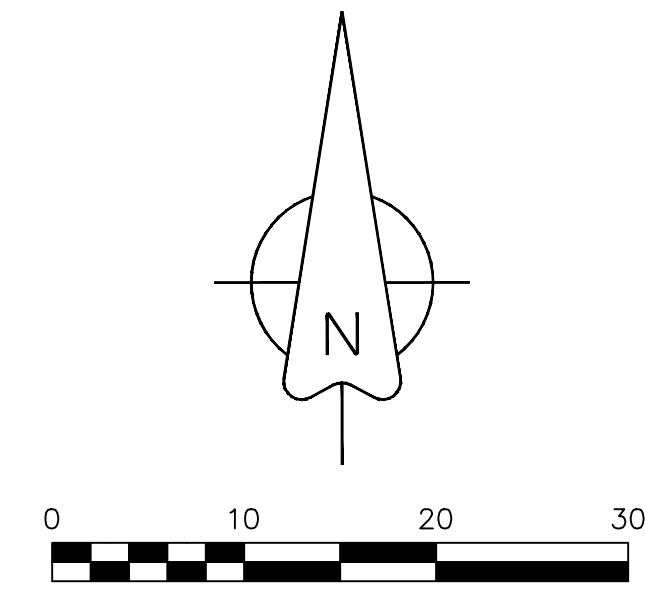
**ACCEPTANCE NOTES**  
THE CITY OF GRAND JUNCTION REVIEW CONSTITUTE GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING REPRODUCED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS, ERRORS BY THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.  
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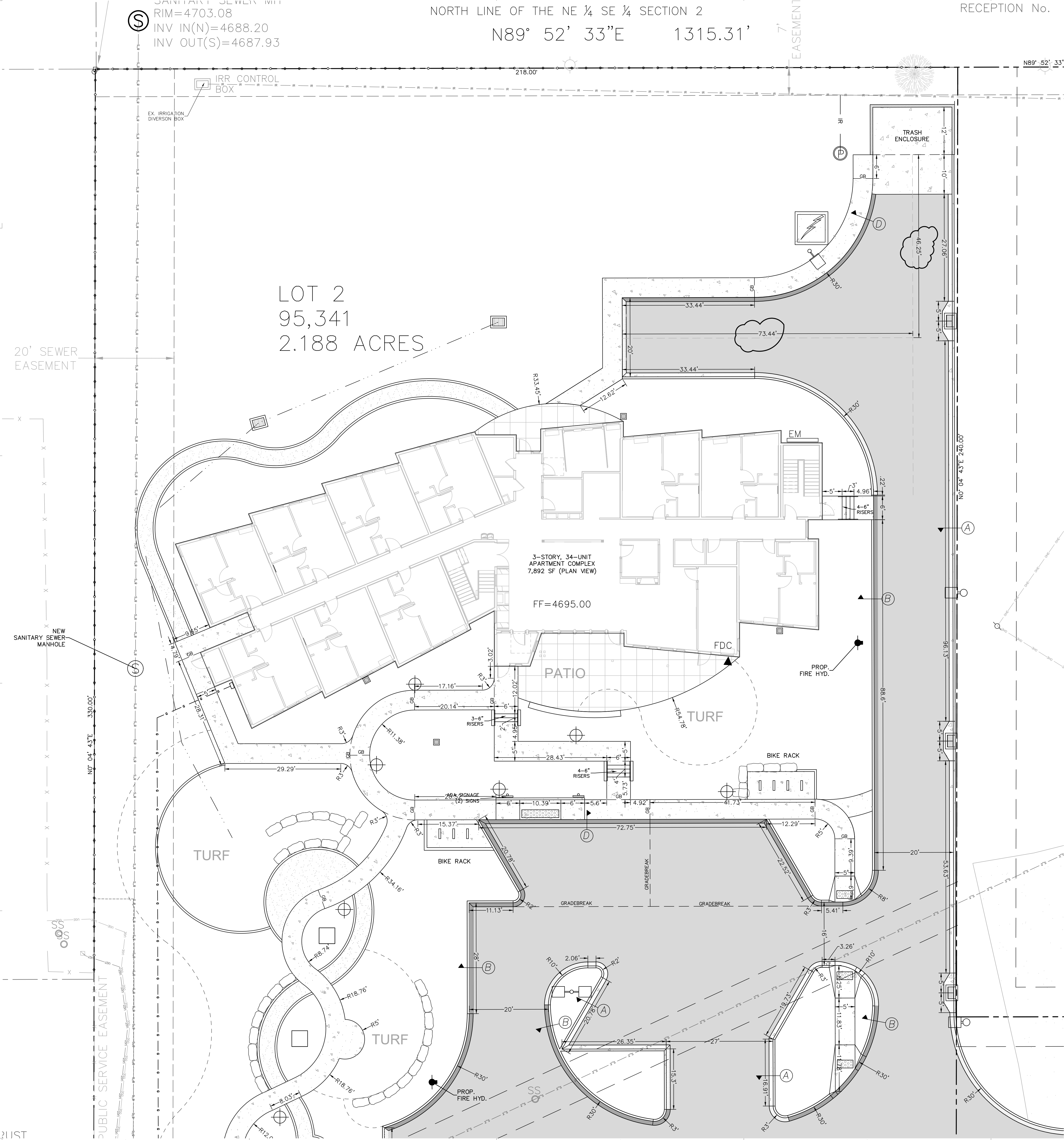
SANITARY SEWER WITH  
 RIM=4703.08  
 INV IN(N)=4688.20  
 INV OUT(S)=4687.93

NORTH LINE OF THE NE ¼ SE ¼ SECTION 2  
 N89° 52' 33"E 1315.31'

RECEPTION No.

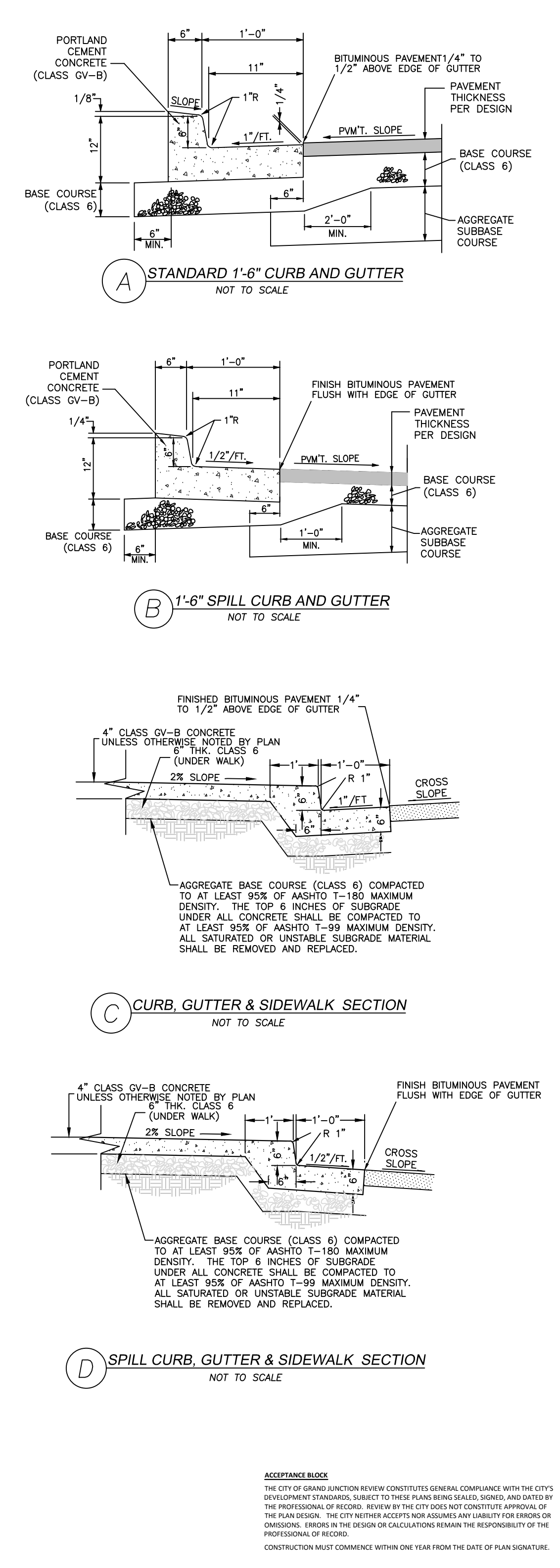


LOT 2  
 95,341  
 2.188 ACRES



LEGEND			
---	PROPERTY LINE	⊠	PROPOSED INLINE DRAIN
---	ADJACENT PROPERTY LINE	⊠	EXISTING 8" WATER MAIN
---	EXISTING EASEMENT	⊠	PROPOSED 2" DOMESTIC SERVICE
---	PROPOSED EASEMENT	⊠	PROPOSED 4" FIRE LINE
---	EXISTING BUILDING	⊠	EXISTING FIRE HYDRANT
---	PROPOSED BUILDING	⊠	PROPOSED FIRE HYDRANT
---	EXISTING CURB/GUTTER	⊠	EXISTING WATER METER
---	PROPOSED CURB/GUTTER	⊠	PROPOSED WATER METER
---	PROPOSED SPILL CURB/GUTTER	⊠	PROPOSED METER/BACKFLOW VAULT
---	PROPOSED TRANSITION CURB/GUTTER	⊠	PROPOSED IRRIGATION MANHOLE
---	EXISTING RETAINING WALL	⊠	PROPOSED FENCE
---	EXISTING 1-FT CONTOUR	⊠	EXISTING FENCE
---	EXISTING 5-FT CONTOUR	⊠	PROPOSED TRAFFIC FLOW
---	PROPOSED 1-FT CONTOUR	⊠	GRADE BREAK
---	PROPOSED 5-FT CONTOUR	⊠	ROOF DRAIN (RD)
---	EXISTING ASPHALT	⊠	STREET LIGHT POLE
---	PROPOSED ASPHALT	⊠	FIRE DEPARTMENT CONNECTION
---	PROPOSED HEAVY DUTY ASPHALT	⊠	PARKING LOT LIGHT
---	EXISTING CONCRETE	⊠	PROPOSED BUILDING LIGHT
---	PROPOSED CONCRETE	⊠	POWER POLE
---	PROPOSED HEAVY DUTY CONCRETE	⊠	FL FLOWLINE
---	EXISTING SANITARY SEWER	⊠	EOP EDGE OF PAVEMENT
---	PROPOSED SANITARY SEWER	⊠	TOC TOP OF CONCRETE
---	EXISTING SANITARY SEWER MANHOLE	⊠	TOW TOP OF WALL
---	PROPOSED SANITARY SEWER MANHOLE	⊠	BOW BOTTOM OF WALL
---	EXISTING SANITARY SEWER CLEANOUT	⊠	TBW TOP BACK OF WALK
---	EXISTING STORM SEWER	⊠	TC TOP OF CURB
---	PROPOSED STORM SEWER	⊠	BOC BACK OF CURB
---	EXISTING STORM SEWER INLET	⊠	LS LANDSCAPE AREA
---	PROPOSED STORM SEWER INLET	⊠	UTILITY PEDESTALS
---	EXISTING STORM SEWER MANHOLE	⊠	
---	PROPOSED STORM SEWER MANHOLE	⊠	

TYPICAL CONCRETE SECTIONS



**SHOP architecture**  
 2882 WYANDOTT ST. • DENVER, CO 80211 • 303.433.4094

**A.C.G. AUSTIN CIVIL GROUP, INC.**  
 Land Planning • Civil Engineering • Development Services  
 128 North 7th Street, Suite 300 • Grand Junction, Colorado, 81501  
 (970) 242-1540

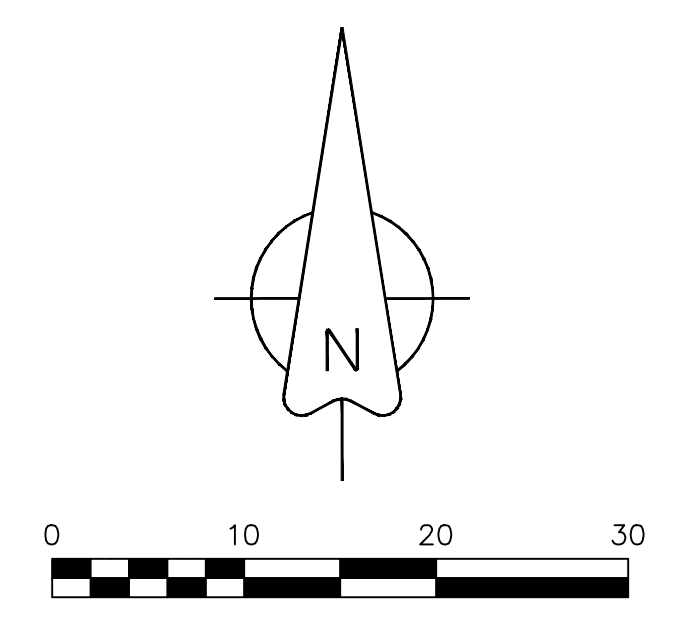
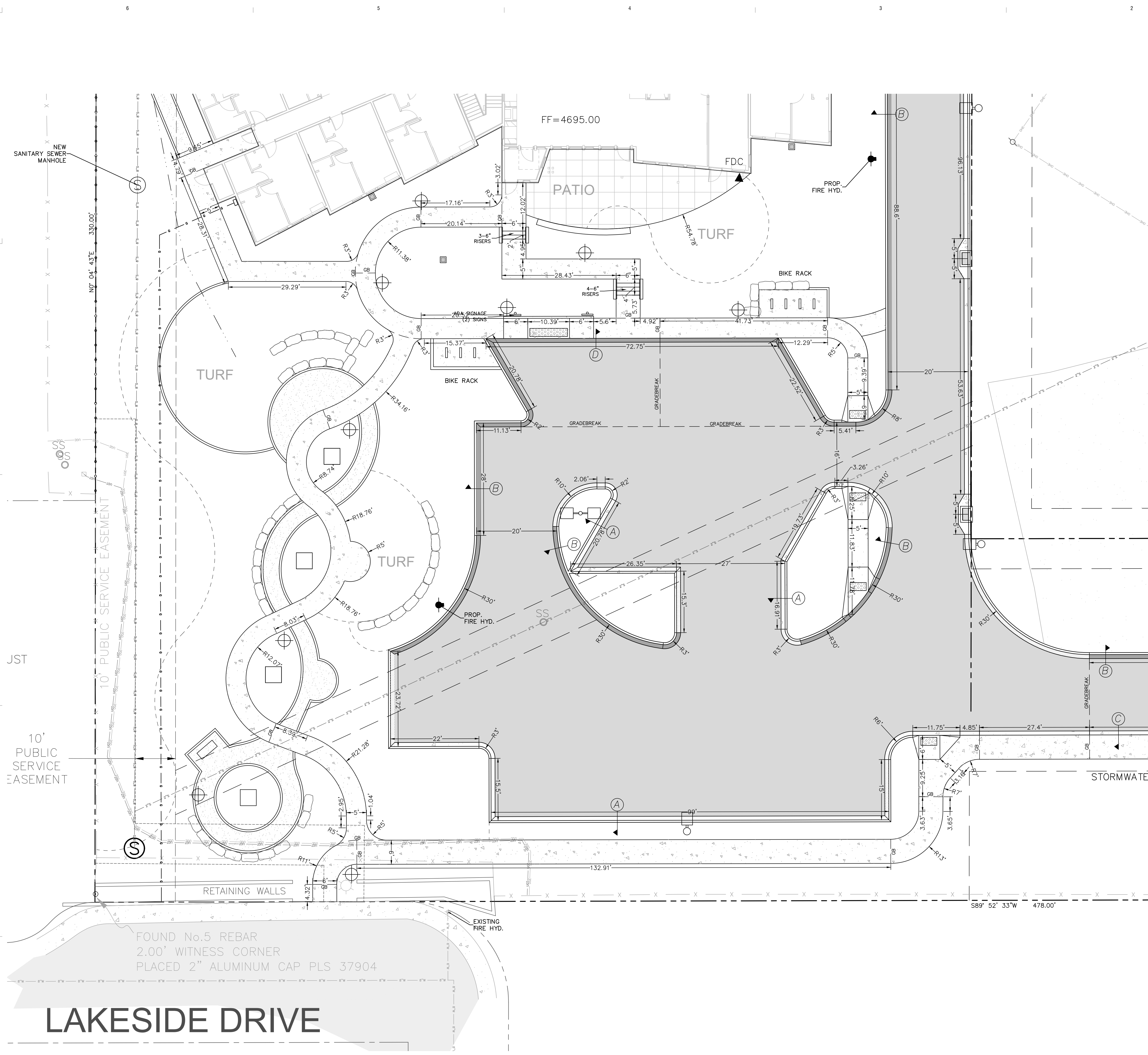
Know what's below  
 Call before you dig.  

 SCALE: VERIFICATION  
 BIR IS ONE FOOT ON GRAPHICAL DRAWING  
 IF NOT OTHERWISE INDICATED.

**KARIS GRAND JUNCTION**  
 3205 North 12th Street  
 Grand Junction, CO 81506

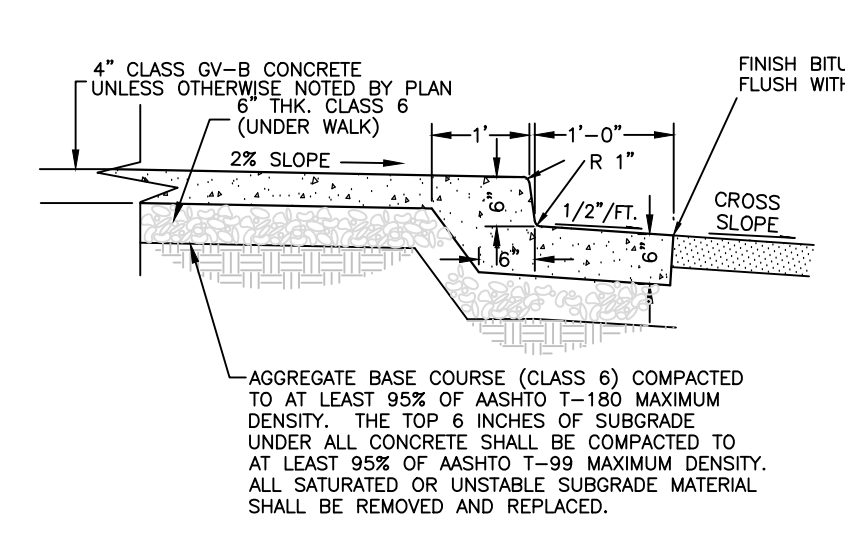
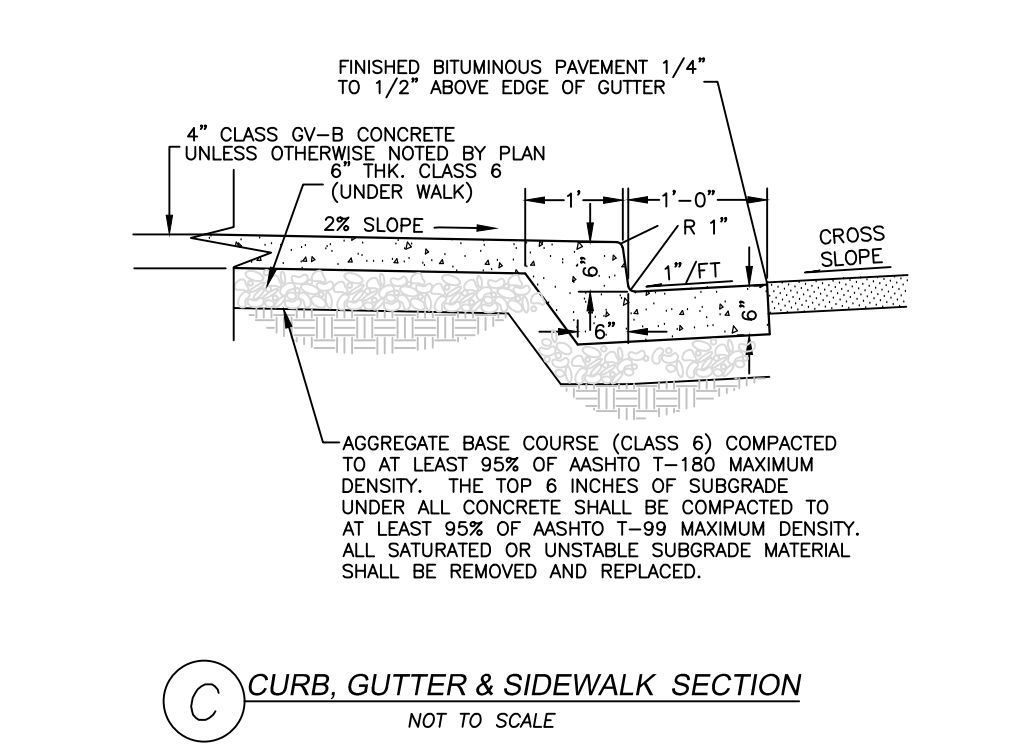
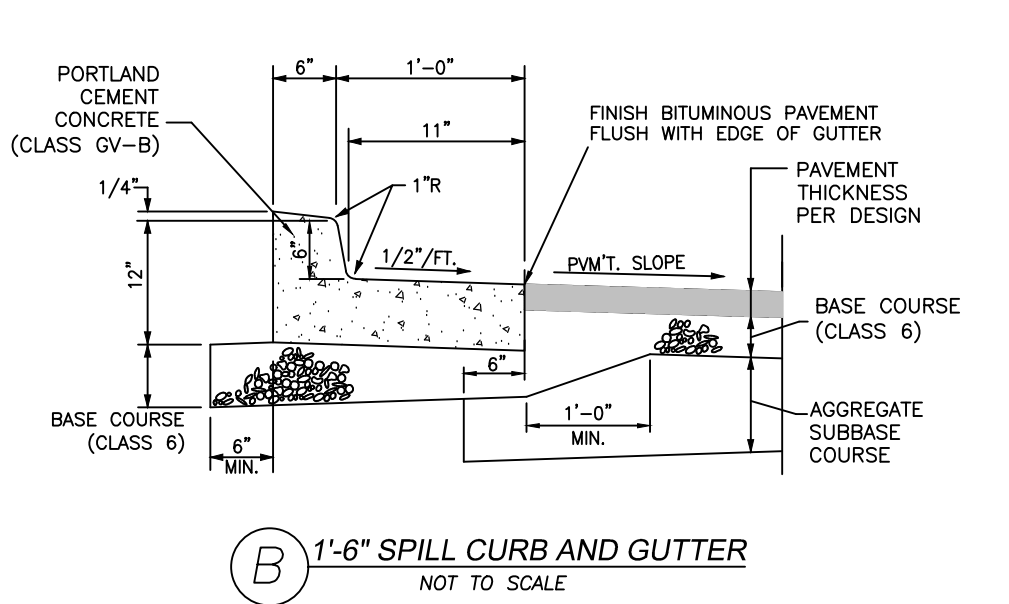
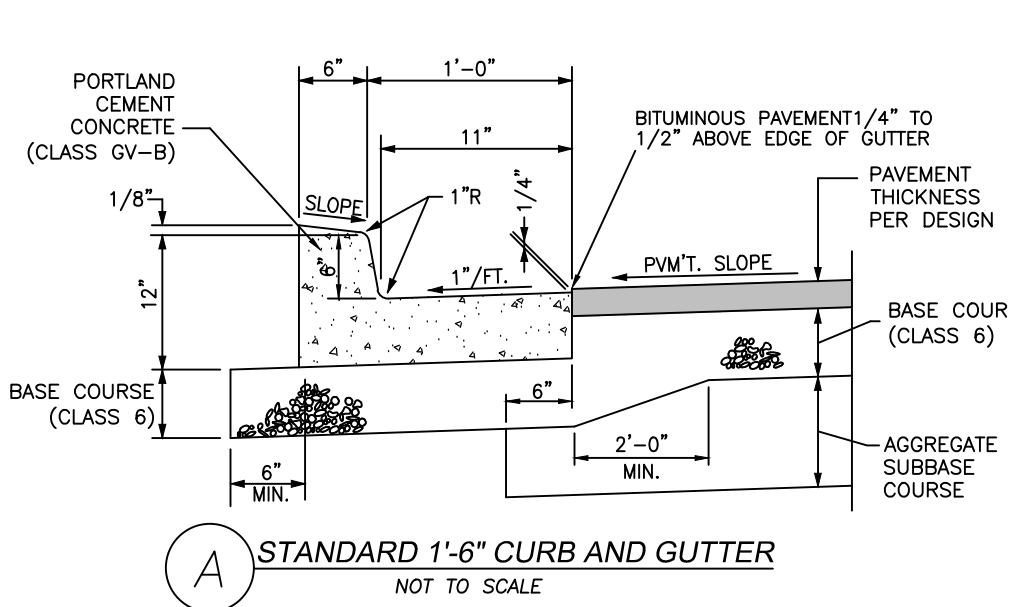
REV: CITY COMMENTS R02 7/11/2019  
 DRAWN: LMS  
 REVIEWED: SJS  
 DATE: 3/21/19  
 PROJECT #: 18007  
 FILE:  
 SHEET TITLE:  
**HORIZONTAL CONTROL PLAN**  
 SCALE: 1"=10'  
 NO. **C7.00**





LEGEND			
---	PROPERTY LINE	⊕	PROPOSED INLINE DRAIN
- - -	ADJACENT PROPERTY LINE	⊕	EXISTING 8" WATER MAIN
---	PROPOSED 2" DOMESTIC SERVICE	⊕	PROPOSED 2" DOMESTIC SERVICE
---	PROPOSED 4" FIRE LINE	⊕	EXISTING FIRE HYDRANT
---	EXISTING BUILDING	⊕	PROPOSED FIRE HYDRANT
---	PROPOSED BUILDING	⊕	EXISTING WATER METER
---	EXISTING CURB/GUTTER	⊕	PROPOSED WATER METER
---	PROPOSED CURB/GUTTER	⊕	PROPOSED METER/BACKFLOW VAULT
---	PROPOSED SPILL CURB/GUTTER	⊕	PROPOSED IRRIGATION MANHOLE
---	EXISTING TRANSITION CURB/GUTTER	⊕	EXISTING FENCE
---	EXISTING RETAINING WALL	⊕	PROPOSED TRAFFIC FLOW
---	EXISTING 1-FT CONTOUR	⊕	GRADE BREAK
---	EXISTING 5-FT CONTOUR	⊕	ROOF DRAIN (RD)
---	PROPOSED 1-FT CONTOUR	⊕	STREET LIGHT POLE
---	PROPOSED 5-FT CONTOUR	⊕	FIRE DEPARTMENT CONNECTION
---	EXISTING ASPHALT	⊕	PARKING LOT LIGHT
---	PROPOSED ASPHALT	⊕	PROPOSED BUILDING LIGHT
---	PROPOSED HEAVY DUTY ASPHALT	⊕	POWER POLE
---	EXISTING CONCRETE	⊕	FL FLOWLINE
---	PROPOSED CONCRETE	⊕	EOP EDGE OF PAVEMENT
---	PROPOSED HEAVY DUTY CONCRETE	⊕	TOC TOP OF CONCRETE
---	EXISTING SANITARY SEWER	⊕	TOW TOP OF WALL
---	PROPOSED SANITARY SEWER	⊕	BOW BOTTOM OF WALL
---	EXISTING SANITARY SEWER MANHOLE	⊕	TBW TOP BACK OF WALK
---	PROPOSED SANITARY SEWER MANHOLE	⊕	TO TOP OF CURB
---	EXISTING STORM SEWER	⊕	BOC BACK OF CURB
---	PROPOSED STORM SEWER	⊕	LS LANDSCAPE AREA
---	EXISTING STORM SEWER INLET	⊕	UTILITY PEDESTALS
---	PROPOSED STORM SEWER INLET	⊕	
---	EXISTING STORM SEWER MANHOLE	⊕	
---	PROPOSED STORM SEWER MANHOLE	⊕	

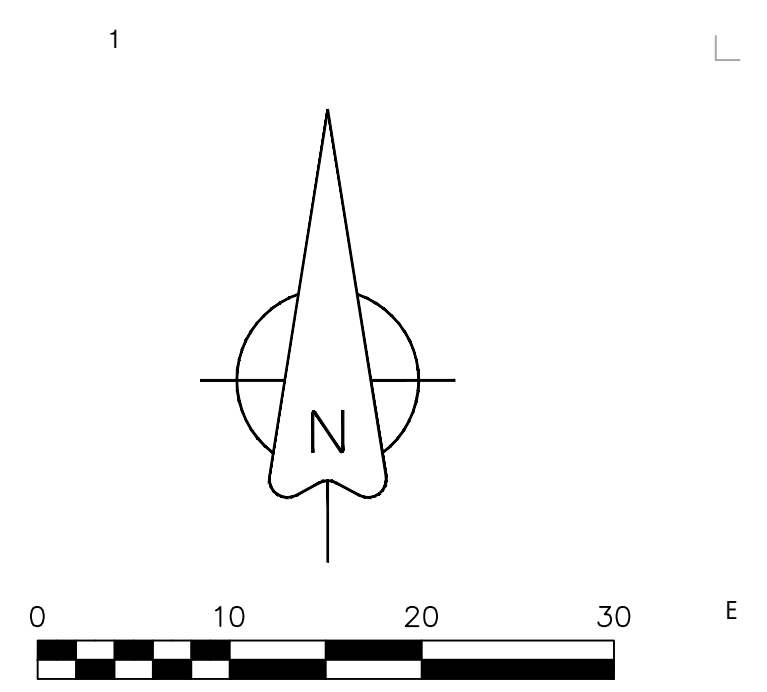
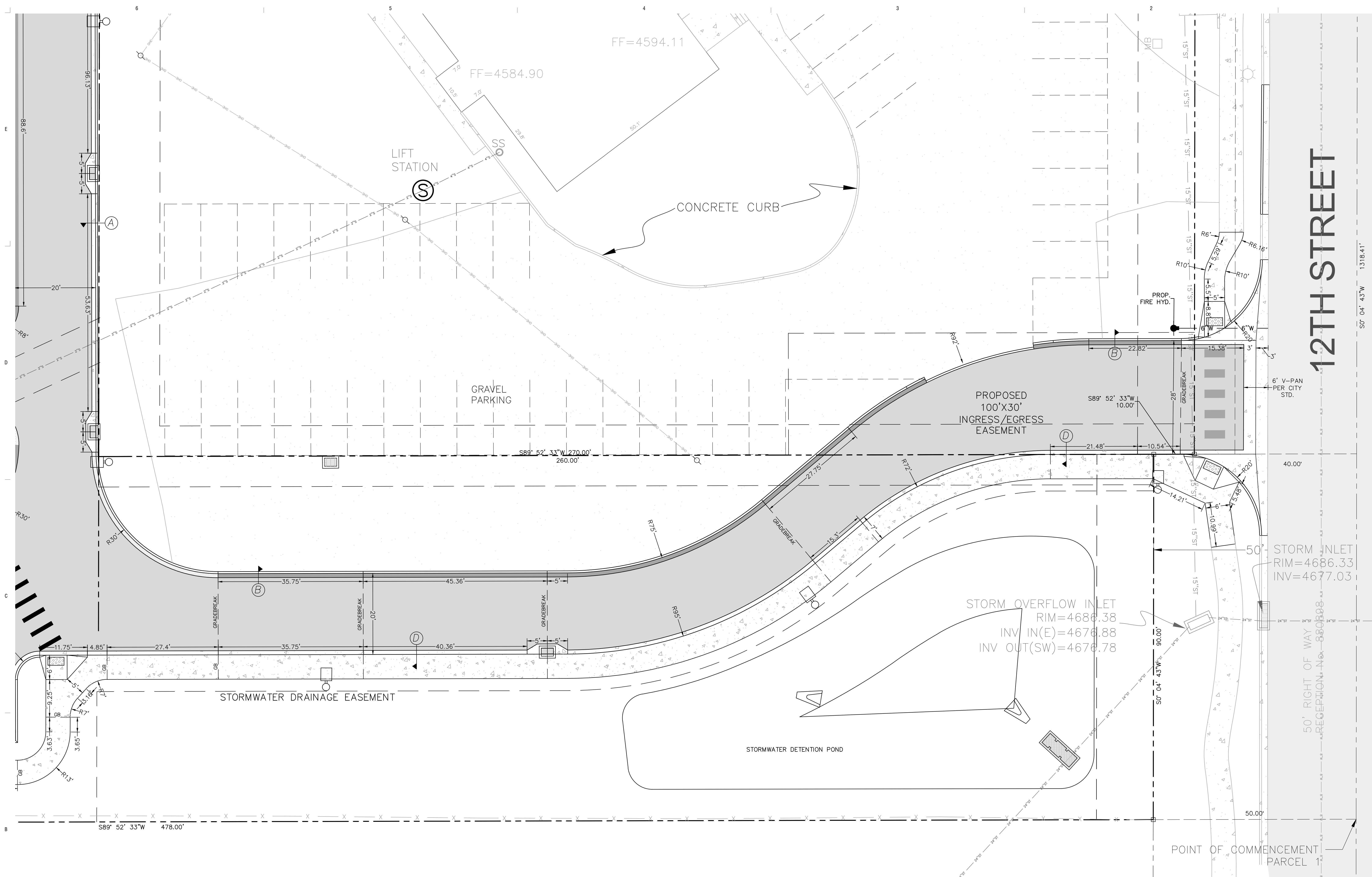
**TYPICAL CONCRETE SECTIONS**



**ACCEPTANCE NOTES**  
THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT ORDINANCES, SUBJECT TO THESE PLANS BEING REVISIONS, DURING AND AFTER THE PROVISIONAL PERIOD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY REVIEWER ACCEPTS NO LIABILITY FOR ANY ERRORS OR OMISSIONS OF RECORD. THE CITY REVIEWER ACCEPTS NO LIABILITY FOR ANY ERRORS OR OMISSIONS FROM THE PROFESSIONAL OF RECORD.  
CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SUBMITTAL.

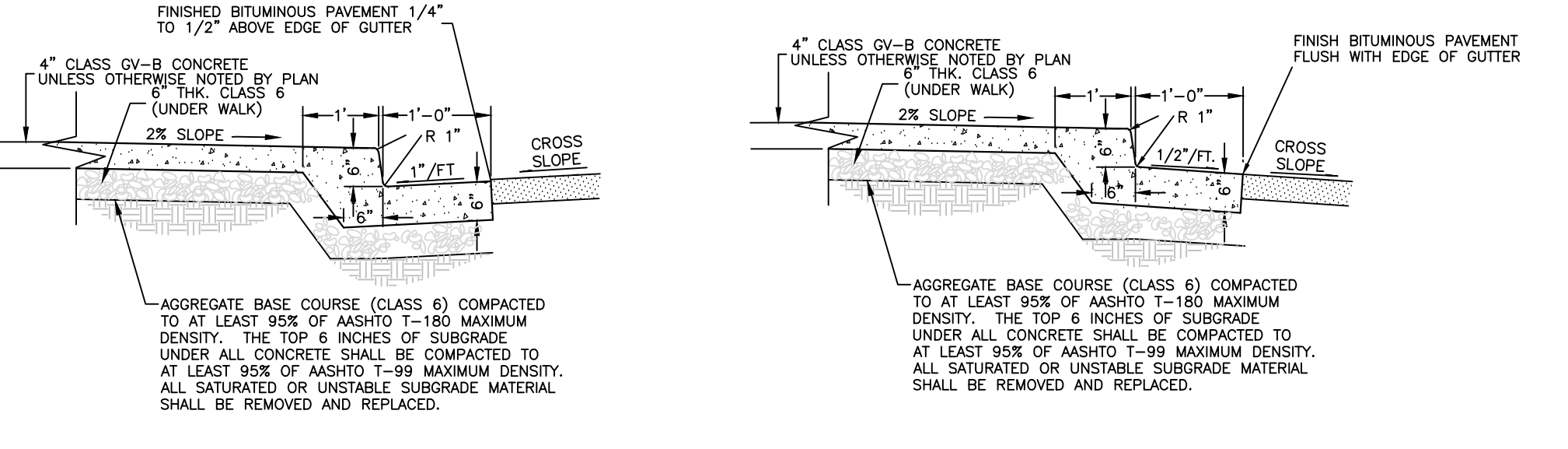
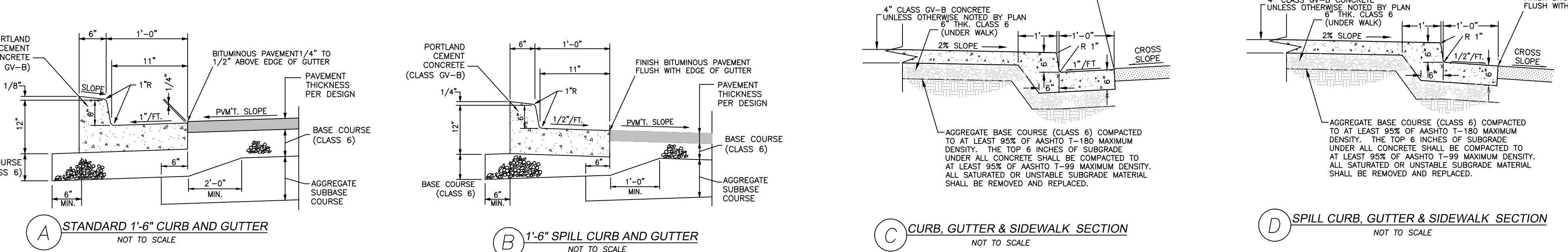
M:\PROJECTS\151360\0001 - Karis Multi-Family\Drawings\CAD\Production\Drawings\HORIZONTAL CONTROL PLAN.dwg TO: RFB:pcj





LEGEND			
---	PROPERTY LINE	○	PROPOSED INLINE DRAIN
- - -	ADJACENT PROPERTY LINE	○	EXISTING 8" WATER MAIN
---	EXISTING EASEMENT	○	PROPOSED 2" DOMESTIC SERVICE
---	PROPOSED EASEMENT	○	PROPOSED 4" FIRE LINE
---	EXISTING BUILDING	○	EXISTING FIRE HYDRANT
---	PROPOSED BUILDING	○	PROPOSED FIRE HYDRANT
---	EXISTING CURB/GUTTER	○	EXISTING WATER METER
---	PROPOSED CURB/GUTTER	○	PROPOSED WATER METER
---	PROPOSED SPILL CURB/GUTTER	○	PROPOSED METER/BACKFLOW VAULT
---	PROPOSED TRANSITION CURB/GUTTER	○	PROPOSED IRRIGATION MANHOLE
---	EXISTING RETAINING WALL	○	PROPOSED FENCE
---	EXISTING 1'-FT CONTOUR	○	PROPOSED TRAFFIC FLOW
---	EXISTING 5'-FT CONTOUR	○	GRADE BREAK
---	PROPOSED 1'-FT CONTOUR	○	ROOF DRAIN (RD)
---	PROPOSED 5'-FT CONTOUR	○	EXISTING ASPHALT
---	PROPOSED ASPHALT	○	PROPOSED ASPHALT
---	PROPOSED HEAVY DUTY ASPHALT	○	PROPOSED HEAVY DUTY ASPHALT
---	EXISTING CONCRETE	○	PROPOSED CONCRETE
---	PROPOSED CONCRETE	○	EXISTING SANITARY SEWER
---	EXISTING SANITARY SEWER	○	PROPOSED SANITARY SEWER
---	PROPOSED SANITARY SEWER MANHOLE	○	EXISTING SANITARY SEWER MANHOLE
---	PROPOSED SANITARY SEWER CLEANOUT	○	PROPOSED SANITARY SEWER CLEANOUT
---	EXISTING STORM SEWER	○	EXISTING STORM SEWER
---	PROPOSED STORM SEWER	○	PROPOSED STORM SEWER
---	EXISTING STORM SEWER INLET	○	EXISTING STORM SEWER INLET
---	PROPOSED STORM SEWER INLET	○	PROPOSED STORM SEWER INLET
---	EXISTING STORM SEWER MANHOLE	○	EXISTING STORM SEWER MANHOLE
---	PROPOSED STORM SEWER MANHOLE	○	PROPOSED STORM SEWER MANHOLE
---	EXISTING UTILITY PEDESTALS	○	EXISTING UTILITY PEDESTALS
---	PROPOSED UTILITY PEDESTALS	○	PROPOSED UTILITY PEDESTALS

**TYPICAL CONCRETE SECTIONS**



**ACCEPTANCE NOTES**  
THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT ORDINANCES, SUBJECT TO THE PLANNING BOARD'S REVIEW AND APPROVAL OF THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN SHEET. THE CITY REVIEWER ACCEPTS NO LIABILITY FOR ANY ERRORS OR OMISSIONS OF THE PROFESSIONAL OF RECORD. THE CITY REVIEWER ACCEPTS NO LIABILITY FOR ANY ERRORS OR OMISSIONS OF THE PROFESSIONAL OF RECORD. CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SUBMITTAL.

CITY DEVELOPMENT ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_



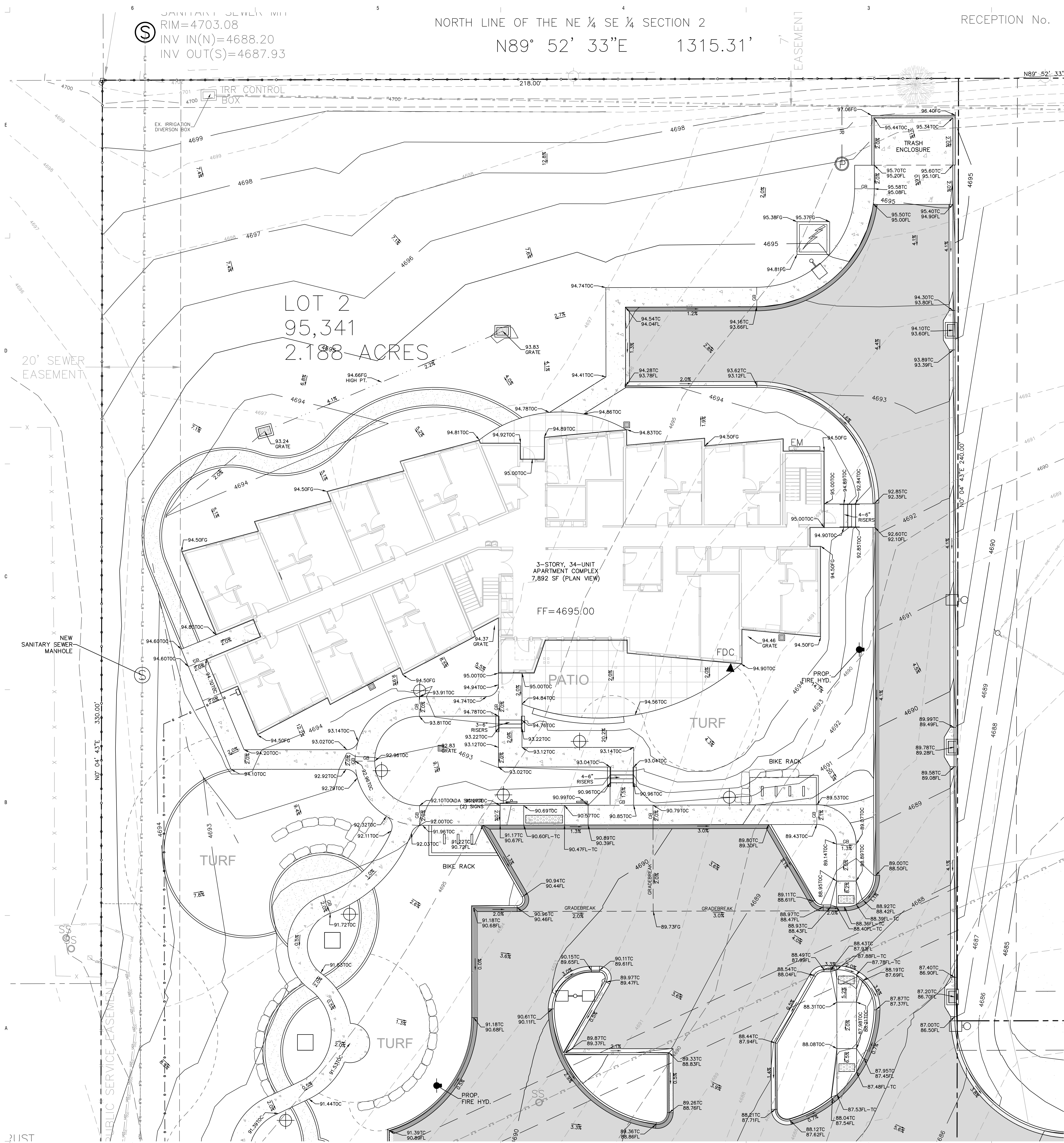
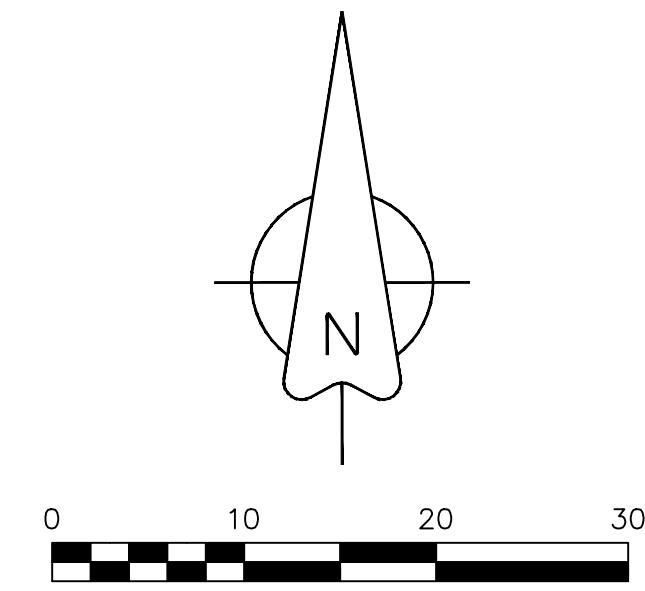




SANITARY SEWER WITH  
 RIM=4703.08  
 INV IN(N)=4688.20  
 INV OUT(S)=4687.93

NORTH LINE OF THE NE ¼ SE ¼ SECTION 2  
 N89° 52' 33"E 1315.31'

RECEPTION No.



UTILITIES AND AGENCIES		
CITY UTILITIES DIRECTOR	RANDI KIM	244-1429
UTE WATER	JIM DAUGHERTY	242-7491
GRAND VALLEY IRRIGATION	PHIL BERTRAND	242-2782
CITY OF GRAND JUNCTION PUBLIC WORKS	TRENT FRALL	256-4047
CITY OF GJ DEVELOPMENT INSPECTOR	MARK BARS/LUND	201-1362
521 DRAINAGE AUTHORITY	MARK BARS/LUND	201-1362
WCEL ENERGY	BRENDON BOES	244-2681
CENTURY LINK	CHRIS JOHNSON	244-4333
CHARTER	JOHN VALDEZ	244-8260

**SHOPWORKS**  
 architecture  
 2882 WYANDOTT ST. • DENVER, CO 80211 • 303.433.4094

**A.C.G.**  
**AUSTIN CIVIL GROUP, INC.**  
 Land Planning • Civil Engineering • Development Services  
 123 North 7th Street, Suite 200 • Grand Junction, Colorado, 81501  
 (970) 242-1540

Know what's below.  
 Call before you dig.  

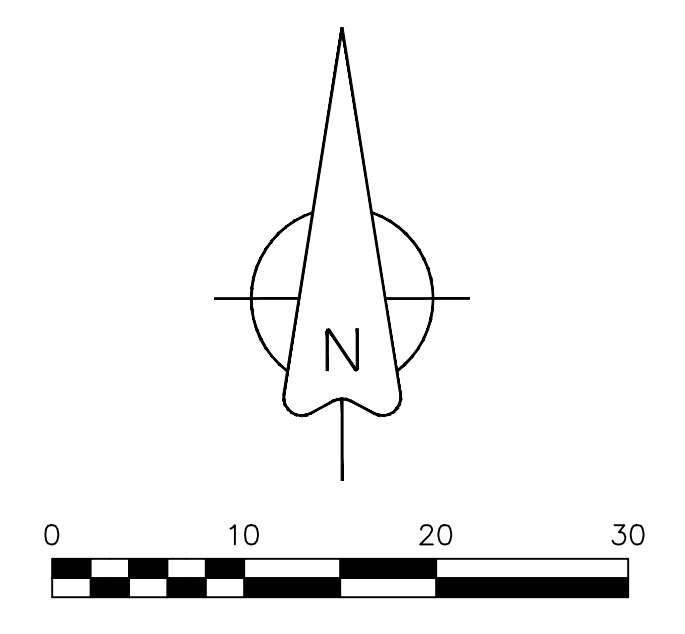
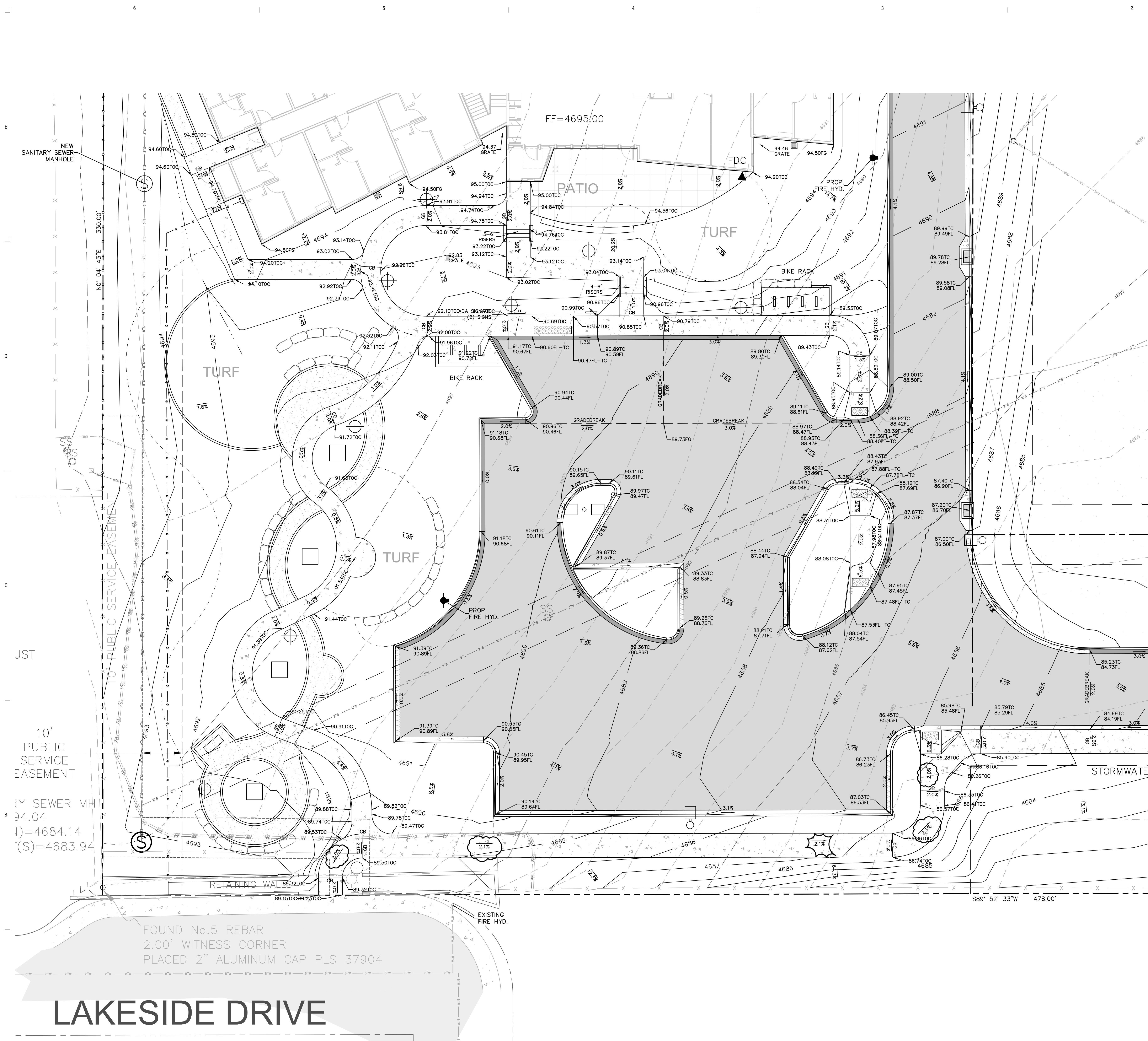
 SCALE: VERIFICATION  
 B.M. IS ONE (1) FOOT ON GROUND. SHEET  
 IF NOT OTHERWISE INDICATED.

**KARIS GRAND JUNCTION**  
 3205 North 12th Street  
 Grand Junction, CO 81506

REV: \_\_\_\_\_  
 DRAWN: LMS  
 REVIEWED: STS  
 DATE: 3/21/19  
 PROJECT #: 18007  
 FILE: \_\_\_\_\_  
 SHEET TITLE:  
**GRADING AND DRAINAGE PLAN**  
 SCALE: 1"=10'

NO. **C8.10**





**LAKESIDE DRIVE**

FOUND No.5 REBAR  
2.00' WITNESS CORNER  
PLACED 2" ALUMINUM CAP PLS 37904

UTILITIES AND AGENCIES		
CITY UTILITIES DIRECTOR	RANDI KIM	244-1429
CITY WATER	JIM DAUGHERTY	242-7491
GRAND VALLEY IRRIGATION	PHIL BERTRAND	242-2762
CITY OF GRAND JUNCTION PUBLIC WORKS	TRENT FRILL	256-4047
CITY OF GJ DEVELOPMENT INSPECTOR	MARK BARS/LUND	201-1362
WHEEL ENERGY	MARK BARS/LUND	201-1362
WHEEL ENERGY	BRENDA BOES	244-2681
CENTURY LINK	CHRIS JOHNSON	244-4333
CHARTER	JOHN VALDEZ	244-8726

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**811**  
Know what's below.  
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SCALE: VERIFICATION  
BUT IS ONE SHEET ONLY. SEE GENERAL DRAWING  
IF NOT OTHERWISE ACCOMPANIED.

**KARIS GRAND JUNCTION**  
3205 North 12th Street  
Grand Junction, CO 81506

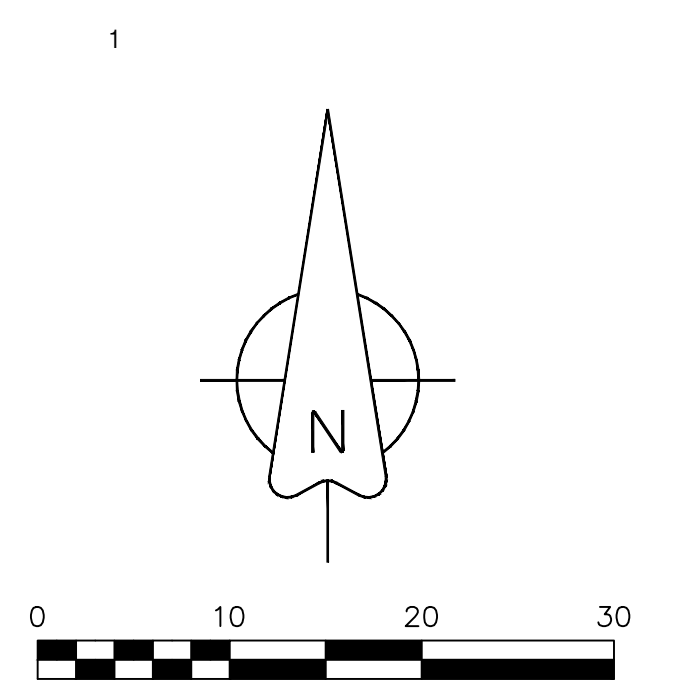
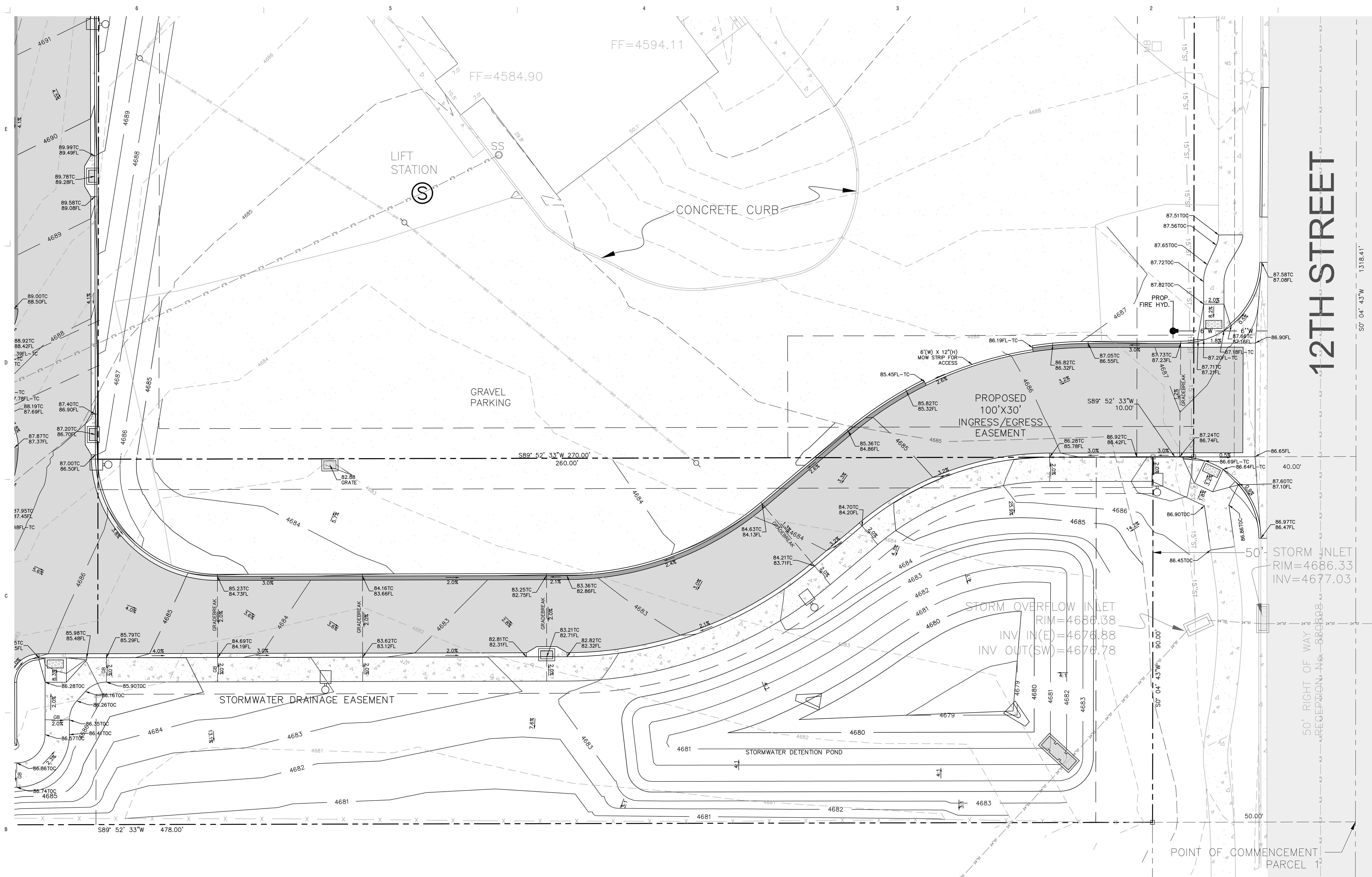
REV: CITY COMMENTS R02 7/11/2019

DRAWN: LMS  
REVIEWED: STS  
DATE: 3/21/19  
PROJECT #: 18007  
FILE:  
SHEET TITLE:  
**GRADING AND DRAINAGE PLAN**

1"=10'

NO. **C8.20**





**SHOPWORKS**  
architecture  
2882 WYANDOTT ST. • DENVER, CO 80211 • 303.433.4094

**A.C.G.**  
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(970) 242-1549

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SCALE: VERIFICATION  
BDR IS ONE SHEET ON ORIGINAL DRAWING  
IF NOT OTHERWISE SPECIFIED

**KARIS GRAND JUNCTION**  
3205 North 12th Street  
Grand Junction, CO 81506

REV: CITY COMMENTS R01 6/7/2019

DRAWN: LMS  
REVIEWED: STS  
DATE: 3/21/19  
PROJECT #: 18007  
FILE:  
SHEET TITLE:  
**GRADING AND DRAINAGE PLAN**

NO. **C8.30**

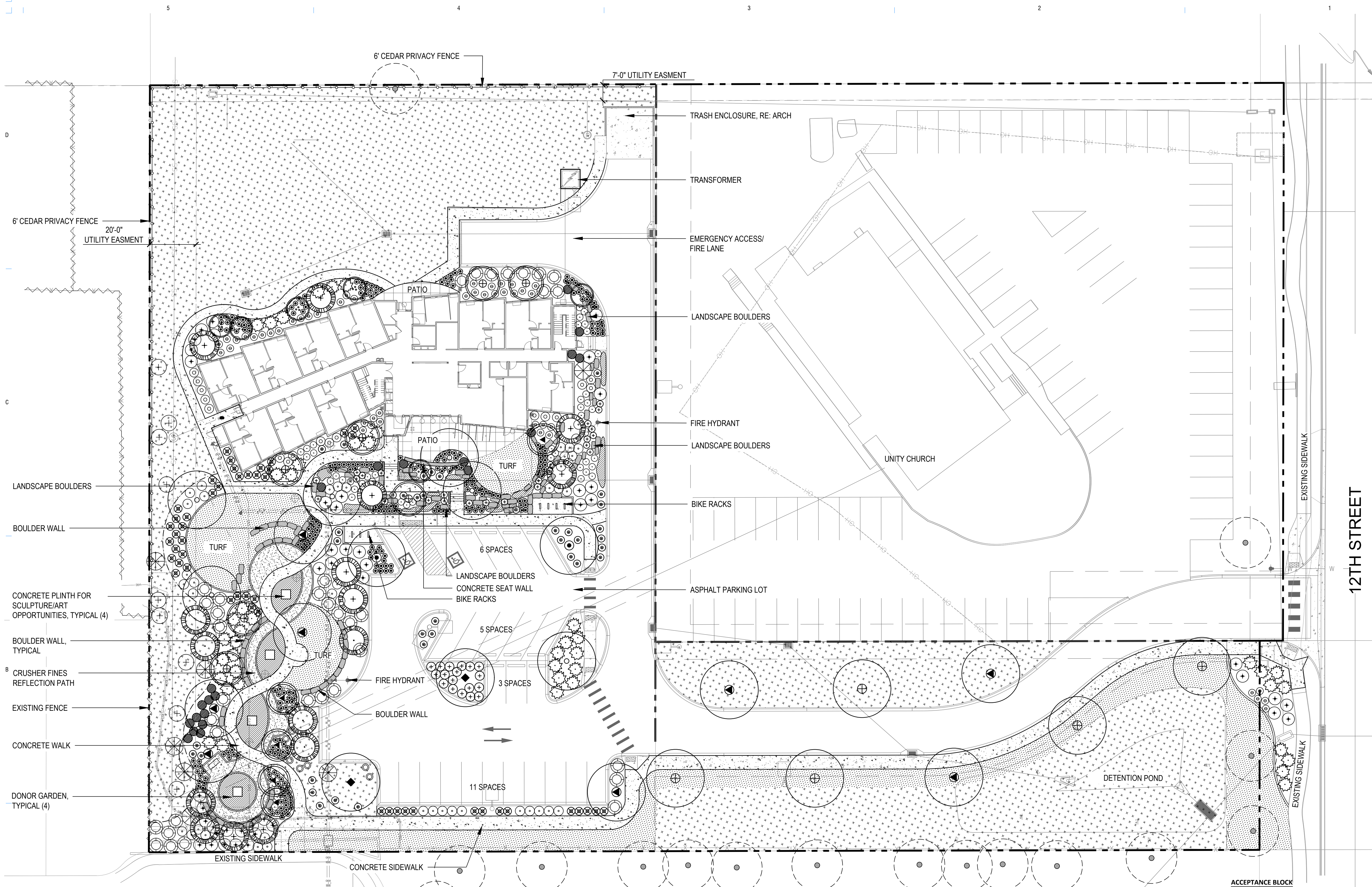
UTILITIES AND AGENCIES		
CITY UTILITIES DIRECTOR	RANDI KIM	244-1429
LITE WATER	JIM DAUGHERTY	242-7491
GRAND VALLEY IRRIGATION	PHIL BERTRAND	242-2762
CITY OF GRAND JUNCTION PUBLIC WORKS	TRENT FRALL	256-4047
CITY OF GJ DEVELOPMENT INSPECTOR	MARK BARSLUND	201-1362
521 DRAINAGE AUTHORITY	MARK BARSLUND	201-1362
WCE ENERGY	BRENDA BOES	244-2681
CENTURY LINK	CHRIS JOHNSON	244-4333
CHARTER	JOHN VALDEZ	244-8750

**ACCEPTANCE BLOCK**  
THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT ORDINANCES, SUBJECT TO THESE PLANS BEING SAID, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE DRAWING. THE CITY MAKES NO GUARANTEE OR WARRANTY AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED IN THESE PLANS OR CALCULATIONS. THE PROFESSIONAL OF RECORD SHALL BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION PROVIDED IN THESE PLANS OR CALCULATIONS WITHIN ONE YEAR FROM THE DATE OF PLANS SUBMITTAL.

CITY DEVELOPMENT ENGINEER DATE

M:\PROJECTS\15160\0001 - Karis Multi-Family\Drawings\CDD\Production\Drawings\PRD\_Site\_KARIS.dwg, 7/9/2019 11:16 AM, DWG TO PDF.pc3





6' CEDAR PRIVACY FENCE  
20'-0" UTILITY EASMENT  
LANDSCAPE BOULDERS  
BOULDER WALL  
CONCRETE PLINTH FOR SCULPTURE/ART OPPORTUNITIES, TYPICAL (4)  
BOULDER WALL, TYPICAL  
CRUSHER FINES REFLECTION PATH  
EXISTING FENCE  
CONCRETE WALK  
DONOR GARDEN, TYPICAL (4)

TRASH ENCLOSURE, RE: ARCH  
TRANSFORMER  
EMERGENCY ACCESS/ FIRE LANE  
LANDSCAPE BOULDERS  
FIRE HYDRANT  
LANDSCAPE BOULDERS  
BIKE RACKS  
ASPHALT PARKING LOT

UNITY CHURCH

12TH STREET

LAKESIDE DRIVE

**SURFACE LEGEND**

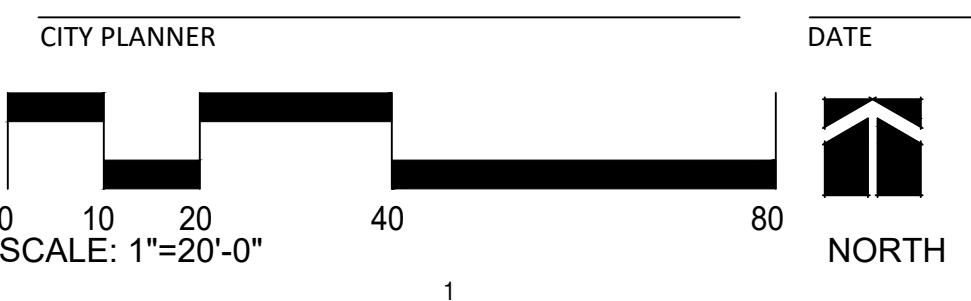
- STANDARD CONCRETE
- CRUSHER FINES
- TURF
- NATIVE GRASS
- PERENNIALS

**LEGEND**

- BOULDER SEATING
- EXISTING PRIVACY FENCE TO REMAIN
- 6' PRIVACY FENCING
- BOULDER WALL
- CONCRETE SEAT WALL W/ STONE CAP
- BICYCLE PARKING
- 6"x6" FLUSH CONCRETE EDGER
- LIGHTING FIXTURES
- EXISTING TREE TO REMAIN

**ACCEPTANCE BLOCK**

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DATE	DESCRIPTION
3/27/19	CITY SUBMITTAL
6/06/19	CITY SUBMITTAL
7/11/19	CITY SUBMITTAL

DRAWN: JB  
REVIEWED: CH/JH  
PROJECT #: 18007

SHEET TITLE:  
**Landscape Site Plan**

SCALE:

NO.

**LS101**



# LANDSCAPE PLANTING SCHEDULE

EVERGREEN TREES						
SYMBOL	QTY.	COMMON NAME	BOTANIC NAME	SIZE	WATER USE	
	5	Piñon Pine	Pinus edulis	6' Height	Very Low	
	11	Austrian Pine	Pinus nigra	8' Height	Very Low	

DECIDUOUS TREES						
SYMBOL	QTY.	COMMON NAME	BOTANIC NAME	SIZE	WATER USE	
	8	Chinkapin Oak	Quercus muehlenbergii	2.5" Caliper	Low	
	2	Common Hackberry	Celtis occidentalis	2.5" Caliper	Very Low	
	6	Shademoor Honeylocust	Gleditsia triacanthos inermis	2.5" Caliper	Very Low	
	2	Sensation Boxelder	Acer n. egundo 'Sensation'	2.5" Caliper	Low	
	5	London Planetree	Platanus x acerifolia	2.5" Caliper	Low	
	20	Species to be Determined	Species to be Determined	2" Caliper		

ORNAMENTAL & SMALL TREES						
SYMBOL	QTY.	COMMON NAME	BOTANIC NAME	SIZE	WATER USE	
	6	Autumn Brilliance Serviceberry	Amelanchier x grandiflora	6'-8" Clump	Moderate	
	7	Winter King Hawthorn	Crataegus viridis 'Winter King'	2" Caliper	Low	
	5	Eastern Redbud	Cercis canadensis	6'-8" Clump	Low	

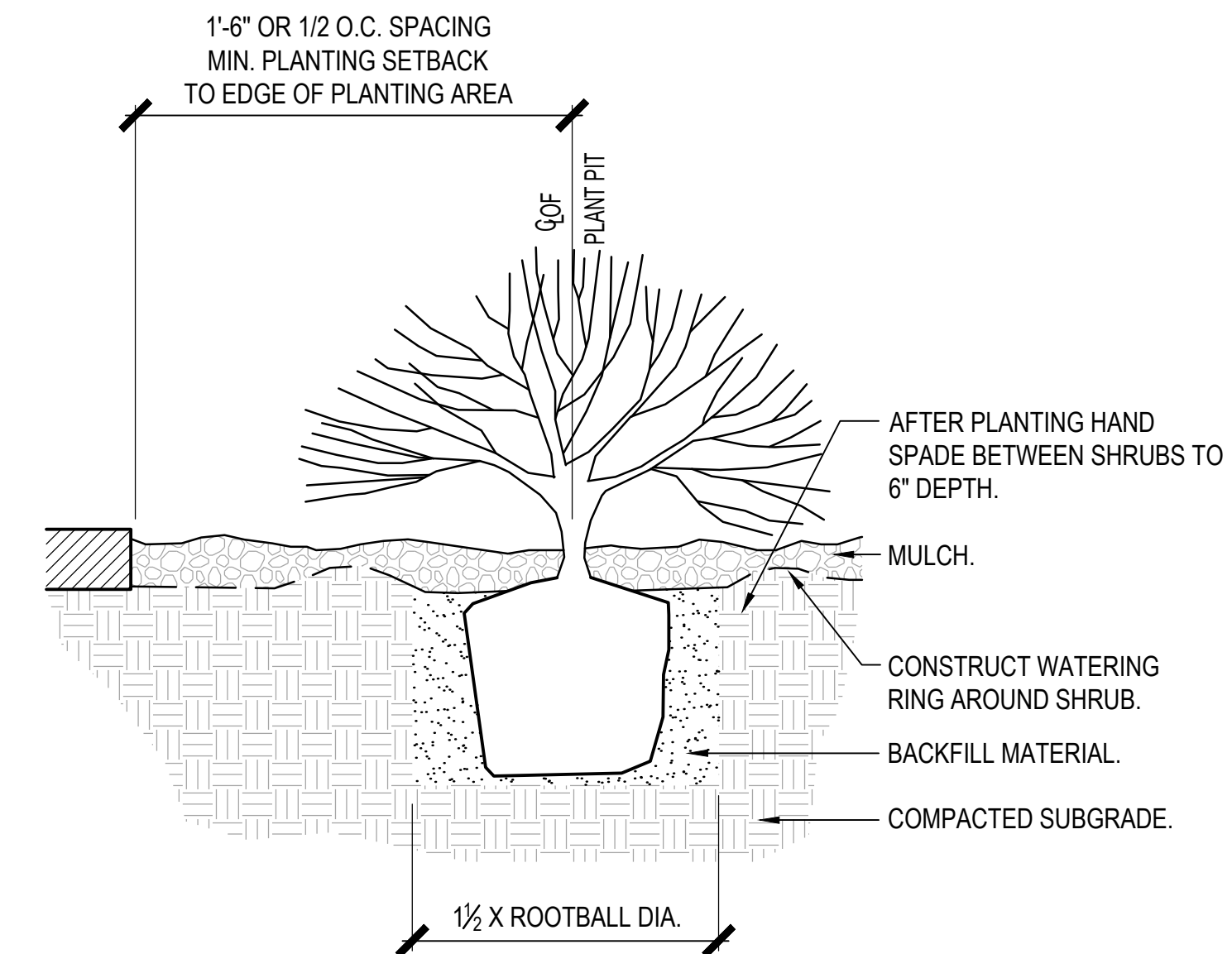
DECIDUOUS SHRUBS						
SYMBOL	QTY.	COMMON NAME	BOTANIC NAME	SIZE	WATER USE	
	46	Red Lake Currant	Ribes sativum 'Red Lake'	5 Gal. Cont.	Low	
	45	Autumn Amber Sumac	Rhus trilobata 'Autumn Amber'	5 Gal. Cont.	Low	
	44	Russian Sage	Perovskia artiplicifolia	5 Gal. Cont.	Low	
	45	Dwarf Rabbitbrush	Chrysothamnus nauseosus var.	5 Gal. Cont.	Very Low	
	17	Leadplant	Amorpha canescens	5 Gal. Cont.	Very Low	
	9	Rabbitbrush	Chrysothamnus nauseosus	5 Gal. Cont.	Very Low	
	36	Pawnee Buttes Sandcherry	Prunus besseyi 'Pawnee Buttes'	5 Gal. Cont.	Low	
	44	Panchito Manzanita	Arctostaphylos x coloradoensis	5 Gal. Cont.	Low	
	7	Red Leaf Rose	Rosa glauca	5 Gal. Cont.	Low	

EVERGREEN SHRUBS						
SYMBOL	QTY.	COMMON NAME	BOTANIC NAME	SIZE	WATER USE	
	45	Blue Chip Juniper	Juniperus horizontalis 'Blue Chip'	5 Gal. Cont.	Low	

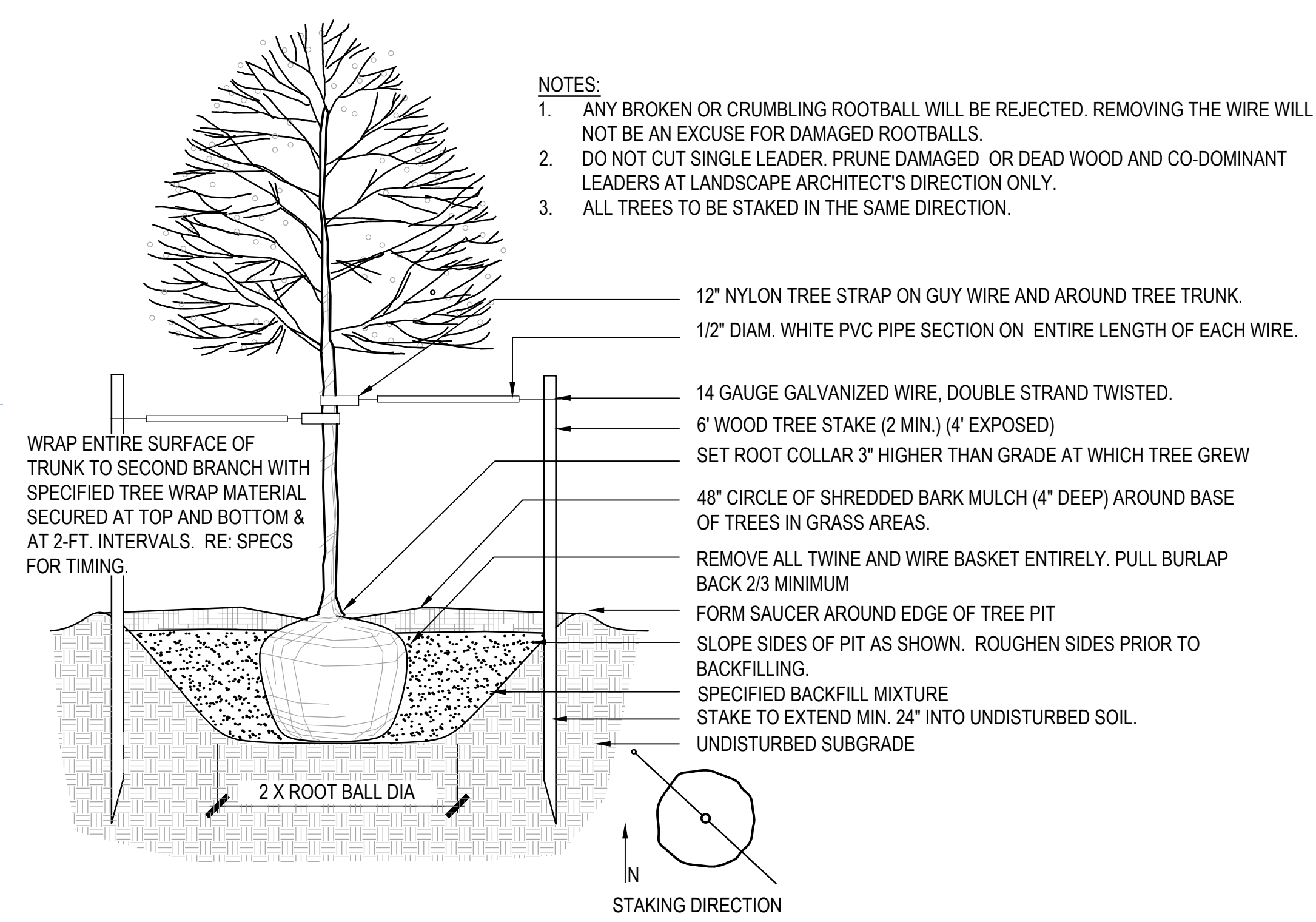
ORNAMENTAL GRASSES/PERENNIALS / GROUNDCOVERS						
SYMBOL	QTY.	COMMON NAME	BOTANIC NAME	SIZE	WATER USE	
	36	Soapweed Yucca	Yucca glauca	1 Gal. Cont.	Low	
	50	Feather Reed Grass	Calamagrostis acutiflora 'Avalanche'	1 Gal. Cont.	Low	
	21	Dwarf Maiden Grass	Miscanthus sinensis 'Yaku Jima'	1 Gal. Cont.	Low	
	284	Blue Gramma Grass	Bouteloua gracilis	1 Gal. Cont.	Low	
	150	Assorted Perennials & Groundcovers		1 Gal. Cont.	Low	

Site Landscape Requirements: 2.19 Acre Lot				
Requirement	Calculation	Trees Existing	Trees Required	Trees Provided
1 Tree/2,500 SF		0	39	57
			<u>Shrubs Required</u>	<u>Shrubs Provided</u>
1 Shrub/300 SF			318	318

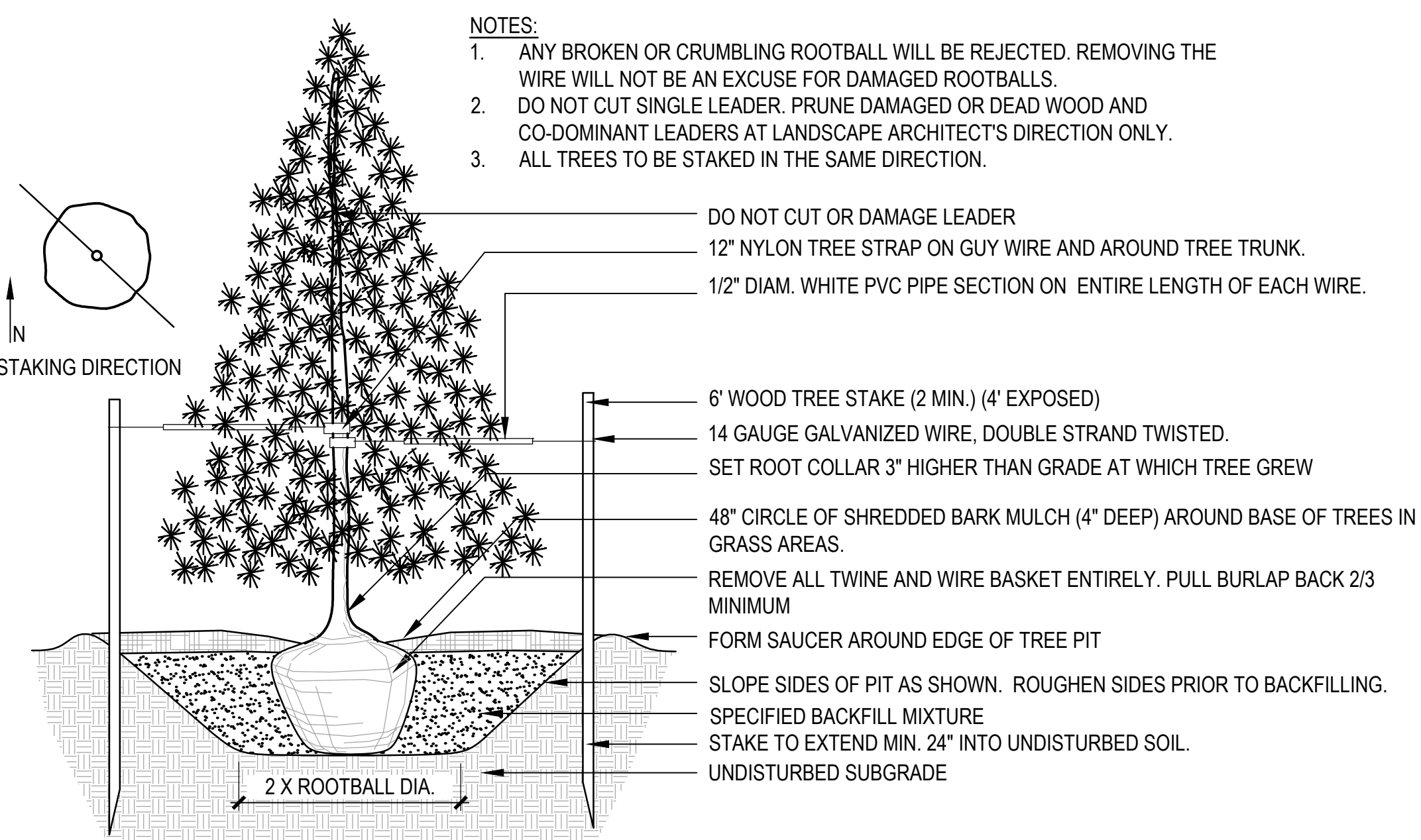
Street Frontage Landscape Requirements				
Requirement	Calculation	Trees Existing	Trees Required	Trees Provided
1 tree/40' Street Frontage	90' Street Frontage (N. 112th)	2	3	1
		<u>Shrubs Existing</u>	<u>Shrubs Required</u>	<u>Shrubs Provided</u>
		0	n/a	22



1 SHRUB PLANTING SCALE: NTS



2 DECIDUOUS TREE PLANTING SCALE: NTS



3 EVERGREEN TREE PLANTING SCALE: NTS

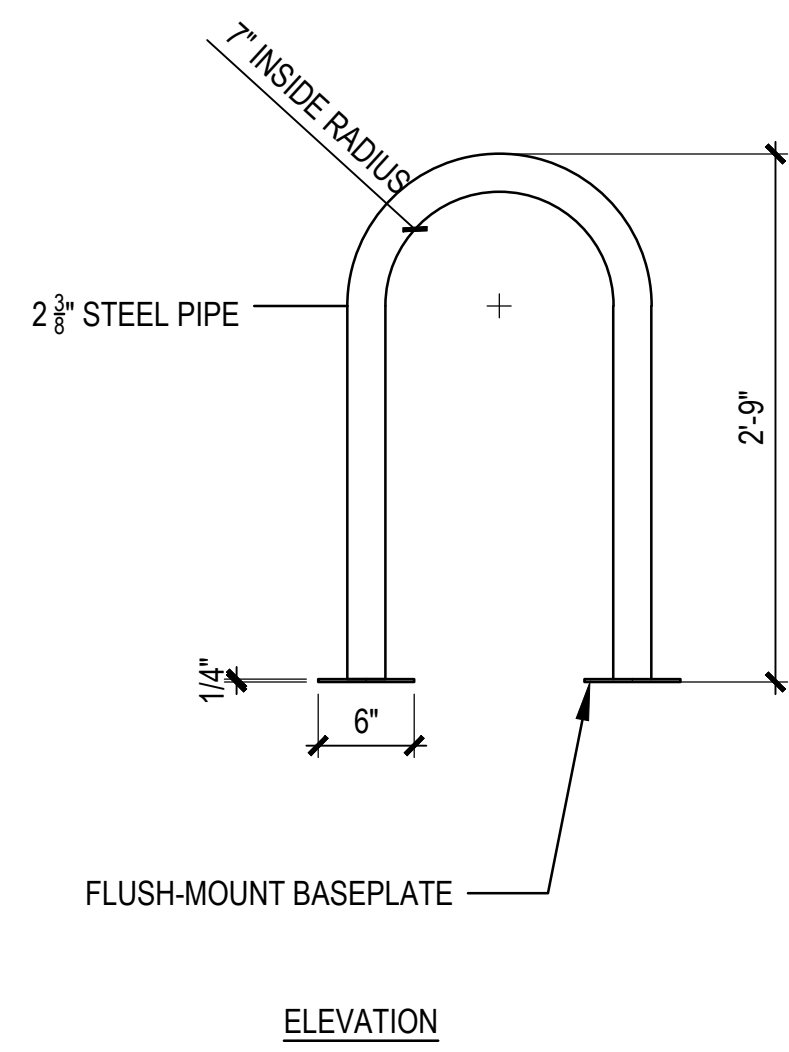
**ACCEPTANCE BLOCK**  
 THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.  
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3/27/19	CITY SUBMITTAL
6/06/19	CITY SUBMITTAL
7/11/19	CITY SUBMITTAL

DRAWN: JB  
 REVIEWED: CH/JH  
 PROJECT #: 18007

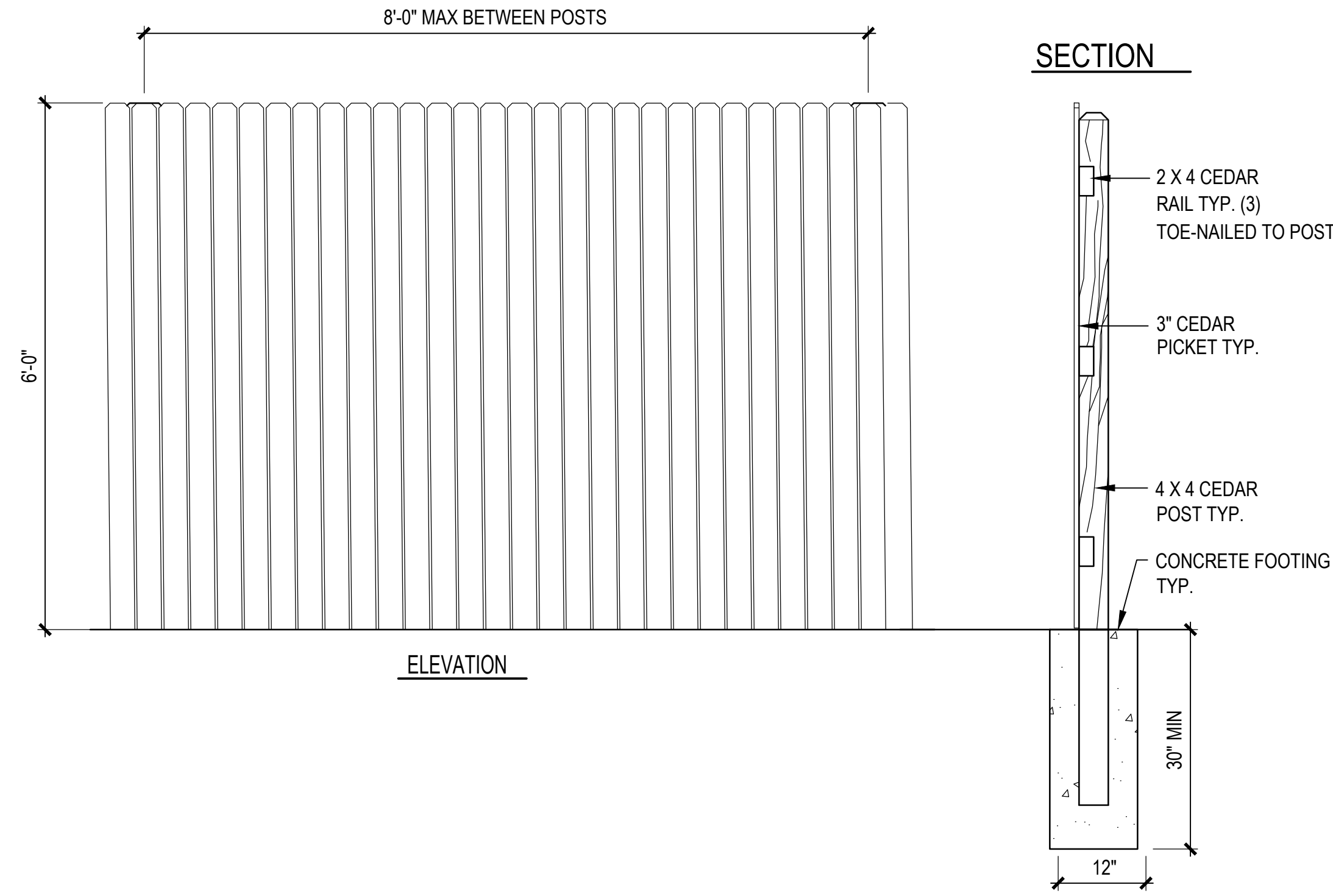
SHEET TITLE:  
 Landscape Schedules & Details

SCALE:



- NOTES:  
DIMENSIONS:  
1. HEIGHT - 33" FROM THE GROUND  
2. CONTINUOUS BEND INSIDE RADIUS = 7"
- MATERIALS AND CONSTRUCTION:  
1. 2 3/8" SCHEDULE 40 STEEL PIPE  
2. SOLID ONE-PIECE CONSTRUCTION; CONTINUOUS BEND; LEGS 14"-18" APART  
3. FINISH TO BE DETERMINED BY OWNER  
4. FLUSH MOUNTED WITH WELDED BASE PLATES. HIDDEN OR VANDAL RESISTANT FASTENERS (SCREWS OR EXPANSION BOLTS) PAINT TO MATCH BIKE RACK FINISH

1 BIKE RACK  
SCALE: 1"=1'-0"



2 6' PRIVACY FENCE  
SCALE: 3/4"=1'-0"

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6/06/19	CITY SUBMITTAL
7/11/19	CITY SUBMITTAL

DRAWN: JB  
REVIEWED: CH/JH  
PROJECT #: 18007

SHEET TITLE:  
Landscape  
Site Plan

CITY PLANNER \_\_\_\_\_

DATE \_\_\_\_\_

SCALE: \_\_\_\_\_

NO.

LS103



**KARIS APARTMENTS**  
3205 North 12th Street  
Grand Junction, CO 81506

**ARCHITECTURE**  
301 W. 45TH AVE. • DENVER, CO 80216 • 303.433.4094



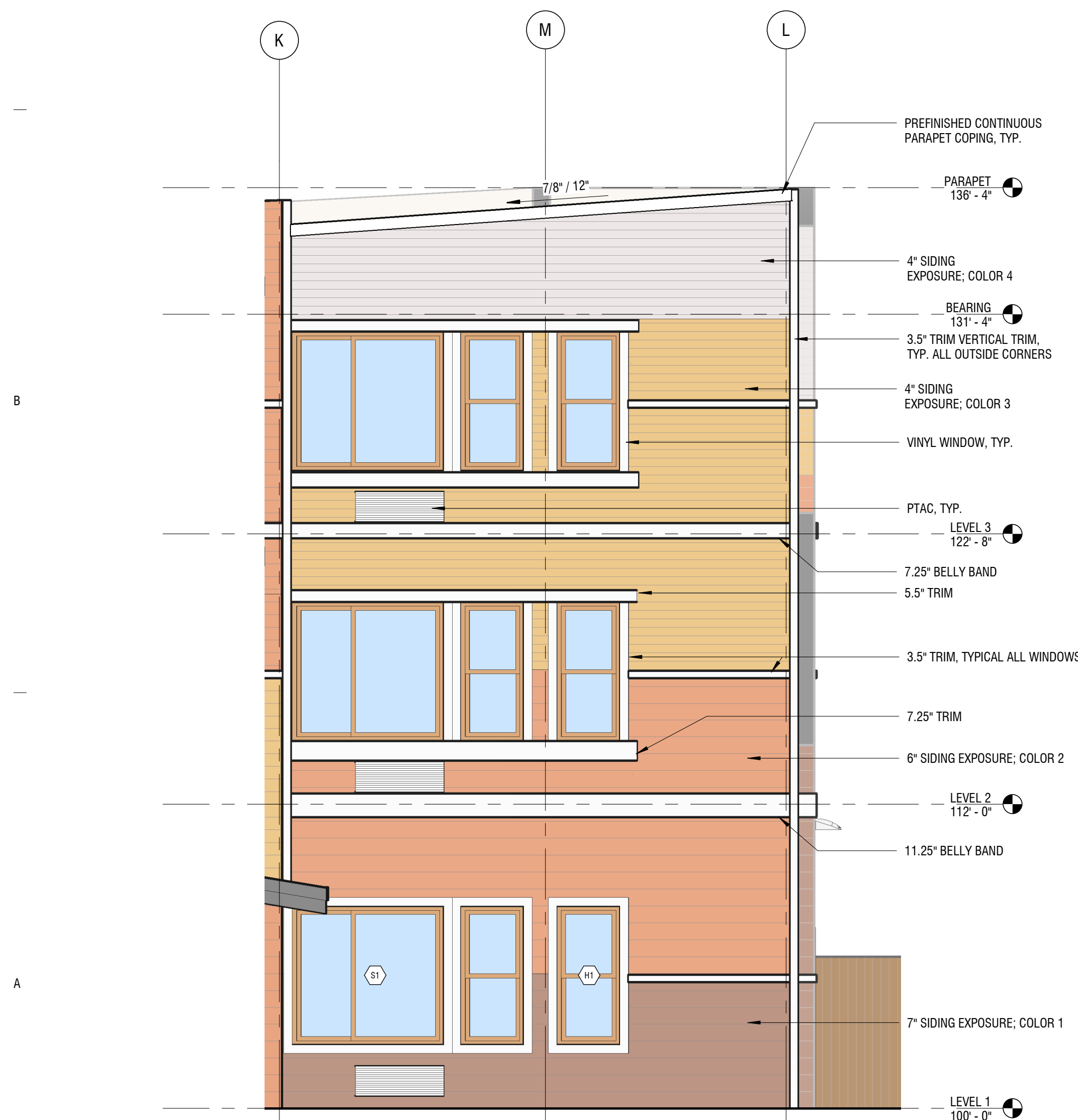
FLAGNOTES PER SHEET

- 5.23 SCREEN FOR ROOFTOP MECHANICAL EQUIP. - PREFINISHED DECKING ON TUBE STEEL STRUCTURE
- 7.07 PREFINISHED SHEETMETAL GUTTER WITH CONTINUOUS CLEAT, TO DOWNSPOUT & SPLASHBLOCK
- 7.33 PREFINISHED, CONTINUOUS METAL PARAPET WALL CAP, COUNTER FLASHING AND CLEAT, 24 GAUGE, FACTORY FINISHED, FASTEN WITH POWDER ACTUATED FASTENERS @ 16" O.C., RE: ROOF PLAN AND ELEVATIONS
- 8.10 EXTERIOR LOUVERS, RE: MECHANICAL
- 8.25 THERMALLY BROKEN GLASS AND ALUMINUM SECTIONAL OVERHEAD DOOR
- 9.06 EXTERIOR PRE-FINISHED CEMENTITIOUS LAP SIDING OVER SHEATHING, RE: EXTERIOR WALL TYPES
- 9.08 EXTERIOR PRE-FINISHED CEMENTITIOUS TRIM BOARD, RE: ELEVATIONS AND EXTERIOR DETAILS
- 9.09 PRE-FINISHED CEMENTITIOUS TRIM BOARD, 1.65" WIDTH, COLOR AND FINISH TO MATCH ADJACENT CEMENTITIOUS LAP SIDING, RE: WINDOW AND DOOR DETAILS
- 23.06 42" PTAC UNIT, RE: WINDOW DETAILS AND MECHANICAL
- 26.15 EXTERIOR WALL SCONCE, RE: ELECTRICAL
- 26.22 SURFACE MOUNTED FIXTURE, RE: ELECTRICAL

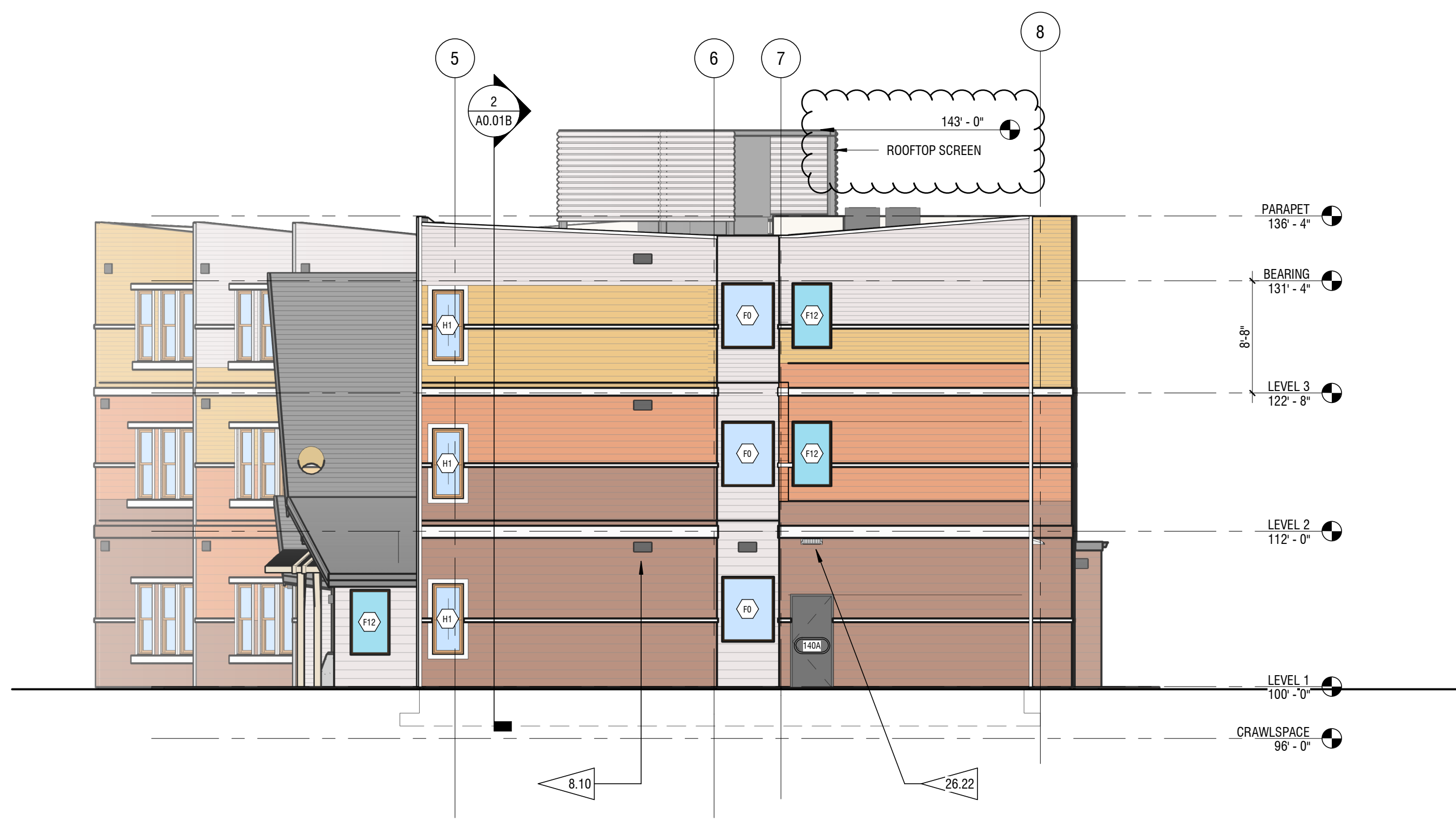
**ARCHITECTURE**  
**W E J**  
**301 W. 45TH AVE • DENVER, CO 80216 • 303.433.4094**



**2 N. ELEV**  
1/8" = 1'-0"



**3 ELEVATION - ENLARGED DETAIL**  
1/4" = 1'-0"



**1 E. ELEV**  
1/8" = 1'-0"

**KARIS APARTMENTS**  
 3205 North 12th Street  
 Grand Junction, CO 81506

DATE	DESCRIPTION
4/2/19	CITY SUBMITTAL
7/11/19	CITY SUBMITTAL

DRAWN: Author  
REVIEWED: Approver  
PROJECT #: 18007

SHEET TITLE:  
**ELEVATIONS**

SCALE: As indicated

NO. **A2.0**

ACCEPTANCE BLOCK  
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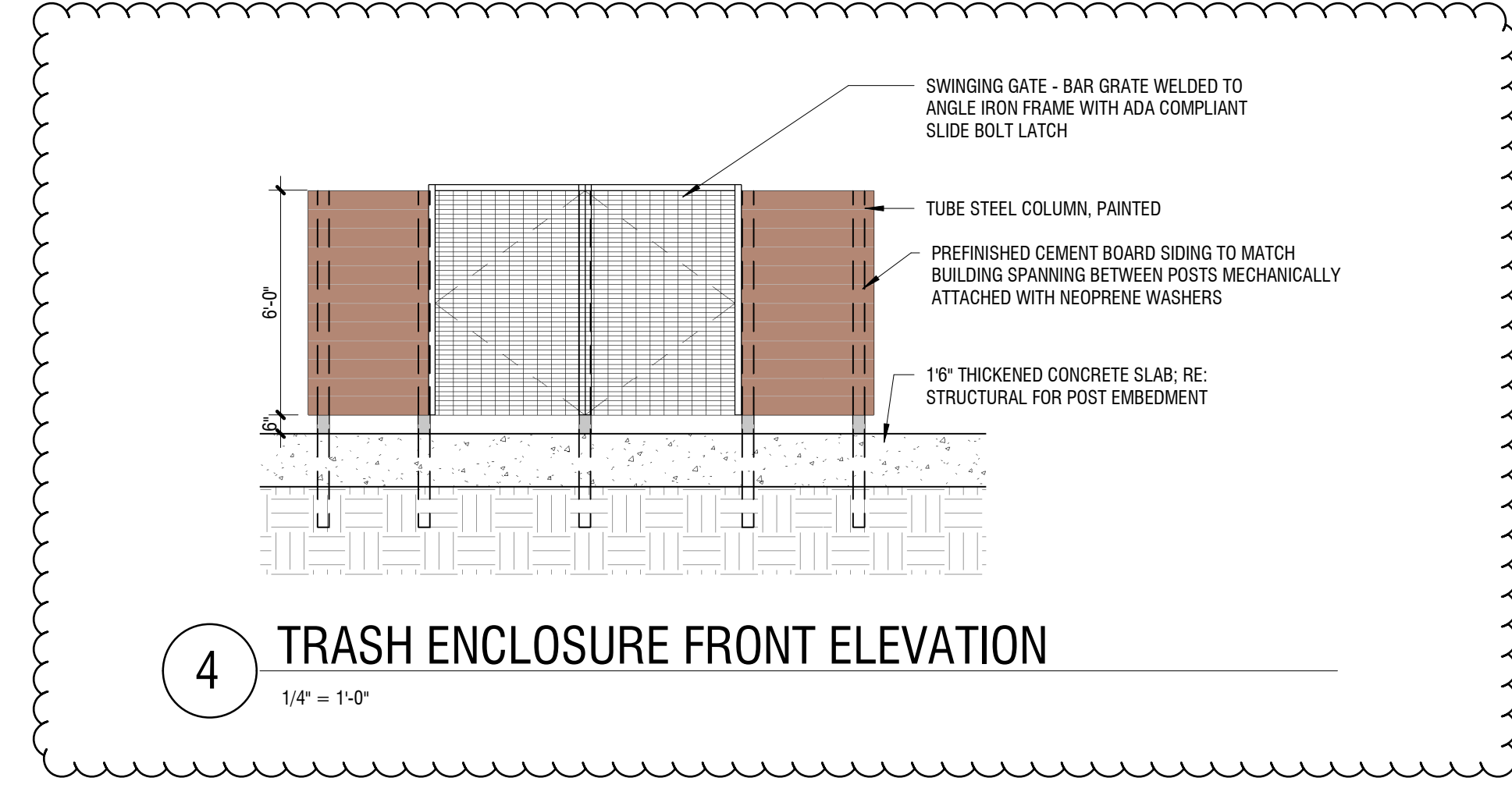
FLAGNOTES PER SHEET

- 8.01 24" TUBULAR DAYLIGHTING DEVICE
- 8.03 VINYL WINDOW, TYP. @ UNITS & UPPER LEVELS, ALMOND COLORED, RE: WINDOW TYPES AND ELEVATIONS
- 8.10 EXTERIOR LOUVERS, RE: MECHANICAL
- 9.06 EXTERIOR PRE-FINISHED CEMENTITIOUS LAP SIDING OVER SHEATHING, RE: EXTERIOR WALL TYPES
- 9.08 EXTERIOR PRE-FINISHED CEMENTITIOUS TRIM BOARD, RE: ELEVATIONS AND EXTERIOR DETAILS
- 23.06 42" PTAC UNIT, RE: WINDOW DETAILS AND MECHANICAL
- 26.22 SURFACE MOUNTED FIXTURE, RE: ELECTRICAL

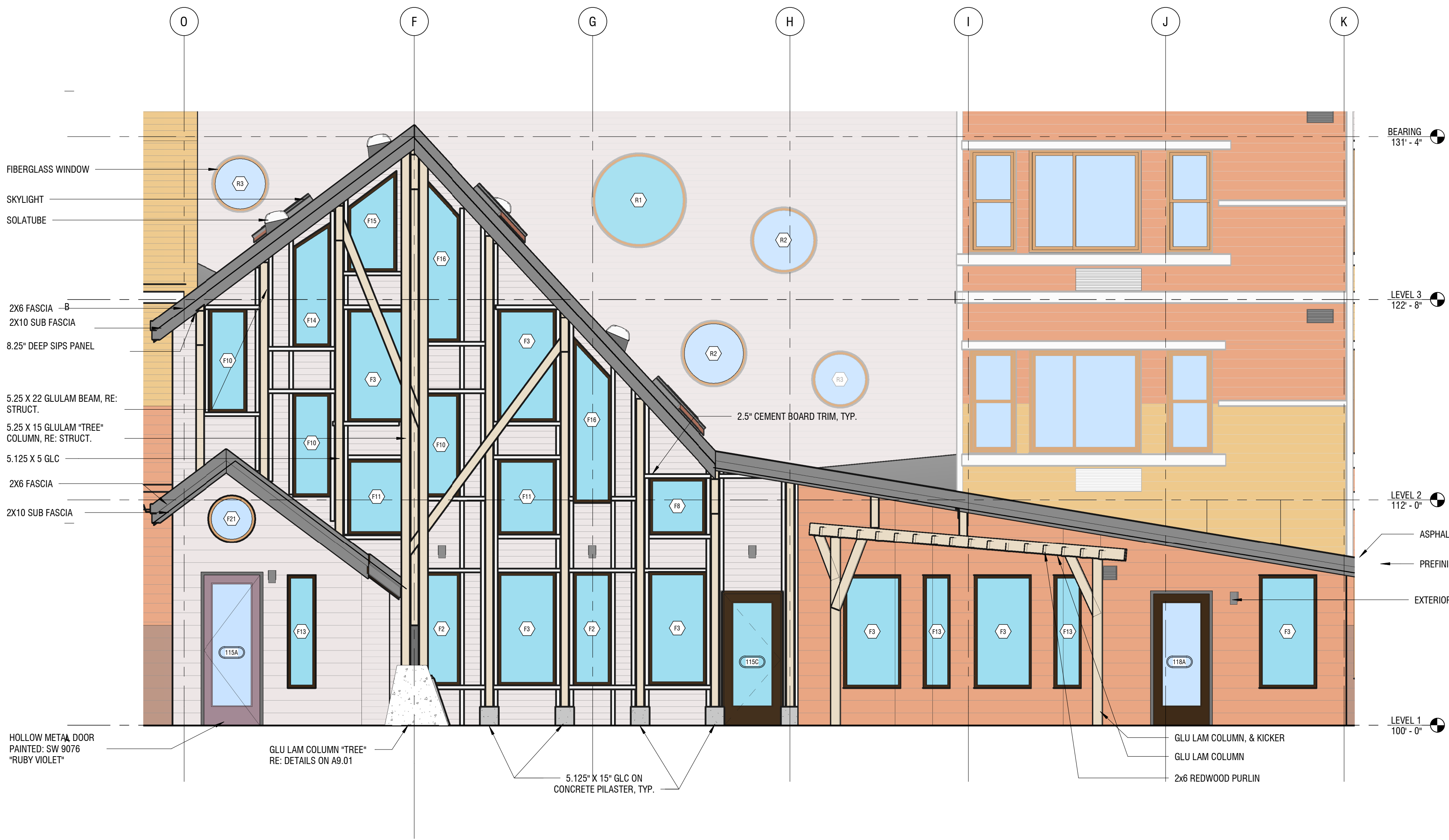
ARCHITECTURE  
 SNOPCE  
 301 W. 45TH AVE • DENVER, CO 80216 • 303.433.4094



**3 S. ELEV.**  
1/8" = 1'-0"



**4 TRASH ENCLOSURE FRONT ELEVATION**  
1/4" = 1'-0"



**2 ENLARGED ENTRY ELEV.**  
1/4" = 1'-0"



**1 W. ELEV.**  
1/8" = 1'-0"

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 Grand Junction, CO 81506

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7/11/19	CITY SUBMITTAL

DRAWN: Author  
REVIEWED: Approver  
PROJECT #: 18007

SHEET TITLE:  
**ELEVATIONS**

SCALE: As indicated

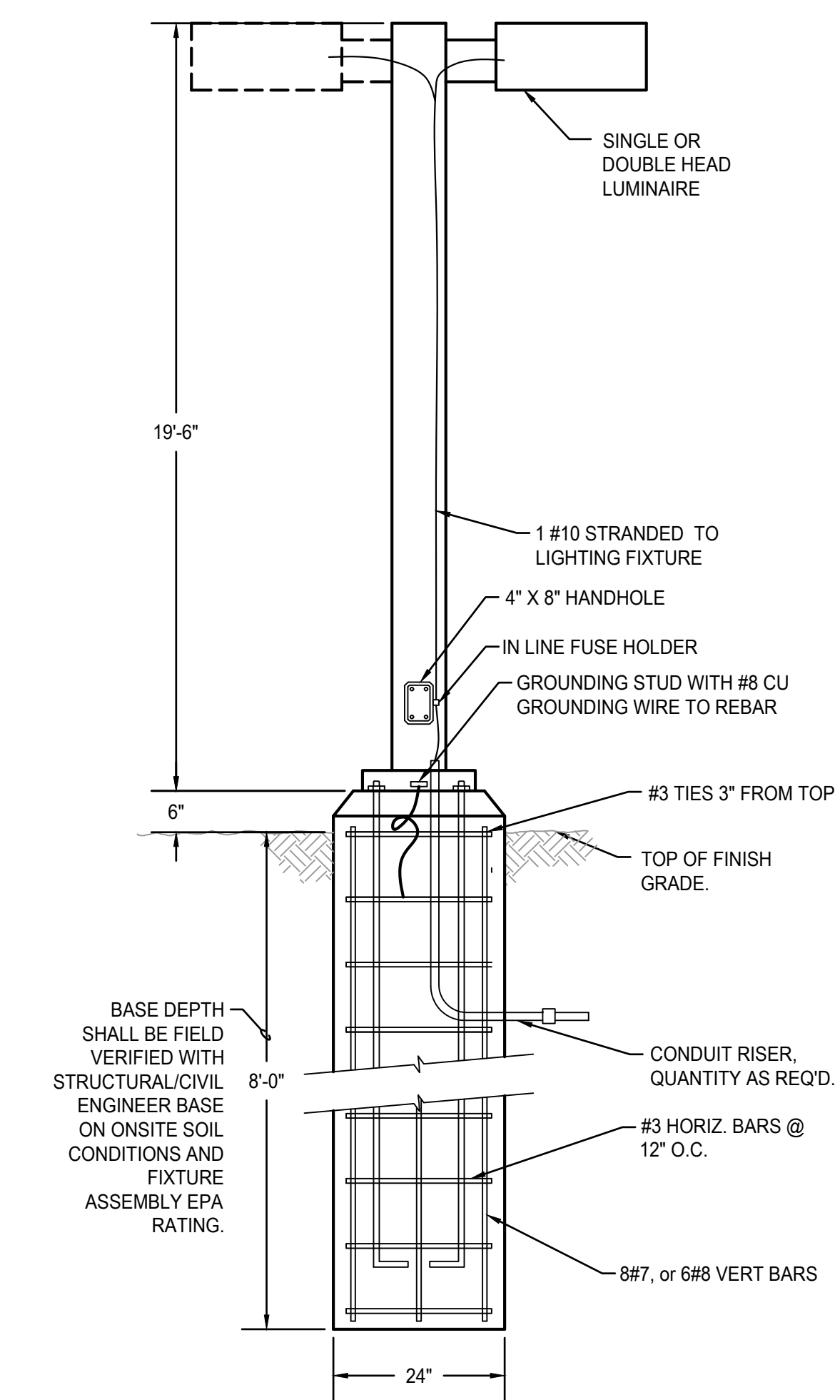
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ACCEPTANCE NOTE  
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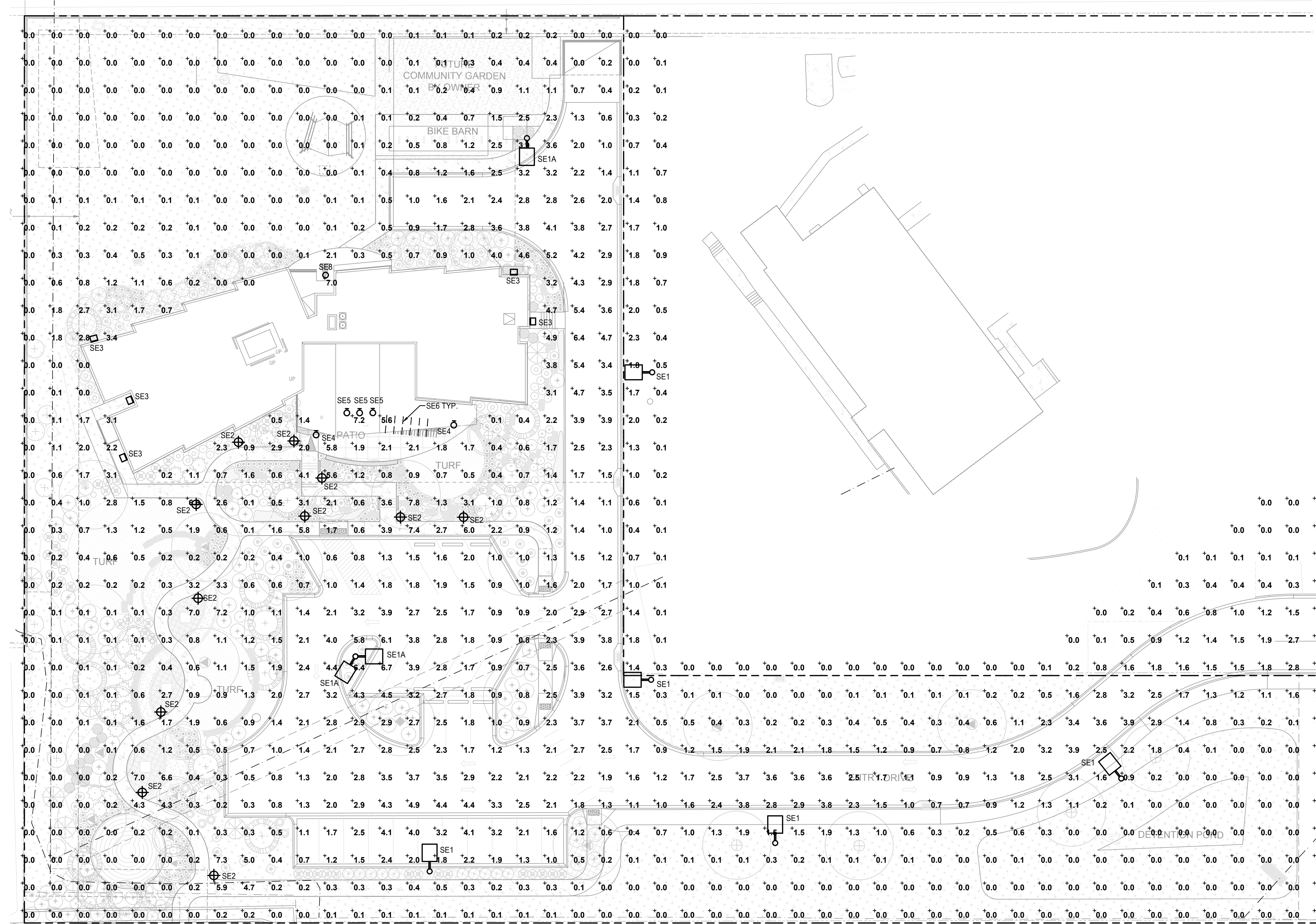


**GENERAL NOTES**

1. ANY PROPOSED LIGHT FIXTURES INSTALLED ON PRIVATE PROPERTY, ADJACENT TO THE PUBLIC ROW, SHALL BE ORIENTED IN SUCH A MANNER OR LIMITED IN LUMEN OUTPUT TO PREVENT GLARE PROBLEMS AND SHALL NOT EXCEED NATIONAL I.E.S. LIGHTING STANDARDS FOR DISABILITY GLARE.
2. ALL OUTSIDE LIGHTING SHALL COMPLY WITH SECTION 21.06.080 OF THE ZONING AND DEVELOPMENT CODE.



2 SE1, SE1A PARKING POLE BASE DETAIL  
 N.T.S.



1 ELECTRICAL PHOTOMETRIC PLAN  
 1" = 20'-0"

**KARIS APARTMENTS**  
 3205 North 12th Street  
 Grand Junction, CO 81506

DATE	DESCRIPTION
3/27/19	CITY SUBMITTAL
7/11/19	CITY SUBMITTAL

DRAWN: JJK  
 REVIEWED: MTV  
 PROJECT #: 2018-108-00

SHEET TITLE:  
**SITE PHOTOMETRIC PLAN**

SCALE: AS NOTED

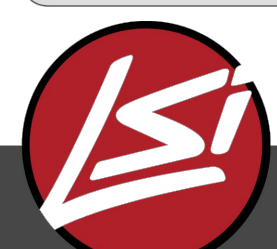
NO.

**E1**

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Catalog #: Project:  
Prepared By: Date:



### Mirada Medium - MRM Outdoor LED Area Light

The Mirada's sleek design makes it perfectly suited for architectural & commercial applications, while its cost-effective die-cast aluminum housing makes its acquisition cost very competitive. The Mirada offers high performance factory-rotatable silicone optics, 5 standard CCTs, 42,000+ delivered lumens, and is available with integral Airlink™ Wireless Controls.

#### Features & Specifications

**Optical System**

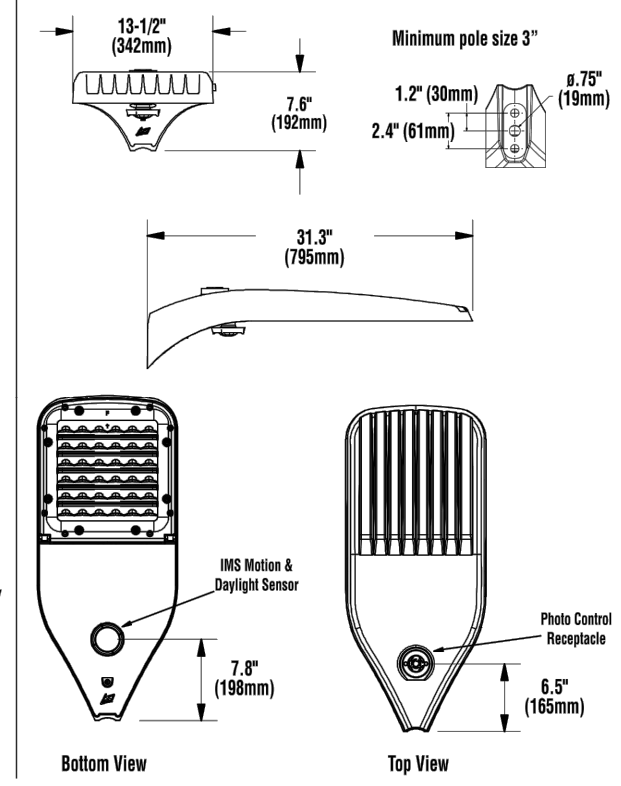
- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in IES Types 2, 3, SW, FT and FTA.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, 3000K, and 2700K color temperatures per ANSI C78.377. Also Available in Phosphor Converted Amber with Peak Intensity at 610nm.
- Minimum CRI of 70.
- Integral Louver (L) option available for improved back-light control without sacrificing street side performance. See page 5 for more details.

**Electrical**

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life > 100k Hours (See Lumen Maintenance on page 2)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F); 42L lumen package rated to +40°C.
- Power factor: > .90
- Input power stays constant over life.
- Field replaceable surge protection device meets a minimum Category C Low operator (per ANSI/IEEE C62.41.2).
- High-efficiency LEDs mounted to metal-core circuit board to maximize heat dissipation.
- Terminal block provided accepts up to 10ga wire.
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.



#### Product Dimensions



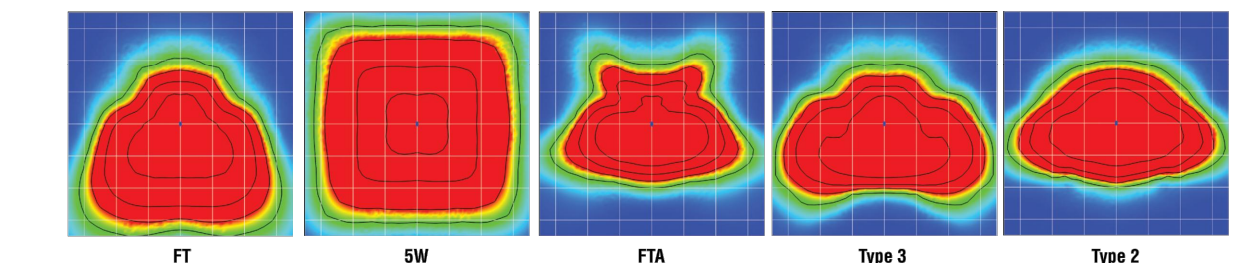
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### Mirada Medium - MRM Outdoor LED Area Light

#### Performance (Cont.)

All published luminaire photometric testing performed to IESNA LM-79 standards. ISO footcandle plots below demonstrate the Mirada (MRM) light patterns only. Not for total fixture output. For complete specifications and IES files, see website.



#### Ordering Guide

TYPICAL ORDER EXAMPLE: **MRM LED 36L SIL FTA UNV DIM 50 70CRI ALSCS04 BRZ IL**

Luminaire Profile	Light Source	Lumen Package	Light Output	Distribution	Mounting	Voltage	Driver
M55 (Mirada)	LED	36L	42,000+ lm 70,000+ lm 140,000+ lm 210,000+ lm 280,000+ lm 350,000+ lm 420,000+ lm	2 - Type 2 3 - Type 3 SW - Type 3 Wide FTA - Forward Throw Asymmetric	(blank) - standard L - Optics rotated left 90° R - Optics rotated right 90°	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V)	DM - 0-10V Dimming (0-100%)

Color Temp	Color Rendering	Controls (Choose One)	Finish	Options
50 - 5000K CCT 40 - 4000K CCT 30 - 3000K CCT 27 - 2700K CCT	70CRI - 70CRI	Wireless Controls System: ALSC - AirLink Syncro Control System ALSD - AirLink Syncro Control System Host / Satellite ALSDH - AirLink Syncro Control System Host with 8-1/2" Motion Sensor ALSDH2 - AirLink Syncro Control System Host / Satellite with 8-1/2" Motion Sensor ALSDH3 - AirLink Syncro Control System Host / Satellite with 12-20" Motion Sensor ALSDH4 - AirLink Syncro Control System Host / Satellite with 12-20" Motion Sensor ALSDH5 - AirLink Syncro Control System Host / Satellite with 20-40" Motion Sensor ALSDH6 - AirLink Syncro Control System Host / Satellite with 20-40" Motion Sensor	BRZ - Bronze BLK - Black GFT - Graphite MSV - Metallic Silver WHT - White PLP - Platinum Plus SVG - Satin Verde Green	(blank) - Note IL - Integral Louver HSP

Color Temp	CRI	Controls (Choose one)	Battery Backup	Finish	Options
50 - 5000K CCT 40 - 4000K CCT 30 - 3000K CCT 27 - 2700K CCT	(blank) - 70CRI	Sublot Type Photocells PC109 - 10V PC208-277 - 208-277V PC347 - 347V	BB - Battery Backup CWB - Cold Weather Battery Backup	BRZ - Bronze BLK - Black WHT - White PLP - Platinum Plus SVG - Satin Verde Green GFT - Graphite MSV - Metallic Silver	H - 101 Grids Height LFB - L85 Double Faceplate LAB - Less Anchor Bolts IR - Roughneck Heavy Duty Plug Pipe HSE - House Side Shield

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Catalog #: Project:  
Prepared By: Date:



### Mirada Bollard - MRB LED Architectural Bollard

The Mirada Architectural Bollard combines superior engineering with purity of design & attention to detail. The durable construction & virtually maintenance free qualities makes it ideal for illuminating low level mounting height areas, such as entryways, pathways and most pedestrian-scale applications, requiring unique aesthetics in tandem with outstanding performance.

#### Features & Specifications

**Optical System**

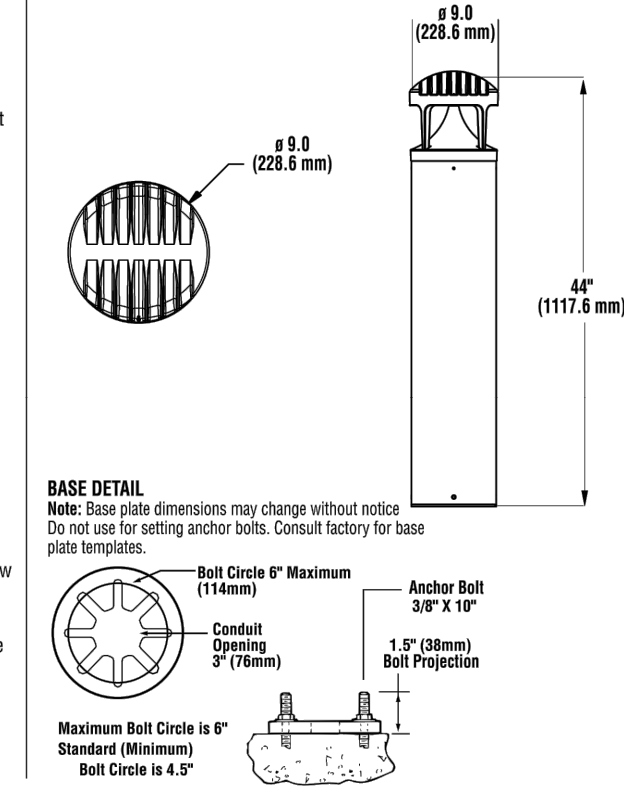
- Available in two optical distributions, symmetrical and asymmetrical.
- High transmission clear flat acrylic lens seals the luminaire's optical chamber to IP66.
- Available in 5000K, 4000K, 3000K, and 2700K color temperatures per ANSI C78.377. Also available in Phosphor Converted Amber. Consult Factory for other color temperature requirements.
- Minimum CRI of 70. Consult Factory for Higher CRI requirements.

**Electrical**

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz. Optional High Voltage 347-480 Vac Input available.
- LSI Calculated Life > 100k Hours calculated @ 25°C per IESNA TM-21-11.
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F); Cold-weather emergency battery backup rated to -20°C minimum ambient.
- Power factor: > .90
- Input power stays constant over life.
- High-efficiency LEDs with integrated circuit board mount to the housing to maximize heat dissipation and promote long life.
- Driver components are fully encased in potting long material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.
- Electrical components are mounted on a removable power tray.
- Field replaceable surge protection device meets a minimum Category C Low operator (per ANSI/IEEE C62.41.2).
- Optional 10V-277V integral emergency battery pack is available. The 90-minute batteries provide constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance.



#### Product Dimensions



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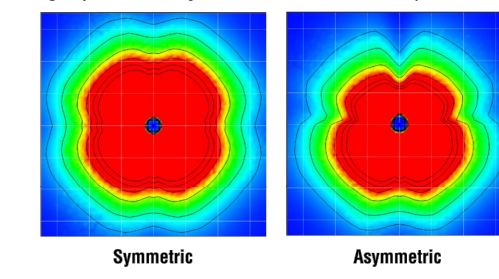


### Mirada Bollard - MRB LED Architectural Bollard

#### Performance

DELIVERED LUMENS*		AMB CCT		2700K CCT		3000K CCT		4000K CCT		5000K CCT		Wattage	
Luminaire Package	Lens Type	Distribution	CRI	Delivered Lumens	Efficacy	Delivered Lumens	Efficacy	Delivered Lumens	Efficacy	Delivered Lumens	Efficacy		
25L ACR S	70	70	1713	56	2242	74	2156	71	2487	82	2485	81	30.5
30L ACR S	70	70	2110	56	2761	71.9	2655	69	3063	80	3001	80	38.4
25L ACR A	70	70	1327	58	1736	75.5	1670	73	1926	84	1925	84	23.0
30L ACR A	70	70	1634	56	2138	73.5	2056	71	2372	82	2370	81	29.1

\*LED Chips are frequently updated therefore values are nominal.  
All published luminaire photometric testing performed to IESNA LM-79 standards. ISO footcandle plots below demonstrate the (MRB) light patterns only. Not for total fixture output. For complete specifications and IES files, see website.



#### Luminaire Ordering Information

TYPICAL ORDER EXAMPLE: **MRB LED 30L ACR S UNV DIM 40 PC120 BB BRZ HSS**

Profile	Source	Lumen Package	Lens	Distribution	Voltage	Driver
MRB (Mirada Bollard)	LED	30L - 3,000 lm	ACR - Acrylic	S - Symmetrical	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V)	DM - 0-10V Dimming (0-100%)

Color Temp	CRI	Controls (Choose one)	Battery Backup	Finish	Options
50 - 5000K CCT 40 - 4000K CCT 30 - 3000K CCT 27 - 2700K CCT	(blank) - 70CRI	Sublot Type Photocells PC109 - 10V PC208-277 - 208-277V PC347 - 347V	BB - Battery Backup CWB - Cold Weather Battery Backup	BRZ - Bronze BLK - Black WHT - White PLP - Platinum Plus SVG - Satin Verde Green GFT - Graphite MSV - Metallic Silver	H - 101 Grids Height LFB - L85 Double Faceplate LAB - Less Anchor Bolts IR - Roughneck Heavy Duty Plug Pipe HSE - House Side Shield

#### Accessory Ordering Information

Description	Order Number	FOOTNOTES:
HSS - House Side Shield	28616	1 - Consult Factory for availability.
Standard anchor bolt kit	28660	2 - Standard height is 4". Non-Standard heights are available in 6" increments. Minimum height is 26" 3/4" with battery backup option. Maximum height is 82".
		3 - Accessories are shipped separately and field installed.
		4 - Not available in HV Voltage.

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## 1 FIXTURE TYPE SE1, SE1A

N.T.S.

## 2 FIXTURE TYPE SE2

N.T.S.

#### MIRADA WALL SCENCE (XWM)



**US & Int. patents pending**

**SMARTTEC™** - LSI drivers feature integral sensor which reduces drive current, when ambient temperature exceed rated temperature.

**ENERGY SAVING CONTROL OPTIONS** - DIM - 0-10 volt dimming enabled with LSI wireless controls.

**OPTIONAL INTEGRAL MOTION SENSOR** - Passive infrared motion sensor activates switching of luminaire light levels. High level light is activated when passively enter target zone and increased to full bright in 1-2 seconds. Low light level (20% of maximum drive current) is activated when target zone is absent of motion activity for 5 minutes and is gradually ramped down (10 seconds) to low level. Sensor detection range 110° horizontal x 93° vertical x 10 meters maximum distance.

**LENS** - Available with 5000K, 4000K or 3000K color temperature, 70 CRI min.

**OPTICS/DISTRIBUTIONS** - Ultra-high efficiency reflectors provide three distributions. Choose from Type 2, Type 3 or Type FT.

**HOUSING** - Three-piece die-cast aluminum housing is smoothly contoured low-profile shape. Mounting hardware is stainless steel or electro-zinc plated steel. Housing and optical unit are sealed with extruded silicone gasket; supply conductors with molded EPDM booting.

**OPTICAL UNIT** - Proprietary silicone refractor optics provide exceptional coverage and uniformity. Pressure stabilizing breather allows super-tight protection while preventing cycling from building up internal pressures and vacuums that can stress optical unit seals.

**WALL MOUNTING** - Galvanized-steel universal wall mounting plate easily mounts directly to 4" octagonal or square junction box. EPDM gasket is supplied to be installed between mounting plate and junction box, sealing junction box from entrance of water. Universal plate permits fixture to be mounted in uplighting (indoor only) or downlighting position. Optional pole-mounting bracket permits mounting to standard poles (3PM).

**ELECTRICAL** - Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277VAC (50/60Hz input) or 347-480VAC.

**DRIVER** - Drivers are dimming, standard. Components are fully encased in potting material for IP66 moisture resistance. Driver complies with IEC and FCC standards. Driver can be easily accessed.

**EMERGENCY OPTIONS** - Optional integral emergency battery-back-up options are available. BB option operates in 0°C to 60°C ambient temperature and CWB5 operates in -20°C to 60°C ambient temperature. When primary AC power failure occurs, both options operate 10 LEDs for minimum of 90 minutes.

**OPERATING TEMPERATURE** - -40°C to +50°C (-40°F to +122°F).

**FINISH** - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.

**WARRANTY** - LSI LED fixtures carry a limited 5-year warranty.

**PHOTOMETRICS** - Please visit our website at [www.lsi-industries.com](http://www.lsi-industries.com) for detailed photometric data.

**SHIPPING WEIGHT (in cartons)** - 30 lbs./13.6kg

**LISTING** - UL listed to ANSI/UL1598, UL8750 and other U.S. and international safety standards. Suitable for wet locations in downlight position. ICA compliant, with 3000K color temperature selection.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for complete specifications.

LED Chips are frequently updated therefore values may increase.

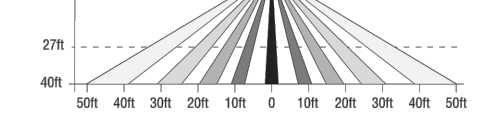
#### Lighting Facts

Output	Wattage	LPW
3310	29	117
4417	40	111
5629	50	113
6841	60	115

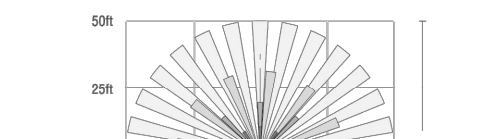
#### Coverage Diagram



#### Top View



#### Side View



#### Shipping Weight

30 lbs./13.6kg

#### Listing

UL listed to ANSI/UL1598, UL8750 and other U.S. and international safety standards.



Project Name: Fixture Type: 3/13/19  
Catalog #: LSI INDUSTRIES INC. © 2019

#### MIRADA WALL SCENCE (XWM)

#### LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XWM FT LED 08L 50 UE WHT IMS**

Profile	Distribution	Light Source	Output	Color Temperature	Input Voltage	Finish	Optional Controls	Optional Sensor/Options
M55 (Mirada Wall Sconce)	2 - Type 2 3 - Type 3 FT - Forward Throw	LED	08L - 8,000 Lumens 16L - 16,000 Lumens 24L - 24,000 Lumens	50 - 5000K CCT 40 - 4000K CCT 30 - 3000K CCT	120-277V AC 347-480V AC	BLK - Black BRZ - Bronze GFT - Graphite MSV - Metallic Silver WHT - White PLP - Platinum Plus	Wireless Controls System: ALSC - AirLink Syncro Control System ALSD - AirLink Syncro Control System Host / Satellite ALSDH - AirLink Syncro Control System Host with 8-1/2" Motion Sensor ALSDH2 - AirLink Syncro Control System Host / Satellite with 8-1/2" Motion Sensor ALSDH3 - AirLink Syncro Control System Host / Satellite with 12-20" Motion Sensor ALSDH4 - AirLink Syncro Control System Host / Satellite with 12-20" Motion Sensor ALSDH5 - AirLink Syncro Control System Host / Satellite with 20-40" Motion Sensor ALSDH6 - AirLink Syncro Control System Host / Satellite with 20-40" Motion Sensor	Sensor: IMS - Integral Motion Sensor Options: BB - Battery Backup CWB - Cold Weather Battery Backup XPM - Pole Mounting Bracket

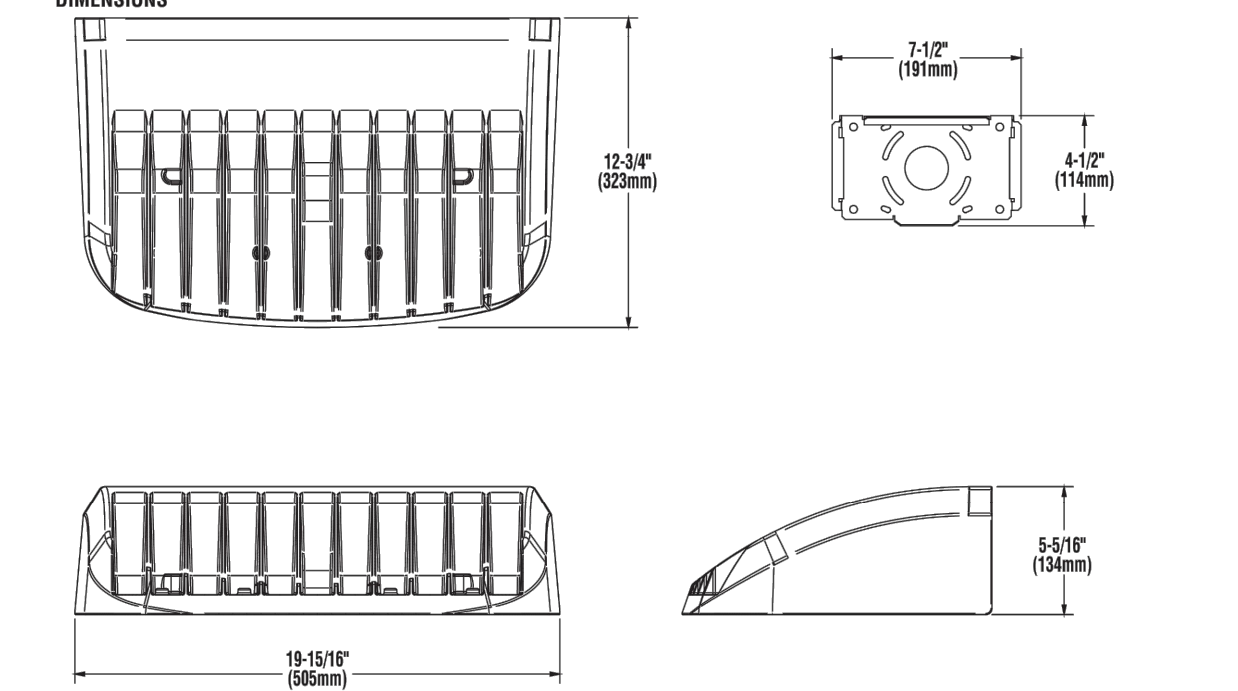
**ACCESSORY ORDERING INFORMATION** (Accessories are field installed)

Description	Order Number	Description	Order Number
XPM - Pole Mounting Bracket	28616	PC208 - Double Fitting	28208
PC109 - Single Fitting	28208	PC109 - Double Fitting	28209
PC207 - Single Fitting	28207	PC207 - Double Fitting	28209
PC208 - Double Fitting	28208	PC208 - Double Fitting	28209

**FOOTNOTES:**

- For wireless controls information and accessories, see Controls Section.
- Requires a Challenger and remote switch. Not compatible with battery backup.
- Not compatible with IMS Option.
- Not compatible with DIM or Wireless Control System.
- Not compatible with Wireless Control System.
- Not available with BB, CWB, BB Option or Wireless Control System.
- MSV is the WeatherGuard Sensor (Design A) which is field adjustable, via a handheld remote.
- Output based on type 2 optics at cool white color temperature, see IES files for exact detailed beam.

#### Dimensions



Project Name: Fixture Type: 3/13/19  
Catalog #: LSI INDUSTRIES INC. © 2019

## 3 FIXTURE TYPE SE3

N.T.S.

CONSULTING INC  
486 PECOS STREET, UNIT F DENVER, COLORADO 80211  
303.226.3271



KARIS APARTMENTS  
3205 North 12th Street  
Grand Junction, CO 81506

DATE	DESCRIPTION
3/27/19	CITY SUBMITTAL
7/11/19	CITY SUBMITTAL

DRAWN: JJK  
REVIEWED: MTV  
PROJECT #: 2018-108-00

SHEET TITLE:  
SITE PHOTOMETRIC  
DETAILS

SCALE: AS NOTED

NO. E2

**ACCEPTANCE BASIS:**  
THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THEIR PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.  
CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY PLANNER DATE



**PROGRESS LIGHTING**

Project: \_\_\_\_\_  
 Fixture Type: \_\_\_\_\_  
 Location: \_\_\_\_\_  
 Contact: \_\_\_\_\_

**3IN Wall Mount Downlight Cylinder** Wall mounted • Wet location listed **PROGRESS LED**

**Description:**  
 Sleek, cylindrical forms in elegant finish selections. Die-cast aluminum wall brackets and heavy-duty aluminum framing. Fade and chip-resistant. CSA listed for wet locations. Can be used indoor or outdoor. Ideal for residential and commercial applications.

**Specifications:**

- Graphite (143) (Powder Coat)
- Aluminum construction
- Clear glass lens
- 3" LED wall mount downlight cylinder
- Ideal for indoor or outdoor applications
- Warm white, 3000K color temperature, 90 CRI
- Dimmable to 10% brightness (See Dimming Notes)
- Backplate covers a standard 4" octagonal recessed outlet box
- Mounting strap for outlet box included
- 6" of wire supplied
- ENERGY STAR® qualified
- Meets California Title 24 JAS-2016

**Performance:**

Number of Modules	1
Input Power	12w
Input Voltage	120V
Input Frequency	60 Hz
Lumens/LPW	907(75 (LM-79))
CCT	3000 K
CRI	90 CRI
Life (hours)	50,000 (L70/TM-21)
FCC	FCC Title 47, Part 15 Class B
Min. Start Temp	-10 °C
Max. Operating Temp	40 °C
Warranty	5 year warranty
Labels	CSA Wet location listed ENERGY STAR® qualified Meets California Title 24 JAS-2016

**Dimensions:**  
 Diameter: Width: 4-1/2"  
 Depth: 5-1/2"  
 Height: 5-5/8"  
 H/CTR: 3"

**Images:**  
  


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**PROGRESS LIGHTING**

Project: \_\_\_\_\_  
 Fixture Type: \_\_\_\_\_  
 Location: \_\_\_\_\_  
 Contact: \_\_\_\_\_

**3IN Wall Mount Up/Down Cylinder** Wall mounted • Wet location listed **PROGRESS LED**

**Description:**  
 Sleek, cylindrical forms in elegant finish selections. Die-cast aluminum wall brackets and heavy-duty aluminum framing. Fade and chip-resistant. CSA listed for wet locations. Can be used indoor or outdoor. Ideal for residential and commercial applications.

**Specifications:**

- Graphite (143) (Powder Coat)
- Aluminum construction
- Clear glass lens
- 3" LED wall mount up/downlight cylinder
- Ideal for indoor or outdoor applications
- Warm white, 3000K color temperature, 90 CRI
- Dimmable to 10% brightness (See Dimming Notes)
- Backplate covers a standard 4" octagonal recessed outlet box
- Mounting strap for outlet box included
- 6" of wire supplied
- ENERGY STAR® qualified
- Meets California Title 24 JAS-2016

**Performance:**

Number of Modules	2
Input Power	24w
Input Voltage	120V
Input Frequency	60 Hz
Lumens/LPW	1766(73 (LM-79) per module)
CCT	3000 K
CRI	90 CRI
Life (hours)	50,000 (L70/TM-21)
FCC	FCC Title 47, Part 15 Class B
Min. Start Temp	-10 °C
Max. Operating Temp	40 °C
Warranty	5 year warranty
Labels	CSA Wet location listed ENERGY STAR® qualified Meets California Title 24 JAS-2016

**Dimensions:**  
 Diameter: Width: 4-1/2"  
 Depth: 5-1/2"  
 Height: 5-1/4"  
 H/CTR: 5"

**Images:**  
  


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**marketLITE™**  
 Manufactured in the U.S.A.

**ML2000-CA**

**FEATURES:**

- APPLICATIONS:** Indoor and Outdoor
- VOLTAGE:** 120V
- LAMP:** LED Lamp Included
- DIMMING:** Forward Phase 0V or 7W
- WATTS:** Built to Order
- LENGTH:** Black
- FEED:** Standard 6' Leads
- FINISH:** Aircraft Cable Included
- STRAIN RELIEF:** Aircraft Cable Not Included
- MOUNTING LISTING:** Dry or Wet Location ANSI/DUL1519 CSA 22.2 No. 250.0-04, 2nd Edition

**OPTIONS:** Mesh, Cage, Conopse 50,000 hrs. (G50, G52, SSF, SSC) 20,000 hrs. (GSFL) SunLight Resistance 250 Feet

**MAXIMUM RUN:** 250 Feet

**APPLICATIONS:** Designed for indoor and outdoor use, marketLITE is ideal for many applications including the amusement, recreation, and architectural industries. marketLITE is used in: Restaurants, Casinos, Street Decorations, Amusement Parks, Shopping Malls, Promenades, and more.

**ELECTRICAL:** marketLITE with LEDs is available in 120 Volt, marketLITE in a 20 amp system (12 gauge wire). No transformers or drivers are required.

**INSTALLATION:** marketLITE is an easy-to-install lighting product that can be field cut to meet your lighting requirements. See installation instructions for additional details.

**LED SPECIFICATIONS:**

LAMP NUMBER	DESCRIPTION
LED-2.4K*	2400K Warm White
LED-2.7K	2700K Warm White
LED-3.0K*	3000K Warm White
LED-5.0K	5000K Cool White
LED-A*	Amber
LED-R*	Red
LED-G*	Green
LED-B*	Blue

**ACCESSORIES (Not included):** End Cap (ML2000-EC), Power Plug (ML2000-PP), Mounting Aircraft Cable (ML2000-AC-18')

**SPECIFY PRODUCT CODE (Use drop down menu to complete table or fill in the blanks)**

ML2000-CA	SERIES	SPACING	LAMP	LAMP TYPE	DRY OR WET	DIMMING	CANOPY INSIDE	CANOPY OUTSIDE
Do: ML2000-CA	12"	LED-2.7K	GSF	NET	DM	IN	IN	IN
	18" QIC	LED-2.4K*	GSF*	Indoor (DRY)	Forward Phase (DM)	Natural (NA)	Natural (NA)	Natural (NA)
	24" QIC	LED-2.7K	GSC	Outdoor (WET)	None	Polished (PA)	Polished (PA)	Polished (PA)
	36" QIC	LED-5.0K	SSF			White (WB)	White (WB)	White (WB)
	48" QIC	LED-A*	SSC			Black (BK)	Black (BK)	Black (BK)
	60" QIC	LED-R*				Green (GN)	Green (GN)	Green (GN)
		LED-G*				Bronze (BR)	Bronze (BR)	Bronze (BR)
		LED-B*				Satin (SA)	Satin (SA)	Satin (SA)
						Silver (SR)	Silver (SR)	Silver (SR)
						Red (RD)	Red (RD)	Red (RD)

**NOTES:**  
 \* Standard hub if left blank  
 \* Only available in G52  
 \* Only available in SSC and GSC

**CALI** CALIFORNIA ACCENT LIGHTING, INC.  
 2034 E. Lincoln Ave. #421, Anaheim, CA 92806  
 ph. 800.921.CALI (2541) or 714.535.7900 | fx. 714.535.7902  
 info@calilighting.com | calilighting.com

④ **FIXTURE TYPE SE4**  
 N.T.S.

⑤ **FIXTURE TYPE SE5**  
 N.T.S.


⑥ **FIXTURE TYPE SE6**  
 N.T.S.

**ISI**

Catalog #: \_\_\_\_\_ Project: \_\_\_\_\_  
 Prepared By: \_\_\_\_\_ Date: \_\_\_\_\_

**LCD4 4" LED Commercial Downlight**

4 inch LED new construction downlight delivers superior performance and energy efficiency. Designed to use anodized aluminum reflectors delivering even illumination and low glare. The high performance luminaire offers 1000 up to 2000 lumens with color temperatures of 2700K, 3000K, 3500K, 4000K at 80 CRI. Standard driver offers universal (120-277V) and 0-10V dimming down to 1%. The LCD series is ideal for low to medium ceiling heights for retail, hospitality and commercial applications.



**ISI**

**LCD4 4" LED Commercial Downlight**

**Luminaire Ordering Guide**

TYPICAL ORDER EXAMPLE: **LCD4 LED 24L UNV DIM1 35 NF TR4R HAZ**

Family Size	LED Gen	Lumen Package	Voltage	Driver	Color Temperature	CR	Beam Optic*
LCD4 - 4" New Construction	LED	24L-2400	UNV-120-277V	DM1 - 0V to 10V (0-10V dimming)	27-3000K 35-4000K 40-4000K	Blank - 80 CR	80 - Clear 80 - Frosted Flood 80 - WF - Wide Flood

**origin™**

**Features & Specifications**

**Optical System**

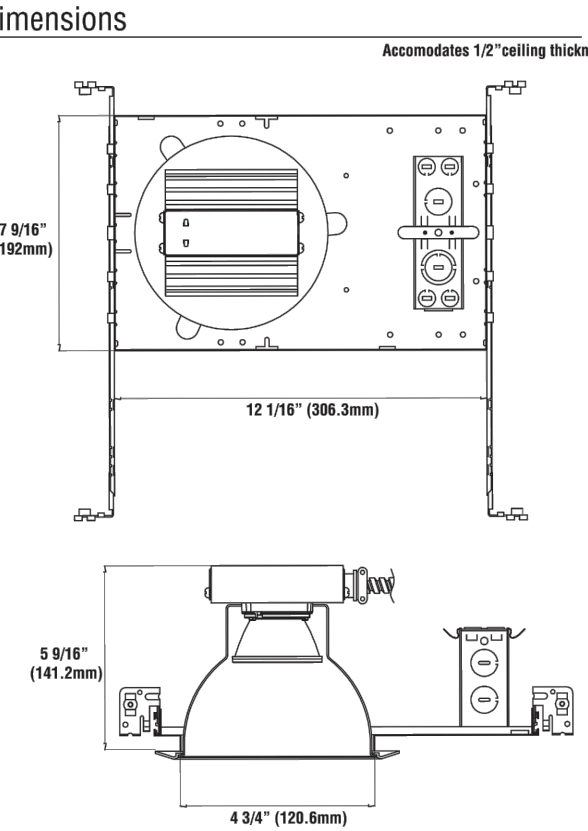
- LED source provides superior lumen output with maximum visual comfort.
- Tailored spot, narrow flood, flood and wide flood beam optics designed for glare free illumination.
- Choice of flangeless or flangeless span reflector utilizing heavy gauge highly reflective diffuse anodized aluminum to deliver low glare, even illumination of the space.
- Reflectors are retained with three retention clips holding the flange tight to the finished ceiling surface.
- Available in 4000K, 3500K, 3000K, and 2700K color temperatures per ANSI C78.377.
- Minimum CRI of 80.

**Electrical**

- High-performance driver features over-voltage, under voltage, short-circuit and over temperature protection.
- 0-10 volt dimming (1% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz.
- L70 Calculated Life: > 50k Hours projected @ 25°C per IESNA TM-21-11.
- Total harmonic distortion: <20%
- Power factor: > 90
- Input power stays constant over life.
- Compatible with Triac (forward-phase or leading-edge), ELV (reverse-phase or trailing edge) dimming only at 120 Vac.
- Driver can be accessed from below plenum for servicing.
- High-efficiency LEDs with integrated circuit board mount directly to an extruded aluminum heatsink to maximize heat dissipation and promote long life.
- Remote Emergency Battery (120-277V) field installed is available to meet critical life safety lighting requirements. The 90-minute battery provides 7.8 watts constant power to the LED system, ensuring code compliance. To calculate light output during emergency mode (EM battery 7.8 watts x LPW of fixture being powered - see spec sheet). Detailed wiring diagram and installation instructions located on website.

**Dimensions**

Accommodates 12" ceiling thickness



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Sub-Range	Reflector	Finish
TR4R - Open Reflector	BF HAZ - Haze semi-diffused	
	BF SFC - Specular clear	
	TR4RW - "Real World"	BF HAZ - Haze semi-diffused
FR4RFL - Frosted Floating Lens*	HAZ - Haze semi-diffused, white trim ring	
	SFC - Specular clear, white trim ring	
	HAZ - Haze semi-diffused Reflector w/ Frosted Floating Lens, w/ integrated white metal trim ring (optional trim ring not compatible)	
TR4RW - "Real World"	SFC - Specular Clear Reflector w/ Frosted Floating Lens, w/ integrated white metal trim ring (optional trim ring not compatible)	
	HAZ - Haze semi-diffused with mesh reflector, white trim ring	
TR4R - Baffle	HAZ - Haze semi-diffused reflector	WH - White baffle and white trim ring
TR4RL - Baffle w/ Regressed Lens*	HAZ - Haze semi-diffused	BL - Black baffle and white trim ring
	SFC - Specular clear	WH - White baffle and white trim ring
TR4RL - Regressed Lens*	HAZ - Haze semi-diffused reflector w/ specular clear regressed lens and white trim ring	BL - Black baffle and white trim ring
	SFC - Specular clear reflector w/ specular clear regressed lens and white trim ring	WH - White baffle and white trim ring

**Accessory Ordering Information (Accessories are field installed)**

Description	Order Number
EM - Emergency Battery	69683

**NOTES:**  
 1. Regressed lens trims are wet location listed. All other trims are rated for damp location.  
 2. TR4RW will mesh reflector comes with 40° integrated optic, additional beam optic not compatible.  
 3. TR4RFL, Frosted Floating Lens comes with integrated white metal trim; accessory white metal trim may not be required.  
 4. Housing can ship ahead of the light engine and reflector.  
 5. 80 CRI requires 55 day leadtime A 100 MOQ, Consult Factory.  
 6. Refer to ISS Files for Beam Spread.

⑦ **FIXTURE TYPE SE8**  
 N.T.S.

⑧ **FIXTURE TYPE SE9**  
 N.T.S.

⑨ **FIXTURE TYPE SE10**  
 N.T.S.

**ARCHITECTURAL CONSULTING INC.**  
 303 W. 45TH AVE. • DENVER, CO 80216 • 303.433.4094

**CONSULTING INC.**  
 486 PECOS STREET, UNIT F DENVER, COLORADO 80211  
 303.526.3071

**KARIS APARTMENTS**  
 3205 North 12th Street  
 Grand Junction, CO 81506

DATE	DESCRIPTION
3/27/19	CITY SUBMITTAL
7/11/19	CITY SUBMITTAL

DRAWN: JJK  
 REVIEWED: MTV  
 PROJECT #: 2018-108-00

SHEET TITLE:  
**SITE PHOTOMETRIC DETAILS**

SCALE: AS NOTED

NO. **E3**

C:\Users\jionk\appdata\local\temp\9592\PH-DETAILS 2.dwg jonk 07.11.19 1:48 pm

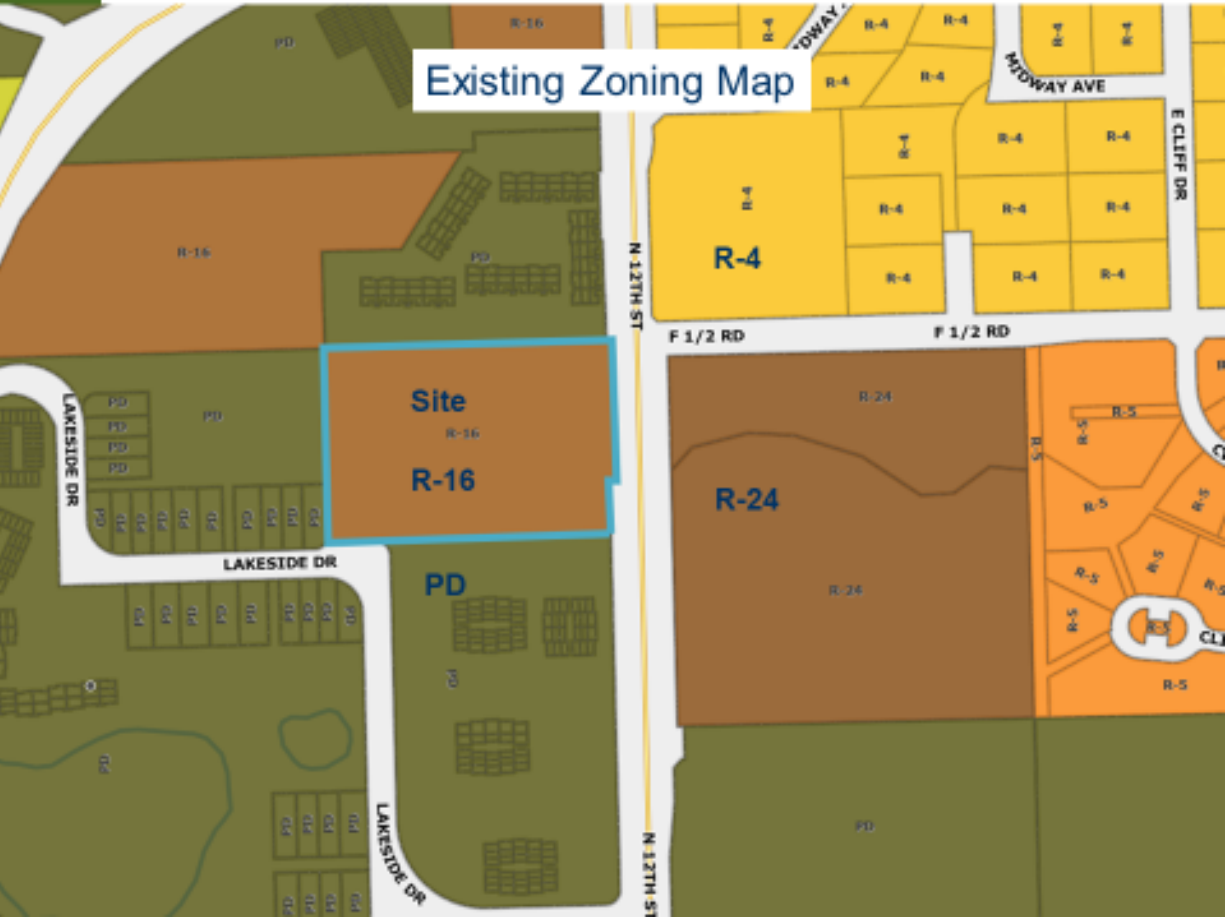






Closer Aerial Photo

# Existing Zoning Map





View of property from Lakeside Drive

**RECORDING MEMORANDUM  
ALTERNATIVE PARKING PLAN**

City of Grand Junction  
Community Development Department  
File: # SPN-2019-174

This memorandum relates to the Karis Apartments located at 3205 North 12<sup>th</sup> Street located in the City of Grand Junction, Colorado ("PROJECT") whereby 34 multi-family dwelling units are proposed for Low Income residents. This project has provided documentation and analysis that the PROJECT will create a lower parking demand than is otherwise required by the City Zoning and Development Code.

This Memorandum shall serve as notice to prospective purchasers of the PROJECT that the parking on the project does not meet City standards for multi-family and a change of use or change of purpose from low income housing owned and operated by Karis, Inc. may require additional parking to be constructed.

- 1. City Code at time of PROJECT approval requires 43 parking stalls.
- 2. An Alternative Parking Plan providing 23 standard parking stalls and 2 ADA parking stalls has been approved.

NOW THEREFORE, the Owner of the PROJECT and an official of the City of Grand Junction, both possessing and representing by their signatures that they possess sufficient authority, do hereby agree to the statements herein and to the recording of this memorandum with the Mesa County Clerk and Recorder.

City of Grand Junction: \_\_\_\_\_ Date: \_\_\_\_\_

Owner: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_



# SYSTEM MAP

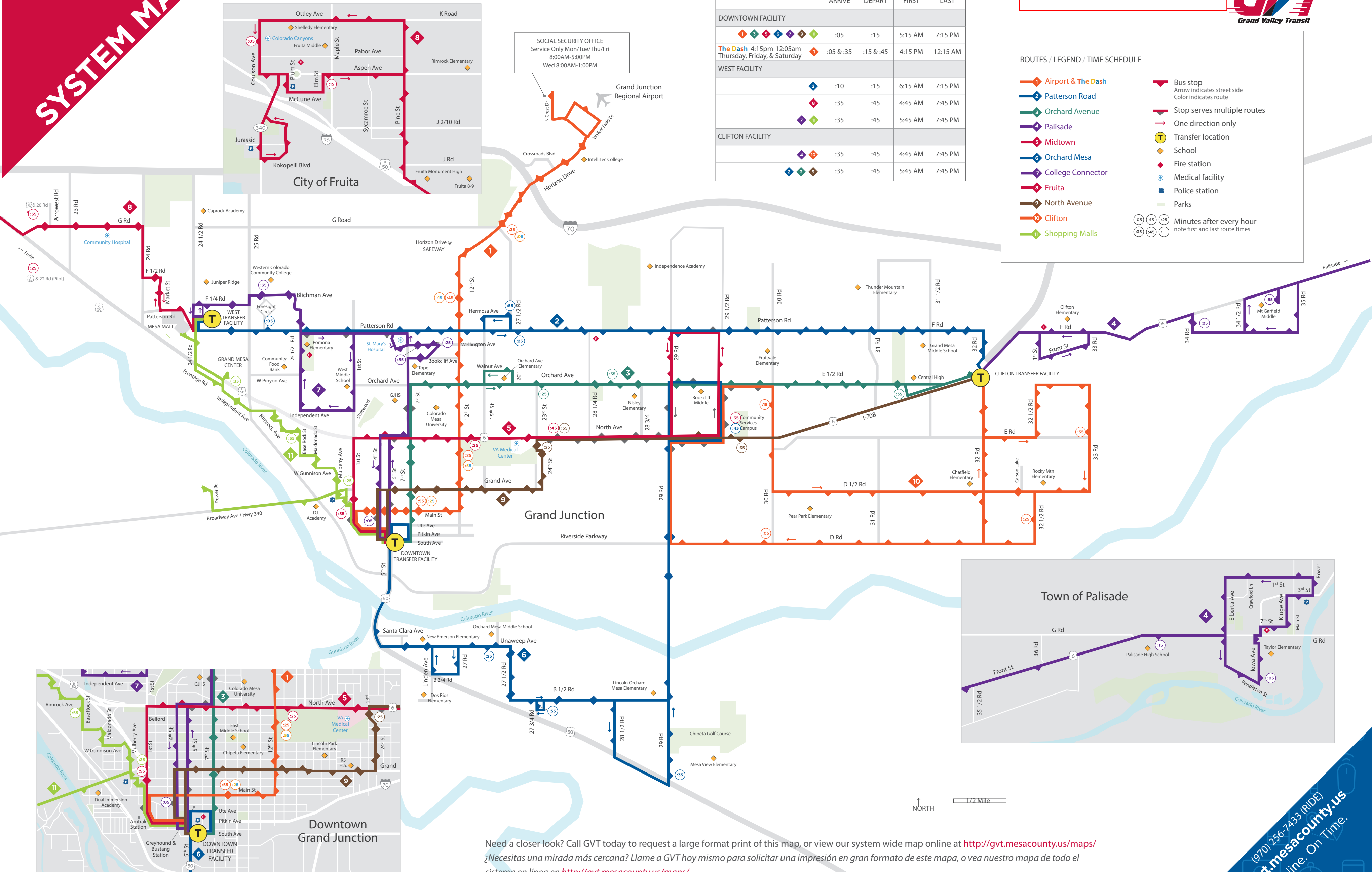
Exhibit 9



TRANSFER FACILITY ROUTE SCHEDULES				
	ARRIVE	DEPART	FIRST	LAST
<b>DOWNTOWN FACILITY</b>				
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11	:05	:15	5:15 AM	7:15 PM
The Dash	4:15pm-12:05am Thursday, Friday, & Saturday	:05 & :35	:15 & :45	4:15 PM 12:15 AM
<b>WEST FACILITY</b>				
2	:10	:15	6:15 AM	7:15 PM
8	:35	:45	4:45 AM	7:45 PM
7, 11	:35	:45	5:45 AM	7:45 PM
<b>CLIFTON FACILITY</b>				
4, 10	:35	:45	4:45 AM	7:45 PM
2, 3, 9	:35	:45	5:45 AM	7:45 PM

### ROUTES / LEGEND / TIME SCHEDULE

- 1 Airport & The Dash
  - 2 Patterson Road
  - 3 Orchard Avenue
  - 4 Palisade
  - 5 Midtown
  - 6 Orchard Mesa
  - 7 College Connector
  - 8 Fruita
  - 9 North Avenue
  - 10 Clifton
  - 11 Shopping Malls
- Bus stop
  - Arrow indicates street side
  - Color indicates route
  - Stop serves multiple routes
  - One direction only
  - Transfer location
  - School
  - Fire station
  - Medical facility
  - Police station
  - Parks
- Minutes after every hour  
note first and last route times



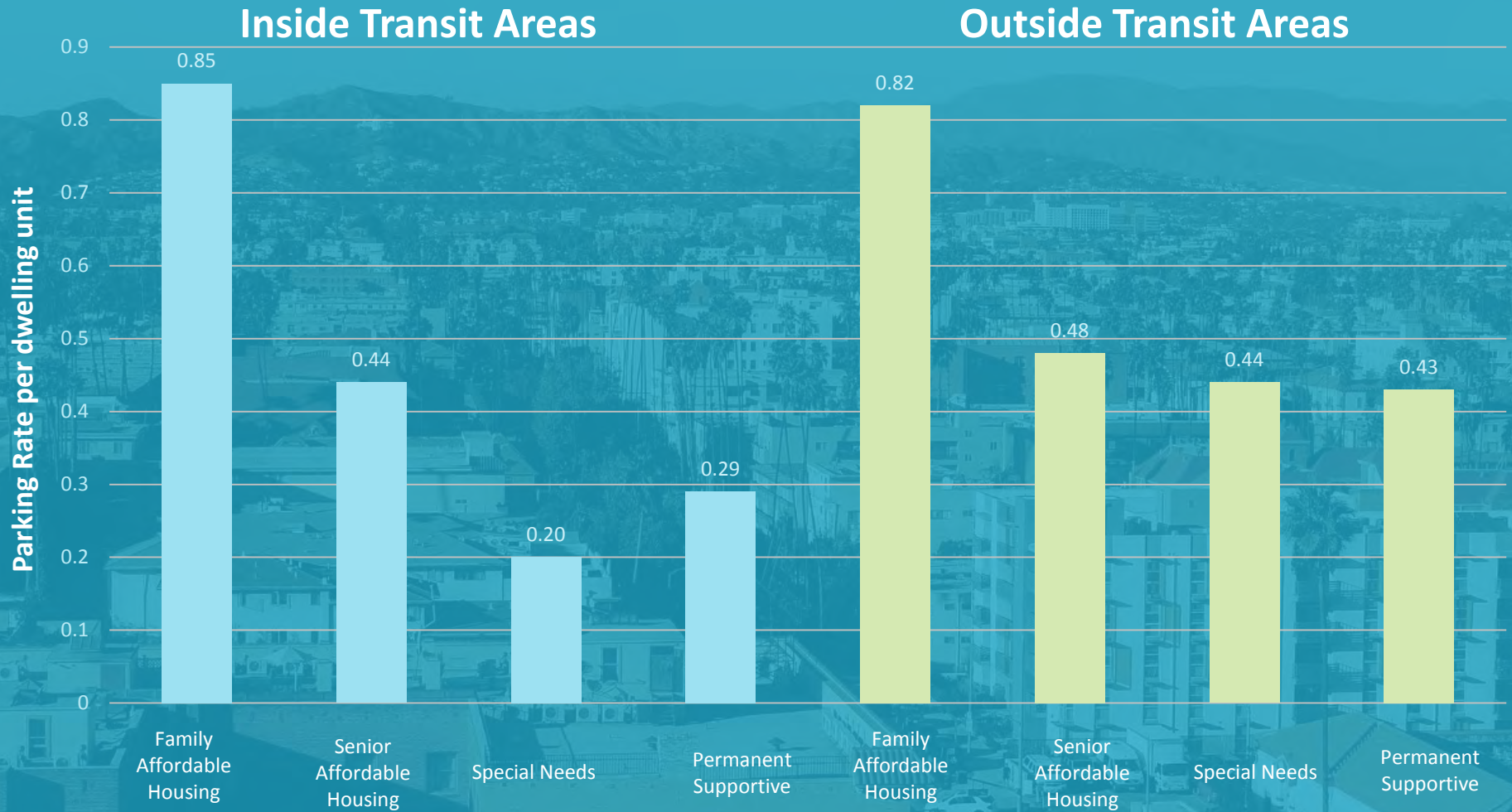
SOCIAL SECURITY OFFICE  
Service Only Mon/Tue/Thu/Fri  
8:00AM-5:00PM  
Wed 8:00AM-1:00PM



Need a closer look? Call GVT today to request a large format print of this map, or view our system wide map online at <http://gvt.mesacounty.us/maps/>  
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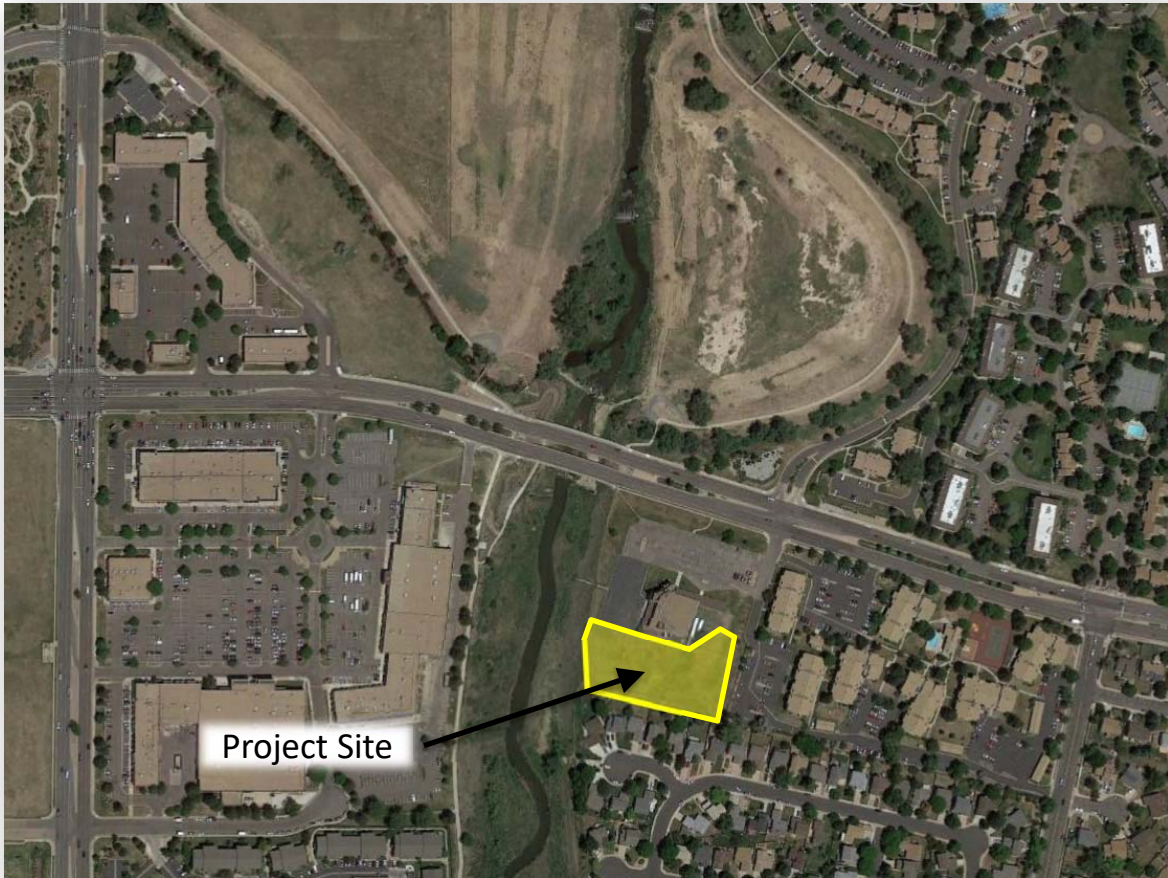
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# LA Affordable Housing Parking Rates

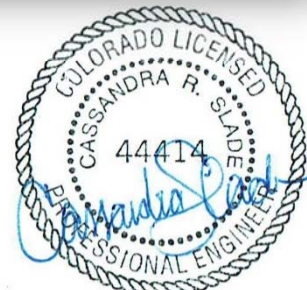




# PROVIDENCE AT THE HEIGHTS TRAFFIC IMPACT STUDY AURORA, CO



Project Site

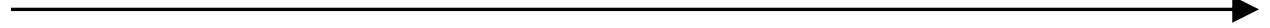


**PREPARED FOR:**

Providence Heights, LLLP  
9722 East 16<sup>th</sup> Avenue | Aurora | CO 80010

PREPARED BY: CASSIE SLADE, PE  
ORIGINAL DATE: MARCH 9, 2018  
UPDATED DATE: MAY 22, 2018  
FTH PROJECT: #18018





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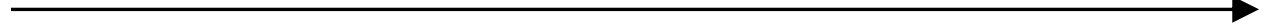
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**APPENDIX**

- Level of Service Definitions
- Existing Traffic Data
- Research Data
- Intersection Capacity Worksheets
- Shared Parking Agreement





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## PROVIDENCE AT THE HEIGHTS APARTMENTS TRAFFIC IMPACT STUDY

### 1.0 INTRODUCTION

The Fox Tuttle Hernandez Transportation Group has prepared this traffic impact study for a proposed affordable housing project in Aurora, CO. The project site is located east of Chambers Road along Alameda Parkway, just south of the existing Elevation Christian Church. The Providence at the Heights project proposes to develop an apartment building to provide permanent supportive housing for those at or below 30% of the area median income (AMI).

The purpose of this study is to assist in identifying potential traffic impacts within the study area as a result of this project. The traffic study addresses existing, short-term (Year 2020), and long-term (Year 2040) peak hour intersection conditions in the study area with and without the project generated traffic. The information contained in this study is anticipated to be used by the City of Aurora in identifying any intersection or roadway deficiencies and potential improvements for the future scenarios.

The traffic impact study is consistent with the City of Aurora requirements as defined in the *Traffic Impact Study Guidelines (June 2015)* and addresses the comments provided by City staff in the pre-application meeting (November 2017).

### 2.0 PROJECT DESCRIPTION

The project proposes to construct 50 multi-family units (40 one-bedroom units and 10 two-bedroom units) on currently undeveloped land. There will be on-site counseling service for residents as well as other support services. Access to the site is planned via one proposed driveway onto the local street that currently serves the Elevation Christian Church and Terrace Park apartments and connects to Alameda Parkway. The proposed driveway will lead into the parking aisle for the multi-family housing and provide pedestrian access to the existing sidewalks. A vicinity map is shown on **Figure 1**. The site and access plan is provided on **Figure 2**.

---

### 3.0 DATA COLLECTION

Weekday AM and PM peak hour turning movement volumes were collected in late February 2018 at one existing intersection. Average daily traffic (ADT) counts were collected for 24-hours on Alameda Parkway and on the local access street adjacent to the church. Historic and projected traffic volumes for the arterial was gathered from the City database and the DRCOG forecasting models. The existing traffic volumes are illustrated on **Figure 3**. The existing intersection geometry and traffic control are also shown on this figure. Count data sheets are provided in the **Appendix**.

### 4.0 EXISTING CONDITIONS

#### 4.1 Roadways

The study area boundaries are based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. The existing study area street network consists of one major arterial and one local street as shown on **Figure 1**. The primary public roadways that serve the project site are discussed in the following text:

**Alameda Parkway** is a six-lane east/west major arterial that provides regional access through the City of Aurora. This roadway connects neighborhood communities to the Civic Center, Town Center Mall, and I-225. The posted speed limit is 40 miles per hour (mph) near the site. Alameda Parkway currently serves approximately 32,300 vehicles per day (vpd) just west of Joplin Street/Elevation Christian Church Access. Just east of Airport Boulevard/Buckley Road, Alameda Parkway currently serves approximately 26,600 vpd. Alameda Parkway is approximately 86-feet wide adjacent to the Elevation Christian Church property, which includes 11-foot travel lanes, three per direction, and a 20-foot center median/left-turn lane. This roadway is the northern boundary of the study area.

**Joplin Street** is a north/south, two-lane local street that extends north of Alameda Parkway into multi-family communities. There is indirect access to Airport Boulevard if Joplin Street were used as a cut-through route. The posted speed limit is 25 mph and there are speed bumps along the way. Joplin Street aligns with the existing Elevation Christian Church access, but it is not anticipated to serve the traffic of the proposed housing residents.

---

***Elevation Christian Church/Terrace Park Apartments Access*** (referred to as *Access Street in the report*) is a two-lane private street that provides access to Alameda Parkway. The project proposes to add an access to this street just south of the church. The posted speed limit is 25 mph and it serves approximately 850 vpd.

#### 4.2 Intersections

The study area includes one existing intersection: Alameda Parkway at Joplin Street/Access Street. This intersection is side-street stop-controlled with full-movement access. The existing lane configuration is illustrated on **Figure 3**.

#### 4.3 Pedestrian and Bicycle

There are many walkable and bikeable destinations including neighborhood retail (0.25 miles), civic services at the municipal center (0.50 miles) and regional commercial and retail (1.0 miles) near the site. Currently, Alameda Parkway provides an attached sidewalk on both sides (ranging from five feet to 10 feet) and there are no sidewalks along the church/apartment access road. There are no designated on-street bike facilities on Alameda Parkway near the proposed development site; however, it is not illegal in the City of Aurora for people to bike on the sidewalks. There is an on-street bike lane on Kalispell Way, which is located just east of the existing Terrace Park Apartments.

Adjacent to the project site is the TollGate Creek, which has a multi-use trail on the west side of the creek that can be accessed via the sidewalk on Alameda Parkway. The Toll Gate Creek Trail leads south to other recreational areas and trails throughout the City of Aurora, including the Cherry Creek Reservoir. At Alameda Parkway, the Toll Gate Creek Trail travels north under the roadway to link to the 71-mile regional multi-use path, the Highline Canal Trail as well as the Colorado Front Range Trail. Both multi-use trails provide local and regional connections to neighborhoods, civic centers, commercial developments, and transit services.

#### 4.4 Transit

The project site is located less than 500 feet from two existing bus stops along Alameda Parkway with service via the 3L and 133 routes. These bus routes provide connectivity to retail, civic and employment centers in the City of Aurora and connectivity to the regional Front Range area. The Aurora Metro Center R-Line is located less than one mile from the site. Currently, there are four bus routes that serve the area near the project site and link to local and regional destinations as described on the following page.

- 
- **Route 3L (East Alameda Limited)** – Connects the east Alameda Parkway community to the Aurora Metro Center Station (light rail and transit hub), Havana & Alameda park-n-ride, Cherry Creek Shopping Center, and downtown Denver Civic Center Station. Route 3L travels along Alameda Parkway through Aurora and Alameda Avenue through Denver. Route 3L has bus stops on Alameda Parkway just east of the Access Street.
  - **Route 133 (Hampden/Tower)** – Loops through the City of Aurora connecting the Nine Mile Station (light rail and transit hub) to the Aurora Metro Center Station (light rail and transit hub). Route 133 travels along Tower Road and winding to Buckley Road to then access Alameda Parkway. There are bus stops near the project site on Alameda Parkway just east of the Access Street (same stops as for Route 3L).
  - **Route 169 (Buckley Road)** – Connects the Arapahoe Crossing Shopping Center in south Aurora to the 40<sup>th</sup> Avenue & Airport Road Station (light rail and transit hub). Route 169 travels along Buckley Road/Airport Boulevard and has bus stops north and south of Alameda Parkway, which is roughly  $\frac{3}{4}$  mile to the east of the proposed project access.
  - **Route 169L (Buckley Road / Tower DIA Limited)** – Extends Route 169 to the north to connect to Denver International Airport. This route has the same bus stops as Route 169 on Buckley Road and Airport Boulevard.

## 5.0 FUTURE CONDITIONS

### 5.1 Annual Growth Factor and Future Volume Methodology

In order to forecast the future peak hour traffic volumes, background traffic growth assumptions were estimated based on a variety of resources: the Denver Regional Council of Governments (DRCOG) regional FOCUS model, City of Aurora historic traffic volumes, and previous traffic impact studies near the study area. Based on the data, a 1% annual growth rate<sup>1</sup> was assumed to provide a conservative evaluation of future traffic within the vicinity of the project.

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<sup>1</sup> DRCOG Focus Model had the following daily volume estimates: Year 2015 – 38,024; Year 2035 – 44,662; Year 2040 – 45,317. This equates to a 0.8% annual growth to Year 2035 and 0.7% to Year 2040.

---

The estimated trips for the East Creek project and the recently studied development in the northeast corner of Alameda Parkway at Airport Boulevard/Buckley Road were also added to the background traffic. Trips were assigned as documented in the traffic impact studies: *East Creek Traffic Impact Study (LSC, 2017)* and *Northeast Corner of Alameda Parkway at Airport Boulevard/Buckley Road Development Traffic Impact Study (FTH, 2018, under review by the City)*. Both projects plan to construct mixed-use developments.

This study developed future traffic volumes from the annual growth rate and approved developments to determine the short-term (Year 2020) and long-term (Year 2040) conditions. The Year 2020 background traffic is summarized on **Figure 4** and Year 2040 background traffic is summarized on **Figure 5**.

## 6.0 FUTURE CONDITIONS WITH DEVELOPMENT

### 6.1 Literature Review

The *Institute of Transportation Engineers (ITE) Trip Generation Manual*<sup>2</sup> is the national standard for estimating trips generated by new developments and is based on data collected by transportation professionals across the country. This methodology has limitations regarding the sensitivity to socio-demographics, non-auto transportation choices, lower-income impacts, and proximity to urban areas.

Affordable housing projects typically generate less automobile trips than most other residential sites. Professionals across the country have been studying the transportation impact for a variety of housing types based on income, socio-demographics, vehicle ownership, and proximity to transit services.

Majority of the studies were conducted in California and a few of the studies specifically studied supportive housing. A research group out of Portland studied data from the 2010-2012 California Household Travel Survey to investigate the differences in transportation impacts between residents of affordable and market-rate housing. The study was published in *The Journal of Transportation and Land Use*<sup>3</sup> and estimated the trip reduction rates by income level.

---

<sup>2</sup> Trip Generation 10<sup>th</sup> Edition, Institute of Transportation Engineers, 2017.

<sup>3</sup> Howell, A., Currans, K., Gehrke, S., Norton, G., and Clifton, K., Transportation Impacts of Affordable Housing: Informing Development Review with Travel Behavior Analysis, The Journal of Transport and Land Use, Volume 11 No. 1, pp. 103-118. Available January 2018.



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Providence at the Heights aims to serve those individuals with an income of 30% of the AMI or less; the study identifies this level as “extremely low-income”. Based on the data in the travel survey, the daily automobile trip generation for multi-family dwellings (apartment or townhome) in urban districts with extremely low-income represent 37% of the daily trips for ‘above moderate income’ dwellings located in a suburban neighborhood.

The City of Los Angeles staff gathered similar vehicle trip data at affordable housing throughout the city for families, seniors, special needs, and permanent supportive housing for an update to their *Transportation Impact Study Guidelines (LADOT, December 2016)*<sup>4</sup>. The City’s study determined that supportive housing has a daily rate of 1.27 vehicle trips per dwelling unit, which is 20% of the ITE daily rate for a low-rise multi-family housing. In summary, the existing research found that affordable multi-family housing generates vehicle trips at a rate of 20% and 37% of the national standard defined in the *ITE Trip Generation Manual*.

## 6.2 Trip Generation

A trip generation estimate was performed to determine the traffic characteristics of the proposed Providence at the Heights. Based on the literature review, it was confirmed that affordable housing projects generate fewer trips due to limited means which creates fewer choices in how the individuals can travel. The vehicle trip generation rates established by the LADOT were multiplied by the proposed number of dwelling units to estimate the trips associated with Providence at the Heights, as shown in **Table 1**.

The proposed project is expected to experience mostly new trips, known as ‘primary trips’, as discussed below:

Primary Trips. These trips are made specifically to visit the site and are considered “new” trips. Primary trips would not have been made if the proposed project did not exist. Therefore, this is the only trip type that increases the total number of trips made on a regional basis.

Non-Auto Trips. These trips are those that are completed by walking, biking, or transit. The existing transit, pedestrian, and bicycle amenities will encourage residents and employees to make non-auto trips to/from the apartments. According to the travel patterns of the existing Second Chance Centers around Aurora and Denver, 75% of the clients ride the bus, walk or bike to their destinations. The Providence at the Heights

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<sup>4</sup> City of Los Angeles Transportation Impact Study Guidelines, Los Angeles Department of Transportation, 2016.

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affordable apartments are located near transit services and walkable/bikeable destinations. The rate provided by the LADOT accounts for non-auto trips; therefore, an additional reduction was not applied.

**Table 1** provides the trip generation estimate for the proposed development. The Providence at the Heights affordable housing was estimated to generate the following new vehicular trips by residents, visitors, volunteers, and employees:

- 64 average daily automobile trips
- 6 weekday AM peak hour automobile trips
- 6 weekday PM peak hour automobile trips

### 6.3 Trip Distribution and Assignment

The estimated trip volumes were distributed onto the study area street network based on existing traffic characteristics, land uses, and traffic patterns in the area, as well as location of potential employment areas. The overall assumed distributions are listed, as well as presented on **Figures 6**:

- 50% to/from East Alameda Parkway (East Aurora, Business/Industrial Park along I-70, and possibly Denver International Airport)
- 50% to/from West Alameda Parkway (Aurora Civic Center, Town Center Retail, Medical Campus, R-Line Light Rail, I-225 to Denver)

Using the distribution assumptions, the projected site traffic was assigned to the study area roadway network for the weekday AM and PM peak hours. The site-generated volumes are shown on **Figure 6**.

## 7.0 EVALUATION

It should be noted that the existing peak hour factor (PHF) per approach was utilized in the existing and 2020 scenarios. For Year 2040 scenarios, the average intersection PHF was inputted unless the approach's existing PHF is greater than the average intersection. Data is unavailable regarding the percent of heavy vehicles on Alameda Parkway. CDOT data from 6<sup>th</sup> Avenue and Parker Road were reviewed, and it was assumed that Alameda Parkway has 4%

---

heavy vehicles. The turning and side-street movements were assumed to have 1% heavy vehicles.

## 7.1 Level of Service Capacity Analysis

The traffic operations analysis addressed intersection operations using the procedures and methodologies set forth by the *Highway Capacity Manual (HCM)*<sup>5</sup>. Study intersections were evaluated using Synchro (version 9) software. A level of service analysis was conducted to determine the existing and future performance of the study intersection and to determine the most appropriate lane configuration and traffic control device.

To measure and describe the operational status of an intersection, transportation engineers and planners commonly use a grading system referred to as “Level of Service” (LOS) that is defined by the *HCM*. LOS characterizes the operational conditions of an intersection’s traffic flow, ranging from LOS A (indicating very good, free flow operations) and LOS F (indicating congested and sometimes oversaturated conditions). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with traveling through the intersection. LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement.

Typically, LOS A through C is considered to be good for the overall intersection operations and the desired standard for overall intersection performance is LOS D, while individual movements may be allowed to fall to LOS E depending on the circumstances per the City of Aurora’s *Traffic Impact Study Guidelines (Year 2015)*. At stop-controlled intersections the left-turns onto major arterials may be allowed to fall below LOS D depending on the situation. Criteria contained in the *HCM* was applied for these analyses in order to determine existing and future peak hour LOS. A more detailed discussion of LOS methodology is contained in the **Appendix** for reference.

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<sup>5</sup> [Highway Capacity Manual](#), Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2010.

---

## 7.2 Year 2018 Existing Intersection Capacity Analysis

The existing volumes, lane configuration, and traffic control are illustrated on **Figure 3**. The results of the LOS calculations for the study intersections are summarized in **Table 2**. The intersection level of service worksheets are attached in the **Appendix**.

Overall, the study intersection of Alameda Parkway at Joplin Street/Access Street operates at LOS A in both peak hours; however, the side-street left-turns currently operate at LOS F in both periods. A summary of the operations of the critical movements associated with the proposed development are listed below:

- *Eastbound Through + Right* – operates at LOS A in both peak periods with an estimate of zero delay and queues less than 15 feet (less than one vehicle).
- *Westbound Left* – operates at LOS A in the AM peak hour and LOS B in the PM peak hour with the 95<sup>th</sup> percentile queues measuring 25 feet or less (less than one vehicle). The existing storage length is 120 feet with a 50-foot taper located in the existing raised median.
- *Northbound Left* – operates at LOS F in both peak hours. The 95<sup>th</sup> percentile queue is estimated to be 38 feet (about two vehicles) in the AM peak hour and 74 feet (about three vehicles) in the PM peak hour. The queues do not impact the arterial operations but temporarily block the access into the Terrace Apartments north parking lot. This parking lot has direct right-out access onto Alameda Parkway just 215 feet to the east of the study intersection.
- *Northbound Through + Right* – operates at LOS A in the AM peak hour and LOS B in the PM peak hour. The 95<sup>th</sup> percentile queue is estimated to be 30 feet (about one vehicle) in the AM peak hour and 112 feet (about five vehicles) in the PM peak hour. The northbound approach does not have pavement markings to distinguish lanes; however, it is wide enough to accommodate two outbound lanes allowing through and right-turn movements to be minimally impacted by left-turns.

**Recommendation:** No mitigation measures recommended. High side-street approach delays during both peak hours are typical of unsignalized approaches along a major arterial roadway. The side-street volumes are not yet approaching traffic signal warrant thresholds.

---

### 7.3 Year 2020 Background Intersection Capacity Analysis Without Project

The study area intersections were evaluated to determine baseline operations for the Year 2020 background scenario and to identify any capacity constraints associated with background traffic. As discussed in **Section 5.0**, the background traffic was estimated by growing the existing traffic and adding the development trips from East Creek and NE Corner of Alameda Parkway/Airport Boulevard. The Year 2020 background volumes, lane configuration, and traffic control are illustrated on **Figure 4**.

The level of service criteria discussed previously was applied to the study area intersections to determine the impacts with the short-term background volumes. The results of the LOS calculations for the intersections are summarized in **Table 2**. The intersection level of service worksheets are attached in the **Appendix**.

Overall, the study intersection of Alameda Parkway at Joplin Street/Access Street is anticipated to operate at LOS A in both peak hours; however, the side-street left-turns continue to operate at LOS F in both periods. A summary of the short-term future operations of the critical movements is as follows:

- *Eastbound Through + Right* – will continue to operate at LOS A in both peak periods with queues less than 26 feet (about one vehicle).
- *Westbound Left* – will continue to operate at LOS A in the AM peak hour and begin to operate at LOS C in the PM peak hour. The 95<sup>th</sup> percentile queues are anticipated to be similar to existing conditions.
- *Northbound Left* – will continue to operate at LOS F in both peak hours. The 95<sup>th</sup> percentile queue is estimated to be 51 feet (about two vehicles) in the AM peak hour and 85 feet (about four vehicles, one more than existing) in the PM peak hour.
- *Northbound Through + Right* – will begin to operate at LOS B in the AM peak hour and remain LOS B in the PM peak hour. The 95<sup>th</sup> percentile queue is the same as existing in the AM peak hour (30 feet, about one vehicle) and 179 feet (about seven vehicles, two more than existing) in the PM peak hour.

**Recommendation:** No mitigation measures recommended. High side-street approach delays during both peak hours are typical of unsignalized approaches along a major arterial roadway. The side-street volumes are not approaching traffic signal warrant thresholds. If



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the delay on the northbound approach becomes uncomfortable, the drivers can access Alameda Parkway via Kalispell Way, to the east, by utilizing the Terrace Park Apartments internal roadway. Kalispell Way is a two-lane collector street that has a signal at the intersection with Alameda Parkway.

#### 7.4 Year 2040 Background Intersection Capacity Analysis Without Project

The study area intersections were evaluated to determine baseline operations for the Year 2040 background scenario and to identify any capacity constraints associated with background traffic. The Year 2040 background volumes, lane configuration, and traffic control are illustrated on **Figure 5**.

The level of service criteria discussed previously was applied to the study intersection to determine the impacts with the long-term background volumes. The results of the LOS calculations are summarized in **Table 2**. The intersection level of service worksheets are attached in the **Appendix**.

Overall, the study intersection of Alameda Parkway at Joplin Street/Access Street is anticipated to begin operating at LOS C in the AM peak hour and LOS E in the PM peak hour. The side-street left-turns continue to operate at LOS F in both periods. A summary of the long-term future operations of the critical movements are listed below:

- *Eastbound Through + Right* – will continue to operate at LOS A in both peak periods with queues less than 50 feet (about two vehicles).
- *Westbound Left* – will continue to operate at LOS A in the AM peak hour and LOS C in the PM peak hour. The 95<sup>th</sup> percentile queues are anticipated to be similar to existing conditions and less than 32 feet (about two vehicles, one more than existing).
- *Northbound Left* – will continue to operate at LOS F in both peak hours. The 95<sup>th</sup> percentile queue is estimated to be 73 feet (about three vehicles, two more than existing) in the AM peak hour and 74 feet (about three vehicles) in the PM peak hour.
- *Northbound Through + Right* – will continue to operate at LOS B in both peak hours. The 95<sup>th</sup> percentile queue becomes 113 feet (about five vehicles, four more than existing) in the AM peak hour and 149 feet (about six vehicles, one more than existing) in the PM peak hour.

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**Recommendation:** No mitigation measures recommended. High side-street approach delays during both peak hours are typical of unsignalized approaches along a major arterial roadway. The side-street volumes are not approaching traffic signal warrant thresholds. The southbound approach is just under the peak hour signal warrant threshold in the AM peak hour; therefore, the City of Aurora should monitor the intersection if long-term background traffic growth and operations are realized. If the delay on the northbound approach becomes uncomfortable, the drivers can access Alameda Parkway via Kalispell Way,

### 7.5 Year 2020 Background + Project Intersection Capacity Analysis With Project

This section discusses impacts associated with the addition of the Providence at the Heights affordable apartment trips in the short-term scenario. The site-generated volumes were added to the projected Year 2020 background volumes and are illustrated on **Figure 7**. The results of the LOS calculations for the study intersections are summarized in **Table 2**. The intersection level of service worksheets are attached in the **Appendix**.

**Overall the project trips do not significantly impact the study area for the short-term scenario.** All movements will operate with the same LOS letter grade as the Year 2020 background at the study intersection of Alameda Parkway at Joplin Street/Access Street. The proposed access into the proposed apartment complex is estimated to operate overall at LOS A in both peak hours with the 95<sup>th</sup> percentile queues less than 16 feet (less than one vehicle).

### 7.6 Year 2040 Background + Project Intersection Capacity Analysis With Project

This section discusses impacts associated with the addition of the apartment trips in the long-term scenario. The site-generated volumes were added to the projected Year 2040 background volumes and are illustrated on **Figure 8**. The results of the LOS calculations for the intersections are summarized in **Table 2**. The intersection level of service worksheets are attached in the **Appendix**.

**Due to the predicted high through volume and nearing the capacity of an unsignalized intersection at Alameda Parkway, the south Joplin Street (Access Street) approach will continue to be delayed with additional trips and impacting the overall intersection LOS.** The PM peak hour continues to be LOS E and operating similarly to the background condition. Although the northbound delay may be higher with the project trips, the queues remain within three vehicles or less of the queues estimated in Year 2040 background. It should be noted that the side-street volumes do not meet the peak hour signal warrant threshold and drivers have alternative routes if the delay is perceived to be too great.

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The proposed access is estimated to operate overall at LOS A in both peak hours with the 95<sup>th</sup> percentile queues less than 35 feet (about two vehicles).

## 8.0 QUEUING ANALYSIS

A queuing analysis was performed to determine if the average and 95<sup>th</sup> percentile queues would be accommodated by the existing or future storage length and if any of the queues impact an upstream intersection/access. **Table 3a** provides the storage lengths or distance to nearest intersection/access, and the average and 95<sup>th</sup> percentile queues for each scenario as calculated by Synchro and **Table 3b** summarizes the queues from SimTraffic (v9).

**The project trips increase queue lengths by three vehicles or less per movement during the weekday peak hours. The additional queue lengths do not require extending existing storage lengths.** As shown in **Tables 3a and 3b**, all the queues are shorter than the provided storage length or nearest upstream intersection/access, except those highlighted with **blue bold** font. It should be noted that the 95<sup>th</sup> percentile queue length is a theoretical queue that is 1.65 standard deviations above the average queue length. In theory, the 95<sup>th</sup> percentile queue would be exceeded 5% of the time based on the average queue length, but it is also possible that a queue this long may not occur.

## 9.0 SENSITIVITY ANALYSIS

A sensitivity analysis was performed to provide the City of Aurora additional information if the multi-family apartments generated as many trips as estimated with the ITE *Trip Generation Manual*. Utilizing the ITE equations for multi-family housing (#220) and applying a conservative 15% non-auto reduction, the apartments would generate approximately: 286 average daily trips; 21 weekday AM peak hour trips; 27 weekday PM peak hour trips. **Table 4** provides the trip generation estimate for the proposed development with the ITE equations. The LOS and queue analysis for Alameda Parkway and Joplin Street/Access Street is detailed in **Tables 5 and 6a and 6b**, respectively.

In summary, the additional trips on the northbound approach increase the delays, impacting the overall LOS, and lengthening the queues by up to three vehicles. It should be noted that the 95<sup>th</sup> percentile queue on the westbound left-turn movement is a maximum of 45 feet which is contained within the existing 110 feet of storage.

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The sensitivity analysis does not change the findings and recommendations of this study and would not trigger mitigation measures at the study intersection. The northbound volumes are not approaching signal warrant thresholds and the southbound approach continues to have the higher side-street volume.

## 10.0 PARKING STUDY

The Providence at the Heights project anticipates impacting 10 existing parking spaces in the church parking lot that will be replaced at 1:1. It is proposed that the site will provide 38 new parking spaces to accommodate residents, visitors, and staff. During the work day, there will be a maximum of five staff members at the Providence at the Heights. In off-peak periods (night and weekends), there will be one security guard.

The following text discusses the City of Aurora requirements, national standard for estimating parking demand, and best practices for adjusting for affordable housing communities.

### 10.1 City Parking Requirements

The City of Aurora Parking Ordinance requires 1.5 spaces per one-bedroom unit and 2.0 parking spaces per two-bedroom units, plus 1 visitor space per five units, totaling a **code requirement of 90 parking spaces** for the units proposed. A variance is thus required to support the proposed parking reduction.

### 10.2 Estimated Trips and Peak Parking Demand

It is generally agreed that affordable housing communities generate less automobile trips, and subsequent parking demand, than other residential uses. This observation is supported by various field studies that have been conducted nationally, field studies that we have conducted in the region for other projects, and field studies that Shopworks Architecture has conducted at similar projects in the Aurora and Denver areas. Unfortunately, there is no industry standard for how to reduce typical residential trip generation and parking rates for lower-income residential uses. The reduction of auto trips and parking demand for affordable housing communities is due to these projects typically being located in more urban conditions with better access to transit use and closer proximity to retail, schools, and employment use where non-auto modes can be effectively utilized. Lower-income residents are also less likely to own a vehicle, or multiple vehicles, given these factors as well as the cost of automobiles and maintenance.

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To estimate the parking demand and supply for this project, the following industry guidance and best practices were reviewed:

1. Institute of Transportation Engineers, Parking Generation<sup>6</sup> (4<sup>th</sup> Edition). This publication contains peak parking demand data and parking rates based on field studies or parking at a variety of existing sites. The Parking Generation report data for a “Low/Mid-Rise Apartment” use in urban conditions was utilized for this analysis as it was determined to be the closest/most relevant for this project. However, only four of the 40 sites that were studied to develop this data were identified as affordable housing. Thus, the ITE data is considered conservatively high with respect to parking generation estimates specific to an affordable housing use. The ITE data provides a formula for calculated peak parking demand based on the number of units:

$$\text{Peak Parking Demand} = 0.92x + 4, \text{ where "x" equals the number of dwelling units}$$

The ITE report also notes that the urban data was based on 40 sites with an average size of 1.9 bedrooms per unit, but that the data demonstrated a correlation between number of bedrooms and peak parking demand. The report further offered that study sites with an average of less than 1.5 bedrooms per unit reported peak parking demand at 92% of the average peak parking demand for all study sites.

Applying the ITE formula and reduction based on the site having an average bedroom count of 1.2 bedrooms per units, the **peak parking demand is calculated at  $(0.92 \times 50 + 4) \times 0.92 = 46$  spaces**, or 0.92 spaces per unit. As mentioned above, as only four of the 40 sites used to develop this data were considered affordable housing, which would be anticipated to generate much less parking demand than a typical residential apartment, this estimate is considered to be conservatively high.

2. San Diego Affordable Housing Parking Study<sup>7</sup>. This study was commissioned by the City of San Diego, California with the purpose of determining links between affording housing variables (income, age, transit accessibility, lane use context and housing type) to develop a corresponding regulatory framework for City parking requirements. Screening was conducted at 265 projects and the study included field parking observations at 21 affordable housing communities. The San Diego study represents the most

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<sup>6</sup> Parking Generation, 4<sup>th</sup> Edition. Institute of Transportation Engineers. Washington DC. 2010.

<sup>7</sup> San Diego Affordable Housing Parking Study. Wilbur Smith Associates. December 2011.

comprehensive field data collection effort performed specifically for affordable housing parking requirements in the country.

The findings of the study showed that parking demand for affordable projects was about half of that for typical rental units and almost 50% of the units surveyed had no vehicle. The study also showed that household vehicle availability varies significantly with income and parking demand is less in areas with walkable destinations and more transit services.

Based on the data collected and findings in the statistical analysis for the San Diego Study, a parking model was developed to provide empirically-based rates for four types of affordable housing. The parking requirements are determined based on type of affordable housing and its context in terms of transit availability and walkability (“low”, “medium” and “high”). The report provides an index to score each site for walkability/transit based on specific site characteristics, such a proximity to commercial uses, density of nearby commercial uses, office/civic/education services, and frequency and proximity of transit services. Using this index, the Providence at the Heights project would score right on the cusp between a “medium” and “high” walkability/transit site per the San Diego study criteria.

Applying the San Diego model for the “studio-1 bedroom” type (for one-bedroom units) and “family housing” type (for two-bedroom units) and showing both the “medium” and “high” transit and walkability factors for comparison, yields the following results:

**Table 7: Parking Requirement based on San Diego Affordable Housing Parking Study**

Unit Type	# DU	Base Rate for “Medium” Walkability Transit	Base Rate for “High” Walkability Transit	Subtotal for “Medium” Transit / Availability	Subtotal for “High” Transit / Availability	Visitor Parking (0.15)	Staff Parking (0.05)	Total for “Medium” Transit / Availability	Total for “High” Transit / Availability	Average (between “Medium” and “High)
1-bed	40	0.5	0.1	20	4	6	2	28	12	20
2-bed	10	1.1	0.5	11	5	1.5	0.5	13	7	10
<b>Total</b>	<b>50</b>	<b>-</b>	<b>-</b>	<b>31</b>	<b>9</b>	<b>7.5</b>	<b>2.5</b>	<b>41</b>	<b>19</b>	<b>30</b>



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As shown on **Table 7** above, using the San Diego criteria and data and incorporating parking spaces for visitors and staff parking, the **projected parking requirement is between 19 and 41 parking spaces, or an average of 30 parking spaces**. This would correspond to an effective parking rate of 0.38 to 0.82 spaces per unit, or 0.60 average between “medium” and “high” walkability/transit.

3. LADOT Measuring the Miles<sup>8</sup>. This study was commissioned by the City of Los Angeles, California with the purpose of determining links between affording housing variables (income, age, transit accessibility, lane use context and housing type) to develop adjusted trip generation rates and parking requirements for affordable housing for their *Traffic Impact Study Guidelines*. The data was collected for four affordable housing categories: family, senior, special needs, and permanent support.

Based on the data collected and findings of the parking analysis of the LADOT Study, permanent support affordable housing has a parking demand that is 0.29 to 0.43 per unit depending on the proximity to the transit area.

Using the LADOT rates, the **projected parking demand is between 15 and 22 parking spaces, or an average of 19 parking spaces**.

4. Local Data. Field data was also recently compiled by Shopworks at six examples (similar) affordable (income restricted) housing apartment sites in Aurora and Denver. These existing projects ranged from 30 to 120 apartment units. Based the field studies conducted during evenings at peak parking periods, it was calculated that these projects had peak parking demand rates ranging from 0.46 to 1.06 spaces per unit.

**Table 8** summarizes the parking demand rates based on the city requirements, national standards, and localized studies.

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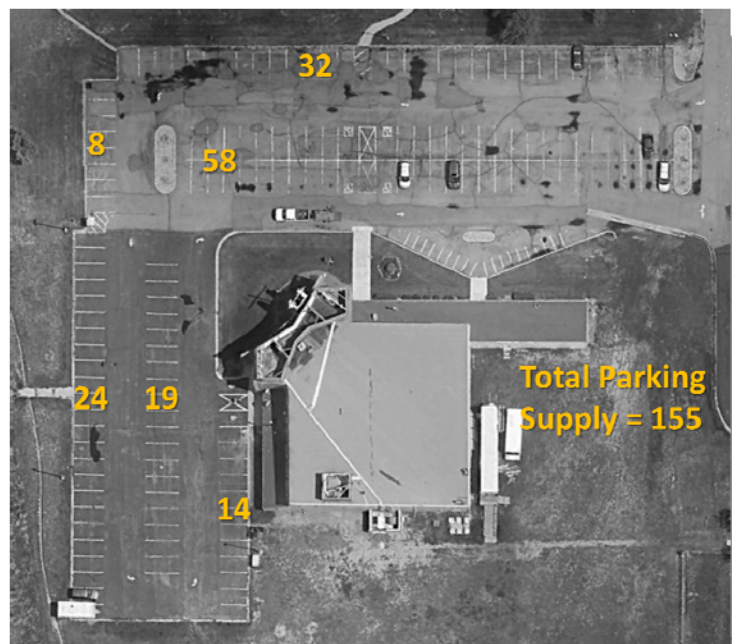
<sup>8</sup> LADOT Measuring the Miles Study. Portland State University. 2015.

**Table 8: Parking Rates and Demand Summary**

No.	Study	Parking Rate	Parking Demand
n/a	City of Aurora Standards	1.5 (1-bedroom) 2.0 (2-bedroom) 1 visitor space per 5 units	$(40 \times 1.5) + (10 \times 2.0) + (50 / 5) = 90$
1	ITE Parking Generation	0.92	$0.92 \times (50 \times 0.92 + 4) = 46$
2	San Diego Study	0.38 ("medium" walkability/transit) 0.82 ("high" walkability/transit)	$50 \times 0.38 = 19$ $50 \times 0.82 = 41$ Average = 30
3	LADOT Study	0.29 (inside transit area "high") 0.43 (outside transit area "moderate")	$50 \times 0.29 = 15$ $50 \times 0.43 = 22$ Average = 19
4	Local Data by Shopworks Architecture	0.46 to 1.06	Range = 23 to 53 Average = 38

### 10.3 Elevation Christian Church Parking

The existing church is just north of the Providence at the Heights property. There are currently 155 parking spaces that serve those attending the church. On Sunday, May 20, 2018 the church's parking demand was gathered during the second service. The parking lot had 152, which equates to 98% utilized with two unoccupied spaces. Outside the peak three hours on Sunday, the church parking lot is mostly empty. The next peak period for the church is Wednesday evenings (6:25-8:35 PM) when youth group is in session, which has parking demand up to 40 (26% utilized, 115 unoccupied spaces). Typically, during the rest of the week,



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there are no more than 15 vehicles in the lot (10% utilized, 145 unoccupied spaces). The Providence at the Heights has developed a draft shared parking agreement with the Elevation Christian Church to provide 24 overflow parking spaces as needed. This agreement is subject to change and will be executed and recorded upon finalization of the project.

#### 10.4 Summary of Parking Demand

Taking into account the ITE parking demand projections, San Diego data, LADOT results, and field data provided by Shopworks for similar local sites, **the anticipated parking demand for this project would fall between 0.38 and 1.06 spaces per unit, but closest to 0.60 (30 spaces)** given data and applicability of the San Diego data, which represents the most comprehensive field data collection effort performed specifically for affordable housing parking requirements in the country.

**On this basis, we anticipate that the proposed parking provisions for the project (38 spaces or 0.75 spaces per unit) will be sufficient to accommodate the peak parking demand for the Providence at the Heights community.** It is anticipated that the estimated demand of 30 parking spaces provides an additional eight spaces for staff members and/or future parking demand.

Given that the residential use would likely experience peak parking demand in the evenings or early mornings when the church parking lot would be expected to be underutilized, the project would not be expected to result in any off-site parking intrusion should parking demand temporarily exceed the site parking supply for any reason. A copy of the draft shared parking agreement with the Elevation Christian Church is provided in the **Appendix**.

#### 11.0 CONCLUSIONS

The project proposes to construct 50 affordable apartments (40 one-bedroom units and 10 two-bedroom units) on currently undeveloped land. The target tenants are those with an AMI at 30% or less. There will be on-site counseling and support services for residents. Access to the site is planned via one proposed driveway onto the local street that currently serves the Elevation Christian Church and Terrace Park apartments. The Access Street leads to Alameda Parkway where full-movement is allowed at the side-street stop-controlled intersection.

The project proposes to be developed within the next two years and is estimated to generate approximately 64 daily trips with 6 trips occurring in the AM peak hour and 6 trips occurring in

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the PM peak hour. The site trips are fewer than a typical rental apartment due to the anticipated lower-income that limits the residents' ability to own a vehicle and higher probability of utilizing the transit system and other non-automobile modes of travel.

**It was determined that the current roadway system can adequately accommodate the traffic volumes at buildout conditions of the Providence of the Heights and will not trigger intersection or roadway improvements. The proposed 38 parking spaces are anticipated to accommodate the peak demand for this land use.** There will be 24 overflow spaces available in the Elevation Christian Church's parking lot.

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# ***Tables and Figures:***

*Table 1 – Trip Generation Summary*

*Table 2 – Peak Hour Intersection Level of Service Summary*

*Table 3a – Peak Hour Average and 95<sup>th</sup> Percentile Queues (Synchro)*

*Table 3b – Peak Hour Average and 95<sup>th</sup> Percentile Queues (SimTraffic)*

*Table 4 – Trip Generation Summary for the Sensitivity Analysis*

*Table 5 – Peak Hour Intersection Level of Service Summary for the Sensitivity Analysis*

*Table 6a – Peak Hour Average and 95<sup>th</sup> Percentile Queues for the Sensitivity Analysis (Synchro)*

*Table 6b – Peak Hour Average and 95<sup>th</sup> Percentile Queues for the Sensitivity Analysis (SimTraffic)*

*Figure 1 – Vicinity Map*

*Figure 2 – Conceptual Site Plan*

*Figure 3 – Year 2018 Existing Traffic Volumes*

*Figure 4 – Year 2020 Background Traffic Volumes*

*Figure 5 – Year 2040 Background Traffic Volumes*

*Figure 6 – Site Trip Distribution and Site-Generated Traffic Volumes*

*Figure 7 – Year 2020 Background + Site-Generated Traffic Volumes*

*Figure 8 – Year 2040 Background + Site-Generated Traffic Volumes*

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## Providence at the Heights Traffic Impact Study



**Table 1 - Trip Generation Summary**

Generator	Land Use Code	Size	Unit	Average Daily Trips			AM Peak Hour			PM Peak Hour					
				Rate <sup>1</sup>	Total	In	Out	Rate <sup>1</sup>	Total	In	Out	Rate <sup>1</sup>	Total	In	Out
Multi-Family Housing (Apartments)	220	50	DU	1.27	64	32	32	0.12	6	3	3	0.12	6	4	2
<b>Total New Auto Trips for Site:</b>					<b>64</b>	<b>32</b>	<b>32</b>		<b>6</b>	<b>3</b>	<b>3</b>		<b>6</b>	<b>4</b>	<b>2</b>

<sup>1</sup> Source: City of Los Angeles Transportation Impact Study Guidelines, Los Angeles Department of Transportation, 2016.





Table 2 - Peak Hour Intersection Level of Service Summary

Intersection and Lanes Groups	Existing				2020 Background				2020 Background + Project				2040 Background				2040 Background + Project			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>STOP SIGN CONTROL</b>																				
<b>Alameda Parkway at Joplin Street / Access Street</b>	<b>4</b>	<b>A</b>	<b>7</b>	<b>A</b>	<b>6</b>	<b>A</b>	<b>12</b>	<b>B</b>	<b>7</b>	<b>A</b>	<b>14</b>	<b>B</b>	<b>14</b>	<b>B</b>	<b>36</b>	<b>E</b>	<b>14</b>	<b>B</b>	<b>39</b>	<b>E</b>
Eastbound Left	16	C	11	B	19	C	13	B	19	C	13	B	27	D	15	C	27	D	15	C
Eastbound Through+Right	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Westbound Left	9	A	14	B	10	A	16	C	10	A	17	C	10	A	20	C	10	A	20	C
Westbound Through+Right	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Northbound Left	113	F	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F
Northbound Through+Right	10	A	13	B	10	B	14	B	10	B	14	B	10	B	15	B	10	B	15	B
Southbound Left	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F	>120	F
Southbound Through+Right	17	C	16	C	19	C	22	C	19	C	22	C	23	C	51	F	23	C	52	F
<b>Access Street at Proposed Driveway</b>	<b>0</b>	<b>A</b>	<b>0</b>	<b>A</b>	<b>0</b>	<b>A</b>	<b>0</b>	<b>A</b>	<b>1</b>	<b>A</b>	<b>1</b>	<b>A</b>	<b>0</b>	<b>A</b>	<b>0</b>	<b>A</b>	<b>1</b>	<b>A</b>	<b>1</b>	<b>A</b>
Eastbound Left+Right	0	A	0	A	0	A	0	A	9	A	9	A	0	A	0	A	9	A	9	A
Northbound Left+Through	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A
Southbound Through+Right	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A	0	A

Note: Delay represented in average seconds per vehicle.

Providence at the Heights  
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Table 3a - 95th Percentile Queue Summary (Synchro)

Intersection and Lanes Groups	Storage Length or Dist. to Adj. Int	Existing		2020 Background		2020 Bkgrd + Project		2040 Background		2040 Bkgrd + Project	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<b>STOP SIGN CONTROL</b>											
<b>Alameda Parkway at Joplin Street / Access Street</b>											
Eastbound Left	150'	12'	18'	15'	23'	15'	23'	26'	35'	26'	35'
Eastbound Through+Right	770'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
Westbound Left	110'	0'	1'	0'	1'	0'	2'	1'	3'	1'	4'
Westbound Through+Right	740'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
Northbound Left	70'	21'	66'	31'	77'	37'	85'	59'	*	66'	*
Northbound Through+Right	245'	1'	2'	1'	3'	1'	3'	1'	2'	1'	2'
Southbound Left	140'	63'	52'	78'	74'	78'	75'	93'	102'	94'	102'
Southbound Through+Right	420'	42'	21'	49'	32'	49'	33'	55'	73'	55'	74'
<b>Access Street at Proposed Driveway</b>											
Eastbound Left+Right	75'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
Northbound Left+Through	50'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
Southbound Through+Right	90'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'



Table 3b - Peak Hour Average and 95th Percentile Queues (SimTraffic)

Intersection and Lanes Groups	Storage Length or Dist. to Adj. Int	Existing				2020 Background				2020 Bkgrd + Project				2040 Background				2040 Bkgrd + Project			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		Avg.	95th	Avg.	95th	Avg.	95th	Avg.	95th	Avg.	95th	Avg.	95th	Avg.	95th	Avg.	95th	Avg.	95th	Avg.	95th
<b>STOP SIGN CONTROL</b>																					
<b>Alameda Parkway at Joplin Street / Access Street</b>																					
Eastbound Left	150'	26'	59'	41'	78'	30'	65'	49'	91'	30'	69'	47'	86'	46'	109'	64'	124'	51'	117'	63'	120'
Eastbound Through+Right	770'	1'	11'	1'	13'	1'	8'	4'	26'	1'	10'	1'	11'	3'	43'	5'	48'	8'	78'	6'	44'
Westbound Left	110'	2'	12'	6'	24'	2'	11'	7'	26'	3'	16'	6'	24'	3'	18'	9'	32'	4'	19'	10'	36'
Westbound Through+Right	740'	1'	14'	3'	21'	3'	20'	3'	21'	3'	22'	2'	19'	2'	17'	3'	21'	3'	20'	1'	12'
Northbound Left	70'	12'	38'	37'	74'	21'	51'	43'	85'	20'	56'	36'	79'	42'	73'	45'	74'	54'	85'	35'	74'
Northbound Through+Right	245'	8'	30'	32'	112'	7'	30'	67'	179'	9'	44'	39'	127'	30'	113'	47'	149'	108'	255'	79'	224'
Southbound Left	140'	48'	131'	40'	103'	73'	153'	88'	185'	70'	162'	111'	197'	125'	198'	124'	206'	127'	195'	105'	201'
Southbound Through+Right	420'	93'	334'	62'	209'	111'	378'	255'	663'	132'	422'	149'	456'	352'	775'	461'	826'	327'	726'	390'	795'
<b>Access Street at Proposed Driveway</b>																					
Eastbound Left+Right	75'	0'	0'	0'	0'	0'	0'	0'	0'	2'	16'	2'	16'	0'	0'	0'	0'	4'	21'	3'	17'
Northbound Left+Through	50'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	5'	32'	1'	9'
Southbound Through+Right	90'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'



## Providence at the Heights Traffic Impact Study



**Table 4 - Trip Generation Summary for Sensitivity Analysis (ITE Equation)**

Generator	Land Use Code	Size	Unit	Average Daily Trips			AM Peak Hour			PM Peak Hour					
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Multi-Family Housing (Apartments)	220	50	DU	[a]	337	169	168	[a]	25	6	19	[a]	32	20	12
<i>Non-Auto Mode Choice:</i>				15%	(51)	(25)	(26)		(4)	(1)	(3)		(5)	(3)	(2)
<b>Total New Auto Trips for Site:</b>					<b>286</b>	<b>144</b>	<b>142</b>		<b>21</b>	<b>5</b>	<b>16</b>		<b>27</b>	<b>17</b>	<b>10</b>

Source: ITE Trip Generation 10th Edition, 2017.

[a] ITE equation used instead of rate. Daily:  $T = 7.56(X) - 40.86$ ; AM Peak:  $Ln(T) = 0.95 Ln(X) - 0.51$ ; PM Peak:  $Ln(T) = 0.89 Ln(X) - 0.02$   
where T = Trip Ends and X = number of dwelling units

Providence at the Heights  
Traffic Impact Study



**Table 5 - Peak Hour Intersection Level of Service Summary  
for Sensitivity Analysis (ITE Equations)**

Intersection and Lanes Groups	2020 Background + Project				2040 Background + Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>STOP SIGN CONTROL</b>								
<b>Alameda Parkway at Joplin Street / Access Street</b>	<b>8</b>	<b>A</b>	<b>95</b>	<b>F</b>	<b>17</b>	<b>C</b>	<b>61</b>	<b>F</b>
Eastbound Left	19	C	13	B	27	D	15	C
Eastbound Through+Right	0	A	0	A	0	A	0	A
Westbound Left	10	A	17	C	10	A	20	C
Westbound Through+Right	0	A	0	A	0	A	0	A
Northbound Left	>120	F	>120	F	>120	F	>120	F
Northbound Through+Right	10	B	14	B	10	B	15	C
Southbound Left	>120	F	>120	F	>120	F	>120	F
Southbound Through+Right	19	C	23	C	23	C	57	F
<b>Access Street at Proposed Driveway</b>	<b>4</b>	<b>A</b>	<b>2</b>	<b>A</b>	<b>3</b>	<b>A</b>	<b>1</b>	<b>A</b>
Eastbound Left+Right	9	A	9	A	9	A	9	A
Northbound Left+Through	0	A	0	A	0	A	0	A
Southbound Through+Right	0	A	0	A	0	A	0	A

Note: Delay represented in average seconds per vehicle.

Providence at the Heights  
Traffic Impact Study



Table 3a - 95th Percentile Queue Summary (ITE equation from Synchro)

Intersection and Lanes Groups	Storage Length or Dist. to Adj. Int	Existing		2020 Background		2020 Bkgrd + Project		2040 Background		2040 Bkgrd + Project	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<b>STOP SIGN CONTROL</b>											
<b>Alameda Parkway at Joplin Street / Access Street</b>											
Eastbound Left	150'	12'	18'	15'	23'	15'	23'	26'	35'	26'	35'
Eastbound Through+Right	770'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
Westbound Left	110'	0'	1'	0'	1'	1'	4'	1'	3'	1'	6'
Westbound Through+Right	740'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
Northbound Left	70'	21'	66'	31'	77'	58'	*	59'	*	86'	*
Northbound Through+Right	245'	1'	2'	1'	3'	2'	5'	1'	2'	2'	4'
Southbound Left	140'	63'	52'	78'	74'	79'	79'	93'	102'	94'	104'
Southbound Through+Right	420'	42'	21'	49'	32'	49'	34'	55'	73'	55'	79'
<b>Access Street at Proposed Driveway</b>											
Eastbound Left+Right	75'	0'	0'	0'	0'	1'	1'	0'	0'	1'	1'
Northbound Left+Through	50'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
Southbound Through+Right	90'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'

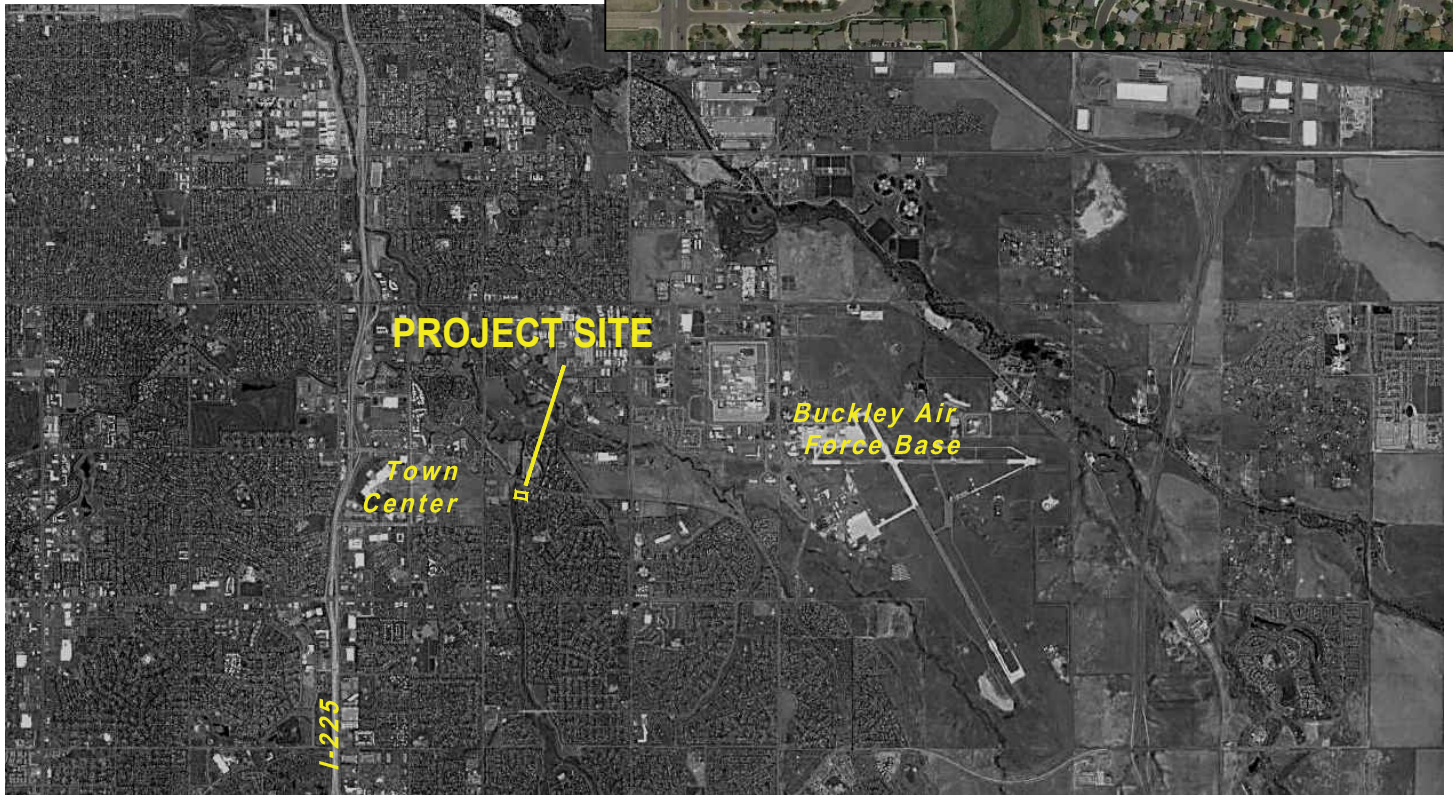
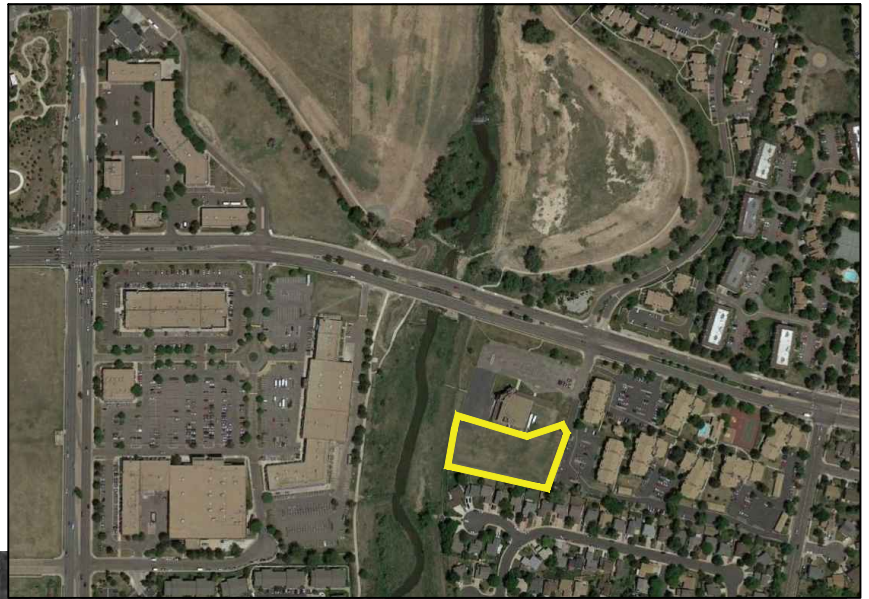


Providence at the Heights  
Traffic Impact Study



**Table 6b - Average and 95th Percentile Queues  
for Sensitivity Analysis (ITE Equations from SimTraffic)**

Intersection and Lanes Groups	Storage Length or Dist. to Adj. Int	2020 Bkgrd + Project (ITE Eq.)				2040 Bkgrd + Project (ITE Eq.)			
		AM		PM		AM		PM	
		Avg.	95th	Avg.	95th	Avg.	95th	Avg.	95th
<b>STOP SIGN CONTROL</b>									
<b>Alameda Parkway at Joplin Street / Access Street</b>									
Eastbound Left	150'	29'	65'	49'	93'	46'	97'	67'	127'
Eastbound Through+Right	770'	1'	13'	2'	16'	3'	29'	6'	55'
Westbound Left	110'	5'	22'	12'	36'	5'	22'	16'	45'
Westbound Through+Right	740'	5'	27'	2'	17'	3'	21'	2'	19'
Northbound Left	70'	40'	<b>82'</b>	59'	<b>79'</b>	53'	<b>88'</b>	57'	<b>78'</b>
Northbound Through+Right	245'	47'	169'	144'	<b>284'</b>	152'	<b>306'</b>	152'	<b>301'</b>
Southbound Left	140'	70'	<b>164'</b>	115'	<b>202'</b>	105'	<b>198'</b>	116'	<b>186'</b>
Southbound Through+Right	420'	139'	<b>443'</b>	256'	<b>667'</b>	249'	<b>670'</b>	353'	<b>776'</b>
<b>Access Street at Proposed Driveway</b>									
Eastbound Left+Right	75'	13'	40'	17'	57'	31'	<b>84'</b>	24'	69'
Northbound Left+Through	50'	2'	14'	11'	48'	20'	<b>66'</b>	15'	<b>54'</b>
Southbound Through+Right	90'	0'	0'	0'	0'	0'	0'	0'	0'



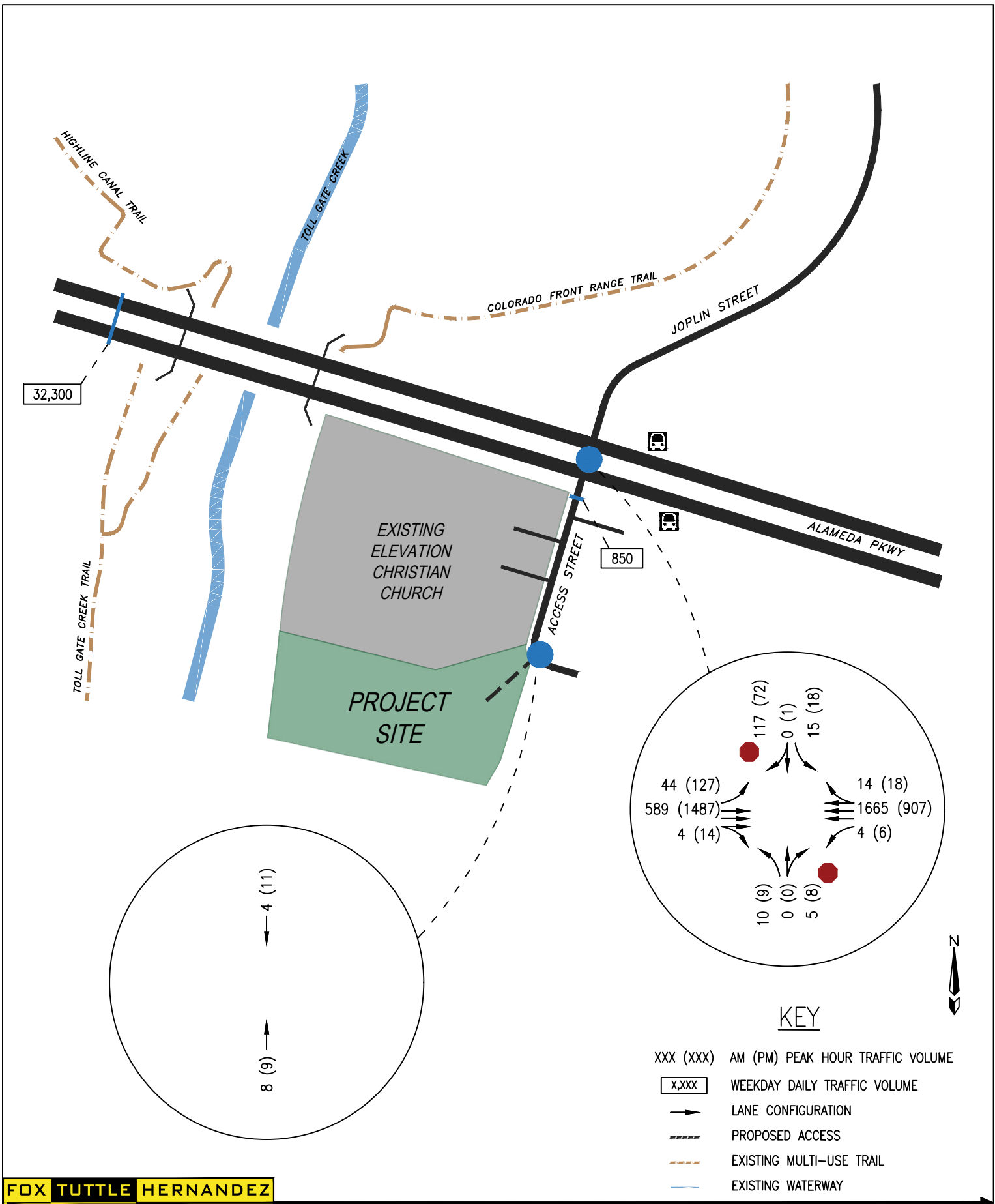
**FOX TUTTLE HERNANDEZ**  
TRANSPORTATION GROUP

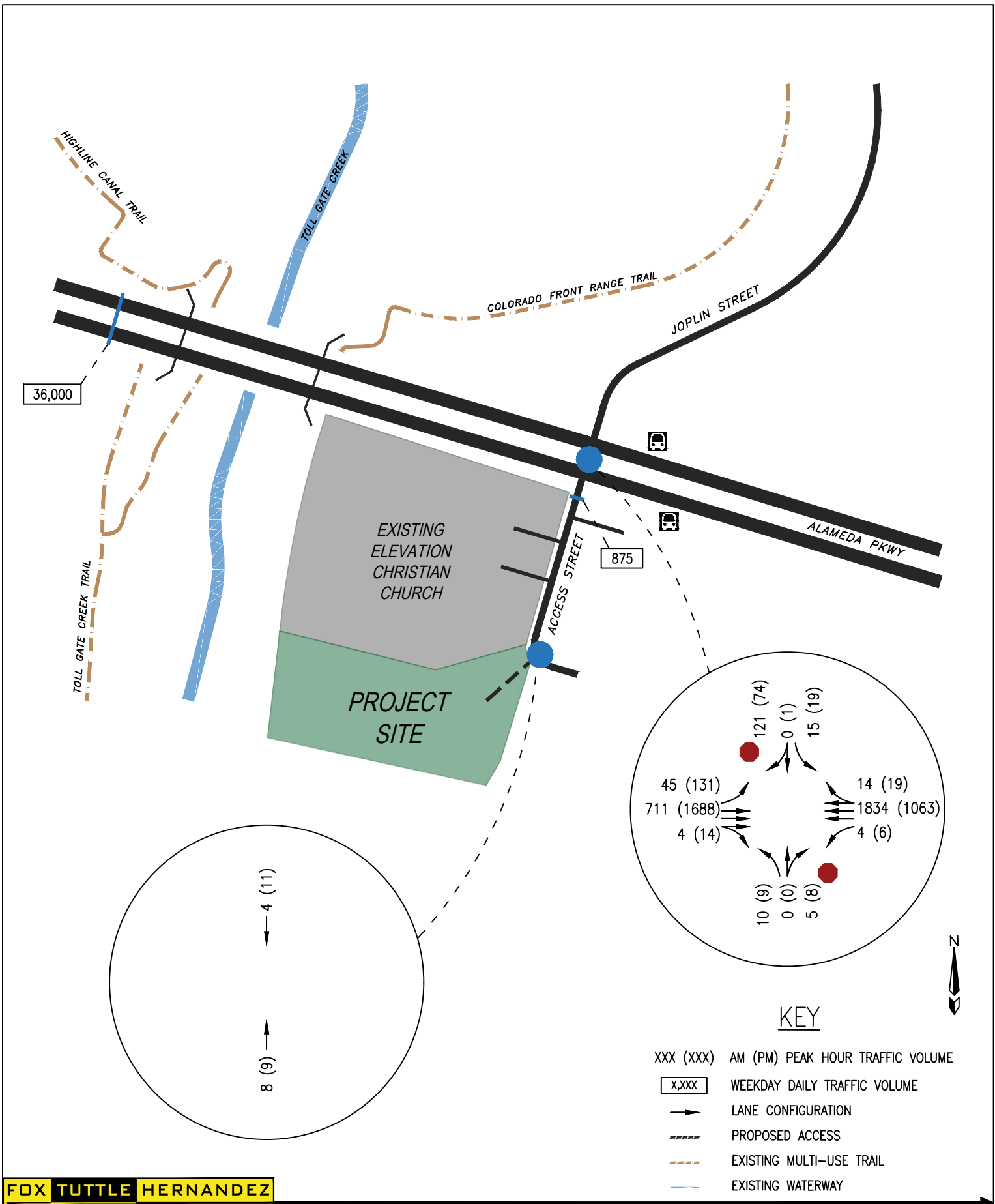
PROVIDENCE AT THE HEIGHTS TRAFFIC IMPACT STUDY  
VICINITY MAP

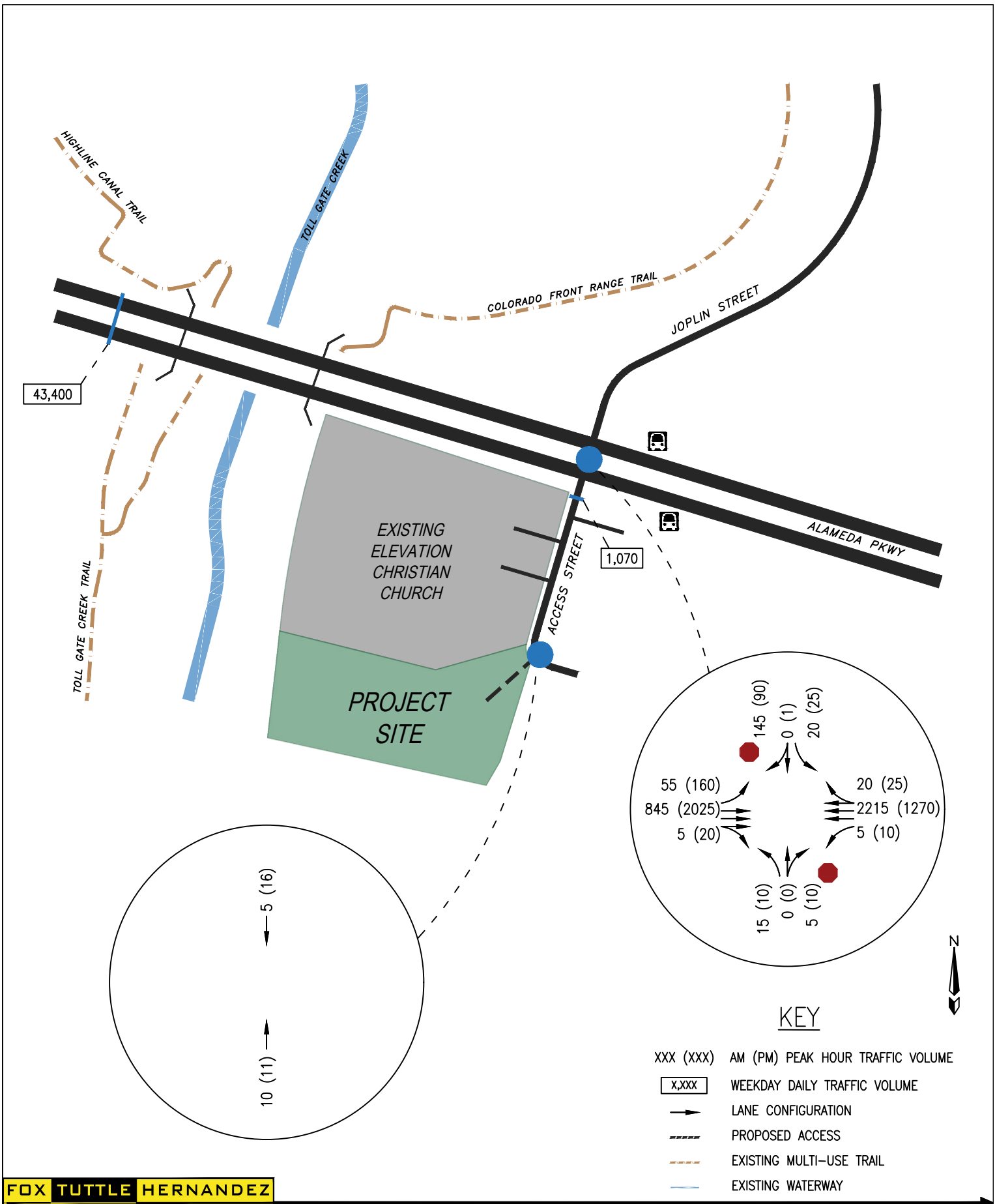
Project #	18018	Original Scale	NTS	Date	5/22/18	Drawn by	CRS	Figure #	1
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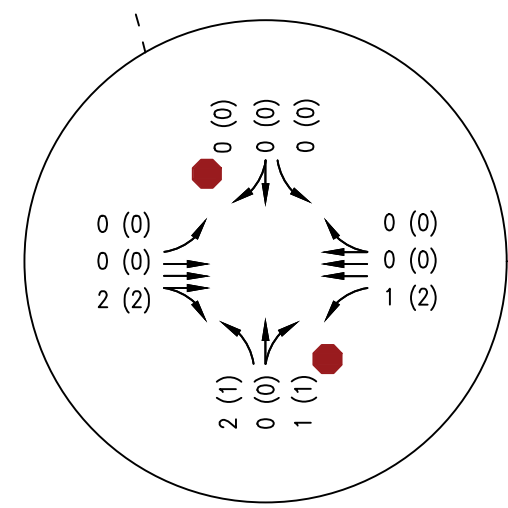
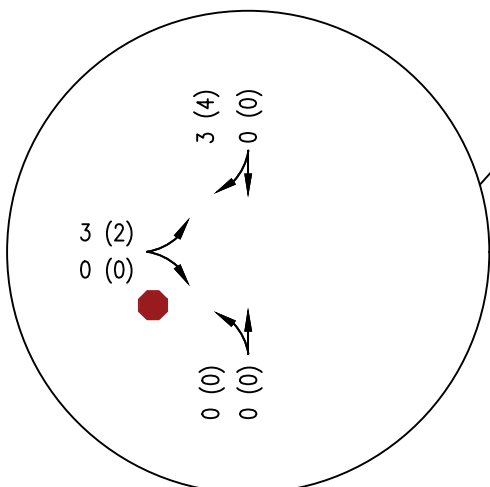
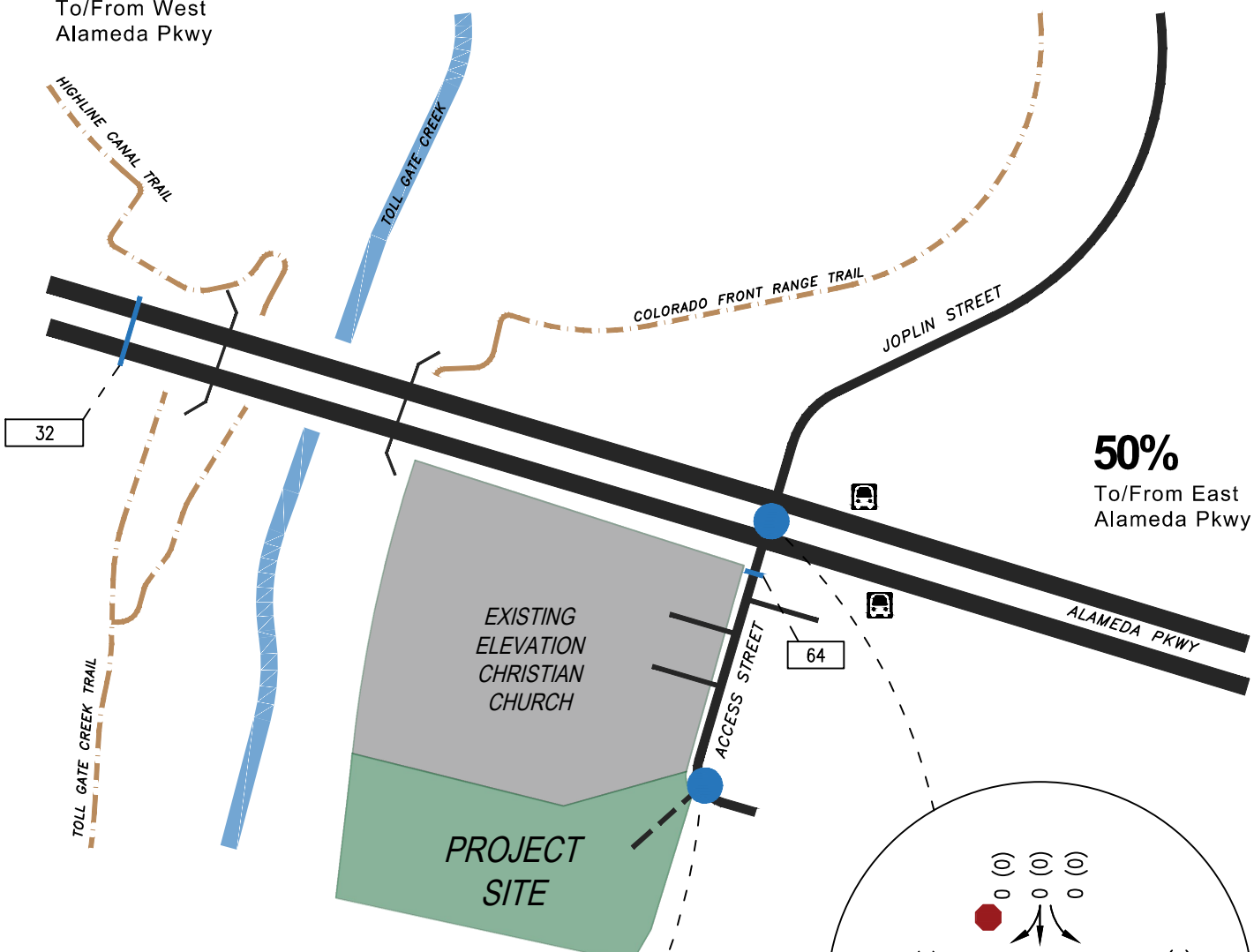


**50%**

To/From West Alameda Pkwy

**50%**

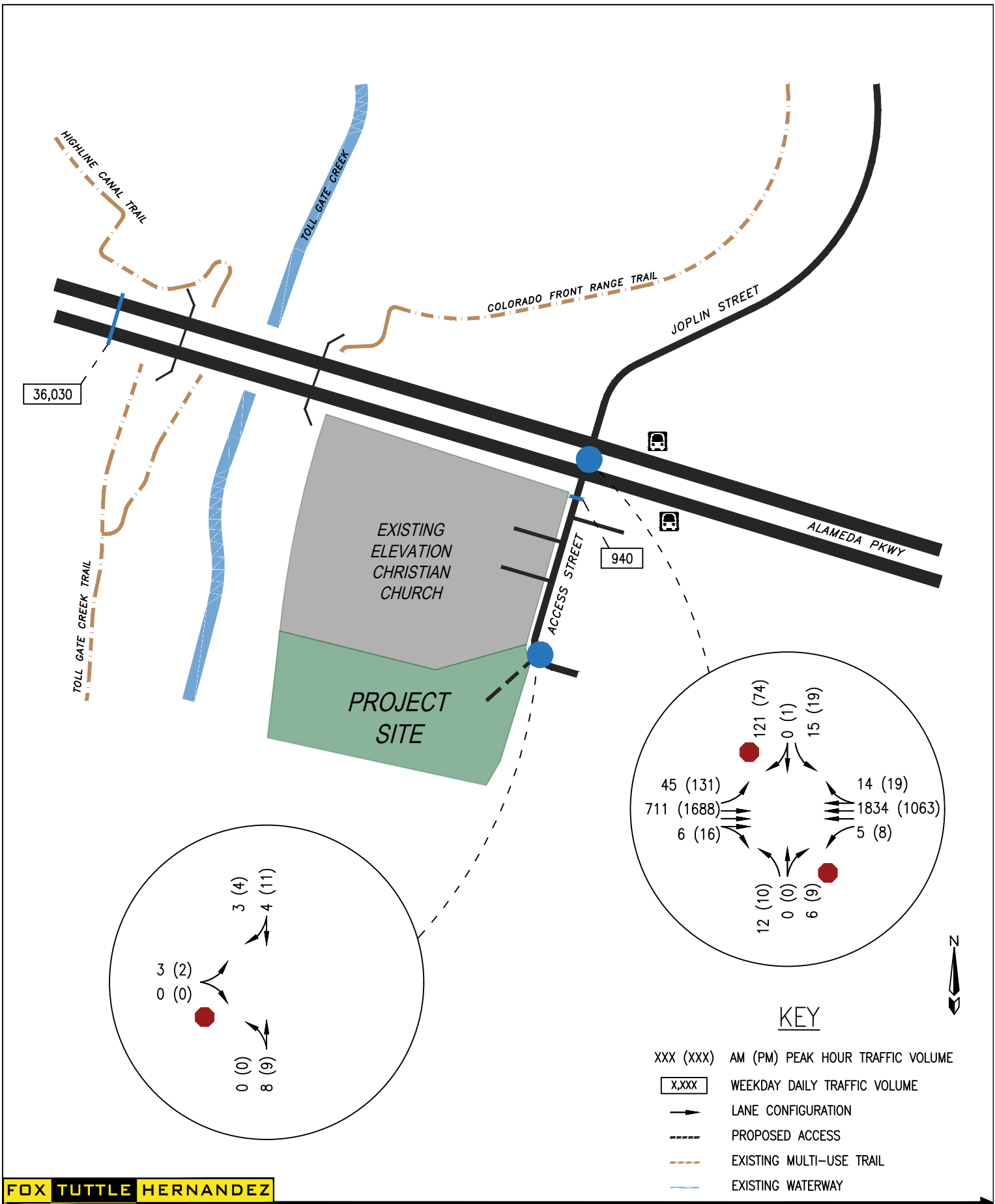
To/From East Alameda Pkwy

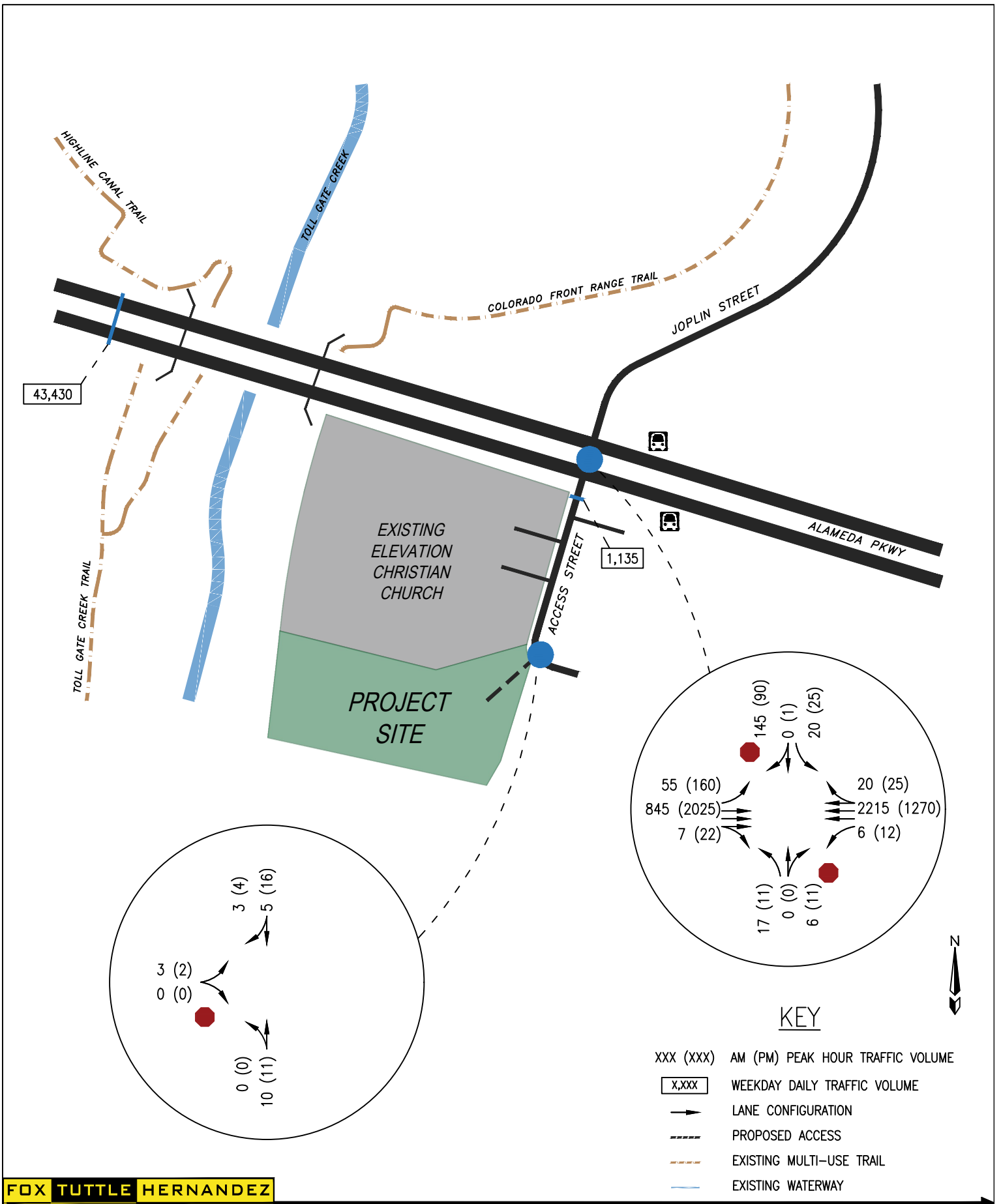


**KEY**

- XXX (XXX) AM (PM) PEAK HOUR TRIP VOLUME
- X,XXX WEEKDAY DAILY TRIP VOLUME
- LANE CONFIGURATION
- PROPOSED ACCESS
- - - EXISTING MULTI-USE TRAIL
- EXISTING WATERWAY

Project #	18018	Original Scale	NTS	Date	5/22/18	Drawn by	CRS	Figure #	6
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# ***Appendix:***

*Level of Service Definitions*

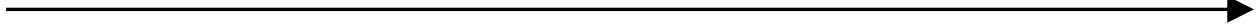
*Existing Traffic Data*

*Research Data*

*Intersection Capacity Worksheets*

*Shared Parking Agreement*

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## *Level of Service Definitions*



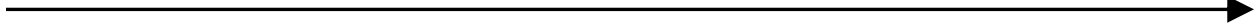
**LEVEL OF SERVICE DEFINITIONS**

In rating roadway and intersection operating conditions with existing or future traffic volumes, “Levels of Service” (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. Levels of service at signalized and unsignalized intersections are closely associated with vehicle delays experienced in seconds per vehicle. More complete level of service definitions and delay data for signal and stop sign controlled intersections are contained in the following table for reference.

Level of Service Rating	Delay in seconds per vehicle (a)		Definition
	Signalized	Unsignalized	
A	0.0 to 10.0	0.0 to 10.0	Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers are able to maintain their desired speeds with little or no delay.
B	10.1 to 20.0	10.1 to 15.0	Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	20.1 to 35.0	15.1 to 25.0	Stable traffic operations, however the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor.
D	35.1 to 55.0	25.1 to 35.0	Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable.
E	55.1 to 80.0	35.1 to 50.0	Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors.
F	> 80.0	> 50.0	Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

(a) Delay ranges based on 2010 Highway Capacity Manual criteria.





## *Existing Traffic Data*



COUNTER MEASURES INC.

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: JOPLIN ST / CHURCH ACCESS  
E/W STREET: ALAMEDA PKWY  
CITY: AURORA  
COUNTY: ARAPAHOE

File Name : JOPLALAM  
Site Code : 00000026  
Start Date : 2/21/2018  
Page No : 1

Groups Printed- VEHICLES

Start Time	JOPLIN ST Southbound				ALAMEDA PKWY Westbound				CHURCH ACCESS Northbound				ALAMEDA PKWY Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	0	24	0	0	349	3	0	4	0	0	1	13	115	0	0	512
07:15 AM	7	0	41	0	1	412	6	0	1	0	2	2	12	149	1	1	635
07:30 AM	2	0	32	0	0	432	0	0	3	0	1	1	13	176	0	0	660
07:45 AM	3	0	16	0	2	416	6	0	3	0	2	0	7	122	2	0	579
Total	15	0	113	0	3	1609	15	0	11	0	5	4	45	562	3	1	2386
08:00 AM	3	0	28	0	1	405	2	1	3	0	0	0	12	142	1	0	598
08:15 AM	6	0	30	0	0	390	6	0	4	0	0	0	15	162	0	0	613
08:30 AM	12	0	15	0	1	368	6	0	2	0	1	0	15	131	0	0	551
08:45 AM	5	0	11	0	0	299	1	0	0	0	0	0	11	121	0	0	448
Total	26	0	84	0	2	1462	15	1	9	0	1	0	53	556	1	0	2210
04:00 PM	3	0	17	0	1	207	7	1	1	0	0	0	40	332	1	2	612
04:15 PM	6	0	22	1	2	239	5	0	4	0	4	0	34	372	4	0	693
04:30 PM	4	0	16	1	0	233	5	2	2	0	0	0	30	363	3	0	659
04:45 PM	7	1	15	0	1	231	2	6	3	0	2	0	29	343	3	2	645
Total	20	1	70	2	4	910	19	9	10	0	6	0	133	1410	11	4	2609
05:00 PM	1	0	19	0	3	204	6	2	0	0	2	1	34	409	4	0	685
05:15 PM	11	0	23	0	0	213	7	1	2	0	1	0	42	352	2	1	655
05:30 PM	6	0	30	0	1	229	6	0	0	0	0	2	39	337	3	1	654
05:45 PM	8	0	26	1	5	209	6	0	2	0	2	0	25	251	3	5	543
Total	26	0	98	1	9	855	25	3	4	0	5	3	140	1349	12	7	2537
Grand Total	87	1	365	3	18	4836	74	13	34	0	17	7	371	3877	27	12	9742
Apprch %	19.1	0.2	80.0	0.7	0.4	97.9	1.5	0.3	58.6	0.0	29.3	12.1	8.7	90.4	0.6	0.3	
Total %	0.9	0.0	3.7	0.0	0.2	49.6	0.8	0.1	0.3	0.0	0.2	0.1	3.8	39.8	0.3	0.1	

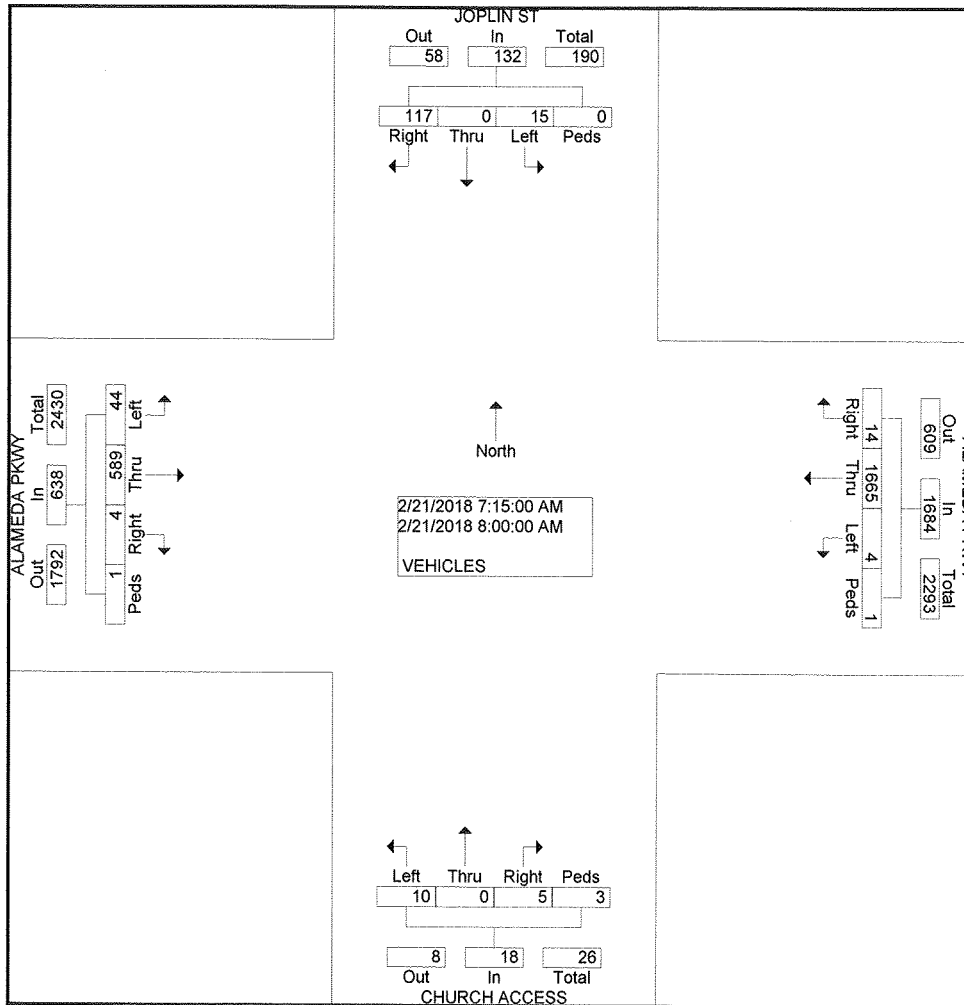
**COUNTER MEASURES INC.**

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: JOPLIN ST / CHURCH ACCESS  
E/W STREET: ALAMEDA PKWY  
CITY: AURORA  
COUNTY: ARAPAHOE

File Name : JOPLALAM  
Site Code : 00000026  
Start Date : 2/21/2018  
Page No : 2

Start Time	JOPLIN ST Southbound					ALAMEDA PKWY Westbound					CHURCH ACCESS Northbound					ALAMEDA PKWY Eastbound					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Peak Hour From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	15	0	117	0	132	4	166	14	1	1684	10	0	5	3	18	44	589	4	1	638	2472
Percent	11.4	0.0	88.6	0.0		0.2	98.9	0.8	0.1		55.6	0.0	27.8	16.7		6.9	92.3	0.6	0.2		
07:30 Volume	2	0	32	0	34	0	432	0	0	432	3	0	1	1	5	13	176	0	0	189	660
Peak Factor	0.936																				
High Int. Volume	07:15 AM					07:30 AM					07:15 AM					07:30 AM					
Peak Factor	7	0	41	0	48	0	432	0	0	432	1	0	2	2	5	13	176	0	0	189	
	0.68					0.97					0.90					0.84					
	8					5					0					4					





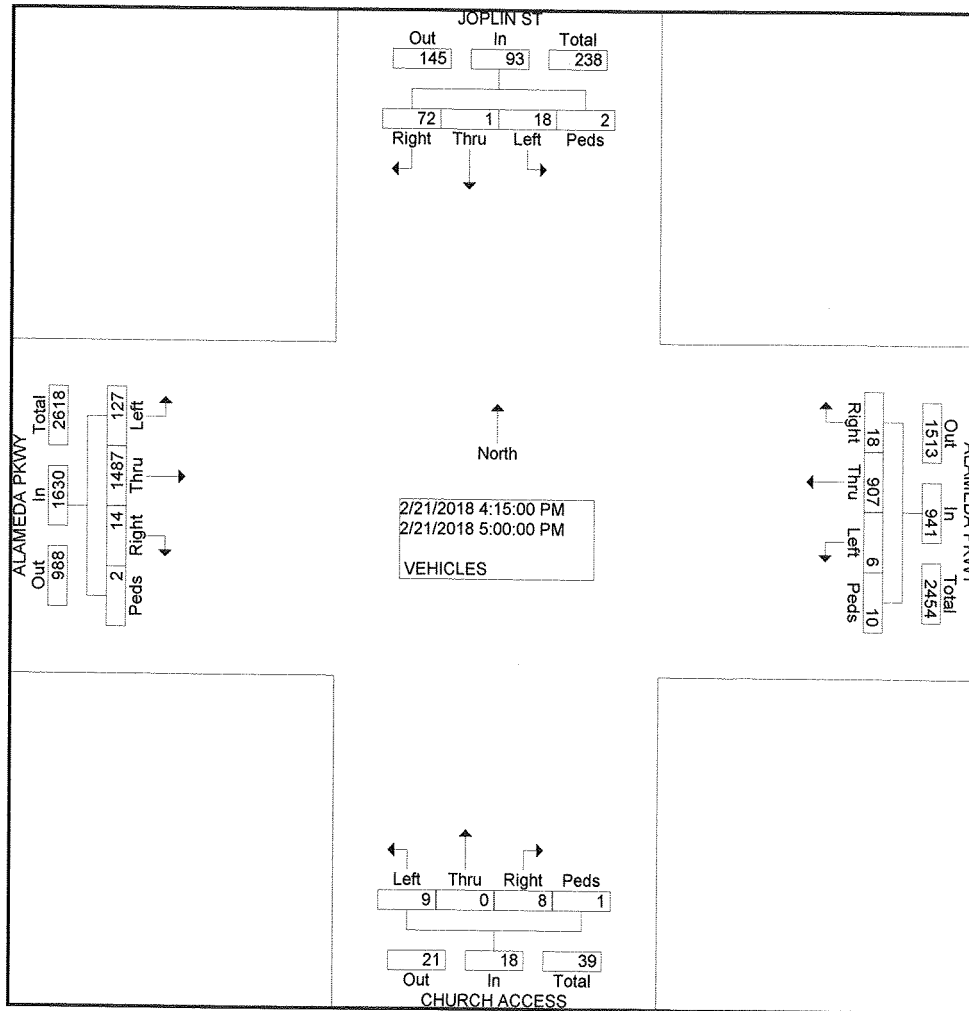
### COUNTER MEASURES INC.

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: JOPLIN ST / CHURCH ACCESS  
E/W STREET: ALAMEDA PKWY  
CITY: AURORA  
COUNTY: ARAPAHOE

File Name : JOPLALAM  
Site Code : 00000026  
Start Date : 2/21/2018  
Page No : 2

Start Time	JOPLIN ST Southbound					ALAMEDA PKWY Westbound					CHURCH ACCESS Northbound					ALAMEDA PKWY Eastbound					Int. Total																					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total																						
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																																										
Intersection	04:15 PM																																									
Volume	18	1	72	2	93	6	907	18	10	941	9	0	8	1	18	127	1487	14	2	1630	2682																					
Percent	19.4	1.1	77.4	2.2		0.6	96.4	1.9	1.1		50.0	0.0	44.4	5.6		7.8	91.2	0.9	0.1																							
04:15 Volume Peak Factor	6	0	22	1	29	2	239	5	0	246	4	0	4	0	8	34	372	4	0	410	693																					
High Int. Volume Peak Factor	04:15 PM																				04:15 PM	04:15 PM																				05:00 PM
	6	0	22	1	29	2	239	5	0	246	4	0	4	0	8	34	409	4	0	447	0.91																					
																					0.968																					
																					0.56																					
																					0.91																					
																					2																					



# COUNTER MEASURES INC.

Location: ALAMEDA PKWY W/O JOPLIN ST  
 City: AURORA  
 County: ARAPAHOE  
 Direction: EASTBOUND-WESTBOUND

1889 YORK STREET  
 DENVER, COLORADO 80206  
 303-333-7409

Site Code: 022212  
 Station ID: 022212

Start Time	22-Feb-1 Thu	EB	WB	Total					
12:00 AM		158	77	235					
01:00		83	44	127					
02:00		63	63	126					
03:00		47	71	118					
04:00		57	161	218					
05:00		136	498	634					
06:00		331	1136	1467					
07:00		<b>810</b>	<b>1936</b>	<b>2746</b>					
08:00		612	1286	1898					
09:00		567	847	1414					
10:00		594	828	1422					
11:00		746	853	1599					
12:00 PM		870	882	1752					
01:00		804	735	1539					
02:00		1088	920	2008					
03:00		1496	1058	2554					
04:00		<b>1840</b>	<b>1121</b>	<b>2961</b>					
05:00		1836	1036	2872					
06:00		1330	814	2144					
07:00		899	516	1415					
08:00		785	400	1185					
09:00		578	318	896					
10:00		380	218	598					
11:00		262	126	388					
Total		16372	15944	32316					
Percent		50.7%	49.3%						
AM Peak	-	07:00	07:00	-	-	-	-	-	07:00
Vol.	-	810	1936	-	-	-	-	-	2746
PM Peak	-	16:00	16:00	-	-	-	-	-	16:00
Vol.	-	1840	1121	-	-	-	-	-	2961
Grand Total		16372	15944						32316
Percent		50.7%	49.3%						
ADT		ADT 31,312	AADT 31,312						

# COUNTER MEASURES INC.

Location: CHURCH ACCESS S/O ALAMEDA PKWY  
 City: AURORA  
 County: ARAPAHOE  
 Direction: SOUTHBOUND-NORTHBOUND

1889 YORK STREET  
 DENVER, COLORADO 80206  
 303-333-7409

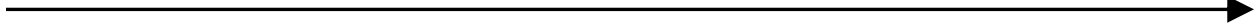
Site Code: 022213  
 Station ID: 022213

Start Time	22-Feb-1		SB	NB	Total				
	Thu								
12:00 AM			8	5	13				
01:00			0	0	0				
02:00			3	2	5				
03:00			4	3	7				
04:00			1	1	2				
05:00			4	0	4				
06:00			16	15	31				
07:00			<b>24</b>	<b>21</b>	<b>45</b>				
08:00			16	11	27				
09:00			18	12	30				
10:00			18	18	36				
11:00			17	16	33				
12:00 PM			34	<b>40</b>	<b>74</b>				
01:00			34	36	70				
02:00			30	28	58				
03:00			<b>40</b>	33	73				
04:00			27	22	49				
05:00			32	23	55				
06:00			36	24	60				
07:00			39	30	69				
08:00			28	26	54				
09:00			10	6	16				
10:00			11	9	20				
11:00			10	6	16				
Total			460	387	847				
Percent			54.3%	45.7%					
AM Peak	-	07:00	07:00	-	-	-	-	-	07:00
Vol.	-	24	21	-	-	-	-	-	45
PM Peak	-	15:00	12:00	-	-	-	-	-	12:00
Vol.	-	40	40	-	-	-	-	-	74
Grand Total			460	387					847
Percent			54.3%	45.7%					
ADT		ADT 612		AADT 612					



**Providence at the Heights Apartments**  
**Aurora, CO [FTH#18018]**

Traffic Impact Study



## ***Research Data***



# Land Use: 221

## Low/Mid-Rise Apartment

### Description

Low/mid-rise apartments are rental dwelling units located within the same building with at least three other dwelling units: for example, quadrplexes and all types of apartment buildings. The study sites in this land use have one, two, three, or four levels. High-rise apartment (Land Use 222) is a related use.

### Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 1.4 parking spaces per dwelling unit (68 study sites). This ratio was the same at both the suburban and urban sites.
- Suburban site data: average size of the dwelling units at suburban study sites was 1.7 bedrooms, and the average parking supply ratio was 0.9 parking spaces per bedroom (three study sites).
- Urban site data: average size of the dwelling units was 1.9 bedrooms with an average parking supply ratio of 1.0 space per bedroom (11 study sites).

Saturday parking demand data were only provided at two suburban sites. One site with 1,236 dwelling units had a parking demand ratio of 1.33 vehicles per dwelling unit based on a single hourly count between 10:00 and 11:00 p.m. The other site with 55 dwelling units had a parking demand ratio of 0.92 vehicles per dwelling unit based on counts between the hours of 12:00 and 5:00 a.m.

Sunday parking demand data were only provided at two urban sites. One site with 15 dwelling units was counted during consecutive hours between 1:00 p.m. and 5:00 a.m. The peak parking demand ratio at this site was 1.00 vehicle per dwelling unit. The peak parking demand occurred between 12:00 and 5:00 a.m. The other site with 438 dwelling units had a parking demand ratio of 1.10 vehicles per dwelling unit based on a single hourly count between 11:00 p.m. and 12:00 a.m.

Four of the urban sites were identified as affordable housing.

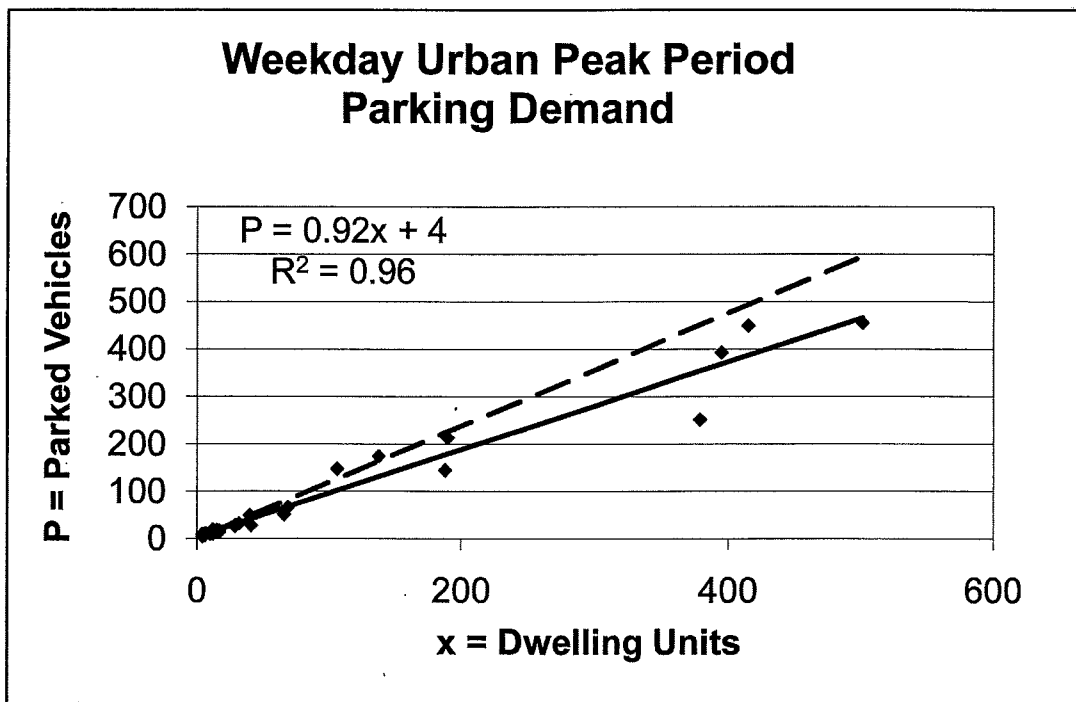
Several of the suburban study sites provided data regarding the number of bedrooms in the apartment complex. Although these data represented only a subset of the complete database for this land use, they demonstrated a correlation between number of bedrooms and peak parking demand. Study sites with an average of less than 1.5 bedrooms per dwelling unit in the apartment complex reported peak parking demand at 92 percent of the average peak parking demand for all study sites with bedroom data. Study sites with less than 2.0 but greater than or equal to 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the average. Study sites with an average of 2.0 or greater bedrooms per dwelling unit reported peak parking demand at 13 percent greater than the average.

For the urban study sites, the parking demand data consisted of single or discontinuous hourly counts and therefore a time-of-day distribution was not produced. The following table presents a time-of-day distribution of parking demand at the suburban study sites.

# Land Use: 221 Low/Mid-Rise Apartment

**Average Peak Period Parking Demand vs. Dwelling Units**  
On a: Weekday  
Location: Urban

Statistic	Peak Period Demand
Peak Period	10:00 p.m.–5:00 a.m.
Number of Study Sites	40
Average Size of Study Sites	70 dwelling units
Average Peak Period Parking Demand	1.20 vehicles per dwelling unit
Standard Deviation	0.42
Coefficient of Variation	35%
95% Confidence Interval	1.07–1.33 vehicles per dwelling unit
Range	0.66–2.50 vehicles per dwelling unit
85th Percentile	1.61 vehicles per dwelling unit
33rd Percentile	0.93 vehicles per dwelling unit



◆ Actual Data Points      — Fitted Curve      - - - Average Rate



# Executive Summary

Type of project		A. Total units	B. Studio Low/Med/ High	C. 1 BR Low/Med/ High	D. 2 BR Low/Med/ High	E. 3 BR Low/Med/ High	F. Subtotal for units (sum B3 - E3)	G. Visitor parking (G2*A1)	H. Staff parking (H2*A1)	I. Subtotal w/ staff + visitor (F3+G3+H3)	J. Total requirement with vacancy factor adjustment (I3*J2) Vacancy adj./no vacancy adj.
Family Housing	1. Units										
	2. Rate		N/A	1.0/0.6/ 0.33	1.3/1.1/ 0.5	1.75/1.4/0. 75		0.15	0.05		1.1/1.0
	3. Spaces										
Living Unit/ SRO	1. Units										
	2. Rate		0.5/0.3/0.1	N/A	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Senior Housing	1. Units										
	2. Rate		0.5/0.3/ 0.1	0.75/0.6/ 0.15	1.0/0.85/0.2	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Studio – 1 bed- room	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Special Needs	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.10		1.1/1.0
	3. Spaces										

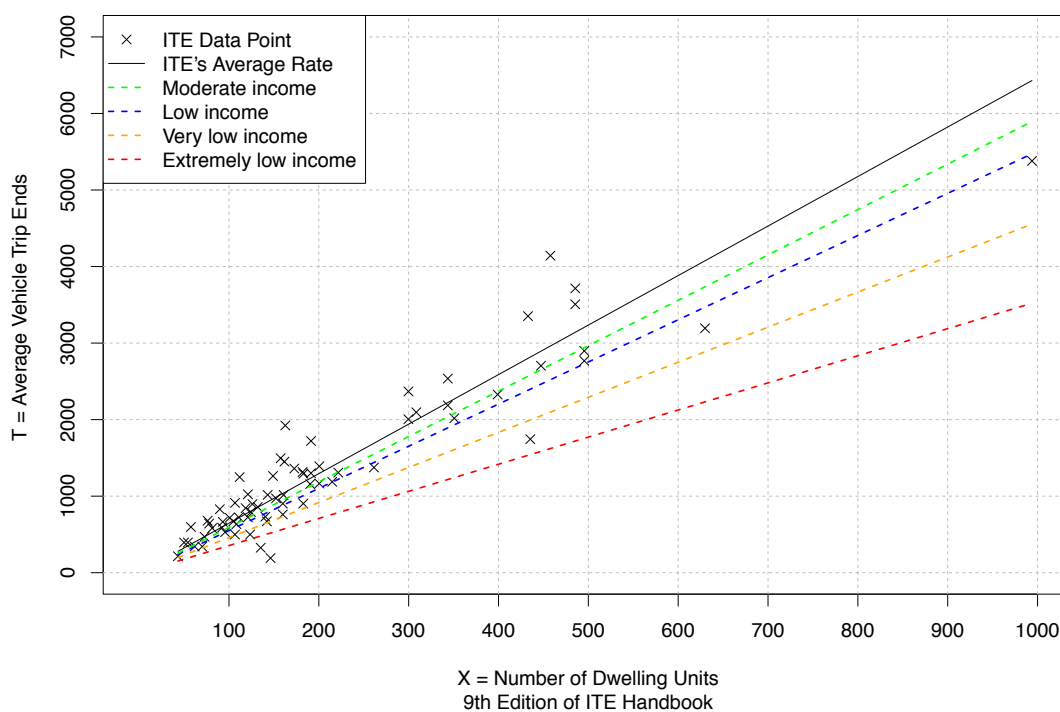
Notes on Model & Parking Requirements:

1. Requirements should be developed based on the four housing types outlined in this table.
2. Requirements are based on mean (average) vehicle availability.
3. Requirements should be based on walkability/transit indices (Suburban, urban and core designations have been simplified to low, medium and high, respectively).
4. 10% base vacancy factor is adjustable if using unassigned parking. Unassigned parking is the preferred method.
5. Visitor parking = 0.15 spaces/unit, or zero for dense urban areas, or unassigned lots.
6. Staff Parking should be considered on a case by case basis, with 0.1 for staff intensive developments.
7. Parking management tools and travel demand management strategies should be considered for appropriate developments to supplement minimum requirements.

**Table 4:** Predicted home-based vehicle trips (Model 1) relative to base case scenario

Income Category	Non-Urban	Suburban	Urban	Urban District	Urban Core
		Neighborhood	Neighborhood		
<b>Single-Family Dwellings</b>					
Extremely Low-Income	46%	55%	52%	44%	27%
Very Low-Income	60%	71%	67%	56%	35%
Low-Income	72%	85%	81%	68%	42%
Median/Moderate-Income	77%	92%	87%	73%	46%
Above Moderate-Income	84%	<b>100%</b>	95%	80%	50%
<b>Multifamily Dwellings</b>					
Extremely Low-Income	39%	46%	44%	37%	23%
Very Low-Income	50%	60%	57%	47%	30%
Low-Income	60%	71%	68%	57%	36%
Median/Moderate-Income	65%	77%	73%	61%	38%
Above Moderate-Income	71%	84%	80%	67%	42%

**Residential Apartment (LUC 220) Weekday Demand**



**Figure 2:** ITE residential apartment (LUC 220) weekday vehicle trips compared to home-based vehicle trip estimates from Model 1

## 8 Implications for affordable housing development

Many impact fee rates are developed using methodologies based upon vehicle trip estimates from ITE. If these rates are not sensitive to the issues we have been discussing—urban context and socioeconomics—they assume that all housing development will have same impact. Some fee structures fail to distinguish

- » Provide continuous paved sidewalks / walkways with adequate lighting from all buildings in the Project to nearby transit services and stops. This may include mid-block paseos.
- » Implement transit shelter enhancements.
- If the Development Project is not within ¼-mile walking distance of a transit station or a RapidBus stop, the Project may still qualify for up to 10% trip generation adjustment. To be eligible for this adjustment, the Project should include design features that promote alternative travel modes and provide certain amenities to tenants and employees. Features and amenities that may qualify a Project for this adjustment include the following:
  - » An on-site transit information kiosk and/or on-site transit pass sales;
  - » On-site facilities such as ATM machines, cafeteria, convenience shopping, showers, and changing rooms;
  - » Pricing for single-occupancy auto parking;
  - » Publicly accessible car share or bike share station, contingent on LADOT approval;
  - » Bicycle racks or amenities for people traveling by bicycle;
  - » Provision of on-site concierge service to facilitate use of transit, taxis, or private shuttles by employees/ residents;
  - » Provision of shuttle service for employees and/or customers.

Transit trip adjustment will not be automatically granted to Development Projects located in an area with infrequent transit service. However, all reasonable efforts by the developer to promote the use of public transit or walking will be considered for transit adjustments on a case-by-case basis.

NOTE: Refer to **Section 4.2** of these TIS Guidelines for transit-related impact mitigation measures.

• Affordable Housing Projects

Residential or mixed-use developments that include Affordable Housing Units [as defined in LAMC 12.22-A.25 (b)] are eligible to use the trip generation rates presented in **Table 5**, which are based on the total number and type of dwelling units reserved as affordable. These trip generation rates are based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016. These trip generation rates for Affordable Housing units are not subject to any of the aforementioned adjustments in this Section.

Table 5: Trip Generation Rates for Affordable Housing Projects

<i>Affordable Housing Type</i>	<i>Daily Rate (Trips per DU)</i>	<i>Average AM Peak Hr Rate (Trips per DU)</i>	<i>% AM Trips In</i>	<i>% AM Trips Out</i>	<i>Average PM Peak Hr Rate (Trips per DU)</i>	<i>% PM Trips In</i>	<i>% PM Trips Out</i>
Family	4.08	0.50	40%	60%	0.34	55%	45%
Seniors	1.72	0.12	38%	62%	0.15	52%	48%
Permanent Supportive Housing / Special Needs	1.27	0.12	44%	56%	0.12	59%	41%

Family affordable housing offers affordable dwelling units designed for households with children. Senior affordable



housing provides affordable dwelling units designed for mature residents. Permanent supportive housing provides long-term housing with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible.

### 3.3C TRAFFIC COUNTS

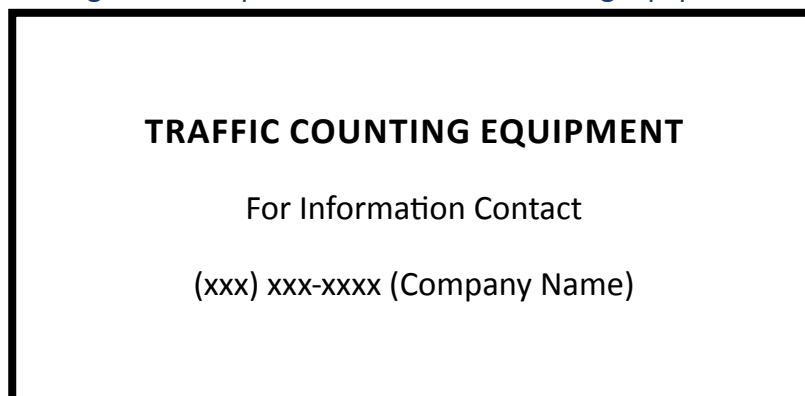
The LADOT traffic count database should be searched for any recent traffic counts at the Study intersections. The TIS should not use any traffic counts that are more than two years old. If recent LADOT traffic counts are not available, then new traffic counts shall be collected by a qualified data collection firm. Turning movement data at the study intersections should be collected in 15-minute intervals during the hours of 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m., unless LADOT specifies other hours (e.g., for a signal warrant determination or weekend analysis). Unless otherwise required, all traffic counts should generally be conducted when local schools or colleges are in session, on days of good weather, on Tuesdays through Thursdays during non-Summer months, and should avoid being taken on weeks with a holiday. Relative to the proposed Project description, the TIS may be required to collect traffic data on and evaluate special circumstances, such as:

- Summer weekend activity in recreational areas
- Holidays or special events
- Alternative Project scenarios if required by another City Department or adjacent jurisdiction

Traffic counts should include vehicle classifications, pedestrian volume counts, and bicycle counts. If traffic count data is collected utilizing video technology equipment that is left unattended in the public right-of-way, the video equipment should be clearly labeled as traffic counting equipment and should include the name and contact information of the company conducting the count, as shown in **Figure 2**. All traffic data collected should be summarized and presented in the standard LADOT format depicting turning movement volumes for all required modes as shown in **Attachments G and H**, and submitted in digital and hard copy formats.

The TIS should include map(s) showing the “existing” (specify base year) traffic volumes for both the a.m. and p.m. peak hours at the study intersections and the average daily traffic (ADT) on any analyzed street segments. Additionally, the TIS should include map(s) showing future traffic volumes with ambient growth without Project at the Study intersections and street segments. This map should specify the future year used in the impact analysis and should be based on the expected date of project buildout. The future year identified in this step shall remain consistent for all other analyses and maps used to illustrate future traffic projections.

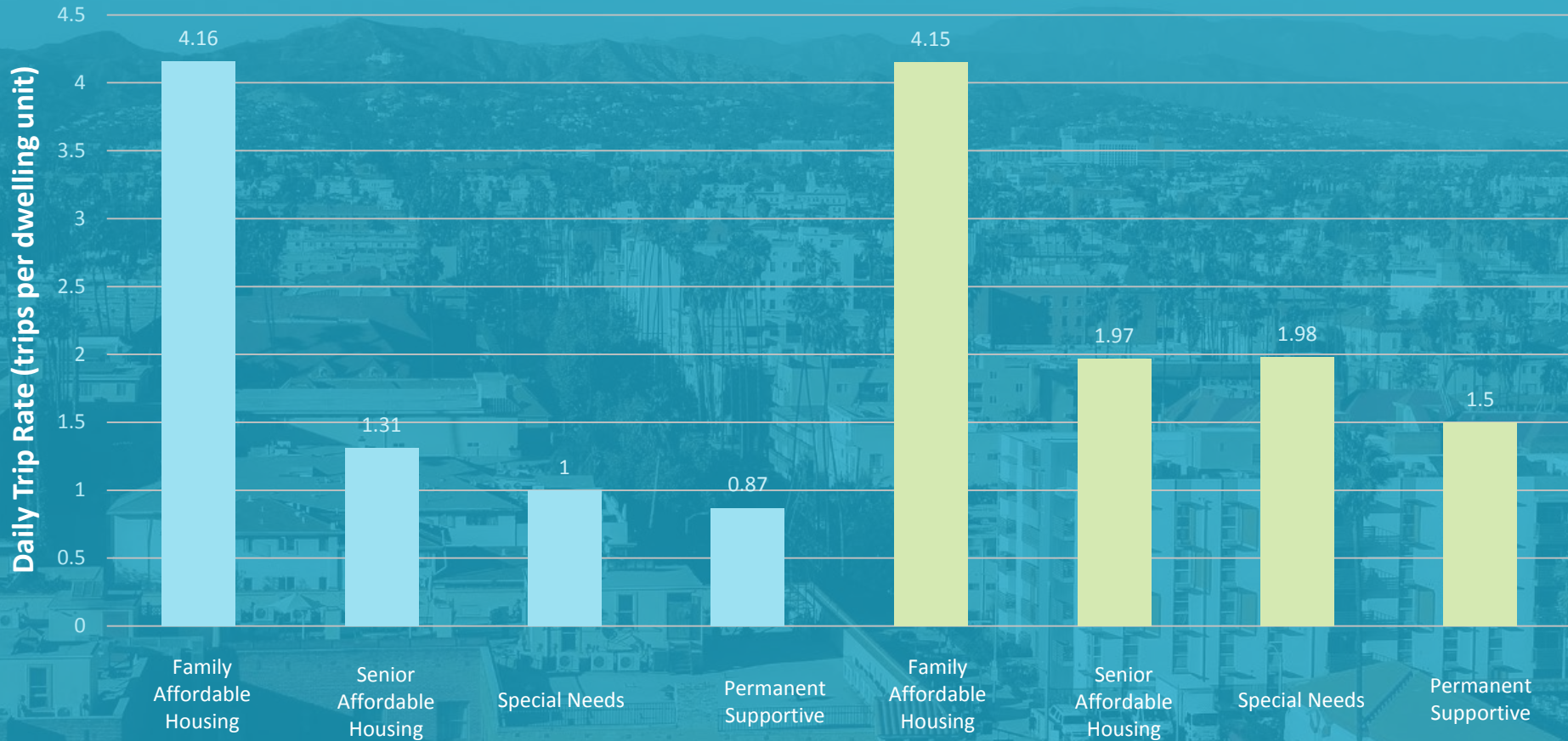
Figure 2: Sample Label for Traffic Counting Equipment



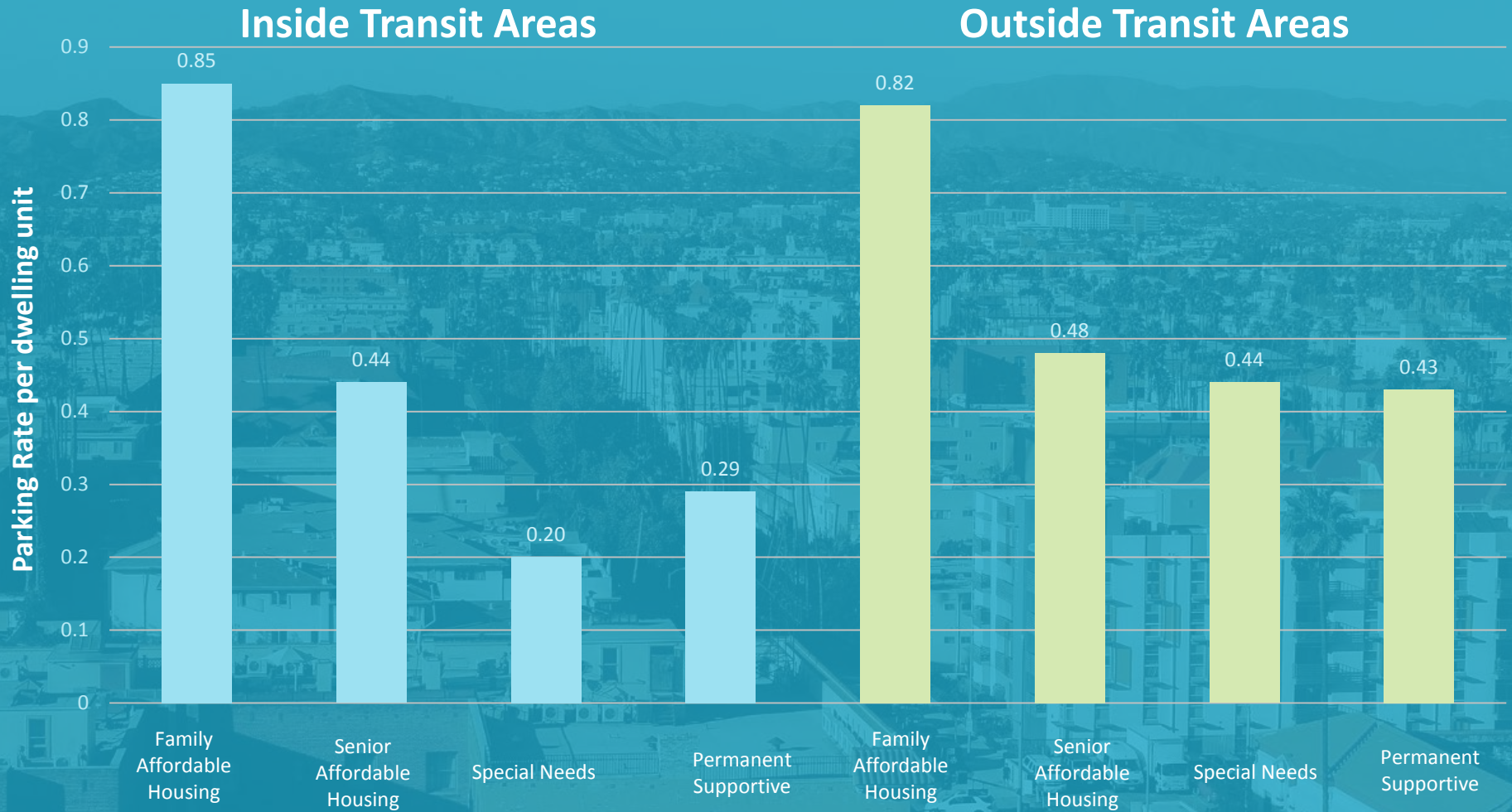
# LA Affordable Housing Trip Generation

## Inside Transit Areas

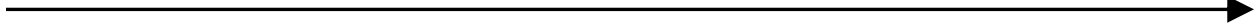
## Outside Transit Areas



# LA Affordable Housing Parking Rates

































***Intersection Capacity Worksheets:  
2018 Existing***












HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2018 Existing - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	44	589	4	4	1665	14	10	0	5	15	0	117
Future Volume (Veh/h)	44	589	4	4	1665	14	10	0	5	15	0	117
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.98	0.98	0.98	0.90	0.90	0.90	0.69	0.69	0.69
Hourly flow rate (vph)	52	701	5	4	1699	14	11	0	6	22	0	170
Pedestrians					3			1			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1714			707			1553	2530	240	2062	2526	574
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1714			707			1553	2530	240	2062	2526	574
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			100			75	100	99	22	100	63
cM capacity (veh/h)	370			893			44	23	761	28	24	464
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	52	280	280	145	4	680	680	354	11	6	22	170
Volume Left	52	0	0	0	4	0	0	0	11	0	22	0
Volume Right	0	0	0	5	0	0	0	14	0	6	0	170
cSH	370	1700	1700	1700	893	1700	1700	1700	44	761	28	464
Volume to Capacity	0.14	0.16	0.16	0.09	0.00	0.40	0.40	0.21	0.25	0.01	0.78	0.37
Queue Length 95th (ft)	12	0	0	0	0	0	0	0	21	1	63	42
Control Delay (s)	16.3	0.0	0.0	0.0	9.0	0.0	0.0	0.0	113.3	9.8	301.2	17.2
Lane LOS	C				A				F	A	F	C
Approach Delay (s)	1.1				0.0				76.7		49.7	
Approach LOS									F		E	
Intersection Summary												
Average Delay			4.4									
Intersection Capacity Utilization			51.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

2: Access St. & Proposed Access  
2018 Existing - AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	8	4	0
Future Volume (Veh/h)	0	0	0	8	4	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	9	4	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	13	4	4			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	13	4	4			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1006	1080	1618			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	0	9	4			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1618	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			



**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	78	21	6	22	51	11	22	48	31	118	299
Average Queue (ft)	26	1	0	2	1	0	1	12	8	48	93
95th Queue (ft)	59	11	4	12	14	6	10	38	30	131	334
Link Distance (ft)		891	891		792	792	792		227		605
Upstream Blk Time (%)											5
Queuing Penalty (veh)											0
Storage Bay Dist (ft)	150			110				50		140	
Storage Blk Time (%)								4	0	13	0
Queuing Penalty (veh)								0	0	22	0

**Intersection: 2: Access St. & Proposed Access**



























Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)










**Network Summary**

Network wide Queuing Penalty: 23
----------------------------------

HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2018 Existing - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	127	1487	14	6	907	18	9	0	8	18	1	72
Future Volume (Veh/h)	127	1487	14	6	907	18	9	0	8	18	1	72
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.56	0.56	0.56	0.80	0.80	0.80
Hourly flow rate (vph)	140	1634	15	6	945	19	16	0	14	23	1	90
Pedestrians		2			1			2			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	974			1651			2343	2910	555	1816	2908	336
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	974			1651			2343	2910	555	1816	2908	336
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	80			98			0	100	97	41	92	86
cM capacity (veh/h)	703			391			13	12	476	39	12	655
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	140	654	654	342	6	378	378	208	16	14	23	91
Volume Left	140	0	0	0	6	0	0	0	16	0	23	0
Volume Right	0	0	0	15	0	0	0	19	0	14	0	90
cSH	703	1700	1700	1700	391	1700	1700	1700	13	476	39	415
Volume to Capacity	0.20	0.38	0.38	0.20	0.02	0.22	0.22	0.12	1.22	0.03	0.59	0.22
Queue Length 95th (ft)	18	0	0	0	1	0	0	0	66	2	52	21
Control Delay (s)	11.4	0.0	0.0	0.0	14.4	0.0	0.0	0.0	721.7	12.8	184.6	16.1
Lane LOS	B				B				F	B	F	C
Approach Delay (s)	0.9				0.1				390.9		50.1	
Approach LOS									F		F	
Intersection Summary												
Average Delay			6.6									
Intersection Capacity Utilization			50.4%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	9	11	0
Future Volume (Veh/h)	0	0	0	9	11	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	10	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	22	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	22	12	12			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	995	1069	1607			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	10	12			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1607	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	6.7%			ICU Level of Service	A	
Analysis Period (min)	15					



**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

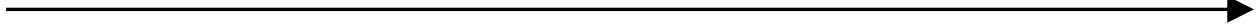
Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	120	28	20	6	32	45	22	26	68	123	114	201
Average Queue (ft)	41	1	1	0	6	3	1	1	37	32	40	62
95th Queue (ft)	78	13	11	4	24	21	11	12	74	112	103	209
Link Distance (ft)		891	891	891		792	792	792		227		605
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				110				50		140	
Storage Blk Time (%)	0								48	0	1	6
Queuing Penalty (veh)	0								6	0	1	1

**Intersection: 2: Access St. & Proposed Access**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)



























**Network Summary**

Network wide Queuing Penalty: 8
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***Intersection Capacity Worksheets:  
2020 Background***



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	45	711	4	4	1834	14	10	0	5	15	0	121
Future Volume (Veh/h)	45	711	4	4	1834	14	10	0	5	15	0	121
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.98	0.98	0.98	0.90	0.90	0.90	0.69	0.69	0.69
Hourly flow rate (vph)	54	846	5	4	1871	14	11	0	6	22	0	175
Pedestrians					3			1			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1886			852			1764	2852	288	2286	2847	632
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1886			852			1764	2852	288	2286	2847	632
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			99			60	100	99	0	100	59
cM capacity (veh/h)	317			788			27	14	708	18	14	425
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	54	338	338	174	4	748	748	388	11	6	22	175
Volume Left	54	0	0	0	4	0	0	0	11	0	22	0
Volume Right	0	0	0	5	0	0	0	14	0	6	0	175
cSH	317	1700	1700	1700	788	1700	1700	1700	27	708	18	425
Volume to Capacity	0.17	0.20	0.20	0.10	0.01	0.44	0.44	0.23	0.40	0.01	1.19	0.41
Queue Length 95th (ft)	15	0	0	0	0	0	0	0	31	1	78	49
Control Delay (s)	18.7	0.0	0.0	0.0	9.6	0.0	0.0	0.0	206.1	10.1	569.4	19.3
Lane LOS	C				A				F	B	F	C
Approach Delay (s)	1.1				0.0				136.9		80.7	
Approach LOS									F		F	
Intersection Summary												
Average Delay			6.4									
Intersection Capacity Utilization			52.9%		ICU Level of Service				A			
Analysis Period (min)			15									





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	8	4	0
Future Volume (Veh/h)	0	0	0	8	4	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	9	4	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	13	4	4			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	13	4	4			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1006	1080	1618			
<b>Direction, Lane #</b>						
	EB 1	NB 1	SB 1			
Volume Total	0	9	4			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1618	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay	0.0					
Intersection Capacity Utilization	6.7%			ICU Level of Service	A	
Analysis Period (min)	15					

**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	72	16	5	21	38	34	9	53	43	142	341
Average Queue (ft)	30	1	0	2	3	1	0	21	7	73	111
95th Queue (ft)	65	8	4	11	20	13	5	51	30	153	378
Link Distance (ft)		891	891		792	792	792		227		605
Upstream Blk Time (%)											8
Queuing Penalty (veh)											0
Storage Bay Dist (ft)	150			110				50		140	
Storage Blk Time (%)								18	0	20	0
Queuing Penalty (veh)								1	0	32	0

**Intersection: 2: Access St. & Proposed Access**



























Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)










**Network Summary**

Network wide Queuing Penalty: 33
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HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2020 Background - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	131	1688	14	6	1063	19	9	0	8	19	1	74
Future Volume (Veh/h)	131	1688	14	6	1063	19	9	0	8	19	1	74
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.56	0.56	0.56	0.80	0.80	0.80
Hourly flow rate (vph)	144	1855	15	6	1107	20	16	0	14	24	1	93
Pedestrians		2			1			2			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1137			1872			2629	3302	629	2060	3299	391
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1137			1872			2629	3302	629	2060	3299	391
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	76			98			0	100	97	3	84	85
cM capacity (veh/h)	610			321			7	6	426	25	6	604
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	144	742	742	386	6	443	443	241	16	14	24	94
Volume Left	144	0	0	0	6	0	0	0	16	0	24	0
Volume Right	0	0	0	15	0	0	0	20	0	14	0	93
cSH	610	1700	1700	1700	321	1700	1700	1700	7	426	25	302
Volume to Capacity	0.24	0.44	0.44	0.23	0.02	0.26	0.26	0.14	2.28	0.03	0.97	0.31
Queue Length 95th (ft)	23	0	0	0	1	0	0	0	77	3	74	32
Control Delay (s)	12.7	0.0	0.0	0.0	16.4	0.0	0.0	0.0	1590.0	13.7	398.6	22.2
Lane LOS	B				C				F	B	F	C
Approach Delay (s)	0.9				0.1				854.4		98.7	
Approach LOS									F		F	
Intersection Summary												
Average Delay				11.9								
Intersection Capacity Utilization			54.3%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	9	11	0
Future Volume (Veh/h)	0	0	0	9	11	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	10	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	22	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	22	12	12			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	995	1069	1607			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	10	12			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1607	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	6.7%			ICU Level of Service	A	
Analysis Period (min)	15					



**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

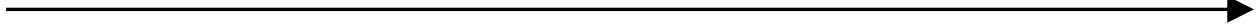
Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	118	55	24	34	36	40	27	19	71	174	164	589
Average Queue (ft)	49	4	1	2	7	3	2	1	43	67	88	255
95th Queue (ft)	91	26	11	18	26	21	13	7	85	179	185	663
Link Distance (ft)		891	891	891		792	792	792		227		605
Upstream Blk Time (%)										1		22
Queuing Penalty (veh)										0		0
Storage Bay Dist (ft)	150				110				50		140	
Storage Blk Time (%)	0								64	0	29	28
Queuing Penalty (veh)	0								8	0	26	6

**Intersection: 2: Access St. & Proposed Access**

Movement	NB
Directions Served	LT
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	8
Link Distance (ft)	66
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Network Summary**

Network wide Queuing Penalty: 41






























***Intersection Capacity Worksheets:  
2040 Background***



HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2040 Background - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						  	
Traffic Volume (veh/h)	55	845	5	5	2215	20	15	0	5	20	0	145
Future Volume (Veh/h)	55	845	5	5	2215	20	15	0	5	20	0	145
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	59	899	5	5	2260	20	16	0	5	21	0	154
Pedestrians					3			1			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2281			905			1938	3312	306	2707	3304	764
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2281			905			1938	3312	306	2707	3304	764
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	73			99			9	100	99	0	100	56
cM capacity (veh/h)	222			753			18	6	690	8	6	348
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	59	360	360	185	5	904	904	472	16	5	21	154
Volume Left	59	0	0	0	5	0	0	0	16	0	21	0
Volume Right	0	0	0	5	0	0	0	20	0	5	0	154
cSH	222	1700	1700	1700	753	1700	1700	1700	18	690	8	348
Volume to Capacity	0.27	0.21	0.21	0.11	0.01	0.53	0.53	0.28	0.91	0.01	2.63	0.44
Queue Length 95th (ft)	26	0	0	0	1	0	0	0	59	1	93	55
Control Delay (s)	26.9	0.0	0.0	0.0	9.8	0.0	0.0	0.0	481.3	10.3	1641.1	23.3
Lane LOS	D				A				F	B	F	C
Approach Delay (s)	1.7				0.0				369.2		217.4	
Approach LOS									F		F	
Intersection Summary												
Average Delay				13.8								
Intersection Capacity Utilization			64.9%		ICU Level of Service				C			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	10	5	0
Future Volume (Veh/h)	0	0	0	10	5	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	11	5	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	16	5	5			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	16	5	5			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1002	1078	1616			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	0	11	5			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1616	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			



**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

Movement	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	148	87	32	37	16	10	73	142	161	624
Average Queue (ft)	46	3	3	2	1	0	42	30	125	352
95th Queue (ft)	109	43	18	17	10	5	73	113	198	775
Link Distance (ft)		891		792	792	792		227		605
Upstream Blk Time (%)										42
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	150		110				50		140	
Storage Blk Time (%)	2						64	0	72	5
Queuing Penalty (veh)	6						3	0	109	1

**Intersection: 2: Access St. & Proposed Access**



























Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Network Summary**

Network wide Queuing Penalty: 119

HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2040 Background - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	160	2025	20	10	1270	25	10	0	10	25	1	90
Future Volume (Veh/h)	160	2025	20	10	1270	25	10	0	10	25	1	90
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	165	2088	21	10	1309	26	10	0	10	26	1	93
Pedestrians		2			1			2			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1345			2111			2982	3796	710	2389	3793	461
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1345			2111			2982	3796	710	2389	3793	461
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	68			96			0	100	97	0	61	83
cM capacity (veh/h)	508			259			3	3	377	13	3	544
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	165	835	835	439	10	524	524	288	10	10	26	94
Volume Left	165	0	0	0	10	0	0	0	10	0	26	0
Volume Right	0	0	0	21	0	0	0	26	0	10	0	93
cSH	508	1700	1700	1700	259	1700	1700	1700	3	377	13	168
Volume to Capacity	0.32	0.49	0.49	0.26	0.04	0.31	0.31	0.17	3.79	0.03	2.08	0.56
Queue Length 95th (ft)	35	0	0	0	3	0	0	0	Err	2	102	73
Control Delay (s)	15.4	0.0	0.0	0.0	19.5	0.0	0.0	0.0	Err	14.8	1107.0	50.9
Lane LOS	C				C				F	B	F	F
Approach Delay (s)	1.1				0.1				5006.9		279.7	
Approach LOS									F		F	
Intersection Summary												
Average Delay			36.3									
Intersection Capacity Utilization			61.3%		ICU Level of Service				B			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	11	16	0
Future Volume (Veh/h)	0	0	0	11	16	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	12	17	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	29	17	17			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	29	17	17			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	986	1062	1600			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	0	12	17			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1600	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	166	105	24	27	42	46	24	21	67	170	165	624
Average Queue (ft)	64	5	1	1	9	3	1	1	45	47	124	461
95th Queue (ft)	124	48	17	14	32	21	13	9	74	149	206	826
Link Distance (ft)		891	891	891		792	792	792		227		605
Upstream Blk Time (%)										1		56
Queuing Penalty (veh)										0		0
Storage Bay Dist (ft)	150				110				50		140	
Storage Blk Time (%)	1	0							73	0	74	14
Queuing Penalty (veh)	6	0							7	0	69	4

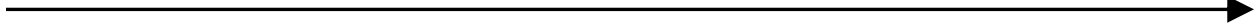
**Intersection: 2: Access St. & Proposed Access**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Network Summary**



























Network wide Queuing Penalty: 85














***Intersection Capacity Worksheets:  
2020 Background + Project***



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	45	711	6	5	1834	14	12	0	6	15	0	121
Future Volume (Veh/h)	45	711	6	5	1834	14	12	0	6	15	0	121
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.98	0.98	0.98	0.90	0.90	0.90	0.69	0.69	0.69
Hourly flow rate (vph)	54	846	7	5	1871	14	13	0	7	22	0	175
Pedestrians					3			1			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1886			854			1767	2854	290	2289	2851	632
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1886			854			1767	2854	290	2289	2851	632
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			99			52	100	99	0	100	59
cM capacity (veh/h)	317			787			27	14	707	18	14	425
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	54	338	338	176	5	748	748	388	13	7	22	175
Volume Left	54	0	0	0	5	0	0	0	13	0	22	0
Volume Right	0	0	0	7	0	0	0	14	0	7	0	175
cSH	317	1700	1700	1700	787	1700	1700	1700	27	707	18	425
Volume to Capacity	0.17	0.20	0.20	0.10	0.01	0.44	0.44	0.23	0.48	0.01	1.20	0.41
Queue Length 95th (ft)	15	0	0	0	0	0	0	0	37	1	78	49
Control Delay (s)	18.7	0.0	0.0	0.0	9.6	0.0	0.0	0.0	224.8	10.1	575.7	19.3
Lane LOS	C				A				F	B	F	C
Approach Delay (s)	1.1				0.0				149.7		81.4	
Approach LOS									F		F	
Intersection Summary												
Average Delay			6.7									
Intersection Capacity Utilization			54.4%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	8	4	3
Future Volume (Veh/h)	3	0	0	8	4	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	9	4	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	14	6	7			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	14	6	7			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1004	1077	1614			
<b>Direction, Lane #</b>						
	EB 1	NB 1	SB 1			
Volume Total	3	9	7			
Volume Left	3	0	0			
Volume Right	0	0	3			
cSH	1004	1614	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			1.4			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			

**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

Movement	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	82	21	28	61	42	29	56	52	139	248
Average Queue (ft)	30	1	3	3	2	2	20	9	70	132
95th Queue (ft)	69	10	16	22	22	14	56	44	162	422
Link Distance (ft)		891		792	792	792		227		605
Upstream Blk Time (%)										8
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	150		110				50		140	
Storage Blk Time (%)							19	0	22	1
Queuing Penalty (veh)							1	0	36	0

**Intersection: 2: Access St. & Proposed Access**

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	84
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



























**Network Summary**










Network wide Queuing Penalty: 38
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HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2020 Background + Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	131	1688	16	8	1063	19	10	0	9	19	1	74
Future Volume (Veh/h)	131	1688	16	8	1063	19	10	0	9	19	1	74
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.56	0.56	0.56	0.80	0.80	0.80
Hourly flow rate (vph)	144	1855	18	8	1107	20	18	0	16	24	1	93
Pedestrians		2			1			2			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1137			1875			2634	3307	630	2066	3306	391
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1137			1875			2634	3307	630	2066	3306	391
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	76			98			0	100	96	1	84	85
cM capacity (veh/h)	610			320			7	6	425	24	6	604
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	144	742	742	389	8	443	443	241	18	16	24	94
Volume Left	144	0	0	0	8	0	0	0	18	0	24	0
Volume Right	0	0	0	18	0	0	0	20	0	16	0	93
cSH	610	1700	1700	1700	320	1700	1700	1700	7	425	24	300
Volume to Capacity	0.24	0.44	0.44	0.23	0.02	0.26	0.26	0.14	2.61	0.04	0.99	0.31
Queue Length 95th (ft)	23	0	0	0	2	0	0	0	85	3	75	33
Control Delay (s)	12.7	0.0	0.0	0.0	16.5	0.0	0.0	0.0	1754.3	13.8	411.1	22.4
Lane LOS	B				C				F	B	F	C
Approach Delay (s)	0.9				0.1				935.2		101.5	
Approach LOS									F		F	
Intersection Summary												
Average Delay				13.8								
Intersection Capacity Utilization			54.4%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	0	9	11	4
Future Volume (Veh/h)	2	0	0	9	11	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	10	12	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	24	14	16			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	24	14	16			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	992	1066	1602			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	10	16			
Volume Left	2	0	0			
Volume Right	0	0	4			
cSH	992	1602	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.6					
Intersection Capacity Utilization	13.3%			ICU Level of Service	A	
Analysis Period (min)	15					

**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

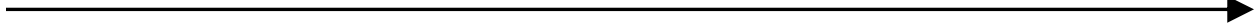
Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	103	26	21	10	28	50	21	13	70	132	154	486
Average Queue (ft)	47	1	1	0	6	2	0	0	36	39	111	149
95th Queue (ft)	86	11	11	7	24	19	6	6	79	127	197	456
Link Distance (ft)		891	891	891		792	792	792		227		605
Upstream Blk Time (%)												3
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	150				110				50		140	
Storage Blk Time (%)									47	0	57	3
Queuing Penalty (veh)									7	0	50	1

**Intersection: 2: Access St. & Proposed Access**

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	84
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Network Summary**

Network wide Queuing Penalty: 58




























***Intersection Capacity Worksheets:  
2040 Background + Project***














HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2040 Background + Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	55	845	7	6	2215	20	17	0	6	20	0	145
Future Volume (Veh/h)	55	845	7	6	2215	20	17	0	6	20	0	145
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	59	899	7	6	2260	20	18	0	6	21	0	154
Pedestrians					3			1			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2281			907			1941	3314	307	2710	3308	764
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2281			907			1941	3314	307	2710	3308	764
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	73			99			0	100	99	0	100	56
cM capacity (veh/h)	222			752			17	6	689	8	6	348
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	59	360	360	187	6	904	904	472	18	6	21	154
Volume Left	59	0	0	0	6	0	0	0	18	0	21	0
Volume Right	0	0	0	7	0	0	0	20	0	6	0	154
cSH	222	1700	1700	1700	752	1700	1700	1700	17	689	8	348
Volume to Capacity	0.27	0.21	0.21	0.11	0.01	0.53	0.53	0.28	1.03	0.01	2.65	0.44
Queue Length 95th (ft)	26	0	0	0	1	0	0	0	66	1	94	55
Control Delay (s)	26.9	0.0	0.0	0.0	9.8	0.0	0.0	0.0	528.6	10.3	1656.5	23.3
Lane LOS	D				A				F	B	F	C
Approach Delay (s)	1.6				0.0				399.0		219.3	
Approach LOS									F		F	
Intersection Summary												
Average Delay				14.4								
Intersection Capacity Utilization			66.5%		ICU Level of Service				C			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	0	10	5	3
Future Volume (Veh/h)	3	0	0	10	5	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	0	11	5	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	18	6	8			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	18	6	8			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1000	1076	1612			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	3	11	8			
Volume Left	3	0	0			
Volume Right	0	0	3			
cSH	1000	1612	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			

**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	158	180	64	6	28	32	33	34	74	227	163	620
Average Queue (ft)	51	8	4	0	4	3	2	2	54	108	127	327
95th Queue (ft)	117	78	61	4	19	19	20	18	85	255	195	762
Link Distance (ft)		891	891	891		792	792	792		227		605
Upstream Blk Time (%)										13		41
Queuing Penalty (veh)										2		0
Storage Bay Dist (ft)	150				110				50		140	
Storage Blk Time (%)	4	0							82	0	72	2
Queuing Penalty (veh)	11	0							5	0	110	0

**Intersection: 2: Access St. & Proposed Access**



























Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	34	20
Average Queue (ft)	4	5
95th Queue (ft)	21	32
Link Distance (ft)	84	66
Upstream Blk Time (%)		7
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**










Network wide Queuing Penalty: 127

HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2040 Background + Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	160	2025	22	12	1270	25	11	0	11	25	1	90
Future Volume (Veh/h)	160	2025	22	12	1270	25	11	0	11	25	1	90
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	165	2088	23	12	1309	26	11	0	11	26	1	93
Pedestrians		2			1			2			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1345			2113			2987	3800	710	2394	3799	461
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1345			2113			2987	3800	710	2394	3799	461
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	68			95			0	100	97	0	60	83
cM capacity (veh/h)	508			259			3	3	377	12	3	544
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	165	835	835	441	12	524	524	288	11	11	26	94
Volume Left	165	0	0	0	12	0	0	0	11	0	26	0
Volume Right	0	0	0	23	0	0	0	26	0	11	0	93
cSH	508	1700	1700	1700	259	1700	1700	1700	3	377	12	166
Volume to Capacity	0.32	0.49	0.49	0.26	0.05	0.31	0.31	0.17	4.26	0.03	2.11	0.57
Queue Length 95th (ft)	35	0	0	0	4	0	0	0	Err	2	102	74
Control Delay (s)	15.4	0.0	0.0	0.0	19.6	0.0	0.0	0.0	Err	14.8	1132.0	52.0
Lane LOS	C				C				F	B	F	F
Approach Delay (s)	1.1				0.2				5006.9		286.0	
Approach LOS									F		F	
Intersection Summary												
Average Delay				39.1								
Intersection Capacity Utilization			61.3%		ICU Level of Service				B			
Analysis Period (min)			15									



						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	0	11	16	4
Future Volume (Veh/h)	2	0	0	11	16	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	12	17	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	31	19	21			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	31	19	21			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	983	1059	1595			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	12	21			
Volume Left	2	0	0			
Volume Right	0	0	4			
cSH	983	1595	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.5					
Intersection Capacity Utilization	13.3%			ICU Level of Service	A	
Analysis Period (min)	15					

**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

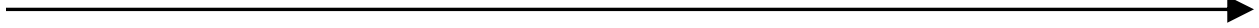
Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	146	103	40	20	45	17	15	27	65	174	141	616
Average Queue (ft)	63	6	2	1	10	1	1	1	35	79	105	390
95th Queue (ft)	120	44	16	13	36	10	7	12	74	224	201	795
Link Distance (ft)		891	891	891		792	792	792		227		605
Upstream Blk Time (%)										10		42
Queuing Penalty (veh)										1		0
Storage Bay Dist (ft)	150				110				50		140	
Storage Blk Time (%)	1	0			0				56	0	57	24
Queuing Penalty (veh)	4	0			0				6	0	53	6

**Intersection: 2: Access St. & Proposed Access**

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	18	16
Average Queue (ft)	3	1
95th Queue (ft)	17	9
Link Distance (ft)	84	66
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 71






























***Intersection Capacity Worksheets:  
Sensitivity Analysis***



HCM Unsignalized Intersection Capacity Analysis  
05/22/2018










1: Access St./Joplin St. & Alameda Pkwy.  
2020 Background + Project (ITE Equation) - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						  	
Traffic Volume (veh/h)	45	711	6	7	1834	14	18	0	13	15	0	121
Future Volume (Veh/h)	45	711	6	7	1834	14	18	0	13	15	0	121
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.98	0.98	0.98	0.90	0.90	0.90	0.69	0.69	0.69
Hourly flow rate (vph)	54	846	7	7	1871	14	20	0	14	22	0	175
Pedestrians					3			1			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1886			854			1771	2858	290	2300	2855	632
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1886			854			1771	2858	290	2300	2855	632
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			99			26	100	98	0	100	59
cM capacity (veh/h)	317			787			27	14	707	18	14	425
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	54	338	338	176	7	748	748	388	20	14	22	175
Volume Left	54	0	0	0	7	0	0	0	20	0	22	0
Volume Right	0	0	0	7	0	0	0	14	0	14	0	175
cSH	317	1700	1700	1700	787	1700	1700	1700	27	707	18	425
Volume to Capacity	0.17	0.20	0.20	0.10	0.01	0.44	0.44	0.23	0.74	0.02	1.24	0.41
Queue Length 95th (ft)	15	0	0	0	1	0	0	0	58	2	79	49
Control Delay (s)	18.7	0.0	0.0	0.0	9.6	0.0	0.0	0.0	298.5	10.2	602.1	19.3
Lane LOS	C				A				F	B	F	C
Approach Delay (s)	1.1				0.0				179.8		84.3	
Approach LOS									F		F	
Intersection Summary												
Average Delay				7.9								
Intersection Capacity Utilization			58.2%		ICU Level of Service				B			
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

2: Access St. & Proposed Access  
2020 Background + Project (ITE Equation) - AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	0	0	8	4	5
Future Volume (Veh/h)	16	0	0	8	4	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	0	0	9	4	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	16	6	9			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	16	6	9			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	1003	1076	1611			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	17	9	9			
Volume Left	17	0	0			
Volume Right	0	0	5			
cSH	1003	1611	1700			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	4.2					
Intersection Capacity Utilization	13.3%			ICU Level of Service	A	
Analysis Period (min)	15					

**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	75	26	16	31	51	37	10	70	106	128	351
Average Queue (ft)	29	1	1	5	5	2	1	40	47	70	139
95th Queue (ft)	65	13	7	22	27	16	7	82	169	164	443
Link Distance (ft)		891	891		792	792	792		227		605
Upstream Blk Time (%)									5		7
Queuing Penalty (veh)									1		0
Storage Bay Dist (ft)	150			110				50		140	
Storage Blk Time (%)								52	0	25	2
Queuing Penalty (veh)								7	0	41	0

**Intersection: 2: Access St. & Proposed Access**


























Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	43	14
Average Queue (ft)	13	2
95th Queue (ft)	40	14
Link Distance (ft)	84	66
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 49

HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2020 Background + Project (ITE Equation) - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	131	1688	22	15	1063	19	17	0	16	19	1	74
Future Volume (Veh/h)	131	1688	22	15	1063	19	17	0	16	19	1	74
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.56	0.56	0.56	0.80	0.80	0.80
Hourly flow rate (vph)	144	1855	24	16	1107	20	30	0	29	24	1	93
Pedestrians		2			1			2			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1137			1881			2654	3326	633	2095	3328	391
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1137			1881			2654	3326	633	2095	3328	391
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	76			95			0	100	93	0	83	85
cM capacity (veh/h)	610			318			6	6	423	22	6	604
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	144	742	742	395	16	443	443	241	30	29	24	94
Volume Left	144	0	0	0	16	0	0	0	30	0	24	0
Volume Right	0	0	0	24	0	0	0	20	0	29	0	93
cSH	610	1700	1700	1700	318	1700	1700	1700	6	423	22	291
Volume to Capacity	0.24	0.44	0.44	0.23	0.05	0.26	0.26	0.14	4.63	0.07	1.10	0.32
Queue Length 95th (ft)	23	0	0	0	4	0	0	0	Err	5	79	34
Control Delay (s)	12.7	0.0	0.0	0.0	16.9	0.0	0.0	0.0	Err	14.1	480.2	23.2
Lane LOS	B				C				F	B	F	C
Approach Delay (s)	0.9				0.2				5091.2		116.1	
Approach LOS									F		F	
Intersection Summary												
Average Delay				94.6								
Intersection Capacity Utilization			54.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

2: Access St. & Proposed Access  
2020 Background + Project (ITE Equation) - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	0	14	12	17
Future Volume (Veh/h)	10	0	0	14	12	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	0	15	13	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	37	22	31			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	37	22	31			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	975	1055	1582			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	11	15	31			
Volume Left	11	0	0			
Volume Right	0	0	18			
cSH	975	1582	1700			
Volume to Capacity	0.01	0.00	0.02			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			



**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	108	40	41	10	42	44	26	13	74	235	164	563
Average Queue (ft)	49	2	2	1	12	2	1	1	59	144	115	256
95th Queue (ft)	93	16	16	8	36	17	13	7	79	284	202	667
Link Distance (ft)		891	891	891		792	792	792		227		605
Upstream Blk Time (%)										30		17
Queuing Penalty (veh)										8		0
Storage Bay Dist (ft)	150				110				50		140	
Storage Blk Time (%)	0								95	1	57	1
Queuing Penalty (veh)	1								24	0	51	0

**Intersection: 2: Access St. & Proposed Access**


























Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	59	47
Average Queue (ft)	17	11
95th Queue (ft)	57	48
Link Distance (ft)	84	66
Upstream Blk Time (%)	6	12
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 84

HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2040 Background + Project (ITE Equation) - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	55	845	7	8	2215	20	23	0	13	20	0	145
Future Volume (Veh/h)	55	845	7	8	2215	20	23	0	13	20	0	145
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	59	899	7	8	2260	20	24	0	14	21	0	154
Pedestrians					3			1			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2281			907			1945	3318	307	2722	3312	764
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2281			907			1945	3318	307	2722	3312	764
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	73			99			0	100	98	0	100	56
cM capacity (veh/h)	222			752			17	6	689	8	6	348
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	59	360	360	187	8	904	904	472	24	14	21	154
Volume Left	59	0	0	0	8	0	0	0	24	0	21	0
Volume Right	0	0	0	7	0	0	0	20	0	14	0	154
cSH	222	1700	1700	1700	752	1700	1700	1700	17	689	8	348
Volume to Capacity	0.27	0.21	0.21	0.11	0.01	0.53	0.53	0.28	1.39	0.02	2.75	0.44
Queue Length 95th (ft)	26	0	0	0	1	0	0	0	86	2	94	55
Control Delay (s)	26.9	0.0	0.0	0.0	9.8	0.0	0.0	0.0	672.2	10.3	1727.5	23.3
Lane LOS	D				A				F	B	F	C
Approach Delay (s)	1.6				0.0				428.4		227.8	
Approach LOS									F		F	
Intersection Summary												
Average Delay				16.7								
Intersection Capacity Utilization			68.0%		ICU Level of Service				C			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

2: Access St. & Proposed Access  
2040 Background + Project (ITE Equation) - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	0	0	15	5	5
Future Volume (Veh/h)	16	0	0	15	5	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	0	0	16	5	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	24	8	10			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	24	8	10			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	993	1075	1610			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	17	16	10			
Volume Left	17	0	0			
Volume Right	0	0	5			
cSH	993	1610	1700			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			

**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	122	65	21	6	33	54	44	10	74	244	139	410
Average Queue (ft)	46	3	1	0	5	3	2	1	53	152	105	249
95th Queue (ft)	97	29	8	4	22	21	18	6	88	306	198	670
Link Distance (ft)		891	891	891		792	792	792		227		605
Upstream Blk Time (%)										42		31
Queuing Penalty (veh)										14		0
Storage Bay Dist (ft)	150				110				50		140	
Storage Blk Time (%)	1	0							80	0	55	0
Queuing Penalty (veh)	2	0							11	0	84	0

**Intersection: 2: Access St. & Proposed Access**

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	83	63
Average Queue (ft)	31	20
95th Queue (ft)	84	66
Link Distance (ft)	84	66
Upstream Blk Time (%)	22	18
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



























**Network Summary**

Network wide Queuing Penalty: 111



HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

1: Access St./Joplin St. & Alameda Pkwy.  
2040 Background + Project (ITE Equation) - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	160	2025	28	19	1270	25	18	0	18	25	1	90
Future Volume (Veh/h)	160	2025	28	19	1270	25	18	0	18	25	1	90
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	165	2088	29	20	1309	26	19	0	19	26	1	93
Pedestrians		2			1			2			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1345			2119			3006	3820	714	2418	3821	461
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1345			2119			3006	3820	714	2418	3821	461
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	68			92			0	100	95	0	58	83
cM capacity (veh/h)	508			257			2	2	375	11	2	544
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	SB 2
Volume Total	165	835	835	447	20	524	524	288	19	19	26	94
Volume Left	165	0	0	0	20	0	0	0	19	0	26	0
Volume Right	0	0	0	29	0	0	0	26	0	19	0	93
cSH	508	1700	1700	1700	257	1700	1700	1700	2	375	11	158
Volume to Capacity	0.32	0.49	0.49	0.26	0.08	0.31	0.31	0.17	8.02	0.05	2.31	0.60
Queue Length 95th (ft)	35	0	0	0	6	0	0	0	Err	4	104	79
Control Delay (s)	15.4	0.0	0.0	0.0	20.2	0.0	0.0	0.0	Err	15.1	1266.5	56.7
Lane LOS	C				C				F	C	F	F
Approach Delay (s)	1.1				0.3				5007.1		318.9	
Approach LOS									F		F	
Intersection Summary												
Average Delay				61.0								
Intersection Capacity Utilization			61.5%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
05/22/2018

2: Access St. & Proposed Access  
2040 Background + Project (ITE Equation) - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	0	11	16	17
Future Volume (Veh/h)	10	0	0	11	16	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	0	12	17	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	38	26	35			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	38	26	35			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	974	1050	1576			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	11	12	35			
Volume Left	11	0	0			
Volume Right	0	0	18			
cSH	974	1576	1700			
Volume to Capacity	0.01	0.00	0.02			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			1.7			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			

**Intersection: 1: Access St./Joplin St. & Alameda Pkwy.**

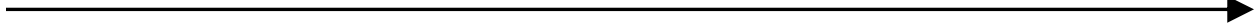
Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	TR
Maximum Queue (ft)	155	95	36	21	57	46	10	21	74	238	157	585
Average Queue (ft)	67	6	2	1	16	2	0	1	57	152	116	353
95th Queue (ft)	127	55	16	11	45	19	5	10	78	301	186	776
Link Distance (ft)		891	891	891		792	792	792		227		605
Upstream Blk Time (%)										44		37
Queuing Penalty (veh)										10		0
Storage Bay Dist (ft)	150				110				50		140	
Storage Blk Time (%)	1				0				94	0	53	22
Queuing Penalty (veh)	7				0				18	0	50	6

**Intersection: 2: Access St. & Proposed Access**

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	76	57
Average Queue (ft)	24	15
95th Queue (ft)	69	54
Link Distance (ft)	84	66
Upstream Blk Time (%)	9	13
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 90



## ***Draft Shared Parking Agreement***





## LICENSE AGREEMENT

\_\_\_\_\_, a \_\_\_\_\_ (“Elevation”), and Providence Heights, LLLP, a Colorado limited liability limited partnership (“PATH” and, together with Elevation, the “Parties”), make this License Agreement (this “Agreement”) effective as of \_\_\_\_\_, 2018.

### RECITALS

- A. The Parties are owners of contiguous parcels of real estate located in the City of Aurora, Colorado.
- B. Elevation is the owner of real estate located at \_\_\_\_\_, as further described in Exhibit A, attached hereto (the “Elevation Parcel”).
- C. PATH is the owner of real estate located at 15602 E. Alameda Parkway, Aurora, Colorado, as further described in Exhibit B, attached hereto (the “PATH Parcel”).
- D. The Elevation Parcel includes \_\_\_\_\_ parking spaces, and Elevation desires to provide the PATH Parties (as defined below), access and use of 24 of those spaces (the “Shared Spaces”), as depicted on Exhibit C, attached hereto.
- E. The PATH Parcel has physical access to Alameda Parkway via an existing paved surface running through the Elevation Parcel (the “Shared Roadway” and, together with the Shared Spaces, the “License Area”), as depicted on Exhibit C, attached hereto, and Elevation desires to provide the PATH Parties (as defined below), access and use of the Shared Roadway.

### AGREEMENT

For good and valuable consideration, the receipt and sufficiency of which the parties acknowledge, the parties agree as follows:

- 1. **GRANT OF LICENSE BY Elevation.** Elevation hereby grants to PATH, and its respective tenants, occupants, invitees, permittees, licensees, contractors, successors and assigns, including its lenders in the case of foreclosure or by deed in lieu of foreclosure (collectively the “PATH Parties”), for the benefit of the PATH Parcel a non-exclusive use license over and upon the Shared Roadway and a non-exclusive use license for the Shared Spaces (the “License”).
- 2. **LICENSE PURPOSE.** Elevation is granting the License solely for ingress, egress, the parking of vehicles, and for other vehicular purposes.
- 3. **LICENSE TERMS AND CONDITIONS.** During the term of the License, the License shall be subject to the following terms and conditions:
  - (a) Except with the prior written approval of the other party, neither of the Parties will erect any fences or other structures over, under, on, through,

across, or within the License Area, nor will either of the Parties cause or permit any obstruction or planting to be placed over, under, on, through, across or within the License Area which will in any manner materially interfere with the rights set forth in this Agreement.

- (b) The Parties will have the right of use, enjoyment and access to the License Area and will have the rights of ingress and egress reasonably necessary for the use and enjoyment of the License.
  - (c) The Parties and their respective successors and assigns, shall maintain the License Area in a commercially reasonable manner and each of the Parties shall maintain their respective portion of the License Area at their own expense.
4. **TERM.** This Agreement and the rights under it shall have a perpetual duration unless terminated by the mutual decision of the Parties or their respective successors and assigns.
  5. **JURISDICTION.** This Agreement shall be construed and governed by the laws of the State of Colorado.
  6. **NO RECORDING.** Neither this Agreement nor any memorandum or notice thereof shall be recorded without the prior written consent of the parties, which consent may be withheld in either party's sole and absolute discretion.
  7. **COUNTERPARTS.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original but all of which together will constitute one and the same instrument.

[Signature Pages Follow]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed effective as of the date first above written.

\_\_\_\_\_, a  
\_\_\_\_\_

By: \_\_\_\_\_

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed effective as of the date first above written.

**PROVIDENCE HEIGHTS, LLLP,**  
a Colorado limited liability limited  
partnership

By: Providence Residences LLC, a  
Colorado limited liability company, its  
General Partner

By: Second Chance Center, Inc., a  
Colorado nonprofit corporation, its  
Manager

By: \_\_\_\_\_  
Hassan Latif  
Executive Director



**EXHIBIT A**

Legal Description of Elevation Parcel

**EXHIBIT B**

Legal Description of PATH Parcel

**EXHIBIT C**  
Depiction of License Area  
(attached)

15393783v1



## Grand Junction Planning Commission

### Regular Session

Item #3.

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**Meeting Date:** October 8, 2019

**Presented By:** Lance Gloss, Associate Planner

**Department:** Community Development

**Submitted By:** Lance Gloss, Associate Planner

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### **Information**

#### **SUBJECT:**

Consider a request by Downtown Development Authority of Grand Junction, Colorado (DDA) to adopt the 2019 DDA Plan of Development entitled "Vibrant Together."

#### **RECOMMENDATION:**

Staff recommends approval of this request.

#### **EXECUTIVE SUMMARY:**

The Plan of Development (POD) for the Grand Junction, Colorado, Downtown Development Authority (DDA) was originally adopted in 1981 and needs to be updated to address evolving conditions in the Downtown. The POD is the product of public outreach, stakeholder discussions, design workshops, and the cooperation of agencies, consultants, and the City of Grand Junction. The POD identifies conditions in the Downtown area that pose negative effects on property values and the quality of residents' experiences within the Downtown. The POD also identifies means of improving the Downtown area, particularly the area within the boundary of the Downtown Partnership, which is comprised of the Grand Junction, Colorado, Downtown Development Authority and the Downtown Grand Junction Business Improvement District. The Plan identifies three core aims for improving Downtown: Connectivity; Place-making; and Infill Development. The plan specifies strategies for achievement of these aims, and includes actions, policies, and programs comprising each strategy.

The Board of the Downtown Partnership reviewed the POD at its September 26, 2019 meeting and unanimously (in a 7-0 vote) recommended its approval. C.R.S. 31-25-807(4)(b) requires review and recommendation by the Planning Commission and

adoption by the City Council.

## **BACKGROUND OR DETAILED INFORMATION:**

### **Background and Detailed Information**

The purpose of the Grand Junction DDA is to “plan and propose public facilities and other improvements to public and private property of all kinds which will aid and improve the Downtown development area with the goal of preventing and remediating slum and blight within the DDA boundaries.” Further, in cooperation with the planning board and the planning department of the municipality, the DDA is enabled to develop long-range plans designed to carry out the purposes of the authority (as stated in C.R.S. 31-25-801) and to promote the economic growth of the district and may take such steps as may be necessary to persuade property owners and business proprietors to implement such plans to the fullest extent possible.

As identified in Section V of the existing 1981 Plan of Development, the purpose of the Plan of Development is to establish a mechanism whereby the Authority and City can implement projects and programs that aid in halting the economic and physical decline of the Plan of Development area and Commercial Renovation Districts, and assist in the revitalization of and reinvestment in the Downtown generally.

Many of the projects and programs identified in the 1981 POD have been initiated and completed. Significant changes have also occurred the physical, cultural, and economic landscape of the Downtown. These conditions merit a reconsideration of priorities and the development of a new plan for the future of Downtown. Thus, the proposed 2019 Plan of Development identifies three purposes for the updated plan: To provide a unified vision for Downtown; To identify projects that advance the vision; and To bring local leaders together in pursuit of that vision.

The POD is designed and intended to function as the guiding document for the Downtown Partnership, which is comprised of the Grand Junction, Colorado, Downtown Development Authority and the Downtown Grand Junction Business Improvement District.

The POD was produced over a year, including a six-month period of community engagement from February 2018 to September 2019. Online and social media surveys, focus group meetings, stakeholder meetings, a Community Open House, and other outreach methods were employed to solicit input. Included in this effort was the work of a member Community Action Team of approximately 60 members that met regularly to review progress and to provide guidance and input on the process, deliverables and draft plan. Overall, approximately 25,000 people were reached online and over 500 community members were engaged in person. Direct links between the public outreach data collected and the aims and strategies in the Plan are evident throughout the Plan



document.

Beyond identifying conditions that require remediation, the proposed POD proposes three high-level aims intended to afford maximum opportunity for improving conditions in the Downtown. These are connectivity; place-making; and infill development.

“Connectivity” as used in the POD means the safe and comfortable movement of people, bikes, and cars along and among streets. Among proposals for improving connectivity in the POD, those highlighted include: converting 4th and 5th Streets into two-way streets; improving bicycle and pedestrian infrastructure with an emphasis on access to the river; developing a promenade on 2nd Street; and initiating studies and projects to improve wayfinding.

“Place-making” as used in the POD means the impression of Downtown as a distinguishable environment, including the experiences, events, and interactions that are definitive of that area. Some proposals for encouraging place-making in the Downtown include: efforts to activate Colorado Avenue between 4th and 7th Streets; new events and event spaces Downtown; the activation of alleys through the arts and alley-facing storefronts; low-cost design interventions to reduce socially unacceptable behaviors in Whitman Park; greater efficiency of parking areas; and adaptive reuse of existing structures.

“Infill development” as used in the POD means redevelopment, new development, and adaptive reuse of existing structures within the Downtown, with an emphasis on the connections between Main Street, the largely industrial Rail District, and the presently redeveloping riverfront. Some high-priority proposals for encouraging infill development in the Downtown include: to support existing businesses and attract new ones; to develop a grant program to promote small scale local reinvestment in Downtown; to adjust codes and policies presently limiting development, such as parking requirements; to leverage the financial tools of the Downtown Partnership; and for the DDA to become involved in a catalytic development project(s).

The Board of the Downtown Partnership met on September 26, 2019 to review the new Plan of Development. Seven board members voted to approve the Vibrant Together plan, and none dissented, thus the Resolution to approve the POD passed unanimously.

### **Notification Requirements**

As required by C.R.S. 31-25-807(4)(c), prior to its approval of a Plan of Development, notice was provided that a public hearing on this Plan of Development in the form of one publication in the Grand Junction Daily Sentinel, the newspaper having general circulation in the municipality. The notice described the time, date, place, and purpose of the hearing, generally identified the plan of development area covered by the plan,

and outlined the general scope of the projects under consideration.

### **Analysis**

Pursuant to C.R.S. 31-25-807(4)(b), prior to its approval of a Plan of Development, the governing body shall submit such plan to the planning board of the municipality, if any, for review and recommendations. This planning board is recognized as the City's Planning Commission. Further, the planning board shall submit its written recommendations with respect to the proposed plan of development to the governing body within thirty days after receipt of the plan for review.

In accordance with C.R.S. 31-25-802(5.5) the governing body of the DDA is the City Council. As provided in the C.R.S., the governing body shall hold a public hearing on a plan of development or substantial modification of an approved plan of development. Following such a hearing, the governing body may approve a plan of development if it finds that there is a need to take corrective measures in order to halt or prevent deterioration of property values or structures within the plan of development area or to halt or prevent the growth of blighted areas therein, or any combination thereof, and if it further finds that the plan will afford maximum opportunity, consistent with the sound need and plans of the municipality as a whole, for the development or redevelopment of the plan of development area by the authority and by private enterprise.

Conditions in the Downtown have changed significantly since the 1981 POD was implemented 38 years ago. Whereas the 1981 POD emphasized the reversal of trends toward blight and included redevelopment goals of a relatively limited scope, the proposed 2019 POD focuses on perpetuating positive momentum in the Downtown area through projects meant to catalyze investment and participation in the area. However, conditions identified throughout the proposed POD indicate the clear need to take corrective measures to halt, prevent, and reverse blight.

A primary example of blight and potential blight include severely limited housing opportunities relative to demand, due to limited stock and deterioration in quality. A significant amount of property is also vacant and underutilized. The proposed POD demonstrates that more than 60 parcels totaling approximately 45 acres that have been identified as opportunity sites for adaptive/interim uses, urban housing, and vertical mixed use development. Small businesses in the downtown also face challenges to economic development related to deteriorating facades and high rents. Blight conditions also pose challenges to mobility within the Downtown. Likewise, Street connections between centers of activity within the DDA boundary do not afford adequate safety to pedestrians and cyclists due to lack of sidewalks and dedicated bike lanes, damaged pavement, and inadequate signaling and striping of crosswalks.

Those measures provided for in the proposed POD that are intended to slow and reverse conditions of blight in the Downtown are comprehensive and well-

substantiated. Evidence of highly detailed analysis authenticating the potential of such measures can be identified throughout the proposed POD.

### **Staff Recommendation and Findings of Fact**

Staff has reviewed both the proposed POD and the existing POD. The proposed POD is consistent with the City's overall vision, as included in the Comprehensive Plan, the Greater Downtown Plan, and sections of the Zoning and Development Code specifically related to Downtown. Staff finds that the proposed POD also enters into a higher level of detail than these documents, which is appropriate to enable focused and efficient actions for Downtown development by the authority and by private enterprise.

Staff finds that a range of conditions in the downtown district require corrective measures to halt and/or prevent blight, including such measures as to improve housing opportunities, economic opportunities, and mobility within the downtown. Staff also finds the plan will afford maximum opportunity, consistent with the needs and plans of the municipality as a whole, for the development or redevelopment of the Downtown Development Authority's area.

Staff therefore recommends approval of this proposal to repeal and replace the Downtown Development Authority's Plan of Development with the "Vibrant Together" plan with the following findings of fact:

1. The plan complies with C.R.S. 31-25-802 in that there is a need to take corrective measures in order to halt or prevent deterioration of property values or structures within the plan of development area or to halt or prevent the growth of blighted areas therein, or any combination thereof, and
2. Further finds that the plan will afford maximum opportunity, consistent with the sound need and plans of the municipality as a whole, for the development or redevelopment of the plan of development area by the authority and by private enterprise.

### **SUGGESTED MOTION:**

#### **Suggested Motion**

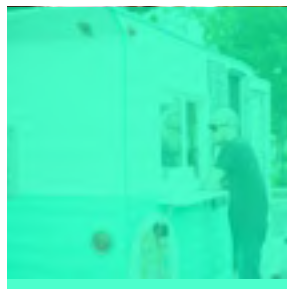
Madam Chair, on the Plan of Development for the Grand Junction CPA-2019-496, I move that Planning Commission forward a recommendation of approval of the proposal to supersede the 1981 Plan of Development and associated ordinances and resolutions and adopt the Grand Junction Downtown Development Authority's Plan of Development entitled "Vibrant Together" with the findings of fact as listed in the staff report.

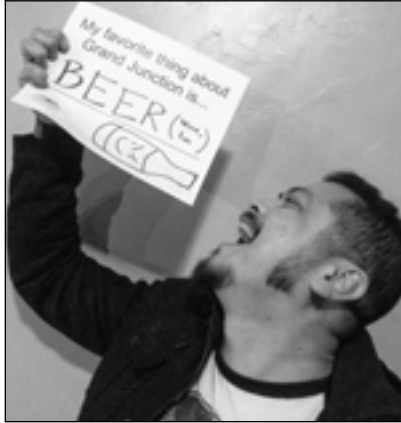
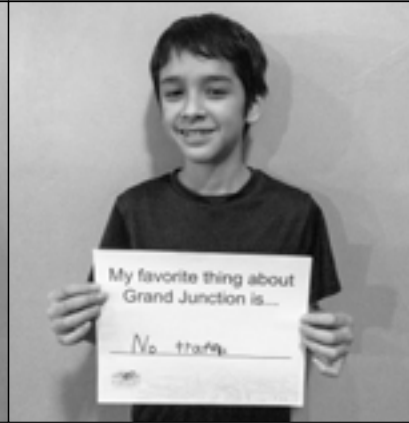
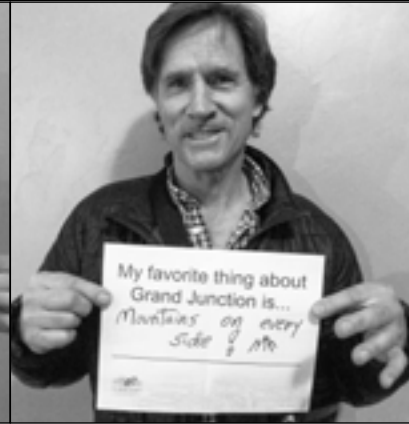
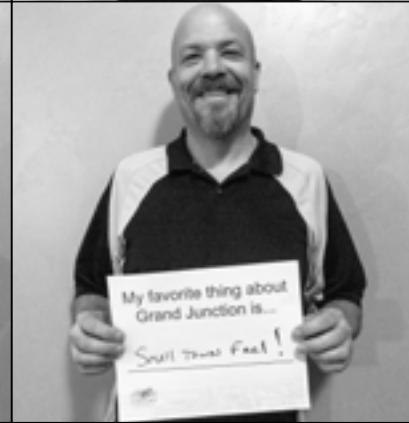
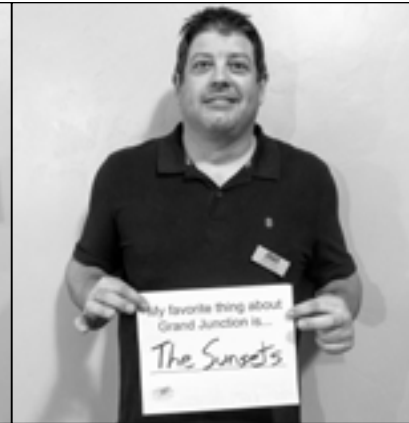
### **Attachments**

1. EXHIBIT 3 \_ Proposed POD
2. EXHIBIT 4 \_ DDA Map
3. EXHIBIT 2 \_ 1981 DDA POD
4. EXHIBIT 5 \_ proposed ordinance \_ DDA POD
5. Exhibit List - DDA POD

**EXHIBIT 3 – Grand Junction Downtown Development Authority proposed Plan of Development dated September 2019**







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<i>Public Input Summary</i>	



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## **ABOUT COMMUNITY BUILDERS**

Community Builders (CB) is a non-profit dedicated to helping local leaders create strong and prosperous communities in the American West. CB provides information, analysis, assistance and trainings to support the many people and organizations working to build better places by aligning their community values to planning and economic goals.

The goal of the Community Builders Assistance Program is to provide communities with the tools and resources to spark meaningful on-the-ground progress, while building local capacity and creating success stories that inspire and transform places.

## **ABOUT THIS REPORT**

This report is the product of a collaborative effort between the Downtown Development Authority of Grand Junction, The City of Grand Junction, Community Builders, The Community Action Team, Cascadia Partners, Jim Leggitt Studios, Swift Engineering. Special thanks to the stakeholders and the community members who provided feedback throughout the project.

## **PROJECT FUNDERS**

Special thanks to the LOR Foundation, the Gates Family Foundation and the Downtown Development Authority for providing the funding necessary to make the Vibrant Together: A Downtown Initiative possible.



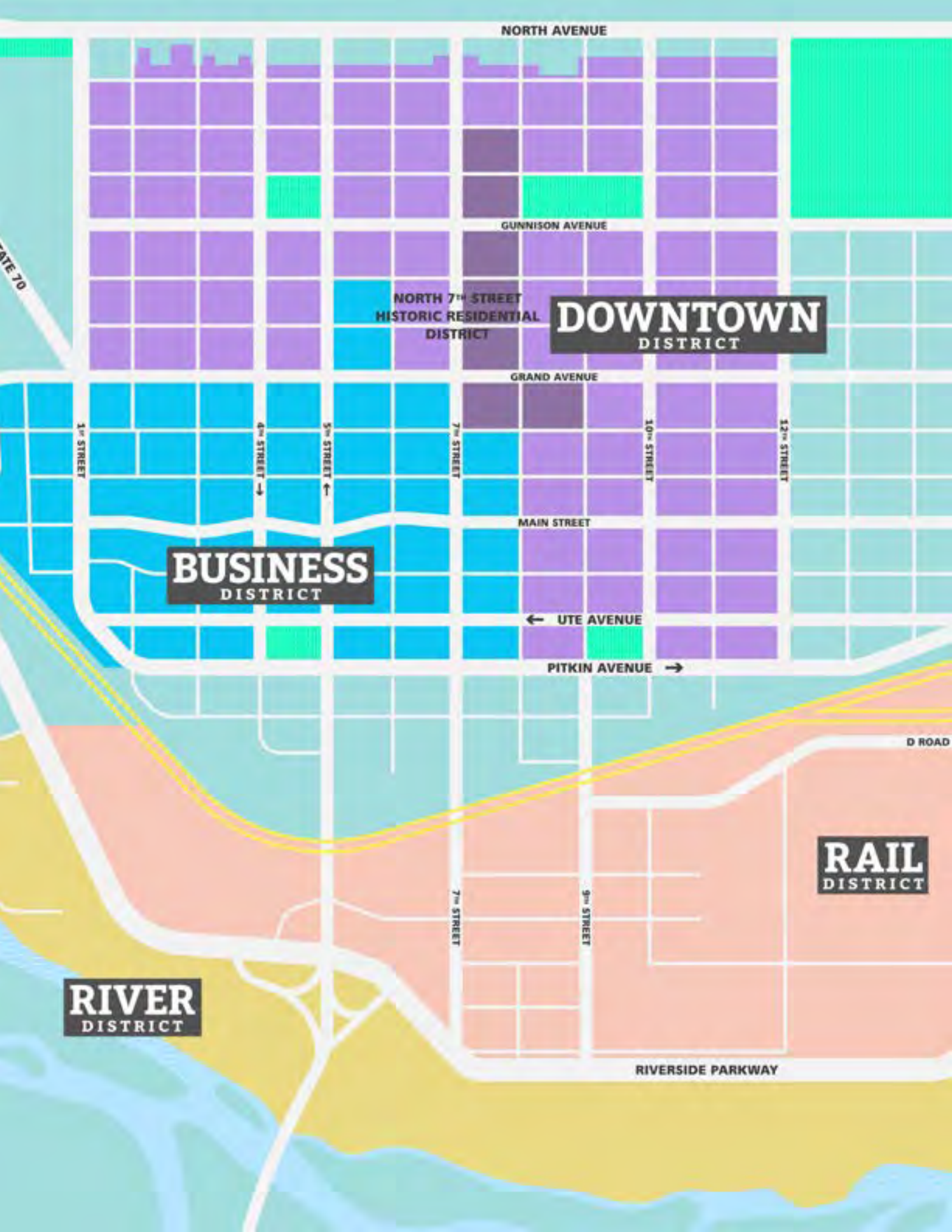
# WHY A PLAN OF DEVELOPMENT?

Throughout the course of its 38-year history the DDA has been involved in a diverse array of activities with the goal of sustaining Downtown Grand Junction's role as a hub for economic activity and vibrancy that benefits the entire valley. Many of the projects over this time have involved collaboration as it takes a pooling of resources and knowledge to make progress. Some of the noteworthy projects include the development of Downtown hotels, Avalon Theatre renovation, the Mainstreet uplift and development of the riverfront.

While the DDA has had many successes one of the major hurdles the organization has had is the lack of a current road map that addresses the challenges of today while also looking at potential challenges in the future. The 1981 Plan of Development provided many great concepts and ideas for the DDA to pursue, many of which have been completed and some that are still being worked toward. The updated plan builds upon the past success and challenges of the past while identifying what the current trends, issues and solutions are. Having a current Plan of Development will provide Downtown with a vision for the future along with strategies for achieving the goals and outcomes identified in the Plan.

- **Brandon Stam**

Downtown Development Partnership Executive Director



NORTH AVENUE

GUNNISON AVENUE

NORTH 7<sup>TH</sup> STREET  
HISTORIC RESIDENTIAL  
DISTRICT

**DOWNTOWN**  
DISTRICT

GRAND AVENUE

MAIN STREET

← UTE AVENUE

PITKIN AVENUE →

D ROAD

**RAIL**  
DISTRICT

**RIVER**  
DISTRICT

RIVERSIDE PARKWAY

STATE 70

1<sup>ST</sup> STREET

4<sup>TH</sup> STREET →

5<sup>TH</sup> STREET ←

7<sup>TH</sup> STREET

10<sup>TH</sup> STREET

13<sup>TH</sup> STREET

7<sup>TH</sup> STREET

9<sup>TH</sup> STREET

“ I love the potential of Downtown GJ. I get excited about what this place can be. ”



“ Vibrancy is characteristically Downtown Grand Junction. It has a unique character. ”



“ I tell all of out of town folks- Downtown GJ is the best downtown in the state! ”





“ I live downtown. It means everything to me and my husband. ”



“ The downtown is one of the main reasons I moved here. It's so alive and thriving. ”



“ Going downtown is my hobby... not joking. ”



# PLAN SUMMARY

## GOALS & STRATEGIES

Goal setting provides an opportunity for people to work together and build consensus. These goals serve several key purposes. First, they provide direction for advancing the community’s vision of building a thriving downtown for everyone. They should act as a tool for guiding future decisions, like determining if a new project or policy is in line with the vision. They are also useful for monitoring progress, to build upon successful efforts, or to identify unmet goals and gaps to address. From the input gathered and building upon priorities set by the Downtown Partnership and the City, five goals were identified for the Vibrant Together Project that will be the benchmark for future revitalization efforts.

### IDENTITY

Downtown is recognized as the hub of regional culture for the western slope.



### DOWNTOWN DEVELOPMENT

Downtown offers a diversity of quality housing choices for all price points to bring more people to live, work and play downtown.



### VIBRANCY

Downtown is the “The heart of it all” as a 18 hour/7 days a week center of activity for all ages and income levels.



### SAFETY AND COMFORT

Downtown is safe and comfortable environment that is welcoming to all.



### CONNECTIVITY

Downtown is connected to local destinations and outdoor amenities through safe pathways for bikes and pedestrians.





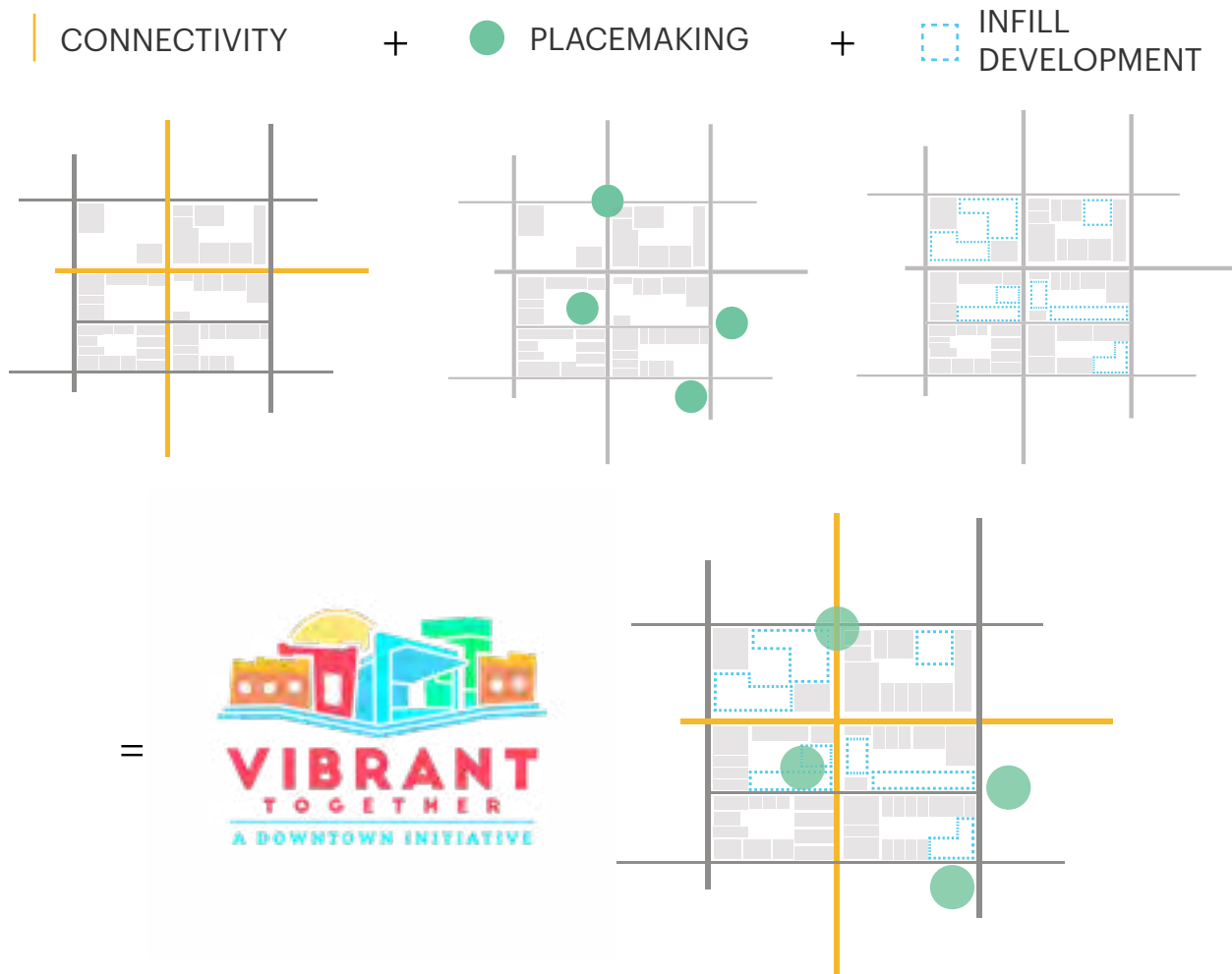
## THE BIG IDEAS

The biggest of the big ideas that emerged from the process is to bring more people downtown by creating more vibe and connecting this vibe to the River. This Plan will identify different strategies for achieving this through;

**CONNECTIVITY** Looking at the relationships and connections between key destinations in the downtown. (Chapter 3)

**PLACEMAKING** Enhancing the vibe in strategic locations. (Chapter 4)

**DEVELOPMENT** Identifying specific opportunities for infill development to activate opportunity sites along key corridors. (Chapter 5)



# PRIORITIES

## CONNECTIVITY

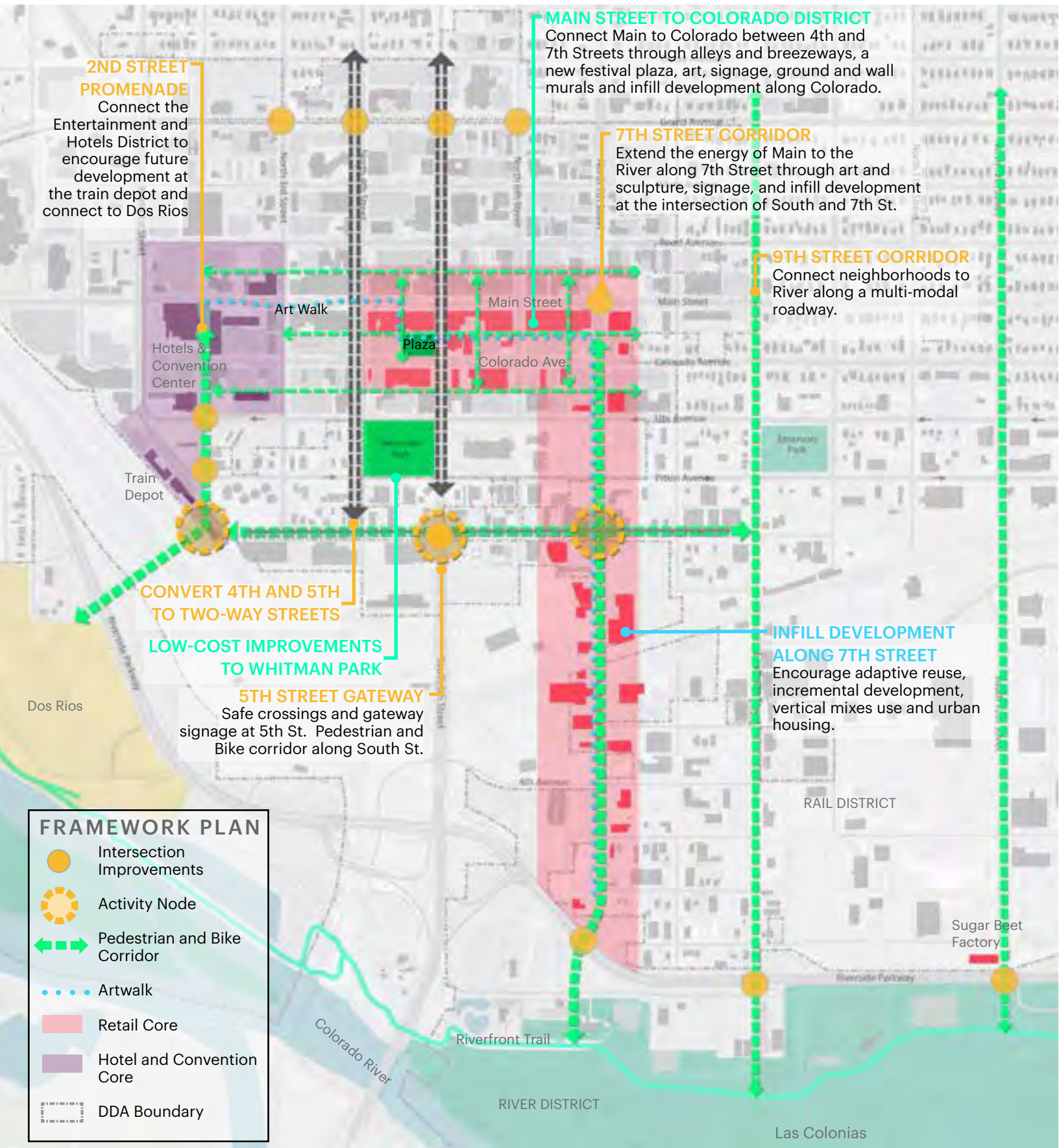
- C1: Convert 4th and 5th to Two-way Streets
- C2: Prioritize pedestrian and bike improvements to improve mobility throughout downtown and to the river.
- C3: Create a 2nd Street Promenade connecting the Train Depot to Two Rivers Plaza.
- C4: Initiate a Gateway and Wayfinding Study to improve ease of navigation for pedestrians, bike and vehicles in downtown.

## PLACEMAKING

- P1: Extend the vibrancy from Main to Colorado between 4th and 7th.
- P2: Encourage more community gathering and event space in downtown.
- P3: Activate alleys and breezeways.
- P4: Low-cost design strategies for Whitman Park.
- P5: Develop a program(s) to better utilize parking.
- P6: Adaptive Reuse of Buildings and Spaces to active the street frontage

## INFILL DEVELOPMENT

- D1: Support existing businesses in the downtown through programs and Attract more business diversity to downtown.
- D2: Develop (a) Grant Program(s) to incentivize small scale local reinvestment in the downtown
- D3: Adjustments to codes and policy that are barriers to development.
- D4: Leverage the DDA financial tools to incentivize development
- D5: DDA to lead a strategic catalytic development project



**2ND STREET PROMENADE**

Connect the Entertainment and Hotels District to encourage future development at the train depot and connect to Dos Rios

**MAIN STREET TO COLORADO DISTRICT**

Connect Main to Colorado between 4th and 7th Streets through alleys and breezeways, a new festival plaza, art, signage, ground and wall murals and infill development along Colorado.

**7TH STREET CORRIDOR**

Extend the energy of Main to the River along 7th Street through art and sculpture, signage, and infill development at the intersection of South and 7th St.

**9TH STREET CORRIDOR**

Connect neighborhoods to River along a multi-modal roadway.

**CONVERT 4TH AND 5TH TO TWO-WAY STREETS**

**LOW-COST IMPROVEMENTS TO WHITMAN PARK**








**5TH STREET GATEWAY**

Safe crossings and gateway signage at 5th St. Pedestrian and Bike corridor along South St.

**INFILL DEVELOPMENT ALONG 7TH STREET**

Encourage adaptive reuse, incremental development, vertical mixes use and urban housing.

**FRAMEWORK PLAN**

-  Intersection Improvements
-  Activity Node
-  Pedestrian and Bike Corridor
-  Artwalk
-  Retail Core
-  Hotel and Convention Core
-  DDA Boundary

# BACKGROUND

The current DDA Plan of Development is 38 years old, and therefore, is challenged to guide development that is reflective of both the current market or the vision of the community for what the future of greater downtown should be. In this time of growth, the DDA should have a strong governing document that is reflective of the community's wants and needs in downtown and develop strong partnerships for making a positive impact to the downtown. Future growth needs to happen in a way that protects the unique history and celebrate the local assets of the community.





This Plan will identify a vision the downtown that is aligned with the needs of the community.

# 01



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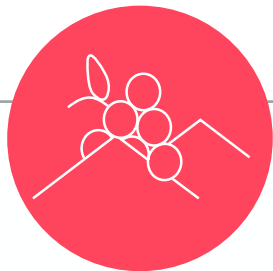
# BACKGROUND INFORMATION

## INTRODUCTION

---

WHAT MAKES GRAND  
JUNCTION SPECIAL?

*We asked you!*



**Agriculture &  
Wine Culture**



**Local Bike  
Scene**



**Arts & Creativity**



**Recreation Economy &  
Natural Resources**

*“Downtown Grand Junction creates a sense of home - this is where we bring our friends when they visit - this is where we take them to show off our community.”*

Local residents describe the City of Grand Junction as a welcoming community with a small-town vibe characterized by strong local arts, culture and history. At the heart of it all is the downtown. However, residents also feel there is lot of potential for improvement in downtown. Regional population and economic growth are creating a demand for development. With this growth comes the need for strategic thought about what is best for the community.

The goal of this Plan of Development, called “Vibrant Together: A Downtown Initiative,” (referred in this document as ‘the Plan’ or ‘the POD’) is to communicate our shared values for growth in Downtown Grand Junction. This Plan will be a governing document for the Downtown Partnership (DP) and will identify a clear plan of action for priority projects, strategies, and partnerships in that are aligned with the community’s vision for downtown. To achieve this the Plan will;

- Provide a unified vision for downtown;
- Identify projects that advance the vision;
- Bring local leaders together in pursuit of that vision.

## **WHY DO THIS NOW?**

The primary responsibility of the Downtown Partnership is to support and facilitate economic development efforts to enhance the vitality of the Downtown community through capital investment and construction. While the City Comprehensive Plan, The Greater Downtown Plan and other guiding vision documents and strategic plans identify opportunities and regulate growth in the downtown, this Plan of Development will guide the types of projects and programs for downtown with the goal of sustaining Downtown Grand Junction’s role as the preeminent hub for economic activity and commerce, cultural experiences and as a vibrant place to live and visit.

# ABOUT

## THE DOWNTOWN PARTNERSHIP

The Downtown Partnership (DP) consists of two special districts, the Downtown Development Authority (DDA) and the Business Improvement District (BID) which share the same staff and Board of Directors. Large and small, Downtown Grand Junction is involved in a wide array of activities and projects Downtown, all with the goal of sustaining Downtown Grand Junction's role as the preeminent hub for economic activity and commerce, cultural experiences and as a vibrant place to live and visit.

The Downtown Development Authority was established in 1981 by the City of Grand Junction after receiving approval through a special election of the Downtown property owners and businesses. The DDA was established to halt and prevent deterioration of property values within its district and to assist in the development and redevelopment of its district and to use its power to promote the general welfare of the district by the use of its direct and supplemental powers. The Authority was one of the first such organizations in the State of Colorado and focuses on supporting and facilitating economic development efforts to enhance the viability of Downtown through grants, capital investment and improvements to public amenities.

In late 2005, business and property owners within the boundaries of the BID voted to impose a special assessment which would fund marketing, promotions, public relations, advertising and special events. The BID affects Downtown Grand Junction commercial property owners only and excludes residential properties. The Business Improvement District produces and supports events that attract visitors, enrich life for residents, and drive revenue to local businesses. The BID also develops advertising, marketing, and public relations campaigns that reach regional, statewide and national audiences and help brand Downtown as a regional hub.



The Downtown Development Authority (DDA) focuses on supporting and facilitating economic development efforts to enhance the viability of Downtown through grants, capital investment and improvements to public amenities.

The Downtown Parthnership should have a strong governing document that is reflective of the community's wants and needs. Through the process develop strong partnerships for making a positive impact to the downtown.

## ORGANIZATION

This nine-member board is appointed by the Grand Junction City Council. Eight of the members must be a resident, business lessee, or own real property within the boundaries of the DDA and BID. The City Council shall appoint one member that is exempt from the above qualifications. The four-year terms expire in June.

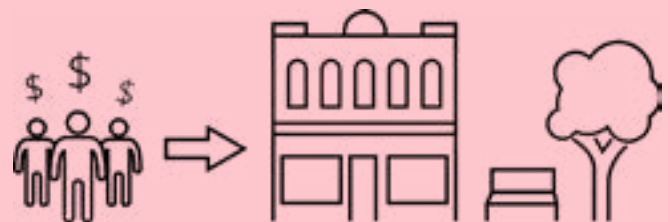
## POWERS AND INITIATIVES

Downtown Grand Junction is involved in potential catalytic projects such as the Las Colonias Business Park and the Las Colonias Amphitheater that are transforming Downtown's River District into a vibrant area that will incorporate recreation, entertainment and job clustering into an area that has historically seen little investment. The Downtown Partnership is also engaged in helping bring two new hotels to downtown as well as much needed renovation to Two Rivers that will allow it to continue to operate as an economic driver for downtown. Potential new downtown housing is also on the way as the DP reached an agreement with a developer for the former R-5 building site to develop townhomes and find an adaptive reuse of the former school building. The most recent project is a public/private partnership with Kaart Group which will add four and six story class A office space to 7th and Main and add roughly 80 new jobs to Downtown.

## POLICY AND DECISION MAKING

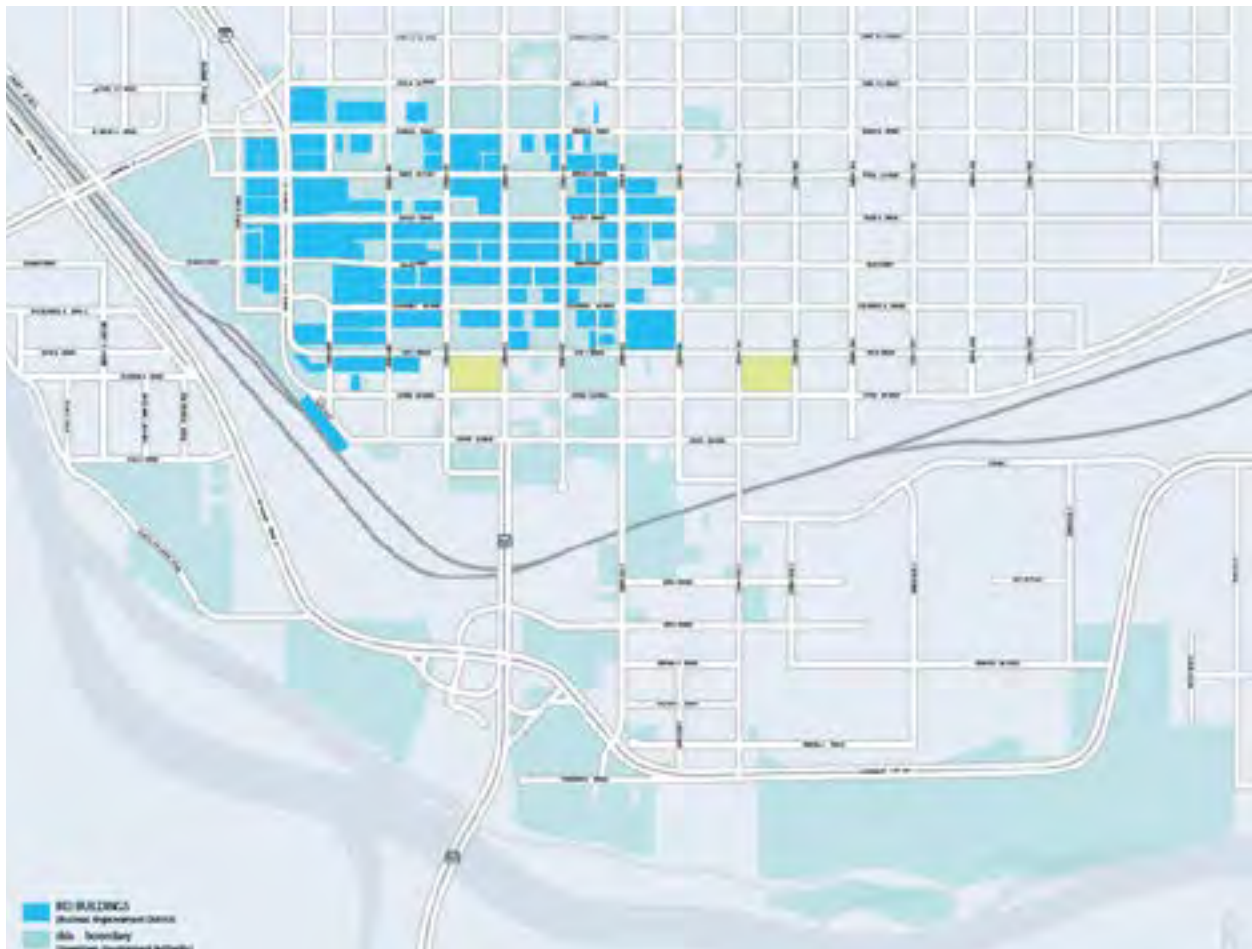
The Plan of Development will be approved by the Downtown Board. Following Board approval, the Planning Commission will review the plan and make a recommendation to City Council for final approval and adoption.

The Business Improvement District (BID) produces and supports events that attract visitors, enrich life for residents, and drive revenue to local businesses. The BID also develops advertising, marketing, and public relations campaigns that reach regional, statewide and national audiences and help brand Downtown as a regional hub.



## DDA BOUNDARY

The boundary is important in that these are the properties and general areas in which the DDA has the ability to utilize its powers to assist in project, programs and policy as outlined by this Plan. Throughout this Plan, 'downtown' is used more generally to refer to the area defined by the Greater Downtown Plan, which encompasses the Central Business District, the Rail District and the River District. The DDA boundary includes properties within the DDA District that extends from the Central Business District to the Rail District and River District. The Business Improvement District largely consists of the Central Business District as well as some properties within the River District. It should be noted that properties can voluntarily incorporate into both Districts with DDA/BID and City Council approval.





## PLAN CONSISTENCY

There are a number of existing plans that are of significant influence to Downtown Grand Junction, including the 1981 Plan of Development. It is important to consider how these existing plans will support and work in collaboration with this Plan of Development. Vibrant Together will work in alignment with the City's Plans such as the Great Downtown Plan and provide recommendations from this update should help to inform revisions to the Comprehensive Plan update currently underway with the City. Key considerations and potential impacts are outlined in the Appendix.

## HOW THIS DOCUMENT IS ORGANIZED

### CHAPTER 1: BACKGROUND

The introduction sets the stage for the ideas in the Plan. It provides background context for how history has informed current trends in Grand Junction. It provides information on the history of Downtown Partnership and how this plan is consistent with related, past planning efforts in Grand Junction.

### CHAPTER 2: PROCESS

This chapter explains the planning process that was undertaken to develop the strategies in the Plan. Results from community outreach which engaged over 500 community members in person and over 25,000 people online.

### CHAPTER 3, 4 & 5: BIG IDEAS, STRATEGIES AND ACTIONS

These chapters explore specific strategies to achieve the goals with recommendations for action around three overarching themes; connectivity, placemaking and development. Each strategy describes some of the background of the ideas and why it matters to downtown and outlines key action items.



#### ACTION

Outlines specific actions the DP should take to move ideas forward.



#### POLICY

The DP should coordinate with the City to modify codes and regulations.



#### PROGRAM

A program the DP should develop and/or coordinate with a partner to develop.



#### PROJECT

A specific project or study to work with partners on detailed design and costs.

### CHAPTER 6: IMPLEMENTATION

This section provides a frameworks for how the Downtown Partnership and local partners can build momentum in the downtown on the strategies and specific actions, priorities to guide the actions, projects, policy and programs for the next 3 to 5 years.

# UNDERSTANDING

## GRAND JUNCTION

Grand Junction gets its name from its location at the confluence of the Colorado River (formerly named the Grand River) and the Gunnison River and offers sweeping views of the Grand Mesa, Colorado National Monument and the Book Cliffs. The Grand Junction town site was settled September 26, 1881, although human civilization in the area dates back thousands of years to include the Ute and Fremont tribes, among others. Grand Junction has been shaped by natural geography as well as man-made transportation connections, first by the Denver and Rio Grande Railroads in 1882 and again when the Interstate system reached the City in the 1960's. These connections supported the economic growth of agriculture across the Western Slope, and in later years wholesale goods and energy production. The River has a significant role in shaping Grand Junction and the surrounding landscapes. This powerful river provided water in the desert for the growth of both towns and agriculture. Between the river and the rail, Grand Junction became a regional hub of agricultural and mining industries that transformed the downtown.

In the 1950's, a time when many cities were looking towards pedestrian malls, Downtown Grand Junction embraced the concept of a chicane, which is a serpentine street design with pockets of green space and public art. Grand Junction's Main Street is celebrated as an innovative and successful downtown revitalization strategy, the design of which is part of the unique character and history of the community. The downtown was first recognized nationally in 1962 when Operation Foresight began to reconstruct Main Street into a 'downtown shopping park' with landscape, parking and updated streets for which the city was awarded All America City recognition by Look magazine.





## GRAND JUNCTION

### *TODAY*

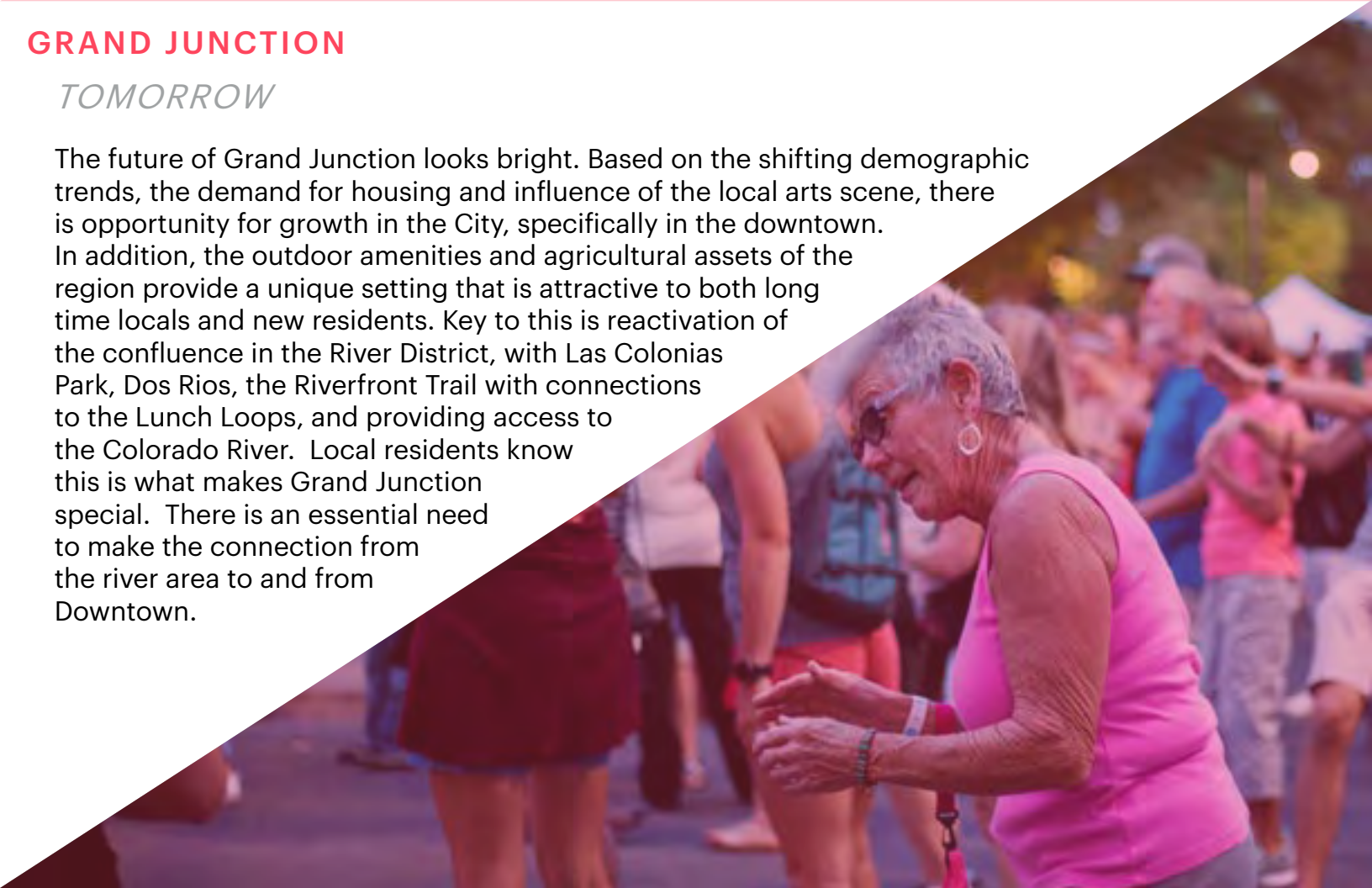
Downtown Grand Junction is now home to dozens of outstanding locally-owned shops, music venues, restaurants, galleries and area services with a large collection of public art, fountains and historic buildings.

Art on the Corner (AOTC) is a year-round outdoor sculpture exhibit which was established in 1984 by local sculptor, Dave Davis and was one of the first of its kind in the country. Art on the Corner, First Friday's, farmers markets and events at the Avalon are noted as some of people's favorite events in the downtown that make Main Street a source of pride for local residents as well as a draw for visitors.

## GRAND JUNCTION

### *TOMORROW*

The future of Grand Junction looks bright. Based on the shifting demographic trends, the demand for housing and influence of the local arts scene, there is opportunity for growth in the City, specifically in the downtown. In addition, the outdoor amenities and agricultural assets of the region provide a unique setting that is attractive to both long time locals and new residents. Key to this is reactivation of the confluence in the River District, with Las Colonias Park, Dos Rios, the Riverfront Trail with connections to the Lunch Loops, and providing access to the Colorado River. Local residents know this is what makes Grand Junction special. There is an essential need to make the connection from the river area to and from Downtown.



Understanding current trends and market shifts in the downtown assists in making informed decisions around planning and policy. While the future is always an unknown, markets can shift and change. A keen understanding is needed for how economic growth has affected development in the downtown and how current shifts in the market can inform future growth for the Plan. An understanding of the markets is included in Appendix B.

## ▶ **DEMOGRAPHICS**

Grand Junction today is the largest City along the I-70 corridor between Denver and Salt Lake City with a City population of 58,000 and a metropolitan area of 146,000 people. As the major population and employment center in the region, the City is home to county and state offices, three major hospitals and Colorado Mesa University. The downtown population represents 25,000 people with approximately 10,000 residences.

Why do you go  
**DOWNTOWN?**



**87%**  
for dining



**61%**  
for shopping



**48%**  
for work

## ▶ **OFFICE MARKET**

As a regional hub, Grand Junction has a strong daytime population with downtown banks, real estate and other professional services as well as being the central location of many City and County offices. In addition, The Grand Junction Business Incubator is locally training and producing young entrepreneurs and emphasizes the creation of local jobs emerging in the downtown. The City has also focused attention on the outdoor recreation industry that is inherent to the region. To attract growth in this sector, the 15-acre business park within the Las Colonias development at the riverfront will offer outdoor recreation companies a new office submarket within the Greater Downtown.

# 78%

of survey respondents go  
downtown

**1X OR MORE PER WEEK**

## ▶ RETAIL MARKET

Downtown serves as an important retail node for local and regional residents as well as tourists. Community input shows that 76% of people go to downtown Grand Junction once or more each week. The downtown is supported by a large regional population of people that come to downtown for work (40%), shopping (54%) and/or for dining and drinks (78%). There is a growing market potential for restaurants and bars in the downtown as this area has seen 13% growth over the last 10 years. There is also a momentum in the downtown market driven by the recreation and tourism culture in the area exemplified by the Las Colonias River Development and 15-acre business park.

## ▶ HOUSING MARKET

Demographic research suggests that downtown is attracting a young generation of people starting their careers, and an older generation of retirees 'empty-nesters' who are downsizing. This in addition to a strong residential rental and for sale housing market in downtown, suggests a demand for increased housing and infill development in the downtown.

### 28%

Residents want more **dining** and **shopping** downtown.

### 12%

Residents want **longer hours** for businesses.



# PROCESS

The goal of Vibrant Together Project is to work with residents and local organizations to create a vision for a thriving downtown. In addition to providing strategies for the downtown, the process has built support from the community as well as local partnerships for successful implementation.



“Everything that matters most to me in GJ is downtown”

02

---

# A COMMUNITY DRIVEN PROCESS

TO CREATE A GREAT  
DOWNTOWN

## DOWNTOWN TODAY

*Where are we?*

Understand the current conditions and trends that influence downtown. This phase will result in a market analysis and understanding of local issues and concerns.

1

## DOWNTOWN TOMORROW

*Where do we want to be?*

Develop downtown goals that align community priorities. This phase will result in goals that provide a framework for action and guide decision making.

2

# 24,456

People Reached on Social Media

# 24

Focus Group Meetings

# 362

**INDIVIDUAL SURVEY RESPONSES**

Comment Boxes & Community Survey

# 7

Community Action Team Meetings

OVER

# 500

Engaged Community Members

The Vibrant Together process followed four distinct phases, looking broadly at the issues, developing community driven goals, and moving towards more specific strategies and actions to achieve these goals. Each phase provided a number of meaningful opportunities to engage in community dialogue to gain more awareness around the challenges in the community and provide feedback on ideas for change. Through the process there has been a perceivable shift in the community conversation around working together towards common objectives and putting ideas into action.

## STRATEGIES

*How will we get there?*

Explore and refine ideas and strategies to advance downtown goals. This phase will result in a series of strategies that focus on achieving community goals.

# 3

## PRIORITIES AND ACTIONS

*Where and how do we start?*

This phase will result in a Plan of Development update that identifies key concepts for downtown, implementation recommendations, and key partnerships for taking action.

# 4

# METHODS

## COMMUNITY ENGAGEMENT

Feedback from local residents and visitors is essential to understanding the community vision for downtown. Vibrant Together aimed at a wide variety of public engagement activities and strategies to reach a broad spectrum of the population and to make providing input easy and fun. A complete summary of the engagement process and activities is provided in the Appendix. Community engagement took place in three phases through the project;

### DOWNTOWN TODAY AND TOMORROW

The first step in community engagement was working with and listening to the community to identify their perspectives on what works and what doesn't downtown. Between September 2018 and February 2019 community feedback was received at pop up events, comment boxes around town, through an online survey and Instagram surveys, focus group meetings, meetings with stakeholders, the Community Action Team and at a series of strategy workshops followed by a Community Open House. Feedback asked a series of questions that looked to better understand;

1. What downtown means to residents and visitors in Grand Junction;
2. How people get around and what challenges they face;
3. What people like to see or do in downtown now and what they would like to see or do in the future.

### IDEAS FOR IMPROVING DOWNTOWN

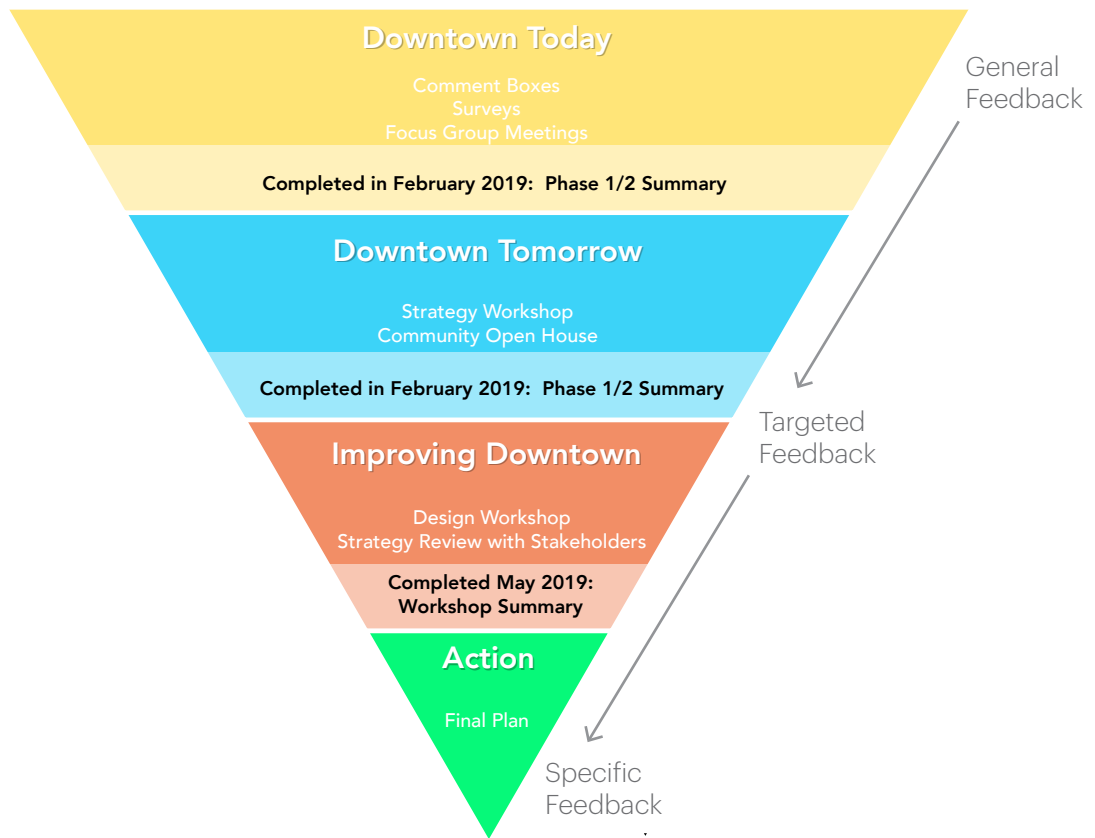
The next step in the process was working with stakeholders and the public to identify specific actions to work towards achieving the goals identified in the first phase. A week-long Design Workshop took place in April 30-May 2 2019. The workshop brought together a team of experts to produce conceptual drawings and renderings while gathering immediate feedback from the DDA, CAT, stakeholders and public. This was a collaborative team-based approach that resulted in developing design concepts and strategies. Following the workshop, we met with property owners and potential project partners for review and input on the ideas and strategies encompassed in this Plan.



## RECOMMENDATIONS FOR ACTION

A number of videos were produced about the big ideas the Plan would highlight that were distributed on social media. An Instagram Live and Facebook Live answered questions from the community about the ideas in the Plan. Community Action Team members provided blogs on their key takeaways from the project that were shared on the website, social media and in the Sentinel. The goal was to share the ideas in this Plan to build an understanding of these strategies and why they matter to the future of downtown.

### COMMUNITY ENGAGEMENT PROCESS DIAGRAM







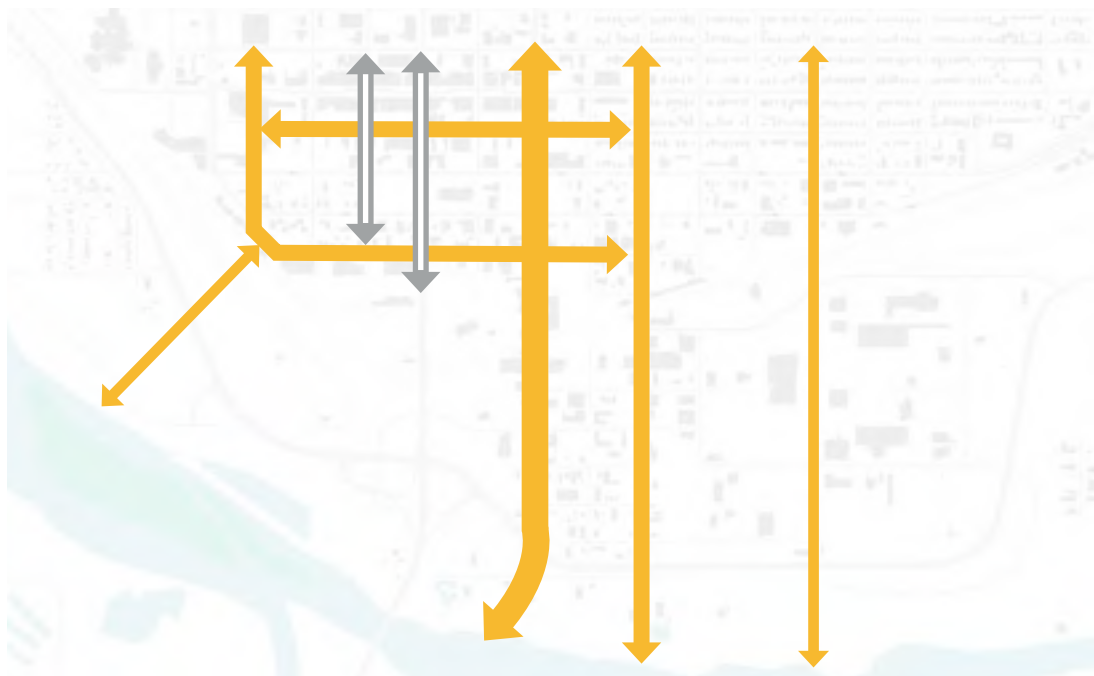
“It’s a beautiful place to hang out. I love the old buildings, trees, and walkable lifestyle.”

03

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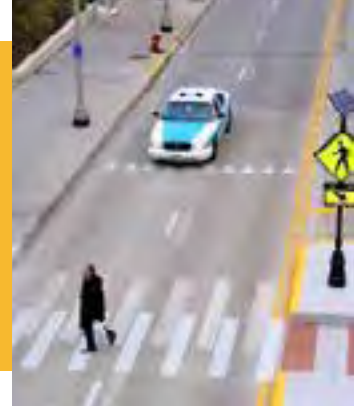
# BIG IDEAS: CONNECTIVITY

CONNECT KEY  
DESTINATIONS TO  
DOWNTOWN



1

Convert 4th and 5th to Two Way Streets.



Prioritize pedestrian and bike improvements to improve mobility throughout downtown and to the river.

2

3

Create a 2nd Street Promenade connecting the Train Depot to Two Rivers Plaza.



Initiate a Gateway and Wayfinding Study to improve ease of navigation for pedestrians, bike and vehicles in downtown.

4



# C1.

## CONVERT 4TH AND 5TH TO A TWO-WAY STREET:

Converting 4th and 5th to two way streets would promote safer, more comfortable, walking and biking and support more successful businesses along these key corridors. This creates more experiential streets by attracting more foot traffic. More people walking attracts more restaurants with outdoor seating, promotes more drop-in business, and encourages more chances to meet and interact as a community. On the Vibrant Together walking tour, stakeholders noticed 5th Street is significantly noisier and feels less safe with traffic whizzing past. In comparison, walking along 6th Street which has slower traffic, street trees, and nice places to sit feels more comfortable and local residents more often choose to take this route.

Converting 4th and 5th Streets is not a new discussion for the City of Grand Junction. The 1981 Plan of Development addressed this idea and more recently in the Greater Downtown Plan in 2015. Stakeholder meetings with CDOT and the City were generally receptive to the idea of converting to two-way streets. The biggest concerns noted are how this change would be perceived by the community and increased traffic along 5th. Preliminary discussions with traffic engineers suggest that the existing grid would disperse traffic and not provide significant traffic implications to downtown.



Two-way streets are slower, safer, and quieter- which attracts more people to walk and bike along these corridors.



SAFER

STREETS

+

QUIETER

STREETS

+

SLOWER

STREETS

=

**ECONOMIC ———  
— DEVELOPMENT**

## KEY ACTION ITEMS



### ACTION

Increase awareness of the importance and value of two-way streets in downtown among business owners and residents to gather support from the community.



### PROJECT

Engage a transportation engineer to model roadway design and configuration to better understand traffic impacts and costs. Explore a temporary re-striping study to 'test' the project, identify potential problem areas for further study, and gain the trust of the community before a larger infrastructure investment.



### PROJECT

Following a successful launch of a test project, and with support from the local community, the City could work with the Downtown Partnership to identify a series of larger infrastructure related projects for 4th and 5th that would convert them into multi-modal streets with two-way traffic, on-street parking, bike lanes and sidewalks with street trees and furnishings.

# C2.

## PRIORITIZE PEDESTRIAN AND BIKE IMPROVEMENTS TO IMPROVE MOBILITY THROUGHOUT DOWNTOWN AND TO THE RIVER.

The Colorado River is an east-west spine of the community. It represents the identity and the history of Grand Junction. A consistent message heard from the community was to promote better walkable-bikable connections from downtown to the River and future development at Las Colonias and Dos Rios.

Street design has an impact on if people choose to walk or bike and how they experience a downtown. Some areas of downtown, such as Main Street, have a very comfortable walking environment. However, off Main, there is a need for safety improvements such as better lighting, improved crosswalks and better-quality sidewalks. Design elements to promote safe walking or biking and encourage more active streets include curb extensions, ramps, street trees, street furnishings art and signage as well as lighting to feel safe. Some of these strategies, such as crosswalks and bump outs, could be applied throughout the downtown- or at key intersections- as a low-cost, high-impact strategy.

People need to move safely from north to south and east to west- and everywhere in between- to create a vibrant downtown. There are opportunities to enhance existing roadway corridors to provide multiples routes to connect to key destinations in downtown and to the river.





## QUICK WINS FOR MOBILITY

### CROSSWALKS

Painted with white stripes or bright colors, these provide increased visibility of legal pedestrian movements to inform vehicles of shared space and inform pedestrians of safe places to cross. Crosswalks could be painted by local artists or community members within the Creative District, tie to local arts and include the history of Grand Junction.



### CURB EXTENSIONS

Curb extensions (often referred to as bulb outs) are a simple strategy in downtown to improve pedestrian safety and increase the aesthetics of a street. Curb extensions increase pedestrian safety by decreasing the crossing distance and increasing visibility by extending the curb and sidewalk into streets where on-street parking exists. These can be built as a test project with paint before installing permanent curbs.



## 7TH STREET

7th should function as a primary connective corridor from Main Street to the Riverfront. It is critical that it be an engaging, walkable and bikeable street. The existing 7th St. corridor has recently updated infrastructure, buildings framing the street, and emerging local businesses. Redevelopment projects along the 7th St. corridor would bring the energy of downtown towards the River and encourage future redevelopment within the Rail District. An 'art trail', with art as a visual beacon, to lead people from the art on Main Street to the river is another strategy to activate the corridor.

## PEDESTRIAN BRIDGES



12th Street connects north to Colorado Mesa University and to Riverside Parkway including the future development at the Sugar Beet Factory.

### ILLUSTRATIVE PERSPECTIVE OF 12TH ST. BRIDGE



The City has discussed vehicular connections over the Railroad tracks to reconnect the grid along 12th Street as a major north-south thoroughfare. A different way to think about increasing connectivity at this location may be to shift the conversation towards a Pedestrian/Bike Bridge which would have less impact to rail operations and have lower infrastructure costs.

Future planning around the Dos Rios Development would benefit from a pedestrian and bike connection to downtown. It is a relatively short distance from the Dos Rios project area to downtown. However, due to high speed roads and rail lines future residents would need to walk over a mile to dine and shop. A pedestrian bridge from Dos Rios to the Train Depot and potential 2nd Street promenade would significantly increase access in this part of downtown.



## 7TH & SOUTH

Main Street is approximately 1 mile from 7th and Riverside Parkway. The 7th and South St. intersection is  $\frac{1}{4}$  mile, commonly understood to be a comfortable 5-minute walk, from Main Street. Activating this node will help to draw people along the 7th Street corridor.

## 9TH STREET

### ILLUSTRATIVE PERSPECTIVE OF 9TH STREET



9th Street is a great connection to the river with a lot of potential to provide a safe, walkable pathway.



Many local residents stated 9th Street is preferred walking route because it is quieter and provides a more direct connection from downtown neighborhoods to the River. This street should be a multi-modal road. Streetscape infrastructure improvements should include curb and gutter, buffered bike lanes, sidewalks and art along the corridor.

## RIVERSIDE PARKWAY

Riverside Parkway is a road designed for vehicles, not pedestrians. As such it is a barrier between potential redevelopment to access to Las Colonias and the River. Efforts should be made to improve pedestrian at-grade crossings at 7th, 9th, 12th and Winters Ave, which are spaced at about  $\frac{1}{4}$  mile. Pedestrian signals, high visibility crosswalks, bump outs, narrowed turn radii, and refuge islands are strategies that could help to increase pedestrian and bike safety.

## SOUTH STREET

Main Street is a great east to west connection but it is a challenging route for bikes. South Street would be an east-west alternative and bike route. It is not highly trafficked, has a wide ROW that could accommodate additional infrastructure, and is a comfortable, treelined street. In addition, Ouray could be modified to accommodate bikes and provide a safe bike connection to the lanes along 10th Street. These connections would offer a safe bike and pedestrian alternatives to higher-speed streets like Grand Avenue and I-70B.

The intersection of 5th and South Street is an important arrival gateway into downtown but is challenged with heavy infrastructure. Cars travel at significant speeds, traffic merges at Ute and Pitkin, and Whitman Park does little to welcome to downtown. A median in the roadway at the 5th and South intersection restricts for east-west movement for vehicles, bikes and pedestrians. Yet this important intersection also provides access to the bus terminal and 7th Street corridor. Discussions with CDOT should identify strategies to slow vehicles and improve multi-modal access at this location. This could include as lane narrowing after the bridge to slow traffic entering downtown. Bump outs, sidewalks, signage and landscape to improvements along the roadway provide visual cues for cars to slow and increases pedestrian comfort and safety. Safe pedestrian and bike access must be provided to the bus terminal for the success of transit in the downtown.

## COORDINATE WITH CDOT

### SIGNAL WARRANT

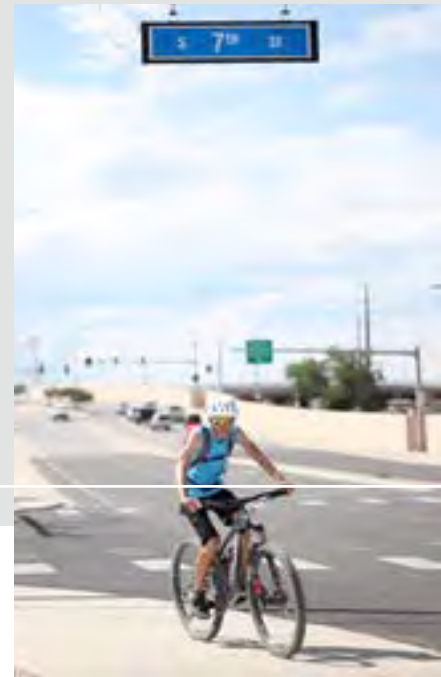
A warrant is a condition that an intersection must meet to justify a signal installation. A thorough investigation of traffic conditions, accident history, and physical characteristics of the location is necessary to establish warrants for the installation of a traffic signal. The Region Traffic Engineer will conduct the signal warrant study with all the necessary calculations and shall certify that warrants have been met by documenting them in



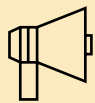
a letter.

Traffic Control Signals can be justified when warrants are met as indicated in the Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD), Part IV. The following eight “traffic control signal needs studies”, are warrants for a new signal;

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing



### KEY ACTION ITEMS



#### POLICY

The City should amend the GDP to update the 9th Street sections to be more multimodal.



#### ACTION

The City and the Downtown Partnership should initiate conversations with BNSF to improve pedestrian and bike access over the Rail lines.



#### ACTION

The City and the Downtown Partnership should engage in discussion with CDOT for traffic calming tools and a better pedestrian crossing at 5th and South.



#### PROGRAM

The Downtown Partnership to coordinate a community crosswalk paint program at the intersections along Colorado as a pilot project.



#### PROJECT

The City, with support of the Downtown Partnership, should review intersections along Riverside Parkway, 5th and South, 7th and South, Ute and 2nd, Pitkin and 2nd, and the roundabout at 7th and Main for an improved pedestrian access.



#### PROJECT

The Downtown Partnership should work with City Public Works, Urban Trails Committee and Neighborhood Groups to better understand the types of bike lanes facilities the community wants. Develop a design plan and identify funding to implement bike lanes.

# C3.

## CREATE A 2ND STREET PROMENADE CONNECTING THE TRAIN DEPOT TO TWO RIVERS PLAZA.

Connecting the Train Depot to more active areas of downtown is an important goal. The railroad is a strong part of the history of Grand Junction and influenced how the City grew and prospered. Today, people visiting Grand Junction by train stay at the hotels along Main Street a couple of blocks north. Yet, navigating this area is both uncomfortable and confusing for local residents as well as visitors arriving to Grand Junction by train. The roadways are fast, pedestrian crossings are limited, and the sidewalks are in disrepair.

The Old Train Depot is under new ownership for potential redevelopment and was noted as many peoples favorite building in downtown. Second street is a direct connection from the Train Depot to Two Rivers Plaza on Main St. This should be a safe, visible corridor inviting visitors and locals from to the heart of Grand Junction. There is some emerging redevelopment along Second Street such as restoration of the old Train Depot, a brewery and wine bar and a new hotel. Investment along 2nd Street would likely spur additional redevelopment in the area.

For this to be a safe and viable route for pedestrians, signalized intersections are critical. Ute Street and Pitkin Street are currently State-owned highways managed and maintained by CDOT. Transportation departments across the country are increasingly recognizing the value of multi-modal streets-street that pedestrians and bicycles, as well as vehicles safely. A key focus in discussions with CDOT should emphasize the importance of moving pedestrian's safely from north to south along the I-70B corridor. This is an obtainable goal and a strong compromise for mitigating the impacts of I-70B on the downtown.





## CONCEPTUAL PLAN OF 2ND STREET AND SOUTH STREET CONNECTIVITY



### 2ND STREET ILLUSTRATIVE PERSPECTIVE



A road diet could allocate 20' of 2nd St. to a pedestrian tree-lined promenade with signage, art, sidewalks, and street furnishings. A pedestrian crossing at South Street, a city-owned and maintained street, would provide safe access from the Train Depot to the 2nd Street promenade.



### KEY ACTION ITEMS



#### PROJECT

The City convened a stakeholder meeting in July 2019 to get feedback about a 2nd Street promenade from nearby businesses and relevant stakeholders. The City hired local landscape architect to help develop design concepts based upon the feedback with the goal of having a completed concept for the 2nd Street Promenade by the end of 2019.



#### POLICY

Downtown Partnership should coordinate with CDOT to obtain a signalized intersection through a warrant study.



# C4.

## INITIATE A GATEWAY AND WAYFINDING STUDY TO IMPROVE EASE OF NAVIGATION FOR PEDESTRIANS, BIKE AND VEHICLES IN DOWNTOWN.

Downtown Grand Junction is bisected by highways, rail lines and vacant areas which creates divisions within downtown and makes it challenging to navigate. To encourage people to walk, shop and explore downtown needs to be safe and easy to get around for both residents and visitors. Wayfinding references how people navigate from place to place. Wayfinding is most successful when it is looked at comprehensively through a family of sign elements along key corridors to strategic destinations. Gateways, directional signs, street banners, pavement markings, public art and map kiosks are ways to direct people in a manner that is simple and understandable.

Signage should be provided at a range of scales to assist drivers, bikes and pedestrians in navigating the downtown district. Signage that designates times or distances to local destination is more motivating for people to walk or bike. A wayfinding study should look at other elements of this Plan such as providing ease of access to public parking, an 'Artline', and activation of the alleys. This is also an opportunity to collaborate with local artists and local businesses for how the brand and identity should connect to local history, the arts and culture of Grand Junction.



### KEY ACTION ITEMS



#### ACTION

The Downtown Partnership should initiate a comprehensive wayfinding and gateway study to provide a strategy for bringing people to and navigating around downtown.

# 51%

of comments would like to see more bike lanes and bike racks.



# 78%

of survey respondents go downtown 1X or more per week

**73%**  
**DRIVE**



**20%**  
**WALK**

**7%**  
**BIKE**



**Streets are an important part of getting people where they need to go- whether it is to a favorite restaurant on Main Street or a show and the Avalon. A great street moves people, bikes and cars safely and comfortably.**

# PLACEMAKING

People are looking for more than just a shopping in downtowns. They are looking for an experience that includes dining, events and interacting with neighbors. Placemaking key to creating a downtown experience. Interesting, interactive spaces create thriving places that people want to live and hangout. Placemaking can be creative in leveraging local arts and culture to highlight a community. It can be transformative in building character and quality of place that sparks reinvestment. It can also be low cost by looking at opportunities for small changes using minimal or reused materials. Anyone can be a placemaker; a business who builds a parklet in front of their store, a developer who adds a plaza with a park and cafe seating in their project, and community of artists that come together to paint a ground mural at an intersection.





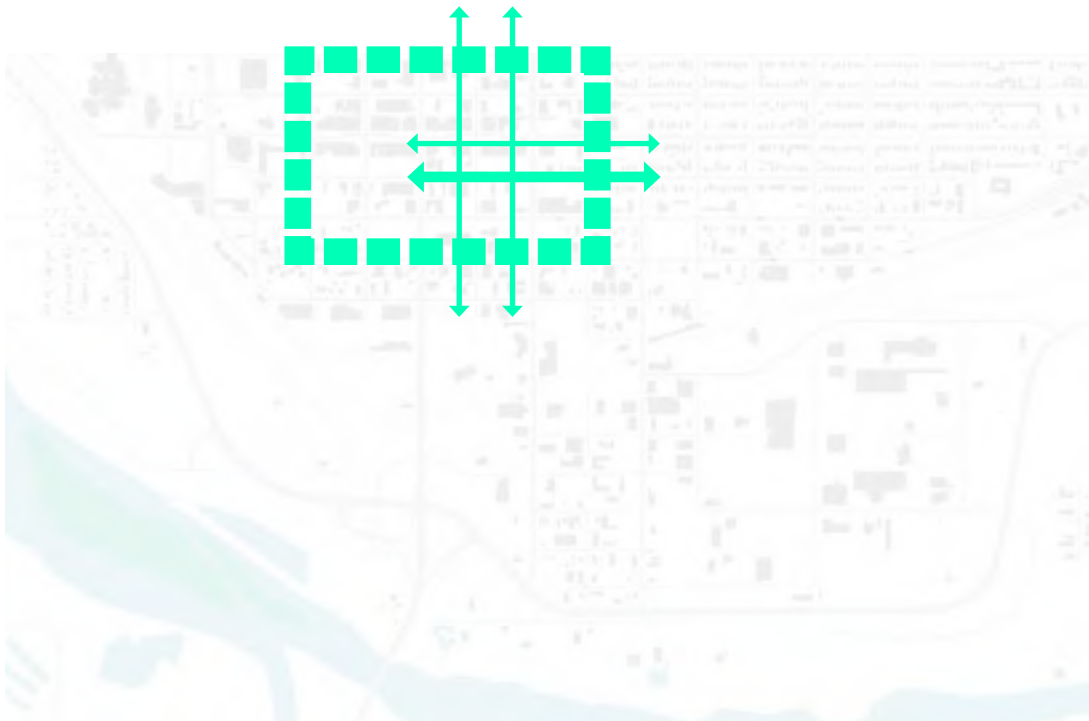
“Downtown GJ is the hip, cool, artsy, exciting part of town.”

# 04

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# BIG IDEAS: PLACEMAKING

ENHANCE THE  
VIBE IN THE  
DOWNTOWN





1

Extend the vibrancy from Main Street to Colorado Avenue between 4th and 7th Streets.



Encourage more community gathering and event space in downtown.

2

3

Activate alleys and breezeways.



Low-cost improvements to improve safety at Whitman Park.

4

5

Develop (a) parking program(s) to better utilize parking.



Adaptive reuse of buildings to activate the street frontage.

6

P1.

## EXTEND THE VIBRANCY FROM MAIN STREET TO COLORADO AVENUE BETWEEN 4TH AND 7TH STREETS.

Great downtowns are more than a great Main Street. They are a network of streets, spaces, and buildings that work together. Expanding the energy of Main Street towards the emerging businesses along Colorado will extend the vibe to create more activity downtown. New and different businesses in downtown will capture a more diverse set of shoppers, which will attract new and different people to come downtown, which will in turn attract more businesses. This business diversity is healthy for downtowns to serve a wide range of people, from students to families to active retirees, and contribute to interesting and engaging place to hang out. Encouraging business expansion along Colorado makes sense. Colorado is a great street, with updated infrastructure and strong local businesses to frame to the street on the south side. Extending the momentum to the south of Main Street is a first step towards extending this energy towards the river, and encourages development towards the Rail and River Districts.

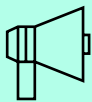
### CONCEPT DISTRICT PLAN







**KEY ACTION ITEMS**



**ACTION**

The Downtown Partnership should work with the local businesses to create a brand and marketing strategy for this area which could include the 'Artline', identity of the alleys and breezeways, murals, creative district programs and event programs.

# P2.

## ENCOURAGE MORE COMMUNITY GATHERING SPACES IN DOWNTOWN.

The community expressed interest in more spaces downtown for people of all ages to hang out. Currently, events are a huge success in downtown and do a great job of bringing people downtown - but it is cumbersome to close Main Street. An additional event space or plaza would provide a venue and the infrastructure to increase and/or improve events in the downtown as well as to provide a location for casual public gathering in downtown during off-event times.

An event plaza could be implemented incrementally. The first step would be to keep the parking and block off the space during events. A next step could be incorporating low-cost improvements such as a ground mural, temporary seating and overhead lighting. Finally, if successful based on feedback from businesses and the local community, options could be explored for dedicating a permanent event space with a stage, plaza paving, new safe-restrooms, lighting, electrical, tents spaces, sculptural/interactive art pieces and/or play equipment could be installed. Parking could be incorporated as an off-event use in any option, but could be phased out based on community and business preference.



The City-owned lot between 4th and 5th Street along Colorado would be an ideal, central location for a future event plaza. It is located central to Main Street, fronts to an active alley with strong businesses and is in the proximity of other local businesses that would benefit from increased customers in the area.



**20%** of people would like to see more spaces to **TO HANGOUT DOWNTOWN**

of survey comments would like to see more events including **LIVE MUSIC AND FESTIVALS**

**20%**

### KEY ACTION ITEMS



#### ACTION

Test the concept of a flexible use event space at 5th and Colorado within the existing Downtown Partnership programs/event schedule. Locate farmers markets, chalk art festival, adding a temporary music stage to an existing event and/or as a designated food truck location.



#### ACTION

Utilize the lot at 5th and Colorado for a pilot food truck program, that happens once or twice a month.



#### POLICY

Update the Downtown mobile vending ordinance to incorporate food trucks into Downtown and identify potential pod sites for food trucks Downtown.



#### PROJECT

Based on feedback from the businesses and local community, develop a plan to implement permanent improvements in the plaza.



#### PROGRAM

Develop a pop-up shop program to activate spaces downtown.



# P3.

## ACTIVATE THE ALLEYS AND BREEZEWAYS

The alley and breezeway networks are a unique part of downtown Grand Junction and could become part of the identity for the Grand Junction arts scene. Defining a 'sense of place' in the alleys and breezeways through specialty paving, wall and ground murals, overhead lighting, and businesses with rear entrances would enhance the permeability between Main and Colorado to boost a vibrant, creative, active district. Activating the alleys serves a dual purpose of making the alleys a safer by improving visibility and sense of comfort while maintaining function of the alleys. Local maintenance and utility companies should be coordinated with so improvements do not impede operations.



### KEY ACTION ITEMS



#### ACTION

The Downtown Partnership and the Arts Commission should collaborate to develop a Murals Grant Program to encourage both local and regional artists and highlight the unique history and character of Grand Junction.



#### POLICY

Review and/or revise the existing façade grant program to include back of building improvements.



#### POLICY

The Downtown Partnership should partner with existing businesses and the City on revising the regulatory requirements to allow for a sizable site to be used by multiple businesses as a way to lower costs.



#### PROJECT

Develop a plan to implement larger scale investments such as improved paving, increased lighting, signage in the alleys.

**ILLUSTRATIVE OF ALLEY IMPROVEMENTS**



Businesses should be encouraged to locate entrances along the back alleys. Some local businesses have already put entrances at the back of their buildings to address the parking along Colorado.



**ILLUSTRATIVE OF ALLEY IMPROVEMENTS**



Some Main Street business owners commented that the deep retail spaces are difficult to fill. Activating the backs of the buildings with entrances offers the additional benefit for businesses to co-share spaces, sub-divide to two separate businesses or expand their operations.



## FOOD TRUCKS

Another way of activating spaces downtown and bringing people together is to bring food trucks to a central location. Food trucks are becoming an 'indicator' for cool places to hang out. A common misconception is that food trucks offer too much competition to existing restaurants. In reality, food trucks often draw more people to a central place by offering a range of food choices that can bring more customers to nearby restaurants. Food trucks have the unique ability to activate a space temporarily or permanently for a low-cost investment. Additionally, a popular food truck will often out-grow the food truck space and find the need to move to a brick and mortar building, bringing more restaurants to activate downtown.



Murals, both on the walls and on the ground, are a great way to make alley and breezeways seem more vibrant and connect to the arts scene in Grand Junction.



## WALL MURALS

Murals are associated with increased foot-traffic in an area, the colors and messaging offer positive benefits for mental health and have been linked to equitable development when derived from a community driven process. A blank wall with no street activity can be activated through wall murals, as well as other adaptive reuse strategies, to make the street frontage feel more engaging. Murals in the alleys could be a destination along the Artwalk from Main Street to the River.

ACTIVATION

KEEP IT SIMPLE

The community must own and drive ideas

Expect to vendor pod to spur permanent real estate activity

Consider some permanent vendors that are not food related

Use success to educate about the power of local retail clustering

use a lean startup model

Vendors can also cluster under a single roof

Find community champions

Unnecessary to be slick and over-designed

Keeps things real and funky

ATTRACTION

PARTNERS ARE KEY



The DP could help to provide a tap with multi-unit adaptor or encourage the vendor to bring their own water.

The DP can work with The Incubator to develop programs to help incentivize food trucks and mobile vendors in downtown.

Food Preparation could be coordinate with the Business Incubator for shared commissary kitchen(s).

Consider functional operations; access to water, food preparation, waste disposal and on-site electricity.

The DP could provide on-site dumpster or haul-away service and electricity through a truck generator or through a shared utility agreement.



# P4.

## LOW COST DESIGN STRATEGIES FOR WHITMAN PARK

Whitman Park has long struggled to serve the downtown as a park should, for respite, enjoyment and relaxation. The perception that the park is enclosed by streets and is cut off from the city allows for the park to serve as a haven for socially unacceptable activities. A redesign of the park is needed to encourage visibility from the street. Some simple, low-cost strategies to improve visibility include activating the edges with parking, high branching trees lining the sidewalks at the edge, removing trees and visual obstructions from the center of the park and replacing with an active lawn with moveable chairs, and encouraging development across the street to face towards the park. Critical to the success of any redesign effort will be addressing the nature of the roadways that surround the park to be more active and less of an island.



### KEY ACTION ITEMS



**ACTION** —————  
Bring a design competition to redesign Whitman Park. This should engage local or national experts to think creatively about low cost solutions for Whitman Park.



**PROJECT** —————  
Work with the Downtown Community to build low cost safety improvements to Whitman Park.



**PROGRAM** —————  
Establish a Public-private partnership oversee maintenance and a sense of ownership to protect the transformation of the uses of the park.



# P5.

## DEVELOP (A) PROGRAM(S) TO BETTER UTILIZE PARKING

Downtowns need the right amount of parking, in the right places, to thrive. Too much parking takes up valuable space that could be generating revenue for downtown and instead creating voids that discourage the activated streets needed for a vibrant downtown. Insufficient parking can create traffic congestion and create challenges for local businesses.

What draws people downtown is great shops, restaurants and spaces in the downtown in an active, comfortable walking environment. A more walkable and vibrant downtown is difficult to achieve when the priority is put on providing parking. Future development in downtown should aim for a better utilization of parking to encourage infill and activation of the downtown.

### DOWNTOWN PARKING STUDY 2015

#### DOWNTOWN BUILDINGS



#### DOWNTOWN PARKING LOTS



A significant amount of downtown is dedicated to surface parking lots. A parking study, initiated by the City in 2016, shows most of these lots are in downtown are under-utilized.

## SHARED PARKING AGREEMENTS

Shared parking utilizes parking jointly among different buildings or businesses so parking can be used at all times of day. This strategy may target providing more employee parking downtown with potential new housing in the downtown. Other agreements could provide overnight security during events/off hours. Parking Agreements with private property owners at 7th and Ute and the Elks Lodge lot could provide opportunities for increased employee parking downtown.

## EASE OF ACCESS TO PARKING

Wayfinding signs should direct and inform people to underutilized parking facilities. Connecting physical wayfinding navigational signs to a smart parking app can show people how many spaces are available in a garage, lot, or along the street and direct them how to get there to make an easy, positive parking experience.

## ACTIVE PARKING MANAGEMENT

Active enforcement of parking has the potential to increase revenues for parking in downtown. Parking management encourages more efficient use of parking resources and more efficient travel choices. Additional regulations on parking such as dedicated delivery times and parking durations (such as 15 minute and 2 hour parking zones) can help increase retail turnover and make parking easier to find for customers. Pricing incentives such as increased pricing for higher demand spaces or discounted parking for downtown business owners or residents can help to offset the impacts.

## PARKING TECHNOLOGY

Integrating the use of apps is an effective strategy to manage parking and offer the ability to adjust parking prices based on demand or let users know where there is a vacant parking space. Providing credit card readers will capture customers that typically pay by phone or credit/debit card.

## DOWNTOWN PARKING DISTRICT

A parking district defines an area to be managed holistically from a parking and transportation perspective. A district-wide parking approach allows for vehicle to utilize parking reservoirs, while taking into consideration a reduction in parking to support active modes of transportation.



## PARK AND RIDES

Larger events and long-term parking strategies could look to provide park and ride options utilizing the new Dash Shuttle Route. Overflow lots for downtown events could be located at Las Colonias, the airport, CMU or on underutilized sites in the Rail District. Coordinating a parking agreement with an underutilized lot in the Rail District with a park and ride (and/or bike share) would provide a quick win strategy for increasing employee parking options in the downtown. As the Dash becomes more viable- stakeholder CMU and Airport. Look at commuter passes.

## ZONING CODE UPDATES

Plan review requirements may include maximum parking requirements, flexibility in providing parking off-site, and incentives for shared parking. Parking reductions for affordable/workforce housing or transit-oriented developments could be considered.

## KEY ACTION ITEMS



### ACTION

Hire an app developer to update existing parking app to coordinate wayfinding and parking locations, on demand parking pricing structures.



### PROJECT

Add credit card readers to downtown meters and enforce parking.



### ACTION

Look at opportunities for shared use agreements in private lots and/or a pilot park and ride employee parking program utilizing the Dash.



### POLICY

Review zoning code to incorporate smart parking strategies to reduce parking demands that may inhibit development.

## ADAPTIVE REUSE OF BUILDINGS AND SPACES TO ACTIVATE THE STREET FRONTAGE

Incremental development is the idea that growth doesn't happen all at once, but incrementally over time. This model is focused on small projects in the scale and context of the existing neighborhood. This encourages local business owners and homeowners to take on the roles a developer usually plays through strategies such as ADUs, adding rental units over a business, building housing units or retail space on existing property, or bringing food trucks to activate a vacant space. Incremental development is tangible and even a tiny development can build value and contribute to community.

Adaptive reuse is often a first step in incremental development by re-purposing buildings from their original purposes for different functions while at the same time retaining their historic features to maintain the character of a certain area. These projects are often easier to achieve because of lower infrastructure and construction costs. Adaptive reuse can be done through reactivation of a site or maintaining portions of an existing building as a part of a large project. This provides powerful story-telling to future generations and visitors while protecting a distinct architectural identity that positively impacts the community.

### ILLUSTRATIVE OF FOUND SPACES



Building improvements that are small scale and low cost can do a lot to activate the street frontage and bring more vibe to downtown. Overhead lighting, seating, rooftops and food trucks create a cool place to hangout.



## ILLUSTRATIVE OF BUILDING IMPROVEMENTS



Murals, garage doors, outdoor seating, lighting and landscape are strategies building owners can do to increase their personal property value as well as create an engaging downtown experience.



### BUILDING IMPROVEMENTS

Redevelopment doesn't always need to be a big project. There are opportunities to activate the street frontage through low-cost private investment. There is no shortage of unique historic buildings in downtown Grand Junction that could be rehabilitated through potential grant programs and low-interest loan programs.

### FOUND SPACES

Found spaces are small or large, under-utilized spaces that private property owners can activate on their lots to provide places for respite along the street. Pallet benches, tables and chairs, picnic tables, overhead lighting, grass mats, painted asphalt, lawn games and planters are all low-cost ways to invite people to hangout. The more 'dwell time' people spend in a space or area, the more likely they are to buy something. There are many vacant spaces along downtown streets that business owners could activate the property to capture more customers.



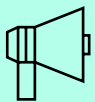
## START UPS AND POP UP BUSINESS

Outdoor markets offer low-cost, low-risk entry into a small business and also serve to activate certain areas of downtown. Markets can also come together under one roof to offer food and wares, effectively creating a larger grocery store. Multiple vendors, such as the butcher, florist, baker, and dry goods vendors act as individual entities yet partner together visually and legally to provide food access for downtown residents. There should be a focus to extend this type of local small business atmosphere along 7th St to activate the corridor.

The concept of implementing a 'Holiday Pop-Up Shop' is an opportunity for growing retailers or entrepreneurs to test the Downtown Grand Junction market as a viable option for a brick-and-mortar location while contributing to the consumer experience during one of our busiest shopping seasons. It's also a creative strategy for attracting new retail concepts to Downtown and filling vacant spaces during the holidays.

This program is recommended to be carried out from October 15 - First Week of January each year. Selected retailers would be notified of their approval into the program before the short term lease start date. The Downtown Partnership would work with current property owners in vacant buildings to explore short term leases for applicants that are accepted for the particular calendar year.

## KEY ACTION ITEMS



### ACTION

Encourage local businesses and artist to bring temporary art/sculpture, movable seating, lighting and other temporary design ideas to activate the space.



### POLICY

Remove restrictive regulations that make small business startups difficult and allow them to cluster to create a larger entity.



### PROGRAM

Create incentives for private property improvements through grants.

20%

of comments  
would like to see  
MORE EVENTS  
including live  
music and  
festivals



---

**Placemaking is key to creating a downtown experience. Interesting, interactive spaces create thriving places that people want to live and hangout.**

---

# DEVELOPMENT

While Main Street is at the heart of downtown, there is a need to look at infill opportunities in the Rail and River Districts as a way of creating a bridge between Downtown and the River. Infill development is important to bringing more people living and working downtown, which is important for making downtown feel more active and safer. There is a significant momentum for development in Grand Junction, including redevelopment along the Riverfront at Los Colonias and Dos Rios, new infill development downtown including GIS offices and townhomes at R5, and adaptive reuse projects such as the Train Depot and Sugar Beet Buildings.



“I have lived downtown before and I loved it and miss it. I hope too again.”

05

---

# **BIG IDEAS: DEVELOPMENT**

BRING MORE  
PEOPLE  
DOWNTOWN





1

Support existing businesses in the downtown through programs and attract more business diversity downtown.



Develop (a) grant program to incentivize small scale local reinvestment.

2

3

Adjustments to codes and policy that are barriers to development.



Leverage the Downtown Partnership financial tools to incentivize development.

4

# D1.

## SUPPORT EXISTING BUSINESSES IN THE DOWNTOWN THROUGH PROGRAMS AND ATTRACT MORE BUSINESS DIVERSITY DOWNTOWN.

Small business owners and downtown property owners are in some cases struggling to be successful. A history of vacancies in downtown has led to a fear that expanded development around downtown will shrink business for existing shops. The truth about vibrant downtowns is that expanding activity and options creates a virtuous cycle of prosperity. People like to be in places where other people are. The DDA should work with businesses to help foster their success and to understand that more businesses is good for all businesses.



### KEY ACTION ITEMS



#### ACTION

Contract with a Retail and/or Small Business consultant to offer to aid building owners to encourage better business marketing, trainings, and address business hours.



#### PROGRAM

Utilize Business Improvement District (BID) and work with GJEP on attracting business to the downtown.



#### PROGRAM

Coordinate with the Business Incubator on a Feasibility Study to connect local entrepreneurs, educational programs and resources to downtown.



#### PROGRAM

Creating Spaces for Artist/Artists in Residence, maker spaces and pop up shops.

# D2.

## ADJUSTMENTS TO CODES AND POLICY THAT ARE BARRIERS TO DEVELOPMENT.



The main barrier to substantial new investment in downtown that is off-street parking standards. The 7th St. corridor is a key multi-modal corridor connecting the downtown core with the new Las Colonias development and the Colorado River. While there is clearly an intent to bring new development and interesting uses to this corridor, parking requirements and limitations on what is allowed in the C-2 zone make reuse of these sites challenging. The City has taken steps to reduce barriers to development and redevelopment within the downtown core, such as on-site parking reduction allowances. These strategic zone changes should be considered beyond the downtown core, such as along 7th Street.

### KEY ACTION ITEMS



#### POLICY

Reduce off-street parking requirements within zones in the larger downtown area. Expand off-street parking reduction allowances beyond the downtown core.



#### POLICY

Identify and revise code barriers that make adaptive reuse difficult to achieve. For instance, allow flexibility in achieving key life safety requirements of building code to encourage adaptive reuse of older buildings and avoid incentivizing them being torn down.



#### POLICY

Conduct a code audit to identify additional barriers to development and allow for greater flexibility to incentivize good projects that support the goals of this Plan.

# D3.

## DEVELOP (A) GRANT PROGRAM(S) TO INCENTIVIZE SMALL SCALE LOCAL REINVESTMENT IN THE DOWNTOWN

Incremental development and adaptive reuse are small scale local reinvestment strategies that can be leveraged to activate vacant areas of downtown. Some strategies to encourage this type of development in downtown would be to develop grant and loan programs administrated by the Downtown Partnership to encourage small scale investments. These would be an application process and awarded to maximize public benefit and are targeted to deliver outcomes unlikely to occur without the resources. Grants would be awarded to support business and/or property redevelopment in projects to support the goals of this Plan.





## ILLUSTRATIVE OF LOCAL REINVESTMENT



Examples of potential projects include storefront improvements, upper floor retrofit grants, and “storeback” improvements.



### KEY ACTION ITEMS



#### ACTION

Coordinate with the City to incentivize redevelopment on existing parking lots to activate the street frontage along this key section of Colorado.



#### PROGRAM

Develop a Storefront and “Storeback” Improvement Grant to encourage property improvements for local retailer including building facades facing the alleys and bisecting spaces for co-retail.



#### PROGRAM

Develop a Grant program Tenant Improvement Grants: Aimed at larger building activation strategies, making the building commercially viable or renovating historic buildings and bringing them up to code.



#### PROGRAM

Develop a program for start up grants or start up loans/microloans to encourage new businesses downtown. These should be aimed at small scale local investors such as food trucks, pop-ups and micro-retail entrepreneurs.



# D4.

## LEVERAGE THE DOWNTOWN PARTNERSHIP FINANCIAL TOOLS TO INCENTIVIZE DEVELOPMENT.

Pre-development costs are the highest risk funds in development because many well-intentioned projects fail before they get off the ground. Municipal fees, like tap fees, and property taxes can also be significant development costs that local governments can consider changing, abating or discounting in order to spur increased development. One of the benefits of downtown infill is the infrastructure is in place. This can justify a reduction of impact fees as it does not require the City to build new roads or put new utilities in place. The Downtown Partnership and City should work together evaluate establishing property tax abatement programs could be incentivize development. Term-limited property tax abatements are an increasingly common tool being used to jump-start redevelopment within downtown areas.



### KEY ACTION ITEMS



#### POLICY

The DP and City should work together reduce, remove or reimburse impact fees to encourage development within the DP through incentive programs.



#### PROGRAM

The DP could work with the City to develop a Property Tax Reimbursement or a 10-year tax abatement program to jump-start redevelopment by lowering operating costs for developers.

D5.

## IDENTIFY A CATALYST PROJECT FOR THE DEVELOPMENT PARTNERSHIP IN THE DOWNTOWN

The first redevelopment project in a downtown area is always the most difficult to finance, because banks rely on “comparable” projects to underwrite development loans. If there are no recent examples of new downtown projects, banks are reluctant to lend. Cities and DDAs can help jump start private investment by partnering on early projects, which make every subsequent project easier.

There is an opportunity to build momentum for downtown development through a catalytic Public-Private Partnership (PPP) development project. This would require securing a site, defining a set of incentives and partnering with a developer to build a project. The level of partnership can range from facilitation and identifying incentives, to grants and land cost discounts, to co-investing in the project depending on the risk tolerance of the Downtown Partnership.

A similar strategy has been used at R5, and the lessons learned from this project can help to improve future RFP processes. The selected site should be strategic to achieving the goals of this plan. A site along the 7th Street or Colorado St. corridors would be an ideal project to activating these key corridors. Some case studies have been identified as potential projects on the Startek site, a city owned parking lot at 7th and Colorado, and the former Flea Market site.

### KEY ACTION ITEMS



#### ACTION

Partner with the City or private property owners on site identification/land acquisition. Prepare and issue a Request for Interest (RFI) to developers. Pro-actively market to qualified developers in and out of the local market. Marketing materials should include key goals and an identification of incentives, such as land cost discounts, pre-development funds, etc.

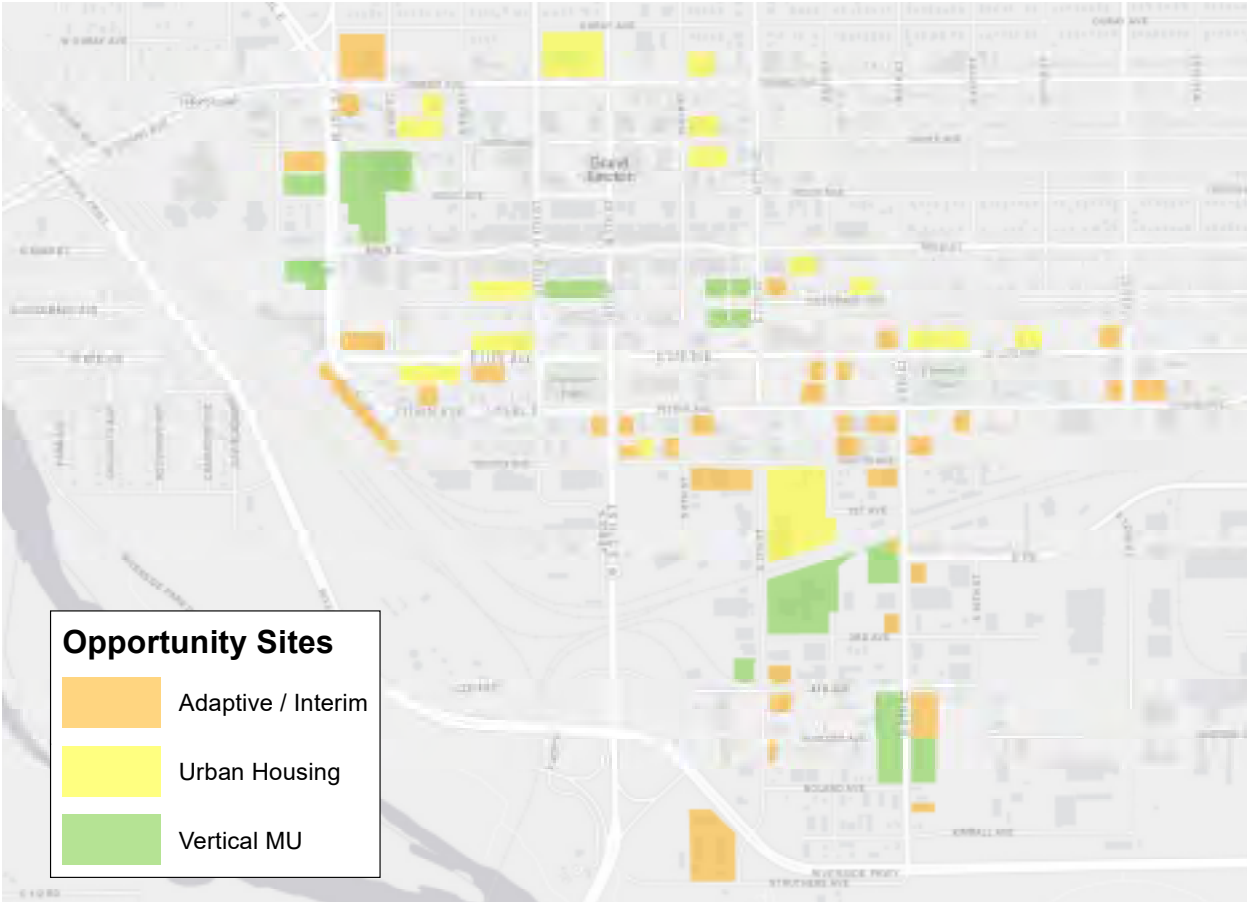
# CASE STUDIES

## OPPORTUNITY SITES

Three development types were identified as key opportunities for increasing activity in the downtown; adaptive reuse, vertical mixed use and urban housing. These can be applied to a broad range of opportunity sites within the downtown.

Three case studies were explored to better understand the development potential for downtown within the current market and assure that recommendations realistic and achievable. The goal is to identify roadblocks and inform recommendations for creating a more development friendly downtown.

### OPPORTUNITY SITES IN DOWNTOWN GRAND JUNCTION



	▼ <b>VERTICAL MIXED USE</b>	▼ <b>URBAN HOUSING</b>	▼ <b>ADAPTIVE REUSE</b>
LOCATION	Downtown core and commercial corridors	Downtown areas without good commercial frontage, residential areas at edge of downtown	Edge of downtown core, railyards district, industrial areas
USES	Residential w/ retail ground floor	Downtown areas without good commercial frontage, residential areas at edge of downtown	Edge of downtown core, railyards district, industrial areas
BUILDING CHARACTERISTICS	4-6 stories wood frame over 1 story of parking and/or retail or 3-4 stories all wood frame with small retail component	1-3 stories wood frame	good street-frontage, historic character, covered outdoor space (Re-Use) / Parking lots, gravel lots (incremental)
LOT CONDITIONS	at least ½ acre, retail-friendly street frontage	at least 1/4 acre	at least 1/4 acre



CASE STUDY 1 - THE FLEA MARKET SITE



SITE PLAN



The Flea Market site is a 1.3acre parcel located at S. 7th St. and South Ave. It is zoned C-2 (general commercial) with a commercial corridor overlay. It features an existing 14,000 square foot industrial building as well as a large paved surface parking lot. This corner site is a prime development opportunity that is ideally located at the edge of the downtown core along a stretch of S. 7th that recently received significant public investment in the form of a streetscape treatment.

FLEA MARKET SITE | WHAT WE LEARNED

Lower barriers to entry for local entrepreneurs - lower rents

Concept can be applied broadly- many underutilized parcels throughout downtown.

Clustering spurs innovation and creates regional destination.



Cultivate future brick and mortar tenants

Opportunity to expand food access

Food carts on a vacant lot 1/10 cost of ground up retail

Work with business owners to become future owners of brick and mortar buildings through seller-financing.



## CASE STUDY 2 - STARTEK SITE



SITE PLAN



The former StarTek site is a 5.25 acre parcel located at S. 7th St. and South Ave. It is zoned C-2 (general commercial) with a commercial corridor overlay. It features an existing 50,000 square foot industrial building as well as several large surface parking lots and an undeveloped area formerly occupied by several older structures. This large site is a prime development opportunity that is ideally located at the edge of the downtown core along a stretch of S. 7th that recently received significant public investment in the form of a streetscape treatment.

### STARTEK SITE | WHAT WE LEARNED

Parcels are largely shovel ready - require minimal site improvements to start development

C-2 zone parking requirements restricts feasibility

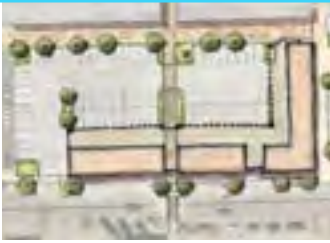
Having low-cost industrial building offers opportunity for creative adaptive reuses

Potentially streamline permitting / reduce plan review for downtown housing development projects.

Functional parking minimums for high density - .5 spaces per unit, 1 space per 1,000sf commercial

With construction costs escalating 30% over the last few years. New construction may be feasible at 120% of AMI

CASE STUDY 3 - 7TH AND COLORADO



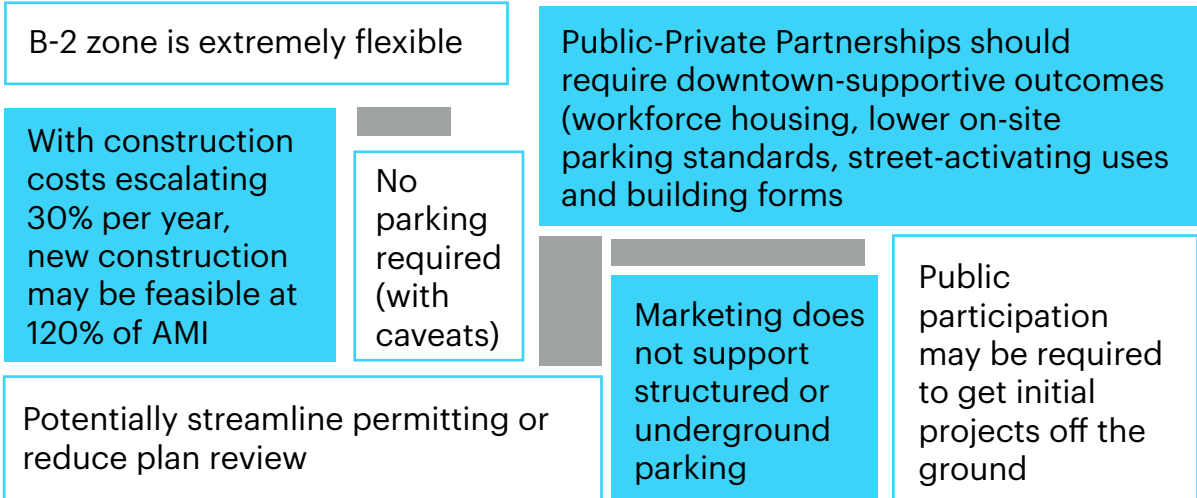
SITE PLAN



The city-owned site at 7th and Colorado is an ideal candidate for more intense mixed-use infill development. This can take the form of a traditional development model or, with the site already in public ownership, a public-private partnership.

7TH COLORADO

WHAT WE LEARNED





**27%**

of survey respondents not currently living downtown would like to.



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**Infill development is important to bring more people living and working downtown, which is important for making downtown feel more active and safer.**

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# IMPLEMENTATION

This Plan provides a roadmap for how to approach development in the downtown. It is meant to guide progress that is reflective of a community vision. The intent is to provide actionable strategies for success with enough flexibility to adapt to a market shifts and changing trends.

When it comes to development, the Downtown Partnership should serve the role of a partner and a facilitator to match resources to get people in the market to get things done. Another key outcome of these strategies will be to attract more properties by increasing the influence and strength of resources. The improvements outlined in this Plan will help the Downtown Partnership to be more effective and yield more influence which will in turn encourage additional properties to participate and expand the boundary.





"I love the potential of Downtown GJ. I get excited about what this place can be."





# CONNECTIVITY

## IMPLEMENTATION STRATEGIES

STRATEGY	ACTION	TIMING
C1: Convert 4th and 5th to Two Way Streets	Action. Informational sessions to increase awareness of the importance and value of two-way streets in downtown among business owners and residents to gather support from the community. City Council should vote to make this a project.	Short Term
	Project. Temporary re-striping study to 'test' the project north of Grand Avenue. Identify potential problem areas for further study, and gain the trust of the community before a larger infrastructure investment.	Mid Term
	Project. Following a successful launch of a test project, and with support from the local community, the City could work with the DP to identify a series of larger infrastructure related projects for 4th and 5th that would convert them into multi-modal streets with two-way traffic, on-street parking, bike lanes and sidewalks with street trees and furnishings.	Long Term
C2: Prioritize pedestrian and bike improvements to improve mobility throughout downtown and to the river.	Policy. Amend the GDP to update the 9th Street sections to be more multi-modal.	Short Term
	Action. Initiate conversations with BNSF to improve pedestrian and bike access over the Rail lines at 2nd Street and 12th Street.	Mid Term- (With New Projects)
	Program. Coordinate a community crosswalk paint program at the intersections along Colorado as a pilot project.	Short Term
	Project. Review intersections along Riverside Parkway, 5th and South, 7th and South, Ute and 2nd, Pitkin and 2nd, and the roundabout at 7th and Main for an improved pedestrian access. 6th and Grand, 3rd and Grand.	Long Term
	Project. Better understand the types of bike lanes facilities the community wants. Develop a design plan and identify funding to implement bike lanes.	

DP ROLE	PARTNERSHIPS	FUNDING
City Led Project, DP to assist with advocacy. Business and neighbour outreach and support.	Business Owners, Stakeholders, Neighbourhoods	
	City Lead, DP Support	
	City Lead, DP Support	Potential Funding Partnership with the DP.
		Identify CIP funding
Support implementation of multi-modal facilities in new projects.		Identify CIP funding
Facilitate with artists and City.	DP Lead, City Support, Arts and Community Support.	City and DP to partner on Funding. Look for Grant funding and Creative District Funding.
City Led Project, DP to assist with advocacy. Business and neighbour outreach and support.	City lead Pedestrian Access Plan.	Identify CIP funding
City Led Project, DP to assist with advocacy. Business and neighbour outreach and support.	Neighbourhood Organizations, City of Grand Junction, Urban Trails	Identify CIP funding

STRATEGY	ACTION	TIMING
	Action. Engage in discussion with CDOT for traffic calming tools and a better pedestrian crossing at 5th and South.	Mid Term
C3: Create a 2nd Street Promenade connecting the Train Depot to Two Rivers Plaza.	Project. As of summer, 2019, the City has initiated a study group to look at ideas for a pedestrian corridor along 2nd Street and has identified this as an important project for downtown.	Short Term
	Action. Coordinate with CDOT to obtain a signalized intersection through a warrant study to better understand the need for a signal at these intersections and the Communities support.	Short Term
C4: Initiate a Gateway and Wayfinding Study to improve ease of navigation for pedestrians, bike and vehicles in downtown.	Action. The DDA should initiate a comprehensive wayfinding and gateway study to provide a strategy for bringing people to and navigating around downtown.	Mid Term

# PLACEMAKING

## IMPLEMENTATION STRATEGIES

STRATEGY	ACTION	TIMING
P1: Extend the vibrancy from Main to Colorado between 4th and 7th.	Action. The DDA should work with the local businesses to create a brand and marketing strategy for this area which could include the 'Artline', identity of the alleys and breezeways, murals, creative district programs and event programs.	Short Term
P2: Encourage more community gathering and event space in downtown.	Action. Test the concept of a flexible use event space at 5th and Colorado within the existing DDA programs/event schedule. Locate farmers markets, chalk art festival, adding a temporary music stage to an existing event and/or as a designated food truck location.	Short Term
	Action. Utilize the lot at 5th and Colorado for a pilot food truck program, that happens once or twice a month.	Mid Term
	Policy. Change the municipal code to allow vendors to cluster, no required distance separation of clustered vendor pods, allow a range of vendor types (truck, carts, clothing, double decker bus), allow mobile vendors to stay in place for extended periods of time.	Short Term

DP ROLE	PARTNERSHIPS	FUNDING
DP to advocate for downtown stakeholders	City lead, DP Support	Active Transportation Plan
Align Objectives	City Lead, DP Support	Potential Funding Partnership with the DDA.
DP to advocate for downtown stakeholders	City Lead, DP Support	
DP retain consultants. Coordinate stakeholders and implementation.	DP Lead with City Support. Coordinate with Local Businesses, Arts and Creative District. Visit Grand Junction Branding?	Potential Creative District Funds. Includes 2 Creative District Signs Locations.

DP ROLE	PARTNERSHIPS	FUNDING
		CGOCO Grant
DP to bring events, City to permit use.	City to support permitting and use of property.	
DP lead on enhancements and infrastructure project with support from City.	City to support permitting and use of property.	DP Funding.
DP to support/advocate for businesses.	City to Lead Code Review.	



STRATEGY	ACTION	TIMING
	Project. Based on feedback from the businesses and local community, develop a plan to implement permanent improvements in the plaza.	Mid Term
	Program. Develop a pop-up shop program to activate spaces downtown	Mid Term
P3: Activate alleys and breezeways.	Action. The DDA and the Arts Commission should collaborate to develop a Murals Grant Program to encourage both local and regional artists and highlight the unique history and character of Grand Junction.	Short Term
	Policy. Review and/or revise the existing façade grant program to include back of building improvements.	Short Term
	Project. Develop a plan to implement larger scale investments such as improved paving, increased lighting, signage in the alleys.	Mid to Long Term
P4: Design Competition for Whitman Park	Action. Bring a design competition to redesign Whitman Park. This should engage local or national experts to think creatively about low cost solutions for Whitman Park.	Mid Term
	Project. Identify low cost safety improvements to Whitman Park.	Mid Term
	Program. Establish a Public-private partnership oversee maintenance and a sense of ownership to protect the transformation of the uses of the park.	Mid Term
P5: Develop a program(s) to better utilize parking.	Action. Hire an app developer to update existing parking app to coordinate wayfinding and parking locations, on demand parking pricing structures.	Mid Term
	Project. Add credit card readers to downtown meters and enforce parking.	Short Term
	Action. Look at opportunities for shared use agreements in private lots and/or a pilot park and ride employee parking program utilizing the Dash.	Short Term
	Policy. Review zoning code to incorporate smart parking strategies to reduce parking demands.	Mid Term

DDA ROLE	PARTNERSHIPS	FUNDING
DP to lead on planning.	City to coordinate property, maintenance as a public park. Potential partnership.	CIP funding partnership or allocation of TIF (BID)
DP to lead on programs	Coordinate with Business Incubator an the DDA's in Colorado.	
DP	Arts Commission, Park Department	DP Funding. Explore Creative District Funding and Grants.
DP to review program policy.		
DP to lead on planning.	City to coordinate property. Maintenance as a public park. Coordination with Utilities. Potential funding partnership.	CIP funding partnership or allocation of TIF (BID)
DP to lead on planning.		
DP to lead on planning.	Shared costs for City, downtown agencies.	DOLA placemaking grants and/or GOCO funds
DP to lead on planning.	Public Private Partnership or coordinate a 501C3 to organize and maintain park.	
DP to hire consultant to best inform the City.	City to advocate for best practices in downtown.	
DP to lead on identifying private partners for shared use agreements.	Private property owners	
DP to support/advocate for businesses.	City to Lead Code Review.	

STRATEGY	ACTION	TIMING
P6: Adaptive Reuse of Buildings and Spaces to active the street frontage.	Action. Encourage local businesses and artist to bring temporary art/sculpture, movable seating, lighting and other temporary design ideas to activate private properties.	Short Term
	Policy. Remove restrictive regulations that make small business startups difficult and allow them to cluster to create a larger entity.	Mid Term
	Program. Create incentives for private property improvements through grants.	Mid Term

# DEVELOPMENT

## IMPLEMENTATION STRATEGIES

STRATEGY	ACTION	TIMING
D1: Support existing businesses in the downtown through programs and Attract more business diversity to downtown.	Action. Contract with a Retail and/or Small Business consultant to offer to aid building owners to encourage better business marketing, trainings, and address business hours.	Short Term
	Program. Develop programs and incentives for attracting business to the downtown.	Short Term
	Program. Coordinate with the Business Incubator on a Feasibility Study to connect local entrepreneurs, educational programs and resources to downtown.	Short Term
	Program. Creating Spaces for Artist/Artists in Residence, maker spaces and pop up shops.	Mid Term
D2: Develop (a) Grant Program(s) to incentivize small scale local reinvestment in the downtown.	Action. Incentivize redevelopment on existing parking lots to activate the street frontage along this key section of Colorado.	Mid Term
	Program. Develop a Storefront and "Storeback" Improvement Grant to encourage property improvements for local retailer including building façades facing the alleys and bisecting spaces for co-retail.	Short Term
	Program. Develop a Grant program Tenant Improvement Grants: Aimed at larger building activation strategies, making the building commercially viable or renovating historic buildings and bringing them up to code.	Short Term

DDA ROLE	PARTNERSHIPS	FUNDING
DP to develop programs to support.	DP, Businesses, Business Incubator	
DP to advocate for downtown stakeholders	City to Lead.	
DP to Lead.		

DDA ROLE	PARTNERSHIPS	FUNDING
	GJEP	
	Business Incubator	
	Business Incubator	
	Coordinate with City	
	Coordinate with City	
	Coordinate with City	

STRATEGY	ACTION	TIMING
	Program. Develop a program for start up grants or start up loans/microloans to encourage new businesses downtown. These should be aimed at small scale local investors such as food trucks, pop-ups and micro-retail entrepreneurs.	Short Term
D3: Adjustments to codes and policy that are barriers to development.	Policy: Reduce off-street parking requirements within zones in the larger downtown area. Expand off-street parking reduction allowances beyond the downtown core.	Short Term
	Policy: Identify and revise code barriers that make adaptive reuse difficult to achieve. For instance, allow flexibility in achieving key life safety requirements of building code to encourage adaptive reuse of older buildings and avoid incentivizing them being torn down.	Mid Term
	Policy. Conduct a code audit to identify additional barriers to development and allow for greater flexibility to incentivize good projects that support the goals of this Plan.	Mid Term
D4: Leverage the DDA financial tools to incentivize development.	Policy. Reduce, remove or reimburse impact fees to encourage development within the DP through incentive programs.	Mid Term
	Program. Develop a Property Tax Reimbursement or a 10-year tax abatement program to jump-start redevelopment by lowering operating costs for developers.	Mid Term
D5: DDA to lead a strategic catalytic development project.	Action: Partner on site identification / land acquisition and prepare and issue a Request for Interest (RFI) to developers. Pro-actively market to qualified developers in and out of the local market. Marketing materials should include key goals and an identification of incentives, such as land cost discounts and pre-development funds.	Short Term



DDA ROLE	PARTNERSHIPS	FUNDING
	Coordinate with City	
	City to Lead	
	City to Lead	
	City to Lead	
	The DP and City should work together	
	the DP and City should work together	
	Partner with City or Private Property Owners.	

The Plan of Development goals, strategies and actions are intended to provide an outline to the Downtown Partnership Board in implementing a community vision for downtown over the next 10 years. The Downtown Partnership will use the above strategies and actions in annual strategic plan containing specific programs and project focus areas for the year. The strategies and actions should be reviewed every year to identify successful outcomes, reassess the yearly priorities and problem solve future issues.

These strategies and actions should be updated as needed with input by the City, stakeholders, and elected officials.

# APPENDIX

**The following documents capture critical aspects of the project that cannot be entirely communicated in this Plan. These documents can be used for reference to understand how the ideas in the Plan evolved.**

## APPENDIX A

The Phase 1 and Phase 2 Input Summary documents the issues and opportunities from the first phases of work. This document describes the feedback received from the community and how this informed the goals of the plan. Ideas for potential strategies are also explored.

The Phase 1 and 2 Summary can be found [here](#).

## APPENDIX B

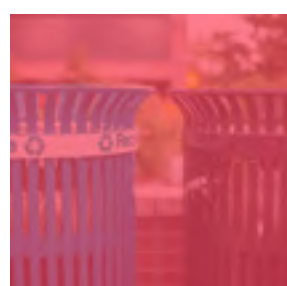
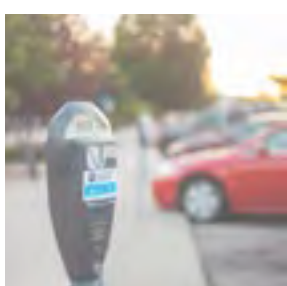
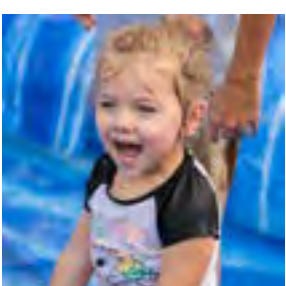
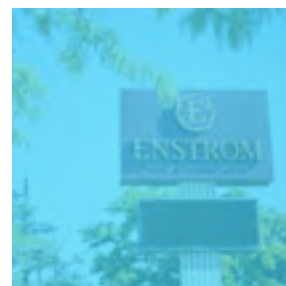
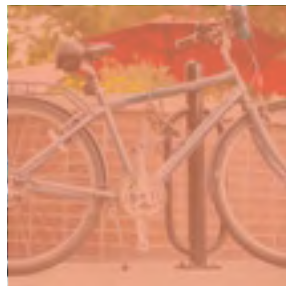
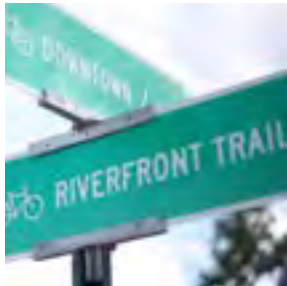
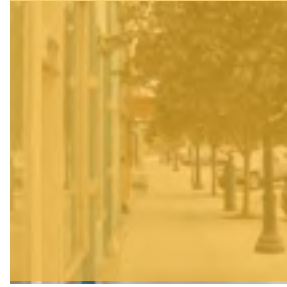
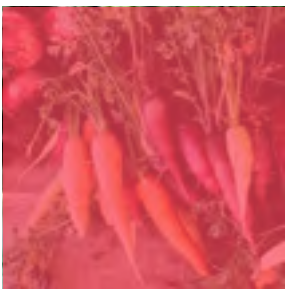
The Design Workshop took place in April 2019. The week long workshop looked at ideas and strategies to achieve the goals identified by the community. This document outlines the approach, ideas and outreach efforts that led to the strategies outlined in the Plan.

The Design Workshop Summary can be found [here](#).

## APPENDIX C

The community was an essential part of the planning process. From focus groups, to surveys, to comment boxes, to online surveys, to social media engagement and in-person workshops- the community of Grand Junction had an important role in shaping the future of downtown.

A Summary of Engagement can be found [here](#).



# DOWNTOWN

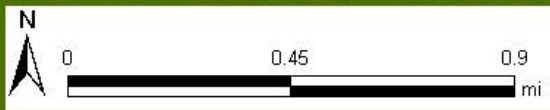
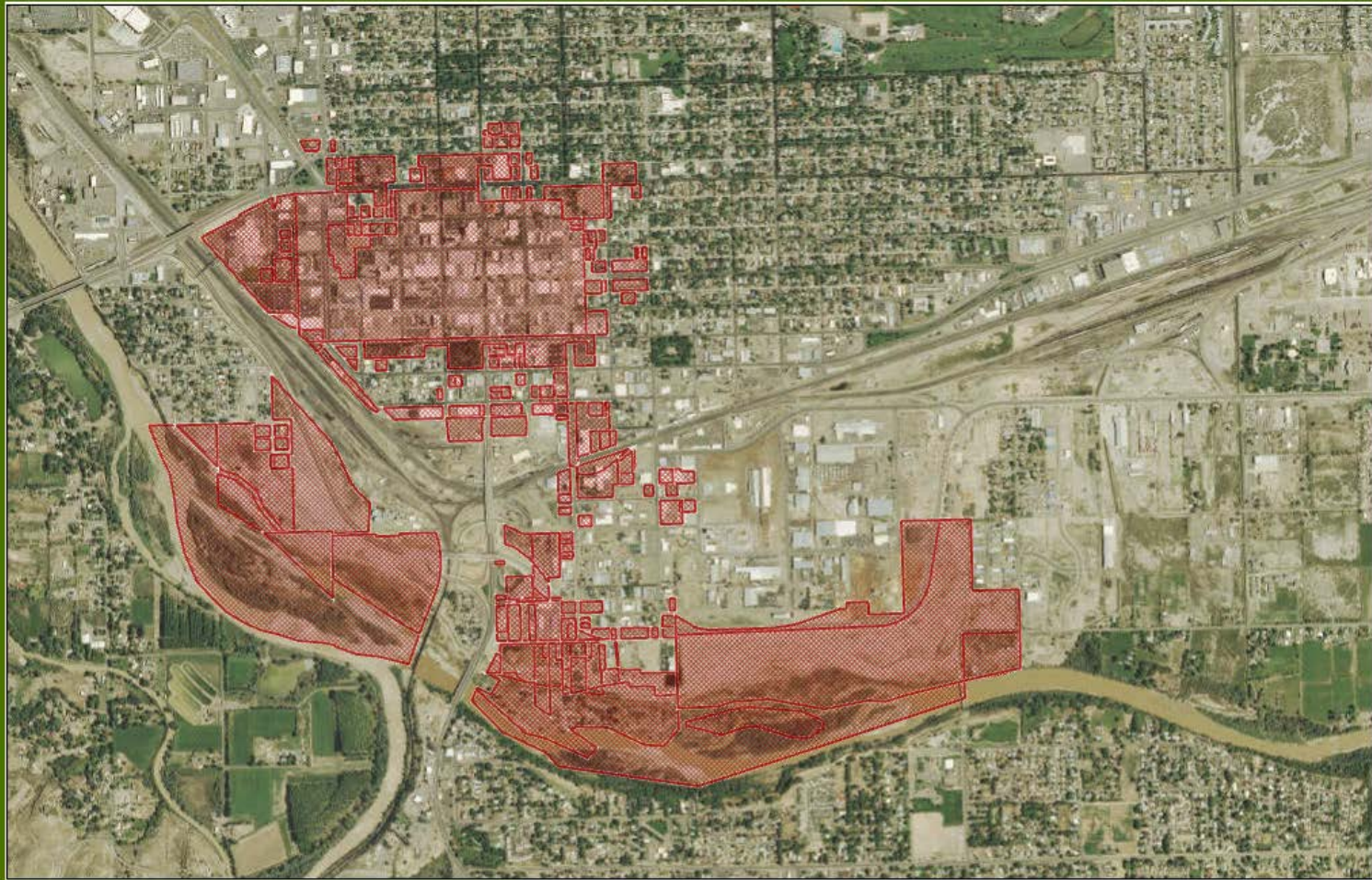
GRAND JUNCTION, COLORADO

*Life Happens Here*



**EXHIBIT 4 – Map of DDA POD Boundary**

Downtown Development Authority of Grand Junction



Printed: 9/5/2019

1 inch = 1,505 feet







**EXHIBIT 2 – Grand Junction Downtown Development Authority Plan of  
Development dated December 16, 1981**

POD82DDA

TYPE OF RECORD:	PERMANENT
CATEGORY OF RECORD:	CONTRACT
NAME OF CONTRACTOR:	DOWNTOWN DEVELOPMENT AUTHORITY (DDA)
SUBJECT/PROJECT:	PLAN OF DEVELOPMENT
CITY DEPARTMENT:	GRAND JUNCTION DOWNTOWN DEVELOPMENT AUTHORITY
YEAR:	1982
EXPIRATION DATE:	NONE
DESTRUCTION DATE:	NONE

Grand Junction  
Downtown Development Authority

200 North Sixth Street, Suite 204 P.O. Box 296

Grand Junction, Colorado 81502

Phone (303) 245-2926

DOWNTOWN DEVELOPMENT AUTHORITY

PLAN OF DEVELOPMENT

FOR GRAND JUNCTION, COLORADO

Including The Designation Of  
Commercial Renovation Districts  
And A Plan Of Development Area  
Within Which  
Tax Increment Financing Will Be Utilized

PREPARED BY:

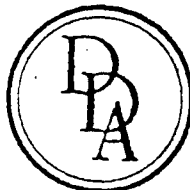
Grand Junction

Downtown Development Authority

DERIVED FROM:

The Grand Junction Downtown  
Development Strategy

Prepared By The Consulting Firm  
Of Johnson, Johnson & Roy, Inc.  
Ann Arbor, Michigan



EFFECTIVE DATE: DECEMBER 16, 1981

CERTIFIED RECORD  
OF  
PROCEEDINGS  
OF  
THE CITY COUNCIL  
OF  
THE CITY OF GRAND JUNCTION, COLORADO  
RELATING TO  
A RESOLUTION  
APPROVING  
A  
PLAN OF DEVELOPMENT  
FOR  
GRAND JUNCTION, COLORADO, DOWNTOWN DEVELOPMENT AUTHORITY



STATE OF COLORADO )  
 )  
COUNTY OF MESA ) ss.  
CITY OF GRAND JUNCTION )

The City Council of the City of Grand Junction, Colorado, held a regular meeting open to the public at the Council Chambers at City Hall, 250 North Fifth Street, Grand Junction, Colorado, on Wednesday, the 16th day of December, 1981, at the hour of 7:30 p.m.

The following members of the City Council, constituting a quorum thereof, were present:

<u>Name</u>	<u>Title</u>
Louis R. Brach	President
Frank Dunn	President Pro-Tem
Gary Lucero	Member
Karl Johnson	Member
Robert Holmes	Member
Betsy Clark	Member

The following members of the City Council were absent:

None  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The following persons were also present:

Neva B. Lockhart, City Clerk  
James E. Wysocki, City Manager  
Gerald J. Ashby, City Attorney

The President declared that this was the time and place for a public hearing on the proposed Plan of Development for Grand Junction, Colorado, Downtown Development Authority.

The City Clerk reported that a notice of this hearing in the form required by Section 31-25-807(4)(c), Colorado Revised Statutes 1973, as amended, was given by publication once by one publication during the week immediately preceding this hearing in The Daily Sentinel, Grand Junction, Colorado, a newspaper having a general circulation in the City. The form of the notice and the proof of publication thereof were approved by the City Council and are attached hereto as pages 16 and 17, respectively.

Thereupon all persons having comments on the proposed Plan of Development we afforded the opportunity to be heard. The names of such persons and the substance of their remarks are as follows:

Thereupon, Council Member           Holmes           introduced and moved the adoption of the following Resolution:

RESOLUTION

A RESOLUTION APPROVING A PLAN OF DEVELOPMENT  
FOR GRAND JUNCTION, COLORADO, DOWNTOWN  
DEVELOPMENT AUTHORITY.

WHEREAS, Grand Junction, Colorado, Downtown Development Authority (the Authority) has studied conditions within the central business district of the City of Grand Junction (the City); and

WHEREAS, said study has resulted in the preparation of a Downtown Development Strategy; and

WHEREAS, the Authority is authorized to plan and propose public facilities and other improvements to public and private property of all kinds which will aid and improve the downtown development area; and

WHEREAS, Johnson, Johnson & Roy, Inc., authors of the Downtown Development Strategy reported therein that blight exists within the downtown development area; and

WHEREAS, the plan of development attached hereto as Exhibit A (the Plan of Development) was presented to the Board of Directors of the Authority for its consideration; and

WHEREAS, Mesa County Valley School District No. 51, within which the entire plan of development area (the Plan of Development Area) designated in the Plan of Development lies, was permitted to participate in an advisory capacity with respect to the inclusion in the Plan of Development of the provision for the utilization of tax increment financing; and

WHEREAS, the Authority held a public meeting on the Plan of Development on November 13, 1981, which meeting was preceded by a notice of the meeting published in The Daily Sentinel on November 11, 1981; and

WHEREAS, the Authority adopted the Plan of Development by resolution on December 2, 1981; and

WHEREAS, the Plan of Development was presented to the City Council (the City Council) on December 2, 1981, at which time the City Council referred the Plan of Development to the City Planning Commission for its review and recommendations; and

WHEREAS, the Planning Commission has made written its recommendations to the City Council concerning the Plan of Development, which recommendations are attached hereto at page 18; and

WHEREAS, a notice of a public hearing before the City Council was given by publication once by one publication during the week immediately preceding the hearing in The Daily Sentinel, a newspaper having a general circulation in the City, on December 11, 1981; and

WHEREAS, a public hearing was held before the City Council on December 16, 1981, wherein comments were taken from those in attendance concerning the Plan of Development; and

WHEREAS, the City Council has been adequately informed in this matter because of public input prior to the completion of the Plan of Development, the public hearing on the Plan of Development, the evidence presented in the Downtown Development Strategy and the Plan of Development, a review of the Grand

Junction Downtown Development Plan Information Base, and the personal knowledge of the members of the City Council,

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

Section 1. The City Council hereby finds and determines as follows:

A) There is a presence of a substantial number of deteriorated or deteriorating structures within the Authority as shown by:

1) Of the buildings within the Authority, approximately 85% are 30 or more years old, and although generally sound, they will require various amounts of renovation to meet present fire and building codes;

2) There are presently older buildings that are vacant, and therefore deteriorating from lack of use, located at the southeast corner of Fifth and Main, the northwest corner of Fourth and Main, the southeast corner of Third and Main and the middle of the block between Second and Third on Main; and

3) Approximately 18.8% of the retail space available is vacant, even though demand is high in areas outside the central business districts;

B) There is a predominance of defective or inadequate street layout as shown by:

1) The lack of adequate long-term parking because of time limits on meters; and

2) The existence of one-way streets on Rood and Colorado and Fourth and Fifth, which cause drivers to travel



from four to six blocks out of their way to reach desired destinations because of the effect of the one-way streets combined with the effect of restricted turning intersections on Main Street; and

3) An under-utilization of parking areas to the south of Main Street while the parking areas to the north of Main Street are over-utilized;

C) There exists faulty lot layout in relation to size, adequacy, accessibility or usefulness as shown by:

1) The lot and block layout in the downtown area developed at an early date and resulted in long, narrow lots with the average lot being 25 feet by 125 feet; a size not compatible with modern architectural approaches;

2) Although west of Seventh Street significant pieces of land have been aggregated for potential development, many potential development sites are still held by a number of individual owners, including trusts and estates, and are subdivided by alleys and streets making it difficult to consolidate the needed land for redevelopment;

3) Of land within the Authority, between one-third and one-half is publicly owned and used for streets, alleys or public buildings, and, therefore, not available for private use and redevelopment;

D) There exists deterioration of site or other improvements as shown by:

1) Sidewalk repairs are necessary within the area.

2) There are deteriorating underdrains in the Shopping Park along Main Street from Third to Fifth Streets;

3) Foundation work on some of the older buildings has deteriorated in the past or is presently in a deteriorated condition, thereby making these buildings more susceptible to damage;

E) Unsanitary or unsafe conditions exist as shown by:

1) Combined sanitary and storm sewers in the downtown area have the potential to back up into the drains of property owners after extreme rains, thereby creating an unsanitary condition;

2) Older buildings are located near railroad property which encourages transients to seek shelter in or around such older buildings;

3) There is a need to improve and upgrade utilities and sewers in the downtown area before any major redevelopment, for the present system would not be adequate under increased use;

4) The alleys in the downtown area are still major delivery and service routes; however, heavy pedestrian traffic has been encouraged by the use of walkthroughs at the U.S. Bank Building and on the north side of the 600 block of Main Street, and by the placement of parking areas across an alley from business establishments. Many business have

encouraged the use of back doors as the most direct entrance from a parking area to their establishment. However, the alley surfaces are not adapted to pedestrian travel; there are no crosswalks, the lighting at night is inadequate, and during business hours, there is a flow of both delivery trucks and trash collection trucks which pose a potential threat to pedestrians.

5) The presence of older buildings and their ornate building facades encourage pigeons to nest in and around these buildings causing unsanitary conditions to exist around such nesting sites.

6) The alleys are used for utilities upon poles, and this factor, combined with the lack of adequate lighting at night, can encourage burglars to gain access to building roofs by climbing these utility poles.

F) There exist conditions which endanger life or property by fire or other causes as shown by:

1) The use of second stories of buildings as storage areas; and

2) The density of buildings of an older nature along Main Street which increases the opportunity for fire spreading from one building to another because of the lack of adequate fire walls in the design of older buildings.

3) There are no north/south water mains on Second, Third and Fourth, and the east/west mains on Grand, White and Rood are no larger than 6 inches, thereby providing

limited supplies  
fire protection.

for

Section 2. The City Council hereby finds and determines that there is a deterioration of property values or structures within the Authority as shown by:

A) A decrease in sales tax revenue in the central downtown area along both sides of Main Street from \$408,088 in 1979 to \$384,140 in 1980, and \$304,338 in 1981 (in the first eight months of the year); and

B) A decrease in the total assessed valuation of the Authority of 9.02% within the last year despite approximately a 6% increase in the size of the Authority because of recent inclusions.

Section 3. Based upon the foregoing, the City Council hereby finds and determines that there exists blight in the Authority within the meaning of Section 31-25-802(1.5), Colorado Revised Statutes 1973, as amended, and that there is a need to take corrective measures in order to halt or prevent the growth of blighted areas within the Plan of Development Area and the commercial renovation districts designated in the Plan of Development.

Section 4. The City Council hereby finds and determines that the approval of the Plan of Development will serve a public use; will promote the health, safety, prosperity, security, and general welfare of the inhabitants of the City and of its central business district; will halt or prevent the deterioration of property values or structures within said

central business district; will halt or prevent the growth of blighted areas within said district; and will assist the City and the Authority in the development and redevelopment of said district and in the overall planning to restore or provide for the continuance of the health thereof; and will be of special benefit to the property within the boundaries of the Authority.

Section 5. The Plan of Development is hereby approved by the City Council, and the Authority is hereby authorized to undertake development projects as described in the Plan of Development.

Section 6. The City Council hereby finds and determines that the Plan of Development will afford maximum opportunity, consistent with the sound needs and plans of the City as a whole, for the development or redevelopment of the Plan of Development Area and the commercial renovation districts designated therein by the Authority and by private enterprise.

Section 7. In accordance with the Plan of Development, there is hereby designated the Plan of Development Area (the boundaries of which are described with particularity on page 9 of the Plan of Development), in connection with which tax increment financing shall be utilized as provided in Section 31-25-807, Colorado Revised Statutes 1973, as amended, for the purposes specified in the Plan of Development.

Section 8. There is hereby created a separate special fund of the City designated as the "Tax Increment Fund" into which shall be deposited the ad valorem and municipal sales tax



increment funds described in Section 31-25-807, Colorado Revised Statutes 1973, as amended, derived from and attributable to development and redevelopment within the Plan of Development Area. Said funds shall be held, invested, reinvested and applied as permitted by law. For the purpose of ascertaining the amount of funds to be deposited in the Tax Increment Fund as provided by law, the County Assessor is hereby requested to certify to the City Council on or before December 31, 1981, the valuation for assessment of the Plan of Development Area as of the effective date of this Resolution. For the same purpose, the City Finance Director is hereby directed to certify to the City Council on or before April 1, 1982, the amount of municipal sales taxes collected within the Plan of Development Area for the period from December 1, 1980, to November 30, 1981.

Section 9. Those parcels described on page 12 of the Plan of Development are a part of a development or redevelopment area designated by the City Council pursuant to Section 39-5-105, Colorado Revised Statutes 1973, as amended, and commercial buildings or structures on such parcels are therefore entitled to the benefits granted under said statute.

Section 10. No public servant of the City who is authorized to take part in any manner in preparing, presenting, or approving the Plan of Development or any contract contemplated thereby has a potential interest in the Plan of Development or any such contract which has not been disclosed in accordance with the requirements of Section 18-8-308, Colorado Revised Statutes 1973, as amended, and no such public servant has

received any pecuniary benefit from the Plan of Development or any such contract.

Section 11. If any provision of this Resolution is judicially adjudged invalid or unenforceable, such judgment shall not affect the remaining provisions hereof, it being the intention of the City Council that the provisions hereof are severable.

Section 12. This Resolution shall be effective immediately upon its adoption and approval.

ADOPTED AND APPROVED this 16th day of December, 1981.

CITY OF GRAND JUNCTION, COLORADO

By: *James P. Brink*  
President, City Council

( CITY )  
( SEAL )

ATTEST:

*Neva B. Lockhart, CMC*  
City Clerk



# CITY - COUNTY PLANNING

grand junction-mesa county 559 white ave. rm. 60 grand jct.,colo. 8150  
(303) 244-1628

December 12, 1981

TO: Grand Junction City Council  
FROM: Planning Commission of Grand Junction  
SUBJECT: Plan of Development of Grand Junction, Colorado  
Downtown Development Authority

On December 2, 1981, the Grand Junction City Council, pursuant to C.R.S. 1973, § 31-25-807(4)(b), submitted the Plan of Development of the Grand Junction, Colorado, Downtown Development Authority to the Planning Commission for review and recommendations.

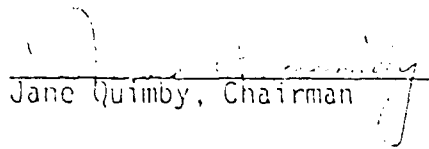
Because of such request, we have obtained copies of the Plan of Development for study and review and have also provided copies to the personnel of the Planning Department for their review. On December 12, 1981, the Planning Commission held a work session at which we considered the comments of the employees of the Planning Department, reviewed the Plan of Development in light of past policies for development and renovation, and considered the questions and comments of the members of the Commission. After this review, we offer the following comments and recommendations:

The Plan of Development, as presented, is a coherent and unified approach to redevelopment and renovation within the downtown area. The Plan of Development does call for certain projects that may require or result in changes in present use and zoning patterns. However, as constituted, the Plan of Development is consistent with the policies adopted by the Commission in the past.

The Plan of Development contains no redevelopment or renovation plans which are not feasible under current policies. Neither does the Plan of Development call for policies or development patterns in conflict with city-wide policies or patterns. It appears to be consistent with the Downtown Development Strategy which has been adopted as an element of the Master Plan for Grand Junction, as well as consistent with other current policies.

On the basis of this review, and the considerations expressed here, the Commission feels that it is not necessary that we specifically enumerate those areas of the Plan with which we are in agreement since the Plan of Development contains no items to which we specifically object. We, therefore, can endorse the Plan of Development as being consistent with existing city policies and recommend that the City hold a Public Hearing on the Plan of Development.

Respectfully submitted,

  
Jane Quimby, Chairman

RESOLUTION  
BY THE  
BOARD OF DIRECTORS  
OF THE GRAND JUNCTION, COLORADO,  
DOWNTOWN DEVELOPMENT AUTHORITY  
ADOPTING A PLAN OF DEVELOPMENT

WHEREAS, the Grand Junction, Colorado, Downtown Development Authority has studied conditions within the central business district, pursuant to C.R.S. 1973, § 31-25-807; and

WHEREAS, such study has resulted in the preparation of a Downtown Development Strategy; and

WHEREAS, the Grand Junction, Colorado, Downtown Development Authority is authorized, pursuant to C.R.S. 1973, § 31-25-807, to plan and propose public facilities and other improvements to public and private property which will aid and improve the downtown development area; and

WHEREAS, Johnson, Johnson & Roy, Inc., authors of the Downtown Development Strategy, reported therein that areas of blight exist within the downtown area; and

WHEREAS, a plan of development has been presented to this Board for its consideration; and

WHEREAS, this Board has held a public meeting on such plan of development, which meeting was preceded by a notice of such meeting published in the Daily Sentinel on November 11, 1981, prior to such meeting; and

WHEREAS, Mesa County Valley School District #51, within which the entire area of development designated in the Plan of Development lies, has been permitted to participate in an advisory capacity with respect to the inclusion in the Plan of Development of the provision for utilization of tax increment financing; and

WHEREAS, the Board has been adequately informed in this matter because of public input prior to the completion of the plan of development, the public meeting on the proposed plan of development, the evidence presented in the Downtown Development Strategy and the plan of development, a review of the Grand Junction Downtown Development Plan Information Base,

and the personal knowledge of the members of this Board;

NOW THEREFORE BE IT RESOLVED THAT:

1. The Board hereby finds;

A) There is a presence of a substantial number of deteriorated or deteriorating structures within the Downtown Development Authority as shown by:

1) Of the buildings within the Downtown Development Authority, approximately 85% are 30 or more years old, and although generally sound, will require various amounts of renovation to meet present fire and building codes;

2) There are presently older buildings that are vacant, and therefore, deteriorating from lack of use, located at the southeast corner of Fifth and Main, the northwest corner of Fourth and Main, the southeast corner of Third and Main and the middle of the block between Second and Third on Main; and

3) Approximately 18.8% of the retail space available is vacant, even though demand is high in areas outside the central business district;

B) There is a predominance of defective or inadequate street layout as shown by:

1) The lack of adequate long-term parking because of time limits on meters; and

2) The existence of one-way streets on Rood and Colorado and Fourth and Fifth, which cause drivers to travel from four to six blocks out of their way to reach desired destinations because of the effect of the one-way streets combined with the effect of restricted turning intersections on Main Street; and

3) An under-utilization of parking areas to the south of Main Street while the parking areas to the north of Main Street are over-utilized;

C) There exists faulty lot layout in relation to size, adequacy, accessibility or usefulness as shown by:

1) The lot and block layout in the downtown area developed at an early date and resulted in long, narrow lots with the average lot being 25 feet by 125 feet; a size not compatible with modern architectural approaches;



2) Although west of Seventh Street significant pieces of land have been aggregated for potential development, many potential development sites are still held by a number of individual owners, including trusts and estates, and are subdivided by alleys and streets making it difficult to consolidate the needed land for redevelopment;

3) Of land within the Downtown Development Authority, between 1/3 and 1/2 is publicly owned and used for streets, alleys, or public buildings, and, therefore, not available for private use and redevelopment;

D) There exists deterioration of site or other improvements as shown by:

1) There are sidewalks in a deteriorating condition on the southeast corner of Fifth and Rood and on the 200 block between Main and Colorado;

2) There are deteriorating underdrains in the Shopping Park along Main Street from Third to Fifth Streets;

3) Foundation work on some of the older buildings has deteriorated in the past or is presently in a deteriorated condition, thereby making these buildings more susceptible to damage;

E) Unsanitary or unsafe conditions exist as shown by:

1) Combined sanitary and storm sewers in the downtown area which have the potential to back up into the drains of property owners after extreme rains, thereby creating an unsanitary condition;

2) Older buildings are located near railroad property which encourages transients to seek shelter in or around such older buildings;

3) There is a need to improve and upgrade utilities and sewers in the downtown area before any major redevelopment, for the present system would not be adequate under increased use;

4) The alleys in the downtown area are still major delivery and service routes; however, heavy pedestrian traffic has been encouraged by the use of walkthroughs at the U.S. Bank building and the north side of the 600 block of Main Street, and by the placement of parking areas across alleys from business establishments. Many businesses have encouraged the use of back doors as the most direct entrance from a parking

area to their establishment. However, the alley surfaces are uneven and not adapted to pedestrian travel; there are no crosswalks, the lighting at night is inadequate, and during business hours, there is a flow of both delivery trucks and trash collection trucks which pose a potential threat to pedestrians.

5) The presence of older buildings and their ornate building facades encourage pigeons to nest in and around these buildings causing unsanitary conditions to exist around such nesting sites.

6) The alleys are used for utilities upon poles and this factor, combined with the lack of adequate lighting at night, encourages burglars to gain access to building roofs by climbing these utility poles.

F) There exist conditions which endanger life or property by fire or other causes as shown by:

1) The use of second stories of buildings as storage areas; and

2) The density of buildings of an older nature along Main Street which increases the opportunity for fire spreading from one building to another because of the lack of adequate firewalls and the design of older buildings; and

3) There are no north/south water mains on Second, Third, and Fourth and the east/west mains on Grand, White and Rood are no larger than 6 inches, thereby providing limited supplies which are not adequate under present codes for fire protection.

2. The Board hereby finds and determines that there is a deterioration of property values or structures within the Downtown Development Authority as shown by:

A) A decrease in sales tax revenue in the central downtown area along both sides of Main Street from \$454,727 in 1979 to \$436,598 in 1980, and \$343,484 in 1981 for the first nine months of each year; and

B) A decrease in the total assessed valuation of the Downtown Development Authority of 9.02% within the last year despite approximately a 6% increase in the size of the Downtown Development Authority because of recent inclusions,

3. Based upon the foregoing, the Board finds that there exists blight in the Downtown Development Authority, C.R.S. § 31-25-802(1.5) as amended, and that action is required to halt and prevent the growth of blighted areas and to halt or prevent the decline of property values.

4. The Board hereby finds that the adoption of this Plan of Development will halt and prevent deterioration of property values and structures within the central business district, will halt and prevent the growth of blighted areas within the central business district, will assist the City of Grand Junction, Colorado, in the development and redevelopment of such central business district and in the overall planning to restore or provide for the continuance of the health thereof, and will be of especial benefit to the property within the boundaries of the Grand Junction, Colorado, Downtown Development Authority.

BE IT FURTHER RESOLVED THAT:

5. The Plan of Development, attached hereto and incorporated herein as Exhibit "A", is hereby adopted as the Plan of Development for the Grand Junction, Colorado, Downtown Development Authority, including those provisions designating a Plan of Development area within which tax increment financing will be utilized as described on Pages 8 through 10 and 49 through 52, of the Plan of Development, and creation of three commercial renovation districts as described on Pages 12, 47 and 52, of the Plan of Development, in which a five year tax deferral is allowed for renovation of commercial structures more than 30 years old.

6. Such Plan of Development shall be submitted to the City Council of Grand Junction, Colorado, with a request that they immediately submit said Plan of Development to the Planning Commission for their written recommendations; and that the City Council hold a public hearing on such Plan of Development, after public notice, and that the City Council be requested to approve such Plan of Development.

7. No Board member nor any employee of the Board with a specific financial interest, as defined in C.R.S. 1973, § 31-25-819, as amended, in the adoption of the Plan of Development has voted thereon or otherwise participated in its preparation or presentation or failed to make such interest known to the Board.

8. If any part of this resolution is held to be unenforceable, such judgment shall not affect the remainder of the resolution, it being the intention of the Board that the provisions hereof be severable.

INTRODUCED, READ, PASSED and ADOPTED this 2nd day of December, 1981.

BY: Pat Gormley  
Pat Gormley  
Chairman of the Board  
Grand Junction, Colorado  
Downtown Development Authority

ATTEST: Sandra Gose  
Sandra Gose  
Secretary  
Grand Junction, Colorado  
Downtown Development Authority

Grand Junction  
Downtown Development Authority

200 North Sixth Street, Suite 204 P.O. Box 296

Grand Junction, Colorado 81502

Phone (303) 245-2926

EXHIBIT A

DOWNTOWN DEVELOPMENT AUTHORITY

PLAN OF DEVELOPMENT

FOR GRAND JUNCTION, COLORADO

Including The Designation Of  
Commercial Renovation Districts  
And A Plan Of Development Area  
Within Which  
Tax Increment Financing Will Be Utilized

PREPARED BY:

The Grand Junction

Downtown Development Authority

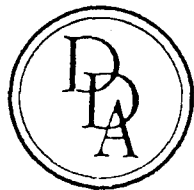




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## SECTION I

### INTRODUCTION AND RECOMMENDATIONS

#### A. INTRODUCTION

1. This Plan of Development is the result of the City of Grand Junction's continued interest in the revitalization of the downtown area. This interest began as early as 1962, when, in response to issues similar to today's concerns, a revitalization effort was undertaken by the City and the Main Street merchants. A General Improvement District was created to finance utilities and landscaping improvements to Main Street converting four blocks to a Shopping Park. Called Operation Foresight, this revitalization effort led to Grand Junction being named an All-American City.

2. These efforts were continued by the creation of the Grand Junction Downtown Development Authority (DDA) in April of 1977, by a 2 to 1 vote of the downtown electors. The Downtown Development Authority has had a full time director since February of 1980 and pursuant to C.R.S. 1973, S31-25-807, has been involved in the study and analysis of the impact of metropolitan growth upon the central business district. Studies of land use, urban design, parking, traffic and market conditions were made jointly by the City and DDA in 1980 and 1981.

3. As a result of such studies, a comprehensive Downtown Development Strategy was completed in November of 1981. Based upon the recommendations and evaluations contained within the Downtown Development Strategy, this Plan of Development was devised to promote the economic growth of the area encompassed by the boundaries of the DDA and to halt deterioration of existing structures and property values.

4. The Plan of Development, as presented here, attempts to rely upon the strength of the central business district to finance the public facilities, renovations, and repairs necessary to revitalize the area encompassed by the DDA boundaries. Three types of financing are of

primary importance in this Plan of Development.

5. First, a 5 mill ad valorem tax on all taxable real and personal property within the DDA has been imposed since 1978. The proceeds from such levy are used to finance the administrative and budgeted operations of the DDA, including necessary studies and promotional activities. It is anticipated that this source of funds will continue.

6. Secondly, for commercial buildings which are 30 or more years old, Colorado law (C.R.S. S39-5-105, 1973 as amended) allows an owner to defer for five years the assessment of the increased value caused by improvements made for rehabilitation or renovation. This encourages the owner to rehabilitate or renovate his property when he might otherwise not have done so. To qualify for such deferral, the renovation area must be included in a plan of development approved by the governing body of the City. However, the five year deferral of assessments may not be used for property which is included in a plan of development area wherein a tax increment financing district will be used.

7. Third, to foster development outside the areas designated for the five year deferral on assessments but within the DDA boundary, the plan of development calls for the use of tax increment financing.

8. With the adoption of a plan of development for a specific plan of development area within a city, the last certified assessment of taxable property in that area is calculated and becomes the "frozen tax base". Taxes generated from that frozen base continue to be received by the individual taxing entities within the project area; taxes collected upon the incremental assessed valuation over the frozen base are received by the entity undertaking the project to pay for project costs. That entity does not have the authority to levy any additional taxes and must rely specifically on the allocation of taxes produced by growth over the base year. The amount of allocated tax increment depends upon a combination of growth in assessed valuations and tax rates of the taxing jurisdictions. Before the funds from tax increment financing may be pledged for the payment of bonds, loans or other indebtedness, such pledge must be approved by the voters of the tax increment district at a special election.

9. Additionally, municipal sales tax revenues collected from a plan of development area can be frozen at an annual level. That level is defined as total collections in the twelve calendar months preceding the effective date of the plan of development. In subsequent years municipal sales tax collections up to the base year amount will continue to flow into the city's general fund. After the base year amount has been collected; however, all or any part of the incremental amount above the base year figure can be used to pay for bonds used to finance project costs in the same way property tax increment financing is used. Sales tax increment financing is used within the same limits as property tax increment financing. The entity does not have the authority to levy any additional taxes; the amount of increment depends upon growth in retail sales, and none of the tax increment funds can be pledged until approved by the electors of the district at a special election.

10. Revitalization of the downtown area must be a dynamic process that is flexible enough to allow for necessary changes in the plan of development. Under Colorado law, the Plan of Development may be amended by the same procedures necessary for adoption of the Plan. This provides needed flexibility for the changing downtown environment, which, at the present time, needs certain specific activities to commence if revitalization is to commence.

#### B. RECOMMENDATIONS

1. This Plan of Development describes the utilization of a five year property tax deferral on the increased value of commercial property due to renovation and the utilization of tax increment financing including the projects which could be funded. When adopted, this Plan will be complete and could be implemented solely with the tools described herein. However, the activities described in this Plan constitute only a few of many mechanisms that can and should be employed to effect the revitalization of Downtown Grand Junction. The following list of recommended actions, some of which are included in this Plan and some which are taken from the City Council's Policy Statement on Downtown Development dated April 15, 1981, the Downtown Development Strategy and the National Main Street



Center Resource Team Report attached hereto as exhibits C, A, and D, respectively, are suggested for consideration by the DDA and City Council. Each recommended action should be carefully considered to determine its effects on downtown revitalization activities, and the community generally, and if appropriate, implemented.

2. Continuation of the planning process for downtown redevelopment.

Once the Downtown Development Strategy Plan is in place, specific implementation plans should be pursued including:

- a. Design Guidelines for Downtown
- b. Parking Management
- c. Traffic Management
- d. Zoning and Development Control Revisions
- e. Housing Rehabilitation
- f. Landscape and Street Lighting Plan
- g. Detailed Improvement Designs
- h. Retail Mix and Recruitment

3. Adopt a parking management plan and develop, adopt, and implement a parking district and a future parking development plan. Financing mechanisms for this include parking revenue bonds. In addition, a special study should be conducted to ensure that parking is provided and financed in a way amenable to downtown redevelopment.

4. Adopt revisions to the zoning ordinance that will combine development incentives, design guidelines and zoning regulations within a group of downtown zones. The Authority should be designated as the site plan review agency for all downtown project proposals.

5. Assist the state to develop a state office building in the downtown.

6. Provide Industrial Development Revenue Bond financing to downtown developers for appropriate economically feasible projects in accordance with state and federal statute.

7. Vacate alleys to accommodate new development provided that such vacation is necessary for the successful development of a project where the developer holds title to adjacent properties and construction is imminent.

8. Vacate or provide air rights or easements over street rights-of-way provided such vacation, air right or easement is necessary for the

successful development of a project when the developer holds title to adjacent properties and construction is imminent.

9. Apply for federal and/or state financial assistance to complement private development efforts when the development and application are completed with the conditions of the federal or state assistance program.

10. Relocate municipal utilities to accommodate new development and continue to implement the agreement with Public Service Company of Colorado and Mountain Bell to underground utilities.

11. Designate the renovation districts delineated in the Plan as "Historic Commercial Renovation Districts" for the purposes of Section 104(f) of the Uniform Building Code, 1979 edition as adopted by the City of Grand Junction as a further incentive to renovate older buildings and reduce existing life and fire safety hazards.

12. Initiate redevelopment projects by obtaining control of redevelopment sites and soliciting development proposals and agreements from qualified developers to undertake priority redevelopment projects.

13. Extend Horizon Drive from 7th to 1st Street and upgrade Horizon Drive and 1st Streets to facilitate traffic flow.

14. Contract with a hotel developer for the facility and food service management of Two Rivers Plaza when a hotel project is undertaken adjacent to Two Rivers.

15. Pursue the preliminary design and feasibility analysis on a community performing arts/civic events center for eventual location in the immediate vicinity of Two Rivers Plaza.

16. Adopt and implement a Traffic Circulation Improvement Plan that specifically addresses two way traffic on Road and Colorado Avenues and Fourth and Fifth Streets, the intersection at First and Grand, turns onto and off of Main Street, access to the many destinations in the downtown and traffic traveling through the downtown to other destinations.

17. Pursue the completion of a citywide Master Plan that recognizes the finite limits of real estate development potential in the city and that directs and manages that development for the benefit of the entire community. The downtown is an integral part of the community and what happens in the

community as a whole and what happens in the downtown are closely linked. Planning, development controls, and growth policies should reflect an awareness of those interrelationships.

SECTION II

DESCRIPTION OF DISTRICT BOUNDARIES

The Plan of Development Area within which Tax Increment Financing will be used shall be that property included within the boundaries of the Downtown Development Authority, except for that property included within the boundaries of the Commercial Renovation District.

The boundaries of the Grand Junction Downtown Authority which are:

"Exhibit A"

The description of the Plan of Development Area within which the Tax Increment Financing will be used is:

"Exhibit B"

The description of the Commercial Renovation Districts is:

"Exhibit C"

These areas are graphically displayed on the attached map.

"Exhibit D"

BOUNDARIES OF THE GRAND JUNCTION, COLORADO DOWNTOWN

Beginning at the Northwest Corner of Wilsons Subdivision of Block 2 of Mobeys Subdivision; thence East along the South right-of-way line of Grand Avenue to the North Corner point common to Lots 9 and 10 of Block 78, City of Grand Junction; thence South along the common line of Lots 9 and 10 and the common line of Lots 15 and 16 all in Block 78, City of Grand Junction, to the North right-of-way line of White Avenue; thence East to the East right-of-way line of 2nd Street; thence South to the North right-of-way line of the East-West alley in Block 98; thence East along the North line of the East-West alley Block 98; City of Grand Junction, to the West right-of-way line of 3rd Street; thence North along the West right-of-way line of 3rd Street to the South right-of-way line of Grand Avenue; thence East along the South right-of-way line of Grand Avenue to the East right-of-way line of 5th Street; thence South along the East right-of-way line of 5th Street to the North right-of-way line of the East-West alley in Block 82, City of Grand Junction, thence East to the Southwest corner of Lot 13 Block 82, City of Grand Junction; thence along the West line of Lot 13, Block 82, City of Grand Junction to the South right-of-way line of Grand Avenue; thence East along the South right-of-way line of Grand Avenue to the East line of Lot 16, Block 82, City of Grand Junction; thence South along the East line of said Lot 16 to the North right-of-way line of the East-West alley in Block 81; thence East along the North right-of-way line of the East-West alley in Block 82 and 83 to the West line of Lot 9, Block 83, City of Grand Junction; thence North along the West line of said Lot 9 to the South right-of-way line of Grand Avenue; thence East along the South right-of-way of Grand Avenue to the West right-of-way line of 7th Street; thence South along the West right-of-way line of 7th Street to the South right-of-way line of White Avenue; thence East along the South right-of-way line of White Avenue to the West right-of-way line of the North-South alley in Block 93, City of Grand Junction; thence South along the West right-of-way line of the North-South alleys in Blocks 93, 106, 115, and 128, City of Grand Junction, to the North right-of-way



line of Ute Avenue; thence West along said Ute Avenue to the Southwest Corner of Block 10, Mobley's First Subdivision; thence West along the Southwest line of Block 10 to the Northwest Corner of said Block 10; thence North along the section with the southerly projection of the East line of Block 10 to the East line of Spruce Street; thence North along said East line to the Northwest Corner of Block 10, Mobley Subdivision; thence Northwesterly to a point 415.8 feet West and South  $41^{\circ}03'$  East 68.97 feet from the Northeast Corner of the Southeast  $1/4$  and Southeast  $1/4$  of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North  $89^{\circ}57'$  West for 271.8 feet along a line parallel to the North line of the Southeast  $1/4$  of the Southeast  $1/4$  of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North  $53^{\circ}03'$  West 16.66 feet; thence North  $53^{\circ}03'$  West 70 feet to the Easterly right-of-way of the County Road to the East of the right-of-way of the Denver and Rio Grande Western right-of-way; thence Northwesterly along the Easterly right-of-way of said County Road to the South right-of-way of State Highway 340; thence Northeasterly along the Southern right-of-way of State Highway 340 to the Northwest Corner of Lot 9, Block 1, Richard D. Mobley's First Subdivision; thence South along the West line of said Lot 9 to the Southwest Corner; thence South to the center line of vacated alley; thence 25 feet East; thence North to a point 78 feet South of the North line of said Block 1; thence East to a point  $7\frac{1}{2}$  feet West of the East line of Lot 11, Block 1, Richard D. Mobley's First Subdivision; thence North to the South right-of-way line of State Highway 340; thence along the South right-of-way line of State Highway 340 and Grand Avenue to the Point of Beginning.

However, excluding from the Downtown Development Authority of Grand Junction all of Block 5 of Richard D. Mobley's First Subdivision, and Lots 1 to 5, inclusive, of Block 4, Richard D. Mobley's First Subdivision, and Lots 12 to 16, inclusive, of Block 4, Richard D. Mobley's First Subdivision except the North 50 feet of Lots 12 to 16, exclusive of the West 15 feet of said North 50 feet of Lot 12.

And also excluding from the boundaries of the Grand Junction Downtown Development Authority that part of Tract 8, AMENDED SURVEY OF THE LITTLE BOOKCLIFFE RAILROAD YARDS lying South and East of a line beginning at a point

on the East line of Tract 1 of AMENDED SURVEY OF THE LITTLE BOOKCLIFFE RAILROAD YARDS from which the East 1/4 Corner of Section 15, Township 1 South, Range 1 West of the Ute Meridian bears North  $44^{\circ}11'$  East 901.66 feet; thence North  $89^{\circ}58'$  West 126.0 feet; thence South  $0^{\circ}01'$  East 347.5 feet to a point on the South line of said Tract 8 which is the terminal point of said line; and also excluding from the boundaries of the Downtown Development Authority of Grand Junction, all of Tract 9 except that part of said Tract 9 included within the following described parcel:

That part of Tracts 1, 2, 3, 8, and 9 of AMENDED SURVEY OF THE LITTLE BOOKCLIFFE RAILROAD YARDS described as follows:

Beginning at a point on the East line of said Tract 1 from which the East 1/4 Corner of Section 15, Township 1 South, Range 1 West of the Ute Meridian bears North  $44^{\circ}11'$  East 901.66 feet; thence North  $89^{\circ}58'$  West 126.0 feet; thence South  $0^{\circ}01'$  East 197.50 feet to the centerline of the railroad spur track; thence South  $89^{\circ}58'$  East 126.00 feet along said centerline; thence North  $0^{\circ}01'$  West 197.50 feet to the point of beginning.

TOGETHER with an easement over and across a strip of land extending South from the property hereby described to a line 3 feet South of and parallel to the South line of said railroad spur track.

EXHIBIT "B"

DESCRIPTION OF THE PLAN OF DEVELOPMENT AREA WITHIN  
WHICH TAX INCREMENT FINANCING WILL BE USED

Beginning at the Northwest Corner of Wilsons Subdivision of Block 2 of Mobleys Subdivision; thence East along the South right-of-way line of Grand Avenue to the North Corner point common to Lots 9 and 10 of Block 78, City of Grand Junction; thence South along the common line of Lots 9 and 10 and the common line of Lots 15 and 16 all in Block 78, City of Grand Junction, to the North right-of-way line of White Avenue; thence East to the East right-of-way line of 2nd Street; thence South to the North right-of-way line of the East-West alley in Block 98; thence East along the North line of the East-West alley Block 98, City of Grand Junction, to the West right-of-way line of 3rd Street; thence North along the West right-of-way line of 3rd Street to the South right-of-way line of Grand Avenue; thence East along the South right-of-way line of Grand Avenue to the East right-of-way line of 5th Street; thence South along the East right-of-way line of 5th Street to the North right-of-way line of the East-West alley in Block 82, City of Grand Junction; thence East to the Southwest Corner of Lot 13, Block 82, City of Grand Junction; thence along the West line of Lot 13, Block 82, City of Grand Junction to the South right-of-way line of Grand Avenue; thence East along the South right-of-way line of Grand Avenue to the East line of Lot 16, Block 82, City of Grand Junction; thence South along the East line of said Lot 16 to the North right-of-way line of the East-West alley in Block 81; thence East along the North right-of-way line of the East-West alley in Block 82 and 83 to the West line of Lot 9, Block 83, City of Grand Junction; thence North along the West line of said Lot 9 to the South right-of-way line of Grand Avenue; thence East along the South right-of-way of Grand Avenue to the West right-of-way line of 7th Street; thence South along the West right-of-way line of 7th Street to the South right-of-way line of White Avenue; thence thence East along the South right-of-way line of White Avenue to the West right-of-way line of White Avenue to the West right-of-way line of the North-South alley in Block 93, City of Grand Junction; thence South along the West right-of-way line of the North-South alleys in Blocks 93, 106, 115, and 128,

City of Grand Junction, to the North right-of-way line of Ute Avenue; thence West along the North right-of-way line of Ute Avenue to the Southwest Corner, Block 10, Mobley Subdivision; thence Northwest along the Southwest line of Block 10, Mobley Subdivision to the intersection with the southerly projection of the East right-of-way line of Spruce Street; thence North along said East line to the Northwest Corner, Block 10, Mobley Subdivision; thence Northwesterly to a point which lies 415.8 feet West and South  $41^{\circ}03'$  East 68.97 feet from the Northeast Corner of the Southeast  $1/4$  and Southeast  $1/4$  of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North  $89^{\circ}57'$  west for 271.8 feet along a line parallel to the North line of the Southeast  $1/4$  of the Southeast  $1/4$  of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North  $53^{\circ}03'$  West 16.66 feet; thence North  $53^{\circ}03'$  West 70 feet to the Easterly right-of-way of the County Road to the East of the right-of-way of the Denver and Rio Grande Western right-of-way; thence Northwesterly along the Easterly right-of-way of said County Road to the South right-of-way of State Highway 340; thence Northeasterly along the Southern right-of-way of State Highway 340 to the Northwest Corner of Lot 9, Block 1, Richard D. Mobley's First Subdivision; thence South along the West line of said Lot 9 to the Southwest Corner; thence South to the centerline of vacated alley; thence 25 feet East; thence North to a point 78 feet South of the North line of said Block 1; thence East to a point  $7\frac{1}{2}$  feet West of the East line of Lot 11, Block 1, Richard D. Mobley's First Subdivision; thence North to the South right-of-way line of State Highway 340; thence along the South right-of-way line of State Highway 340 and Grand Avenue to the Point of Beginning.

However, excluding from the Downtown Development Authority of Grand Junction all of Block 5 of Richard D. Mobley's First Subdivision, and Lots 1 to 5, inclusive, of Block 4, Richard D. Mobleys' First Subdivision, and Lots 12 to 16, inclusive, of Block 4, Richard D. Mobley's First Subdivision except the North 50 feet of Lots 12 to 16, exclusive of the West 15 feet of said North 50 feet of Lot 12.

And also excluding from the boundaries of the Grand Junction Downtown Development Authority that part of Tract 8, AMENDED SURVEY OF THE LITTLE BOOKCLIFFE RAILROAD YARDS from which the East  $1/4$  Corner of Section 15,

Township 1 South, Range 1, West of the Ute Meridian Bears North 44°11' East 901.66 feet; thence North 89°58' West 126.0 feet; thence South 0°01' East 347.5 feet to a point on the South line of said Tract 8 which is the terminal point of said line; and also excluding from the boundaries of the Downtown Development Authority of Grand Junction, all of Tract 9 except that part of said Tract 9 included within the following described parcel:

That part of Tracts 1, 2, 3, 8, and 9 of AMENDED SURVEY OF THE LITTLE BOOKCLIFFE RAILROAD YARDS described as follows:

Beginning at a point on the East line of said Tract 1 from which the East 1/4 Corner of Section 15, Township 1 South, Range 1 West of the Ute Meridian bears North 44° 11' East 901.66 feet; thence South 0°01' East 197.50 feet to the centerline of the railroad spur track; thence South 89°58' East 126.00 feet along said centerline; thence North 0°01' West 197.50 feet to the point of beginning.

TOGETHER with an easement over and across a strip of land extending South from the property hereby described to a line 3 feet South of and parallel to the South line of said railroad spur track.

And except the following parcels:

Lots 11 to 16, inclusive, in Block 83, City of Grand Junction, Mesa County, Colorado; and

The North 75 feet of Lots 1, 2, and 3 of Block 104, City of Grand Junction, Mesa County, Colorado; and

Lots 17 to 25, inclusive, in Block 102; Lots 17 to 32, inclusive, in Block 103, Lots 17 to 32, inclusive, in Block 104; Lots 16 to 30, inclusive, except all the East 71.95 feet of Lots 16 to 20, inclusive, except the North 30 feet of the East 71.95 feet of Lots 16 to 20 inclusive, in Block 105; Lots 1 to 15, inclusive, except the East 50.45 feet of Lots 11 to 15, inclusive, in Block 116; Lots 1 to 16 inclusive, in Block 117; and Lots 1 to 16, inclusive, in Block 118, all in the City of Grand Junction, Mesa County, Colorado.



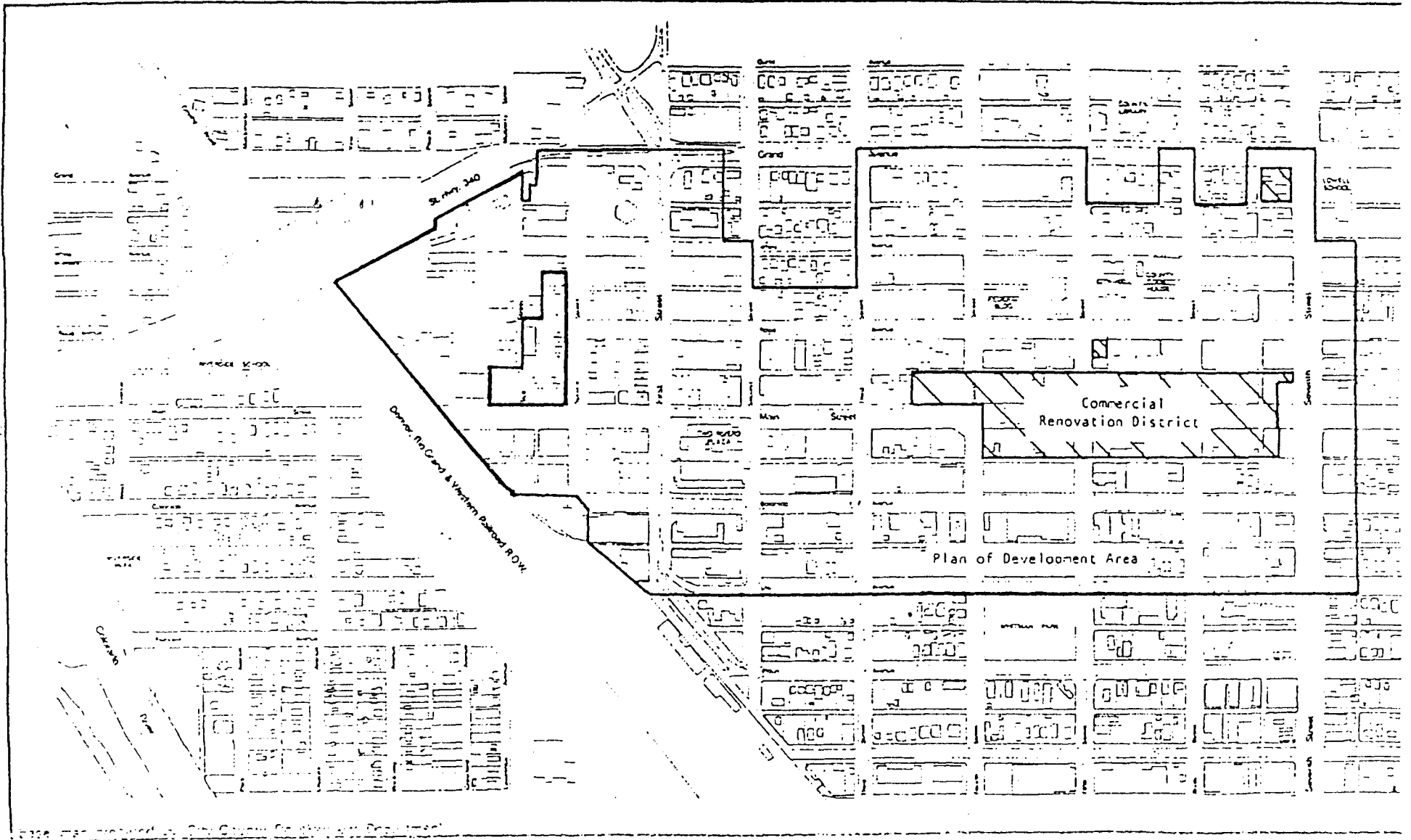
EXHIBIT "C"

DESCRIPTION OF THE COMMERCIAL RENOVATION DISTRICTS

Lots 11 to 16, inclusive, in Block 83, City of Grand Junction, Mesa County, Colorado; and

The North 75 feet of Lots 1, 2, and 3 of Block 104, City of Grand Junction, Mesa County, Colorado; and

Lots 17 to 25, inclusive, in Block 102; Lots 17 to 32, inclusive, in Block 103, Lots 17 to 32, inclusive, in Block 104; Lots 16 to 30, inclusive, except all the East 71.95 feet of Lots 16 to 20, inclusive, except the North 30 feet of the East 71.95 feet of Lots 16 to 20, inclusive, in Block 105; Lots 1 to 15, inclusive, except the East 50.45 feet of Lots 11 to 15, inclusive, in Block 116; Lots 1 to 16 inclusive, in Block 117; and Lots 1 to 16, inclusive, in Block 118, all in the City of Grand Junction, Mesa County, Colorado



SECTION III

STATUTORY REQUIREMENTS FOR ADOPTION AND IMPLEMENTATION  
OF A DOWNTOWN DEVELOPMENT AUTHORITY PLAN OF DEVELOPMENT WHICH INCLUDES  
BOTH RENOVATION DISTRICTS AND A PLAN OF DEVELOPMENT AREA WITHIN WHICH TAX  
INCREMENT FINANCING WILL BE USED

A. GENERAL

1. Revitalization of a downtown area is a time-consuming and dynamic process. The results of the planning phase may influence the downtown environment for years, and it is, therefore, necessary that those affected by a plan of development are provided adequate opportunity to voice their suggestions and concerns for the future of "their" downtown. The minimum requirements are those dictated by Colorado law.

2. The following summarizes the statutory requirements for adoption of this Plan of Development and indicates the date of completion of this Plan. Additionally, also shown are the other opportunities provided for input into the Plan and optional activities undertaken to assure maximum public input as well as compliance with the policies of the City Council.

<u>B. DATE OF ACTION</u>	<u>C. STATUTORY REQUIREMENTS</u>	<u>D. OPTIONAL ACTIVITIES</u>
1. 1/19/77	Resolution authorizing election of formation of DDA	
2. 2/8/77	Election	
3. 3/16/77	City Ordinance No. 1669 , establishing DDA State Statute 31-25-804	
4. 6/2/80		Employment of consultants to study and analyze land use, urban design, parking, traffic, and market conditions
5. 8/21/80		Formation of Downtown Action Committee to Provide input on Plan of Development

<u>B. DATE OF ACTION</u>	<u>C. STATUTORY REQUIREMENTS</u>	<u>D. OPTIONAL ACTIVITIES</u>
(Continued)		
6. 4/15/81		Adoption by City Council of Policy Resolution for downtown
7. 10/2/81		Public presentation by Johnson, Johnson & Roy, Inc. of their conclusions concerning the downtown area
8. 10/7/81		Discussion with County Assessor and Treasurer concerning implementation of tax deferral and tax increment financing
9. 10/28/81	Meeting with school district personnel seeking their advice and comments on tax increment financing 31-25-807 (3)(d)	
10. 11/6/81		Review of Downtown Development Strategy Plan by DDA Board of Directors and invitation to Mesa County Commissioners to attend for explanation of Plan concept including tax increment financing
11. 11/11/81		Published notice of meeting of DDA Board to consider and adopt Plan of Development after public input
12. 11/11/81		Presentation of Plan to local architects, engineers, and planners
13. 11/13/81		Public meeting of DDA Board concerning Plan of Development concept

B. DATE OF ACTION

C. STATUTORY REQUIREMENTS

D. OPTIONAL ACTIVITIES

(Continued)

- |  |  |
|--|--|
| 22. Upon adoption of Plan of Development | Freezing of Ad Valorem tax base and sales tax base as of effective date of Plan<br>31-25-807(3)  |
| 23. To be determined during 1982         | Resolution of DDA Board to have election for pledging of tax increment funds<br>35-25-807(3) (b) |
| 24. To be determined during 1982         | Approval by City Council of election at least 30 days prior to election<br>35-25-807(3) (b)      |
| 25. To be determined during 1982         | Election - qualified electors of district<br>35-25-807(3) (b)                                    |
| 26. To be determined during 1982         | City Council adoption of ordinance authorizing the issuance of bonds                             |
| 27. To be determined during 1982         | Bonds issued for project   |



## SECTION IV

### EXISTING CONDITIONS WITHIN THE BOUNDARIES OF THE DOWNTOWN DEVELOPMENT AUTHORITY

#### A. RESULTS OF THE ANALYSIS OF EXISTING CONDITIONS

1. Johnson, Johnson & Roy, Inc., concluded that a Downtown Development Strategy Plan was needed because: "Within the downtown area, there exist clear measures of blight and deterioration, which require improvements to ensure the economic well-being and quality of life of all our residents. We have a substantial number of deteriorating structures; some of these suffer from structural blight, some from functional blight. Although our street system is generally wide and adequate, we face circulation problems which call for simplification. The utility systems serving our downtown must be replaced both for our safety and our future growth. Most of all, we need to grasp the opportunity to bring life back into the downtown area through the addition of sound housing and attractive commercial and office space."

2. Among the many factors presently existing within the boundaries of the Downtown Development Authority which led Johnson, Johnson & Roy, Inc. to the above conclusion are:

a. Any increase in intensity of development or redevelopment will require replacement and upgrading of present utilities, including replacing and upgrading of water and sewer lines;

b. A present need for parking locations which provide reasonable location distribution of long and short term parking as well as effectively provide for long term parking.

c. A present combination of one-way streets and restricted turning intersections along Main Street which requires one to travel four to six blocks to find a parking space and which often prevents one from getting to visible parking lots on cross streets and inhibits the ability to reach offstreet lots;

d. Potential development sites at which ownership has not been consolidated and where the potential major development parcels are divided by alleys and streetways;

e. Present zoning classifications which do not always make it possible to attract the desired type of redevelopment;

f. Existing land use of adjacent parcels and existing zoning are not such as to encourage successful redevelopment of multiple family housing;

g. ~~Fragmented ownership~~ and land prices which put the area at a disadvantage in attracting new builders;

h. Lack of high quality lodging;

i. Areas adjacent to the DDA which contain areas that no longer fulfill their original function, and which are unattractive, at times unsafe, and provide a loitering spot for transients, such as Whitman Park; and

j. Upper stories of most downtown structures which are generally underutilized as activity generators for the downtown area because of their present use as storage areas.

#### B. ADDITIONAL FACTORS

1. In addition to the above factors, other factors indicate that, despite the traditional advantages of the central business district over other locations because of its core of governmental, financial, and related activities, the central business district is no longer able to attract new development or redevelopment.

2. The area within the boundaries of the Downtown Development Authority has traditionally been a strong retail area for the City. However, at the present time there are vacant buildings, not presently undergoing redevelopment or conversion, at the corners of 5th and Main, 2nd and Colorado, 4th and Main, and 3rd and Main. At the present time approximately one square foot of each five available for retail space is vacant since there is presently a retail vacancy rate of approximately 18.8% even though retail space is in high demand in other areas. Each square foot of vacant retail space means that there is lost revenue to the property owner, a loss in the entire spectrum of retail goods available to the consumer, and a loss of consumer-attracting businesses.

3. The downtown area is also an old area. Although there has been some new construction within the last 10 years, approximately 85% of all the structures are older than 30 years old. There have been three periods

of significant construction downtown: 1887 to 1894, 1907 to 1922, and 1946 to 1952. Because of the different building requirements during these periods, these older buildings, unless renovated, remodeled, or redeveloped, contain structural hazards to health and safety. For example, the large windows used on older buildings to provide sunlight and ventilation, now create safety problems because of the easy access they may provide for burglars and transients, and the high ceiling of many older buildings may provide more air space for combustible matter.

4. The decline of the downtown central business district can best be seen in a comparison of the sales income and assessed valuation of property in the last three years. Sales taxes collected in the central downtown area along both sides of Main Street have fallen from \$408,088 in 1979 to \$384,140 in 1980 and \$304,338 in 1981, during the first eight months of each year. This reflects that the share of the city-wide retail market in this area has fallen from 13.23% to 7.24%.

5. This reduction in sales tax revenue is not due to a change of use, for the total assessed valuation of property has also declined. Although the total assessed valuation of real property within the boundaries of the Downtown Development Authority increased by 5.85% because of substantial inclusions of new property in the Downtown Development Authority, the assessed value of personal property fell by 31.80% and the overall assessed value fell by 9.02%. This decline in tax revenues, when viewed against the massive development occurring on Horizon Drive and in other areas, indicates that the central business district is failing to keep pace with the rest of the county.

6. All of these factors indicate that the conclusion by Johnson, Johnson & Roy, Inc., that blight exists within the downtown area, applies to the property within the Downtown Development Authority. Under Colorado law, a blighted area is not equated with what is traditionally thought of as a "slum", but, rather is an area in which sound growth, adequate housing provisions and the public health and welfare are impaired because of the type of structures and the land upon which they are located as well as other unsanitary, or unsafe conditions.

### C. PUBLIC INPUT

1. During public meetings and through discussion with City officials, other potential problems have been identified. These problems vary in severity. Some problems are scheduled to be remedied by work programs in the future, while others are not scheduled for corrective action. The problems include:

a. Combined sanitary and storm sewers in the downtown area have the potential to back up into the drains of property owners after extreme rains, thereby creating an unsanitary condition. Any future sewer construction would require the installation of separate lines.

b. There are deteriorating underdrains in the Shopping Park along Main Street from 3rd to 5th.

c. There are sidewalks in a deteriorating condition on the southeast corner of 5th and Rood and on the 200 block between Main and Colorado.

d. The street lighting in the Shopping Park is on tall poles, but since the vegetation is now quite large on Main Street, little light reaches the sidewalks and walkways creating a potential public safety hazard.

e. There are no north-south water mains on 2nd, 3rd, and 4th and the east/west mains on Grand, White, and Rood are no larger than 6 inches, thereby providing limited supplies which are not adequate under present codes for adequate fire protection levels.

f. Public officials are aware that the foundation work on some of the older buildings have deteriorated in the past or are presently in a deteriorated condition. For example, one of the buildings has wooden piles which rotted because of a fluctuating water table. During the Main Street water main break, extensive damage occurred because of the old style, porous foundations.

g. The alleys in the downtown area are still major delivery and service routes; however, heavy pedestrian traffic has been encouraged by the use of walkthroughs at the U. S. Bank building and on the northside of the 600 block, and by the placement of parking areas across an alley from business establishments. Many businesses have encouraged the use of back doors as the most direct entrance from a parking area to their establishment. However, the alley surfaces are often uneven and not adapted to pedestrian travel, there are no crosswalks, the lighting at night is inadequate.

quate, and during business hours there is a flow of both delivery trucks and trash collection trucks which pose a potential threat to pedestrians.

2. The combination of these problems and those identified by Johnson, Johnson & Roy, Inc., presents a picture of large scale future problems as growth occurs in the community, creating a greater demand upon downtown facilities. Both public and private development will be needed to keep the downtown from further deterioration.



m. Construction Management: This is provided by either a skilled public agency or private sector specialists. It can help to assure completion of a project on time and within budget, and on complicated projects may become an absolute necessity.

n. Supervision of Project Planning and Design: This is the responsibility of the City and DDA and calls for both the establishment of a close working relationship between public and private professionals and an understanding by both of the goals and performance needs of the other.

#### B. IMPLEMENTATION TOOLS

A wide variety of tools are available to the City of Grand Junction and the Downtown Development Authority for the implementation of this Plan.

1. Most important of these to the implementation of this Plan of Development is the Downtown Development Authority. Under Colorado legislation, the Downtown Development Authority has the power to acquire by purchase, lease, license, option or otherwise, any property and to improve land and to construct and operate buildings and other improvements on it as well as to act as solicitor by any property owned by or under its control. The Authority can issue revenue bonds for the purpose of financing its development facilities.

2. Industrial development bonds, issued by the City after review by the industrial bond committee, are also an extremely powerful tool, which, to date, have not been directed in significant form to the downtown area.

3. Tax increment financing is an extremely important tool for the implementation of this Plan of Development. Tax increment financing can provide for the construction of public facilities in the Plan of Development area and for property acquisition for public or private redevelopment. A Plan of Development area is established by this Plan. An election is required to authorize issuance of bonds. TIF bonds, however, cannot be expected to fund all of the projects.

4. General improvement districts offer an opportunity to fund public improvements. General improvement districts may be of importance here as an overlay to allow wider improvement throughout the downtown area. General improvement districts become a taxing unit with the power to construct or install public improvements including off-street parking facilities.

5. The City also has the power to establish and maintain a pedestrian mall under the Public Mall Act of 1971. This act provides for both fully

pedestrian, or pedestrian/vehicular transit malls such as the existing Shopping Park. The City could conceivably employ this act to provide for the construction and payment for improvements throughout a general improvement district or a smaller commercial renovation area. The statute authorizes the City to levy a special assessment against property within the district to be expended for the maintenance, operation, repair or improvement of the mall.

6. Parking revenue bonds can be issued by the City to provide for the construction, maintenance and operation of public parking facilities, buildings, stations or lots and to pay for their costs by a general tax levy or otherwise by the issuance of revenue bonds. The principal and interest on such revenue bonds can be paid for solely out of revenues assessed and collected as rentals, fees, or charges from the operation of such facilities or from parking meter renewals, rentals or charges.

7. The City also has the authority, under the Public Parks Act, to establish, maintain and acquire land necessary or proper for boulevards, parkways, avenues, driveways and roadways, or for park or recreational purposes for the preservation and conservation of sites, scenes, open spaces, and vistas of scientific, historic, aesthetic or other public interest. Monies in the park fund can also be used for the maintenance and improvement of parks, parkways, boulevards, avenues, driveways and roads.

8. The City and the Downtown Development Authority have the authority to enter into long-term rentals and lease-holds, both for undeveloped or improved property. In addition, intergovernmental cooperation agreements can be used to establish and provide for joint use of public services or facilities.

9. A local, nonprofit development corporation may be necessary to provide coordination for large, private, multi-property developments. Industrial Development, Inc., is currently established as a nonprofit development corporation, but additional corporations such as this may be necessary and should be encouraged if coordination can be ensured.

10. The Capital Improvements Program established by the City and the County are major tools for insuring that public improvements are installed and maintained consistent with the goals and priorities of the community. Downtown projects should be set aside in a separate category, and prioritized on an annual basis.

11. By state statute, deferral of property tax assessments is available to owners of certain older buildings who improve their property through renovation. This is available for private home owners without special designation of their areas as a renovation district. For commercial property owners, a commercial renovation district is established under this Plan.

12. Urban development action grants, and community development block grants are federal programs offering assistance for a wide range of development and renovation activities. There are strict qualification requirements, and each year's funding level is subject to changes in federal policy and national economic shifts.

13. Main Street Program technical assistance, and historic structure designation are programs under the auspices of National and State Historic groups. Incentives for the preservation and judicious re-use of historic buildings are available, and geared to the needs of private owners.

14. Conventional financing is the normal course for most development projects. Recent interest rate fluctuations have led to greater use of devices such as the reduced rate loan pool established by the Authority.

15. Various other federal and state agencies offer specialty grant or technical assistance services for public improvement. Here, these can include: Federal Highway Administration and Urban Mass Transit Administration grants; Joint Budget Committee decision and expenditure; Colorado Energy Impact Assistance funds; Housing Authorities at the local, state and federal level; Colorado highway users trust fund.

#### C. IMPLEMENTATION-STEPS

The following list of actions will need to be taken, not necessarily in this order to implement this Plan.

1. The first step in the implementation strategy is the adoption of the Authority's Plan of Development and the continuation of the planning process. The agencies primarily responsible for this are the City and the Downtown Development Authority. Special studies and plans need to be developed for the following:

- a. Parking Management
- b. Design Guidelines for Downtown
- c. Landscape and Street Lighting Plan

- d. Zoning and Development Control Revisions
- e. Traffic Management
- f. Retail Mix and Recruitment
- g. Detailed Improvement Designs
- h. Housing Rehabilitation

2. The City should designate the Downtown Development Authority as the planning implementation agency for these projects.

3. The City and DDA will develop a detailed downtown implementation strategy and an annual work program based on fundable projects and activities. Specific planning and improvement projects will be paired with appropriate funding mechanisms.

4. The City and the DDA will hold a tax increment financing bond election.

5. The DDA and the City will prequalify for selected state and federal assistance programs. Although the exact use of these programs at the moment may not be clear, it is important that the City establish itself as qualified and interested in these funding programs for the implementation of this Plan of Development.

6. The DDA and the City will design and implement funding mechanisms for the commercial renovation district. These include those programs currently in place, such as the Low Interest Commercial Loan Pool and others which will require research and development.

7. The City and the DDA will prepare and consider for adoption revisions to the zoning ordinance. The DDA will be included in the Site Plan Review Process for all activities in the downtown.

8. The City, with DDA assistance, will provide industrial development bond financing for projects in the downtown in accordance with state and federal law.

9. The DDA and the City will coordinate market analysis studies, site plan designs, and packaging for projects such as the multi-use office/hotel/convention center.

10. The DDA, the City, and the Grand Junction Housing Authority will coordinate the development of market analysis studies, design studies, and packaging of properties for housing redevelopment projects where appropriate.

11. The DDA and the City will coordinate the market analysis, design planning, and packaging for the entry development project area.

12. The City and the DDA will coordinate selection of the state office building site and provide planning assistance for the state office building.

13. The DDA will need to coordinate design and development in a number of other redevelopment project areas, and should be aware of and anticipating the development of these.

14. The DDA with private sector assistance, will need to design and incorporate a local, private, non-profit development corporation. This corporation may be established for special projects, or may in fact begin to serve as an overall private partner to the Downtown Development Authority. The local development corporation could begin to coordinate implementation of the development of the downtown, taking some of the burden from the publicly financed DDA.

15. The City and DDA will adopt a parking management plan and may need to develop, adopt, and implement a parking district and a future parking development plan. Financing mechanisms for this include parking revenue bonds. A special study will be conducted to ensure that parking is provided and financed in a way amenable to downtown redevelopment.

16. The City and DDA will implement parking district improvements including property acquisition and constructing structures funded by parking revenue bonds, tax increment bonds, other sources or a combination of mechanisms.

17. The City, the DDA, the County, State and Federal governments and the school district could establish intergovernmental cooperation agreements for the joint provision and use of facilities and services. Such an example may occur in the governmental office district for the provision of parking or other maintenance, or property/street improvement activities.

18. The City, with the cooperation of the County, DDA and other agencies, needs to establish priorities and funding for federal and state urban transportation systems. These may include improvements to those major state highways bypassing or going through the downtown. It may require application or involvement with the Federal Highway Administration, the State Highway Users Trust Fund, the Colorado Department of Highways, the Federal



Urban Mass Transportation Administration and perhaps the state's Energy Impact Assistance funds.

19. The City and DDA should establish financing for park, boulevard, median and landscaping improvements. The funding mechanisms for these, in addition to highway construction sources, may include the Public Parks Act which would allow this kind of construction. The City does not currently take advantage of this financing mechanism.

20. The City and the DDA should research, evaluate and develop special land development regulations for the downtown that combine development incentives and design guidelines with regulations. Considerable legal research will be necessary and modification to existing administrative systems may be necessary. This could include exploration of feasibility of transferrable development rights, condominium law applications to private home improvements, and the use of air rights in certain congested areas of the downtown.

21. The Downtown Development Authority's interim Plan of Development relating to street vendors, attached hereto as Appendix H, adopted by the Authority Board and City Council in response to Grand Junction City Ordinance Number 1989, is hereby made a part of this Plan of Development.

SECTION VII  
PUBLIC FACILITIES

A. GENERAL

1. As mentioned in Section VI., the construction of public facilities and improvements can be used to support and encourage private redevelopment activities. Private redevelopment will encourage further reinvestment by the private sector. The result will be increased property values, increased tax revenues to the City, and reinforcement of land uses and business activities adjacent to the public facilities and improvements constructed as a result of this Plan.

2. A number of public works improvements will be undertaken to implement this Plan by the City and the Authority. Some of the improvements could be financed solely from tax increment revenues. Others could be financed with other available financing tools, i.e., special assessments, revenues bonds, general fund appropriations, general improvement districts, lease purchase, federal and state grant and loan programs and others. Some projects may be financed utilizing a combination of funding mechanisms.

3. The public improvements will be constructed to complement and provide incentives for private development. Scheduling the various public improvements will depend on the area and intensity of private sector redevelopment, the scheduling of the City's Capital Improvement Program, and the availability of tax increment and other financing mechanisms. The City and Authority will install and construct, or cooperate as appropriate with other public or private agencies, in the installation and construction of such public improvements, public facilities and utilities as are necessary to carry out this Plan. Such improvements, facilities, and utilities include, but are not limited to, any streets, parks, plazas, parking facilities, playgrounds, pedestrian malls, rights-of-way, structures, waterways, bridges, lakes, ponds, canals, utility lines or pipes, and buildings, including access routes to any of the foregoing, designed for use by the public generally or used by any public agency with or without charge, whether or not the same is revenue-producing. Improvements will be undertaken whenever possible in conjunction with and as an incentive for private redevelopment projects.

However, redevelopment priorities of the City and DDA, available funding and other demands, not the requests of redevelopers will determine the schedule of public improvement projects.

3. A more detailed description of the public facilities and improvements follows. Individual facilities and improvements will be further defined in the Public Improvement Design Guidelines and project specific implementation plans and specifications. The location of many of the projects listed in Section VII.B. below are identified by number in Exhibit E. on Page 43.

#### B. PROJECTS

1. Renovation of the Main Street Shopping Park. In addition to the improvement of facades along the shopping core being funded by the loan pool administered by the Downtown Development Authority, improvements to the landscaping, street furniture, and lighting will be accomplished.

2. Improvements to Alleyways. The improvements to alleyways include undergrounding utility systems, a general clean-up of the area, resurfacing, and improvements to pedestrian through-paths and parking areas.

3. Improvements to Rood Avenue. The 19.5 foot traffic lanes will be narrowed to 12 feet, and canopy trees and landscaping improvements will be added. The street will be returned to two-way traffic.

4. Improvements to Colorado Avenue. Traffic movement lanes will be narrowed from 19.5 to 12 feet, canopy trees and street landscaping improvements will be added. The street will be returned to two-way traffic.

5. Improvements to Seventh Street. This involves the extension of the boulevard from Grand to South. It will require minor alterations to parking along Seventh and the installation of a landscaped boulevard down the center of Seventh. It will require minor narrowing of the traffic lanes and will improve the movement of traffic along Seventh.

6. Restoration of Whitman Park. Although Whitman Park is not presently within the Authority's boundaries, it is hoped that it will become part of the DDA within the near future because of its influence upon adjacent DDA property. The improvements proposed to Whitman Park include clean-up and modification of the landscape and improvements to the lighting to improve safety and reduce loitering. These improvements will enhance its use as a neighborhood park for potential future housing development.

7. Extension of the Shopping Park. The Shopping Park will be extended into the 200 block of Main Street and a plaza could be constructed at Second and Main to include a large sculptured fountain. This project will enhance Two Rivers Plaza and provide incentive for the future development of a multi-use hotel and office facility in close proximity to Two Rivers Plaza. It will also provide incentive for a performing arts complex at that location. It will be undertaken in conjunction with private development.

8. Relocation of Regional Bus Terminal. This terminal needs to be relocated to a site more appropriate for regional transportation, and to allow improvements in the neighborhood of its current site to occur. The project will involve site selection, acquisition and development, and could include clearance and acquisition of its current property.

9. Image Improvement at Seventh and Main. This project involves improvements in parking, lighting landscape, and signage at the entry to the Shopping Park. In the future, the site can serve as a community bus transfer point, dependent upon installation of a line haul bus facility program in Grand Junction.

10. Identify, Designate and Acquire Future Parking Facility Locations. The City and Authority will identify specific locations for future parking facilities and acquire and maintain these properties as development staging areas to encourage and provide incentive to future development.

11. Construct Parking Facilities. The City and Authority will build parking facilities (surface or multi-level) on appropriate designated sites to accommodate parking demand created by new development.

12. Expansion of the Museum of Western Colorado. The City and Authority will assist the Museum in identifying and acquiring a site to permit the expansion of the Museum facility. This could involve acquisition and resale or a long term property lease.

13. Public Building Sites. The City and DDA will identify, acquire and assemble sites or key parcels appropriate for the development of public buildings individually or in cooperation with other agencies desiring to undertake projects consistent with the objectives of this Plan and within the redevelopment areas designated in this Plan. Public buildings could include a state office building, City Hall, performing arts/civic events center, County offices and others.

14. Redevelopment Sites. The City and DDA will identify, acquire and assemble sites or key parcels appropriate for redevelopment projects (commercial, office, hotel, housing, etc.) for resale or lease to public or private developers desiring to undertake projects consistent with the objectives of this Plan and within the redevelopment areas designated in this Plan.

15. Utilities. The City will expand or replace municipal utilities (water distributions, sanitary sewer, storm sewer, lighting) where necessary and appropriate, and desirable to accommodate the utilities demands of redevelopment projects provided funds are available.

16. Right-Of-Way Acquisition. The City will acquire rights-of-way or easements where necessary to accommodate utility relocations and roadway and traffic circulation improvements.

17. Parks. The City and Authority will acquire sites for and develop parks, plazas, fountains and pedestrian walkways between parking areas and activity centers in accordance with the Downtown Development Strategy Plan and subsequent landscaping, public improvement and redevelopment plans.

18. Improvements to First Street. In cooperation with the State Highway Department, First Street will be landscaped and intersections improved to accommodate pedestrian traffic across First Street without adversely affecting traffic flow.

#### C. PRELIMINARY COST ESTIMATES

1. The following cost estimates are for typical block or work areas for several of the public improvement projects listed and are based upon current (October 30, 1981) construction costs. The individual unit costs used are slightly inflated to include approximately 10% contingency to cover related work but not itemized. These estimates were prepared without the aid of accurate existing condition surveys or detailed development plans. The estimates do not include any allowance for major underground work except as noted, or for unforeseen construction problems.



2. TYPICAL UNIT AND PER BLOCK COSTS

a. Main Street Shopping Park Upgrade Cost Estimate - Typical Block

1.) Work Items	Units	Cost/Unit	Total
Remove dead trees	6 EA	\$ 50.00 EA	\$ 300.00
Install low plantings planters	6 EA	150.00 EA	900.00
Remove existing planters	6 EA	150.00 EA	900.00
Prune existing trees	12 EA	80.00 EA	960.00
Paint existing shelters	Allow	500.00	500.00
Reconstruct brickwork	Allow	2,000.00	2,000.00
		Subtotal	<u>\$5,560.00</u>
		+ 25% contingency and general conditions:	<u>1,390.00</u>
			<u>\$6,950.00</u>
		Say:	\$7,000.00

2.) Construct Small Fountain Feature

Allow \$12,000 to \$25,000 each

b. Typical Alley Treatment Cost Estimate - Typical Block

1.) Site Improvements

Site Preparation

Remove alley pavement	940 SY	6.00 SY	5,640.00
Miscellaneous removals		Allow 1,000.00	<u>1,000.00</u>
			<u>\$6,640.00</u>

Utilities

Adjust existing m.h. covers	5 EA	100.00 EA	500.00
New inlets	2 EA	1,500.00 EA	<u>3,000.00</u>
			<u>\$3,500.00</u>

Sitework

New bituminous paint	620 SY	15.00 SY	9,300.00
New special concrete	2,900 SF	5.00 SF	14,500.00
Screen wall	210 LF	180.00 LF	37,800.00
Curb/seat wall	210 LF	50.00 LF	10,500.00
Entry trellis		Allow 5,000.00	5,000.00
Entry difectory		Allow 3,000.00	3,000.00
Pedestrian lights	7 EA	2,000.00 EA	<u>14,000.00</u>
			<u>\$84,100.00</u>

Landscape Furnishings

Flowering trees	10 EA	\$ 200.00 EA	\$ 2,000.00
Planting bed	1,260 SF	4.00 EA	5,040.00
Bench units	5 EA	400.00 EA	2,000.00
Irrigation	Allow	4,000.00	4,000.00
			<u>\$ 13,040.00</u>
		TOTAL:	<u>\$107,280.00</u>

Budget ranges from \$105,000 to \$135,000 per block.

Utility  
 Transformer  
 Secondary distribution  
 Allow

Budget ranges from \$45,000 to \$55,000 per block.

c. Road and Colorado Avenue Improvements Cost Estimate - Typical Block

1.) Site Improvements

Site Preparation

Remove existing street	1,130 SY	8.00 SY	9,040.00
Remove existing curb	1,040 LF	4.00 LF	4,160.00
Remove existing sidewalks	180 SY	5.00 SY	900.00
Remove existing lights	10 EA	250.00 EA	2,500.00
			<u>16,600.00</u>

Utilities

Adjust existing m.h. covers	16 EA	100.00 EA	1,600.00
Abandon existing inlets	6 EA	150.00 EA	9,000.00
New inlets and pipe	14 EA	1,500.00 EA	21,000.00
Miscellaneous	Allow	3,000.00	3,000.00
			<u>26,500.00</u>

Sitework

Concrete curbs	1,060 LF	10.00 LF	10,600.00
New brick/concrete walks	7,800 SF	4.50 LF	35,100.00
Concrete replacement	1,600 SF	2.00 SF	3,200.00
Street patching	100 SY	15.00 SY	1,500.00
30' lights	10 EA	3,000.00 EA	30,000.00
Brick crosswalks	1,600 SF	8.00 SF	12,800.00
			<u>93,200.00</u>

Landscape/Furnishings

Street trees	36 EA	500.00 EA	18,000.00
Tree grates	36 EA	350.00 EA	12,600.00
Benches	6 EA	800.00 EA	4,800.00
Trash receptacles	6 EA	350.00 EA	2,100.00
Low planters	8 EA	1,000.00	8,000.00
			<u>45,500.00</u>
		Subtotal	\$ 182,000.00

Budget ranges from \$180,000 to \$225,000 per block.

d. Seventh Street Boulevard Improvements Cost Estimate - Typical Block

1.) Site Improvements	<u>Units</u>	<u>Cost/Unit</u>	<u>Total</u>
<u>Site Preparation</u>			
Remove existing street	1,450 SY	\$ 8.00 SY	\$ 11,600.00
Remove existing curb	800 LF	4.00 LF	3,200.00
Remove existing walks (20%)	180 SY	5.00 SY	900.00
			<u>\$ 14,800.00</u>
 <u>Utilities</u>			
Adjust existing m.h.	10 EA	100.00 EA	1,000.00
Abandon existing inlets	6 EA	150.00 EA	9,000.00
New inlets and pipe	8 EA	1,500.00 EA	12,000.00
Miscellaneous	Allow	2,000.00	2,000.00
			<u>\$ 24,000.00</u>
 <u>Sitework</u>			
Concrete curbs	1,300 LF	10.00 LF	13,000.00
New brick/concrete walks	7,200 SF	4.50 SF	32,400.00
Brick crosswalks	2,400 SF	8.00 SF	19,200.00
30' lights	6 EA	3,000.00 EA	18,000.00
Median lights	4 EA	2,000.00 EA	8,000.00
Irrigation	Allow	4,000.00	4,000.00
			<u>\$ 94,000.00</u>
 <u>Landscape/Furnishings</u>			
Street trees (5" cal.)	18 EA	500.00 EA	9,000.00
Tree grates	18 EA	350.00 EA	6,300.00
Benches	4 EA	800.00 EA	3,200.00
Trash receptacles	4 EA	350.00 EA	1,400.00
Lawn planting	300 SY	3.00 SY	900.00
Low planters	6 EA	1,000.00 EA	6,000.00
			<u>\$ 21,400.00</u>
		Subtotal:	\$ 154,800.00

Budget ranges from \$155,000 to \$195,000 per block.

2.) New Traffic Signalization

Budget ranges from \$25,000 to \$32,000 per block.

3. ESTIMATED TOTAL COSTS FOR SAMPLE PROJECTS

The final cost figures are given in a range from the base estimated cost to a figure escalated 25% to cover many of the unknown conditions and requirements that often occur on projects of these types. Actual costs will not be known until specific project development plans have been completed and projects are ready for construction.

- a. Shopping Park Improvements, for the four block area on Main Street between Seventh and Third, including two small fountains:

\$22,000 - \$28,000  
24,000 - 50,000  
\$46,000 - \$78,000

- b. Alleyway Improvements, for the four blocks of alleys north and south of Main Street between Fourth and Sixth.

\$420,000 - \$540,000

- c. Rood Avenue Improvements between Fourth and Sixth

\$360,000 - \$450,000

- d. Colorado Avenue Improvements between Fourth and Sixth

\$360,000 - \$450,000

- e. Alleyway Improvements north and South of Main between Sixth and Seventh, and Third and Fourth

\$420,000 - \$540,000

- f. Seventh Street Improvements, from Grand to Colorado, not including signal support changes

\$620,000 - \$780,000

- g. Rood Avenue Improvements between Seventh and Sixth, and First and Fourth

\$720,000 - \$900,000

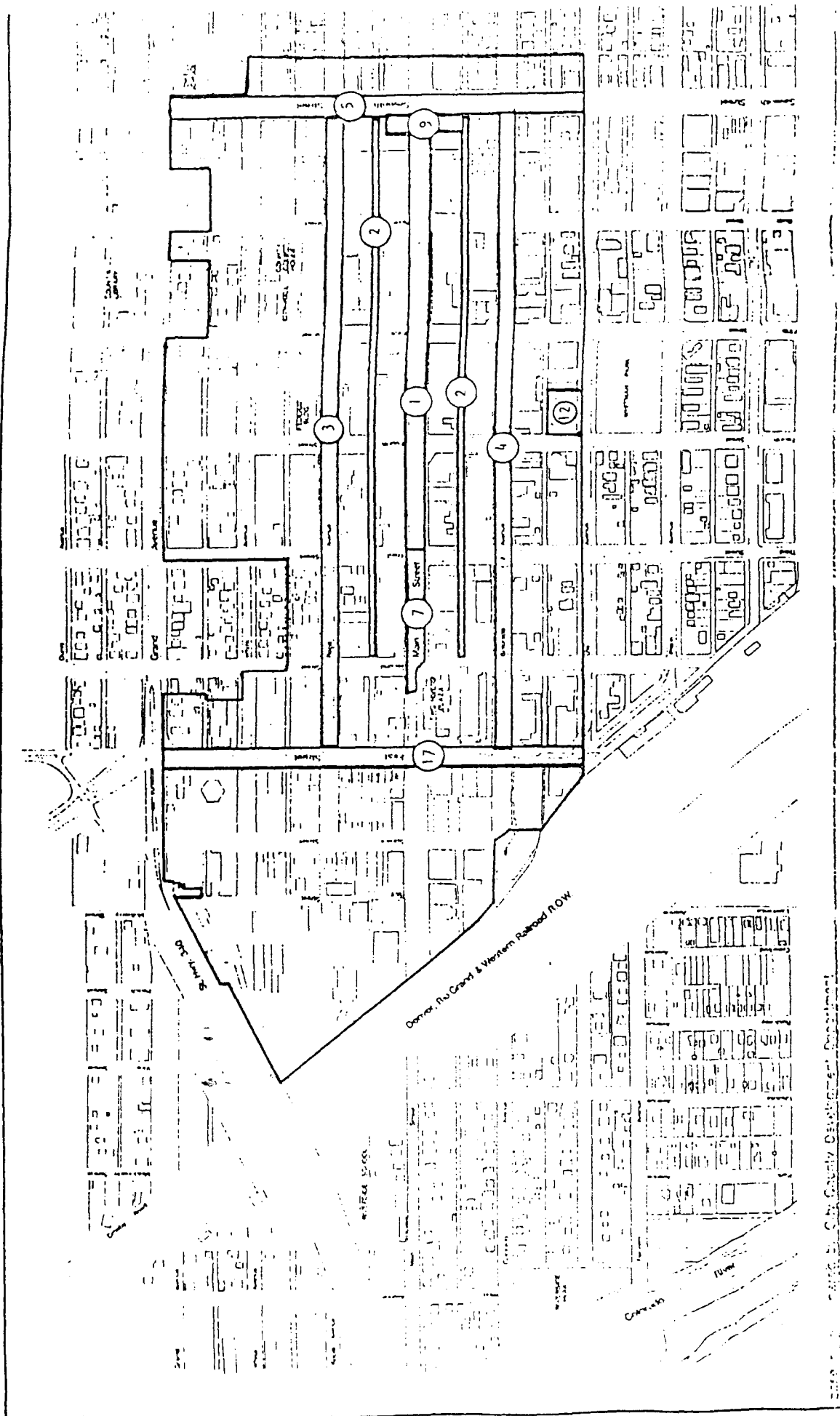
- h. Colorado Avenue Improvements between Seventh and Sixth, and First and Fourth

\$720,000 - \$900,000

- i. Seventh Street Improvements, from Colorado to Railroad Tracks

\$550,000 - \$685,000

As mentioned above, detailed costs of these and other projects will not be known until project specific planning and design has been accomplished. The cost of individual project planning and design has not been included in these estimates, but shall be included in the calculation of total cost for each project and may be financed in conjunction with the financing of the public improvement projects.



City of Denver, Public Works Department

EXHIBIT E PUBLIC IMPROVEMENT PROJECT LOCATIONS (NUMBERS REFER TO SOME OF THE PROJECTS LISTED IN SECTION VII, B.) DECEMBER, 1981



SECTION VIII  
REDEVELOPMENT AND RENOVATION PROJECT AREAS

A. GENERAL

1. The public facilities and improvements described in Section VII will provide some, but not all, of the needed incentives to the private sector to undertake desired redevelopment projects. Because of the difficulty in assembling small parcels with mixed ownerships into the large parcels necessary for redevelopment projects, the Authority and City will acquire key parcels and entire sites for priority redevelopment projects. Property so acquired can be cleared and prepared with utilities, surface treatment, landscaping and other amenities for lease or sale at fair value to redevelopers desiring to undertake a redevelopment project. Only qualified redevelopers submitting project plans consistent with this Plan and with any project specific criteria as determined by the Authority will be allowed to participate in projects on land acquired by the Authority and City.

2. The redevelopment areas, shown on the map in Exhibit F, establish a long-range land use and circulation framework for the future of the DDA Plan of Development area. Within each of the areas shown, redevelopment, both public and private, is intended to be predominantly concentrated within a certain type and to allow and provide for the redevelopment of properties at levels of intensity and density appropriate for the commercial and office center of the community. This Plan presents a flexible management concept for the downtown; the boundaries of the proposed areas make sense in light of today's opportunities, but must be regarded as indications of an intended future, not their literal representation.

3. This Plan will accommodate growth and change in two ways; by providing for the renovation and creative use of adaptable structures and properties which continue the community's heritage; and by providing for the redevelopment of properties unsuitable to further productive use and not providing a strong link to our heritage. It will concurrently balance downtown growth along both of these paths and proposes policies and programs which provide investment opportunities and returns to the community along both tracks.

4. The placement of public facilities, services and utilities described in Section VII will reflect this dual potential and future and provide a balance of incentives and management assistance.

5. Within each of the various areas shown in Exhibit F, growth management policies need to reflect the community's interests in sound property development. Sound principles of land planning need to be applied, and development concepts for district-wide areas need to be examined and re-examined.

6. The City and Authority, in accordance with Item A. 14. in Section VI of this Plan will acquire sites or key parcels appropriate for redevelopment projects. All purchasers of said sites or key parcels shall be obligated to develop the property in accordance with the provisions of this Plan and any design or development standards or criteria subsequently established by the City or Authority, to begin and complete the development of the property within a period of time which the Authority fixes as reasonable, and to comply with such other conditions as the City or Authority deem necessary to assure the achievement of the purposes of this Plan.

#### B. DESCRIPTIONS OF REDEVELOPMENT AREAS

1. Commercial Renovation District. The Shopping Park along Main Street is designated as a renovation district rather than redevelopment area, since the structures on Main Street provide strong opportunities for renovation rather than replacement. Historic district designation will be investigated, with the preservation of key structures a possibility in this area. Good building rehabilitation opportunities do exist. Restorations need to preserve architectural integrity, materials, sense of color, signage and the alignment of similar buildings elements.

2. Commercial Center Redevelopment Area. The Rood and Colorado corridors between Third and Seventh should be redeveloped with high intensity commercial emphasizing retail and service uses. Some properties will be appropriate for restoration or renovation work. This area is appropriate for the compatible integration of individual different uses.

3. Mixed-Use Redevelopment Area. Two Rivers Plaza provides an appropriate focus for a mixed-use development at the western terminus of the Shopping Park. This Plan calls for the combination of hotel, office and convention facilities

in a multi-block property, and proposes the use of parking lots for the staging and phasing of development and to insure flexibility in the trade and exchange of land. A multi-block project in this location could also provide for the performing arts or new state office facility. However, major projects in the mixed-use area will require an upgrading and replacement of current utility systems.

4. Primary Government and Professional Office Redevelopment Area. The existing City Hall, County Courthouse, Federal Building, Valley Federal building and Post Office, all north of Rood between Third and Sixth, offer the opportunities for significant massing of new government and professional office related buildings, the establishment of promenades and skyways connecting these buildings, and the location of a high-rise element for the skyline.

5. Secondary Government and Professional Office Redevelopment Area. The existing Police Station, Sheriff's Office, jail and Fire Station and available land offer the opportunity for new public safety, criminal justice, general government and associated professional office development.

6. Medium and Low Density Office Redevelopment Area. These areas should be developed at a smaller scale and intensity than the more central redevelopment areas with on-site parking and setbacks to provide a transition to existing older neighborhoods. Multi-family housing would be a compatible use in this area if the design is compatible.

7. Entrance Development District. The area west of First Street, south of State Highway 340 and north of Colorado is owned primarily in large parcels and would be appropriate for a large scale planned redevelopment project. This property is well enough located and large enough for development of a research or office park, high density housing, a regional transportation center, and a downtown food market. As an office or research park, it can provide a complement to the Two Rivers Plaza area immediately to the east. As a redevelopment parcel, it should be planned as a complete unit, with full mind given to the views it can provide of the downtown to those arriving from the west. Ultimate uses in this area will depend on the market analyses and site planning for the area.

#### C. REDEVELOPMENT AREA BOUNDARIES

1. It should be reiterated that the boundaries and descriptions of the

renovation areas described in this section and shown in Exhibit F are general. Actual redevelopment projects may not entirely conform to the uses or areas designated for each area. Redevelopment projects, however, will be compatible with adjacent and surrounding uses. Various development incentives described in this Plan will be used to encourage redevelopment projects in appropriate locations. Revised zoning regulations called for and discussed in the Plan to be undertaken subsequent to adoption of this Plan will reference and reflect the redevelopment area boundaries and descriptions contained in this Section VIII.

2. The Commercial Renovation District, designated by the Number 1 on Exhibit F, consists of both sides of Main Street in a majority of the Shopping Park and two sites separate from Main Street. The Main Street properties and the other two sites (the IOOF Building and the two large residences on the southwest corner of Seventh and Grand) have been designated for commercial renovation because:

a. The structures therein comply with the criteria prescribed in S39-5-105 C.R.S. 1973 as amended, for the application of the five year deferral.

b. The structures therein exemplify the history of the development of Grand Junction and contribute significantly to the physical and visual character of the downtown.

c. Many of the structures therein, because of their age and lack of proper maintenance, contribute to life, health, and fire safety problems. The provision of the five year deferral on increases in assessed value resulting from renovation will provide an incentive to alleviate the safety problems and retain the visual character of the buildings.





SECTION IX  
PROJECT FINANCING

A. FINANCING MECHANISMS

1. Any and all methods legally available to the City and/or Authority may be used to finance the public improvements described or anticipated in this Plan. Those methods include but are not limited to:

- a. Property tax increment financing
- b. Sales tax increment financing
- c. General obligation bond financing
- d. Municipal revenue bond financing
- e. General improvement district financing
- f. Local improvement district and special assessment financing
- g. Mall improvement and maintenance district financing
- h. Tax anticipation notes and warrants
- i. Installment purchasing
- j. Short term notes and loans
- k. Tax exempt mortgage financing
- l. Industrial development revenue bond financing
- m. Conventional financing

2. These methods can be combined to finance individual portions of projects or whole projects as the City and Authority deem appropriate at the time projects are undertaken. These methods can also be used insofar as legally allowable to pay the principal of and interest on and to establish reserves for indebtedness (whether funded, refunded, assumed or otherwise) incurred by the City or Authority to finance or refinance in whole or in part, the projects contained in this Plan.

B. TAX INCREMENT FINANCING

1. Colorado Statute in S31-25-807 C.R.S. 1973 as amended, provides for the Authority and City, through the adoption of a Plan of Development to create a Plan of Development area utilizing either or both property and municipal sales taxes for a period not to exceed twenty-five years. Both property and municipal sales tax increments derived from the Plan of Development area will be used to redeem bonds issued to finance all or a portion of the cost of

U  
projects within the Plan of Development area as described in this Plan. The following information describes the division of funds necessary to implement the tax increment mechanism for the City of Grand Junction and Grand Junction Downtown Development Authority under this Plan. This description relates to all property and municipal sales taxes generated within the Plan of Development area.

a. The effective date of this Plan shall be December 16, 1981, that date being subsequent to September 9, 1981, the last date of certification of valuation for assessment of taxable property within the boundaries of the Plan of Development area. The base year for property tax valuation shall be 1981.

b. The City shall establish, in the first calendar quarter of 1982, a tax increment revenue fund for the deposit of all funds generated pursuant to the division of property and municipal sales tax revenue described in this Section IX.B., other funds generated by tax increment financed projects, and any other funds so designated by the City and the Authority.

c. Municipal sales taxes collected in the Plan of Development area for the twelve month period ending on the last day of the month (November 30, 1981) prior to the effective date of this Plan (December 16, 1981) shall be calculated by the City Finance Director and certified to the City and Authority prior to April 1, 1982. The twelve month period base year for the division of sales taxes shall be December 1, 1980 through November 30, 1981.

d. The property and municipal sales tax shall be divided according to S31-25-807, C.R.S. 1973 as amended, for a period of twenty-five years from the effective date of this Plan unless the City and Authority deem that all of the projects anticipated in this Plan have been accomplished and all debts incurred to finance those projects have been repaid or otherwise disposed of in which event the City and Authority may declare the Plan implemented. Thenceforward, all taxes upon taxable property and total municipal sales tax collections derived from the Plan of Development area shall be paid into the funds of the respective public bodies.

e. The division of municipal sales taxes generated and collected from within the Plan of Development area after November 30, 1981, shall be:

1.) The base year amount shall be paid into the funds of the City annually commencing on December 1, of each year.

2.) Twenty percent (20%) of the incremental amount in excess of the base year amount shall be paid into the funds of the municipality.

3.) Eighty percent (80%) of the incremental amount in excess of the base year amount shall be paid into the tax increment revenue fund.

4.) Payment of incremental funds into the tax increment revenue fund shall commence only after the base year amount has been collected and paid into the funds of the municipality. Thereafter and until November 30 of each year the percentages described in subsections 2. and 3. above shall be paid into the funds of the municipality and the tax increment revenue fund.

5.) All interest earned on the deposit or investment of funds allocated to the tax increment revenue fund shall be paid into the tax increment revenue fund.

f. All tax increment revenues described in this Section IX.B. will be irrevocably pledged by the City for the payment of the principal of the interest on and any premiums due in connection with bonds, loans, advances and indebtedness of the City and Authority only after the question of issuing such bonds or otherwise providing for such loans, advances, or indebtedness and the question of any such intended pledge are first submitted for approval to the qualified electors of the Downtown Development Authority district at a special election to be held for that purpose. Any such election shall be called by resolution of the Board of the Authority adopted at a regular or special meeting thereof and approved by the City Council by a vote of a majority of the members thereof at least 30 days prior to such election. It is anticipated that such election shall be held in the second half of calendar year 1982, or the first half of calendar year 1983. Any and all funds paid into the tax increment revenue fund prior to the approval of the debt question at a special election shall be retained in the tax increment fund until such election has been held and debt authorized.

g. Subsequent to authorization of debt and issuance of bonds, the City shall establish such other funds and accounts as may be necessary to:

- 1.) Service the debt on bonds, loans, notes and advances
- 2.) Create a debt service reserve to cover a portion of the debt service on bonds, notes, loans or advances

2. Pursuant to an election authorizing the issuance of tax increment bonds,

the City Council shall by ordinance authorize the issuance of bonds. Said ordinance shall adequately describe the flow of funds and priority of expenditures associated with each issue and relating to prior or subsequent issues.

C. COMMERCIAL RENOVATION DISTRICT DESIGNATION

1. Colorado Statute S39-5-105 C.R.S. 1973 as amended, provides for a five year deferral in the increase of assessed value of a property more than thirty years old as a result of any renovation done to the property. The commercial renovation districts called for in this Plan are described in Exhibit C and in Section VIII.C. The designation of the commercial renovation areas will result in property owners being able to save the amount their property tax liability would have increased due to the renovation for a period of five years. The amount saved could be used to amortize the cost of the renovation thereby acting as an incentive for commercial renovations within the designated areas.

2. With the adoption of this Plan, the areas described in Exhibit C shall be designated commercial renovation areas under S39-5-105 C.R.S. 1973 as amended. Any renovations undertaken to property within the commercial renovation districts after the effective date of this Plan shall not result in any increase in the assessed value of the properties so renovated for a period of five years from the date of completion of the renovation unless the property is sold.

SECTION X

AMENDMENTS TO THE PLAN OF DEVELOPMENT  
AND FUTURE INCLUSIONS TO THE DOWNTOWN  
DEVELOPMENT AUTHORITY DISTRICT

anticipated in this Plan to be flexible and allows future decisions to deal with future needs must, therefore, be flexible and allow for minor variations and amendments.

B. MODIFICATIONS TO AND VARIATION FROM THE APPROVED PLAN

1. This Plan may be modified pursuant to the provisions of the Colorado Downtown Development Authority Law governing such modifications, including S31-25-807 C.R.S. 1973 as amended.

2. Where a literal enforcement of the provisions contained in this Plan would constitute an unreasonable limitation beyond the intent and purpose of these provisions, the Authority and City may in specific cases allow minor variances from these provisions.

C. FUTURE INCLUSIONS OF PROPERTY TO THE AUTHORITY DISTRICT

1. Colorado law allows new property to be added to the Downtown Development Authority if such property is adjacent to existing property, and the property owner requests inclusion and provides proof of ownership. The Downtown Development Authority has already included several properties at owner request.

2. As Johnson, Johnson & Roy, Inc., indicated in their Downtown Development Strategy, the problems of the Grand Junction central business district are closely tied to the Grand Junction Downtown Development Strategy Plan area, described as the area within the City limits of Grand Junction, circumscribed by Ouray Avenue on the north, Twelfth Street on the east, the alley south of South Street on the south, and the railroad tracks on the west. Hopefully, the boundaries of the two may one day coincide so that management and planning can be facilitated.

3. However, until that time, guidelines need to be established to direct the growth of the Downtown Development Authority. Therefore, future inclusions should satisfy the following criteria as much as possible.



a. Included property should be property that faces the same problems as that property already within the Downtown Development Authority.

b. Included property should be adjacent to the Downtown Development Authority, but need not be adjacent at more than one point.

c. A patchwork effect should be avoided, however, inclusions which tend to reach areas with a community of interest similar to that of property within the Downtown Development Authority will be encouraged.

d. It is anticipated that inclusions may be more rapid along corridors into the Downtown Development Authority and these should be encouraged to facilitate management of the entry areas to downtown.

e. Inclusions between corridors should be allowed when they tend to show a uniform pattern of filling the area between corridors already included.

f. Areas outside the downtown area, as defined in the Downtown Development Strategy, should not be allowed.

g. Inclusions which would strengthen the character and economic base of the central business district, even though not of commercial property, should be encouraged.

h. Each inclusion, at the time a petition is considered by the Authority Board of Directors, should be designated for inclusion as:

1.) A Commercial Renovation District

2.) An inclusion to the Plan of Development area within which tax increment financing is utilized under this Plan of Development.

3.) An inclusion without designation, which inclusion may become part of a future Plan of Development area.

4. Commercial renovation districts allowing the tax deferral and the Plan of Development area are mutually exclusive, and therefore, it is anticipated that no new renovation areas can be created within the perimeter of the initial tax increment district. However, commercial renovation areas may be created if new property is subsequently added to the Downtown Development Authority in accordance with Section X.C.3. above, provided the building conditions prescribed in C.R.S. 39-5-105, 1973 as amended, exist at the time the property is included and a commercial renovation area designation will further the purposes of and assist in the implementation of this Plan as it exists at the time of the inclusion.

5. This Plan of Development designates areas in which tax increment financing will be used. Once the district boundaries are formed, additions may be made by complying with the necessary procedures to amend the Plan of Development. However, it is anticipated that once there is an election to pledge tax increment revenues, it could become burdensome to amend the boundaries of the tax increment district. Therefore, any subsequent inclusions to the Authority district which will also be included in the initial tax increment district should be accomplished according to the procedures in C.R.S. S31-25-807 and 822 and by this Section X of this Plan.

6. With these guidelines, the Downtown Development Authority can, hopefully, grow to a size necessary to assist in meeting the challenges of the future, but do so within a framework of controlled expansion.



GRAND JUNCTION DOWNTOWN DEVELOPMENT AUTHORITY  
INTERIM PLAN OF DEVELOPMENT  
RELATING TO STREET VENDORS

The Grand Junction Downtown Development Authority supports and encourages the permitting of street vendors, sidewalk cafes, and special entertainment events on the public right-of-way in the downtown Shopping Park. Vendors, sidewalk cafes, and special events assist in creating an atmosphere in the downtown that will draw people. Special street activities should appropriately be located in the Shopping Park where the public right-of-way of Main Street has been substantially altered in physical form so as to be conducive to allow for semi-permanent structures, kiosks, carts and the like, and because traffic on Main Street within the Shopping Park is controlled at low speeds with stops at intersections and at mid-block, allowing for street vendors and other activities on public property. Street activity of this nature will generate additional pedestrian and vehicular traffic into and within the downtown area. Additional traffic will enhance the image of the entire downtown area and will help to generate increased retail sales.

The Downtown Development Authority, as a separate part of the plan of development, is recommending a preferred mix of retail opportunities in the downtown area, so as to balance the city-wide and downtown retail market opportunities. The street vendors, special events, and special use permits described in this part will assist in establishing a preferred retail mix in the downtown. In the short term, street vendors will augment the availability of retail merchandise in the downtown. It is the express intent of the street vendor program to supplement and complement existing retail businesses, rather than to supplant them. The Shopping Park has been used by the City, downtown merchants, service clubs, and other organizations for parades, special fund raising events, etc. since it was constructed in 1963 for these same purposes.

1. Because of the wider sidewalks in many locations on the Shopping Park, restaurants are encouraged to expand their seating areas onto the sidewalk where space permits. Existing restaurants are encouraged to do this in order to integrate the interior of their establishments and the atmosphere of a restaurant with the Shopping Park. Because existing restaurants maintain the necessary Department of Health and Department of Revenue permits to undertake such an activity and because they maintain existing food and beverage preparation facilities, it will be relatively easy for existing establishments to expand. In no event will the width of the sidewalk be reduced beyond ten feet or will any sidewalk seating area be allowed to constrain or unnecessarily restrict pedestrian traffic. All requirements for sidewalk eating areas established by the Department of Health and the Department of Revenue shall be complied with.

2. The street vendor program encourages street vending carts, semi-permanent kiosk structures, pedestrian vendors and roving entertainers. The mode the individual vendor determines is most suitable to him and for the sale of his merchandise within these categories is acceptable provided that the number of permits for carts, kiosks, and pedestrian vendors does not exceed the number of locations specified in this part.

3. Because it is the intent of the DDA to balance the retail mix of the downtown area, it is important that the location of and merchandise sold by street vendors complement rather than conflict with businesses located in permanent structures on private property. Therefore, it would be inappropriate for a street vendor to be selling the same merchandise lines on a public right-of-way as those being sold by a business immediately adjacent located in a private permanent structure. Prior to the issuance of a permit, a vendor applying for a kiosk, mobile vending cart or sidewalk restaurant permit will be required to receive the written concurrence of not less than 2/3 of the operating businesses within a 75 foot radius of the location in which he would establish his vending operation.

4. Permits will be allowed to vendors based upon the line of merchandise a vendor proposed to sell. Any change in merchandise lines will void the permit. Types of goods sold by street vendors will be limited in accordance with the preferred retail mix. In general, because of the semi-permanent nature of street vendor operations, the lack of space for storing inventory and displaying merchandise and because the intent of the program is to complement existing retail opportunities, merchandise lines to be permitted for sale will be limited to perishable goods, foodstuffs, hand-crafted products, artworks, sundries (candy, cigarettes, newspapers, magazines, etc.), and novelty items.

5. All vendors shall sell from the specific location or zone permitted as shown on the map in this part. Merchandise lines shall be specified in the issuance of a permit. Plans and specifications, including the design, color, size, and position of carts and temporary kiosks, will be submitted and reviewed for compliance with design guidelines for the downtown prior to the issuance of a permit. Vendors will not be allowed to utilize audio inducements to advertise their merchandise or to encourage sales, because audio inducements and advertising will adversely affect the tranquility of the Shopping Park. Permitted street entertainers will be excepted from this provision.

6. Because the Downtown Development Authority is encouraging small business entrepreneurship in the downtown and a diversity in business ownership, any individual or organization may obtain only one vending permit (excluding special use permits) to be effective at the same point in time. Special use permits, because of their very short duration, will be excluded from limitation. Special use permits, however, shall be awarded in accordance with traditional special uses of the Shopping Park, i.e., Farm and Ranch Days, Pancake Breakfast, -

Art Festival, etc. Conflicting special use permits will not be issued. Coterminal special permits that will complement each other and the downtown will be issued.

7. Special use permits and vendor permits will be available at no cost to non-profit and charitable organizations undertaking their efforts with volunteers, provided that the gross proceeds are contributed to a charitable purpose.

8. Individuals and/or organizations receiving permits may renew permits by reapplying and submitting the fee any number of times except: 1) when a permit has not been used for a majority of the time for which it was issued, 2) when a permit is not used in accordance with the terms of its issuance, 3) when reasonable complaints are received relating to the permittee or permitted operation, and, 4) for failure to comply with the ordained provisions relating to insurance, maintenance of the area, etc. If it is determined that a permitted vending operation creates congestion of sidewalks or streets or in any other way interferes with activity on Main Street through no fault of the vendor, a permit may be re-issued for the remaining period of time authorized by the first permit at a different location at no cost.

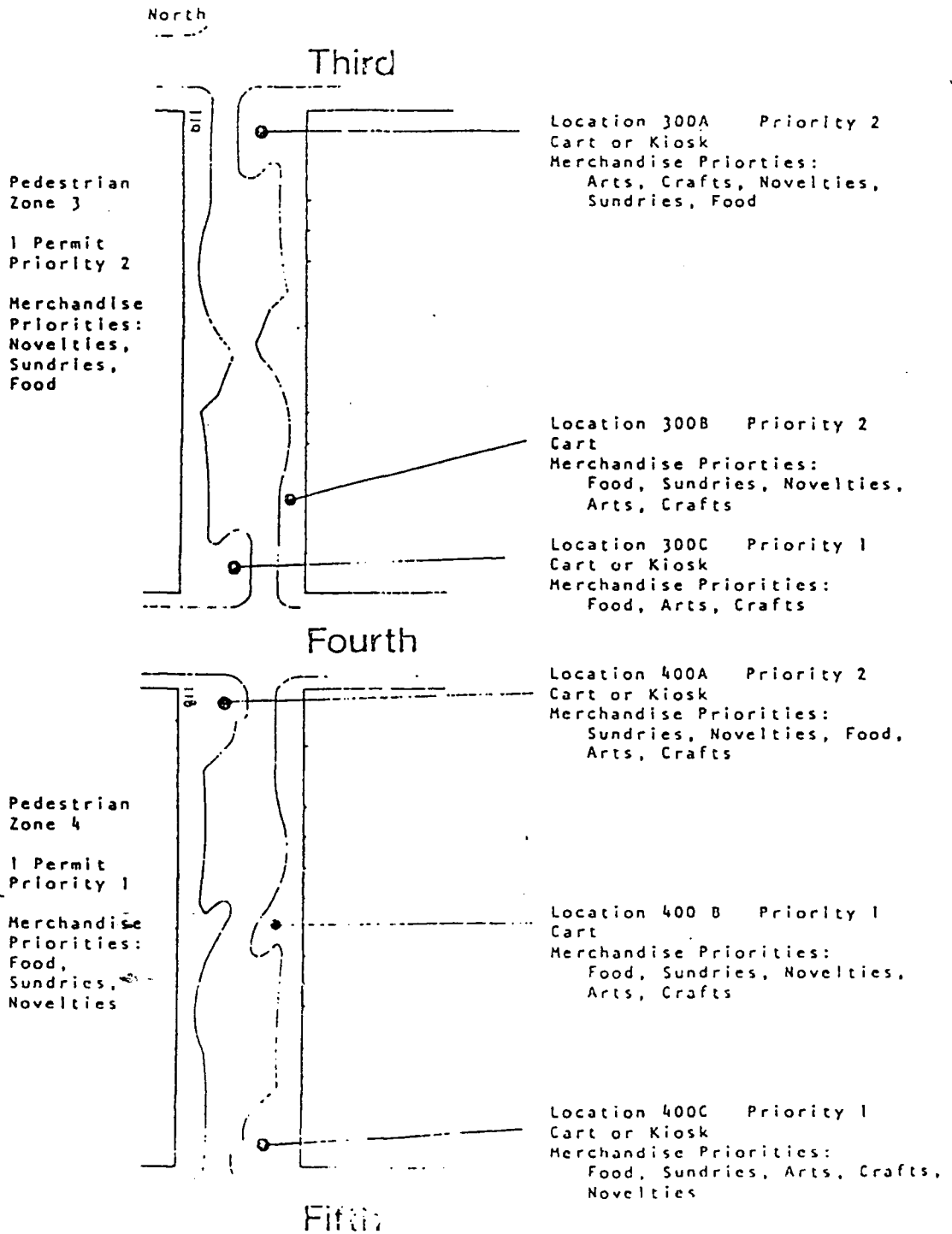
9. Attachment 1A indicates the locations and zones for which kiosk, cart and pedestrian vendor permits will be used. The locations for kiosk and cart permits, three per block, are those that were determined would create the least pedestrian interference and cause the least amount of interference with existing street activities. These locations may need to be changed from time to time as street activities change and needs and demands are adjusted. As retail operations relocate on the Shopping Park, the potential for conflicts with street vendors will occur; therefore, changes in the locations of the vendors will be undertaken through the relocation of the vending permit rather than revocation.

10. The priority uses by merchandise line at each vendor location are also shown on Attachment 1A. The uses listed were determined after considering the existing retail activities and pedestrian traffic generators in each area. The uses specified in each location will enhance pedestrian activities within the Shopping Park, but may need to be adjusted as the retail mix in the downtown changes or as pedestrian traffic patterns change.



ATTACHMENT 1A

Zones 3 and 4

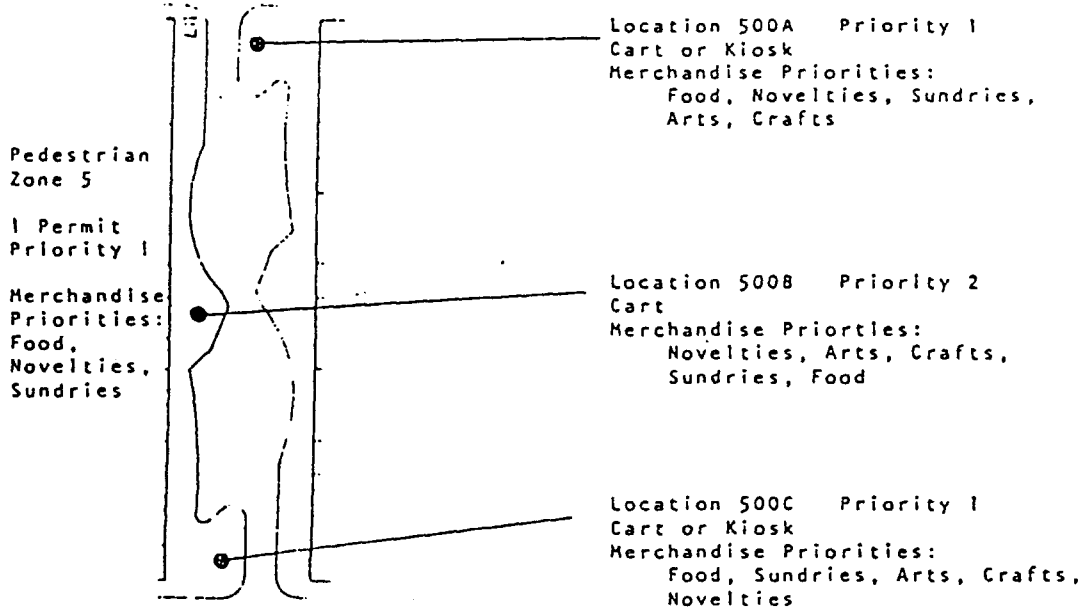


ATTACHMENT 1A

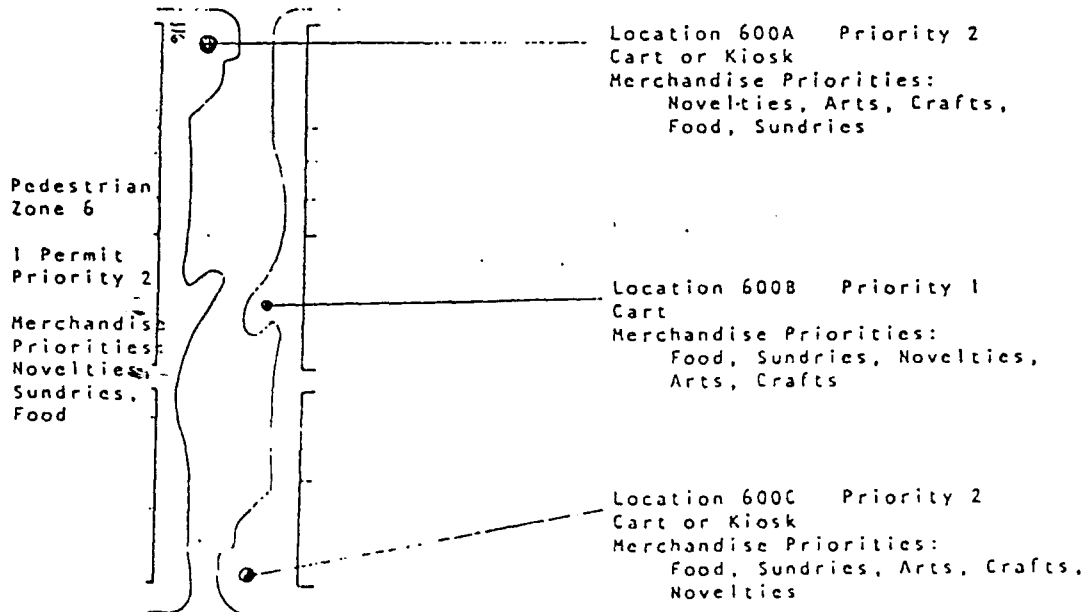
Zones 5 and 6

North

Fifth



Sixth



Seventh

Grand Junction  
Downtown Development Authority

200 North Sixth Street, Suite 204 P.O. Box 296

Grand Junction, Colorado 81502

Phone (303) 245-2926

March 15, 1983

MEMO

TO: Jim Wysocki  
FROM: Skip Grkovic *Skip*  
SUBJECT: 1983 Amendments to the DDA Plan of  
Development

At the time the DDA Plan of Development was adopted, it was anticipated that periodic amendments to the Plan would be necessary as new property was included in the DDA district boundary, state laws were changed, general conditions in the downtown changed, or as project priorities were adjusted. The first amendment was made last April and, because of the long drawn out process required to amend the Plan, it was decided to amend the Plan only once a year. The amendment should occur prior to May 1 of each year because that is the annual deadline for adding property to the district tax roll in the Assessor's office. Amendments to the Plan require both an ordinance to amend the DDA boundary and a Council Resolution adopting the Plan amendments.

We would like to schedule both the ordinance and the resolution in April. The schedule is proposed as follows:

- |                     |  |
|---------------------|--|
| Friday, March 25    | DDA Board  |
|                     | 1) Accepts additional Petitions for Inclusion and requests City Council to amend the DDA boundary.                                 |
|                     | 2) Adopts amendments to the DDA Plan of Development.   |
| Wednesday, April 6  | City Council   |
|                     | 1) Considers the ordinance amending the DDA boundary on first reading.   |
|                     | 2) Accepts the submission of the Plan of Development amendments and refers them to the Planning Commission for review and comment. |
| Tuesday, April 12   | Planning Commission  |
|                     | 1) Reviews and comments on DDA Plan of Development amendments.   |
| Wednesday, April 20 | City Council   |
|                     | 1) Considers the ordinance amending the DDA boundary on second reading.  |
|                     | 2) After a public hearing, considers a resolution adopting the 1983 Amendments to the DDA Plan of Development.                     |

Memo to Jim Wysocki  
March 15, 1983  
Page 2

This year's amendments to the DDA Plan of Development include three major items,

1. Expansion of the Tax Increment District boundary to coincide with the expanded boundaries of the DDA due to new inclusions.
2. Elimination of the Commercial Renovation District designations (except for the Henry, Mayo, Berry property). The Legislature is repealing the statute which allows for Commercial Renovation Tax incentives because the constitutional amendment passed last October called for it. (Henry, Mayo and Berry are the only property owners to take advantage of the five-year renovation tax incentive and we are hoping they will be allowed to keep it.)
3. Inclusion of the property which was in the Commercial Renovation Districts into the Property and Sales Tax Increment Districts. This will probably require a modification in the base year for the Sales Tax Increment District - John Tasker is working with me on it.

If you have any questions, please give me a call.

GMG:lo

cc: DDA Board  
Joe Skinner  
Neva Lockhart  
Jerry Ashby  
John Tasker

4-11

Grand Junction  
Downtown Development Authority

200 North Sixth Street, Suite 204 P.O. Box 296

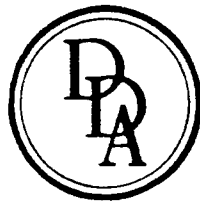
Grand Junction, Colorado 81502

Phone (303) 245-2926

AMENDMENT  
TO THE  
DOWNTOWN DEVELOPMENT AUTHORITY  
PLAN OF DEVELOPMENT  
FOR GRAND JUNCTION, COLORADO

Including The Designation Of  
Commercial Renovation Districts  
And A Plan Of Development Area  
Within Which  
Tax Increment Financing Will Be Utilized

PREPARED BY:  
Grand Junction  
Downtown Development Authority



EFFECTIVE DATE OF PLAN: DECEMBER 16, 1981

EFFECTIVE DATE OF AMENDMENT: JUNE 2, 1982



RESOLUTION No. 35-82  
APPROVING AMENDMENTS TO THE PLAN OF DEVELOPMENT  
FOR THE GRAND JUNCTION, COLORADO,  
DOWNTOWN DEVELOPMENT AUTHORITY

WHEREAS, the Grand Junction, Colorado, Downtown Development Authority (the Authority) has adopted a Plan of Development for the central business district within the boundaries of the Authority and such plan of development was approved by the Grand Junction, Colorado, City Council (the Council) on December 16, 1981; and

WHEREAS, since the approval of such plan of development, several individuals, pursuant to C.R.S. 1973, §31-25-822, as amended, and Article X of the Authority's Plan of Development, have petitioned for inclusion within the boundaries of the Grand Junction, Colorado, Downtown Development Authority, and the boundaries of the Grand Junction, Colorado, Downtown Development Authority were expanded by the Council by Ordinance 2045; and

WHEREAS, on May 7, 1982, the Board of the Authority passed a Resolution amending the Plan of Development to show such boundary changes and to make other minor changes in the Plan of Development; and

WHEREAS, such amendments were submitted to the Council on May 19, 1982, at which time the Council referred the Plan of Development to the City Planning Commission for its review and recommendations; and

WHEREAS, the Planning Commission has made written its recommendations to the City Council concerning the Plan of Development, which recommendations are attached hereto as Exhibit F; and

WHEREAS, a Notice of Public Hearing before the City Council was given by publication once by one publication during the week immediately preceeding the hearing in The Daily Sentinel, a newspaper having a general circulation in the City, on May 28, 1982; and

WHEREAS, a Public Hearing was held before the City Council on June 2, 1982, wherein comments were taken from those in attendance concerning the Plan of Development; and

WHEREAS, Mesa County Valley School District #51, within which the entire Plan of Development area designated in the amendments to the Plan of Development lies, was permitted to participate in an advisory capacity with respect to the amendments of the Plan of

Development of the provision for the utilization of tax increment financing and, furthermore, has petitioned for the inclusion of its property within the boundaries of the authority; and

WHEREAS, the City Council has been adequately informed in this matter because of public input prior to the amendments of the Plan of Development, public hearing on the amendments to the Plan of Development, the evidence presented, and the Plan of Development previously adopted, a review of the previous Resolution passed, and personal knowledge of the members of the Council,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Grand Junction, Colorado, that:

1. The findings made by the Council in the Resolution adopting the Plan of Development on December 16, 1981, concerning the existence of blight within the authority within the meaning of §31-25-802(1.5), of Colorado Revised Statutes, 1973, as amended, still exist - there being no substantial change within such area between December 16, 1981, and June 2, 1982.

2. The Council hereby finds and determines that the approval of the amendments to the Plan of Development will serve a public use; will promote the health, safety, prosperity, security, and general welfare of the inhabitants of the City and of its central business district; will halt or prevent the deterioration of property values or structures within said central business district; will halt or prevent the growth of blighted areas within said district; will assist the City and the Authority in the development and redevelopment of said district and in the overall planning to restore or provide for the continuance of the health thereof; and will be of specific benefit to the property to be included within the amended boundaries of the Authority.

3. The amendments to the Plan of Development are hereby approved by the Council, and the Authority is authorized to undertake development projects as described in the amended Plan of Development.

4. The Plan of Development is hereby amended in the following respects:

A. The boundaries of the Grand Junction, Colorado, Downtown Development Authority, are amended to read as shown on the attached Exhibit "A", and Pages 8, 9 and 10 of the Plan of Development are amended by substituting Pages 8(a), 9(a), 10(a), 10(ab), 10(ac) and 10(ad) in the form of Exhibit "A".

B. The boundaries of the Plan of Development area within which tax increment financing will be used are amended to read as shown on the attached Exhibit "B" and Pages 11, 12 and 13 of the Plan of Development are amended by substituting pages 11(a), 12(a), 13(a), 13(ab), 13(ac), 13(ad) and 13(ae) in the form of Exhibit "B".

C. The boundaries of the Plan of Development area for commercial renovation districts are amended to read as shown on Exhibit "C" and Page 14 of the Plan of Development is amended by substituting Page 14(a) in the form of Exhibit "C".

D. The map of the boundaries of the Grand Junction, Colorado, Downtown Development Authority is amended to read as shown on the attached Exhibit "D" and Page 15 of the Plan of Development is amended by substituting Page 15(a) in the form of Exhibit "D".

E. Page 19 of the Plan of Development is amended as shown on the attached Exhibit "E" to show further statutory requirements and legal actions taken toward the implementation of the Downtown Development Authority Plan of Development and the planned events leading to the election for the authorization to pledge tax increment revenue, and Page 19 shown of the Plan of Development is amended by substituting Page 19(a) and Page 19(ab) in the form of Exhibit "E".

F. Section VI, Plan Implementation Activities, (B) Implementation Tools, Paragraph 4, Page 20 is amended to read as follows:

"4. Improvement (General Improvement) and special improvement districts offer an opportunity to fund public improvements. Such districts may be of importance here as an overlay to allow wider improvement throughout the downtown area. General improvement districts become a taxing unit with the power to construct or install public improvements including off street parking facilities."

5. The separate special fund of the City created by the Resolution by the Council of December 16, 1981, and designated as the "Tax Increment Fund" shall continue to receive the deposit of the ad valorem and municipal sales tax increment funds described in Section 31-25-807, Colorado Revised Statutes 1973, as amended, and derived from and attributable to development and redevelopment within the Plan of Development Area, as amended, in which tax increment financing is used. Said funds shall be held, invested, reinvested and applied as permitted by law. For the purpose of ascertaining the amount of funds to be deposited in the Tax

Increment Fund as provided by law, the County Assessor is hereby requested to certify to the City Council on September 1, 1982, the valuation for assessment of such Plan of Development Area as of the date of the last certification. For the same purpose, the City Finance Director is hereby directed to certify to the City Council on or before September 1, 1982, the amount of municipal sales taxes collected within such Plan of Development Area for the period from June 1, 1981, to May 31, 1982.

6. Those parcels described on page 14a of the amended Plan of Development are a part of a development or redevelopment area designated by the City Council pursuant to Section 39-5-105, Colorado Revised Statutes 1973, as amended, and commercial buildings or structures on such parcels are therefore entitled to the benefits granted under said statute.

7. No public servant of the City who is authorized to take part in any manner in preparing, presenting, or approving the Plan of Development or any contract contemplated thereby has a potential interest in the Plan of Development or any such contract which has not been disclosed in accordance with the requirements of Section 18-8-308, Colorado Revised Statutes 1973, as amended, and no such public servant has received any pecuniary benefit from the Plan of Development or any such contract.

8. If any provision of this Resolution is judicially adjudged invalid or unenforceable, such judgment shall not affect the remaining provisions hereof, it being the intention of the City Council that the provisions hereof are severable.

9. This Resolution shall be effective immediately upon its adoption and approval.

ADOPTED AND APPROVED this 2 day of June, 1982.

CITY OF GRAND JUNCTION, COLORADO

By: James P. Beach  
President, City Council

( CITY )  
( SEAL )

ATTEST:

Barbara E. Johnston  
City Clerk

RESOLUTION  
BY THE BOARD OF DIRECTORS OF THE  
GRAND JUNCTION, COLORADO,  
DOWNTOWN DEVELOPMENT AUTHORITY  
AMENDING THE PLAN OF DEVELOPMENT

WHEREAS, the City Council of the City of Grand Junction, Colorado, on December 16, 1981, adopted and approved a resolution approving the Plan of Development of the Grand Junction, Colorado, Downtown Development Authority; and

WHEREAS, since that time, several individuals, pursuant to C.R.S. 1973, §31-25-322, as amended, and Article X of the Downtown Development Authority Plan of Development, have petitioned for inclusion within the boundaries of the Grand Junction, Colorado, Downtown Development Authority; and

WHEREAS, such petitions have been approved by the Board of the Grand Junction Downtown Development Authority and the City Council of the City of Grand Junction, Colorado; and

WHEREAS, conditions within the Downtown Development Authority exist in substantially the same manner as described in Section IV of the Plan of Development; and

WHEREAS, it is appropriate and desirable to update the Plan of Development to show the inclusion of such property, to show further work done toward a bond election, and to show other minor changes in the Plan of Development; and

WHEREAS, Mesa County Valley School District #51, within which the entire area of development designated in the Plan of Development lies, has continued to participate in an advisory capacity with respect to the inclusion in the Plan of Development of the provision for utilization of tax increment financing;

IT IS, THEREFORE, RESOLVED THAT:

1. The Board finds all property included within the boundaries of the Downtown Development Authority since the adoption of the Plan of Development are subject to and exist in areas of blight within the meaning of C.R.S. 1973, §31-25-302(1.5) as amended, based upon the findings of this Board by that Resolution passed December 2, 1981, adopting a Plan of Development.

2. The boundaries of the Grand Junction, Colorado, Downtown Development Authority, are amended to read as shown on the attached

Exhibit "A", and Pages 3, 9 and 10 of the Plan of Development are amended by substituting Pages 3(a), 9(a), 10(a), 10(ab), 10(ac) and 10(ad) in the form of Exhibit "A".

3. The boundaries of the Plan of Development area within which tax increment financing will be used are amended to read as shown on the attached Exhibit "B" and Pages 11, 12 and 13 of the Plan of Development are amended by substituting pages 11(a), 12(a) 13(a), 13(ab), 13(ac), 13(ad) and 13(ae) in the form of Exhibit "B".

4. The boundaries of the Plan of Development area for commercial renovation districts are amended to read as shown on Exhibit "C" and Page 14 of the Plan of Development is amended by substituting Page 14(a) in the form of Exhibit "C".

5. The map of the boundaries of the Grand Junction, Colorado, Downtown Development Authority is amended to read as shown on the attached Exhibit "D" and Page 15 of the Plan of Development is amended by substituting Page 15(a) in the form of Exhibit "D".

6. Page 19 of the Plan of Development is amended as shown on the attached Exhibit "E" to show further statutory requirements and legal actions taken toward the implementation of the Downtown Development Authority Plan of Development and the planned events leading to the election for the authorization to pledge tax increment revenue, and Page 19 shown of the Plan of Development is amended by substituting Page 19(a) and Page 19(ab) in the form of Exhibit "E".

7. Section VI, Plan Implementation Activities, (B) Implementation Tools, Paragraph 4, Page 20 is amended to read as follows:

"4. Improvement (General Improvement) and special improvement districts offer an opportunity to fund public improvements. Such districts may be of importance here as an overlay to allow wider improvement throughout the downtown area. General improvement districts become a taxing unit with the power to construct or install public improvements including off street parking facilities."

3. The Plan of Development for the Grand Junction, Colorado, Downtown Development Authority is amended as stated herein subject to the approval of the City Council of Grand Junction, Colorado.

9. Such Plan of Development amendments shall be submitted to the City Council of Grand Junction, Colorado, with a request that they immediately submit said Plan of Development amendments to the Planning Commission for their written recommendations; and that the City Council hold a public hearing on such Plan of Development amendments, after public notice, and that the City council be requested to approve such



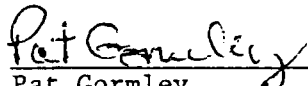
Plan of Development amendments and incorporate said amendments into the Plan of Development.

10. The City Council is requested to ask the County Assessor to certify to the City Council the valuation for assesement of the new property included within the Plan of Development area as of the date of the last certification, and the City Council is further requested to direct the City Finance Director to certify on or before September 1, 1982, the amount of municipal sales taxes collected within the new inclusions to the Plan of Development area for the period from June 1, 1981 to May 31, 1982.

11. No Board member nor any employee of the Board with a specific financial interest, as defined in C.R.S. 1973, §31-25-819, as amended, in the adoption of this Resolution has voted thereon or otherwise participated in its preparation or failed to make such interest known to the Board.

12. If any part of this Resolution is judicially adjudged invalid or unenforceable, such judgment shall not effect the remaining provisions, it being the intention of the Board that the provisions hereof are severable.

INTRODUCED, READ, PASSED AND ADOPTED this 7th day of May, 1982.

  
\_\_\_\_\_  
Pat Gormley,  
Chairman of the Board  
Grand Junction, Colorado  
Downtown Development Authority

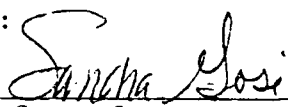
ATTEST:   
\_\_\_\_\_  
Sandra Gose, Secretary  
Grand Junction, Colorado  
Downtown Development Authority

EXHIBIT "A"  
BOUNDARIES OF THE GRAND JUNCTION, COLORADO  
DOWNTOWN DEVELOPMENT AUTHORITY

Beginning at the Northwest Corner of Wilson's Subdivision of Block 2 of Mobley's Subdivision; thence East along the South right-of-way line of Grand Avenue to the North corner point common to Lots 4 and 5 of Block 78, City of Grand Junction; thence North to a point on the North right-of-way line of Grand Avenue; which point is 15.835 feet West of the East boundary line of Lot 20, Block 77, City of Grand Junction; thence North to the North right-of-way line of the East-West alley in said Block 77; thence East to the Southernly point common to Lots 10 and 11, Block 77, City of Grand Junction; thence North along the Western boundary of said Lot 11 to the Southern right-of-way line of Ouray Avenue; thence East along the South right-of-way line of Ouray Avenue to the West right-of-way line of 3rd Street; thence South along the West right-of-way line of 3rd Street to the North right-of-way line of Grand Avenue; thence West along the North right-of-way line of Grand Avenue to the Southern point common to Lots 20 and 21, Block 76, City of Grand Junction; thence Southerly to the Northerly common corner of Lots 12 and 13 in Block 79, City of Grand Junction, thence South along the common lot line to a point on the South right-of-way line of the East-West alley in Block 79, City of Grand Junction; thence West along such South right-of-way line to a point 12 feet West of the Eastern line of Lot 7, Block 79, City of Grand Junction; thence North to the South right-of-way line of Grand Avenue; thence West to the North corner point common to Lots 9 and 10 of Block 78, City of Grand Junction; thence South along the common line of Lots 9 and 10 and the common line of Lots 15

and 16, all in Block 78, to the South right-of-way line of White Avenue; thence East to the West right-of-way line of 2nd Street; thence South to the North right-of-way line of the East-West alley in Block 99, City of Grand Junction; thence East along the North line of the East-West alley Block 98, City of Grand Junction, to the West right-of-way line of 3rd Street; thence North along the West right-of-way line of 3rd Street to the South right-of-way line of Grand Avenue; thence East along the South right-of-way line of Grand Avenue to the Northwest corner of Lot 12, Block 80, City of Grand Junction; thence in a Northerly direction to the Southwest corner of Lot 21, Block 75, City of Grand Junction; thence North along the West line of Lot 21, Block 75, to the North right-of-way of the East-West alley in Block 75; thence West along the North right-of-way of the East-West alley in Block 75 to the Southwest corner of Lot 9, Block 75, City of Grand Junction; thence North along the West line of Lot 9, Block 75, to the South right-of-way line of Ouray Avenue; thence East along the South right-of-way line of Ouray Avenue to the Northeast point of Lot 11, Block 73, which borders the alley parallel to said Lot 11, Block 73; thence South along the West right-of-way of said alley bordering Lot 11, Block 73, to the South right-of-way line of the vacated East-West alley in Block 73; thence to the Northeast corner of Lot 21, Block 73, City of Grand Junction; thence along the East line of Lot 21, Block 73, to the North right-of-way line of Grand Avenue; thence along the North right-of-way line of Grand Avenue to the Southwest corner of Lot 28, Block 73, City of Grand Junction; thence North along the West line of Lot 28, Block 73, to the North right-of-way line of the vacated East-West alley in Block 73; thence West to the West right-of-way line of 5th Street; thence South along the West right-of-way line

of 5th Street to the North right-of-way line of the East-West alley in Block 81, City of Grand Junction, thence East along the North right-of-way line of the East-West alley in Blocks 81 and 82 to the Southwest corner of Lot 9, Block 82, City of Grand Junction; thence North along the West line of Lot 9, Block 82, City of Grand Junction, to the South right-of-way line of Grand Avenue, thence East along said South right-of-way line to the East line of Lot 10, Block 82, City of Grand Junction; thence South along the East line of Lot 10, to the North right-of-way line of the East-West alley in Block 82, City of Grand Junction; thence East to the Southwest corner of Lot 13 Block 82, City of Grand Junction, thence North along the West line of Lot 13, Block 82, City of Grand Junction to the South right-of-way line of Grand Avenue; thence East along the South right-of-way of Grand Avenue to the East line of Lot 16, Block 82, City of Grand Junction, thence South along the East line of said Lot 16 to the North right-of-way line of the East-West alley in Block 82; thence East along the North right-of-way line of the East-West alley in Block 83 to the West line of Lot 9, Block 83, City of Grand Junction; thence North along the West line of said Lot 9 to the South right-of-way line of Grand Avenue; thence East along the South right-of-way line of Grand Avenue to the West right-of-way line of 8th Street; thence South along the West right-of-way line of 8th Street to the South right-of-way line of White Avenue; thence West along the South right-of-way line of White Avenue to the West right-of-way line of the North-South alley in Block 93, City of Grand Junction; thence South along the West right-of-way line of the North-South alley in Block 93 to the South right-of-way line of the East-West alley in Block 93, City of Grand Junction; thence East to the North point common to Lots 23 and 24, Block 93,

City of Grand Junction; thence South along the common line of Lots 23 and 24 to the South right-of-way line of Rood Avenue; thence West to the North point common to Lots 14 and 15 in Block 106, City of Grand Junction; thence South along the common line of Lots 14 and 15 to the North boundary of the East-West alley in Block 106, City of Grand Junction; thence West to the South point common to Lots 12 and 13, Block 106, City of Grand Junction; thence North to the South right-of-way line of Rood Avenue; thence West to the West right-of-way line of the North-South alley in Block 106, City of Grand Junction; thence South along the West right-of-way line of the North-South alleys in Block 106, 115 and 128, City of Grand Junction, to the North right-of-way line of Ute Avenue; thence East along the North right-of-way line of Ute Avenue to the South point common to Lots 25 and 26, Block 128, City of Grand Junction; thence South on the common line between Lots 13 and 14, Block 137, City of Grand Junction, to the North right-of-way line of the East-West alley in Block 137, City of Grand Junction; thence West to the West right-of-way line of the North-South alley in Block 137, City of Grand Junction; thence North along the West right-of-way line of the North-South alley in Block 137, City of Grand Junction, to the South right-of-way line of Ute Avenue; thence West to the West right-of-way line of 7th Street; thence South to the North right-of-way line of Pitkin Avenue; thence West to the West right-of-way line of 6th Street; thence North to the South right-of-way line of Ute Avenue; thence West to the North point common to Lots 12 and 13, Block 139, City of Grand Junction; thence South to the North right-of-way line of the East-West alley in Block 139, City of Grand Junction; thence West to the South point common to Lots 8 and 9, Block 139, City of Grand Junction; thence North along the West line

of Lot 9, Block 139, City of Grand Junction, to the South right-of-way line of Ute Avenue; thence West to the West right-of-way line of 5th Street; thence South to the North right-of-way line of Pitkin Avenue; thence West to the East right-of-way line of 4th Street; thence North to the South right-of-way line of Ute Avenue; thence West along the South right-of-way line of Ute Avenue to the North point separating the East one-half of Lot 9 from the West one-half of Lot 9, Block 141, City of Grand Junction; thence South to a point on the North right-of-way line of the East-West alley in Block 141; thence West along the North right-of-way line of the East-West alleys in Blocks 141 and 142 to the East right-of-way line of 2nd Street; thence North to the North right-of-way line of Ute Avenue; thence West along the North right-of-way line of Ute Avenue to the Southwest Corner Block 10 Mobley Subdivision; thence Northwest along the Southwest line of Block 10 Mobley Subdivision to the intersection with the Southerly projection of the East right-of-way line of Spruce Street; thence North along said East line to the Northwest corner Block 10, Mobley Subdivision, thence Northwesterly to a point which lies 415.8 feet West and South  $41^{\circ}03'$  East 68.97 feet from the Northeast Corner of the Southeast  $1/4$  Southeast  $1/4$  of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North  $89^{\circ}57'$  West for 271.8 feet along a line parallel to the North line of the Southeast  $1/4$  of the Southeast  $1/4$  of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North  $53^{\circ}03'$  West 16.66 feet; thence North  $53^{\circ}03'$  West 70 feet to the East right-of-way line of the County Road to the East of the right-of-way of the Denver and Rio Grande Western right-of-way; thence Northwesterly along the East right-of-way of said County Road to the South right-of-way of State Highway 340;



thence Northeasterly along the South right-of-way of State Highway 340 to the Northwest Corner of Lot 9, Block 1, Richard D. Mobley's First Subdivision; thence South along the West line of said Lot 9 to the Southwest corner; thence South to the center line of vacated alley; thence 25 feet East; thence North to a point 78 feet South of the North line of said Block 1, thence East to a point  $7\frac{1}{2}$  feet West of the East line of Lot 11, Block 1, Richard D. Mobley's First Subdivision, thence North to the South right-of-way line of State Highway 340; thence along the South right-of-way line of State Highway 340 and Grand Avenue to the Point of Beginning.

However, excluding from the Grand Junction, Colorado, Downtown Development Authority all of Block 5 of Richard D. Mobley's First Subdivision, and Lots 1 to 5, inclusive, of Block 4, Richard D. Mobley's First Subdivision, and Lots 12 to 16, inclusive, of Block 4, Richard D. Mobley's First Subdivision except the North 50 feet of Lots 12 to 16.

And also excluding from the boundaries of the Grand Junction, Colorado, Downtown Development Authority, that part of Tract 8 and Tract 9 of the AMENDED SURVEY OF THE LITTLE BOOKCLIFF RAILROAD YARDS described as beginning at a point which is South  $44^{\circ}11'$  West 901.66 feet and South  $0^{\circ}01'$  East 197.50 feet from East  $1/4$  corner of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North  $89^{\circ}58'$  West 126.00 feet; thence South  $0^{\circ}01'$  East 150.00 feet; thence South  $89^{\circ}58'$  East 126.00 feet; thence North  $0^{\circ}01'$  West 150.00 feet to the point of beginning. AND ALSO excluding 14 feet adjoining said tract 9 on the East thereof.

EXHIBIT "B"

DESCRIPTION OF THE PLAN OF DEVELOPMENT AREA WITHIN  
WHICH TAX INCREMENT FINANCING WILL BE USED

Beginning at the Northwest Corner of Wilson's Subdivision of Block 2 of Mobley's Subdivision; thence East along the South right-of-way line of Grand Avenue to the North corner point common to Lots 4 and 5 of Block 78, City of Grand Junction; thence North to a point on the North right-of-way line of Grand Avenue; which point is 15.835 feet West of the East boundary line of Lot 20, Block 77, City of Grand Junction; thence North to the North right-of-way line of the East-West alley in said Block 77; thence East to the Southernly point common to Lots 10 and 11, Block 77, City of Grand Junction; thence North along the Western boundary of said Lot 11 to the Southern right-of-way line of Ouray Avenue; thence East along the South right-of-way line of Ouray Avenue to the West right-of-way line of 3rd Street; thence South along the West right-of-way line of 3rd Street to the North right-of-way line of Grand Avenue; thence West along the North right-of-way line of Grand Avenue to the Southern point common to Lots 20 and 21, Block 76, City of Grand Junction; thence Southerly to the Northerly common corner of Lots 12 and 13 in Block 79, City of Grand Junction, thence South along the common lot line to a point on the South right-of-way line of the EastWest alley in Block 79, City of Grand Junction; thence West along such South right-of-way line to a point 12 feet West of the Eastern line of Lot 7, Block 79, City of Grand Junction; thence North to the South right-of-way line of Grand Avenue; thence West to the North corner point common to Lots 9 and 10 of Block 78, City of Grand Junction; thence South along the common line of Lots 9 and 10 and the common line of Lots 15 and 16, all in Block 78, to the South right-of-way line of White Avenue; thence East to the West right-of-way line of 2nd Street;

thence South to the North right-of-way line of the East-West alley in Block 99, City of Grand Junction; thence East along the North line of the East-West alley Block 98, City of Grand Junction, to the West right-of-way line of 3rd Street; thence North along the West right-of-way line of 3rd Street to the South right-of-way line of Grand Avenue; thence East along the South right-of-way line of Grand Avenue to the Northwest corner of Lot 12, Block 80, City of Grand Junction; thence in a Northerly direction to the Southwest corner of Lot 21, Block 75, City of Grand Junction; thence North along the West line of Lot 21, Block 75, to the North right-of-way of the East-West alley in Block 75; thence West along the North right-of-way of the East-West alley in Block 75 to the Southwest corner of Lot 9, Block 75, City of Grand Junction; thence North along the West line of Lot 9, Block 75, to the South right-of-way line of Ouray Avenue; thence East along the South right-of-way line of Ouray Avenue to the Northeast point of Lot 11, Block 73, which borders the alley parallel to said Lot 11, Block 73; thence South along the West right-of-way of said alley bordering Lot 11, Block 73, to the South right-of-way line of the vacated East-West alley in Block 73; thence to the Northeast corner of Lot 21, Block 73, City of Grand Junction; thence along the East line of Lot 21, Block 73, to the North right-of-way line of Grand Avenue; thence along the North right-of-way line of Grand Avenue to the Southwest corner of Lot 28, Block 73, City of Grand Junction; thence North along the West line of Lot 28, Block 73, to the North right-of-way line of the vacated East-West alley in Block 73; thence West to the West right-of-way line of 5th Street; thence South along the West right-of-way line of 5th Street to the North right-of-way line of the East-West alley in Block 81, City of Grand Junction, thence East along the North right-of-way line of the East-West alley in Blocks 81 and 82 to the Southwest corner of Lot 9, Block 82, City of Grand Junction; thence

North along the West line of Lot 9, Block 82, City of Grand Junction, to the South right-of-way line of Grand Avenue, thence East along said South right-of-way line to the East line of Lot 10, Block 32, City of Grand Junction; thence South along the East line of Lot 10, to the North right-of-way line of the East-West alley in Block 82, City of Grand Junction; thence East to the Southwest corner of Lot 13 Block 82, City of Grand Junction, thence North along the West line of Lot 13, Block 82, City of Grand Junction to the South right-of-way line of Grand Avenue; thence East along the South right-of-way of Grand Avenue to the East line of Lot 16, Block 82, City of Grand Junction, thence South along the East line of said Lot 16 to the North right-of-way line of the East-West alley in Block 82; thence East along the North right-of-way line of the East-West alley in Block 83 to the West line of Lot 9, Block 83, City of Grand Junction; thence North along the West line of said Lot 9 to the South right-of-way line of Grand Avenue; thence East along the South right-of-way line of Grand Avenue to the West right-of-way line of 8th Street; thence South along the West right-of-way line of 8th Street to the South right-of-way line of White Avenue; thence West along the South right-of-way line of White Avenue to the West right-of-way line of the North-South alley in Block 93, City of Grand Junction; thence South along the West right-of-way line of the North-South alley in Block 93 to the South right-of-way line of the East-West alley in Block 93, City of Grand Junction; thence East to the North point common to Lots 23 and 24, Block 93, City of Grand Junction; thence South along the common line of Lots 23 and 24 to the South right-of-way line of Rood Avenue; thence West to the North point common to Lots 14 and 15 in Block 106, City of Grand Junction; thence South along the common line of Lots 14 and 15 to the North boundary of the East-West alley in Block 106, City of Grand Junction; thence West to the South point common to Lots 12 and 13, Block 106,

City of Grand Junction; thence North to the South right-of-way line of Rood Avenue; thence West to the West right-of-way line of the North-South alley in Block 106, City of Grand Junction; thence South along the West right-of-way line of the North-South alleys in Block 106, 115 and 128, City of Grand Junction, to the North right-of-way line of Ute Avenue; thence East along the North right-of-way line of Ute Avenue to the South point common to Lots 25 and 26, Block 128, City of Grand Junction; thence South on the common line between Lots 13 and 14, Block 137, City of Grand Junction, to the North right-of-way line of the East-West alley in Block 137, City of Grand Junction; thence West to the West right-of-way line of the North-South alley in Block 137, City of Grand Junction; thence North along the West right-of-way line of the North-South alley in Block 137, City of Grand Junction, to the South right-of-way line of Ute Avenue; thence West to the West right-of-way line of 7th Street; thence South to the North right-of-way line of Pitkin Avenue; thence West to the West right-of-way line of 6th Street; thence North to the South right-of-way line of Ute Avenue; thence West to the North point common to Lots 12 and 13, Block 139, City of Grand Junction; thence South to the North right-of-way line of the East-West alley in Block 139, City of Grand Junction; thence West to the South point common to Lots 8 and 9, Block 139, City of Grand Junction; thence North along the West line of Lot 9, Block 139, City of Grand Junction, to the South right-of-way line of Ute Avenue; thence West to the West right-of-way line of 5th Street; thence South to the North right-of-way line of Pitkin Avenue; thence West to the East right-of-way line of 4th Street; thence North to the South right-of-way line of Ute Avenue; thence West along the South right-of-way line of Ute Avenue to the North point separating the East one-half of Lot 9 from the West one-half of Lot 9, Block 141, City of Grand Junction; thence South to a point on the

North right-of-way line of the East-West alley in Block 141; thence West along the North right-of-way line of the East-West alleys in Blocks 141 and 142 to the East right-of-way line of 2nd Street; thence North to the North right-of-way line of Ute Avenue; thence West along the North right-of-way line of Ute Avenue to the Southwest Corner Block 10 Mobley Subdivision; thence Northwest along the Southwest line of Block 10 Mobley Subdivision to the intersection with the Southerly projection of the East right-of-way line of Spruce Street; thence North along said East line to the Northwest corner Block 10, Mobley Subdivision, thence Northwesterly to a point which lies 415.8 feet West and South  $41^{\circ}03'$  East 68.97 feet from the Northeast Corner of the Southeast  $1/4$  Southeast  $1/4$  of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North  $89^{\circ}57'$  West for 271.8 feet along a line parallel to the North line of the Southeast  $1/4$  of the Southeast  $1/4$  of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North  $53^{\circ}03'$  West 16.66 feet; thence North  $53^{\circ}03'$  West 70 feet to the East right-of-way line of the County Road to the East of the right-of-way of the Denver and Rio Grande Western right-of-way; thence Northwesterly along the East right-of-way of said County Road to the South right-of-way of State Highway 340; thence Northeasterly along the South right-of-way of State Highway 340 to the Northwest Corner of Lot 9, Block 1, Richard D. Mobley's First Subdivision; thence South along the West line of said Lot 9 to the Southwest corner; thence South to the center line of vacated alley; thence 25 feet East; thence North to a point 78 feet South of the North line of said Block 1, thence East to a point  $7\frac{1}{2}$  feet West of the East line of Lot 11, Block 1, Richard D. Mobley's First Subdivision, thence North to the South right-of-way line of State Highway 340; thence along the South right-of-way line of State Highway 340 and Grand Avenue to the Point of Beginning.



However, excluding from the Grand Junction, Colorado, Downtown Development Authority all of Block 5 of Richard D. Mobley's First Subdivision, and Lots 1 to 5, inclusive, of Block 4, Richard D. Mobley's First Subdivision, and Lots 12 to 16, inclusive, of Block 4, Richard D. Mobley's First Subdivision except the North 50 feet of Lots 12 to 16.

And also excluding from the boundaries of the Grand Junction, Colorado, Downtown Development Authority, that part of Tract 8 and Tract 9 of the AMENDED SURVEY OF THE LITTLE BOOKCLIFF RAILROAD YARDS described as beginning at a point which is South 44°11' West 901.66 feet and South 0°01' East 197.50 feet from East 1/4 corner of Section 15, Township 1 South, Range 1 West of the Ute Meridian; thence North 89°58' West 126.00 feet; thence South 0°01' East 150.00 feet; thence South 89°58' East 126.00 feet; thence North 0°01' West 150.00 feet to the point of beginning. AND ALSO excluding 14 feet adjoining said tract 9 on the East thereof.

And except the following parcels:

Lots 11 to 16, inclusive, in Block 83, City of Grand Junction, Mesa County, Colorado; and

The North 75 feet of Lots 1, 2, and 3 of Block 104, City of Grand Junction, Mesa County, Colorado; and

Lots 17 to 25, inclusive, in Block 102; Lots 17 to 32, inclusive, in Block 103, Lots 17 to 32, inclusive, in Block 104; Lots 16 to 30, inclusive, except all the East 71.95 feet of Lots 16 to 20, inclusive, except the North 30 feet of the East 71.95 feet of Lots 16 to 20 inclusive, in Block 105; Lots 1 to 15, inclusive, in Block 117; and Lots 1 to 16, inclusive, in

Block 118, and Lots 1 to 11 in Block 84, all in the City of  
Grand Junction, Mesa County, Colorado.

EXHIBIT "C"

DESCRIPTION OF THE COMMERCIAL RENOVATION DISTRICTS

Lots 11 to 16, inclusive, in Block 83, City of Grand Junction, Mesa County, Colorado; and

The North 75 feet of Lots 1, 2, and 3 of Block 104, City of Grand Junction, Mesa County, Colorado; and

Lots 17 to 25, inclusive, in Block 102; Lots 17 to 32, inclusive, in Block 103, Lots 17 to 32, inclusive, in Block 104; Lots 16 to 30, inclusive, except all the East 71.95 feet of Lots 16 to 20, inclusive, except the North 30 feet of the East 71.95 feet of Lots 16 to 20 inclusive, in Block 105; Lots 1 to 15, inclusive, in Block 117; and Lots 1 to 16, inclusive, in Block 118, and Lots 1 to 11 in Block 84, all in the City of Grand Junction, Mesa County, Colorado.

EXHIBIT "E"

B. DATE OF ACTION                      C. STATUTORY REQUIREMENTS                      D. OPTIONAL ACTIVITIES

(Continued)

22. 12-31-81                      Freezing of Ad Valorem tax base and sales tax base as of effective date of Plan 31-25-807(3)

23. 5-7-82                      Resolution of DDA Board to amend Plan of Development to show recent approved inclusions of property and make other minor changes and referral to City Council for approval

SCHEDULED FUTURE ACTIONS

24. 5-19-82                      City Council review of Plan of Development amendments and referral to Planning Commission

25. 5-25-82                      Planning Commission review and comment on Plan of Development amendments

26. 5-26-82                      Publish notice of public meeting before City Council on Plan of Development amendments

27. 6-2-82                      City Council public hearing on Plan of Development and adoption of resolution adopting Plan of Development amendments

28. 6-4-82                      Resolution of DDA Board to have election for pledging of tax increment funds 35-25-807(3)(b)

29. 6-16-82                      Approval by City Council of election at least 30 days prior to election 35-25-807(3)(b)

30. 7-23-82                      Publication of Public Notice of Election

31. 8-3-82 Election - qualified electors of district 35-25-807(3)(b)
- 32 8-4-82 Canvass of votes
33. To be determined during 1982 City Council adoption of ordinance authorizing the issuance of bonds
34. To be determined during 1982 Bonds issued for project

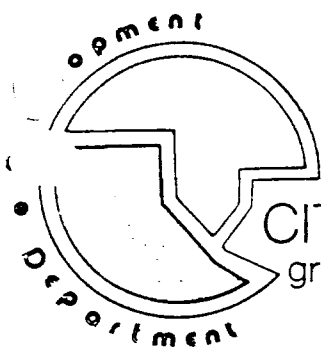


EXHIBIT "F"

CITY - COUNTY PLANNING

grand junction-mesa county 559 white ave. rm. 60 grand jct.,colo. 81501

(303) 244-1628

MEMORANDUM

TO: GRAND JUNCTION CITY COUNCIL  
 FROM: GRAND JUNCTION PLANNING COMMISSION  
 DATE: MAY 25 , 1982

RE: AMENDMENTS TO THE PLAN OF DEVELOPMENT OF THE GRAND JUNCTION,  
 COLORADO, DOWNTOWN DEVELOPMENT AUTHORITY

On May 19, 1982, the Grand Junction City Council, pursuant to C.R.S. 1973, S31-25-807(4) (b) submitted amendments to the Plan of Development of the Grand Junction, Colorado, Downtown Development Authority to the Planning Commission for review and recommendations.

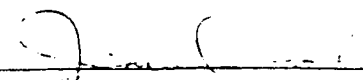
We have reviewed the proposed amendments in light of the Plan of Development as adopted by the City and the Downtown Development Authority and we have considered these amendments in light of the comments of the employees of the Planning Department, and in light of past policies for development and renovation and considered the questions and comments of the members of the Commission. After this review, we offer the following comments and recommendations:

1. The proposed amendments to the Plan of Development are consistent with the Downtown Development Strategy which has been adopted as an element of the Master Plan for Grand Junction, as well as consistent with other current policies.
2. The proposed amendments to include other areas within the boundary of the Downtown Development Authority are largely technical in nature, and the properties sought to be included are within the limits of the ultimate DDA boundary as defined in the Downtown Development Strategy and the DDA Plan of Development.

On the basis of this review, we find the proposed amendments to the Plan of Development to be consistent with existing City policies and not in conflict with development patterns on a City-wide basis.

We, therefore, endorse the proposed amendments to the Plan of Development as being consistent with existing City policies and recommend that the City Council hold a Public Hearing on these amendments to the Plan of Development.

RESPECTFULLY SUBMITTED,

  
 \_\_\_\_\_  
 Jane Quinlan



**EXHIBIT 5 – Proposed Ordinance**

**CITY OF GRAND JUNCTION, COLORADO**

**ORDINANCE NO.**

**AN ORDINANCE ADOPTING THE DOWNTOWN DEVELOPMENT AUTHORITY 2019  
PLAN OF DEVELOPMENT ENTITLED “VIBRANT TOGETHER”**

**Recitals**

A Plan of Development for the Grand Junction, Colorado, Downtown Development Authority (DDA) was originally adopted in 1981 and has since received minor updates, mostl recently in 2017 in the form of updates to address public improvements to the Las Colonias area. This 2019 “Vibrant Together” Plan of Development identifies changes to conditions in the Downtown Development Authority area and explicitly delineates strategies to improve connectivity, infill development potential, and sense of place in the downtown.

Pursuant to C.R.S. 31-25-807(4)(b), prior to its approval of a plan of development, the governing body shall submit such plan to the planning board of the municipality, if any, for review and recommendations. The planning board shall submit its written recommendations with respect to the proposed plan of development to the governing body within thirty days after receipt of the plan for review.

After public notice and public hearing, the Planning Commission recommended approval of the proposal to supersede and replace the Plan of Development for the Grand Junction, Colorado, Downtown Development Authority and the City Council finds that the proposed superseding and replacement is consistent with the City’s overall vision, as included in the Comprehensive Plan, the Greater Downtown Plan, and sections of the Zoning and Development Code specifically related to Downtown. Further, the City Council finds that the plan will afford maximum opportunity, consistent with the sound need and plans of the municipality as a whole, for the development or redevelopment of the plan of development area.

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

*The Plan of Development for Grand Junction, Colorado, Downtown Development Authority, as Adopted by Resolution of This City Council on December 16, 1981, be superseded,*

*And, that the 2019 “Vibrant Together” Plan of Development for the Downtown Development Authority of Grand Junction, Colorado (DDA), Adopted in the Form of the Document Attached Hereto.*

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**INTRODUCED** on first reading the \_\_\_\_ day of \_\_\_\_, 2019 and ordered published in pamphlet form.

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

ATTEST:

\_\_\_\_\_  
President of the Council

\_\_\_\_\_  
City Clerk





## EXHIBIT LIST

**ADOPTING THE DOWNTOWN DEVELOPMENT AUTHORITY OF GRAND  
JUNCTION, COLORADO (DDA) 2019 PLAN OF DEVELOPMENT ENTITLED  
"VIBRANT TOGETHER"  
FILE NO. CPA-2019-496**

Exhibit Item #	Description
1	Staff Report dated October 8, 2019
2	1981 DDA Plan of Development
3	Proposed DDA Plan of Development ("Vibrant Together")
4	Map of DDA Boundary
5	Proposed Ordinance
6	Staff Presentation dated October 8, 2019



## Grand Junction Planning Commission

### Regular Session

Item #4.

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**Meeting Date:** October 8, 2019

**Presented By:** Senta Costello, Planner

**Department:** Community Development

**Submitted By:** Senta Costello, Associate Planner

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### **Information**

#### **SUBJECT:**

Consider a request by the City of Grand Junction to amend various sections of the Zoning and Development Code (Title 21), Greater Downtown Overlay (Title 24), 24 Road Corridor Design Standards (Title 25), and Transportation Engineering Design Standards (Title 29) to clarify administrative procedures, remove inconsistencies and modify standards.

#### **RECOMMENDATION:**

Staff recommends approval of the proposed text amendments.

#### **EXECUTIVE SUMMARY:**

Staff is proposing amendments to various sections of the Zoning and Development Code (Title 21), the Greater Downtown Overlay (Title 24), the 24 Road Corridor Design Standards (Title 25), and the Transportation Engineering Design Standards (Title 29) to address the following:

1. Organizational changes for the appeals process for ease of administration and location of text regarding garage setbacks in the Downtown;
2. Modification of Bulk Standards for the R-5 zone district rear yard setback, removing minimum lot size for multi-family development, and removing the required 15 foot first floor height in the B-2 zone district;
3. Clarification of parking lot setbacks in the B-2 zone district and sign type in the 24 Road corridor Design Standards; and
4. Clarifying procedures and criteria related to variance criteria, fences requiring special permits, and accessory dwelling units.

#### **BACKGROUND OR DETAILED INFORMATION:**

In an effort to keep the Zoning and Development Code current and relevant, staff is proposing a number of amendments to modify standards, clarify sections and processes, and eliminate inconsistencies. The Planning Commission discussed several of these topics at its July 18, 2019 workshop and supported staff proceeding with the proposed changes. The proposed amendments are summarized as follows:

### **Section 21.02.120. Special Permit**

Section 21.02.120(b)(2)(i). provides that fences over 6 feet in height require a Special Permit as issued by the City Council. With recent changes made to the Code by Ordinances 4778 and 4831, fences over 6 feet can now be considered by the Director through an Administrative Adjustment process and requires specific findings related to unique conditions, compatibility and lack of right-of-way/easement/neighborhood property encroachments. In order to make the Code consistent between sections specifically the administrative adjustment process, this section needs to be removed.

Section 21.02.120(b)(2). A special permit is allowed in all zone districts for the following uses and shall be required prior to:

- (i) ~~Allowing a fence over six feet in height in any district;~~

### **Section 21.02.200(c)(3). Variance, Approval Criteria.**

This section provides one of the criterion for considering a variance. The language, as shown below appears to have an error in that it is missing a word and as currently reads is nonsensical. Staff is recommending to replace the unclear and confusing text so that the sentence is both grammatically correct and meets the intent of the criteria to be evaluated, as follows:

Section 21.02.200(c)(3). The literal interpretation of the provisions of the regulations would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district and would ~~work~~ cause unnecessary and undue hardship on the applicant;

### **Section 21.02.210 – Administrative Permit, Rehearing and Appeal Procedures**

Currently, Section 21.02.070(a)(8) Administrative development permits provides the requisite time period for which one can file and appeal of a decision on an Administrative Permit. The Code in Section 21.02.210 provides a specific section on Appeals, however this section does not include information regarding the requisite time period. This time period should be moved from 21.02.070 to the Appeal section in 21.02.210 to provide for ease of finding and use. The time period and language would remain unchanged. Additional renumbering of subsections would need to occur. The proposed changes are as follows:



Section 21.02.210(b). An aggrieved party may appeal the Director's decision by submitting a written appeal within 10 working days of the date of the Director's decision.

~~Section 21.02.070(a)(8). An aggrieved party may appeal the Director's decision by submitting a written appeal within 10 working days of the date of the Director's decision.~~

Re-letter (b) through (e).

### **21.03.040 Residential districts. Residential District Summary Table**

Currently the R-8 and R-12 zone districts have a note that states "Minimum lot size, minimum lot width and minimum lot frontage do not apply to two-family dwellings or multifamily." Other zone districts that allow for multi-family including the R-5, R-16, R-24, R-O, B-1, C-1, M-U and BP zone districts do not contain this note and have instead a minimum lot size of designated. This is very limiting for various multi-family developments. For example, if a developer wanted to build a townhome in a R-5 zone district, the townhome would be required to have a minimum lot size of 20,000 square feet and as a result likely precluding townhomes to develop on the property or creating undesirability long narrow lots in order to utilize the shared wall type of construction of a townhome development. See attached Exhibit 2.

Staff recommends adding language to exempt all multi-family from having a minimum lot size. The Code changes would be as follows:

Add note to Residential District Summary Table: Note: Minimum Lot Area, Lot Width and Lot Frontage do not apply to two family dwellings or multifamily.

Remove notes from Residential District Summary Table:

~~R-5: Min. lot area varies by building type; detached single family — 4,000 sf, two-family attached — 6,000 sf, multifamily — 20,000 sf, civic — 20,000 sf. Min. lot width varies by building type; two-family — 60 ft., all other types — 40 ft.~~

~~R-8: Min. lot area varies by building type; detached single family — 3,000 sf and two-family attached — 6,000 sf, multifamily — 20,000 sf, civic — 20,000 sf. Min. lot width varies by building type; two-family — 60 ft., all other types — 40 ft~~

~~R-12: Min. lot width varies by building type; two-family — 45 ft., all other types — 30 ft.~~

Remove text from sections

~~21.03.040(g)(2)(iii) Minimum lot size, minimum lot width and minimum lot frontage do not apply to two-family dwellings or multifamily.~~

~~21.03.040(h)(2)(iii) Minimum lot size, minimum lot width and minimum lot frontage do not apply to two-family dwellings or multifamily.~~

### **21.03.040 Residential districts. Residential District Summary Table**

The Residential District Summary Table provides for the bulk standards for all residential zone districts. Staff has been approached by members of the development community requesting a reduction in the R-5 rear yard setback dimension. The request has included a reduction from 25 feet to something smaller and has been suggested to be 15 feet. They have cited challenges regarding being able to meet this minimum setback and provide for the size of home they would like to be constructing on these lots. The current R-5 rear yard setback is equivalent to the rear yard setback in the R-4 zone district (25 feet), but is greater than the R-8 zone district rear yard setback of 10 feet. The benefit of reducing the rear yard setback is potentially providing for larger building envelopes on each 4,000 square foot lot (minimum lot size), however there may be undesirable results of this reduction including less yard space and buffering between the rear yards of homes in areas zoned R-5.

Should this reduction be considered the table would be amended to replace R-5, rear yard setback of 25 feet to 15 feet. Other rear yard setback dimensions could also be considered (e.g. 20 feet). See attached Exhibit 3.

### **Section 21.03.070. Mixed use districts. Mixed Use and Industrial Bulk Standard Summary Table**

The Mixed Use and Industrial Bulk Standard Summary Table provides a note in the table, Note: B-2: Parking setback for principal structure – 30 ft., for accessory 6 ft”. This note is confusing in that there are not structures, as defined in the Code, generally related to or a part of a parking lot. Staff has interpreted this section to mean that if parking is being provided as the sole or primary use on a lot in the B-2 Zone District, the lot must be setback 30 feet from the property line. As well, the note includes “for accessory 6 ft.” Staff has interpreted this subsequent section to mean that if the parking lot is accessory to a primary use (usually a building), the parking lot must be setback 6 feet from the property line. See attached Exhibit 4.

Staff recommends clarifying this code language, as follows:

Note: B-2: Parking front setback for principal structure parking as a principal use, 30 feet, ~~for~~ as an accessory use 6 feet.

### **Section 21.03.070. Mixed use districts. Mixed Use and Industrial Bulk Standard**

## Summary Table.

The Mixed Use and Industrial Bulk Standard Summary Table provides a note in the table, “B-2: first Floor min. height – 15 ft.” This issue recently arose in a request for a redevelopment project in the downtown area that was unable/uninterested in providing a first floor height of 15 feet. The project sought and ultimately received a variance due to the unique circumstances related to the project, however it brought to light some of the challenges of requiring a 15 foot first floor height for all buildings located in the B-2 zone district. As was provided in the testimony in the variance hearing, most of the buildings on the historic main street do not have a 15 feet first floor height while most range between 10 feet and 14 feet.

It is staff’s understanding that this code provision was put in place for two reasons. The primary reason being the desire for buildings to be constructed that could be repurposed to commercial uses in the future should they be constructed as residential (or other) initially. The 15 feet would allow for higher ceilings as well as necessary building systems such as ventilation, fire sprinkling, or other modifications to the mechanical components in a more cost efficient manner. The second intent of the code provision was aesthetics that were more in line with typical high ceiling and historic building façade elevations. See attached Exhibit 4.

Staff generally recommends that this type of standard is not necessary and may preclude creativity in architectural style and building design and recommends removing this note from the Table.

Note: B-2: first floor min. height — 15 ft.

### **Section 21.02.070(f)(2)(vi). Accessory Dwelling Units Review process.**

Section 21.04.040(f) was recently amended by Ordinance 4831 to update standards for Accessory Dwelling Units. Part of this amendment including removing the requirement for a proposed ADU to be reviewed through a Minor Site Plan Review process and replacing it with a simplified process that requires the review and issuance of a planning clearance. There exists an additional reference to this requirement in Section 21.02.070 that now needs to be removed.

Staff is recommending removal of text as follows:

~~Section 21.02.070(f)(2)(vi) The Director may use this review process if the proposed project is limited to: A proposed residential subunit or accessory unit.”~~

Staff has identified other provisions of the code regarding ADUs that will also be

considered for modification in the future, specifically sections regarding accessory structures allowed to be a maximum of 75 percent of the square foot of the principal structure as well as a standard requiring all ADUs to be located behind a principle structure.

**Section 25.05.010 - 24 Road Corridor Design Standards - Sign standards.**

The standards for 24 Road Corridor only allow for freestanding signs and flush wall signs. It further provides that all freestanding signs shall be single- or double-faced and constructed of a metal panel with stone or veneer base. In essence, this means that all freestanding signs will be monument style signs. Adding more clear language in the code would benefit the understanding and intent of these sign standards. Staff recommends the following clarification to the code.

Section 25.05.010(a) Only the following sign types are permitted: freestanding monument signs, flush wall signs, exempt signs, and temporary signs as allowed/regulated by GJMC 21.06.070 Sign regulation, except as further restricted in this chapter.

**Section 29.56.020 - Alley Standards, Garage Setbacks and Section 24.12.130(a)(2) – Downtown District Standards and Guidelines – Residential Areas**

**Section 29.56.020 of the TEDS Manual has a standard that requires** garages with overhead doors facing the alley must be set back a minimum of 25 feet from the far edge of the alley or the zoning setback, whichever is greater. This allows adequate maneuver room for backing and turning. The Greater Downtown Plan adopted in 2018 has language that allows any accessory structure to have a zero-foot rear yard setback. The intent was to accommodate and allow for accessory structures to continue to exist and be built in a similar fashion to historical accessory buildings in the downtown area. Because these requirements are in two different sections of the municipal code, they appear contradictory and are confusing as to the interplay between the regulations. As such, staff recommends that the standard in TEDs is moved into the downtown standards which is a more typical location to find setback standards. **The proposed changes are as follows:**

**Section 24.12.130(a)(2).** The setback for accessory structures is a zero-foot setback from the alley and three feet from neighboring property line(s). Garages with overhead doors facing the alley must be set back a minimum of 25 feet from the far edge of the alley or the zoning setback, whichever is greater.

~~Section 29.56.020 – Building setbacks. – Garages with overhead doors facing the alley must be set back a minimum of 25 feet from the far edge of the alley or the zoning setback, whichever is greater. This allows adequate maneuver room for~~

~~backing and turning.~~

#### **IV. NOTIFICATION REQUIREMENTS**

Notice was completed as required by Section 21.02.080(g). Notice of the public hearing was published on August 20, 2019, in the Grand Junction Daily Sentinel.

#### **V. 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 specific criteria for review because a code amendment is a legislative act and within the discretion of the City Council to decide with a recommendation from the Planning Commission. Reasons for the proposed amendments are provided in the Background section of this report.

#### **VI. STAFF RECOMMENDATION AND FINDINGS OF FACT**

Staff finds that the proposed amendments to the Zoning and Development Code are useful in that they eliminate inconsistencies within the code, provide necessary clarification for the administration of the code, eliminate unnecessary regulations and modify standards to provide regulations that assist in logical and orderly development.

#### **SUGGESTED MOTION:**

Madam Chairman, on the Zoning and Development Code Amendments, ZCA-2019-421, I move that the Planning Commission forward a recommendation of approval finding that the amendments as recommended by staff as well as change the R-5 rear yard setback from 25 feet to \_\_\_\_ feet, work to eliminate inconsistencies within the code, provide necessary clarification for the administration of the code, eliminate unnecessary regulations and modify standards to provide regulations that assist in logical and orderly development.

#### **Attachments**

1. Exhibit List - Zoning Code Amendments
2. Staff Report
3. Exhibit 2 - Residential District Summary Table
4. Exhibit 3 - Residential District Summary Table
5. Exhibit 4 - Mixed Use & Industrial Summary Table





**PLANNING COMMISSION AGENDA ITEM**

**Project Name:** Zoning Code Text Amendment, Title 21, Chapters 2, 3, 4 and 10;  
Title 24 Chapter 12, Title 25 Chapter 5 and Title 29 Chapter 56  
**Applicant:** City of Grand Junction  
**Address:** City Wide  
**Zoning:** N/A  
**Staff:** Senta Costello  
**File No.** ZCA-2019-421  
**Date:** August 27, 2019

**I. SUBJECT**

Consider a request by the City of Grand Junction to amend various sections of the Zoning and Development Code (Title 21), Greater Downtown Overlay (Title 24), 24 Road Corridor Design Standards (Title 25), and Transportation Engineering Design Standards (Title 29) to clarify administrative procedures, remove inconsistencies and modify bulk standards.

**II. EXECUTIVE SUMMARY**

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- 3) Clarification of parking lot setbacks in the B-2 zone district and sign type in the 24 Road corridor Design Standards; and
- 4) Clarifying procedures and criteria related to variance criteria, fences requiring special permits, and accessory dwelling units.

**III. BACKGROUND**

In an effort to keep the Zoning and Development Code current and relevant, staff is proposing a number of amendments to modify standards, clarify sections and processes, and eliminate inconsistencies. The Planning Commission discussed several of these topics at its July 18, 2019 workshop and supported staff proceeding with the proposed changes. The proposed amendments are summarized as follows:

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Section 21.02.210(b). An aggrieved party may appeal the Director's decision by submitting a written appeal within 10 working days of the date of the Director's decision.

~~Section 21.02.070(a)(8). An aggrieved party may appeal the Director's decision by submitting a written appeal within 10 working days of the date of the Director's decision.~~

Re-letter (b) through (e).

**21.03.040 Residential districts. Residential District Summary Table**

Currently the R-8 and R-12 zone districts have a note that states “Minimum lot size, minimum lot width and minimum lot frontage do not apply to two-family dwellings or multifamily.” Other zone districts that allow for multi-family including the R-5, R-16, R-24, R-O, B-1, C-1, M-U and BP zone districts do not contain this note and have instead a minimum lot size of designated. This is very limiting for various multi-family developments. For example, if a developer wanted to build a townhome in a R-5 zone district, the townhome would be required to have a minimum lot size of 20,000 square feet and as a result likely precluding townhomes to develop on the property or creating undesirability long narrow lots in order to utilize the shared wall type of construction of a townhome development.

**Residential District Summary Table**

	<b>RR</b>	<b>R-E</b>	<b>R-1</b>	<b>R-2</b>	<b>R-4</b>	<b>R-5</b>	<b>R-8</b>	<b>R-12</b>	<b>R-16</b>	<b>R-24</b>
<b>Lot</b>										
Area (min. ft. unless otherwise specified)	5 acres	1 acre	30,000	15,000	7,000	4,000	3,000	n/a	n/a	n/a
Width (min. ft.)	150	100	100	100	70	40	40	30	30	30
Frontage (min. ft.)	50	50	50	50	20	20	20	20	20	20
Frontage on cul-de-sac (min. ft.)	30	30	30	30	n/a	n/a	n/a	n/a	n/a	n/a
<b>Setback</b>										
Principal structure										
Front (min. ft.)	20	20	20	20	20	20	20*	20*	20*	20*
Side (min. ft.)	50	15	15	15	7	5	5	5	5	5
Rear (min. ft.)	50	30	30	30	25	25	10	10	10	10
Accessory structure										
Front (min. ft.)	25	25	25	25	25	25	25	25	25	25
Side (min. ft.)	50	5	3	3	3	3	3	3	3	3
Rear (min. ft.)	50	10	10	5	5	5	5	5	5	5
<b>Bulk</b>										
Lot coverage (max.)	5%	15%	20%	30%	50%	60%	70%	75%	75%	80%
Height (max. ft.)	35	35	35	35	40	40	40	60	60	72
Density (min. units per acre)	n/a	n/a	n/a	n/a	2	3	5.5	8	12	16
Density (max. units per acre)	1 unit / 5 acres	1	1	2	4	5.5	8	12	16	n/a
Cluster allowed	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No
<b>Notes</b>										
<p>*20 feet for the garage portion of a principal structure and 15 feet for the remainder of the principal structure.</p> <p>R-5: Min. lot area varies by building type; detached single-family – 4,000 sf, two-family attached – 6,000 sf, multifamily – 20,000 sf, civic – 20,000 sf. Min. lot width varies by building type; two-family – 60 ft., all other types – 40 ft.</p> <p>R-8: Min. lot area varies by building type; detached single-family – 3,000 sf and two-family attached – 6,000 sf, multifamily – 20,000 sf, civic – 20,000 sf. Min. lot width varies by building type; two-family – 60 ft., all other types – 40 ft.</p> <p>R-12: Min. lot width varies by building type; two-family – 45 ft., all other types – 30 ft.</p>										

Staff recommends adding language to exempt all multi-family from having a minimum lot size. The Code changes would be as follows:

Add note to Residential District Summary Table: Note: Minimum Lot Area, Lot Width and Lot Frontage do not apply to two family dwellings or multifamily.

Remove notes from Residential District Summary Table:

~~R-5: Min. lot area varies by building type; detached single family—4,000 sf, two-family attached—6,000 sf, multifamily—20,000 sf, civic – 20,000 sf. Min. lot width varies by building type; two-family – 60 ft., all other types – 40 ft.~~

~~R-8: Min. lot area varies by building type; detached single family—3,000 sf and two-family attached—6,000 sf, multifamily—20,000 sf, civic – 20,000 sf. Min. lot width varies by building type; two-family – 60 ft., all other types – 40 ft~~

~~R-12: Min. lot width varies by building type; two-family—45 ft., all other types—30 ft.~~

Remove text from sections

~~21.03.040(g)(2)(iii) Minimum lot size, minimum lot width and minimum lot frontage do not apply to two-family dwellings or multifamily.~~

~~21.03.040(h)(2)(iii) Minimum lot size, minimum lot width and minimum lot frontage do not apply to two-family dwellings or multifamily.~~

### **21.03.040 Residential districts. Residential District Summary Table**

The Residential District Summary Table provides for the bulk standards for all residential zone districts. Staff has been approached by members of the development community requesting a reduction in the R-5 rear yard setback dimension. The request has included a reduction from 25 feet to something smaller and has been suggested to be 15 feet. They have cited challenges regarding being able to meet this minimum setback and provide for the size of home they would like to be constructing on these lots. The current R-5 rear yard setback is equivalent to the rear yard setback in the R-4 zone district (25 feet), but is greater than the R-8 zone district rear yard setback of 10 feet. The benefit of reducing the rear yard setback is potentially providing for larger building envelopes on each 4,000 square foot lot (minimum lot size), however there may be undesirable results of this reduction including less yard space and buffering between the rear yards of homes in areas zoned R-5.

Should this reduction be considered the table would be amended to replace R-5, rear yard setback of 25 feet to 15 feet. Other rear yard setback dimensions could also be considered (eg. 20 feet).

	RR	R-E	R-1	R-2	R-4	R-5	R-8	R-12	R-16	R-24
<b>Lot</b>										
Area (min. ft. unless otherwise specified)	5 acres	1 acre	30,000	15,000	7,000	4,000	3,000	n/a	n/a	n/a
Width (min. ft.)	150	100	100	100	70	40	40	30	30	30
Frontage (min. ft.)	50	50	50	50	20	20	20	20	20	20
Frontage on cul-de-sac (min. ft.)	30	30	30	30	n/a	n/a	n/a	n/a	n/a	n/a
<b>Setback</b>										
Principal structure										
Front (min. ft.)	20	20	20	20	20	20	20*	20*	20*	20*
Side (min. ft.)	50	15	15	15	7	5	5	5	5	5
Rear (min. ft.)	50	30	30	30	25	25	10	10	10	10
Accessory structure										
Front (min. ft.)	25	25	25	25	25	25	25	25	25	25
Side (min. ft.)	50	5	3	3	3	3	3	3	3	3
Rear (min. ft.)	50	10	10	5	5	5	5	5	5	5

**Section 21.03.070. Mixed use districts. Mixed Use and Industrial Bulk Standard Summary Table**

The Mixed Use and Industrial Bulk Standard Summary Table provides a note in the table, Note: B-2: Parking setback for principal structure – 30 ft., for accessory 6 ft”. This note is confusing in that there are not structures, as defined in the Code, generally related to or a part of a parking lot. Staff has interpreted this section to mean that if parking is being provided as the sole or primary use on a lot in the B-2 Zone District, the lot must be setback 30 feet from the property line. As well, the note includes “for accessory 6 ft.” Staff has interpreted this subsequent section to mean that if the parking lot is accessory to a primary use (usually a building), the parking lot must be setback 6 feet from the property line.

Notes
B-1: Max. building size varies by use; retail – 15,000 sf (unless a CUP is approved), office 30,000
B-2: Parking setback for principal structure – 30 ft., for accessory 6 ft.; first floor min. height – 15 ft.
C-1: Min. rear setback – 0 if an alley is present
CSR: Maximum building height abutting residential – 40 ft.

Staff recommends clarifying this code language, as follows:



**Note: B-2:** Parking front setback for principal structure parking as a principal use, 30 feet, ~~for~~ as an accessory use 6 feet.

**Section 21.03.070. Mixed use districts. Mixed Use and Industrial Bulk Standard Summary Table.**

The Mixed Use and Industrial Bulk Standard Summary Table provides a note in the table, “B-2: first Floor min. height – 15 ft.” This issue recently arose in a request for a redevelopment project in the downtown area that was unable/uninterested in providing a first floor height of 15 feet. The project sought and ultimately received a variance due to the unique circumstances related to the project, however it brought to light some of the challenges of requiring a 15 foot first floor height for all buildings located in the B-2 zone district. As was provided in the testimony in the variance hearing, most of the buildings on the historic main street do not have a 15 feet first floor height while most range between 10 feet and 14 feet.

It is staff’s understanding that this code provision was put in place for two reasons. The primary reason being the desire for buildings to be constructed that could be repurposed to commercial uses in the future should they be constructed as residential (or other) initially. The 15 feet would allow for higher ceilings as well as necessary building systems such as ventilation, fire sprinkling, or other modifications to the mechanical components in a more cost efficient manner. The second intent of the code provision was aesthetics that were more in line with typical high ceiling and historic building façade elevations.

Notes
B-1: Max. building size varies by use; retail – 15,000 sf (unless a CUP is approved), office 30,000
B-2: Parking setback for principal structure – 30 ft., for accessory 6 ft.; first floor min. height – 15 ft.
C-1: Min. rear setback – 0 if an alley is present
CSR: Maximum building height abutting residential – 40 ft.

Staff generally recommends that this type of standard is not necessary and may preclude creativity in architectural style and building design and recommends removing this note from the Table.

Note: B-2: first floor min. height — 15 ft.

**Section 21.02.070(f)(2)(vi). Accessory Dwelling Units Review process.**

Section 21.04.040(f) was recently amended by Ordinance 4831 to update standards for Accessory Dwelling Units. Part of this amendment including removing the requirement for a proposed ADU to be reviewed through a Minor Site Plan Review process and replacing it with a simplified process that requires the review and issuance of a planning

clearance. There exists an additional reference to this requirement in Section 21.02.070 that now needs to be removed.

Staff is recommending removal of text as follows:

~~Section 21.02.070(f)(2)(vi) The Director may use this review process if the proposed project is limited to: A proposed residential subunit or accessory unit.”~~

Staff has identified other provisions of the code regarding ADUs that will also be considered for modification in the future, specifically sections regarding accessory structures allowed to be a maximum of 75 percent of the square foot of the principal structure as well as a standard requiring all ADUs to be located behind a principle structure.

### **Section 25.05.010 - 24 Road Corridor Design Standards - Sign standards.**

The standards for 24 Road Corridor only allow for freestanding signs and flush wall signs. It further provides that all freestanding signs shall be single- or double-faced and constructed of a metal panel with stone or veneer base. In essence, this means that all freestanding signs will be monument style signs. Adding more clear language in the code would benefit the understanding and intent of these sign standards. Staff recommends the following clarification to the code.

Section 25.05.010(a) Only the following sign types are permitted: freestanding monument signs, flush wall signs, exempt signs, and temporary signs as allowed/regulated by GJMC 21.06.070 Sign regulation, except as further restricted in this chapter.

### **Section 29.56.020 - Alley Standards, Garage Setbacks and Section 24.12.130(a)(2) – Downtown District Standards and Guidelines – Residential Areas**

Section 29.56.020 of the TEDS Manual has a standard that requires garages with overhead doors facing the alley must be set back a minimum of 25 feet from the far edge of the alley or the zoning setback, whichever is greater. This allows adequate maneuver room for backing and turning. The Greater Downtown Plan adopted in 2018 has language that allows any accessory structure to have a zero-foot rear yard setback. The intent was to accommodate and allow for accessory structures to continue to exist and be built in a similar fashion to historical accessory buildings in the downtown area. Because these requirements are in two different sections of the municipal code, they appear contradictory and are confusing as to the interplay between the regulations. As such, staff recommends that the standard in TEDs is moved into the downtown standards which is a more typical location to find setback standards. The proposed changes are as follows:

Section 24.12.130(a)(2). The setback for accessory structures is a zero-foot setback from the alley and three feet from neighboring property line(s). Garages with

overhead doors facing the alley must be set back a minimum of 25 feet from the far edge of the alley or the zoning setback, whichever is greater.

~~Section 29.56.020—Building setbacks.—Garages with overhead doors facing the alley must be set back a minimum of 25 feet from the far edge of the alley or the zoning setback, whichever is greater. This allows adequate maneuver room for backing and turning.~~

#### **IV. NOTIFICATION REQUIREMENTS**

Notice was completed as required by Section 21.02.080(g). Notice of the public hearing was published on August 20, 2019, in the Grand Junction Daily Sentinel.

#### **V. 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 specific criteria for review because a code amendment is a legislative act and within the discretion of the City Council to decide with a recommendation from the Planning Commission. Reasons for the proposed amendments are provided in the Background section of this report.

#### **VI. STAFF RECOMMENDATION AND FINDINGS OF FACT**

Staff finds that the proposed amendments to the Zoning and Development Code are useful in that they eliminate inconsistencies within the code, provide necessary clarification for the administration of the code, eliminate unnecessary regulations and modify standards to provide regulations that assist in logical and orderly development.

#### **VII. RECOMMENDED MOTION**

Madam Chairman, on the Zoning and Development Code Amendments, ZCA-2019-421, I move that the Planning Commission forward a recommendation of approval finding that the amendments as recommended by staff as well as change the R-5 rear yard setback from 25 feet to \_\_\_\_ feet, work to eliminate inconsistencies within the code, provide necessary clarification for the administration of the code, eliminate unnecessary regulations and modify standards to provide regulations that assist in logical and orderly development.

#### **Attachments:**

Proposed Ordinance

# Exhibit 2

**Residential District Summary Table**

	RR	R-E	R-1	R-2	R-4	R-5	R-8	R-12	R-16	R-24
<b>Lot</b>										
Area (min. ft. unless otherwise specified)	5 acres	1 acre	30,000	15,000	7,000	4,000	3,000	n/a	n/a	n/a
Width (min. ft.)	150	100	100	100	70	40	40	30	30	30
Frontage (min. ft.)	50	50	50	50	20	20	20	20	20	20
Frontage on cul-de-sac (min. ft.)	30	30	30	30	n/a	n/a	n/a	n/a	n/a	n/a
<b>Setback</b>										
Principal structure										
Front (min. ft.)	20	20	20	20	20	20	20*	20*	20*	20*
Side (min. ft.)	50	15	15	15	7	5	5	5	5	5
Rear (min. ft.)	50	30	30	30	25	25	10	10	10	10
Accessory structure										
Front (min. ft.)	25	25	25	25	25	25	25	25	25	25
Side (min. ft.)	50	5	3	3	3	3	3	3	3	3
Rear (min. ft.)	50	10	10	5	5	5	5	5	5	5
<b>Bulk</b>										
Lot coverage (max.)	5%	15%	20%	30%	50%	60%	70%	75%	75%	80%
Height (max. ft.)	35	35	35	35	40	40	40	60	60	72
Density (min. units per acre)	n/a	n/a	n/a	n/a	2	3	5.5	8	12	16
Density (max. units per acre)	1 unit / 5 acres	1	1	2	4	5.5	8	12	16	n/a
Cluster allowed	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No
<b>Notes</b>										
<p>*20 feet for the garage portion of a principal structure and 15 feet for the remainder of the principal structure.</p> <p>R-5: Min. lot area varies by building type; detached single-family – 4,000 sf, two-family attached – 6,000 sf, multifamily – 20,000 sf, civic – 20,000 sf. Min. lot width varies by building type; two-family – 60 ft., all other types – 40 ft.</p> <p>R-8: Min. lot area varies by building type; detached single-family – 3,000 sf and two-family attached – 6,000 sf, multifamily – 20,000 sf, civic – 20,000 sf. Min. lot width varies by building type; two-family – 60 ft., all other types – 40 ft.</p> <p>R-12: Min. lot width varies by building type; two-family – 45 ft., all other types – 30 ft.</p>										

# Exhibit 3

	RR	R-E	R-1	R-2	R-4	R-5	R-8	R-12	R-16	R-24
<b>Lot</b>										
Area (min. ft. unless otherwise specified)	5 acres	1 acre	30,000	15,000	7,000	4,000	3,000	n/a	n/a	n/a
Width (min. ft.)	150	100	100	100	70	40	40	30	30	30
Frontage (min. ft.)	50	50	50	50	20	20	20	20	20	20
Frontage on cul-de-sac (min. ft.)	30	30	30	30	n/a	n/a	n/a	n/a	n/a	n/a
<b>Setback</b>										
Principal structure										
Front (min. ft.)	20	20	20	20	20	20	20*	20*	20*	20*
Side (min. ft.)	50	15	15	15	7	5	5	5	5	5
Rear (min. ft.)	50	30	30	30	25	25	10	10	10	10
Accessory structure										
Front (min. ft.)	25	25	25	25	25	25	25	25	25	25
Side (min. ft.)	50	5	3	3	3	3	3	3	3	3
Rear (min. ft.)	50	10	10	5	5	5	5	5	5	5

## Exhibit 4

### Notes

B-1: Max. building size varies by use; retail – 15,000 sf (unless a CUP is approved), office 30,000

B-2: Parking setback for principal structure – 30 ft., for accessory 6 ft.; first floor min. height – 15 ft.

C-1: Min. rear setback – 0 if an alley is present

CSR: Maximum building height abutting residential – 40 ft.