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**GRAND JUNCTION CITY COUNCIL
MONDAY, DECEMBER 19, 2022
WORKSHOP, 5:30 PM
FIRE DEPARTMENT TRAINING ROOM AND [VIRTUAL](#)
625 UTE AVENUE**

1. Discussion Topics

- a. Discussion of a Resolution Setting the Title and Submitting to the Electorate on April 4, 2023, a Measure to Increase the City Sales and Use Tax from 3.25 percent to 3.40 percent (An Increase of 0.15 percent to Sunset December 31, 2054) and to Retain and Spend Revenues as a Voter-Approved Revenue Change as Defined by Article X, Section 20 of the Colorado Constitution and to Incur Bonded Indebtedness to Build a Community Recreation Center at Matchett Park
- b. Colorado Plastic Pollution Reduction Act (HB21-1162) Implementation
- c. Zoning & Development Code Update
- d. Pedestrian and Bike Plan Existing Conditions Report & TEDS Assessment Report

2. City Council Communication

An unstructured time for Councilmembers to discuss current matters, share ideas for possible future consideration by Council, and provide information from board & commission participation.

3. Next Workshop Topics

4. Other Business

What is the purpose of a Workshop?

The purpose of the Workshop is to facilitate City Council discussion through analyzing

information, studying issues, and clarifying problems. The less formal setting of the Workshop promotes conversation regarding items and topics that may be considered at a future City Council meeting.

How can I provide my input about a topic on tonight's Workshop agenda?

Individuals wishing to provide input about Workshop topics can:

1. Send an email (addresses found here <https://www.gjcity.org/313/City-Council>) or call one or more members of City Council (970-244-1504);
 2. Provide information to the City Manager (citymanager@gjcity.org) for dissemination to the City Council. If your information is submitted prior to 3 p.m. on the date of the Workshop, copies will be provided to Council that evening. Information provided after 3 p.m. will be disseminated the next business day.
 3. Attend a Regular Council Meeting (generally held the 1st and 3rd Wednesdays of each month at 6 p.m. at City Hall) and provide comments during "Citizen Comments."
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Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: December 19, 2022

Presented By: Greg Caton, City Manager, Jodi Welch, Finance Director, Jay Valentine, General Services Director, Ken Sherbenou, Parks and Recreation Director, John Shaver, City Attorney

Department: City Attorney

Submitted By: Ken Sherbenou

Information

SUBJECT:

Discussion of a Resolution Setting the Title and Submitting to the Electorate on April 4, 2023, a Measure to Increase the City Sales and Use Tax from 3.25 percent to 3.40 percent (An Increase of 0.15 percent to Sunset December 31, 2054) and to Retain and Spend Revenues as a Voter-Approved Revenue Change as Defined by Article X, Section 20 of the Colorado Constitution and to Incur Bonded Indebtedness to Build a Community Recreation Center at Matchett Park

EXECUTIVE SUMMARY:

On November 16, 2022, the City Council adopted the 2022 Community Recreation Center (CRC) Plan and gave direction to staff to draft a ballot question. Originally the Resolution setting the ballot question was scheduled for the December 7th, 2022 City Council meeting, however, after questions arose regarding the ballot and ballot language, the topic was scheduled for discussion at the Council workshop on December 19th, 2022.

In summary, the proposed resolution and ballot question includes the authorization for an additional 0.15% sales tax rate dedicated solely to the CRC expiring through a sunset provision on December 31, 2054.

BACKGROUND OR DETAILED INFORMATION:

One of the topics of discussion is regarding the revenue estimate for the ballot question. Under TABOR, the City is required to provide an estimate of the first fiscal year of revenues in the ballot question. If the actual revenues earned exceed the estimate, the City would have to either refund the amount over the estimate or return to the voters to receive authorization to spend the additional revenue as intended with the

first authorization. When providing the estimate for the purposes of the ballot question, staff projected revenues based on the average growth rate for 2023 and 2024. To avoid a TABOR required refund, an estimation margin of 25% was added to the total of what is actually expected. The resulting estimated revenue for the ballot question for 2023 is \$2,400,000 (for second six months of the year with a 7/1/2023 effective date) and for 2024, which is the full fiscal year, is \$4,900,000. The actual revenue expected in 2024 is \$3.9 million.

The calculation of the estimated revenue for the ballot question is detailed below.

.15% Tax Revenue Estimate		
Original Revenue Calculation Based on 2022 Activity (a)	\$ 3,300,000	
Revised Revenue Calculation Based on 2022 Activity (b)	\$ 3,500,000	2023 TABOR Estimate
Revenue Calculation Based on Projected 2023 Activity (c)	\$ 3,700,000	\$ 2,400,000 (d)
Revenue Calculation Based on Projected 2024 Activity (c)	\$ 3,900,000	
Estimation Margin of 25% for Ballot Question	\$ 975,000	
	\$ 4,875,000	
	2024 TABOR Estimate	\$ 4,900,000

- (a) Calculated at the beginning of the year based on projected 2022 tax revenue.
- (b) Calculated after 10 months actual activity and updated projection of 2022 revenue.
- (c) Calculated based on average growth rate last 5 years without the low of 2020 and the high of 2021.
- (d) Calculated based on partial year revenues with an estimation margin.

Also, there is a desire for some additional information on the debt estimate in the question. Under TABOR, the City is required to provide the principal amount and the estimated debt service costs, and this amount cannot be exceeded with the actual debt issuance. The proposed debt will be issued for a maximum principal amount of \$70,000,000 with total debt service costs not to exceed \$161,000,000. The \$161 million is calculated based on \$70 million par issuance, for 30 years, at 6%.

Similar to applying a margin on the revenue estimate for the ballot question, staff applied a higher interest rate to ensure total debt service costs do not exceed authorization. This said, based on the current yield curve and other data, staff fully expect to issue debt at or below an interest rate of 4.5%. Also, given the timing of the project construction, staff, with the assistance of professional bond underwriters, will have the opportunity to closely monitor the market and issue debt at a preferred time. Currently (December 14, 2022) the interest rate for AA rated municipal bonds is 3.8%, down from 4.5% on November 14, 2022.

Lastly, enclosed with this agenda documentation is the redline version of the original version of the ballot language that incorporates feedback staff has received from Councilmembers. A clean version of the ballot language is also included for Council's consideration.

FISCAL IMPACT:

This topic is for discussion purposes.

SUGGESTED ACTION:

This topic is for discussion purposes.

Attachments

1. RES-Community Recreation Center Ballot Question CBMcD edits 121422
2. RES-Community Recreation Center Ballot Question 121422

1 RESOLUTION NO. ___ -22
2 A RESOLUTION SETTING THE TITLE FOR AND SUBMITTING TO THE ELECTORATE ON APRIL 4,
3 2023, A MEASURE TO INCREASE CITY SALES AND USE TAX FROM 3.25% TO 3.40% (AN
4 INCREASE OF 0.15% TO SUNSET DECEMBER 31, 2054) AND TO RETAIN AND SPEND
5 REVENUES AS A VOTER APPROVED REVENUE CHANGE AS DEFINED BY ARTICLE X,
6 SECTION 20 OF THE COLORADO CONSTITUTION AND TO INCUR BONDED INDEBTEDNESS
7 TO BUILD A COMMUNITY RECREATION CENTER AT MATCHETT PARK

8
9 RECITALS

10 The City Council of the City of Grand Junction at its December 7, 2022, meeting
11 considered placing a question on the April ballot asking the City electors to approve a
12 0.15% City sales and use tax rate increase for the construction, furnishing and equipping
13 of a community recreation center (CRC) at Matchett Park and authorizing the City to
14 borrow money to finance the CRC project.

15 On November 16, 2022, after an approximately 10-month public outreach effort by the
16 City Parks and Recreation Advisory Board, City staff, and Barker Rinker Seacat, the
17 City's consultant for the CRC Project, the City Council approved Resolution 84-22
18 approving the 2022 CRC plan (CRC Plan). Resolution 84-22 is incorporated herein as if
19 fully set forth.

20 ~~The at Resolution and the CRC Plan that is adopted by and with the Resolution,~~
21 anticipates the
22 construction and operation of an approximately 83,000 square foot facility which, that is
23 ~~planned to provide, but not be limited to, a warm water multi-generational aquatic~~
24 ~~area with lazy river, zero depth entry, playground and slides, cool water lap pool, a~~
25 ~~warm water therapy pool, an indoor walk/jog track, multi-purpose meeting rooms,~~
26 ~~gymnasium, fitness and weights center, family and senior lounges, child watch room,~~
27 ~~and a climbing wall.~~

28 ~~The Plan for the CRC, and the facility~~ when it is built, will realize the highest priority of
29 ~~The~~ Parks, Recreation and Open Space (PROS) Master Plan adopted in January 2021

30 which is for the community to have a recreation center.
31 For these and other reasons the City Council has determined that the 0.15% sales and
32 use tax rate increase is a reasonable means of advancing the community's interests as
33 expressed by the PROS Master Plan in general and the CRC Plan in particular. If the
34 ballot question increasing the sales tax rate is approved and the City is
35 authorized with the passage of the question to incur debt, then the City Council will
36 begin the CRC project as soon as possible with the funds generated from the 0.15%
37 sales and use tax increase being used to pay the debt for the CRC project and, if
38 excess funds are available, fund the operation and maintenance.

39 With approval of the question the City will proceed without delay to design, construct,
40 furnish and equip the CRC as soon as possible with an anticipated completion date of
41 late 2025.

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

44 The following question shall be submitted to the registered electors at the regular
45 municipal election on April 4, 2023.

46 SHALL CITY OF GRAND JUNCTION TAXES BE INCREASED \$2,400,000.00 IN 2023
47 (BEGINNING IN JULY 2023) AND \$4,900,000.00 IN 2024 (THE FIRST FULL FISCAL YEAR) AND
48 BY WHATEVER AMOUNTS AS ARE GENERATED ANNUALLY THEREAFTER UNTIL DECEMBER
49 31, 2054 BY INCREASING THE CITY'S SALES AND USE TAX RATE FROM 3.25% TO 3.40%
50 BEGINNING JULY 1, 2023 FOR THE PURPOSE OF GENERATING REVENUE TO FINANCE THE
51 COSTS OF DEBT SERVICE, CONSTRUCTION, EQUIPPING, AND FURNISHING, AND IF
52 AVAILABLE, OPERATING AND

53 MAINTAINING A COMMUNITY RECREATION CENTER AT MATCHETT PARK AND SHALL CITY
54 OF GRAND JUNCTION DEBT BE INCREASED \$70,000,000.00, WITH A REPAYMENT COST OF
55 \$161,000,000.00 TO PROVIDE FINANCING FOR THE COSTS OF CONSTRUCTION OF THE
56 COMMUNITY RECREATION CENTER WITH THE DEBT BEING PAYABLE FROM THE TAX
57 INCREASE OR ANY OTHER GENERAL REVENUE OF THE CITY, PROVIDED THAT THE SPECIFIC
58 TERMS OF THE DEBT, INCLUDING A PROVISION FOR EARLY REPAYMENT WITH OR WITHOUT

59 A PREMIUM, AND THE PRICE AT WHICH IT WILL BE SOLD BEING DETERMINED BY THE CITY
60 AS NECESSARY AND PRUDENT WITH THE CITY BEING AUTHORIZED TO IMPOSE, COLLECT,
61 RETAIN AND SPEND SUCH REVENUES AND ANY INVESTMENT EARNINGS AND INTEREST ON
62 SUCH REVENUES, AS A VOTER APPROVED REVENUE CHANGE UNDER ARTICLE X SECTION
63 20 OF THE COLORADO CONSTITUTION?

64 ___ Yes ___ No

65

66 The ballot title is set based upon the requirements of the Colorado Constitution and the
67 City Charter and pursuant to Section 31-11-102 C.R.S is an alternative to the provisions
68 of Section 31-11-111. C.R.S. regarding both a title and a submission clause. Pursuant to
69 Section 31-10-1308. C.R.S any election contest arising out of a ballot issue or ballot
70 question election concerning the order of the ballot or the form or content of the ballot
71 title shall be commenced by petition filed with the proper court within five days after
72 the title of the ballot issue or ballot question is set.

73 If the voters authorize the debt as described in the question set forth above the City
74 intends to issue such debt in the approximate aggregate principal amount of
75 \$70,000,000.00 to pay the costs of the project described in the ballot question, including
76 the reimbursement of certain costs incurred by the City prior to the execution and
77 delivery of debt proceeds upon terms acceptable to the City, as authorized in a
78 resolution to be hereafter adopted and to take all further action which is necessary or
79 desirable in connection therewith. The officers, employees, and agents of the City shall
80 take all action necessary or reasonably required to carry out, give effect to, and
81 consummate the transactions contemplated hereby and shall take all action necessary
82 or desirable to finance the Project and to otherwise carry out the transactions
83 contemplated by this resolution. The City shall not use reimbursed moneys for purposes
84 prohibited by Treasury Regulation § 1.150-2(h). This resolution is intended to be a
85 declaration of "official intent" to reimburse expenditures within the meaning of Treasury
86 Regulation § 1.150-2.

87

88

89

90 PASSED, ADOPTED and APPROVED this ___ day of _____ 202__.

91

92 _____

93 Anna M. Stout

94 President of the City Council

95

96 ATTEST:

97 _____

98 Amy Phillips

99 City Clerk

100

DRAFT

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89

90 _____

91 Anna M. Stout

92 President of the City Council

93

94 ATTEST:

95 _____

96 Amy Phillips

97 City Clerk

98

DRAFT



Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: December 19, 2022

Presented By: Jennifer Nitzky, Sustainability Coordinator

Department: Community Development

Submitted By: Jennifer Nitzky, Sustainability Coordinator

Information

SUBJECT:

Colorado Plastic Pollution Reduction Act (HB21-1162) Implementation

EXECUTIVE SUMMARY:

As of January 1, 2023, and in accordance with HB 21-1162 “Management of Plastic Products”, all “Large Stores” in the state of Colorado will be required to collect a 10 cent fee for the distribution of paper and/or plastic bags to customers. “Large Stores” are defined as those with more than three locations and/or that are part of a franchise, corporation, or partnership with a physical location outside of Colorado.

Of the 10 cents, 6 cents are required to be remitted to their local jurisdiction on a quarterly basis starting on April 1, 2024. The remaining 4 cents is tax-free income for the store. Staff would like to discuss the adoption of an ordinance to update the remittance date from April 2024 to April 2023 to address the typographical error, as described by the Colorado Municipal League.

BACKGROUND OR DETAILED INFORMATION:

In 2021, the Colorado General Assembly passed [HB21-1162 “Management of Plastic Products”](#) with the stated purpose of phasing out single-use plastic carryout bags and expanded polystyrene food containers. This bill has direct implications for municipalities, given a requirement for the remittance of fees to municipalities and an authorization of municipalities to enforce violations. Staff has developed a brief overview of the law and the associated responsibilities of municipalities.

Carryout Bag Fees – Beginning January 2023, “Large Stores” may provide single-use plastic or recycled paper carryout bags for a 10 cent fee per bag. “Large Stores” are defined as those with more than three locations and/or that are part of a franchise, corporation, or partnership with a physical location outside of Colorado. This fee may be higher if adopted by a municipality or county. Stores are required to alert customers of this fee with signage and a transaction receipt. Further, they are prohibited from refunding any portion of the fee to the customer. Stores are required to remit sixty percent (6 cents) of the carryout bag fee revenue to the municipality or county in which the store is located on a quarterly basis, beginning April 1, 2024. Forty percent (4 cents) of the revenue may be retained by the store tax-free for use at their discretion, so long as they do not

refund the customer. The carryout bag fee does not apply to a customer that provides evidence to the store that the customer is a participant in a federal or state food assistance program.

This bill has an impact on municipal governments for two reasons. First, the bill requires stores to remit 60 percent of a fee on plastic and recycled paper bags to local governments. These funds may be used for administrative and enforcement costs and any recycling, composting, or other waste diversion programs and related outreach and education. Quarterly remittance of this fee is required to begin April 1, 2024, unless otherwise adopted by the local jurisdiction. While single-use plastic bags will be phased out entirely on June 1, 2024, a 10 cent fee will still be required for stores that offer recycled paper carryout bags. Second, the bill also authorizes local governments to enforce penalties for violations of the bill of up to \$500 for a second violation or up to \$1,000 for a third or subsequent violation.

According to the Colorado Municipal League, a typographical error was published in the bill, stating quarterly remittance of the fee will begin April 1, 2024, instead of April 1, 2023. Staff would like to discuss an ordinance requiring remittance of the fee as of April 1, 2023, as the bill originally intended. If the city can start collecting revenue in 2023, funding will be available sooner for projects that will help ease the burden of the transition on consumers and businesses. This could include providing free reusable bags, more outreach and education, and improved waste diversion via the City's recycling and composting programs.

FISCAL IMPACT:

Staff is working to identify all Large Stores, and currently estimates there are approximately 100 Large Stores operating within the City that will be impacted by this law. Of those, approximately 10 are estimated to be high-volume bag-users (eg. Safeway and City Market) while the remaining Large Stores are estimated to be mid-volume bag-users (eg. Walgreens, Ace Hardware, Department Stores). Staff estimates the City will receive between \$200,000 and \$260,000 in revenue in 2023, based on comparative cities data. This projection assumes there is a first year "bubble" multiplier. This multiplier is added to the first year based off the concept that during the initial year, customers take time to shift their habits and plastic bags will likely still be widely available.

SUGGESTED ACTION:

Discussion and Direction to staff

Attachments

1. HB21-1162_signed
2. cml-newsletter-2022-12-2 (1)

An Act

HOUSE BILL 21-1162

BY REPRESENTATIVE(S) Valdez A. and Cutter, Amabile, Bernett, Hooton, Kipp, Sirota, Woodrow, Bacon, Bird, Boesenecker, Caraveo, Duran, Froelich, Jackson, Jodeh, Kennedy, Lontine, McCormick, McLachlan, Michaelson Jenet, Mullica, Ortiz, Tipper, Titone, Gonzales-Gutierrez, McCluskie;
also SENATOR(S) Gonzales and Garcia, Bridges, Buckner, Danielson, Fenberg, Ginal, Jaquez Lewis, Lee, Story.

CONCERNING THE MANAGEMENT OF PLASTIC PRODUCTS.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, **repeal** 25-17-104 as follows:

25-17-104. Local government preemption. ~~No unit of local government shall require or prohibit the use or sale of specific types of plastic materials or products or restrict or mandate containers, packaging, or labeling for any consumer products.~~

SECTION 2. In Colorado Revised Statutes, **add** part 5 to article 17 of title 25 as follows:

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

PART 5
MANAGEMENT OF PLASTIC PRODUCTS

25-17-501. Short title. THE SHORT TITLE OF THIS PART 5 IS THE "PLASTIC POLLUTION REDUCTION ACT".

25-17-502. Legislative declaration. THE GENERAL ASSEMBLY FINDS, DETERMINES, AND DECLARES THAT LIMITING THE USE OF SINGLE-USE PLASTIC CARRYOUT BAGS AND EXPANDED POLYSTYRENE PRODUCTS WILL MITIGATE THE HARMFUL EFFECTS ON OUR STATE'S NATURAL RESOURCES AND OUR ENVIRONMENT THAT RESULT FROM DISPOSING OF THESE PRODUCTS IN OUR LANDFILLS.

25-17-503. Definitions - rules. AS USED IN THIS PART 5, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(1) (a) "CARRYOUT BAG" MEANS A BAG THAT IS FURNISHED TO A CUSTOMER AT A STORE OR RETAIL FOOD ESTABLISHMENT AT THE POINT OF SALE FOR USE BY THE CUSTOMER TO TRANSPORT OR CARRY PURCHASED ITEMS.

(b) "CARRYOUT BAG" DOES NOT INCLUDE:

(I) A BAG MADE OF PAPER WHEN THE PAPER HAS A BASIS WEIGHT OF THIRTY POUNDS OR LESS;

(II) A BAG THAT A PHARMACY PROVIDES TO A CUSTOMER PURCHASING PRESCRIPTION MEDICATION;

(III) A BAG THAT A CUSTOMER USES INSIDE A STORE TO:

(A) PACKAGE LOOSE OR BULK ITEMS, SUCH AS FRUITS, VEGETABLES, NUTS, GRAINS, CANDY, OR GREETING CARDS; NAILS, BOLTS, SCREWS, OR OTHER SMALL HARDWARE ITEMS; LIVE INSECTS, FISH, CRUSTACEANS, MOLLUSKS, OR OTHER SMALL SPECIES; AND BULK SEED, BULK LIVESTOCK FEED, OR BULK PET FEED;

(B) CONTAIN OR WRAP FROZEN FOODS, MEAT, SEAFOOD, FISH, FLOWERS, POTTED PLANTS, OR OTHER ITEMS THAT, IF THEY WERE TO COME

IN CONTACT WITH OTHER ITEMS, COULD DAMPEN OR CONTAMINATE THE OTHER ITEMS; OR

(C) CONTAIN UNWRAPPED PREPARED FOODS OR BAKERY GOODS; OR

(IV) A LAUNDRY, DRY CLEANING, OR GARMENT BAG.

(2) "CONTAINER" MEANS A RECEPTACLE UPON WHICH OR INSIDE WHICH FOOD MAY BE PLACED FOR CONSUMPTION, WHETHER OR NOT THE RECEPTACLE CAN BE FULLY CLOSED. "CONTAINER" INCLUDES HINGED FOOD CONTAINERS, PLATES, BOWLS, CUPS, AND TRAYS.

(3) "EXPANDED POLYSTYRENE" MEANS BLOWN POLYSTYRENE, COMMONLY KNOWN AS STYROFOAM™, AND ANY OTHER EXPANDED OR EXTRUDED FOAM CONSISTING OF THERMOPLASTIC PETROCHEMICAL MATERIALS UTILIZING A STYRENE MONOMER AND PROCESSED BY TECHNIQUES THAT MAY INCLUDE:

(a) FOR EXPANDABLE BEAD POLYSTYRENE, FUSION OF POLYMER SPHERES;

(b) INJECTION MOLDING;

(c) FOAM MOLDING; AND

(d) FOR EXTRUDED FOAM POLYSTYRENE, EXTRUSION BLOW MOLDING.

(4) (a) "FOOD" MEANS ANY RAW, COOKED, OR PROCESSED EDIBLE SUBSTANCE, ICE, BEVERAGE, OR INGREDIENT USED OR INTENDED FOR USE OR FOR SALE, IN WHOLE OR IN PART, FOR HUMAN CONSUMPTION.

(b) "FOOD" DOES NOT INCLUDE A DRUG, AS THAT TERM IS DEFINED IN SECTION 25-5-402 (9).

(5) "PLASTIC" MEANS A SYNTHETIC MATERIAL MADE FROM LINKING MONOMERS THROUGH A CHEMICAL REACTION TO CREATE A POLYMER CHAIN THAT CAN BE MOLDED OR EXTRUDED AT HIGH HEAT INTO VARIOUS SOLID FORMS THAT RETAIN THEIR DEFINED SHAPES DURING THEIR LIFE CYCLE AND AFTER DISPOSAL.

PAGE 3-HOUSE BILL 21-1162

(6) "POINT OF SALE" MEANS A CHECK-OUT STAND, CASH REGISTER, OR OTHER POINT AT WHICH A SALES TRANSACTION OCCURS IN A STORE OR RETAIL FOOD ESTABLISHMENT OR, FOR PRODUCTS THAT ARE ORDERED REMOTELY FROM A STORE OR RETAIL FOOD ESTABLISHMENT AND DELIVERED, THE LOCATION WHERE THE PRODUCTS ARE DELIVERED.

(7) "READY-TO-EAT FOOD" MEANS FOOD THAT IS COOKED OR OTHERWISE PREPARED IN ADVANCE FOR IMMEDIATE CONSUMPTION.

(8) "RECYCLED PAPER CARRYOUT BAG" MEANS A CARRYOUT BAG MADE FROM ONE HUNDRED PERCENT:

(a) RECYCLED MATERIAL; OR

(b) OTHER POST-CONSUMER CONTENT.

(9) (a) "RETAIL FOOD ESTABLISHMENT" HAS THE MEANING SET FORTH IN SECTION 25-4-1602 (14) EXCEPT AS PROVIDED IN SUBSECTION (9)(b) OF THIS SECTION.

(b) "RETAIL FOOD ESTABLISHMENT" DOES NOT INCLUDE FARMERS MARKETS AND ROADSIDE MARKETS AS DESCRIBED IN SECTION 25-4-1602 (14)(j).

(10) (a) "REUSABLE CARRYOUT BAG" MEANS A CARRYOUT BAG THAT IS DESIGNED AND MANUFACTURED FOR AT LEAST ONE HUNDRED TWENTY-FIVE USES, CAN CARRY AT LEAST TWENTY-TWO POUNDS OVER A DISTANCE OF ONE HUNDRED SEVENTY-FIVE FEET, HAS STITCHED HANDLES, AND IS MADE OF CLOTH, FIBER, OR OTHER FABRIC OR A RECYCLED MATERIAL SUCH AS POLYETHYLENE TEREPHTHALATE (PET).

(b) "REUSABLE CARRYOUT BAG" DOES NOT INCLUDE BAGS MADE OF BIOLOGICALLY BASED POLYMERS SUCH AS CORN OR OTHER PLANT SOURCES; EXCEPT THAT A CARRYOUT BAG MADE OF HEMP IS A REUSABLE CARRYOUT BAG IF IT IS DESIGNED AND MANUFACTURED IN ACCORDANCE WITH SUBSECTION (10)(a) OF THIS SECTION.

(11) "SCHOOL" HAS THE MEANING SET FORTH IN SECTION 23-3.9-101 (6).

(12) (a) "SINGLE-USE PLASTIC CARRYOUT BAG" MEANS A CARRYOUT BAG THAT IS A SINGLE-USE PLASTIC PRODUCT MADE PREDOMINANTLY OF PLASTIC DERIVED FROM NATURAL GAS, PETROLEUM, OR A BIOLOGICALLY BASED SOURCE, SUCH AS CORN OR OTHER PLANT SOURCES, AND THAT IS PROVIDED TO A CUSTOMER AT THE POINT OF SALE.

(b) "SINGLE-USE PLASTIC CARRYOUT BAG" DOES NOT INCLUDE A REUSABLE CARRYOUT BAG.

(13) "SMALL STORE" MEANS A STORE THAT OPERATES SOLELY IN COLORADO, HAS THREE OR FEWER LOCATIONS IN THE STATE, AND IS NOT PART OF A FRANCHISE, CORPORATION, OR PARTNERSHIP THAT HAS PHYSICAL LOCATIONS OUTSIDE OF COLORADO.

(14) (a) "STORE" MEANS, EXCEPT AS PROVIDED IN SUBSECTION (14)(c) OF THIS SECTION, A GROCERY STORE, SUPERMARKET, CONVENIENCE STORE, LIQUOR STORE, DRY CLEANER, PHARMACY, DRUG STORE, CLOTHING STORE, OR OTHER TYPE OF RETAIL ESTABLISHMENT AT WHICH CARRYOUT BAGS ARE TRADITIONALLY PROVIDED TO CUSTOMERS.

(b) "STORE" INCLUDES A FARMERS' MARKET, ROADSIDE MARKET OR STAND, FESTIVAL, OR OTHER TEMPORARY VENDOR OR EVENT THAT INCLUDES TEMPORARY VENDORS.

(c) "STORE" DOES NOT INCLUDE A SMALL STORE.

25-17-504. Restrictions on use of single-use plastic carryout bag - inventory exception - repeal. (1) SUBJECT TO SECTION 25-17-505 (1), ON AND AFTER JANUARY 1, 2024, A STORE OR RETAIL FOOD ESTABLISHMENT SHALL NOT PROVIDE A SINGLE-USE PLASTIC CARRYOUT BAG TO A CUSTOMER; EXCEPT THAT A RETAIL FOOD ESTABLISHMENT NEED NOT COMPLY WITH THIS SECTION IF THE RETAIL FOOD ESTABLISHMENT:

(a) PREPARES OR SERVES FOOD IN INDIVIDUAL PORTIONS FOR IMMEDIATE ON- OR OFF-PREMISES CONSUMPTION; AND

(b) IS NOT A GROCERY STORE OR CONVENIENCE STORE.

(2) (a) SUBJECT TO THE CARRYOUT BAG FEE APPLIED TO SINGLE-USE PLASTIC CARRYOUT BAGS IN SECTION 25-17-505, A STORE OR RETAIL FOOD

ESTABLISHMENT MAY PROVIDE A SINGLE-USE PLASTIC CARRYOUT BAG TO A CUSTOMER ON OR BEFORE JUNE 1, 2024, IF THE SINGLE-USE PLASTIC CARRYOUT BAG WAS PART OF THE STORE'S OR RETAIL FOOD ESTABLISHMENT'S INVENTORY BEFORE JANUARY 1, 2024.

(b) THIS SUBSECTION (2) IS REPEALED, EFFECTIVE SEPTEMBER 1, 2024.

25-17-505. Carryout bag fee - disposition of money - repeal.

(1) (a) ON AND AFTER JANUARY 1, 2023, AND BEFORE JANUARY 1, 2024, A STORE MAY PROVIDE A CUSTOMER WITH ONE OR MORE RECYCLED PAPER CARRYOUT BAGS OR SINGLE-USE PLASTIC CARRYOUT BAGS AT THE POINT OF SALE ONLY IF THE CUSTOMER PAYS A CARRYOUT BAG FEE OF TEN CENTS PER RECYCLED PAPER CARRYOUT BAG OR SINGLE-USE PLASTIC CARRYOUT BAG, OR A HIGHER FEE IF A MUNICIPALITY OR COUNTY IN WHICH THE STORE IS LOCATED RAISES THE FEE AMOUNT BY ORDINANCE OR RESOLUTION. FOR EACH CARRYOUT BAG FEE COLLECTED PURSUANT TO THIS SUBSECTION (1)(a), THE STORE SHALL:

(I) REMIT, IN ACCORDANCE WITH SUBSECTION (3)(d) OF THIS SECTION, SIXTY PERCENT TO THE MUNICIPALITY WITHIN WHICH THE STORE IS LOCATED OR, IF THE STORE IS NOT LOCATED WITHIN A MUNICIPALITY, TO THE COUNTY WITHIN WHICH THE STORE IS LOCATED, WHICH MUNICIPALITY OR COUNTY SHALL USE THE REMITTED FEE TO PAY:

(A) ITS ADMINISTRATIVE AND ENFORCEMENT COSTS INCURRED AS A RESULT OF THIS SECTION; AND

(B) FOR ANY RECYCLING, COMPOSTING, OR OTHER WASTE DIVERSION PROGRAMS AND RELATED OUTREACH AND EDUCATION ACTIVITIES; AND

(II) RETAIN FORTY PERCENT, WHICH PORTION OF THE FEE DOES NOT COUNT AS REVENUE FOR THE PURPOSE OF CALCULATING SALES TAX.

(b) THE CARRYOUT BAG FEE SET FORTH IN SUBSECTION (1)(a) OF THIS SECTION DOES NOT APPLY TO A CUSTOMER THAT PROVIDES EVIDENCE TO THE STORE THAT THE CUSTOMER IS A PARTICIPANT IN A FEDERAL OR STATE FOOD ASSISTANCE PROGRAM.

(c) THIS SUBSECTION (1) IS REPEALED, EFFECTIVE SEPTEMBER 1,

2024.

(2) (a) ON AND AFTER JANUARY 1, 2024, A STORE MAY PROVIDE A CUSTOMER WITH ONE OR MORE RECYCLED PAPER CARRYOUT BAGS AT THE POINT OF SALE ONLY IF THE CUSTOMER PAYS A CARRYOUT BAG FEE OF TEN CENTS PER RECYCLED PAPER CARRYOUT BAG, OR A HIGHER FEE IF A MUNICIPALITY OR COUNTY IN WHICH THE STORE IS LOCATED RAISES THE FEE AMOUNT BY ORDINANCE OR RESOLUTION. FOR EACH CARRYOUT BAG FEE COLLECTED PURSUANT TO THIS SUBSECTION (2), THE STORE SHALL:

(I) REMIT, IN ACCORDANCE WITH SUBSECTION (3)(d) OF THIS SECTION, SIXTY PERCENT TO THE MUNICIPALITY WITHIN WHICH THE STORE IS LOCATED OR, IF THE STORE IS NOT LOCATED WITHIN A MUNICIPALITY, TO THE COUNTY WITHIN WHICH THE STORE IS LOCATED, WHICH MUNICIPALITY OR COUNTY SHALL USE THE REMITTED FEE TO PAY:

(A) ITS ADMINISTRATIVE AND ENFORCEMENT COSTS INCURRED AS A RESULT OF THIS SECTION; AND

(B) FOR ANY RECYCLING, COMPOSTING, OR OTHER WASTE DIVERSION PROGRAMS AND RELATED OUTREACH AND EDUCATION ACTIVITIES; AND

(II) RETAIN FORTY PERCENT, WHICH PORTION OF THE FEE DOES NOT COUNT AS REVENUE FOR THE PURPOSE OF CALCULATING SALES TAX.

(b) THE CARRYOUT BAG FEE SET FORTH IN SUBSECTION (2)(a) OF THIS SECTION DOES NOT APPLY TO A CUSTOMER THAT PROVIDES EVIDENCE TO THE STORE THAT THE CUSTOMER IS A PARTICIPANT IN A FEDERAL OR STATE FOOD ASSISTANCE PROGRAM.

(c) (I) BEGINNING JANUARY 1, 2024, AND ENDING JUNE 1, 2024, A STORE MAY PROVIDE A CUSTOMER WITH A SINGLE-USE PLASTIC CARRYOUT BAG AT THE POINT OF SALE FOR THE CARRYOUT BAG FEE DESCRIBED IN SUBSECTION (2)(a) OF THIS SECTION ONLY IF THE SINGLE-USE PLASTIC CARRYOUT BAG IS WITHIN THE STORE'S REMAINING INVENTORY PURSUANT TO SECTION 25-17-504 (2)(a). THE STORE SHALL REMIT THE FEE COLLECTED PURSUANT TO THIS SUBSECTION (2)(c) IN ACCORDANCE WITH SUBSECTION (2)(a) OF THIS SECTION.

(II) THIS SUBSECTION (2)(c) IS REPEALED, EFFECTIVE JULY 1, 2024.

PAGE 7-HOUSE BILL 21-1162

(3) IN PROVIDING CARRYOUT BAGS FOR A FEE PURSUANT TO THIS SECTION, A STORE SHALL:

(a) FOR EACH CUSTOMER PROVIDED A CARRYOUT BAG FOR A FEE, PROVIDE ON THE CUSTOMER'S TRANSACTION RECEIPT A RECORD OF THE NUMBER OF CARRYOUT BAGS PROVIDED AS PART OF THE TRANSACTION AND THE TOTAL AMOUNT OF FEES CHARGED FOR THE CARRYOUT BAGS PROVIDED, ITEMIZED BY TYPE OF CARRYOUT BAG;

(b) NOT REFUND TO THE CUSTOMER ANY PORTION OF THE CARRYOUT BAG FEE, EITHER DIRECTLY OR INDIRECTLY, OR ADVERTISE OR OTHERWISE CONVEY TO CUSTOMERS THAT ANY PORTION OF THE CARRYOUT BAG FEE WILL BE REFUNDED;

(c) CONSPICUOUSLY DISPLAY A SIGN IN A LOCATION INSIDE OR OUTSIDE THE STORE, WHICH SIGN ALERTS CUSTOMERS ABOUT THE CARRYOUT BAG FEE; AND

(d) (I) ON A QUARTERLY BASIS STARTING APRIL 1, 2024, REMIT FROM THE TOTAL AMOUNT OF CARRYOUT BAG FEES COLLECTED IN THE PREVIOUS QUARTER THE AMOUNT THAT IS OWED TO THE MUNICIPALITY OR COUNTY:

(A) TO THE FINANCE DEPARTMENT OR DIVISION OR EQUIVALENT AGENCY OF THE MUNICIPALITY WITHIN WHICH THE STORE IS LOCATED; OR

(B) IF THE STORE IS NOT LOCATED WITHIN A MUNICIPALITY, TO THE FINANCE DEPARTMENT OR DIVISION OR EQUIVALENT AGENCY OF THE COUNTY WITHIN WHICH THE STORE IS LOCATED.

(II) A STORE NEED NOT REMIT CARRYOUT BAG FEES COLLECTED IN ANY QUARTER IN WHICH THE COLLECTED FEES TOTAL LESS THAN TWENTY DOLLARS. THE STORE SHALL RETAIN THOSE COLLECTED FEES UNTIL THE STORE HAS MORE THAN TWENTY DOLLARS WORTH OF COLLECTED FEES TO REMIT AND SHALL REMIT THOSE FEES AS PART OF THE NEXT QUARTERLY REMITTANCE.

25-17-506. Prohibition on use of expanded polystyrene food containers. (1) EXCEPT AS PROVIDED IN SUBSECTION (2) OF THIS SECTION, EFFECTIVE JANUARY 1, 2024, A RETAIL FOOD ESTABLISHMENT SHALL NOT DISTRIBUTE AN EXPANDED POLYSTYRENE PRODUCT FOR USE AS A CONTAINER

FOR READY-TO-EAT FOOD IN THIS STATE.

(2) IF A RETAIL FOOD ESTABLISHMENT PURCHASED EXPANDED POLYSTYRENE PRODUCTS BEFORE JANUARY 1, 2024, THE RETAIL FOOD ESTABLISHMENT MAY DISTRIBUTE ANY REMAINING INVENTORY OF THE EXPANDED POLYSTYRENE PRODUCTS THEN PURCHASED FOR USE AS CONTAINERS FOR READY-TO-EAT FOOD IN THIS STATE UNTIL THE INVENTORY IS DEPLETED.

25-17-507. Enforcement - possible penalties. (1) (a) EXCEPT AS PROVIDED IN SUBSECTIONS (1)(b) AND (1)(c) OF THIS SECTION, A LOCAL GOVERNMENT MAY ENFORCE A VIOLATION OF THIS PART 5 AGAINST A STORE OR RETAIL FOOD ESTABLISHMENT THAT IS LOCATED WITHIN THE BOUNDARIES OF THE LOCAL GOVERNMENT IN THE MANNER THAT THE LOCAL GOVERNMENT CHOOSES.

(b) (I) A COUNTY THAT CHOOSES TO ENFORCE A VIOLATION OF THIS PART 5 AGAINST A STORE OR RETAIL FOOD ESTABLISHMENT LOCATED WITHIN THE UNINCORPORATED BOUNDARIES OF THE COUNTY MAY SEEK INJUNCTIVE RELIEF AGAINST THE STORE OR RETAIL FOOD ESTABLISHMENT OR MAY ASSESS THE FOLLOWING CIVIL PENALTIES AGAINST THE STORE OR RETAIL FOOD ESTABLISHMENT:

(A) UP TO FIVE HUNDRED DOLLARS FOR A SECOND VIOLATION; OR

(B) UP TO ONE THOUSAND DOLLARS FOR A THIRD OR SUBSEQUENT VIOLATION.

(II) A COUNTY THAT CHOOSES TO ENFORCE A VIOLATION OF THIS PART 5 MAY BOTH SEEK INJUNCTIVE RELIEF AND IMPOSE A CIVIL PENALTY IN ACCORDANCE WITH THIS SUBSECTION (1)(b).

(c) A LOCAL GOVERNMENT SHALL NOT ENFORCE A VIOLATION OF THIS PART 5 AGAINST A RETAIL FOOD ESTABLISHMENT LOCATED WITHIN A SCHOOL.

(2) FOR PURPOSES OF THIS SECTION, EACH RETAIL SALES TRANSACTION IN WHICH A VIOLATION OF THIS PART 5 IS COMMITTED, REGARDLESS OF WHETHER MULTIPLE VIOLATIONS OF THIS PART 5 ARE COMMITTED IN ONE RETAIL SALES TRANSACTION, CONSTITUTES A SINGLE

VIOLATION OF THIS PART 5.

25-17-508. Local government regulation - preemption. ON AND AFTER JULY 1, 2024, A LOCAL GOVERNMENT MAY ENACT, IMPLEMENT, OR ENFORCE ANY ORDINANCE, RESOLUTION, RULE, OR CHARTER PROVISION THAT IS AS STRINGENT AS OR MORE STRINGENT THAN THIS PART 5.

25-17-509. Exemption for medical products. NOTHING IN THIS PART 5 PROHIBITS OR LIMITS THE USE OF ANY MATERIAL USED IN THE PACKAGING OF A PRODUCT THAT IS REGULATED AS A DRUG, MEDICAL DEVICE, OR DIETARY SUPPLEMENT BY THE FOOD AND DRUG ADMINISTRATION IN THE UNITED STATES DEPARTMENT OF HEALTH AND HUMAN SERVICES UNDER THE "FEDERAL FOOD, DRUG, AND COSMETIC ACT", 21 U.S.C. SEC. 321 ET SEQ., AS AMENDED, OR ANY EQUIPMENT AND MATERIALS USED TO MANUFACTURE SUCH PRODUCTS.

SECTION 3. Effective date. This act takes effect upon passage; except that section 1 of this act takes effect July 1, 2024.

SECTION 4. Safety clause. The general assembly hereby finds,

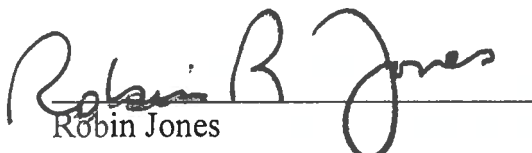
determines, and declares that this act is necessary for the immediate preservation of the public peace, health, or safety.



Alec Garnett
SPEAKER OF THE HOUSE
OF REPRESENTATIVES



Leroy M. Garcia
PRESIDENT OF
THE SENATE

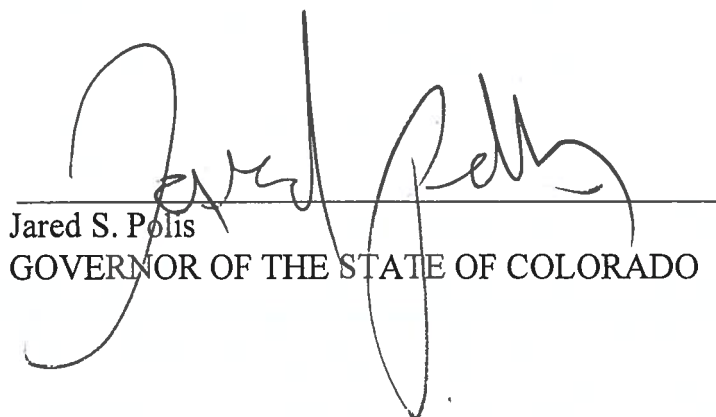


Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES



Cindi L. Markwell
SECRETARY OF
THE SENATE

APPROVED July 6, 2021 at 2:20pm
(Date and Time)



Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO

CML LEGAL CORNER



Taking on HB 21-1162 — plastic product bans and bag fees

By Rachel Bender, CML associate counsel

On July 6, 2021, Gov. Polis signed HB 21-1162 – Concerning the Management of Plastic Products – into law. Although this bill became law well over a year ago, most of its provisions are not yet in effect. Nevertheless, municipalities should be aware of HB 21-1162 and consider how they want to execute this bill in their communities. This article will provide an overview of the bill, offer insights to some of the questions that frequently arise, and direct you to some additional resources that may be useful as you consider implementation.

PLASTIC RESTRICTIONS

Starting **Jan. 1, 2024**, stores and retail food establishments will no longer be allowed to provide single use plastic carry out bags. If plastic bags were part of a business's inventory prior to **Jan. 1, 2024**, it can continue providing those bags to customers until **June 1, 2024**, but customers must still pay a bag fee.

Retail food establishments don't have to comply if they prepare or serve food in individual portions for immediate on- or off-premises consumption and are not a grocery store or convenience store; in other words, restaurants will not be subject to this plastic bag ban. Additionally, in HB 21-1162, stores are defined to exclude "small stores," which are stores that (1) operate solely in Colorado, (2) have three or fewer locations in the state, and (3) are not part of a franchise, corporation, or partnership that has physical locations outside of Colorado. This means that individual "mom-and-pop" stores will also not be subject to the plastic bag ban.

Also starting **Jan. 1, 2024**, all retail food establishments will not be permitted to

distribute expanded polystyrene product (i.e. styrofoam) for use as a container for ready-to-eat food. If a retail food establishment has remaining inventory that it purchased before **Jan. 1, 2024**, it can distribute that inventory until it is depleted. The retail food establishment exception discussed above for plastic bags, does not apply here.

STATE-IMPOSED BAG FEES

The bag fee, which goes into effect **Jan. 1, 2023**, requires stores to charge customers a fee of at least 10 cents per bag. Between **Jan. 1, 2023**, and **Jan. 1, 2024**, that fee applies to both recycled paper bags and single use plastic bags. After the plastic bag ban goes into effect **Jan. 1, 2024**, the fee still applies to paper bags and any remaining inventory of plastic bags.

Although HB 21-1162 requires a bag fee of at least 10 cents per bag, municipalities can elect to pass an ordinance increasing the fee. The local government where the store is located will receive 60% of the fee, and 40% of the fee is kept by the store. Municipalities are permitted to use the fee revenue for (1) administrative and enforcement costs incurred because of the bag fee; and (2) any recycling, composting, or other waste diversion programs and related outreach and education activities.

Stores are directed to start remitting the local government's portion of the fee revenue on a quarterly basis starting **April 1, 2024**. The gap between the fee start date of **Jan. 1, 2023**, and the fee remission date of **April 1, 2024**, is the result of a drafting error. Municipalities can consider collaborating with local businesses to allow business to start remitting the fee in 2023, rather than waiting until 2024.

ENFORCEMENT AND LOCAL REGULATIONS

A municipality has broad discretion in enforcing the requirements of HB 21-1162 within its jurisdiction. The bill provides some parameters for county enforcement that municipalities could elect to mirror if they wish to do so. However, the latitude provided to municipalities allows each municipality to handle enforcement in a way that makes sense to its community and to allocate the appropriate amount of resources and personnel used for enforcement, if any. All enforcement power is vested in local jurisdictions and will not be overseen by the state. Local governments cannot waive the fee.

Starting **July 1, 2024**, municipalities have the authority to enact an ordinance, resolution, rule, or charter provision on this subject matter that is as stringent or more stringent than HB 21-1162. Home rule municipalities likely have the authority to do so even before **July 1, 2024**.

ADDITIONAL RESOURCES

CML took part in hosting a webinar about HB 21-1162 in October 2022. The webinar is available at <https://tinyurl.com/mpemm4sd>.

The webinar discusses implementation, best practices for collection of the fees, communication tips, education resources, and FAQs. Keep an eye out for a written summary of FAQs about HB 21-1162, coming soon to CML's website.

This column is not intended and should not be taken as legal advice. Municipal officials are always encouraged to consult with their own attorneys.



Grand Junction City Council

Workshop Session

Item #1.c.

Meeting Date: December 19, 2022

Presented By: Felix Landry, Planning Supervisor, Elizabeth Garvin

Department: Community Development

Submitted By: Felix Landry, Planning Supervisor

Information

SUBJECT:

Zoning & Development Code Update

EXECUTIVE SUMMARY:

The third module of the revised Code has been drafted and is available for public review and comment. Module three focuses on Section 21.06. Clarion Associates will present for discussion key sections of Module three.

The City hired Clarion Associates to work on updating the City's Zoning and Development Regulations, Title 21 of the Grand Junction Municipal Code. This effort will work toward three primary goals:

- Update the City's development regulations to better implement the City's vision and goals as described in the 2020 One Grand Junction Comprehensive Plan
- Achieve greater simplicity, efficiency, consistency, and legal effectiveness in the code language
- Identify opportunities to facilitate the development of affordable and attainable housing

The project team will present for city Council discussion key elements of Module three.

BACKGROUND OR DETAILED INFORMATION:

The project team has posted Module 3 of the drafting process for review by the public on the Zoning and Development Code Update Website. Information pertaining to the update can also be found on GJSpeaks.org, as well as the project website. Module 3 includes the following sections:

- 21.14 Measurement and Definitions (as needed for this module).
- 21.06.010 Infrastructure Standards
- 21.06.020 Public and Private Parks and Open Spaces
- 21.06.040 Landscaping, buffering and screening standards (on a separate adoption schedule)
- 21.06.050 Off-Street parking, loading and bicycle storage
- 21.06.060 Subdivision Standards
- 21.06.080 Outdoor Lighting
- 21.06.090 Site Circulation
- 21.06.100 Private streets, shared driveways and loop lanes

The project team has also posted a Module 3 Overview Memo outlining the changes to these sections and providing some insight into the major topics up for discussion at the ZDC Update Committee. The Zoning & Development Code Committee will discuss Module 3 at their December 20th meeting and the Planning Commission will discuss Module 3 at their December 22 workshop. This memo is also available to download from the project website and has been attached for review.

FISCAL IMPACT:

There is no fiscal impact related to this item.

SUGGESTED ACTION:

Discussion Only

Attachments

1. GJ Z&DC Transmittal Memo M3
2. GJZDC_Module 3_Development Standards Public Review Draft December 2022

Grand Junction Zoning and Development Code Module 3: Development Standards | December 2022



This memo provides an overview of the Z&DC updates made in Module 3: Development Standards. This memo is designed to accompany distribution of the public review draft of Module 3.

1. Z&DC Update Project Summary

A. Project Goals

- Update the City's regulations to better reflect the goals and policies described in the 2020 One Grand Junction Comprehensive Plan, especially those Key Principles related to Responsible and Managed Growth and Strong Neighborhoods and Housing Choices.
- Achieve a higher level of efficiency, consistency, and simplicity.
- Identify constraints and opportunities for affordable and attainable housing, consistent with those identified in the City's recently adopted Housing Strategies.

A portion of the funding for the Z&DC update project is being provided through an Innovative Housing Strategies Planning Grant from the Colorado Department of Local Affairs (DOLA). The grant is intended to help communities understand their housing needs and adopt policy and regulatory strategies aimed at promoting the development of affordable housing.

B. Understanding and Implementing Relevant City Plans and Policies

This project is guided primarily by the One Grand Junction Comprehensive Plan (2020) and the Grand Junction Housing Strategy (2021).

C. Code Assessment and Annotated Outline

The updated Z&DC organization and key revisions are described in the [Code Assessment](#), available on the City's website.

2. Development Code Committee Input

The role of the Development Code Committee in the draft review phase of the Z&DC update is to:

- Assist with the technical review of the draft Code;
- Provide local knowledge and specialized expertise of specific development topics; and
- Identify policy-level issues for Project Team to discuss with elected and appointed officials.

To help focus the DCC on key issues in each draft module, questions have been provided following the Summary of Changes section. Members of the DCC are not expected to provide specific edits to the draft and, to help the group work as a whole, are also not encouraged to raise specific edits to the draft as part of DCC meetings.

If there are concepts or topics that DCC members would like to discuss at their meeting, in addition to the topics identified in the questions below, **please summarize them before the meeting** and email them to Felix Landry so they can be distributed to the rest of the DCC members prior to the meeting.

If members of the DCC wish to submit suggested edits, please do so separately from the DCC meeting. Feel free to submit suggested edits through the City website or to ZoningCodeUpdate@gjcity.org.

3. Summary of Changes in Module 1: Administration and Procedures

A. Contents

Module 3: Development Standards includes the following chapters:

- Chapter 21.05: Site and Structure Development Standards
- Chapter 21.06: Stewardship and Resilience
- Chapter 21.07: Landscaping, Buffering, and Screening
- Chapter 21.08: Vehicle Parking and Loading
- Chapter 21.09: Subdivision Standards
- Chapter 21.10: Sign Standards
- Chapter 21.11: Outdoor Lighting
- Chapter 21.14: Measurements and Definitions updated for the chapters in this Module.

Module 2: Zone Districts and Uses, *reviewed in October/November 2022* and available on the City's website, included the following chapters:

- Chapter 21.03: Zone Districts and Dimensional Standards
- Chapter 21.04: Use Standards
- Chapter 21.14: Measurements and Definitions updated for the chapters in this Module.

Module 1: Administration and Procedures, *reviewed in September 2022* and available on the City's website, included the following chapters:

- Chapter 21.01: General Provisions
- Chapter 21.02: Administration and Procedures
- Chapter 21.12: Nonconformities
- Chapter 21.13: Violations and Enforcement
- Chapter 21.14: Measurements and Definitions

B. General Code Reading Instructions

Z&DC content has been edited into more “plain” language, but regulatory drafting still has some legal quirks. If you are unsure of a phrase or term, check the definitions.

When the Z&DC refers to “Director” it also includes Community Development staff, the actual Director is not required to do all of the specific tasks identified in the Code.

The Z&DC is being drafted in three modules, each containing a number of chapters. Earlier chapters may be missing cross-references or information available in later chapters. The missing cross-references are marked as <> [Name of Section] and will be filled-in as part of a later draft.

Formatting issues, while unintended, may exist in this draft. While the drafting goal is to minimize these issues, they will all be addressed as the draft is revised.

C. Summary of Updates

The following updates were made in each chapter. **Note: This module is subject to additional revisions based on ongoing review by the Community Development Department and City Attorney's Office.*

1. All Chapters

- a. Added more detailed table of contents and page headers/footers to make information easier to find.
- b. Graphics, tables, and flow charts added to summarize information where helpful as a quick reference.
- c. Content that is not relevant to the chapter has been moved to a different location where a Code user is more likely to find it.
- d. Cross-references have been added or updated unless the section being cross-referenced is in a later draft.

2. Chapter 21.05: Site and Structure Development Standards

This is a new chapter that includes both current and new standards that address site layout and development and structure design. With an increased emphasis on infill and redevelopment in Grand Junction, the purpose of this chapter is to clarify how many of the development standards and improvement requirements that are typically applied to subdivisions should be made applicable to infill and redevelopment sites. New and updated content includes:

- a. 21.05.020: Required Improvements, specifies the improvements required of all development and the plans and standards that regulate improvement planning and design.
- b. 21.05.040: Residential Compatibility Standards, identifies how larger scale mixed-use and nonresidential development should be designed in places where it is adjacent to smaller scale residential development.
- c. 21.05.050: Residential Attached and Multifamily Design, new baseline design standards for attached and multifamily residential structures focused on residential design basics such as pedestrian safety and compatibility with the comprehensive plan and existing development.
- d. Table 21.05-1: Applicability of Site and Structure Development Standards, creates a sliding-scale applicability table that allows design standards to be applied in proportion to changes made to existing structures.
- e. 21.05.050(c)(6): Private Outdoor Space, proposed standards for the creation of outdoor space on attached and multifamily residential lots pursuant to the M2 conversations about on-site open space.
- f. 21.05.060: Mixed-Use and Commercial Design Standards, these design standards are a combination of standards carried over from the Horizon Drive District and North Avenue Overlay District for consideration as more generally applicable standards for mixed-use and commercial development.
- g. 21.05.070: Superstore/Big Box Development Standards, have been carried forward but may be revised based on feedback about the Mixed-Use and Commercial Design Standards and other updates made in related Code sections such as parking and use standards.

- h. 21.05.080: Screening, new service area and mechanical equipment screening standards have been proposed.

3. Chapter 21.06: Stewardship and Resilience

This chapter consolidates and carries forward standards related to wildfire, wildlife habitat protection, hillside development, ridgeline development, natural resources, and flood damage protection. All content has been reformatted for consistency with the new Z&DC and language has been simplified and clarified throughout.

4. Chapter 21.07: Landscaping, Buffering, and Screening

This chapter is currently being updated outside of and parallel to the Z&DC update. Any new standards adopted by the end of 2022 will be incorporated into the Consolidated Draft of the Z&DC.

5. Chapter 21.08: Vehicle Parking and Loading

a. 21.08.010(d): Minimum and Maximum Off-Street Parking Standards

1. Updated Minimum Off-Street Vehicle Parking Requirements table to directly align with the Table of Allowed Uses (presented in Module 2) to ensure that each proposed land use type has an associated off-street parking requirement.
2. Reduced minimum parking requirements based on best practices, regional trends, and the increased likelihood for particular uses to provide a surplus of parking (e.g., large retail).
3. Revised minimum parking requirements to switch from employee-based standards to more objective standards based on structure size or design.
4. Proposed maximum parking requirements intended to reduce stormwater runoff and minimize negative impacts associated with large expanses of vacant parking areas. Parking maximum is 150% of minimum requirement for mixed-use and nonresidential uses in the MU-1, MU-2, and MU-5 districts and 125% for mixed-use and nonresidential uses in the MU-3 district (Downtown).

b. 21.08.010(e): Parking Credits and Adjustments

1. Introduced automatic parking reductions that do not require the submittal of an alternative parking plan for shared parking facilities, proximity to transit, transportation demand management, and those allowed by Administrative Adjustments as proposed in Module 1.
2. Current standards for alternative parking plans to allow on-street parking, off-site parking, and valet parking have been carried forward.

c. 21.08.010(f): Vehicle Parking Location and Design

Generally, the current vehicle parking location and design standards including parking area location, parking space and access drive dimensions, pedestrian crossings, and surfacing requirements have been carried forward.

d. 21.08.020: Bicycle Parking and Storage

1. Increased bicycle parking space requirement from 1 per 20 vehicle spaces to 1 per 10 vehicle spaces for all uses other than multifamily dwellings that require 1 per dwelling unit.
2. Significantly expanded standards to include requirements that ensure safe, secure, and appropriately designed bicycle parking facilities including location (e.g., within 50 feet of the main entrance of a building), dimensional and surface requirements, and signage.

3. Included a provision to allow the Director to waive or reduce requirements for unique development sites or for site where there is significant bicycle infrastructure in close proximity.
- e. 21.08.030: Electric Vehicle Charging

Introduced a new requirement to provide one electric vehicle charging station for each 25 parking spaces in excess of 50 parking spaces for multifamily, nonresidential, or mixed-use parking lots that contain more than 50 spaces.

6. Chapter 21.09: Subdivision Standards

- a. Content has been reorganized and reworded for clarity throughout.
- b. Revised sidewalk standards to include a requirement to provide a pedestrian and bicycle easement between the head of a cul-de-sac and an adjacent arterial or collector street.

7. Chapter 21.10: Sign Standards

This chapter has been carried forward from the current Z&DC with no changes, other than formatting the content in a consistent style and converting existing zone district references to align with the new proposed zone district lineup (e.g., sign standards specific to the current R-O district are now the MU-1 district).

8. Chapter 21.11: Outdoor Lighting

- a. 21.11.020: Introduced new exemptions for lighting types that are not subject to the regulations (e.g., traffic control devices, airport lighting, and seasonal decorations).
- b. 21.11.040: Clarified when a Lighting Plan is required to be submitted and introduced the ability to submit an alternative lighting plan that can be approved administratively.
- c. 21.11.050(a): Revised general standards to include additional requirements that support dark-sky principles including lighting efficiency standards, limitations on the “warmth” of light to reduce glare (see draft for more information), and strengthened the shielding and light trespass standards.
- d. 21.11.050(d): Expanded the current approach to establishing minimum and maximum lighting output based on general areas on a development site to simplify administration of the standards.
- e. 21.11.060(c): Added new standards for pedestrian-scaled lighting.

9. Chapter 21.14: Measurement and Definitions

This module includes the third draft of the Measurement and Definitions chapter. The current definitions and measurement instructions have been carried forward and are being updated as needed with each Module. Any definitions or measurements included in other sections of the Z&DC will be moved to this chapter during the drafting process.

4. Questions for Discussion

1. Attached and Multifamily Design Standards

- Could the Section 21.05.050(b) redevelopment sliding-scale applicability standards be useful? Should they be expanded to parking and outdoor lighting?
- What feedback does the DCC have about the 21.05.050(c)(6): Private Outdoor Space standards?
- Are there any topics within the Attached and Multifamily Design Standards or the Mixed-Use and Commercial Design Standards that should be discussed?

2. Minimum and Maximum Off-Street Parking Requirements

Local governments are increasingly leaving parking decisions to developers, allowing the amount of parking provided to be based on what the developer determines to be needed for the development.

- Should the City eliminate minimum off-street parking requirements for all or some uses?
- Should the City eliminate minimum off-street parking requirements citywide or in certain areas (in addition to the B-2 district (Downtown) that does not currently maintain parking requirements)?
- Should the City establish maximum parking limitations for all or some uses? Should those maximum limitations be implemented citywide or in certain areas?

3. Electric Vehicle Parking Requirements

Communities are increasingly incorporating electric vehicle charging requirements and provisions into their zoning codes. The degree of regulation varies broadly across the state and the country. In order to support a discussion about to what extent Grand Junction should regulate electric vehicle charging stations, there are several key terms to know:

1. EV-Capable
Install electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking spot.
[Aspen, CO: 3% of parking is EV-Capable \(IBC\)](#)
[Atlanta, GA: 20% is EV-Capable \(Ordinance\)](#)

2. EVSE-Ready Outlet
Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet (typical clothing dryer outlet).
[Boulder, CO: 10% of parking is EV-Ready Outlet](#)

3. EVSE-Installed
Install a minimum number of Level 2 EV charging stations.
[Palo Alto, CA: 5-10% of parking is EV-Installed](#)

Types of EV Spaces

	Power	Time	Standard Use
Level I	120V	6-10 hrs	Staff use during work day, long term parking at commuter lots or vehicles parked overnight.
Level II	204-240V	1-3 hrs	Commercial use or work vehicles that are heavily used and need a midday charge.
DC Fast Charging	480V	30 mins	Best for highway sites to enable longer vehicle trips.

Types of Charging Stations

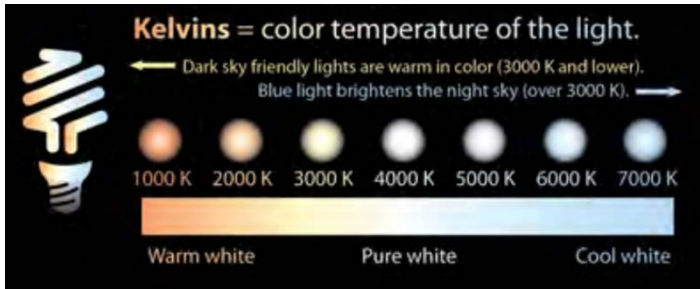
Electric vehicle charging requirements and incentives can be drafted to include a scaled approach of requiring only or more EV-Capable or EV-Ready spaces, rather than the installed charging station itself.

Major considerations for this discussion include:

- Should EV charging only be required for large parking lots (e.g. over 50 spaces)?
- Should EV charging be required for all use types or only multifamily/nonresidential (or other specified uses)?

4. Outdoor Lighting

The draft introduces a new lighting requirement related to “Kelvin” ratings; limiting fixtures to a maximum of 3,000 degrees Kelvin. Kelvin refers to the temperature (e.g., coolness or warmth) of light. The Kelvin rating on a light fixture indicates the shade of white that is given off by the light source. Lower Kelvin ratings produce warmer light that is less harmful to human health and the environment. The International Dark Sky Association recommends Kelvin temperatures of 3,000 and below.



- Do you have any questions or concerns about implementing this provision?

5. Readability and Understanding

- Did you find Module 2 readable and understandable?
- Do you have suggestions for making the Z&DC more accessible to all Code users?

Zoning & Development Code

Grand Junction, Colorado

Module 3: Development Standards

CONTENTS

Chapter 21.05: Site and Structure Development Standards

Chapter 21.06: Stewardship and Resilience

Chapter 21.07: Landscaping, Buffering, and Screening

Chapter 21.08: Vehicle Parking and Loading

Chapter 21.09: Subdivision Standards

Chapter 21.10: Sign Standards

Chapter 21.11: Outdoor Lighting

PUBLIC DRAFT

CLARION

Packet Page 37

**ONE GRAND
JUNCTION**
ZONING & DEVELOPMENT
CODE UPDATE

Contents

Chapter 21.01	General Provisions	8
Chapter 21.02	Administration and Procedures.....	8
Chapter 21.03	Zone Districts and Dimensional Standards.....	8
Chapter 21.04	Use Standards	8
Chapter 21.05	Site and Structure Development Standards	9
21.05.010	Purpose	9
21.05.020	Required Improvements.....	9
	(a) Applicability.....	9
	(b) Plans and Standards	9
	(c) Public Improvements Required.....	9
	(d) Standards for Specific Improvements	10
	(e) Multi-Modal Transportation System	11
21.05.030	Parks, Open Space, and Trails	22
	(a) Open Space Dedication.....	22
	(b) Trails	23
21.05.040	Residential Compatibility Standards	23
	(a) Purpose	23
	(b) Applicability.....	23
	(c) Building Height Stepdown	23
	(d) Building Orientation.....	24
	(e) Screening, Buffering, and Site Layout.....	25
	(f) Sound	25
	(g) Accessory Uses and Equipment	26
21.05.050	Residential Attached and Multifamily Design Standards	26
	(a) Purpose	26
	(b) Applicability.....	27
	(c) General Standards for all Residential Attached and Multifamily Development	28
	(d) Development with Three or More Primary Structures.....	30
21.05.060	Mixed-Use and Commercial Design Standards	33

	(a) Purpose	33
	(b) Applicability.....	33
	(c) Materials	33
	(d) Architectural Features.....	33
	(e) Site Design	34
21.05.070	Superstore/Big Box Development Standards	35
	(a) Applicability.....	35
	(b) Building Design.....	35
	(c) Site Layout.....	37
	(d) Outdoor Spaces and Amenities	37
	(e) Sidewalks.....	38
	(f) Parking	38
	(g) Outdoor Storage, Display, and Operations	39
21.05.080	Screening	40
	(a) Single Unit Residential	40
	(b) Multi-Unit Residential, Mixed-Use, and Nonresidential	40
21.05.090	Use of Public right-of-Way	43
Chapter 21.06	Community Stewardship	44
21.06.010	Environmental and Sensitive Land Regulations.....	44
	(a) Purpose	44
	(b) Applicability.....	44
	(c) General Requirements.....	44
	(d) Wildfire Standards.....	45
	(e) Wildlife Habitat Protection	46
	(f) Hillside Development.....	46
	(g) Ridgeline Development.....	50
	(h) Natural Resources	53
	(i) Geologic Hazard Maps	54
	(j) Environmental Audit	54
21.06.020	Flood Damage Protection	55

	(a) Purpose	55
	(b) Methods and Provisions for Flood Damage Prevention	55
	(c) General Provisions	56
	(d) Provisions for Flood Hazard Reduction	57
	(e) Data, Information, and Interpretation	65
Chapter 21.07	Landscaping, Buffering, and Screening	66
Chapter 21.08	Off-Street Parking	67
21.08.010	Off-Street Parking and Loading	67
	(a) Purpose	67
	(b) General Parking Standards	67
	(c) Minimum and Maximum Off-Street Parking Standards	68
	(d) Parking Credits and Adjustments	81
	(e) Vehicle Parking Location and Design	85
	(f) Loading	89
21.08.020	Bicycle Parking and Storage	89
	(a) Amount Required	90
	(b) Location	90
	(c) Design Standards	91
	(d) Alternative Bicycle Parking	91
21.08.030	Electric Vehicle Charging	91
	(a) Amount Required	93
	(b) Standards	93
Chapter 21.09	Subdivision Standards	94
21.09.010	Purpose	94
21.09.020	Applicability	94
21.09.030	General Standards	95
21.09.040	Lot Layout and Design	95
	(a) Designation of Lot Lines	95
	(b) Lot Designs to be Avoided	95
	(c) Reserve Strips	96
	(d) Alleys	96

21.09.050	Access, Circulation, and Connectivity	96
	(a) General.....	96
	(b) Access to Public Streets	97
	(c) Sidewalks, Walkways, and Sidewalks.....	97
	(d) Support for Public Transit.....	98
21.09.060	Open and Undeveloped Spaces	99
	(a) Sensitive Lands and Unique Site Features	99
	(b) Location and Integration of Open Space.....	99
	(c) Public Access and Visibility	100
21.09.070	Natural Hazards and Significant Natural Features	100
	(a) Natural Hazards.....	100
	(b) Significant Natural Features	100
	(c) Limits of Development.....	100
Chapter 21.10	Sign Standards	102
21.10.010	Purpose and Applicability	102
21.10.020	Prohibited Signs	102
21.10.030	Signs that Do Not Require a Permit	103
21.10.040	Wind Driven Signs and Banners	103
21.10.050	Nonconforming Signs	103
21.10.060	Digital or Electronic Sign Standards	104
	(a) Purpose and Intent	104
	(b) Brightness	104
21.10.070	General Requirements	104
	(a) All Zone Districts.....	104
	(b) Sign Measurement	105
	(c) Sign Illumination.....	106
	(d) Identification and Marking	106
	(e) Temporary Use Signs	107
21.10.080	Sign Standards by Zone District	107
	(a) All Zone Districts.....	107

	(b) Residential Zone Districts	107
	(c) MU-1 District.....	107
	(d) All Other Mixed-Use and Industrial Zone Districts	108
	(e) Outdoor Advertising Signs.....	110
	(f) P-1 and P-2 Districts	112
	(g) Planned Developments.....	112
	(h) Sign Packages	112
21.10.090	Removal and Disposition of Signs.....	112
	(a) Maintenance and Repair.....	112
	(b) Abandoned Signs.....	113
21.10.100	Regulated Cannabis Business Signage and Advertising	113
	(a) General.....	113
	(b) Maximum Sign Dimensions.....	113
	(c) Signs Not Requiring a Permit	114
Chapter 21.11	Outdoor Lighting.....	115
21.11.010	Purpose	115
21.11.020	Applicability.....	115
	(a) Applicability.....	115
	(b) Exemptions	115
21.11.030	Prohibited Lighting.....	116
21.11.040	Lighting Plans.....	116
	(a) Lighting Plan Required.....	116
21.11.050	General Standards	116
	(a) Lighting Types and Efficiency	116
	(b) Lighting Height.....	117
	(c) Shielding and Light Trespass.....	117
	(d) Lighting Output Levels	118
	(e) Lighting Controls	118
21.11.060	Standards for Specific Lighting Types	119
	(a) Parking Areas.....	119

	(b) Canopy Lighting.....	119
	(c) Pedestrian-Scale Lighting.....	120
Chapter 21.12	Nonconformities.....	121
Chapter 21.13	Violations and Enforcement.....	121
Chapter 21.14	Measurements and Definitions.....	122
21.14.010	Measurements.....	122
	(a) Density/Intensity.....	122
	(b) Distances.....	123
	(c) Lot and Site Measurements.....	124
	(d) Structure Measurements.....	125
21.14.020	Definitions.....	127
Chapter 21.15	Heading 1 (Styles Template).....	185
21.15.010	Heading 2.....	185
	(a) Heading 3.....	185

Commentary

General comments applicable to this Module 3 draft Code:

- Throughout the draft there are footnotes that identify any changes from the current Zoning and Development Code, or further commentary related to that particular provision.
- A reference to a section or other provision reads “GJMC <> [current Code reference]” means that the cross-reference to that specific section or provision will be inserted at the time of Consolidated Draft.
- Many of the existing regulations that are carried forward relatively intact, were still revised for clarity, consistency, and to improve user-friendliness, often without footnote.

Chapter 21.01 General Provisions

[See Module 1: Administration and Procedures]

Chapter 21.02 Administration and Procedures

[See Module 1: Administration and Procedures]

Chapter 21.03 Zone Districts and Dimensional Standards

[See Module 2: Zone Districts and Uses]

Chapter 21.04 Use Standards

[See Module 2: Zone Districts and Uses]

Chapter 21.05 Site and Structure Development Standards

21.05.010 PURPOSE

This chapter includes standards that regulate the physical layout and design of development within Grand Junction to ensure the protection of the health, welfare, safety, and quality of life. These standards address the physical relationship between development and adjacent properties, public streets, neighborhoods, and the natural environment, in order to implement the comprehensive plan vision for a more attractive, efficient, and livable community.

21.05.020 REQUIRED IMPROVEMENTS

Comment:

These standards have been collected from various locations in the current Z&DC and updated here for general applicability to both new development (including subdivision) and redevelopment. The goal of this change is to clarify how required improvements apply across all categories of development.

(a) Applicability

All development shall comply with this section.

(b) Plans and Standards¹

The plan, design, construction, and perpetual maintenance of all development shall be consistent with:

- (1) Adopted City plans and policies, including without limitation the One Grand Junction Comprehensive Plan and the Grand Junction Circulation Plan, as those plans may be amended or replaced in the future;
- (2) The lot, design, and use standards applicable to the zoning district in which the property is located;
- (3) All other applicable requirements of this Code;
- (4) Any previous plans or development approvals approved by the City and applicable to all or part of the property on which the development, structure, or subdivision is proposed; and
- (5) All technical and engineering, design, construction, and inspection criteria, standards, and specifications adopted or accepted by City, including but not limited to applicable GJMC Title 29, Transportation Engineering Design Standards (TEDS), the City's adopted fire code, and the Submittal Standards for Improvements and Development (SSID) Manual.

(c) Public Improvements Required

(1) Types of Improvements

¹ Current 21.06.060(c), moved from subdivision standards to general applicability.

- (i) All development applications are required to include plans for the following public improvements unless waived by the Director:
 - (A) Multi-modal transportation system (see GJMC 21.05.020(e)),
 - (B) Sanitary sewer system (see GJMC 21.05.020(d)(2)),
 - (C) Utilities (see GJMC 21.05.020(d)(3)),
 - (D) Potable water system including fire hydrants (see GJMC 21.05.020(d)(1)),
 - (E) Stormwater management system (see GJMC 21.05.020(d)(4)), and
 - (F) Other improvements and/or facilities as may be required by changing technology and the approval process, and
 - (G) Permanent survey reference monuments and monument boxes (see § 38-51-101 C.R.S.).
- (ii) The improvements described in this chapter shall be built by the applicant and constructed in accordance with adopted standards, unless otherwise indicated. The City may elect to participate in the design, installation, and cost of any improvement and may require the developer to coordinate construction with the City and with other development taking place nearby and in a similar timeframe.
- (iii) No improvements shall be made until required plans, profiles, and specifications have been submitted to and approved by the City.

(2) Guarantee of Public Improvements

No development shall be approved until the City has accepted constructed infrastructure or the developer has executed and recorded a development improvements agreement and provided adequate security per GJMC <> [Guarantees and Improvements].

(3) Permits and Approvals

No Planning Clearance for any use or activity shall be issued until minimum required improvements have been constructed, paid for, or adequately secured.

(d) Standards for Specific Improvements

The following improvements shall be provided for all development unless the appropriate official determines otherwise based on a process provided in the specific standards or, where applicable, through GJMC <> [Variance].

(1) Potable Water System

- (i) All development shall be served by a water treatment and distribution system operated or approved by the City.
- (ii) Fire hydrants shall be placed and have fire flow capabilities in accordance with GJMC 15.44, Fire Code.

(2) Sanitary Sewer System

All lots must be served by a sewer system connected to a public wastewater treatment facility. Sewer variance requests are subject to "Permit Application for Sewer Variance" administered by the Manager of the Persigo Wastewater Treatment Plant.

(3) Utilities

Utilities include, without limitation: cable, electricity, telephone, television, and natural gas.

- (i) All new utilities, including, but not limited to, telephone, cable, television, electric, and natural gas, shall be provided and paid for by the developer and shall be installed underground. Necessary above-ground facilities (e.g., pedestals, transformers, and transmission lines of 50kv capacity or greater) and temporary overhead lines may be allowed if deemed necessary by the Director.
- (ii) All existing overhead utilities along streets contiguous with the development, except properties being subdivided through a simple subdivision, shall be installed underground prior to street construction.
- (iii) When the development has less than 700 feet of frontage along a street, the Director may accept cash in lieu of this requirement in accordance with the adopted fee schedule.
- (iv) When the development has 700 feet or greater frontage along a street and has a primary transmission line, the developer may either:
 - (A) Pay cash in lieu of undergrounding in accordance with the adopted fee schedule, or
 - (B) Request a contribution of available utility undergrounding in lieu funds from the City to offset the cost of relocating the existing utilities underground. If available, the City's contribution shall result in the developer paying less than or equal to the amount that would be otherwise required by payment of the in-lieu fee.

(4) Stormwater Management

- (i) All proposed development must provide for on-site runoff collection and conveyance in accordance with GJMC Title 28, Stormwater Management Manual (SWMM), and applicable state and federal regulations.
- (ii) An impact fee may be paid in-lieu of the construction of applicable stormwater facilities where the project meets the requirements of GJMC 28.56.050, Drainage Fee in-Lieu of Detention.

(e) Multi-Modal Transportation System²

(1) Design Standards

- (i) The developer shall design and provide a multi-modal transportation system, including streets, alleys, sidewalks, trails, active transportation corridors, and bike paths shall be designed and constructed in accordance with GJMC Title 29, TEDS.
- (ii) No developer shall propose a site design or plan which could result in the developer controlling access to a street, alley, or right-of-way.
- (iii) Easements shall be provided as required for improvements. Alleys may be used for placement of utilities and infrastructure.

² Current 21.06.010 (partial), 21.06.100, and 21.06.090.

- (iv) The developer shall provide off-site infrastructure If needed to provide safe and adequate access and circulation for all users.
- (v) Each development with one or more buildings (except detached dwellings) shall provide paved pedestrian sidewalk connections to nearby public streets. Pedestrian connections shall be separate from parking and driveway areas.

(2) Right-of-Way Dedication

- (i) A developer shall dedicate to the City all rights-of-way needed to serve the project in accordance with the Grand Junction Circulation Plan, as amended.
- (ii) Required right-of-way dedications shall be at no cost to the City. Such dedications shall not be eligible for transportation impact fee credit.

(3) Required Street Improvements

(i) Scope of Street Improvements

Minimum street improvements shall be those required for the safe ingress and egress of traffic to and from the development and include the design and construction of all streets internal to and fronting a development that are designated as local or unclassified in the Grand Junction Circulation Plan.

(ii) Applicable Street Standard and Oversizing

- (A) Any unbuilt street that is designated in the Grand Junction Circulation Plan as a collector or arterial and is internal to the development shall be constructed to a local street standard by the developer.
- (B) Based on the City's Circulation Plan and input from the Public Works Director, the City may require the developer to design and construct the street to a collector or arterial standard, thereby requiring the oversizing of streets. When oversizing is required, the developer may be eligible for a City cost-share agreement in the differential amount between the required local street improvement and the required collector or arterial street improvement.

(iii) Safe Ingress and Egress

- (A) The developer shall be responsible for the design and construction of any turn lanes needed to achieve safe ingress and/or egress, if turn lanes to and from the development are warranted based on a traffic impact study.
- (B) Where a safety improvement is for the benefit of a development but will benefit other future developments, the developer may request the City to provide a reimbursement agreement.³

(4) Improvement Deferral for Existing Local Streets

³ Standard provisions for oversizing criteria, determination of benefit to future development, and reimbursement agreements will be added to Ch. 21.02, Administration and Procedures at the time of Consolidated Draft.

(i) Policy and Applicability

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

(ii) Request for Deferral

- (A) Instead of constructing “short run” improvements, the owner may apply to the Director to defer full and permanent improvements (“permanent improvements”) through the creation of an improvement district and construction of street, curb, gutter, and sidewalk improvements to the standards established for the improvement district.⁴
- (B) The Director allow the use of an improvement district for residential street improvements if all of the following criteria are met:
 - a. The development is for three or less residential lots;
 - b. The zoning or existing uses in the block or neighborhood are residential. The Director shall determine the boundaries of the block or neighborhood, based on topography, traffic patterns, and the character of the neighborhood;
 - c. The existing local residential street that provides access to the lots or development meets minimum safety and drainage standards, and has a design use of fewer than 1,000 average daily traffic (“ADT”);
 - d. At least 80 percent of the lots and tracts in the neighborhood or block are already built upon,⁴ so that the street and drainage character is well established;
 - e. If an existing safety hazard or drainage problem, including pedestrian or bicycle traffic, it can be improved or remedied without the street improvements being built; and

⁴ A process to create an improvement district and establish improvement standards will be added to Ch. 21.02, Administration and Procedures at the time of Consolidated Draft.

- f. There is at least 250 feet from any point on the development to the nearest existing street improvements (on the same side of the street) that substantially comply with the City standard for similar street improvements.
- (C) The Director may allow the use of an improvement district for nonresidential street improvements if all of the following criteria have been met:
- a. The development is conforming to the zone district and is for a single commercial or industrial lot or parcel that does not create a new lot or parcel;
 - b. The lot or parcel size is two acres or less;
 - c. The lot or parcel does not have more than 500 feet of frontage on a local nonresidential street;
 - d. If an existing safety hazard or drainage problem, including pedestrian or bicycle traffic, it can be improved or remedied without the local nonresidential street improvements being built; and
 - e. There is at least 250 feet from any point on the development to the nearest existing street improvements (on the same side of the street) that substantially comply with the City standard for similar local nonresidential street improvements.

(iii) Requirement for Full Compliance

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

(iv) Street Naming and Addressing System

A street naming system shall be maintained to facilitate the provisions of necessary public services (police, fire, mail), reduce public costs for administration, and provide more efficient movement of traffic. For consistency, this system shall be adhered to on all newly platted, dedicated, or named streets and roads. The Director shall check all new street names for compliance to this system and issue all street addresses. Existing streets and roads not conforming to this system shall be made conforming as the opportunity occurs.

(5) Private Streets⁵

⁵ Current 21.06.100(a)-(b)

(i) Applicability

Private streets are prohibited unless there is no practicable design alternative available through the public street standards and the proposed private street meets the review criteria in this section.

(ii) Policy

Private streets have historically posed problems over time as they deteriorate and property owners do not realize the burden of maintenance is theirs. Application of the criteria established in this section are established to avoid problems encountered in the past with private streets and provide property owners some protection through a maintenance agreement and funding.

(iii) Review Criteria

The developer must conclusively demonstrate that a proposed private street meets all of the following:

- (A) Provides flexibility in residential street access due to design or topographic conditions;
- (B) Encourages more creative design including but not necessarily limited to the clustering of units in residential development;
- (C) Provides an immediate and continuing public benefit, e.g., by reducing public street maintenance costs;
- (D) Provides a safe residential environment; and
- (E) Promotes attractive streetscapes that give neighborhoods character and identity, e.g., by allowing alternative street surfaces, finishes and designs.

(iv) Design Requirements

A private street that meets the requirements of this section shall be allowed for residential development under the following conditions:

(A) Street Capacity and Design

- a. The maximum annual average daily traffic (AADT) of the proposed private street shall not exceed 250 trips per day as determined by the ITE – Trip Generation publication.
- b. The street shall be designed so that all traffic, including vehicular and pedestrian, exiting from the private street(s) shall not adversely impact the existing and proposed transportation network. A private street shall conform to the Title 29 TEDS or the SSID manual, as applicable, for the following:
 - 1. Turnaround requirements;
 - 2. On-street parking requirements;
 - 3. Cross-sections;
 - 4. Curb and gutter construction; and

- 5. Utility and multipurpose easements.
- c. Pedestrian facilities and connections as shown on the Grand Junction Circulation Plan shall be required within the proposed development and made accessible by the general public.
- d. The finished surface of the private street may be composed of variable surfaces such as brick, interlocking pavers, cobblestones, or other similar finishes, designed by a professional engineer and as approved by the City Engineer.
- e. An entrance design feature such as decorative paving, special signage or other conspicuous improvement shall be incorporated into the final design of the private street such that the design clearly distinguishes the private street from the public street.

(B) Adjoining Properties

- a. All entrances to garages shall be set back from the private street or pedestrian trail a minimum distance of 20 feet.
- b. Each residential structure accessed from a private street shall have landscaped areas of at least 10 feet in width between the street and the structure except for the driveway to the garage.

(C) Off-Street Parking

If off-street parking is utilized, it shall conform to the following:

- a. Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements.
- b. Off-street parking shall be located within 200 feet of any unit the private street serves.
- c. Off-street parking shall be included within the same tract as the private street and shall be maintained by the homeowners' association.

(D) Platting, Dedication, Homeowners' Association

- a. Private streets shall be platted in a tract dedicated to the homeowners' association and maintenance of the private street shall be.
- b. The homeowners' association shall be responsible to maintain a vegetation-free zone along the private street that is 20 feet in width (10 feet each side from the center of the street) and 13 feet, six inches in height as measured from the paved surface of the street.

(6) Shared Driveway or Autocourt⁶

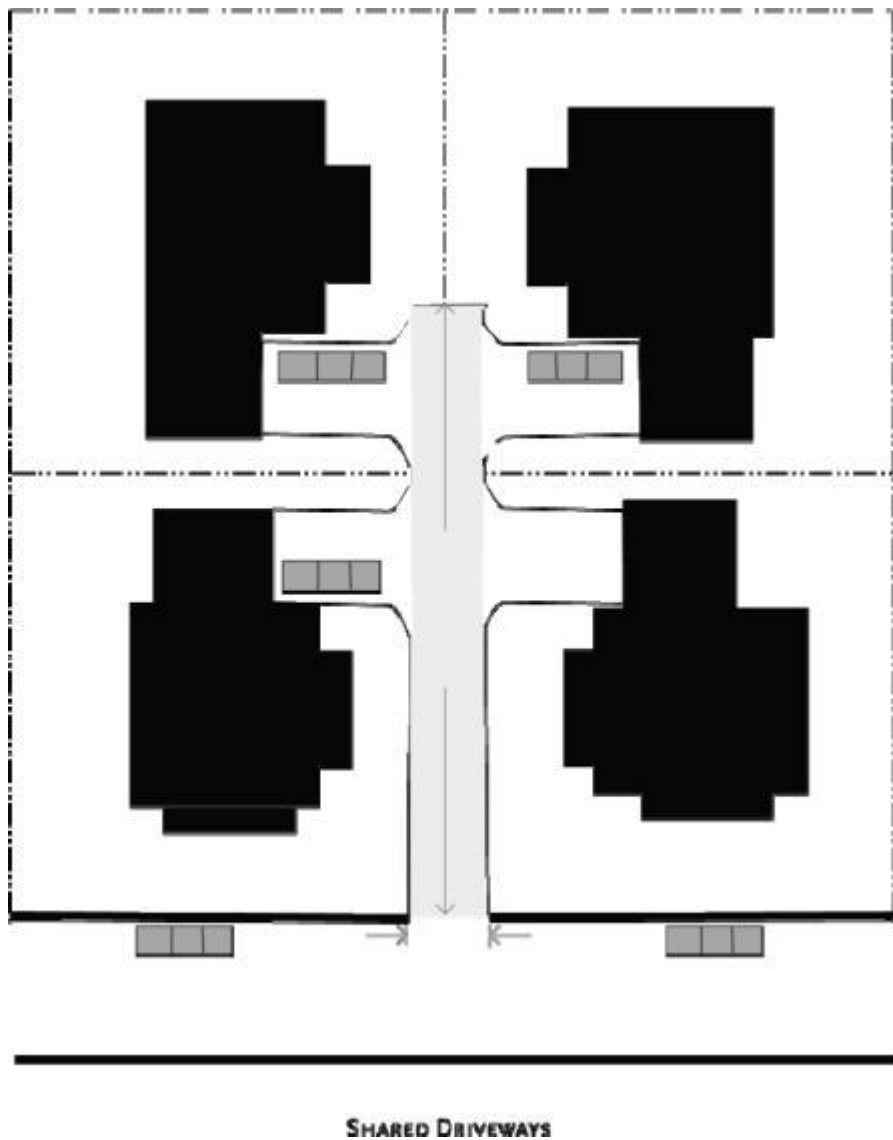
(i) Intent

A shared driveway or autocourt is designed to provide access to lots where a full public street is not practical or economical. The number of shared driveways used in a

⁶ Current 21.06.100(c)

21.05.020. Required Improvements

subdivision shall be limited due to the undesirable lot layouts they often create, potential conflicts over shared common space, and private versus public maintenance cost issues.



(ii) Design Standards

Shared driveways shall comply with the following standards:

(A) Ownership

- a. A shared driveway shall be owned and maintained by the owners of the parcels or lots that abut the shared driveway.
- b. The shared driveway shall be platted in a tract dedicated to the property owners of the parcels that abut the shared driveway.

(B) Access

- a. Not more than five single-family lots shall abut or touch any portion of the shared driveway and no more than five single-family units may utilize a single shared driveway.
- b. Each lot abutting a shared driveway shall access off of the shared driveway unless approved otherwise at the time of subdivision.

(C) Design

- a. Shared driveways shall be a minimum of 16 feet wide flowline to flowline and a maximum of 150 feet long.
- b. Shared driveways shall be designed to permit the ASHTO "P" design vehicle to back out of an individual driveway and turn 90 degrees in either direction on the shared driveway without any portion of the vehicle:
 1. Leaving the individual driveway from which the vehicle is exiting or the shared driveway; or
 2. Entering on or over the individual driveways of any other residence.
- c. Finished surface may be composed of variable hard surfaces such as brick, interlocking pavers, cobblestones, or similar finishes, designed by a professional engineer and as approved by the City or County Engineer.

(D) Parking

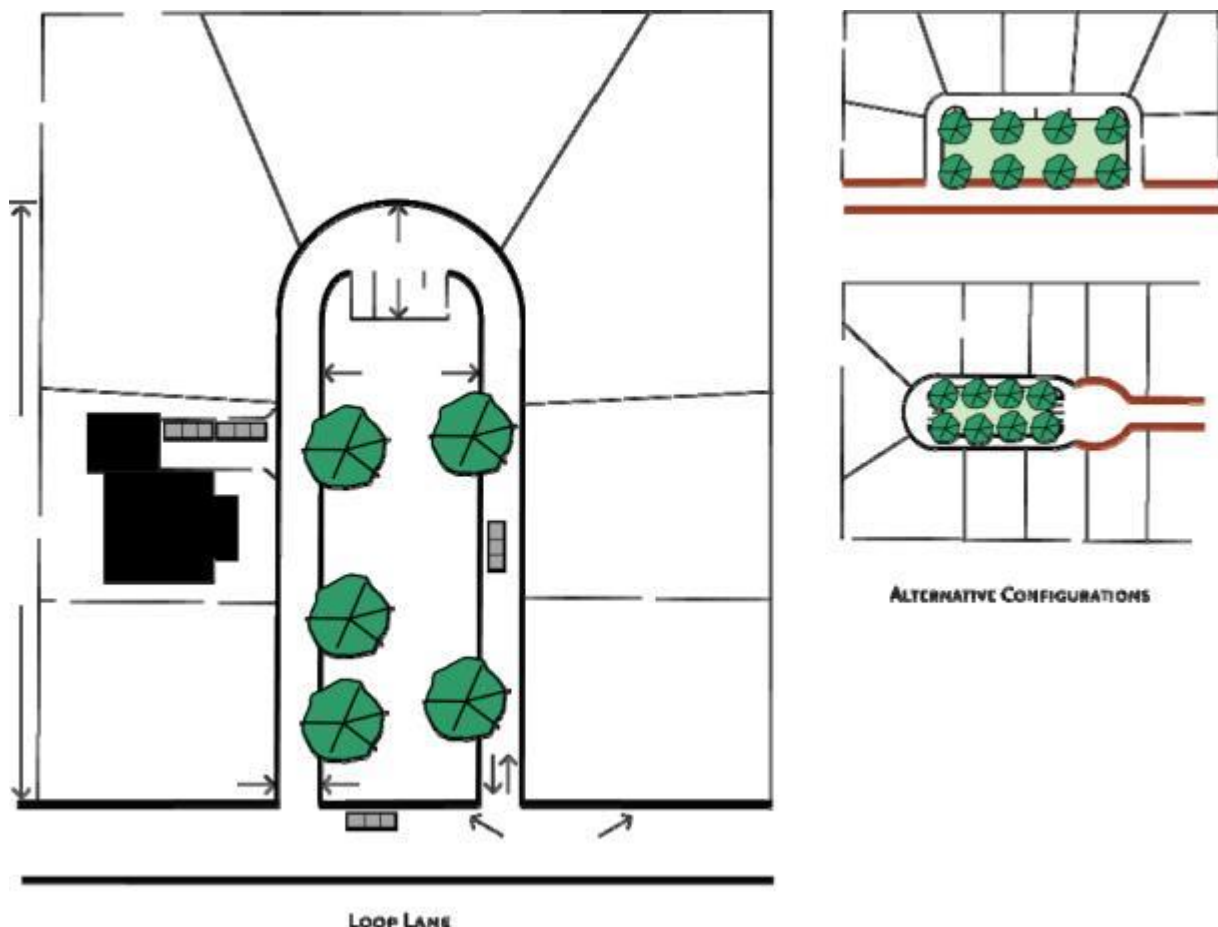
- a. Parking on a shared driveway shall be prohibited.
- b. A shared driveway may be used only where it intersects a street with on-street parking.
- c. Each lot abutting a shared driveway shall provide four on-site parking spaces. For homes on shared driveways that access a cul-de-sac, five on-site parking spaces shall be provided. These additional spaces may be provided on the shared driveway if it is widened to accommodate such parking.

(E) Adjacent Lots and Structures

- a. The building setback adjacent to a shared driveway shall be the minimum setback required for that side of the property by the underlying zoning district or 15 feet, whichever is greater. All entrances to garages shall be set back a minimum distance of 20 feet from the shared driveway.
- b. No fences or hedging taller than 30 inches shall be located within the setback adjacent to the shared driveway. Open fences are acceptable.
- c. No gateways, locked entries or other restrictive access constraints are allowed across a shared driveway.

(7) Loop Lane⁷

Loop lanes shall comply with the following standards. Any variation from these specifications shall require an administrative adjustment.



(i) Intent

A loop lane is an alternate street design that provides a turnaround in place of a cul-de-sac. The loop lane is desirable because it allows for additional open space/park area instead of an expanse of asphalt paving found in a standard cul-de-sac.

(ii) Ownership

- (A) The loop lane and parking shall be dedicated to and maintained by the City.
- (B) The park shall be owned and maintained by the homeowners' association, subject to any easements.

(iii) Access

- (A) A maximum of seven homes may access off the loop.
- (B) Corner lots with frontage on the loop lane and the abutting street shall be required to access from the loop lane only.

⁷ Current 21.06.100(e). Coordinate loop lane and cottage court standards in Consolidated Draft.

(iv) Design

- (A) The minimum loop lane is 16 feet from flowline to flowline and shall consist of a paved surface with roll-over curb and gutter on at least one side and a roll-over curb or vertical curb on the other side.
- (B) No curve on any portion of the flowline of the loop lane shall have an inside radius of less than 33 feet and an outside radius of less than 48 feet.
- (C) No portion of the loop lane shall extend more than 250 feet from the abutting street right-of-way.
- (D) A minimum separation of 66 feet is required between the right-of-way on each side of the loop.
- (E) The right-of-way shall extend one foot beyond the curb on the park side of the lane and one foot beyond curb on outside edge of the lane.
- (F) A 14-foot multipurpose easement shall be dedicated on the outside edge of the lane. The park may be used for stormwater detention.
- (G) The loop shall provide for two-way traffic.
- (H) A sidewalk is required only where the park abuts a street other than the loop.
- (I) The developer shall landscape the park and provide an irrigation system in accordance with the Zoning and Development Code.

(v) Parking

- (A) Four guest parking spaces, located in the public right-of-way, are required at the end of the loop. The parking area is reserved for guest parking and shall not be used for the parking of residents' vehicles and/or recreation vehicles for more than a 24-hour period.
- (B) "No parking" signs shall be installed and maintained so that no parking is allowed between the curbs on any traveled portion of the loop lane, except the guest parking area.
- (C) Each residence shall provide and maintain four off-street parking spaces, two of which may be within a garage or carport.

(vi) Adjacent Lots and Structures

- (A) No front-loading garage or carport may be closer than 20 feet to the front lot line. Individual driveways must have a five-foot radius fillet on driveway corners.
- (B) The front yard setback for the house is 15 feet from the right-of-way (16 feet from the curb).
- (C) Lots on the loop lane may be 20 percent smaller and the rear setback can be 10 feet less (10 feet minimum) than as required by the zone district.
- (D) No gateways, locked entries or other access constraints are allowed across the loop lane.

(8) Bicycle Circulation⁸

(i) Required Bicycle Access

- (A) All new development, except individual lot development of a single-family detached or two-family dwelling, shall be served by an internal bicycle circulation system (including shared roadway lanes, widened outside roadway lanes, bike lanes, shoulders, and/or separate bike paths) that permits safe, convenient, efficient, and orderly movement of bicyclists among the following origin and destination points within the development:
 - a. Bicycle parking facilities or areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions), as well as any adjacent transit station areas, transit stops and shelters, 7 public parks, greenways, schools, community centers, and shopping areas;
 - b. Any designated or planned bus stops and shelters; and
 - c. Recreation facilities and other common use area and amenities.
- (B) The development's internal bicycle circulation system shall also permit safe, convenient, efficient, and orderly movement of vehicles between the development's internal origin and destination points and adjacent parts of an existing or planned external, community-wide bicycle circulation system, as well as any adjacent transit stations, bus stops and shelters, public parks, trails, greenways, schools, community centers, and shopping areas.
- (C) Sidewalks shall not be used to satisfy the bicycle circulation requirement.

(ii) Bike Lanes Required

- (A) All new development except individual lot development of a single-family detached or two-family dwelling (including subdivisions for such dwellings) shall provide bike lanes within the development site and along the frontage of the development site with an existing street where bikes lanes are called for by the comprehensive plan or other City-adopted plans addressing transportation (unless an existing bike lane meeting City standards is already in place). The Director and/or the City Engineer may allow alternatives to this requirement where compliance is impractical.
- (B) Required bike lanes shall be provided within the right-of-way of the street unless the City Engineer determines that location within the right-of-way is not practicable or preferable—in which case, alternatives may be allowed by the Director and/or the City Engineer.
- (C) Bike lanes shall conform to GJMC Title 29, TEDS.

⁸ New

21.05.030 PARKS, OPEN SPACE, AND TRAILS⁹

(a) Open Space Dedication

- (1) The owner of any residential development of 10 or more lots or dwelling units shall dedicate 10 percent of the gross acreage of the property or the equivalent of 10 percent of the value of the property. The decision as to whether to accept money or land as required by this section shall be made by the Director. Subdivisions with less than 10 lots or residential dwelling units are not required to dedicate 10 percent of the gross acreage of the property or the equivalent of 10 percent of the value of the property unless the developer or owner owns land adjacent to the proposed subdivision, in which case the Planning Commission shall determine the open space requirement.
- (2) For any residential development required to provide open space, the owner shall hire an MAI appraiser to appraise the property. For purposes of this requirement, the property shall be considered the total acreage notwithstanding the fact that the owner may develop or propose to develop the property in filings or phases.¹⁰
- (3) The appraiser's report shall be submitted to the City for purposes of determining fair market value and otherwise determining compliance with this section. The owner shall pay all costs of the appraisal. The owner waives any privilege and/or protection that may exist or be asserted to exist over the details of the appraisal. The appraisal is and shall be considered by the City as an open record under the Colorado Open Records Act.
- (4) The required dedication and/or payment shall be subject to and made in accordance with this code. The City Council may accept the dedication of land in lieu of payment so long as the fair market value of the land dedicated to the City is not less than 10 percent of the value of the property.
- (5) As part of any project approval, the owner shall dedicate, at no cost to the City, public trails, rights-of-way and waterfront greenbelts/access as designed on and as needed to implement adopted plans of the City. If such dedication is claimed to exceed constitutional standards, the owner shall so inform the City Attorney who, if he agrees, shall ask the City Council to pay a fair share of the value of such dedication or waive all or part of such required dedication.
- (6) For creation of a homeowners' association, each subdivision of five or more lots shall record covenants which shall contain provisions for assessments, liens and enforcement of maintenance of all private open space areas and provisions for enforcement by and reimbursement to the City should the homeowners' association fail to maintain the areas properly and the City elects to do so.
- (7) For subdivisions, the land dedication or open space fee is required and payable at the time of platting, when applicable.

⁹ Current 21.06.020.

¹⁰ This requirement will be clarified in the Consolidated Draft per staff instructions.

- (8) Unless provided pursuant to GJMC 21.05.050(c)(6), private open space and/or recreational area in any development, or outdoor living area required in a multifamily development, shall not be a substitute for the required land dedication.

(b) Trails

Trails shall be constructed in accordance with applicable City standards. If a trail(s) is constructed in addition to the construction of required sidewalks, then the owner may request an offset for the cost of construction of the trail(s) against the project's open space fee in an amount not to exceed the total open space fee. The amount of the credit or offset will be determined by the City using established and uniform cost for labor and materials for the specific type and width of the trail(s) constructed.

21.05.040 RESIDENTIAL COMPATIBILITY STANDARDS¹¹

(a) Purpose¹²

The purpose of this section is to protect existing residential districts, neighborhoods, and uses from the potentially adverse impacts arising from the development of more intense uses in close proximity to residences.

(b) Applicability

- (1) The residential compatibility standards in this subsection apply when multifamily residential, mixed-use development, or nonresidential development is proposed adjacent to lots in an R-R, R-E, R-1, R-2, R-4, or R-5 residential district (protected residential districts). Residential adjacency shall include the lot on which the nonresidential building, use, or associated activity is located.
- (2) In cases where multiple uses are contained on the same lot, residential adjacency shall apply to the area within that lot which encompasses the building, use, or associated activity and all accessory buildings, uses, or areas necessary to support them.
- (3) Conformity with the design requirements in this section shall be the responsibility of the multifamily, mixed-use, or nonresidential development applicant.

(c) Building Height Stepdown

(1) Height Transition Area

A height transition area of 25 feet in width is established along each side and rear property line abutting an existing residence in a protected residential district. All new construction and additions within the height transition area are limited in height to no more than 25 percent higher than the existing structure, up to the maximum height allowed in the non-protected zone district.

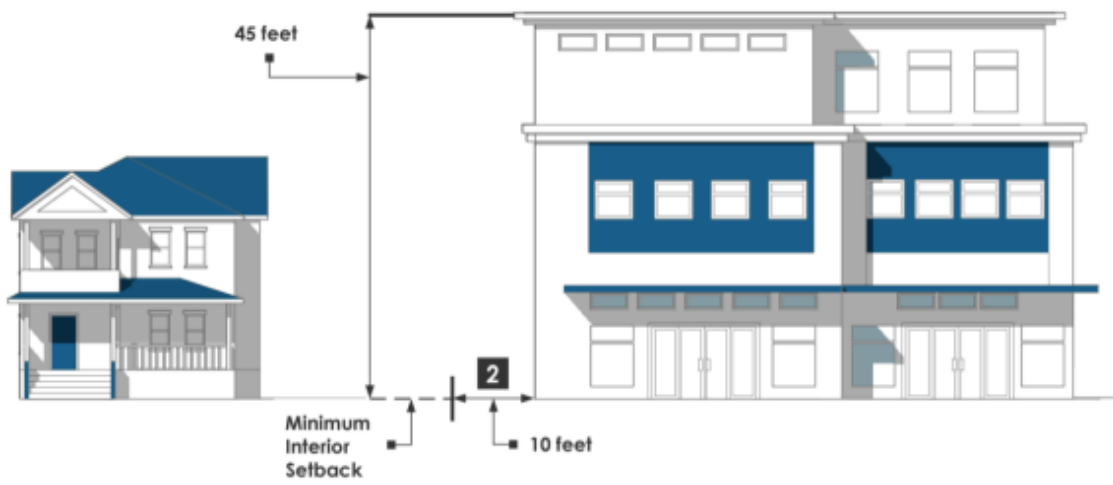
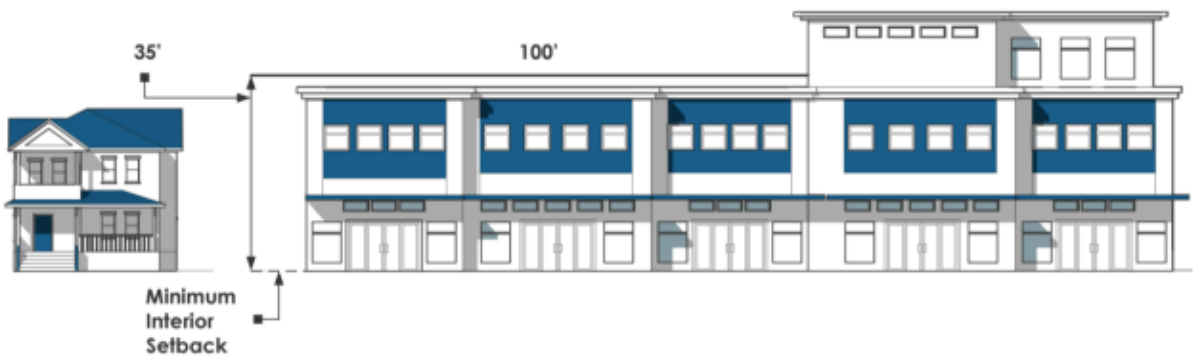
¹¹ New

¹² Standards to address corner lots will be added to the Consolidated Draft.

(2) New Primary Structure Height Greater than 35 Feet

New primary buildings with a height greater than 35 feet shall reduce the perceived height of the building when viewed from the protected residential lots by using at least one of the following techniques.

- (i) "Stepping down" building height of any portion of the building within 100 feet of the side and rear lot lines abutting a lot zoned in any neighborhood district to a maximum of 35 feet; or
- (ii) Increasing the side yard and rear yard setbacks abutting the neighborhood-zoned lots by at least 10 feet beyond that otherwise required.



(d) Building Orientation

(1) Privacy

All buildings and structures shall be designed and oriented in a manner ensuring privacy of residential uses in a protected residential district.

(2) Upper Story Balconies and Patios

Balconies, patios, or other exterior public gathering spaces that are more than 24 feet above grade shall not be located within 30 feet of a protected residential district lot line.

(e) Screening, Buffering, and Site Layout

(1) Mechanical Equipment

All mechanical equipment, including but not limited to air conditioning units, air-handling units, back-up power generators, installed at ground level or on a roof must be fully screened from view.

- (i) The screening shall be at least the height of the mechanical equipment.
- (ii) Mechanical equipment that generates or is expected to generate noise in excess of 55 decibels within three feet of the equipment location must provide sound abatement or suppression, which may require the equipment to be enclosed in a structure.

(2) Loading Docks

Loading docks, if necessary or required by the operation, must be located the farthest distance practicable from the protected residential district. When the property adjoins an arterial street, the loading dock must be set back far enough such that no trucks will be loading, unloading, or backing within the street. Loading shall be done from alleys when possible.

(3) Outdoor Storage

- (i) Outdoor storage of merchandise or equipment must be within an area enclosed with a sight-obscuring fence at least 6 feet in height that is architecturally coordinated in color and design with the building.
- (ii) Vehicle sales lots and plant materials may be displayed outside of an approved building or enclosed area so long as they are on the same site wherein the business displays the bulk of its goods for sale.
- (iii) Outside promotional displays are allowed during business hours only.

(4) Outdoor Waste Storage

No outdoor waste storage shall be located within 30 feet of a property line that adjoins a protected residential district or within 10 feet of a property line that parallels a protected residential district. This requirement shall not apply where the mixed-use property is separated from protected residential district by an alley or street.

(5) Vehicle Service Bays

All vehicular service bays within 150 feet of a protected residential district shall face away from the residential districts unless separated by a building or permanent architectural feature of minimum height matching the height of the service bays.

(f) Sound

- (1) No outdoor music system, whether permanent or temporary, is allowed in any mixed-use district but MU-3, Downtown.

21.05.050. Residential Attached and Multifamily Design Standards

- (2) Any use containing individual service speakers, such as drive-through ordering or payment windows, vehicle fueling pump islands, and car washes, shall not be permitted within 150 feet of any residential district unless the speaker is appropriately screened. The Director may require wing walls, landscape screens, changes in building orientation, and/or other design elements to screen and minimize the impact of individual service speakers.
- (3) Any use containing public address/paging systems, such as car dealers, building materials sales, and garden centers, shall not be permitted within 1,000 feet of any residential district unless separated by an arterial or higher classification roadway.
Parking and Loading
- (4) No auto-related site element, including parking area, drive-through lane, or vehicle circulation driveway, shall be located between a primary structure on the lot and any side or rear property line abutting a protected residential district.
- (5) If the Director determines that, due to site topography, soils, easements, or other constraints, compliance with the Section (g)(1) is impracticable, the Director may approve a site design that locates a single or combination of auto-related site elements, between a primary structure and a side or rear property line abutting a protected residential district, provided the site element(s) is located at least 10 feet from any applicable rear or side property lines.

(g) Accessory Uses and Equipment

Outdoor vending machines, ice dispensers, vacuums, and air pumps shall not be permitted within 100 feet of any protected residential district and shall be screened to be completely out of view from adjacent residential uses.

21.05.050 RESIDENTIAL ATTACHED AND MULTIFAMILY DESIGN STANDARDS¹³

Commentary

One Grand Junction includes multiple references to the creation and use of design standards. This section of Module 3 includes proposed draft design standards for attached (e.g., triplex, townhome) and multifamily (e.g., apartment) residential structures. These standards do not apply to single-family detached or duplex units. The proposed regulations are focused on residential design basics such as pedestrian safety and compatibility with the comprehensive plan and existing development. If adopted, these standards will only be applicable to new development or redevelopment that meets a threshold described in the Applicability section, below.

(a) Purpose

The standards of this section are intended to promote high-quality residential development and construction; protect property values; encourage visual variety and architectural compatibility; and promote the unique character of Grand Junction’s neighborhoods. Specifically, the standards:

¹³ Current 21.03.050 was carried forward into the zone districts in Module 2. The new standards in this section are applicable to attached and multifamily structures only.

- (1) Promote new multi-unit residential developments that relate and connect to established neighborhoods;
- (2) Enhance public safety by preventing garages from obscuring main entrances or blocking views of the street from inside residences; and
- (3) Improve the compatibility of infill projects with the residential character of surrounding neighborhoods.

(b) Applicability

(1) New Development

This section applies to all new attached residential with three or more units, and all multifamily development. This section does not apply to single-family detached or duplex units.

(2) Redevelopment and Infill Development

To encourage redevelopment, continuing property investment, and infill development, it may be necessary to determine site appropriate adjustments to applicable development standards that will allow the development to take place while applying partial development standards. This section identifies the standards for determining specific site compliance with a partial site or structure standard.

- (i) Applicants for some types of redevelopment may qualify for the partial application of site or structure development standard as described in this section.
- (ii) Any redevelopment of a structure or site shall be designed to either increase compliance with this Code or, at a minimum, not increase existing noncompliance. Redevelopment shall not establish new noncompliance with this Code, regardless of the applicability of this section.
- (iii) Partial compliance with eligible site development standards as applicable to a specific development or structure type may be requested for development types in Table 21.05-1 according to the calculations described in GJMC 21.05.050(b)(3).

Table 21.05-1: Applicability of Site and Structure Development Standards				
	Res. Multi-Unit	Mixed-Use and Public	Comm.	Ind.
New Development	Percent Compliance with All Site and Structure Standards			
New Development	100	100	100	100
Existing Development				
Interior Changes	N/A	N/A	N/A	N/A
Redevelopment:				
Less than 10% GFA	N/A	N/A	N/A	N/A
Between 10% and 75% GFA	Apply GJMC 21.05.050(b)(3)(i)(B)			
Greater than 75% GFA	100	100	100	100
Nonconformities				

Table 21.05-1: Applicability of Site and Structure Development Standards				
	Res. Multi-Unit	Mixed-Use and Public	Comm.	Ind.
Existing Nonconformities	Apply GJMC <> [Nonconformities]			

(3) Measuring Required Compliance

- (i) Site development standards shall be proportionately applied to all increases in GFA as follows:

(A) Minimal Change

Square footage changes that increase the total gross floor area of a structure by less than 10 percent, as determined by the building permit application, shall not be required to comply with these development standards.

(B) Proportionate Change

Square footage changes that increase the total gross floor area of a structure by more than 10 percent but less than 75 percent, as determined by the building permit application, shall require a corresponding percent increase in compliance with these development standards or until the site reaches compliance, whichever is less.

(C) Full Compliance

Square footage changes that increase total gross floor area of a structure by 75 percent or greater, as determined by the building permit application, shall be required to fully comply with these standards.

- (ii) Measurement is based on changes to an individual structure that is subject to improvements, regardless of the total number of structures on the site.

(c) General Standards for all Residential Attached and Multifamily Development

(1) Mix of Housing Types

Developments shall promote a diverse community through the provision of a variety of housing types, such as a combination of duplex, tri-plex, four-plex, townhomes, apartments, and single-family units in a range of sizes. Developments are encouraged that are not dominated by a single type of home or dwelling unit.

(2) Transitions Between Different Land Use Areas

When located adjacent to designated zoning districts, development shall comply with applicable height and setback transitional standards in GJMC 21.05.040.

(3) Infill Development

Infill residential structures, including garages, shall be designed with form, shapes, textures, and functions that are compatible in scale, siting, detailing and overall character with comparable residential structures in the immediate neighborhood.

(4) Energy Conservation and Site Orientation Guidelines

- (i) Consideration shall be given to energy conservation in the building design. Use of solar space or water heating, or use of in-line hot water systems, efficient lighting systems, insulation and other energy efficient techniques are strongly encouraged.
- (ii) Orientation of buildings and windows to improve solar access and energy conservation is strongly encouraged.
- (iii) The site plan may be required to be modified so that view planes identified by the City are preserved for as many structures as possible.

(5) Structured Parking Design

- (i) Parking structures shall be constructed of materials of similar quality and shall be compatible in appearance with adjacent buildings and shall contain lighting sufficient for security as approved by the Director.
- (ii) Ground floor facades of parking structures not occupied by active uses shall be articulated through the use of three or more of the following architectural features.
 - (A) Windows or window-shaped openings with decorative mesh or similar features as approved by the zoning administrator;
 - (B) Masonry columns;
 - (C) Decorative wall insets or projections;
 - (D) Awnings;
 - (E) Changes in color or texture of materials;
 - (F) Approved public art;
 - (G) Integrated landscape planters; or
 - (H) Other similar features approved by the Director.
- (iii) Where feasible, the ground floor of parking structures in mixed-use or nonresidential districts shall be wrapped with active public or residential uses along at least 60 percent of the ground-floor street frontage.

Commentary

During the review of Module 2, both the Development Code Committee and Planning Commission discussed the current 10% set-aside or fee payment for multifamily and mixed-use development. The standards proposed in this section illustrate how that requirement could be more clearly specified and applied for the creation of on-site open space.

(6) Private Outdoor Space

In addition to complying with the standards in GJMC <> [dedication requirement], all residential attached and multifamily development shall provide private outdoor space in compliance with this section.

(i) Definition

"Private outdoor space" means the usable floor area of any patio, porch, or deck or enclosed yard attached to and accessible directly from a particular dwelling unit and that is for the exclusive private use by the residents of a particular dwelling unit.

(ii) Requirements

Private outdoor space shall be provided according to the following:

(A) First-Floor Units

- a. For units located on the first floor, the minimum size of private outdoor space shall be 80 square feet or ten percent of the gross floor area of the unit, whichever is larger. The minimum dimension of such space shall be eight feet.
- b. Porches and entry patios that serve one dwelling may be considered private outdoor areas. However, any area necessary for walkways from outside the private outdoor area to the entrance of the dwelling unit shall be excluded from the calculation of the private outdoor space. Walkways shall be assumed to be three feet in width.

(B) Units Above First Floor

For units located above the first floor, the minimum size of private outdoor space shall be 60 square feet or five percent of the "livable" floor area of the unit, whichever is larger. The minimum dimension of such space shall be six feet.

(C) Design of Private Outdoor Spaces

- a. The private intent of private outdoor spaces shall be clearly defined by the design.
- b. Private outdoor spaces shall be designed as an extension of the living unit. Its location and relationship to interior spaces should be given consideration.
- c. Where landscaped private outdoor space exceeds ten percent of the floor area on the first floor, the excess private space may apply towards any common open space requirement.

(d) Development with Three or More Primary Structures

In addition to GJMC 21.05.050(c), these standards apply to all attached single-family or multifamily developments with three or more primary structures. For example, this would include a development with three rows of townhomes or four apartment buildings. These standards are applicable whether the units are designed for individual lots or not.

(I) Building Layout

- (i) Buildings shall be organized to promote a compact pattern of development, pedestrian-friendly spaces, streetscapes, areas of naturalized landscaping, and to screen parking areas.
- (ii) Buildings shall be arranged and grouped to define one or more of the following:
 - (A) Framing the corner of an adjacent street intersection or entry point to the development;
 - (B) Framing and enclosing a pedestrian and/or vehicle road or access corridor within or adjacent to the development site;

- (C) Framing and enclosing parking areas, public spaces, or other site amenities on at least three sides;
- (D) Framing and/or enclosing outdoor dining or gathering spaces for pedestrians between buildings; or
- (E) Framing one or more areas of natural vegetation.

(2) Building Design Elements

- (i) To the maximum extent feasible, the principal building entrance shall face:
 - (A) An adjacent public street;
 - (B) An adjacent publicly accessible plaza; or
 - (C) An adjacent primary public walkway.
- (ii) In cases where the long axis of a building is perpendicular to the primary street, the portion of the structure facing the primary street shall be configured with at least one functioning entry and one or more transparent windows.
- (iii) In cases where the principal entrance does not face the principal street, the entrance shall be connected to the street and adjacent parking areas with a sidewalk(s).
- (iv) Primary entrances shall not be oriented towards parking lots, garages, or carports.

(3) Circulation and Parking

- (i) Circulation shall be designed to protect pedestrian/bicycle ways and shall minimize potentially unsafe interactions automobile traffic.
- (ii) Pedestrian and bicycle circulation shall be given equal consideration as automobile traffic. Pedestrian and visual linkages shall be made between a project and off-site amenities.
- (iii) The project shall be designed to minimize negative traffic impacts on and of the surrounding uses.
- (iv) To the maximum extent feasible, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.
- (v) Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than 30 percent of each perimeter public street frontage of a multifamily development.
- (vi) To the maximum extent practicable, freestanding parking structures that are visible from perimeter public streets shall be sited so that the narrow end of the parking structure is perpendicular to the perimeter street.
- (vii) Temporary parking structures are not permitted.
- (viii) Projects that require parking areas with more than six parking spaces shall provide maneuvering areas that accommodate ingress and egress from the lot by forward motion of vehicles. The Director may allow parking that backs out directly onto a street if the applicant can show this is a safe alternative for both pedestrians and the driver.

- (ix) The visual focal point of drives and walkways should be free of utilities, trash receptacles, and outdoor storage areas.

(4) Garages, Parking, and Bulk Storage

(i) Attached Garage

On blocks where the existing garage layout is predominately detached or alley-loaded, attached garages for attached residential units shall meet the following design standards

- (A) The structural opening for street-facing garages on attached dwellings shall not comprise more than:
 - a. Two-car garage: 45 percent of the facade width or 18 feet, whichever is greater; or
 - b. Three-car garage: 55 percent of the facade width or 27 feet, whichever is greater.
- (B) The use of side-loading garages is permitted. The outside wall of a street-facing side-loading garage must have a minimum of two of these design features:
 - a. Siding materials identical to that found on the primary façade;
 - b. Two or more windows of a size and design similar to those found on the primary façade; or
 - c. Garage or living area facade offset from the other a minimum of four feet.
- (C) Townhome (or similar attached structure design) rows shall have no more than six garage openings on any principal building elevation containing entry doors.
 - a. Each garage opening shall have a maximum width of 9 feet.
 - b. No more than four garage openings may be grouped together without an intervening wall surface of at least 20 linear feet (measured horizontally).

(ii) Bulk Storage

- (A) Bulk storage areas intended for storage of materials other than food and clothing, such as tools, bicycles, ski equipment, etc. shall be designed for this purpose. Bulk storage areas shall be free of encumbrances such as water heaters or other types of mechanical or electrical equipment.
- (B) A minimum of 1 cubic foot of storage for each 3 square feet of gross area of the dwelling unit shall be provided for each unit; this calculation shall not include areas for bedroom closets, kitchen cabinets, and food storage.
- (C) Exterior or detached bulk storage areas shall be designed as an integral part of the project and be integrated with the architectural character of the dwellings on the site. Bulk storage areas shall incorporate storage facilities into garages, car ports, screening walls, and shall use materials and details similar to those of the dwelling unit to achieve an integrated appearance.

- (D) The provision of additional storage beyond these minimum requirements is encouraged.

21.05.060 MIXED-USE AND COMMERCIAL DESIGN STANDARDS

Commentary

The following design standards are a combination of standards carried over from the Horizon Drive District and North Avenue Overlay District for consideration as more generally applicable standards for mixed-use and commercial development.

(a) Purpose

The purpose of these standards is to provide a consistent level of architectural character, quality, and aesthetics for mixed-use and commercial development, as well as to improve and enhance pedestrian access, vehicular access, parking, and circulation.

(b) Applicability

This section is applicable to mixed-use and commercial development in Mixed-Use Districts.

(c) Materials

- (1) All mixed-use and commercial buildings shall be constructed with exterior materials that are durable, including but not limited to stone, brick, cementitious board, and architectural metals.
- (2) The following exterior materials are prohibited in mixed-use zone districts:
 - (i) Metal-clad prefabricated buildings
 - (ii) Building made from pre-cast concrete and
 - (iii) Tilt-up wall systems that are structural in appearance.

(d) Architectural Features

- (1) The main entrance to the building(s) shall be on the front façade of the building.
 - (i) Additional entrance(s) may be provided on the side and/or rear of the building to parking areas or other pedestrian facilities.
 - (ii) A front door may be constructed anywhere along the front facade of the building including at the corner of the front façade.
- (2) Buildings shall include the following architectural design elements:
 - (i) The building shall be designed to include recessed or projecting elements to provide facade articulation. This can be accomplished through the design of entryways, awnings, rooflines, projecting bays, pilasters, columns, or other features. Articulation shall occur a minimum of every 30 feet for all sides of the building.
 - (ii) The first floor of a building designed to accommodate a commercial space (such as a restaurant or retail use) shall have windows facing the public street to create visual interest to pedestrians and provide views from inside of buildings to the street.
- (3) All sites or structures shall incorporate a minimum of 3 of the following architectural design elements:

- (i) Variation in materials, material modules, expressed joints and details, surface relief and texture to break up building forms and wall surfaces. Such detailing may include sills, headers, belt courses, reveals, pilasters, window bays or similar features for all sides of the building.
- (ii) Variation in roof lines/roof materials in order to add interest to and reduce the scale of buildings or expanses of blank wall. This can be accomplished through design elements such as overhangs, eaves, recesses, projections, raised cornice parapets over doors or bays and peaked roof forms.
- (iii) Facade features that emphasize the primary building entrance through projecting or recessed forms, detail, color and/or material.
- (iv) Outdoor patio in combination with or without outdoor seating located between the building and the primary public street.
- (v) Ground story transparency of at least 50 percent in the form of windows and/or door(s) for facades facing all public street frontages.
- (vi) Public art, as approved by the Director, or
- (vii) Other architectural or site features that help create a consistent design for the site and reflect the design character of the area where the project is located, as determined by adopted plan or by the Director.

(e) Site Design

Site design elements are intended to minimize vehicular orientation and emphasize pedestrian activities such as ease of access from the public way and safe access to parking areas, increase walkability of the district especially between the public way, transit facilities and other buildings. They are also intended to provide safe access to businesses from the street and sidewalks, as well as maximize multiple parcel interconnectivity.

(1) Circulation

- (i) A six-foot-wide sidewalk shall be provided from the street to the front of all primary building main entrances.
- (ii) Pedestrian paths shall be established between neighboring buildings, between buildings and outlying parking areas, and between buildings and transit facilities.
 - (A) Pedestrian paths shall be clearly visible, have adequate lighting, and be designed to be reasonably direct.
 - (B) Where pedestrian paths cross vehicular routes, a change in paving materials, textures, or colors shall be provided to emphasize the potential conflict point, improve visibility, enhance safety, and enhance aesthetics.
- (iii) On-site signage and traffic markings shall be provided as necessary to facilitate circulation and improve public safety and awareness.

(2) Parking

- (i) Parking shall not be permitted between the building and any adjacent public right-of-way.

- (ii) Bicycle parking shall be provided at locations that do not obstruct the flow of pedestrians, are easily identifiable and visible and convenient to customer entrances.

(3) Drive-Through

- (i) Where drive-through windows or drive-up facilities are allowed, they shall be oriented as to not be visible from the public street.
- (ii) Drive through lanes shall not be installed between a public right-of-way and the building.

(4) Access

- (i) Site layout and access design shall minimize the number of traffic conflict points into and out of a business or overall development site by defining and consolidate driveways or access points and designing shared access between/among businesses.
- (ii) Turn lanes shall be provided where appropriate.

21.05.070 SUPERSTORE/BIG BOX DEVELOPMENT STANDARDS¹⁴

(a) Applicability

The following standards and guidelines are applicable to any retail commercial structure in excess of 60,000 square feet or any retail center in which any one structure exceeds 60,000 square feet (hereinafter “big box”).

(b) Building Design

- (1) The following standards shall apply to all building facades and exterior walls that are visible from adjacent public streets and/or parcels. These standards are intended to reduce the massive scale of large buildings, which, without application of these standards, may be incompatible with Grand Junction’s desired character.
 - (i) Facades greater than 150 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the facade and extending at least 20 percent of the length of the facade. No uninterrupted length of any facade shall exceed 150 horizontal feet.
 - (ii) Ground floor facades that face public streets shall have display windows, entry areas, awnings, or other such features along no less than 60 percent of their horizontal length. If the facade of the building facing the street is not the front, it shall provide the same features and/or landscaping in scale with the facade.
- (2) Buildings should have visually interesting architectural features and patterns that are designed to reduce mass and scale and reflect local character.
- (3) The following, in regard to trim, graphics or paint should be integral and not superficially applied: color and material change, texture change and relief such as offsets, projections and reveals.

¹⁴ Current 21.03.040(l), relocated from the use-specific standards. These standards may be further revised or removed after further discussion with staff at the time of Consolidated Draft.

- (4) Variation in roof lines/roof materials, in order to add interest to and reduce the massive scale of large buildings, is required. Roofs shall have no less than two of the following features:
 - (i) Parapets concealing flat roofs and rooftop equipment, such as HVAC units, from public view. Parapets shall not exceed one-third of the height of the supporting wall and shall not be of a constant height for a distance of greater than 150 feet;
 - (ii) Overhanging eaves, extending no less than three feet past the supporting walls, for no less than 30 percent of the building perimeter;
 - (iii) Sloping roofs that do not exceed an average slope greater than or equal to one foot of vertical rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run; and
 - (iv) Three or more roof slope planes.
- (5) The following standards are intended to ensure that large structures are consistent with community values.
 - (i) Predominant exterior building materials shall be high quality material. These include, without limitation:
 - (A) Brick;
 - (B) Other native stone;
 - (C) Tinted, textured, concrete masonry units;
 - (D) Wood; and
 - (E) Sandstone.
 - (ii) Facade colors shall be nonspecular, neutral or earth tone colors. The Director shall prohibit the use of high intensity, metallic, black, or fluorescent color.
 - (iii) Building trim and accent areas may feature brighter colors, including primary colors.
 - (iv) Predominant exterior building materials shall not include the following:
 - (A) Smooth-faced concrete block;
 - (B) Smooth-faced tilt-up concrete panels; or
 - (C) Prefabricated steel panels.
- (6) Entrances
 - (i) Big boxes, where possible, shall provide multiple entrances. Multiple entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks and provide convenience where certain entrances offer access to individual stores or identified departments of a store. Multiple entrances also mitigate the effect of unbroken walls and neglected areas that often characterize building facades that face other properties.
 - (ii) Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway

design features. Each principal building on a site shall have clearly defined, highly visible customer entrances featuring no less than three of the following:

- (A) Canopies or porticos;
 - (B) Overhangs;
 - (C) Recesses/projections;
 - (D) Arcades;
 - (E) Raised corniced parapets over the door;
 - (F) Peaked roof forms;
 - (G) Arches;
 - (H) Outdoor patios;
 - (I) Display windows;
 - (J) Architectural details such as tile work and moldings which are integrated into the building structure and design; and
 - (K) Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
- (7) To the greatest extent possible, mechanical appurtenances shall be located within the structure. External mechanical appurtenances such as heating and air conditioning equipment shall be screened and finished to match the colors and materials of the building.
- (8) All buildings and enclosures shall be designed to be compatible with the primary structure. Compatibility shall be measured in terms of design, form, use of materials, and color.
- (9) All applications for any superstore/big box development/shopping center development shall submit, as part of their site plan review, a complete sign package consistent with the latest edition of the SSID manual.

(c) Site Layout

Where practicable, buildings shall be located closer to the street so that the scale of the building appears to be reduced, pedestrian traffic is encouraged and architectural detail is more apparent.

(d) Outdoor Spaces and Amenities

- (1) Big box shall provide outdoor spaces and amenities to link structures with the community. Bus stops, drop-off/pick-up points, as well as pedestrian circulation routes, shall be integrated with traffic patterns on the site. Special design features enhance the building's function with its relationship to the community.
- (2) Big box site or structure design shall provide at least two of the following features:
 - (i) Patio/seating area;
 - (ii) Pedestrian plaza with benches;

- (iii) Window display area (covering at least 75 percent of the length of one facade or 50 percent of the length of two facades);
 - (iv) Outdoor playground area;
 - (v) Kiosk area;
 - (vi) Water feature;
 - (vii) Clock tower;
 - (viii) Public art; or
 - (ix) Other features approved by the Planning Commission.
- (3) Each big box shall provide an off-street bus stop for customers and employees when located on an established or planned bus route.
- (4) Each of these features shall be constructed of material that is compatible with the principal structure and be linked by pedestrian connections as required by this Code.

(e) Sidewalks

Pedestrian accessibility from a big box to the neighborhood is important to reducing traffic impacts and projecting a friendlier, more inviting image. This subsection sets forth standards for public sidewalks and internal pedestrian circulation systems that can provide user-friendly pedestrian access as well as pedestrian safety, shelter and convenience within the center grounds.

- (1) Continuous internal pedestrian walkways, no less than eight feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of the principal structure. At a minimum, walkways shall connect pedestrians to transit stops, street crossings, building and store entries and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers or other materials for no less than 50 percent of its length.
- (2) Sidewalks, no less than eight feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance and along any facade abutting public parking.
- (3) Sidewalks shall be located an average of six feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades, display windows or entryways are part of the facade.
- (4) Walkways within 30 feet of at least half of the customer entrances shall have weather protection features such as awnings or arcades.
- (5) Pedestrian walkways in public parking areas shall be distinguished from driving surfaces by the use of durable, low maintenance surface materials such as pavers, bricks or patterned concrete. Such walkways enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

(f) Parking

- (1) Parking areas should provide safe, convenient, and efficient access.
- (2) Parking shall be distributed to shorten the distance to buildings and public sidewalks and to reduce pavement.

- (3) Where possible, no more than 75 percent of the off-street parking for the entire property shall be located between the front facade of the principal structure and the primary abutting street ("front parking area").
 - (i) The front parking area shall be determined by drawing a line from the front corners of the building to the nearest property corners. If any such line, when connected to the plane of the front facade of the building, creates an angle that is greater than 180 degrees, then the line shall be adjusted to create an angle of 180 degrees when connected to the plane of the front facade of the building. If any such line, when connected to the plane of the front facade of the building, creates an angle that is less than 90 degrees, then the line shall be adjusted to create an angle of 90 degrees when connected to the plane of the front facade of the building.
 - (ii) Parking spaces in the front parking area shall be counted to include all parking spaces within the boundaries of the front parking area, including:
 - (A) All partial parking spaces if the part inside the front parking area boundary lines constitutes more than one-half of said parking space; and
 - (B) All parking spaces associated with any pad sites located within the front parking area boundaries.

(g) Outdoor Storage, Display, and Operations

- (1) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.
- (2) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot.
- (3) If, because of lot configuration, the Director determines that such placement is not feasible, then the side yard may be used, but in no case shall such area be located within 20 feet of any public street, public sidewalk or on-site pedestrian way.
- (4) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principal structure.
- (5) Non enclosed areas for the storage and sale of seasonal merchandise shall be permanently defined and screened with walls and/or fences. Fences must comply with GJMC 21.04.040(i), any design guidelines and other conditions of approval. Materials, colors and design of screening walls and/or fences shall conform to those used as in the principal structure. If such areas are to be covered, then the covering shall conform to the colors on the building. Outdoor display and storage shall not encroach on any portion of a walkway, drive aisles or required parking spaces.
- (6) Portable outdoor display shall be allowed and shall be placed so that a minimum of eight feet of sidewalk remains open at all times in the display area. Display shall not be placed in the drive aisles or required parking spaces.

- (7) No delivery, loading, trash removal or compaction, or other such operations shall be permitted between the hours of 10:00 p.m. and 7:00 a.m. unless the applicant submits proof that sound barriers between all areas for such operations effectively reduce noise emissions to a level of 45 decibels, as measured at the lot line of any abutting property.
- (8) One outdoor vendor shall be allowed for each tenant over 50,000 square feet. The area established for the vendor shall be identified on the site plan.
- (9) Any special event occurring in any outdoor area, including pedestrian ways and parking lots, shall comply with GJMC <> [Administrative Development Permits].

21.05.080 SCREENING¹⁵

(a) Single Unit Residential

To the maximum extent practicable, utility equipment on residential lots should be located behind the front building line of the house and screened from public view by an opaque wall, fence, or landscaping screen.

(b) Multi-Unit Residential, Mixed-Use, and Nonresidential

(1) Screening Generally

- (i) All multi-unit residential development, manufactured and mobile home parks, and all mixed-use and nonresidential projects shall include on the landscape plan, a detailed drawing of enclosure and screening methods to be used in connection with trash bins, recycle bins, storage yards, service areas, loading docks, and equipment areas on the property.
- (ii) No existing screening or landscape buffer shall be removed from any developed or undeveloped commercial property which directly abuts a residentially zoned property without first submitting and obtaining approval for a landscaping plan which provides for replacement screening conforming to all provisions of this section.

(2) Mechanical Equipment

(i) Applicability

- (A) The standards of this section shall apply to all of the following:
 - a. Electrical and gas-powered mechanical equipment;
 - b. Ductwork and major plumbing lines used to heat, cool, or ventilate; and
 - c. Power systems for the building or site upon which the equipment is located.
- (B) Roof or wall-mounted antennas and vent openings shall not be considered mechanical equipment for purposes of these screening standards. The standards of this section are not intended to apply to solar arrays, solar energy collection systems, or small wind energy systems, if such systems are otherwise in compliance with applicable building codes and development standards requirements.

¹⁵ New.

(ii) Screening Standards

(A) Roof-Mounted Mechanical Equipment

- a. Roof-mounted mechanical equipment shall be screened by a parapet wall or similar feature that is an integral part of the building's architectural design.
- b. The parapet wall or similar feature shall be of a height equal to, or greater than the height of the mechanical equipment being screened.
- c. Roof-mounted mechanical equipment, except solar energy collection systems, is prohibited on single-unit residential dwellings.

(B) Wall-Mounted Mechanical Equipment

Wall-mounted mechanical equipment, except air conditioning equipment (e.g., window AC units), shall be screened from view by structural features that are compatible with the architecture of the subject building.

(C) Ground-Mounted Mechanical Equipment

- a. Ground-mounted mechanical equipment shall be screened from view by landscaping, a fence, or a decorative wall that is integrated into the architecture of the structure.
- b. The fence or wall shall be of a height equal to, or greater than the height of the mechanical equipment being screened and no taller than 8 feet.

(D) Alternate Screening

- a. Alternate screening methods that meet the intent of this section may be approved by the Director.
- b. Alternative screening might include, but shall not be limited to, increased landscaping, grouping the equipment on specific portions of a site, architectural elements, and painting or otherwise causing the equipment to blend with the site or structure.

(3) Service, Loading, and Storage Areas

(i) Applicability

These screening requirements are applicable to all service, loading, and storage areas. Applicants are encouraged to locate the types of features listed in this subsection where they are not visible from off-site, or from public areas of a site, so that screening is unnecessary.

(ii) Placement

- (A) All service areas shall be placed at the rear, on the side of, or inside buildings.
- (B) No service area shall be visible from a public right-of-way, not including an alley, or from adjacent residential areas.

- (C) Service areas and access drives shall be located so they do not interfere with the normal activities of building occupants or visitors on driveways, walkways, in parking areas, or at entries.

(iii) Outside Storage Areas and Loading Docks

- (A) All storage areas, service areas, and loading docks visible from any public street right-of-way shall be screened according to one or more of the screening options provided in these standards. Property zoned industrial must also screen from view, all outside storage areas that are adjacent to, or can be seen from non-industrial zoned property, unless the adjacent non-industrial-zoned property is located in the Industrial LUTA by the City's Future Land Use Map.
- (B) Screening shall be a minimum height of eight feet to screen truck berths, loading docks, areas designated for permanent parking, or storage of heavy vehicles, equipment, or materials.
- (C) Screening shall be long enough to screen the maximum size trailer that can be accommodated on site. Sites that can accommodate a full-size tractor-trailer shall provide a 48-foot wing wall, where wing walls are used.

(iv) Shopping Cart Storage

All shopping carts shall be stored inside the building they serve. Shopping cart corrals shall be made of a material suitable for withstanding weathering and rusting.

(v) Dumpster, Garbage, or Trash Enclosure

- (A) Each required garbage enclosure shall be accessible for truck pick-up. Access drives shall be constructed of material and thickness to accommodate truck loading. Year-round accessibility to the enclosure for service trucks area shall be maintained by the property owner or tenant.
- (B) The container shall not be visible from any adjacent property or from any public right-of-way. Each required enclosure shall be screened through the use of a solid wall on at least three sides to a height of at least six inches above the height of the top of the container. The use of materials that are not solid, such as slates in chain-link fencing, shall not be used to meet this requirement.
- (C) Enclosure openings directly visible from a public right-of-way and/or adjoining properties shall have a gate constructed of solid material.
- (D) Enclosure structures shall be designed to protect the walls from damage by containers. Such protection may include use of barrier curbing reinforced masonry walls, or other similar means.
- (E) Trash enclosures shall not be located within a required street front or street side setbacks or buffer yard or occupy area used for required parking spaces.

21.05.090 USE OF PUBLIC RIGHT-OF-WAY

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

- (a) No person shall use any structure or use, store, display, or sell any merchandise in a public right-of-way without having first obtained a revocable permit, except that this provision shall not be enforced in a manner which limits unreasonably any person's freedom of speech or assembly.
- (b) No commercial vehicle which exceeds one and one-half tons rated carrying capacity shall be parked in a public right-of-way which abuts any residential zone.
- (c) Parking of an RV or any vehicle for more than 72 hours shall not be allowed in a public right-of-way or on any vacant lot.

Chapter 21.06 Community Stewardship

21.06.010 ENVIRONMENTAL AND SENSITIVE LAND REGULATIONS¹⁶

(a) Purpose

Environmental and sensitive lands (ESL) regulations shall apply to identified hazard areas and/or lands, which have or may have specific environmental conditions. The intent of this regulation is to:

- (1) Guide development and land use within these areas;
- (2) Protect the public from avoidable financial expenditures for hazard control projects, hazard relief measures and damages to public utilities, streets and bridges;
- (3) Protect people and property and minimize damage from possible hazards; and
- (4) Provide a mechanism by which people owning/purchasing land can gain information about the land and whether the land is suitable for development.

(b) Applicability

The provisions of this section, in addition to any other applicable regulation, shall apply to a Planned Development Outline Development plan, Preliminary Subdivision Plat or Simple Subdivision for environmental and sensitive lands. This section shall not apply to the following:

- (1) Development of a single-family detached dwelling on any lot or parcel in existence as of the Effective Date;
- (2) State, County or City highway personnel engaged in constructing or effecting repair of bridges and/or roads;
- (3) Colorado Division of Wildlife and/or U.S. Fish and Wildlife Service engaged in habitat improvement; and
- (4) Railroad personnel engaged in constructing or effecting repair of bridges and track.

(c) General Requirements

- (1) The Director shall administer this Code making any necessary interpretations of maps and other documents or information necessary or required, to determine among other things the boundaries of geologic and wildfire hazard areas.
- (2) Any development application involving a property with a known or suspected geologic hazard shall be submitted by the Director for review by the Colorado Geological Survey.
- (3) Any development application involving a property with a known or suspected wildfire hazard shall be submitted by the Director for review by the State Forestry Service.
- (4) Protection from or against hazard or loss by the application of this regulation is not guaranteed. The analysis and recommendations are based on engineering and scientific studies, which are reasonably believed to be accurate and complete. A review consistent with this regulation does not guarantee, either expressly or impliedly that areas outside of established hazard boundaries or uses permitted within hazard boundaries will be free

¹⁶ Current 21.07.020.

from damage or that people will be free from death or injury caused by known or unknown hazards. Application of this regulation to any development shall not create any liability on the part of, or create a cause of action against, the City or any officer or employee thereof.

(d) Wildfire Standards

(1) Defensible Space

Any new residential development on or adjacent to land that is predominantly woods, brush or grasslands, shall be developed to minimize the potential for the buildings to be ignited by wildfire and for a building fire to ignite surrounding woods, brush or grasslands. In addition to all other applicable regulations woods, brush or grassland development shall be developed with the area surrounding each dwelling unit modified and managed using a two-area system as follows:

(i) Area 1

Area 1 shall consist of a 30-foot area immediately surrounding the dwelling unit, not to extend beyond the property line. No dead trees or other dead vegetation may remain in Area 1 at the time of initial sale or initial construction, whichever is first. Area 1 shall be further subdivided into two segments:

- (A) Segment A shall consist of the five feet immediately surrounding all sides of the dwelling unit. All vegetation shall be removed from this area at the time of initial sale or construction, whichever is first. No new vegetation shall be planted in Segment A if the structure is sided with combustible materials such as wood or logs. If noncombustible siding is used, however, low-growing shrubs may remain or be installed. In no case shall shrubs be planted so as to be continuous with grass. No propane tanks may be installed in Segment A and no firewood or other combustible materials may be stored there.
- (B) Segment B shall consist of the 25 feet immediately beyond Segment A. At the time of initial sale or initial construction, whichever occurs first, all installed trees within Area 1 shall be located, and all existing vegetation shall be thinned, as follows to break up the horizontal and vertical continuity of fuels:
 - a. Spacing between clumps of brush or trees, as measured between the crown of each clump, shall be no closer than two times the height of the taller clump. The maximum width of any clump of brush or trees shall be no greater than two times the height of the clump. Thinned material shall be removed from the site.
 - b. All branches of trees or brush shall be pruned to a minimum height of 10 feet above the ground or one-half the total height of the tree or bush, whichever is less. Pruned material shall be removed from the site.
 - c. Propane tanks and firewood may be located in Segment B, but in no case shall such tanks be located within 20 feet of the primary structure. Propane tanks shall be located on gravel pads and shall not be located immediately adjacent to grass-covered areas.

(ii) Area 2

Area 2 shall consist of the area immediately beyond Area 1 and extending to 75 feet from the principal structure, not to extend beyond the property line. Trees shall be initially thinned in this area to maintain a minimum of five feet between tree crowns at maturity. All dead trees must be removed from Area 2 prior to initial sale or initial construction, and subsequent dead trees shall be removed annually, except that two dead trees per acre may remain to serve as wildlife habitat.

(2) Maintenance

Persons owning, leasing or otherwise maintaining new dwelling units covered by provisions of this code are responsible for proper maintenance of the defensible space. Maintenance of the defensible space shall include modifying or removing flammable vegetation and keeping leaves, needles, and other dead vegetative material from accumulating on roofs of structures.

(e) Wildlife Habitat Protection

- (1) Prior to development of a moderate, high, or very high potential for impact category parcel, as shown on the 1999 Wildlife Composite Map for the urban area or an amended map approved by the City, the developer shall consult with the Colorado Division of Wildlife to substantiate the basis for the potential impact and to address various specific measures to avoid, minimize, or mitigate negative impacts to wildlife and/or habitat.
- (2) New structures shall not be located within 100 feet of the floodways of the Colorado or Gunnison Rivers or as recommended by the Colorado Division of Wildlife. Roads, trails, recreation access sites, bridges, fences, irrigation and water diversion facilities, erosion and flood control devices, underground utilities, and similarly necessary structures may be located within this setback, if necessary. The installation of these structures shall comply with all other applicable federal, state, and local regulations.

(f) Hillside Development

(1) Purpose

The provisions in this section are designed to accomplish the following:

- (i) Prohibit development or uses which would likely result in a hazardous situation due to slope instability, rock falls, or stormwater runoff and excessive soil erosion;
- (ii) Minimize the threat and consequent damages resulting from hillside area fires by establishing fire protection measures and adequate emergency vehicle access;
- (iii) Preserve natural features, wildlife habitats, natural vegetation, trees and other natural plant formations;
- (iv) Provide for safe vehicular circulation and access to recreation areas, natural drainage channels, paths and trails;
- (v) Encourage the location, design and development of building sites in a manner that will provide for greater aesthetic appeal, blend with the slopes and hillside terrain, minimize the scarring and erosion effects of cutting, filling and grading of hillsides and prohibit development of ridge lines as defined; and

- (vi) Encourage preservation of open space by encouraging clustering or other design techniques to preserve natural terrain, views and vistas.

(2) Applicability

Hillside development standards are applicable to hillside development and excavation of hillside so that:

- (i) Soil and slope instability and erosion is minimized;
- (ii) The adverse effects of grading, cut and fill operations are minimized;
- (iii) The character of the City's hillsides is preserved; and
- (iv) The public's interest is protected.

(3) Hillside Development Standards

In furtherance of the purposes set forth in this section, any hillside development shall comply with the tables below. Any portion of a development having a slope greater than 30 percent with an elevation change of 20 feet or greater shall not be included in calculation of the area of such parcel for the purposes of determining conformity with the minimum lot parcel size and density requirements below.

Table 21.06-2: Minimum Lot Size and Width for Hillside Development: Single-Family, Planned Development, and Cluster Development		
Average Slope of Development Area (%)	Minimum Lot Size (sq. ft.) [1]	Minimum Lot Width (ft)[2]
0 – 10	See existing zone	See existing zone
10.01 – 20	10,000	At least 100 at front setback line
20.01 – 30	15,000	At least 200 at front setback line
30.01+	Development not permitted [3]	Development not permitted [3]
<p>Notes: [1] Minimum lot size as finally approved. [2] Maximum setback for single-family dwelling structures – 150 feet from public or private street. [3] Development on slopes of greater than 30 percent is not permitted unless, after review and recommendation by the Planning Commission and approval by the City Council, it is determined that: (a) Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purpose of this section; and (b) The developer has taken reasonable steps to minimize the amount of hillside cuts and also has taken measures to mitigate the aesthetic impact of cuts through landscaping or other steps.</p>		

Table 21.06-3: Minimum Width and Maximum Density for Hillside Development: Multiple Dwelling Units		
Average Slope of Development Area (%)	Minimum Lot Width (ft)	Maximum Density
0 – 10	See existing zone	See existing zone
10.01 – 20	100	Maximum density of underlying zone x 0.80 unless clustered
20.01 – 30	100	Maximum density of underlying zone x 0.60 unless clustered

Table 21.06-3: Minimum Width and Maximum Density for Hillside Development: Multiple Dwelling Units		
Average Slope of Development Area (%)	Minimum Lot Width (ft)	Maximum Density
30.01+	Development not permitted [1]	Development not permitted [1]
<p>Notes:</p> <p>[1] Development on slopes of greater than 30 percent is not permitted unless, after review and recommendation by the Planning Commission and approval by the City Council, it is determined that: (a) Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purpose of this section; and (b) The developer has taken reasonable steps to minimize the amount of hillside cuts and also has taken measures to mitigate the aesthetic impact of cuts through landscaping or other steps.</p>		

(4) Cluster Development

Property with slopes in excess of 20 percent may be clustered on the portion of the site with slopes less than 20 percent per GJMC <> [Cluster Development].

(5) Determination of Slope and Slope Areas

- (i) Slope shall be determined on a parcel-by-parcel basis if the slope is not generally uniform.
- (ii) The Director may allow some incursion hillside disturbance between slopes. Such incursions shall not exceed 20 feet unless, upon recommendation of the Planning Commission, the City Council finds that a greater incursion is consistent with the purposes of this section.
- (iii) All property with a slope greater than 30 percent shall be excluded from the calculation of development area for purposes of determining hillside disturbance and density/intensity limitations.
- (iv) Natural slope delineation for the purposes of this section shall be determined as follows:
 - (A) Contour intervals, maps and calculations required to determine the natural slope shall be prepared by the applicant and shall be submitted with the development application.
 - (B) Contour maps shall be prepared and certified by a licensed professional engineer or licensed surveyor showing contours at intervals no greater than two feet (the contour map).
 - (C) A qualified professional shall prepare all reports, documents, maps, reports and calculations. The basis of the information used/analyzed shall be conspicuously disclosed thereon. Each report shall include a current statement of the professionals' certifications, credentials and qualifications to prepare the report.
 - (D) The Director may require that the applicant perform a field survey to verify the accuracy of the contour lines shown on the contour map.

- (E) The contour map shall identify profile lines, which shall be used for performing the field survey. Profile lines shall be perpendicular to contour lines and in no case occur at intervals greater than 150 feet apart or 75 feet from a property line.

(6) Determination of Slope Areas/Density Calculation

Using the field survey, slopes shall be calculated in horizontal intervals no greater than 40 feet. Points identified as slopes, as listed above, shall be located on the contour map and connected by a continuous line. The area bounded by the lines and intersecting property lines shall be used for determining dwelling unit density.

(7) Street Design

GJMC Title 29, TEDS shall apply to all hillside development, except that streets, roads, driveways and other vehicular routes shall not traverse property having a slope greater than 30 percent. The Planning Commission may recommend and the City Council may approve vehicular routes on slopes greater than 30 percent when:

- (i) Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion, and stormwater runoff consistent with the purposes of this section; and
 - (ii) The site design minimizes the amount of hillside cuts and includes measures to mitigate the aesthetic impact of cuts through the use of landscaping and other mitigation measures.
- (A) Existing vegetation, where streets are to be located, shall be preserved to the greatest extent possible. As much as possible street alignment should follow the natural terrain.
 - (B) The Director may recommend and the Planning Commission may approve the waiver of sidewalk construction when sidewalk construction would result in excessive grading and/or cut/fill of slopes.
 - (C) Vertical or drive-over, curb and gutter, as determined by the Director, shall be installed along all public streets.

(8) Joint Development Applications

Multiple owners of hillside property, whether or not such property is contiguous, may file a joint development application for all such property or the City Council may direct the Director to file such an application on behalf of the City.

- (i) For all purposes of this section, hillside property shall be treated as a single development parcel.
- (ii) Development permitted on hillside property, pursuant to this section, may be clustered on any one or more of the parcels under such joint application subject to the requirements and limitations of this section. The provisions of this section shall not allow variance in the use requirements of the underlying and existing zoning category for the receiving parcel and may not result in a violation of the purposes of these regulations.

(g) Ridgeline Development

(1) Purpose

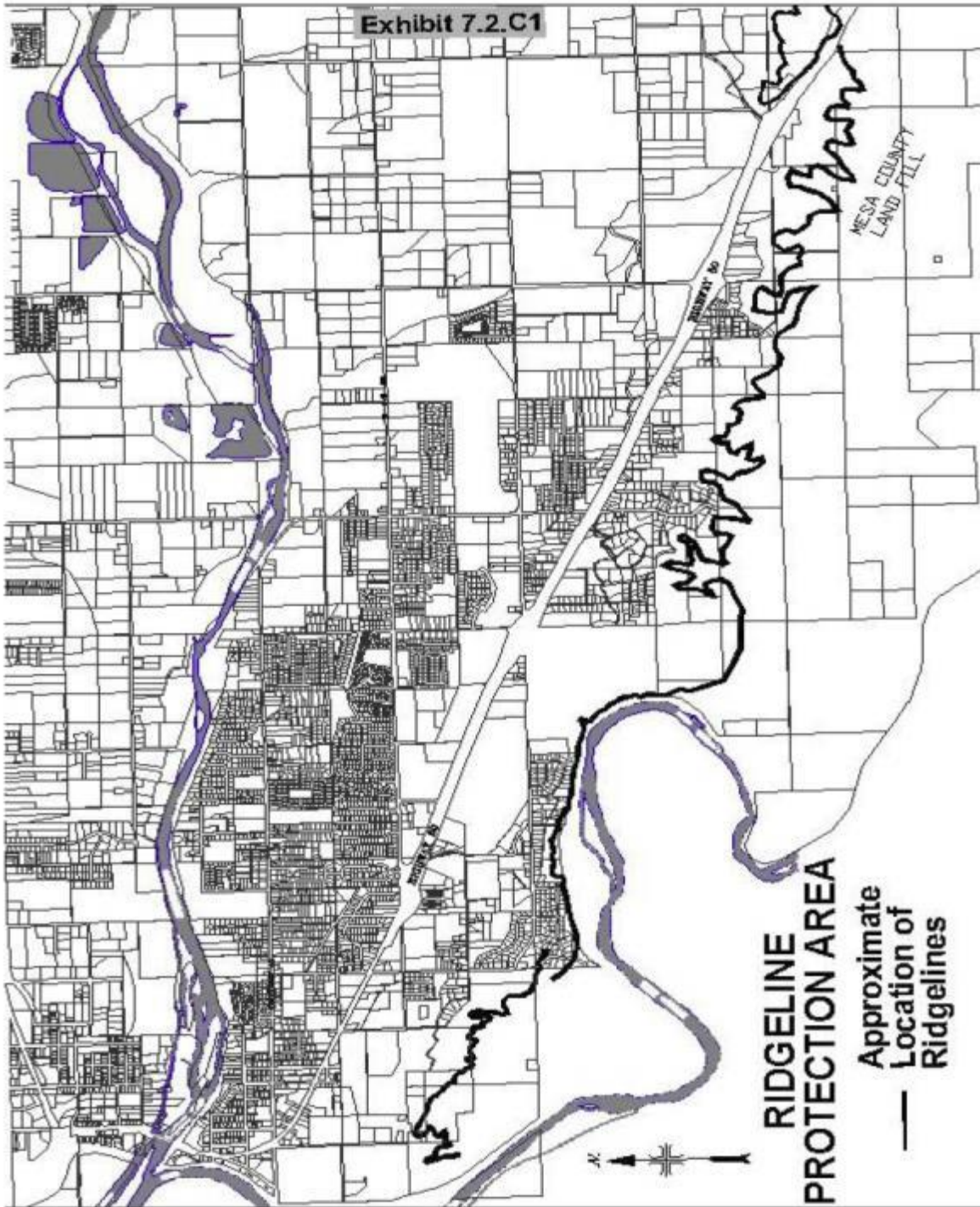
The City recognizes the value of its visual resources and amenities. The purpose of the ridgeline development standards is to preserve the character of the identified ridgelines and to minimize soil and slope instability and erosion.

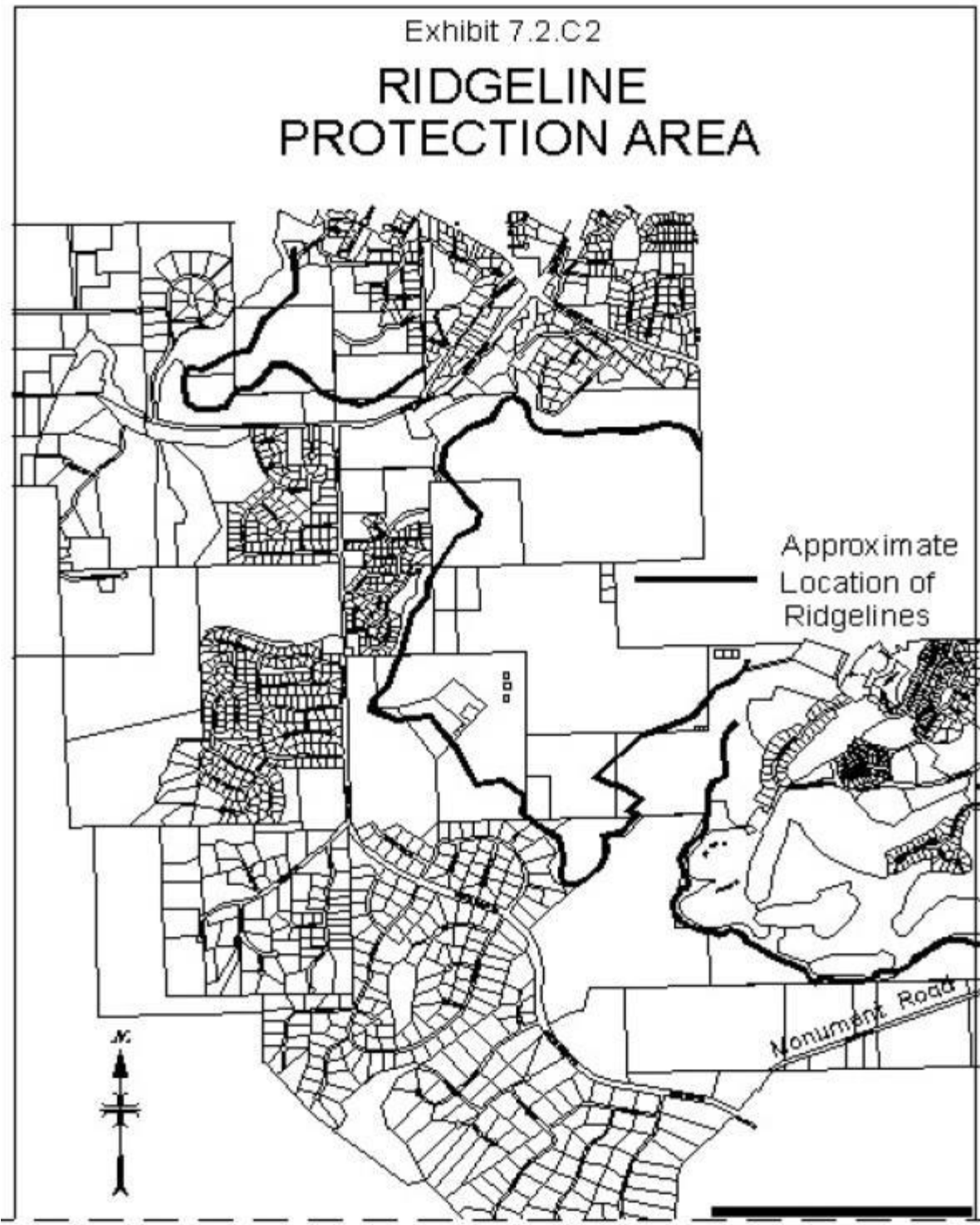
(2) Ridgeline Setback

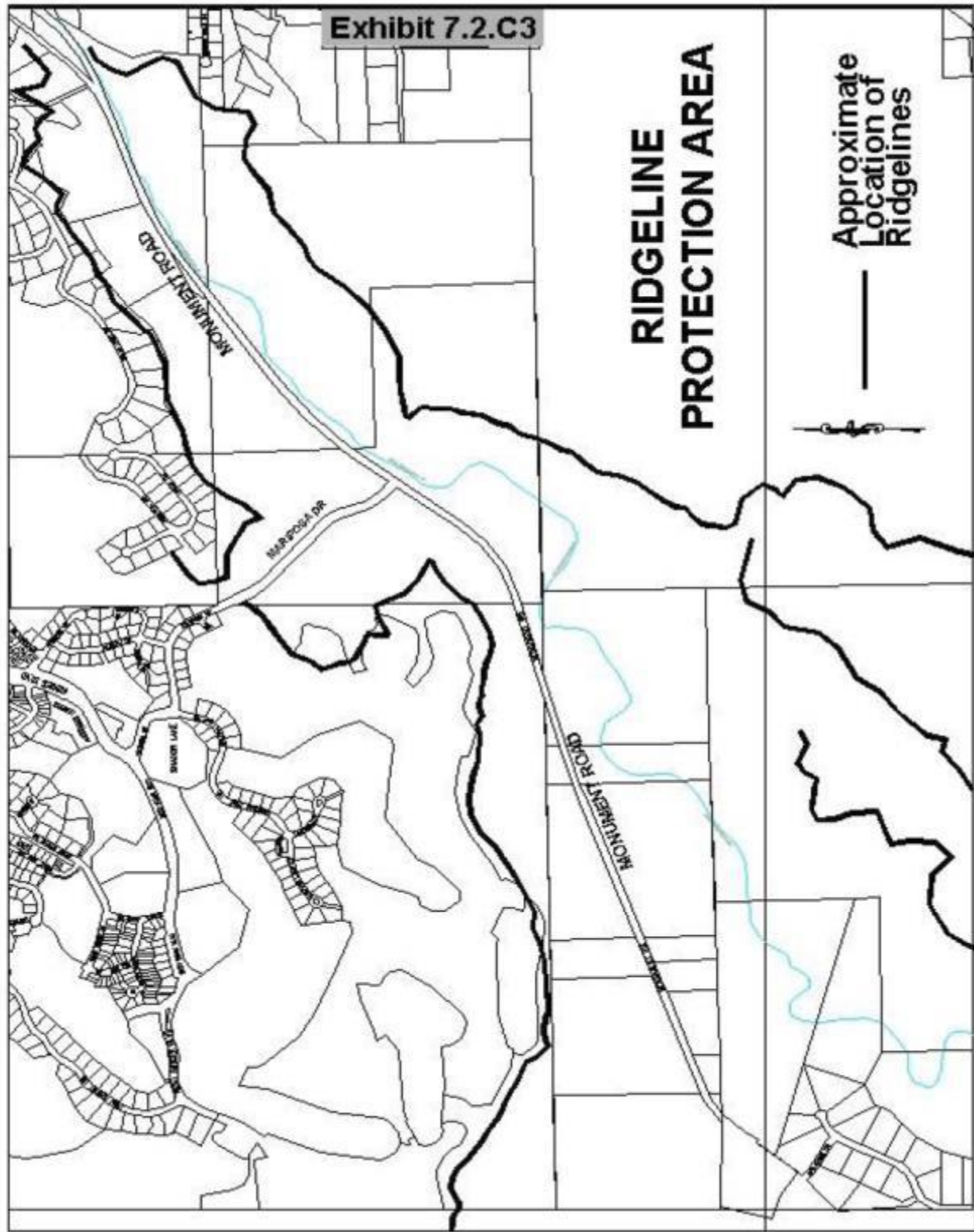
- (i) For all lots platted within the mapped ridgeline protection area shown on Exhibits 7.2.C1, 7.2.C2 and 7.2.C3, buildings, fences and walls shall be set back a minimum of 200 feet from the ridgeline except as follows:
 - (A) ~~In no case shall the setback be less than 30 feet from the ridgeline.~~ This section does not apply to existing structures or lots platted prior to the effective date of this code or to fences constructed primarily of wire.
 - (B) This setback can be reduced to a minimum of 30 feet if the applicant produces adequate visual representation that a proposed new structure will not be visible on the skyline as viewed from the centerline of the mapped roads or that mitigation will be provided. Mitigation techniques might include:
 - a. Earth tone colors to blend with the surrounding area;
 - b. The use of nonreflective materials;
 - c. Vegetation to screen and soften the visual impact of the structure; and/or
 - d. A reduction of building height or the “stepping” of the building height; or
 - e. Other means that minimize the appearance from the road corridor.
- (ii) The required setback shall be measured to the building envelope, to be established at the time of platting.

(3) Measurements

- (i) Line of sight shall be measured from the centerline of the road most parallel to the ridgeline at the point most perpendicular to the center of the lot.
- (ii) Ridgeline shall be determined on a site-specific basis and shall be that point at which the line of sight is tangent with the slope profile.







(h) Natural Resources

- (1) Natural resources, especially mineral resources, shall be protected. In the event that development is proposed in an area of known mineral deposits, the applicant shall provide an estimate of the economic value of the on-site mineral resources.

- (2) This estimate shall be prepared by a registered engineer and submitted prior to approval of development.
- (3) The City Council shall make an evaluation of the value of both the resource and the cost of extraction prior to development of the property. The City Council may delay development approval until extraction has been accomplished or protection provided within the design of the development.

(i) Geologic Hazard Maps

- (1) The Colorado Geological Survey (CGS) has identified geologic hazard areas. The CGS maps, together with explanatory text, references and supporting and supplemental studies, results and findings delineating the boundaries of geologic hazard areas are incorporated into this code by reference.
- (2) The CGS maps approximate the boundaries of hazard areas. The maps shall primarily provide notice to the Director, Planning Commission, City Council and the applicant, that geologic hazards may exist and if so require consideration prior to and if approved, during development. Precise boundaries and determination of hazard require on-site evaluation by qualified professionals. The Director may require a detailed engineering analysis, study and/or report if a hazard is known or reasonably believed to exist. The engineering analysis, study and/or report, if required, may, as determined by the Director, be required to include a map of the extent of the hazard, a definition of its degree of severity, a determination of the frequency of occurrence/reoccurrence, an evaluation of the compatibility of the proposed land use and consideration of the means and methods of hazard mitigation.
- (3) Hazard mitigation is not intended to categorically preempt development but development may occur only if mitigation is appropriate and proportionate to the severity and frequency of the hazard.
- (4) Mitigation techniques, which may be acceptable, are:
 - (i) Avoidance of the hazard area;
 - (ii) Retaining walls, fill, rock bolting, pilings;
 - (iii) Diversion, channeling, damming, barriers;
 - (iv) Excavation of unstable areas, bridging of weak zones, proper distribution of loading;
 - (v) Improvement of surface and subsurface drainage.
- (5) Mitigation plans shall be prepared and stamped by a Colorado registered, professional engineer.

(j) Environmental Audit

A Phase I environmental audit shall be required for any property dedicated or deeded to the City. The City may require additional investigation.

21.06.020 FLOOD DAMAGE PROTECTION¹⁷

(a) Purpose

Flood damage prevention regulations promote the public health, safety and general welfare and minimize public and private losses due to flooding. The regulations are designed to:

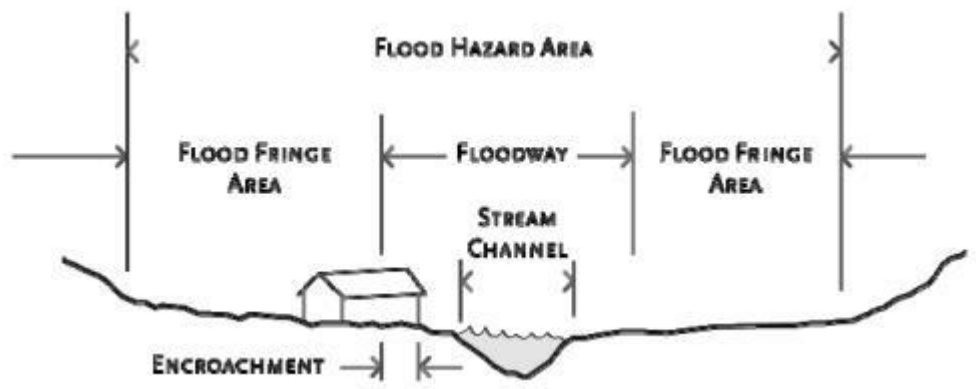
- (1) Protect human life and health;
- (2) Minimize expenditure of public money for costly flood control projects;
- (3) Minimize the need for rescue and relief efforts associated with flooding;
- (4) Minimize prolonged business interruptions;
- (5) Minimize damage to critical facilities, infrastructure and other public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets and bridges;
- (6) Help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future flood blight areas;
- (7) Ensure that potential buyers are notified that property is in an area of special flood hazard; and
- (8) Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

(b) Methods and Provisions for Flood Damage Prevention

In order to accomplish its purposes, this section includes methods and provisions for:

- (1) Restricting or prohibiting uses which are dangerous to health, safety and property because of water or erosion hazard;
- (2) Restricting or prohibiting uses which result in damaging increases in erosion or in flood heights or velocities;
- (3) Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- (4) Controlling the alteration of natural floodplains, stream channels and natural protective barriers which help accommodate or channel flood waters;
- (5) Controlling filling, grading, dredging and other practices which may increase flood damage; and
- (6) Preventing or regulating the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.

¹⁷ Current 21.07.010. Additional subheadings and other minor organizational layout changes for readability.



(c) General Provisions

This section applies to all areas of special flood hazard and areas removed from the floodplain by the issuance of a Federal Emergency Management Agency (FEMA) Letter of Map Revision Based on Fill (LOMR-F) within the City.

(1) Basis for Establishing the Areas of Special Flood Hazard

FEMA has identified areas of special flood hazard in a scientific and engineering report entitled, "The Flood Insurance Study for Mesa County and Incorporated Areas," dated October 16, 2012. The study together with the Flood Insurance Rate Maps (FIRMs) are hereby adopted by reference and declared to be a part of this code. The FIRMs may be superseded by local engineering studies approved by the Director, provided such studies fully describe and analyze, based on the FIRMs and generally accepted engineering practice, design floodwater build-out conditions.

(2) Compliance

No structure shall be constructed, located, extended, converted or altered without full compliance with the terms of this section and other applicable regulations. No land shall be developed without full compliance with the terms of this section and other applicable regulations. For waterways with base flood elevations (BFEs) for which a regulatory floodway has not been designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE on the City's FIRMs, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one-half foot at any point within the City. Under the provisions of 44 CFR Chapter 1, Section 65.12, of the NFIP regulations, the City may approve certain development in Zones A1-30, AE, AH, on the City's FIRM which increases the water surface elevation of the base flood by more than one-half foot; provided, that a conditional FIRM revision through FEMA (Conditional Letter of Map Revision), fulfills the requirements for such revisions as established under the provisions of Section 65.12 and receives FEMA approval.

(3) Relationship to Existing Restrictions

This section does not and it is not intended to repeal, abrogate or impair any existing easements, covenants or deed restrictions. If this section and another ordinance, easement, covenant or deed restriction conflict or overlap, whichever imposes the more stringent restrictions on use and development shall prevail and be applied.

(4) Terms and Provisions

All terms and provisions of this section shall be:

- (i) Considered as minimum requirements;
- (ii) Liberally construed in favor of the City; and
- (iii) Deemed neither to limit nor repeal any other powers granted or reasonably construed or interpreted under law, charter, rule or regulation.

(5) Warning and Disclaimer of Liability

The degree of flood protection required by this section is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur. Flood heights may be increased because of manmade or natural causes. This section does not imply that land outside the areas of special flood hazard or uses permitted within such areas will be free from flooding or flood damages. This section shall not create liability on the part of the City, or any officer or employee thereof, or FEMA for any flood damage that results from reliance on this section or any administrative decision lawfully made hereunder.

(6) Flood Carrying Capacity

The flood carrying capacity within an altered or relocated portion of any watercourse shall be maintained.

(7) Records

The Director shall maintain records obtained as part of a Floodplain Development Permit, including but not limited to the lowest floor and floodproofing elevations for new and substantially improved construction.

(8) Riverine

In riverine situations, notice shall be given by the Director to an adjacent community(ies) prior to any alteration or relocation of a watercourse.

(d) Provisions for Flood Hazard Reduction

(1) General Standards

The following standards shall apply to all property located in special flood hazard areas:

(i) Anchoring

- (A) All new construction and substantial improvement shall be anchored to prevent flotation, collapse or lateral movement of the structure and as anchored must be capable of resisting the hydrostatic and hydrodynamic loads.
- (B) All manufactured homes shall be elevated and anchored to resist flotation, collapse or lateral movement and as anchored is capable of resisting the hydrostatic and hydrodynamic loads. Methods of anchoring may include, but are

not limited to, over the top or frame ties to ground anchors. This requirement is in addition to applicable State and local anchoring requirements for resisting wind forces. Specific requirements may be:

- a. Over the top ties provided at each of the four corners of the manufactured home, with two additional ties per side at intermediate locations, with manufactured homes less than 50 feet long requiring one additional tie per side;
- b. Frame ties provided at each corner of the home with five additional ties per side at intermediate points, with manufactured homes less than 50 feet long requiring four additional ties per side;
- c. Each component of the anchoring system shall be capable of carrying a force of 4,800 pounds; and
- d. Any addition to the manufactured home shall be similarly anchored.

(ii) Construction Materials and Methods

- (A) All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.
- (B) All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.
- (C) All new construction and substantial improvements shall be constructed with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during flooding.

(iii) Utilities

- (A) All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of floodwaters into the system;
- (B) New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters; and
- (C) On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.

(iv) Subdivision Proposals

- (A) All subdivision proposals shall be consistent with the need to minimize flood damage;
- (B) All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage;

- (C) All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage; and
- (D) BFE data shall be provided for subdivision proposals and other proposed development which contain at least 50 lots or five acres (whichever is less).

(2) Specific Standards

The following provisions, as determined from BFE data, are required for all special flood hazard areas:

(i) New Construction and Substantial Improvements

- (A) New construction and substantial improvement of any residential structure shall have the lowest floor (including basement) elevated at least one foot above the BFE.
- (B) New construction and substantial improvement of any commercial, industrial or other nonresidential structure shall either have the lowest floor (including basement) elevated at least one foot above the level of the BFE; or, together with attendant utility and sanitary facilities, shall:
 - a. Be flood-proofed so that below the BFE the structure is watertight with walls being substantially impermeable to the passage of water;
 - b. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and
 - c. Be certified by a Colorado registered professional engineer. The certification shall state that the design and methods of construction are in accordance with accepted standards of practice and meet the minimum provisions of this code. Such certifications shall be provided to and reviewed by the Director.

(ii) Openings in Enclosures Below the Lowest Floor

For all new construction and substantial improvements, fully enclosed areas below the lowest floor that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement shall be certified by either a Colorado registered professional engineer or architect and must meet or exceed the following minimum criteria:

- (A) A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided;
- (B) The bottom of all openings shall be no higher than one foot above grade;
- (C) Openings may be equipped with screens, louvers, or other coverings or devices; provided that they permit the automatic entry and exit of floodwaters.

(iii) Manufactured Homes

- (A) All manufactured homes that are placed and/or substantially improved on a site:

- a. Outside of a manufactured home subdivision;
 - b. In a new manufactured home park or manufactured home subdivision;
 - c. In an expansion to an existing manufactured home park or manufactured home subdivision; or
 - d. On an existing manufactured home park or manufactured home subdivision on which a manufactured home has incurred substantial damage as a result of a flood;
- (B) Shall be anchored and elevated on a permanent foundation such that the lowest floor of the manufactured home is at least one foot above the BFE;
- (C) The manufactured home shall be securely anchored to an anchored foundation system in order to resist flotation, collapse and lateral movement; and
- (D) Manufactured homes that are placed or substantially improved on sites in existing manufactured home parks or manufactured home subdivisions that are not subject to the provisions of this subsection shall be elevated so that either:
- a. The lowest floor of the manufactured home is at least one foot above the BFE; or
 - b. The manufactured home frame or chassis is supported by reinforced piers or other foundation elements that are no less than 36 inches in height above grade and securely anchored to an anchored foundation system in order to resist flotation, collapse and lateral movement.

(iv) Recreational Vehicles

Recreational vehicles occupied as a temporary dwelling in a special flood hazard area shall meet all of the following requirements or meet permit requirements, elevation and anchoring requirements for manufactured homes:

- (A) Be on the site for fewer than 180 consecutive days;
- (B) Be fully licensed and ready for highway use;
- (C) Be attached to the site only by quick disconnect type utilities and security devices; and
- (D) Include no permanently attached additions.

(3) Specific Standards for Areas of Shallow Flooding

Specific standards are required for special flood hazard areas associated with base flood depths of one to three feet where a clearly defined channel does not exist and where the path of flooding is unpredictable and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow; therefore, the following provisions apply:

(i) Residential Construction

All new construction and substantial improvements of residential structures must have the lowest floor (including basement) elevated above the highest adjacent grade

at least one foot above the depth number specified in feet on the City's FIRM (at least three feet if no depth number is specified). Upon completion of the structure, the elevation of the lowest floor, including basement, shall be certified by a registered Colorado professional engineer.

(ii) Nonresidential Construction

(A) With the exception of critical facilities, all new construction and substantial improvements of nonresidential structures must have the lowest floor (including basement) elevated above the highest adjacent grade at least one foot above the depth number specified in feet on the City's FIRM (at least three feet if no depth number is specified), or together with attendant utility and sanitary facilities be designed so that the structure is watertight to at least one foot above the base flood level with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads of effects of buoyancy. A registered Colorado professional engineer or architect shall submit a certification which shall state that the design and methods of construction are in accordance with accepted standards of practice and meet the minimum provisions of this code.

(B) Within Zones AH or AO, adequate drainage paths around structures on slopes are required to guide floodwaters around and away from proposed structures.

(4) Specific Standards for Floodways

A floodway is an area within a special flood hazard area. The floodway is extremely hazardous due to the velocity of floodwaters, debris and erosion potential. To mitigate those hazards the following provisions apply:

- (i) Encroachments, including fill, new construction, substantial improvements and other development are prohibited unless a Colorado registered professional engineer certifies in writing with a no-rise certificate that encroachments will not result in any increase in flood levels during the occurrence of the base flood discharge. The supporting technical data for the no-rise certificate shall be based on the standard step-backwater computer model used to develop the 100-year floodway shown on the FIRM or Flood Boundary and Floodway Map (FBFM), unless otherwise approved by the Director.
- (ii) All new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of this section.

(5) Specific Standards for Alteration of a Watercourse

For all proposed developments that alter a watercourse within a special flood hazard area, the following standards apply:

- (i) Channelization and flow diversion projects shall appropriately consider issues of sediment transport, erosion, deposition, and channel migration and properly mitigate potential problems through the project as well as upstream and downstream of any improvement activity. A detailed analysis of sediment transport and overall channel

stability should be considered, when appropriate, to assist in determining the most appropriate design.

- (ii) Channelization and flow diversion projects shall evaluate the residual 100-year floodplain.
- (iii) Any channelization or other stream alteration activity proposed by a project proponent must be evaluated for its impact on the regulatory floodplain and be in compliance with all applicable Federal, State and local floodplain rules, regulations and ordinances.
- (iv) Any stream alteration activity shall be designed and sealed by a registered Colorado professional engineer or certified professional hydrologist.
- (v) All activities within the regulatory floodplain shall meet all applicable Federal, State and City floodplain requirements and regulations.
- (vi) Within the regulatory floodway, stream alteration activities shall not be constructed unless the project proponent demonstrates through a floodway analysis and report, sealed by a registered Colorado professional engineer, that there is not more than a 0.00-foot rise in the proposed conditions compared to existing conditions floodway resulting from the project, otherwise known as a no-rise certification.
- (vii) Maintenance shall be required for any altered or relocated portions of watercourses so that the flood-carrying capacity is not diminished.

(6) Specific Standards for Properties Removed From the Floodplain by Fill

A Floodplain Development Permit shall not be issued for the construction of a new structure or addition to an existing structure on a property removed from the floodplain by the issuance of a FEMA Letter of Map Revision Based on Fill (LOMR-F), with a lowest floor elevation placed below the base flood elevation with one foot of freeboard that existed prior to the placement of fill.

(7) Specific Standards for Critical Facilities

A critical facility is a structure or related infrastructure, but not the land on which it is situated, as classified below, that if flooded may result in significant hazards to public health and safety or interrupt essential services and operations for the City at any time before, during and after a flood.

(i) Classification of Critical Facilities

Critical facilities are classified under the following categories: (a) essential services; (b) hazardous materials; (c) at-risk populations; and (d) vital to restoring normal services.

(A) Essential services facilities include public safety, emergency response, emergency medical, designated emergency shelters, communications, public utility plant facilities, and transportation lifelines.

a. These facilities consist of:

- 1. Public safety (police stations, fire and rescue stations, emergency vehicle and equipment storage, and, emergency operation centers);

2. Emergency medical (hospitals, ambulance service centers, urgent care centers having emergency treatment functions, and non ambulatory surgical structures but excluding clinics, doctors offices, and nonurgent care medical structures that do not provide these functions);
 3. Designated emergency shelters;
 4. Communications (main hubs for telephone, broadcasting equipment for cable systems, satellite dish systems, cellular systems, television, radio, and other emergency warning systems, but excluding towers, poles, lines, cables, and conduits);
 5. Public utility plant facilities for generation and distribution (hubs, treatment plants, substations and pumping stations for water, power and gas, but not including towers, poles, power lines, buried pipelines, transmission lines, distribution lines, and service lines); and
 6. Air transportation lifelines [airports (municipal and larger)], helicopter pads and structures serving emergency functions, and associated infrastructure (aviation control towers, air traffic control centers, and emergency equipment aircraft hangars).
- b. Specific exemptions to this category include wastewater treatment plants (WWTP), non potable water treatment and distribution systems, and hydroelectric power generating plants and related appurtenances.
 - c. Public utility plant facilities may be exempted if it is demonstrated to the satisfaction of the Director that the facility is an element of a redundant system for which service will not be interrupted during a flood. At a minimum, it shall be demonstrated that redundant facilities are available (either owned by the same utility or available through an intergovernmental agreement or other contract) and connected, the alternative facilities are either located outside of the 100-year floodplain or are otherwise compliant with all floodplain regulations, and an operations plan is in effect that states how redundant systems will provide service to the affected area in the event of a flood. A development approval includes the condition that evidence of ongoing redundancy be provided to the Director upon the Director's request.
- (B) Hazardous materials facilities include facilities that produce or store highly volatile, flammable, explosive, toxic and/or water-reactive materials.
- These facilities include:
- a. Chemical and pharmaceutical plants (chemical plant, pharmaceutical manufacturing);
 - b. Laboratories containing highly volatile, flammable, explosive, toxic and/or water-reactive materials;
 - c. Refineries;

- d. Hazardous waste storage and disposal sites; and
 - e. Above ground gasoline or propane storage or sales centers.
- (C) At-risk population facilities include medical care, congregate care, and schools. These facilities consist of:
- a. Elder care (nursing homes);
 - b. Congregate care serving 12 or more individuals (day care and assisted living);
 - c. Public and private schools (pre-schools, K-12 schools, before-school and after-school care serving 12 or more children);
- (D) Facilities vital to restoring normal services including government operations.
- a. These facilities consist of:
 - 1. Essential government operations (public records, courts, jails, building permitting and inspection services, community administration and management, maintenance and equipment centers);
 - 2. Essential structures for public colleges and universities (dormitories, offices, and classrooms only).
 - b. These facilities may be exempted if it is demonstrated to the Director that the facility is an element of a redundant system for which service will not be interrupted during a flood. At a minimum, it shall be demonstrated that redundant facilities are available (either owned by the same entity or available through an intergovernmental agreement or other contract), the alternative facilities are either located outside of the 100-year floodplain or are otherwise compliant with all floodplain regulations and an operations plan is in effect that states how redundant facilities will provide service to the affected area in the event of a flood. Evidence of ongoing redundancy shall be provided to the Director on an as-needed basis as determined by the Director upon request.

(ii) Protection for Critical Facilities

All new and substantially improved critical facilities and new additions to critical facilities located within the special flood hazard area shall be regulated to a higher standard than structures not determined to be critical facilities. For the purposes of critical facilities, protection shall include one of the following:

- (A) Location outside the special flood hazard area; or
- (B) Elevation or floodproofing of the structure to at least two feet above the BFE.

(iii) Ingress and Egress for New Critical Facilities

New critical facilities shall, when practicable as determined by the Director, have continuous non inundated access (ingress and egress for evacuation and emergency services) during a 100-year flood event.

(e) Data, Information, and Interpretation

- (1) The Director shall obtain and maintain the following information:
 - (i) The actual elevation, relative to mean sea level, of the lowest floor, including basement, of each structure;
 - (ii) For each new or substantially improved floodproofed structure, the actual elevation, relative to mean sea level, to which the structure has been floodproofed and the required floodproofing certifications;
 - (iii) Proof that an applicant has, prior to altering or relocating any watercourse or part thereof, notified adjacent communities and the Colorado Water Conservation Board of such alteration and demonstrated that there is adequate maintenance within the altered or relocated portion of the watercourse so that the flood-carrying capacity is not diminished. The Director shall also submit evidence of such notification to the Federal Emergency Management Agency.
- (2) The Director shall interpret the Flood Insurance Rate Maps (FIRM) to decide location of the boundaries of the areas of special flood hazard.

Chapter 21.07 Landscaping, Buffering, and Screening¹⁸

[reserved]

¹⁸ Current 21.06.040 is being updated outside of and parallel to the Z&DC Update. Any new standards adopted by the end of 2022 will be incorporated into the Consolidated Draft.

Chapter 21.08 Off-Street Parking¹⁹

21.08.010 OFF-STREET PARKING AND LOADING

(a) Purpose²⁰

The purpose of this section is to:

- (1) Ensure that off-street parking areas are well designed with regard to safety, efficiency and convenience for vehicles, bicycles, and pedestrians;
- (2) Ensure parking requirements result in land usage and intensity that align with the City's goal;
- (3) Provide enough vehicular parking to accommodate the need generated by the uses without providing excessive amounts of parking that unduly burden businesses with the cost of building or maintaining parking;
- (4) Manage and improve existing public parking facilities and future development in Downtown; and
- (5) Provide for creative and innovative approaches to parking reduction mechanisms, alternative parking arrangements, and parking design.

(b) General Parking Standards

(1) Compliance with TEDS Manual

In addition to the standards in this section, all off-street parking shall meet the TEDS standards (GJMC Title 29).

(2) Uses Not Identified

The Director shall determine the parking requirement for a use that is not listed in subsection (d) of this section. The applicant shall provide adequate information so that the Director can make such decision by including:

- (i) Type of uses;
- (ii) Number of employees;
- (iii) Building design capacity;
- (iv) Square feet of sales area, service area, etc.;
- (v) On-site parking spaces;
- (vi) Proposed off-site parking spaces; and
- (vii) Hours of operation.

(3) Multiple Uses

If there are accessory or multiple uses within one or more structures, these standards shall apply to each use and structure, resulting in a total parking requirement for the complex or property except as provided in subsection (e).

¹⁹ Current 21.06.050, unless otherwise noted.

²⁰ New, based on OGJ policies related to parking.

(4) Accessible Parking²¹

- (i) All development that provides off-street vehicle parking spaces shall comply with the requirements of the Americans with Disabilities Act (ADA) and the International Building Code (IBC), and the standards in this section. If the standards in this section conflict with the requirements of the ADA or IBC, the requirements of the ADA or IBC shall apply.
- (ii) Requirements for accessible parking spaces are detailed in the City Standard Street Details and are also in the Federal Register.
- (iii) All development shall provide at least the following number of accessible parking spaces:

Table 21.08-4: Required Number of Accessible Parking Spaces

Total Parking Spaces in Lot or Garage	Minimum Number of Accessible Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2% of spaces provided
1,001 and Over	20 plus 1 for each 100 over 1,000

- (iv) The additional width required for an accessible parking space may be created by reducing the width of an adjacent sidewalk area, provided the clear portion of the sidewalk width is not reduced below five feet, when providing accessible parking spaces in public right-of-way.

(c) Minimum and Maximum Off-Street Parking Standards

Commentary

This updated table of minimum vehicle parking requirements corresponds to the table of allowed uses presented in Module 2 (ensuring that each proposed land use type has an associated off-street parking requirement). The current minimum parking requirement for each use is listed (if one exists) in the middle column for comparison against the new proposed requirement. Some existing parking requirements include a broad range of land use types. In these cases, we used our judgment to assign a current parking standard to the proposed land use type most closely related to it. Generally, requirements based on number of employees or number of seats were replaced with standardized

²¹ Replaces 21.06.090(b)(2).

requirements based on building square footage to improve administration and enforcement for staff.

Bold and blue text in the righthand column indicates a reduction from current requirements. The current standards column will be removed prior to adoption.

Bold and light blue text in the righthand column indicates a change from employee or seat-based requirement to standardized square footage requirements.

Bold and blue text in the lefthand column indicates a new use.

(I) Minimum Off-Street Vehicle Parking Requirements

- (i) Notwithstanding Subsection (ii) below, all development shall provide vehicle parking spaces in the amount required by Table 21.08-2, as those amounts may be modified by GJMC 21.08.010(d).
- (ii) Parking regulations for uses in the MU-3 district are:²²
 - (A) There is no parking requirement for the reuse, remodel, or reconstruction of an existing structure that does not increase the available square footage of leasable area.
 - (B) Parking shall be provided for any leasable square footage added after the Effective Date.
 - (C) Permanent parking available to the public and within 1,000 feet of the proposed construction counts towards the total parking requirement.²³

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Residential Uses		
Household Living		
Dwelling, Single-Family Detached	2 per unit	2 per unit
Dwelling, Single-Family Attached	-	1 per unit
Dwelling, Co-Housing²⁴	-	1 per unit
Dwelling, Cottage Court	-	1 per unit
Dwelling, Duplex ²⁵	2 per unit	1 per unit

²² Updated reference from B-2 to MU-3 to align with new proposed districts in Module 2.

²³ Expanded current 1,000 foot allowance for employee parking to apply broadly.

²⁴ Based on "Other Group Living" category.

²⁵ Renamed from "Two-Family Dwelling."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Dwelling, Triplex or Fourplex	1 bedroom: 1 per unit 2 bedroom: 1.5 per unit 3+ bedroom: 2 per unit	1 per unit
Dwelling, Medium Multifamily		1 bedroom: 1 per unit 2 bedroom: 1.5 per unit 3+ bedroom: 2 per unit
Dwelling, Large Multifamily		Affordable Housing: 0.75 per unit²⁶
Manufactured Home	-	1 per unit
Manufactured Housing Community ²⁷	2 per manufactured home site + 1 per every 50 square feet of floor area in administration and service buildings	1 per unit
Group Living		
Boarding or Rooming House	1 space for each room available for rent plus 2 spaces	1 per bedroom + 2 spaces
Fraternity or Sorority	1.5 spaces for each sleeping room plus 1.5 spaces for every 4 active nonresident members of the fraternity/sorority plus 1 space for every 3 staff employed at the facility	1 per bedroom
Group Living Facility, Small	1 per 4 beds + 1 per each 3 employees	1 per 4 beds + 1 per each 3 employees
Group Living Facility, Large		
Group Living Facility, Unlimited		
Public, Institutional, and Civic Uses		
Adult or Child Day Care		
Day Care Center, Adult or Child	1.5 per employee	1 per 400 square feet GFA
Community and Cultural Facilities		
Assembly, Community ²⁸	Community Center: 1 per 250 square feet	2 per 1,000 square feet GFA

²⁶ A definition for affordable housing will be added at the time of Consolidated Draft.

²⁷ Renamed from Manufactured Housing Park.

²⁸ Consolidates "Community Activity Building" and "Art Gallery, Museum, Opera House or Library."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
	Museums, Art Galleries, Opera Houses: 1 per 1,000 square feet	
Assembly, Religious/Private Group ²⁹	Religious Assembly: 1 per 4 seats (one seat = 18") Assembly/Auditorium: 1 per 4 seats or 1 per 50 square feet if not permanent seat Clubs/Lodges: 1 per 500 square feet	2 per 1,000 square feet GFA
Community Corrections Facility	1 per employee on maximum shift + 1 per service vehicle	2 per 1,000 square feet GFA
Crematory	1 per employee + 1 space per service vehicle	None
Funeral Home or Mortuary	1 per 4 seats (one seat = 18")	2 per 1,000 square feet GFA
Government Service Facility	-	2 per 1,000 square feet GFA plus 1 space per service vehicle
Jail ³⁰	1 per employee on maximum shift + 1 per service vehicle	2 per 1,000 square feet GFA
Meeting, Banquet, Event, or Conference Facility	-	2 per 1,000 square feet GFA
Safety Service Facility	1 per employee + 1 per 300 square feet of office space	2 per 1,000 square feet GFA plus 1 space per service vehicle
Educational Facilities		
Boarding School	0.8 parking spaces per bed	0.8 per bed
College or University	1 per 2 students	2 per 1,000 square feet GFA office, research, and library area plus 1 space per 250 square feet GFA assembly areas and classrooms
Public or Private School	Elementary and Junior High: 1 per classroom	Elementary and Junior High: 1 per classroom

²⁹ Consolidates "Religious Assembly" with "Membership and Service Clubs."

³⁰ Removed "Honor Camps or Reformatories" from term.

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
	High Schools: 6 per classroom	High Schools: 6 per classroom
Vocational, Technical, or Trade School	1 per 2 students	2 per 1,000 square feet GFA
Health Facilities		
Hospital ³¹	1 per 2 beds + 1 per employee	1 per 2 beds based on maximum design capacity plus 2 per 1,000 square feet GFA office and administrative area
Medical or Dental Clinic ³²	1 per 250 square feet	2 per 1,000 square feet GFA
Parks and Open Space		
Cemetery	-	None
Golf Course	4 per hole	4 per hole
Golf Driving Range	1 per 20 feet of driving area	1 per 20 feet of driving area
Park, Lake, Reservoir, Other Open Space	-	None
Commercial Uses		
Adult Entertainment	-	2 per 1,000 square feet GFA
Agriculture and Animal		
Animal Agriculture ³³	None	None
Animal Care, Boarding, or Sales, Indoor Operations Only	-	2 per 1,000 square feet GFA
Animal Care, Boarding, or Sales, Outdoor Operations	-	2 per 1,000 square feet GFA
Animal Clinic or Hospital³⁴	-	2 per 1,000 square feet GFA
Dairy Operations or Feedlot ³⁵	None	None

³¹Consolidates "Hospital/Mental Hospital," "Law Enforcement Rehabilitation Centers" and "Physical and Mental Rehabilitation, Resident."

³² Consolidates "Medical or Dental Clinic" and "Counseling Centers (Nonresident)."

³³ Replaces current "Animal Confinement."

³⁴ Consolidates current "Animal Clinic" and "Animal Hospital."

³⁵ Consolidates current "Confined Animal Feeding Operation, Feedlot" and "Dairy."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Farmers' Market	-	As determined by the Director
Forestry, Commercial	-	None
Nursery or Greenhouse ³⁶	-	2 per 1,000 square feet GFA
Pasture, Commercial	None	None
Urban Agriculture	-	None
Food and Beverage		
Bar or Tavern ³⁷	1 per 100 square feet	4 per 1,000 square feet GFA
Brewery, Distillery, or Winery ³⁸		4 per 1,000 square feet GFA
Brewpub, Distillery Pub, or Limited Winery	-	4 per 1,000 square feet GFA
Food Service or Catering	-	2 per 1,000 square feet GFA
Mobile Food Vendor/Court	2.5 spaces per vendor	2.5 per vendor
Restaurant	Restaurant, Drive-In, no indoor seating: 1 per employee on largest shift Restaurant, Fast-Food with Drive-In Facilities: 1 space per 3 seats Restaurants: 1.5 per 100 square feet	4 per 1,000 square feet GFA
Lodging Facilities		
Emergency Shelter ³⁹	-	As determined by the Director
Hotel or Motel	1 per room + 1 per 250 square feet of restaurants, bars, meeting areas	1 per guest room plus 3 per 1,000 square feet GFA restaurants, bars, or meeting areas
Resort Cabin and Lodge	-	1 per guest room
Short-Term Rental	-	[insert following STR update]

³⁶ Renamed from "Landscaping Materials Sale/Greenhouse/Nursery."

³⁷ Replaces "Drinking Establishment."

³⁸ Consolidates current "Winery" and "Alcoholic Beverage Production."

³⁹ Renamed from "Homeless Shelter" and use permissions added.

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Office and Personal Services		
Office	1 per 400 square feet	2 per 1,000 square feet GFA
Personal Service ⁴⁰	Other Retail Sales/Service, Low Volume: 1 per 500 square feet Other Service Businesses: 1 per 500 square feet	2 per 1,000 square feet GFA
Recreation and Entertainment		
Campground or Recreational Vehicle Park	1 space (10' x 30') per campsite	1 per campsite
Indoor Entertainment and Recreation ⁴¹	Assembly/Auditorium: 1 per 4 seats or 1 per 50 square feet if not permanent seat Bowling Alley: 4 per lane Health Club/Fitness Center: 1 per 500 square feet Theaters: 1 per 4 seats	2 per 1,000 square feet GFA
Outdoor Entertainment and Recreation ⁴²	Miniature Golf: 2 per hole All Other Outdoor Recreation: As determined by the Director	1 per 300 square feet GFA area plus 1 space per 10,000 square feet GFA site area
Riding Academy, Roping, or Equestrian Area	All Other Outdoor Recreation: As determined by the Director	1 per 5 stalls

⁴⁰Consolidates "Retail Sales and Services" use category, "Repair, Small Appliance," "Repair, Large Appliance," and "Personal Services."

⁴¹ Consolidates "Indoor Recreation and Entertainment" use category, "Health Club," and "Movie Theater, Skating Rink, Arcade."

⁴² Consolidates "Outdoor Recreation and Entertainment" use category and "Amusement Park, Miniature Golf."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Shooting Range, Indoor	-	1 per 2 shooting stations
Shooting Range, Outdoor	All Other Outdoor Recreation: As determined by the Director	1 per 2 shooting stations
Swimming Pool, Community	All Other Outdoor Recreation: As determined by the Director	2 per 1,000 square feet pool surface area
Zoo	All Other Outdoor Recreation: As determined by the Director	As determined by the Director
Retail Sales		
Flea Market	1.5 per booth or stall	2 per 1,000 square feet GFA or use area
Manufactured Building Sales and Service	Other Retail sales, High Volume: 1 per 300 square feet	2 per 1,000 square feet GFA
Regulated Cannabis Store	-	1 per 300 square feet
Retail Sales and Service, Small ⁴³	Convenience Store: 1 per 250 square feet Shopping Centers < 400,000 square feet: 1 per 250 square feet Other Retail Sales, Low Volume: 1 per 500 square feet	2 per 1,000 square feet GFA
Retail Sales and Service, Medium	Shopping Centers < 400,000 square feet: 1 per 250 square feet Other Retail sales, High Volume: 1 per 300 square feet	1.5 per 1,000 square feet GFA
Retail Sales and Service, Large	Shopping Centers < 400,000 square feet: 1 per 250 square feet Other Retail sales, High Volume: 1 per 300 square feet	1 per 1,000 square feet GFA
Retail Sales and Service, Big Box	Shopping Centers < 400,000 square feet: 1 per 250 square feet	1 per 1,000 square feet GFA

⁴³ All Retail Sales uses (Small, Medium, Large, and Big Box) consolidate "Farm Implement/Equipment Sales/Service," "Feed Store," "General Retail Sales (Indoor and Outdoor Operations, Display, and Storage)," and "Rental Service (Indoor and Outdoor Display/Service)."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
	Shopping Centers > 400,000 square feet: 1 per 200 square feet Other Retail sales, High Volume: 1 per 300 square feet	
Transportation		
Airport or Heliport	1 per employee + 1 space per peak embarking passengers	3 per 1,000 square feet GFA terminal area
Helipad	-	None
Parking Lot or Garage	-	None
Transportation Depot ⁴⁴	1 per employee + 1 space per peak embarking passengers	3 per 1,000 square feet GFA waiting area
Truck Stop	1 space per employee on largest shift + 1 space per 200 square feet	2 per 1,000 square feet GFA
Vehicles and Equipment		
Vehicle Fleet Operations Center ⁴⁵	-	1 per 1,000 square feet GFA plus 1 space per commercial fleet vehicle
Vehicle Fuel Sales and Service Station	Fuel: full service no repair/service facility; self-service: space per employee on largest shift + 1 space per 200 square feet	2 per 1,000 square feet GFA
Vehicle Impound Lot	-	1 per 1,000 square feet GFA
Vehicle Repair, Major ⁴⁶	2 per service bay + 1 per employee	2 per 1,000 square feet GFA retail, office, waiting area plus 1 per service bay
Vehicle Repair, Minor ⁴⁷		
Vehicle Sales, Rental and Leasing, Heavy ⁴⁸	1 space for each 5,000 feet of open sales lot area devoted to the sale, display, and rental of said vehicles and 1 space for each 300 square feet of gross floor area	2 per 1,000 square feet GFA of enclosed buildings plus 1 per 5,000 square feet of outdoor display area
Vehicle Sales, Rental and Leasing, Light ⁴⁹		

⁴⁴ Replaces Bus/Railroad Depot.

⁴⁵ Replaces "Delivery and Dispatch Services."

⁴⁶ Consolidates and expands current "Auto and Light Truck Mechanical Repair," "Tire Recapping and Storage" and "Body Shop".

⁴⁷ Consolidates and expands current "Auto and Light Truck Mechanical Repair" and "Body Shop".

⁴⁸ New use, includes "Rental Service" uses.

⁴⁹ New use, includes "Rental Service" uses.

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Vehicle Wash	Car Wash, Self-Service: See TEDS Car Wash, Full-Service: 1 space per employee	3 stacking spaces per service lane, stall, or bay
Industrial Uses		
Manufacturing and Processing		
Industrial, Artisan	-	2 per 1,000 square feet GFA
Industrial, Light ⁵⁰	Manufacturing and Production: 1 per 1,000 square feet	1 per 1,000 square feet GFA
Industrial, Heavy ⁵¹	Industrial Services and Operations (e.g., Asphalt Plants, Concrete, Pipe and Culvert Storage): 1 per 1,000 square feet of floor area Manufacturing and Production: 1 per 1,000 square feet	1 per 1,000 square feet GFA
Mining and Extraction ⁵²	1 per employee + 1 per facility vehicle	None
Oil and Gas Drilling	1 per employee + 1 per facility vehicle	None
Storage, Wholesale, and Warehousing		
Mini-Warehouse	2 per development	2 per development
Outdoor Storage, Commercial ⁵³	Industrial Services and Operations (e.g., Asphalt Plants, Concrete, Pipe and Culvert Storage):	1 per 1,000 square feet GFA of enclosed buildings

⁵⁰ Consolidates "Assembly," "Food Products," "Manufacturing/Processing," (Indoor Operations and Storage) and "Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations Without Hazardous Materials."

⁵¹ Consolidates "Assembly," "Food Products, and "Manufacturing/Processing" (Indoor and Outdoor Operations and Outdoor Storage," and "Machine Shop."

⁵² Consolidates "Sand or Gravel Extraction" and "All Other Mining."

⁵³ Consolidates "Heavy Equipment/Pipe", Outdoor Storage or Loading," "Gas or Petroleum Storage," and "Sand or Gravel Storage."

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
	1 per 1,000 square feet of floor area	
Wholesale or Warehouse ⁵⁴	Warehouse and Freight Movement: 1 per 1,000 square feet Wholesale Sales: 1 space per 500 square feet of floor area	1 per 1,000 square feet GFA
Telecommunication		
Facilities on Wireless Master Plan Priority Site When Developed in Accordance with Wireless Master Plan Site-Specific Requirements	-	None
Temporary PWSF (e.g., COW)	-	None
Co-Location	-	None
Tower Replacement	-	None
Dual Purpose Facility	-	None
DAS and Small Cell Facilities	-	None
Base Station with Concealed Attached Antennas	-	None
Base Station with Non-Concealed Attached Antennas	-	None
Tower, Concealed	-	None
Tower, Non-Concealed	-	None
Broadcast Tower	1 per each tower development	1 per each tower development
Utility Uses		
Utility Facility, Basic ⁵⁵	1 per employee	None

⁵⁴ Consolidates “Wholesale Business (No Highly Flammable Materials/Liquids)” and “Agricultural Products.”

⁵⁵ Renamed from “Basic Utilities.”

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Utility Facility, Major ⁵⁶	-	None
Transmission Line	-	None
Waste and Salvage		
Composting Facility	-	1 per 1,000 square feet GFA
Junkyard or Salvage Yard	-	1 per 1,000 square feet GFA of enclosed buildings
Transfer Facility, Medical and Hazardous Waste	Industrial Services and Operations: 1 per each 1,000 square feet of floor area	1 per 1,000 square feet GFA
Transfer Facility, Solid Waste		1 per 1,000 square feet GFA
Recycling Collection Facility	-	1 per 1,000 square feet GFA
Recycling Collection Point	-	None
Solid Waste Disposal or Processing Facility	Industrial Services and Operations: 1 per each 1,000 square feet of floor area	1 per 1,000 square feet GFA
Accessory Uses		
Residential Uses		
Accessory Dwelling Unit	1 per unit	1 per unit
Agricultural Labor Housing	-	1 per 2 beds
Business Residence	1 per residence + business parking	1 per residence + required parking of the nonresidential use
Guest Ranch⁵⁷	-	1 per 2 beds
Household Pets	-	None
Other Animals	-	None
Public, Institutional, and Civic Uses		
Home Occupation, Day Care	-	None
Commercial Uses		

⁵⁶ Renamed from "Utility Treatment, Production, or Service Facility."

⁵⁷ Existing use term not currently included in the Use Table.

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements		
GFA = Gross Floor Area		
	Minimum Vehicle Parking (Current)	Minimum Vehicle Parking (Proposed)
Agri-business⁵⁸	-	None
Animal Agriculture ⁵⁹	-	None
Drive-Through Facility	-	None
Electric Vehicle (EV) Charging Facility	-	None
Home Occupation	-	None
Outdoor Display and Sales	-	None
Produce Stand	-	None
Industrial Uses		
Antenna⁶⁰	-	None
Outdoor Storage, Accessory ⁶¹	-	None
Recreation and Commercial Vehicles⁶²	-	None
Renewable Energy Facility, Accessory	-	None
Temporary Uses		
All Other	As determined by the Director	As determined by the Director during the review of a Temporary Use Permit

⁵⁸ Existing use term not currently included in the Use Table.

⁵⁹ New as an accessory use. Reflects the combined use permissions of “Animal Confinement,” “Confined Animal Feeding Operation, Feedlot,” and “Dairy.”

⁶⁰ Existing use term not currently included in the Use Table.

⁶¹ Consolidates all uses that include “outdoor storage” in their current titles.

⁶² Renamed from “Storage of Vehicles” existing use term not currently used in the Use Table.

(2) Maximum Parking Requirements

Commentary

We proposed maximum parking standards to reduce stormwater runoff and minimize negative impacts associated with large expanses of vacant parking areas. Rather than propose a maximum standard for each use type, we established a maximum percentage threshold above the minimum parking requirements.

An alternative approach used in some codes is not to flat-out prohibit excess parking, but to say that any parking provided over a certain amount must be surfaced with permeable pavers or provide some other benefit to minimize the environmental impacts of the extra pavement.

(i) MU-1, MU-2, and MU-5 Districts

In no case shall any nonresidential use or mixed-use development provide more than 150% percent of the minimum number of off-street parking spaces required by Table 21.08-2, unless otherwise provided in this Code.

(ii) MU-3

In no case shall any nonresidential use or mixed-use development provide more than 125% percent of the minimum number of off-street parking spaces required by Table 21.08-2, unless otherwise provided in this Code.

(d) Parking Credits and Adjustments⁶³

(1) Parking Reductions⁶⁴

The minimum parking requirements in Table 21.08-2 may be adjusted as described in this section. The following reductions do not require the submittal of an alternative parking plan.

(i) Reduction Allowed by Administrative Adjustment

Applications meeting the requirements of GJMC <> [Administrative Adjustments] shall be eligible for the parking reduction as set forth in that section.

(ii) Shared Parking Facility Reduction⁶⁵

(A) Calculation

- a. Where two or more uses listed in <> [Table 21.04-1] share a parking lot or structure, the total off-street parking requirement for those uses may be reduced by the factors shown in the table below.

⁶³ Current 21.06.050(e), unless otherwise noted.

⁶⁴ New section that removes the requirement for an alternative parking plan prior to applying parking reductions.

⁶⁵ Replaces 21.06.050(e)(4). Removes the requirement to submit a shared parking study and provides a calculation that will improve administrative efficiency and market flexibility.

Table 21.08-6 Shared Parking Reduction					
Property Use	Multifamily Dwellings	Public, Institutional, and Civic	Food and Beverage, Indoor Recreation, or Lodging	Retail Sales	Other Commercial
Multifamily Dwellings	1.0				
Public, Institutional, and Civic	1.1	1.0			
Food and Beverage, Indoor Recreation, or Lodging	1.1	1.2	1.0		
Retail Sales	1.2	1.3	1.3	1.0	
Other Commercial	1.3	1.5	1.7	1.2	1.0

- b. To calculate the shared parking reduction, add the requirements for each use category and then divide the sum by the factor shown for that combination of use categories in Table 21.08-6. For example, a development with 5,000 square feet of small retail space (3 per 1,000 square feet gross floor area) and 20, two-bedroom multifamily dwelling units (1.5 per dwelling unit) would take the total spaces required and divide by 1.2.

$(15) + (30) = 45.$

$45/1.2 = 37.5$

The shared parking requirement is 38 spaces.

- c. If the shared parking includes more than two categories of uses, this reduction only applies to the two uses with the greatest parking demands. After calculating the reduction for those two use categories pursuant to Table 21.08-6, parking for a third, fourth, or additional use categories sharing the parking facility shall be provided at the rates shown in Table 21.08-6.

(B) Location

Shared parking spaces shall be located within 1,000 feet⁶⁶ of the primary entrance of all uses served along the shortest available pedestrian route (measured from the nearest point of the parking area to the nearest point of the building, structure or use served by such parking lot) unless shuttle bus service is provided to the parking area.

⁶⁶ Increased from 500.

(C) Agreement

- a. A shared parking plan shall be enforced through written agreement among all owners of record. An attested copy of the agreement between the owners of record shall be submitted to the Director on forms made available by the City.
- b. A shared parking agreement may be rescinded only if all required off-street parking spaces are provided in accordance with this section.

(iii) Transit Proximity Reduction⁶⁷

- (A) The minimum parking required by Table 21.08-2 may be reduced by 5 percent if the majority of the site for which parking is being provided is within ¼ mile of a transit stop.
- (B) The minimum parking required by Table 21.08-2 may be reduced by 5 percent if the majority of the site for which parking is being provided is within ¼ mile of a regional trail providing pedestrian and bicycle access.

(iv) Transportation Demand Management Reduction⁶⁸

The Director may allow a reduction in required parking for employers that enter into a Transportation Demand Management (TDM) Agreement that specifies how on-site parking will be reduced through property owner or operator programs or initiatives that reduce the number of employees on-site. Any TDM Agreement, whether used independently or in combination with other allowed parking reductions, is subject to the 50 percent limitation on overall parking reduction. Such programs may include the following:

- (A) Compressed work week schedules;
- (B) Flexible arrival and departure times;
- (C) Telework opportunities; or
- (D) Incentives for employees to use alternative modes of transportation to the work place.

(v) Additional and Enhanced Bicycle Parking⁶⁹

The minimum parking required by Table 21.08-2 may be reduced by 5 percent if the applicant:

- (A) Provides at least 5 bicycle spaces in excess of the minimum requirements of GJMC 21.08.020(a); or

⁶⁷ New.

⁶⁸ New.

⁶⁹ New to implement OGI's recommendation to "require the integration of bicycle parking as well as other facilities such as lockers and shower facilities as part of new development/redevelopment."

- (B) Provides a dedicated bicycle storage area with at least 2 showers and 4 lockers for every shower provided.

(2) Alternative Parking Plans⁷⁰

An applicant shall submit an alternative parking plan with a proposed site plan to adjust the minimum off-street parking requirements as follows.

(i) Applicant-Submitted Parking Data⁷¹

The required parking ratios may be modified where applicant-submitted parking data illustrates that required parking ratios do not accurately apply to a specific development.

(ii) Credit for On-Street Parking

Credit may be provided by the Director for any on-street parking spaces abutting the subject property. Such spaces must not be located within a clear sight triangle. No fractional spaces shall be credited.

(iii) Off-Site Parking

Required off-street parking spaces may be permitted on a separate lot from the lot on which the principal use is located if the off-site parking complies with all of the following standards:

(A) Ineligible Activities

Off-site parking may not be used to satisfy the required parking ratios for residential uses (except for guest parking), as well as small retail sales⁷². Required accessible parking spaces may not be located off site.

(B) Location

- a. Off-site parking spaces shall be located within 1,000 feet⁷³ from the primary entrance of the use served along the shortest available pedestrian route (measured from the nearest point of the parking area to the nearest point of the building or structure served by such parking lot).
- b. Off-site parking may not be separated from the use that it serves by a street right-of-way with a width of more than 80 feet unless a designated pedestrian crosswalk or walkway is provided.
- c. The off-site parking shall be located wholly within a district that allows commercial parking lots or garages as principal use.⁷⁴

⁷⁰ Includes 21.06.050(e)(1), (2), (3), (5), (6), and (7).

⁷¹ The submittal requirements for an alternative parking plan have been removed and will be located on the City's website.

⁷² Replaced the reference to convenience stores to align with new Use Table in Module 2.

⁷³ Replaced 500 feet and broadly applied 1,000 feet, currently applicable only to employee parking.

⁷⁴ Removed the exception for B-2 (new MU-3).

(C) Agreement

- a. In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement between the record owners shall be required.
- b. An off-site parking agreement may be rescinded only if all required off-street parking spaces are provided in accordance with this section.

(iv) Valet Parking

Valet parking may be permitted as a means of satisfying otherwise applicable parking requirements where all of the following standards have been met:

- (A) Adequate assurance of the continued operation of the valet parking is provided, such as a contractual agreement for valet services or the tenant's affidavit agreeing to provide such services.
- (B) An equivalent number of valet spaces are available to replace the number of required on-site parking spaces. Such valet spaces do not require individual striping, and may take into account the tandem or mass parking of vehicles.
- (C) The design of the valet parking shall not cause customers who do not use the valet service to park off-premises or cause queuing in the right-of-way.
- (D) An accessible passenger loading and unloading area meeting ADA standards shall be provided.

(v) Recording of Approved Plans

An attested copy of an approved alternative parking plan shall be recorded in the deed records for Mesa County on forms made available by the Director. An alternative parking plan may be amended by following the same procedure required for the original approval. The applicant shall provide proof of recording prior to approval of the certificate of occupancy.

(e) Vehicle Parking Location and Design⁷⁵

(1) Location

- (i) Except as provided in an approved alternative parking plan, all parking shall be provided on the same property as the principal structure, unless the Director deems it impracticable.
- (ii) Parking spaces in Residential zone districts shall not be in a front yard setback, except for parking in driveways for detached single-family detached or duplex dwelling structures. In no case shall parking be allowed in parkway strips (the area between the sidewalk and curb or edge of pavement).

(2) Parking Stall and Aisle Design⁷⁶

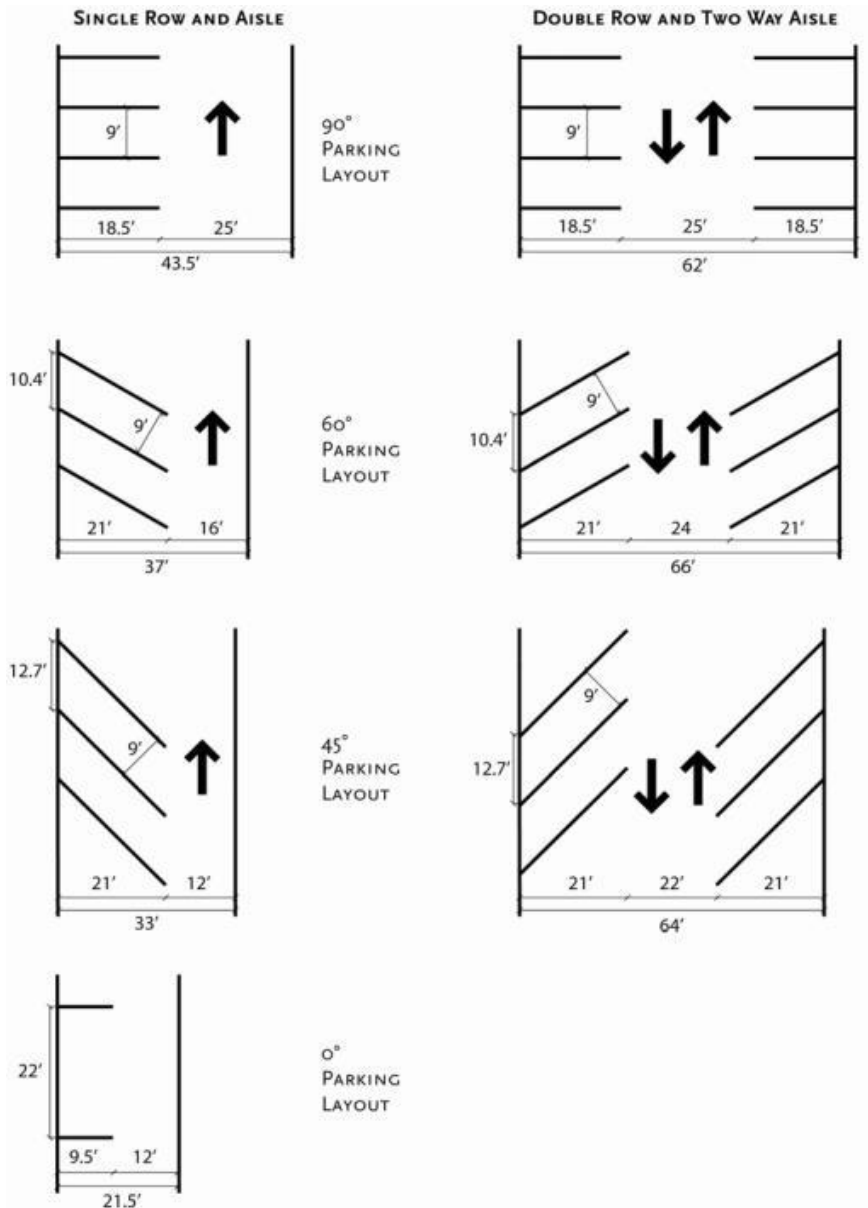
⁷⁵ Current 21.06.050(b), unless otherwise noted. Removed 21.06.050(b)(4) and replaced with a general cross-reference to the Outdoor Lighting standards.

⁷⁶ Current 21.06.090(b)(1).

- (i) Parking stalls shall be located outside the GJMC Title 29, TEDS sight triangle at access locations.
- (ii) Each parking space must be accessible independently of others.
- (iii) All parking stalls shall be oriented such that any vehicle exiting a parking stall is not required to back into any public street. Wheel or bumper blocks shall be provided, located, and arranged so that no part of any parked vehicle extends beyond the boundaries of the parking area and to ensure that the vehicle overhang does not obstruct sidewalks or other pedestrian walking areas.
- (iv) Parking stalls may be oriented at zero, 30, 45, 60, 75 or 90 degrees to the parking aisle. Both stall and aisle dimensions and layout will vary depending on the stall orientation. The use of parking stalls oriented 90 degrees to the building face with two-way aisles is generally preferred as this permits the most direct route between the parking stall and the building and minimizes auto/pedestrian conflicts adjacent to buildings.
- (v) Where larger vehicles may be frequent users of the parking facilities, it is appropriate to increase the parking stall dimensions according to the dimensions and turning characteristics of the vehicle.
- (vi) Parking aisles shall be designed to accommodate the turning characteristics of the vehicles that will most commonly use the parking facilities. Dead-end parking aisles are prohibited without provision of an adequate turn around. Aisles should not exceed 300 to 350 feet in length without a break in circulation.

Table 21.08-7 Shared Parking Reduction			
Parking Angle	A	B	C
	Stall Width in Feet	Stall Length in Feet	Aisle Width in Feet
0	22.0	9.0	12.0
	22.0	9.5	12.0
	22.0	10.0	12.0
30	9.0	18.0	11.0
	9.5	18.0	11.0
	10.0	20.0	11.0
45	8.5	21.0	13.0
	9.0	21.0	12.0
	9.5	21.0	11.0
60	8.5	21.0	18.0
	9.0	21.0	16.0
	9.5	21.0	15.0
75	8.5	19.5	25.0
	9.0	19.5	23.0
	9.5	19.5	22.0

Table 21.08-7 Shared Parking Reduction			
Parking Angle	A	B	C
	Stall Width in Feet	Stall Length in Feet	Aisle Width in Feet
90	8.5	18.5	28.0
	9.0	18.5	25.0
	9.5	18.5	24.0



77

⁷⁷ This graphic will be updated to include the "A, B, and C" labels to align with the table above.

(3) Maximum Allowable Grades in Parking Lots⁷⁸

Maximum grades allowed in parking lots shall be eight percent.

(4) Pedestrian Crossings⁷⁹

- (i) Pedestrian crossing areas shall be provided for each building egress or for every 125 feet of building which fronts a part of the parking area.
- (ii) Pedestrian crossing areas in parking lots shall be constructed of surface pavers, such as brick, stone blocks, interlocking brick pavers, stamped concrete or other materials as may be approved by the Director which form a smooth surface but contrast with asphalt. For parking lots of less than 50 cars, the Director may accept paint or similar markings.

(5) Surfaces⁸⁰

All driveways and parking areas, except for a single dwelling on one lot, shall comply with the following:

- (i) All required parking and vehicular traffic surfaces shall drain and be surfaced with concrete or bituminous pavement in accordance with City standards. The City Engineer may permit a gravel surface in overflow parking areas, a low-traffic storage yard, or, as in subsection (ii) of this section, if the applicant establishes that very little dust will be generated. "Overflow parking" is defined as "parking in addition to the minimum required by ordinance which is designed not to be used more than 10 times per year." A "low-traffic storage yard" is defined as "a storage area generating less than 30 average daily trips." Industrial yards that accommodate large trucks and/or heavy equipment shall be surfaced and maintained with materials to prevent dust, mud and debris from leaving the site and being tracked onto the public right-of-way.
- (ii) All surfaces shall be maintained in good condition free of weeds, dust, trash and debris. All vehicular traffic areas shall be built according to the construction standards established by the City.

(6) Parking Lot Landscaping

Parking lots shall be landscaped pursuant to GJMC <> [Landscaping, Buffering, and Screening].

(7) Temporary Parking Lots

- (i) Temporary parking lots are parking areas which serve during transition of a property during development and shall not be used for more than 24 months from issuance of a City site plan for such parking use.
- (ii) A temporary parking lot:

⁷⁸ Current 21.06.090(b)(3).

⁷⁹ Current 21.06.050(b)(3).

⁸⁰ Current 21.06.050(b)(5)(i-iii).

- (A) Is allowed only in MU-1, MU-2, MU-3, MU-4, MU-5, I-1, or I-2 zone districts⁸¹ and only if a site plan has been approved by the Director;
- (B) Shall be hard surfaced or gravel;
- (C) Shall be graded for drainage;
- (D) Shall be maintained in good condition free of weeds, dust, trash and debris;
- (E) Shall be landscaped and screened;
- (F) Parking spaces within a gravel lot shall be delineated with concrete “bumper blocks”; and
- (G) Only used for a total of 24 months unless a site plan for a permanent lot usage is approved.

(f) Loading⁸²

A site plan for a proposed nonresidential⁸³ use shall identify loading/unloading areas and shall be built and maintained in accordance with TEDS (GJMC Title 29).

21.08.020 BICYCLE PARKING AND STORAGE⁸⁴

Commentary:

Some communities tailor the number of required bicycle parking standards by more specific use types. This approach can apply standards based on overall use category or for specific principal uses. Two examples are provided below.

A. Amount Required

- (1) Each nonresidential primary structure shall provide the following, depending on the category of the use as shown in Table 11-03.1: Table of Allowed Uses.⁶⁶¹
 - (a) Food and Beverage Service, Recreation and Entertainment, and Retail Uses shall provide a minimum of five bicycle spaces, plus an additional one bicycle space for every 500 square feet of gross floor area.
 - (b) Industrial Uses shall provide a minimum of two bicycle spaces, plus an additional one bicycle space for every 4,000 square feet of gross floor area.
 - (c) All other nonresidential uses shall provide a minimum of five bicycle spaces, plus an additional one bicycle space for every 1,500 square feet of gross floor area.
- (2) Primary structures containing Multifamily Dwelling uses shall provide at least five bicycle spaces, plus, an additional one bicycle parking space per five dwelling units.

⁸¹ Replaced “R-0, B-1, B-2, C-1, C-2, I-O, I-1, or I-2” to align with new zone districts.

⁸² Current 21.06.050(f).

⁸³ Replaced “business, commercial or industrial.”

⁸⁴ This section significantly expands current 21.06.050(g) to increase required bicycle parking and include requirements that ensure safe, secure, and appropriately designed bicycle parking facilities. All content is new unless otherwise noted.

Table 13.08.L: Bicycle Parking – Number of Spaces Required by Use⁸⁵⁰	
Use	Minimum Bicycle Spaces
Multifamily residential ⁸⁵¹	5% of required vehicle parking spaces
Elementary, junior, or middle schools	3 per classroom
Senior high school	2 per classroom
College, trade, professional, vocational	1 per 20,000 s.f. GFA
Place of worship	1 per 75 persons design capacity
Hospital	2 per 10,000 s.f. GFA, not to exceed 10
Library, museum	1 per 5,000 s.f. GFA
Eating, drinking establishment, stand alone	10% of vehicle spaces provided
Other office, retail, grocery store, services, sales, stand-alone, or mixed-use development not listed in this table.	2 per 10,000 s.f. GFA, or 10% of vehicle spaces provided, whichever is lower, but not to require more than 10 bicycle spaces per retail tenant
Indoor recreation activities	1 per 75 persons design capacity

The provisions below are simpler and increase the current requirement from 1 per 20 spaces to 1 per 10.

(a) Amount Required

- (1) Except as stated in Subsection (2) below, one bicycle parking space within an approved rack shall be required for each 10 required vehicle parking spaces.⁸⁵
- (2) For multifamily dwellings, one space is required per dwelling unit.

(b) Location

- (1) Short-term bicycle spaces shall be located within 50 feet from the main entrance of the principal building.
- (2) Short-term bicycle racks shall be located so that they:
 - (i) Are easily accessed from the street and protected from motor vehicles;
 - (ii) Are visible to passers-by to promote usage and enhance security;
 - (iii) Do not impede or interfere with pedestrian traffic or routine maintenance activities;
 - (iv) Do not block access to buildings, bus boarding or freight loading;
 - (v) Allow reasonable clearance for opening of passenger-side doors of parked cars; and
 - (vi) Are covered, to the maximum extent practicable, where users will leave their bikes for a longer amount of time.
- (3) Long-term bicycle spaces shall be designed to meet the needs of employees, residents, public transit users, and others with similar needs.
- (4) Long-term bicycle parking shall be covered and secured to the maximum extent practicable. Covered bicycle parking includes but is not limited to a secure and accessible room in a building, a secure and accessible enclosure within a parking structure, or a cluster of bicycle lockers at a transit station.

⁸⁵ Increased from current 1 per 20 vehicle spaces.

(c) Design Standards

- (1) Bicycle parking spaces shall be a minimum of six feet long and two feet wide and have an overhead clearance of seven feet if covered.
- (2) A four foot wide aisle is required between rows of bicycle parking spaces or between a row of bicycle parking spaces and any wall.
- (3) Bicycle racks shall be located on improved non-permeable surfaces and shall be anchored to the ground.
- (4) Bicycle racks shall provide two points of contact with the bicycle frame such as an inverted "U" or a post and ring.
- (5) Areas designated for bicycle parking shall be clearly marked and reserved for bicycle parking only.

(d) Alternative Bicycle Parking⁸⁶

The Director may waive or reduce the requirements of this section if:

- (1) Unique or unusual characteristics exist on a development site that would preclude safe travel of bicycles to and from the site; or
- (2) Existing bicycle parking facilities are located within the public right-of-way and within 100 feet of the building's main entrance, provided that a minimum of two bicycle parking spaces are provided on site.

21.08.030 ELECTRIC VEHICLE CHARGING⁸⁷

Commentary

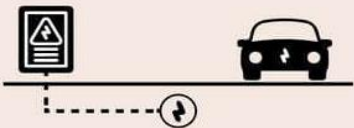
Communities are increasingly incorporating electric vehicle charging requirements and provisions into their zoning codes. The degree of regulation varies broadly across the state and the country. In order to support a discussion about to what extent Grand Junction should regulate electric vehicle charging stations, there are several key terms to know:

⁸⁶ Expands current provision for Director to vary the location of employee bicycle parking.

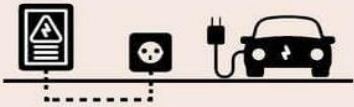
⁸⁷ New.

Types of EV Spaces:


1. EV-Capable
Install electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking spot.



2. EVSE-Ready Outlet
Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet (typical clothing dryer outlet).



3. EVSE-Installed
Install a minimum number of Level 2 EV charging stations.



Types of Charging Stations:

	Power	Time	Standard Use
Level I	⚡ 120V	⌚⌚⌚ 6-10 hrs	Staff use during work day, long term parking at commuter lots or vehicles parked overnight.
Level II	⚡⚡ 204-240V	⌚⌚ 1-3 hrs	Commercial use or work vehicles that are heavily used and need a midday charge.
DC Fast Charging	⚡⚡⚡ 480V	⌚ 30 mins	Best for highway sites to enable longer vehicle trips.

Electric vehicle charging requirements and incentives can be drafted to include a scaled approach of requiring only or more EV-Capable or EV-Ready spaces, rather than the installed charging station itself.

Major considerations for this discussion include:

- Should the full charging station itself be required to be installed or is supporting infrastructure for future stations sufficient?
- If a charging station is required, what level of service should it be?

- Should EV charging only be required for large parking lots (e.g. over 50 spaces)?
- Should EV charging be required for all use types or only multifamily/nonresidential (or other specified uses)?
- Should EV charging be required for redevelopment, reuse, or other small-scale development?
- Should the provision of EV charging be a mandatory requirement or incentivized?

(a) Amount Required

- (1) For all multifamily dwellings, a minimum of 5 percent of the required off-street parking spaces shall provide electric vehicle charging stations.
- (2) Each off-street parking lot or structure for a nonresidential or mixed-use development that contains more than 50 parking spaces shall provide at least one electric vehicle charging station for each 25 parking spaces, or part thereof, provided in excess of 50 parking spaces.

(b) Standards

All electric vehicle parking spaces shall meet the minimum dimensional standards of this chapter and the use-specific requirements of GJMC <> [Electric Vehicle Charging Station].

Chapter 21.09 Subdivision Standards⁸⁸

21.09.010 PURPOSE⁸⁹

The purpose of this chapter is to ensure that all divisions of land subject to this Code are designed to help implement the goals and objectives of the Comprehensive Plan and to:

- (a) Ensure that all developable lots have adequate provision for water service, sewer disposal, and other utilities;
- (b) Ensure that all developable lots had adequate legal access to the public street and highway system;
- (c) Incorporate and emphasize unique features of the land;
- (d) Protect existing natural resources and wildlife habitat, and preserve stands of existing mature trees and native vegetation;
- (e) Reduce fire hazards;
- (f) Mitigate erosion from wind and water;
- (g) Reinforce the importance of public places such as boulevards, parks, and open spaces;
- (h) Avoid development in riverine slide areas, geologically hazardous areas and in floodplains;
- (i) Provide active opens spaces for active and passive use that are integrated with those on abutting properties where possible;
- (j) Promote pedestrian uses, bicycling, and transportation modes other than the private automobile;
- (k) Reduce long-term service and maintenance costs to the City, its residents, and owners in the subdivision;
- (l) Avoid repetitive building and lot layouts;
- (m) Complement adjacent neighborhoods development and uses, and
- (n) Mitigate significant adverse impacts on neighboring developments.

21.09.020 APPLICABILITY⁹⁰

Unless otherwise provided in development or annexation agreement approved by City Council, the provisions of this section shall apply to all divisions of land into legal parcels for development. See GJMC <> [Administration and Procedures] for the process of subdivision review and approval.

⁸⁸ Current 21.06.060.

⁸⁹ Current 21.06.060(b) reorganized and reworded for clarity; subsections (a) and (b) are new.

⁹⁰ Current 21.06.060(a).

21.09.030 GENERAL STANDARDS⁹¹

All subdivisions shall comply with the following:

- (1) GJMC 21.05.020.
- (2) All state laws and regulations regarding surveying and monumentation of land.

21.09.040 LOT LAYOUT AND DESIGN

(a) Designation of Lot Lines

Each plat shall identify the front and rear lot line of each lot. The front lot line shall be the shortest exterior lot line along a street unless the Director determines that a different lot line should be designated based on the lot and street pattern.

(b) Lot Designs to be Avoided⁹²

The creation of the following types of lots shall be avoided to the maximum extent practicable.

- (1) Double Frontage Lots. Where there is no reasonable alternative to the creation of double frontage lots, each lot shall comply with the subdivision perimeter enclosures provisions of GJMC <> [Landscaping, Buffering, and Screening].
- (2) Reverse Corner Lots
- (3) Three Frontage Lots
- (4) Lots with rear lot lines abutting a residential collector street, local street, or cul-de-sac. Creation of lots abutting an arterial or collector street is permitted, but may be required to provide larger building setbacks from those streets.
- (5) Flag Lots. Where there is no reasonable alternative to the creation of flag lots, provided each flag lot complies with the following standards:
 - (i) In a subdivision of four or fewer lots, not more than one lot may be a flag lot;
 - (ii) In a subdivision of five or more lots, not more than 15 percent of the lots may be flag lots;⁹³
 - (iii) The developable "flag" portion of each flag lot shall meet the minimum lot size required in the zoning district where the property is located, without counting the area within the "flagpole" access portion of the lot;
 - (iv) Additional building setbacks for the "flag" portion of the lot may be required to reduce adverse impacts on surrounding properties;
 - (v) Not more than two flag lots may abut each other;
 - (vi) Where two flag lots abut each other, their two "flagpole" access portions of each lot shall abut and a shared driveway shall be provided;

⁹¹ Current 21.06.060(c) and (e) reworded for clarity. Current 21.06.060(d) was not carried forward, as it is covered in the Administration and Procedures provisions. Multiple scattered references to various plans and to the TEDS have been consolidated in this section to avoid repetition.

⁹² Current 21.06.060(f), significantly reorganized and reworded for clarity.

⁹³ Separate rounding down rules were not carried forward; standard rounding rules apply.

- (vii) Except as provided in subsection (D) below, each flag lot shall have at least 25 feet of street frontage;
- (viii) Where the Director determines that access will be needed to access future development, the Director may require the applicant to provide an access easement and an irrevocable offer of dedication of right-of-way 50 feet wide running the full depth of the lot or lots.
- (ix) Each lot shall be designed to allow a motor vehicle to exit the site to the public street driving forward.

(c) Reserve Strips

The creation of reserve strips on the outer edges or elsewhere in any subdivision, when used to the control of access to any public right-of-way, is not permitted.

(d) Alleys

- (1) Alleys shall be included in all residential subdivisions where:
 - (i) One or more adjacent blocks contain alleys, and the inclusion of alleys would continue that pattern; and
 - (ii) Alleys would provide access to residential lots abutting residential collector streets or local streets, and where with garages or parking areas are located behind a principal structure.
- (2) Alleys shall be included in all other residential blocks to the maximum extent practicable.
- (3) Alleys shall be included in mixed-use, commercial, or industrial subdivisions unless alternative service access is provided.

21.09.050 ACCESS, CIRCULATION, AND CONNECTIVITY⁹⁴

(a) General⁹⁵

- (1) Each subdivision shall be designed to continue or create an integrated system of lots, streets, trails, and infrastructure that provides for efficient movement of pedestrians, bicycles, and automobiles to and from adjacent development, while facilitating the use of mass transit.
- (2) Each subdivision shall include a street layout that continues the alignments of streets in adjoining subdivisions or their anticipated locations when adjoining property is not yet developed.
- (3) Each subdivision shall allow for through movement of general traffic to avoid isolation of residential areas and overreliance on arterial streets on the edges of the subdivision for traffic movement, except as required by subsection (g).
- (4) Each subdivision shall be designed to enable emergency service providers, including but not limited to police, fire, and ambulance vehicles to access each lot quickly and efficiently.

⁹⁴ Current 21.06.060(g) with changes as noted.

⁹⁵ General statements in Street Layouts section of current ordinance were integrated into this section.

- (5) Each subdivision shall accommodate a system of major collector, minor/residential collector, and local/residential streets providing multiple direct connections between local destinations such as parks, schools, and shopping, without requiring the use of arterial streets to the maximum extent practicable.
- (6) Each residential and mixed-use subdivision shall provide efficient and reasonably direct motor vehicle, pedestrian, and bicycle access to nearby commercial development, and shall avoid the creation of physical barriers between adjacent residential and commercial areas unless necessary for safety reasons.
- (7) Each subdivision shall include reasonably direct connections to the City's on-street bikeway network and off-road trail system to the maximum extent practicable.
- (8) Street names and property addresses in each subdivision shall comply with the City's adopted Street Naming and Addressing Manual.
- (9) Each subdivision designed for nonresidential primary land uses shall provide for vehicular circulation between adjacent lots and must dedicate or grant appropriate easements ensuring such cross-access between lots.

(b) Access to Public Streets

- (1) All lots shall have direct or indirect access to a dedicated public road. The creation of private streets is not permitted unless approved by City Council.
- (2) If the plat provides for indirect access (i.e., over intervening private drives), access easements or tracts benefiting all lots with indirect access shall be provided on the recorded plat. Easements shall be used to access not more than one lot with no street frontage.
- (3) Single-family attached dwellings and/or multifamily dwellings with no street frontage or limited street frontage may be allowed by the Director provided access is reasonably and readily available for each dwelling unit through the use of private streets, shared drives, parking lots, and/or other specifically identified limited common elements.
- (4) No more than five dwelling units on individual lots may share a single driveway providing access to a public streets.
- (5) Single-family residential lots may be located on a loop lane providing access to a public street, provided the loop lane complies with standards in GJMC 21.05.020(e)(7).

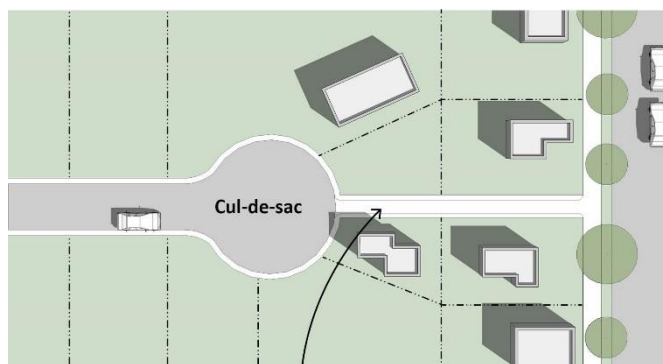
(c) Sidewalks, Walkways, and Sidewalks⁹⁶

- (1) Each subdivision shall provide an integrated system of bikeways, walkways, and sidewalks to allow residents, customers, and the public to safely and directly access all principal uses, public areas, streets, bus stops, parking areas, and trash, recreation, and mail pickup facilities on bicycle and on foot.
- (2) Pedestrian circulation systems shall be separated by a curb or other physical barrier from motor vehicle and bicycle circulation areas to the maximum extent practicable.⁹⁷

⁹⁶ Current section 21.06.060(g)(7) with wording revised for clarity.

⁹⁷ Revised to include the reference to a physical barrier.

- (3) Each subdivision shall provide internal walkways to allow pedestrians reasonably direct access from perimeter sidewalks to the major pedestrian entry of each primary building. If a surface parking lot is located between the primary building and the perimeter sidewalk, at least one pedestrian walkway through the parking lot to the major pedestrian entry of each primary building shall be provided.⁹⁸
- (4) Within each subdivision lot containing multiple primary buildings or uses, internal walkways not located adjacent to a street shall be included to provide reasonably direct connections between common points of pedestrian origin and destination.
- (5) Where a subdivision abuts or includes an arterial or collector street, a bicycle and pedestrian access points into the subdivision shall be provided at least every 1,200 linear feet of arterial and collector street.
- (6) Where the head of a cul-de-sac is only separated from an arterial or collector street by lots accessed from the cul-de-sac, a pedestrian and bicycle easement at least 10 feet in width shall be provided between the head of the cul-de-sac and the arterial or collector street, as shown below:⁹⁹



(d) Support for Public Transit¹⁰⁰

- (1) Each subdivision adjacent to or including an existing or planned or public bus transit route shall include streets designed to facilitate the use of public bus transit.
- (2) The Director may require each subdivision to dedicate and/or construct adequate waiting areas for bus stops in the locations adjacent to arterial or major collector streets identified by a public transit authority; and may also require that the subdivision include reasonably direct walkways to each bus stop area from each nearby street, commercial, industrial use, and public park or gathering area.

⁹⁸ Revised for clarity and conciseness.

⁹⁹ New, to promote pedestrian and bicycle connectivity.

¹⁰⁰ Current section 21.06.060(g)(8) reworded for clarity. Reference to review by public transit authority was deleted as unnecessary; the City may refer any proposed plan or application to any affected public entity or service provider.

21.09.060 OPEN AND UNDEVELOPED SPACES¹⁰¹

(a) Sensitive Lands and Unique Site Features¹⁰²

Each subdivision plat shall include and protect as much of the following open space as the Director deems reasonable to protect public health and safety based on the anticipated size, use, and impacts of the proposed development: ¹⁰³

- (1) Stream beds and corridors, bluffs, ridges, steep slopes, mature trees and/or stands of native vegetation, rock outcroppings, wetlands, native upland ecosystems, riparian areas, and wildlife corridors;
- (2) Water features such as drainages, waste ditches, washes, canals, ditches, lakes, natural ponds, and retention and detention ponds; and
- (3) Natural, geologic or other hazard areas, such as potentially unstable slopes, faults, landslides, rockfalls, expansive soils, and floodplains.

(b) Location and Integration of Open Space¹⁰⁴

- (1) The open space in each subdivision shall be located to create or enhance:
 - (i) Active and passive recreational opportunities,
 - (ii) Landscaped buffers or visual transitions between different types or intensities of land uses,
 - (iii) Community focal points,
 - (iv) Scenic vistas,
 - (v) Wildlife habitat,
 - (vi) Passive water quality treatment, and/or
 - (vii) Opportunities to accommodate multiple compatible uses rather than a single use.
- (2) The open space in each subdivision shall be located to be contiguous to and integrated with schools, parks, and other open spaces or public property in or near the subdivision or on neighborhood property to the maximum extent practicable.
- (3) Storm drainage, retention, and detention ponds shall be located, designed, maintained, planted, and managed to serve as visual amenities, entryway features, or opportunities for passive recreation within the subdivision.
- (4) Open space shall not be located in isolated areas or corners of the subdivision, in peripheral strips along the borders of rights-of-way or the subdivision, or in unconnected patterns unless the Director finds the proposed location would further one of the other goals described above.

¹⁰¹ Current 21.06.060(h) significantly reworded for clarity.

¹⁰² Reorganized and related provisions from other sections integrated.

¹⁰³ Last clause added to clarify criteria to be used by Director in making this decision.

¹⁰⁴ Reorganized, and related content from other subsections integrated.

(c) Public Access and Visibility

- (1) Open spaces in each subdivision shall be open, accessible, and visible to all residents of the subdivision and to the public using public streets, trails, and open spaces to the maximum extent practicable and consistent with public health and safety.
- (2) If a subdivision contains or abuts a publicly owned natural area, the Director may require the subdivision plat to include such easements and rights-of-way as are necessary to allow reasonable access for the public to such natural area. Conveyance to the public requirement or dedication to the City may be credited against any park or open space dedication or fee in lieu of such land required by the City, upon approval of the City Council.

21.09.070 NATURAL HAZARDS AND SIGNIFICANT NATURAL FEATURES

(a) Natural Hazards

If natural or geologic hazards exist within the property, the applicant shall comply with either subsection (1), subsection (2), or a combination of those approaches:

- (1) Identify the limits of development (as defined in subsection (b) below on the plat and include a plat note that those areas are not available for sale nor development;
- (2) Provide a report from a geotechnical engineer licensed in Colorado designating the specific mitigation measures or engineering precautions necessary to make such areas safe for development and occupancy, and include a plat note stating that development will be subject to those mitigation measures and engineering precautions although the specific design needed as a part of a building permit may occur as a part of the building permit; or

(b) Significant Natural Features

- (1) Each subdivision plat shall identify each of the following that exist within the area covered by the subdivision plat.
 - (i) All significant natural features, including but not limited to bluffs, ridges, steep slopes, stands of mature trees, rock outcroppings, wetlands, native upland ecosystems, riparian areas, and wildlife corridors; and
 - (ii) All significant water features, including but not limited to drainages, washes, canals, ditches, lakes, natural ponds, and retention and detention ponds.
- (2) Each subdivision plat containing any of the features listed or referenced in subsection (1) shall show the limits of development established pursuant to subsection (c) below and shall include a plat note clearly stating that such areas are not available for sale or development.

(c) Limits of Development¹⁰⁵

Each subdivision plat shall specify the limits of development (LOD), which shall include all specific areas of a subdivision within which development and construction shall be limited or

¹⁰⁵ Current section 21.06.060(h)(8) with minor wording changes for clarity.

prohibited so that natural hazard areas are avoided and significant natural features are preserved. LODs shall be determined based on:

- (1) Available mapping of hazard areas and significant natural features;
- (2) Site topography, including but not limited to steepness of slopes, existing drainage features, rock outcroppings, river and stream terraces, valley walls, ridgelines, and scenic topographic features; and
- (3) The practical needs to give access to heavy equipment for the developed project and reasonable staging and operational areas. Plat notes shall indicate any areas in which construction or development activities are only permitted during build-out of the subdivision, and that shall thereafter be outside the LODs.¹⁰⁶

¹⁰⁶ Last sentence is new.

Chapter 21.10 Sign Standards¹⁰⁷

21.10.010 PURPOSE AND APPLICABILITY

This chapter governs exterior signs on real property. The proliferation and disrepair of signs can deter the effectiveness of signs, cause dangerous conflicts with traffic control signs and signals, and contribute to visual pollution to the detriment of the general public. No sign shall be displayed in any zone district without a sign permit, except where the provisions of this section expressly provide otherwise. Signs placed by a governmental entity are exempt from this section.

21.10.020 PROHIBITED SIGNS

Prohibited signs are signs that:

- (a) Contain an obscene statement, word, or picture describing or depicting sexual activities or sexual anatomical areas;
- (b) Contain, or are an imitation of, an official traffic sign or signal or contain the words: "STOP," "GO SLOW," "CAUTION," "DANGER," "WARNING," or similar words;
- (c) Are of a size, location, movement, content, coloring or manner of illumination which may be confused with, or construed as, a traffic control device or which hide from view any traffic or street sign or signal;
- (d) Contain or consist of portable signs, tent signs, or strings of light bulbs not permanently mounted on a rigid background, except that one portable sign per business will be allowed next to the building in shopping areas where pedestrians circulate, so long as such portable sign is not placed in a parking lot or in any median, does not visually or physically obstruct vehicular or pedestrian circulation, and does not exceed 12 square feet in size and three feet in width;
- (e) Are erected after adoption of this Code and do not comply with the provisions of this regulation;
- (f) Do not comply with the laws, rules and regulations of the State of Colorado as now or hereafter enacted and/or amended. See § 43-1-401, C.R.S. et seq.;
- (g) Create a hazard for, or impede safe or efficient movement of, motorists or pedestrians;
- (h) Are placed in whole or in part in, on or over any part of a public right-of-way, except where the sign is placed by a governmental entity. The Director has the authority to remove and dispose of any sign placed in or on or protruding into, onto or over any part of a public right-of-way without compensation to any person or entity; or
- (i) Are interactive signs that are readable with normal vision from the public right-of-way. Interactive signs readable from the public right-of-way are prohibited because they distract drivers and pedestrians so as to constitute a significant safety risk.

¹⁰⁷ Current 21.06.070, carried forward without change.

21.10.030 SIGNS THAT DO NOT REQUIRE A PERMIT

The following signs are allowed on a lot/parcel in any zone district:

- (a) One sign that is integral to or flush-mounted on a building or structure that is no greater than four square feet in area.
- (b) A sign that is not illuminated, not digital or electronic, and not permanent in nature; for example, one that is planted into the ground or affixed to an object or structure by temporary means, does not have a foundation, is made of lightweight and thin materials such as a single sheet of plastic, thin metal, plywood or paper, except for wind driven signs and banners which are regulated separately in GJMC 21.10.040, and except for prohibited signs discussed in GJMC 21.10.020, with the following limitation:
 - (1) On a parcel of less than one acre, up to six such signs are allowed, so long as each sign is not greater than six square feet in area, except in that one of these signs may be up to 32 square feet in area when construction is occurring on a parcel or a subdivision of land is being developed.
 - (2) On a parcel of one acre or larger, up to six such signs per acre are allowed, so long as each sign is not greater than six square feet in area, except that one sign per acre can be up to 32 square feet in area.

21.10.040 WIND DRIVEN SIGNS AND BANNERS

- (a) A banner permit shall be required prior to any use of wind driven signs or banners.
- (b) Banners and wind driven signs may be displayed for a up to 30 consecutive days up to four times in a 12-month calendar year. Permit periods may run consecutively.
- (c) All banners must be secured directly to the structure, fence, or post that is permanently affixed to the ground.
- (d) All wind driven signs must be professionally made, must be in good repair and appearance, and must also be so located and installed so as not to pose a safety hazard for motorists or pedestrians. Such signs shall not be attached to any object located in the public right-of-way.
- (e) In addition to other available penalties, failure to comply with the terms of a permit issued under this section shall result in the loss of a permit.

21.10.050 NONCONFORMING SIGNS

- (a) All signage on site shall be brought into conformance with this Code prior to approval of any new sign permit on the property.
- (b) Any nonconforming sign that has been damaged in excess of 50 percent of its replacement cost by fire, wind or other cause except vandalism shall not be restored without conformance with the provisions of this regulation.
- (c) Sign face changes are allowed without a permit, including converting from static display to digital/electronic display, if no other changes are made to the sign size, height or structure. Digital and electronic signs must comply with regulations governing such.

21.10.060 DIGITAL OR ELECTRONIC SIGN STANDARDS

(a) Purpose and Intent

Advancements in technology permit signs to change copy electronically, utilizing LED, LCD and other technologies. The impacts of these may disrupt the peace and quiet enjoyment of other properties in the area and create traffic hazards. Limitations on brightness is necessary in order to mitigate these impacts, protect public health and safety, and preserve the character of areas, especially residential neighborhoods.

(b) Brightness

- (1) The maximum brightness levels for signs shall not exceed 0.3 (three tenths) footcandles over ambient light levels. Measurements of light are based on the area of the sign versus measurement of the distance. Using a footcandle meter, brightness shall be in conformance with the following distance table:

Area of Sign (sq. ft.)	Measurement of Distance (ft. from sign)
0-10	30
10-24	45
25-49	55
50-99	90
100-149	110
150-199	135
200-300	150

- (2) The measurement shall be conducted at least 30 minutes after sunset or 30 minutes before sunrise. Certification must be provided to the City upon installation that the sign has been preset to automatically adjust the brightness to these levels or lower. Re-inspection and recalibration may be periodically required by the City at the permittee's expense, to ensure that the specified brightness levels are maintained at all times.
- (3) Interactive signs are prohibited.
- (4) All new electronic display signs shall have photocell technology that will be used to dim the displays for appropriate nighttime viewing from dusk to dawn or when ambient light conditions warrant such changes.

21.10.070 GENERAL REQUIREMENTS

(a) All Zone Districts

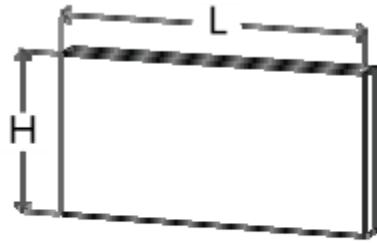
The following requirements shall apply to all signs in all zones unless otherwise indicated:

- (1) A permit is required for placement or display of any new sign, except where otherwise stated or where specifically exempted by the provisions of this section.

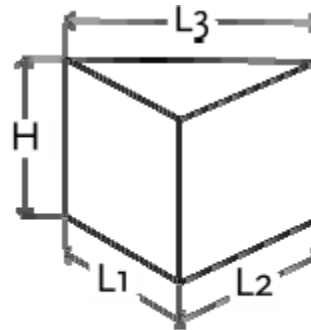
- (2) Touching up, repainting or changing existing letters, text, symbols, graphics, or other content is considered maintenance and repair and does not require a permit.
- (3) Only a licensed sign contractor can obtain a sign permit.
- (4) All signs shall be permanent in nature except for those nonpermanent signs allowed under GJMC 21.10.030.
- (5) All exterior signs shall be engineered to withstand a minimum wind load of 30 pounds per square foot.
- (6) No sign shall be placed on any curb, sidewalk, post, pole, hydrant, bridge, tree or other surface located on public property including the posting of handbills except as expressly authorized by this section.
- (7) Regardless of sign allowances by zone district, no single sign shall exceed 300 square feet in area.

(b) Sign Measurement

- (1) The total surface area of one sign face of freestanding signs and projecting wall signs shall be counted as part of the maximum total surface area allowance. Sign enhancement features such as bases, pillars, and other decorative elements as part of monument signs shall not be counted as part of the maximum square footage of the sign, provided such features do not exceed the size of the sign face.
- (2) The total surface area of all sign faces of roof signs shall be counted as part of the maximum total surface area allowance.
- (3) For measurement of different shapes of signs, see the graphics below.
- (4) The total surface area of three-dimensional figures shall be counted as part of the maximum sign allowance.
- (5) The area of flush wall signs with backing or a background that is part of the overall sign display or when backed by a surface which is architecturally a part of the building shall be measured by determining the sum of the area of each square, rectangle, triangle, portion of a circle or any combination thereof which creates the smallest single continuous perimeter enclosing the extreme limits of each word, written representation (including any series of letters), logo or figure including all frames, face plates, nonstructural trim or other component parts not otherwise used for support.
- (6) The area of a facade sign shall be determined to be the sum of the area of each of the smallest perimeter enclosing the limits of each work and written or graphic representation, including letter, number, character, and/or logo used for advertising, offering or merchandising a product, or for service identification. The area of a mural painted on a wall shall not be included in the sign area calculation.

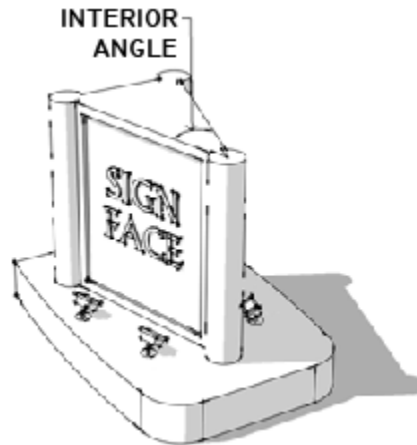


DOUBLEFACE SIGN
H x L



TRIANGULAR SIGN
 $[(H \times L1) + (H \times L2) + (H \times L3)] / 2$

- (7) Only one display face is measured if the sign faces are parallel or form an interior angle of less than or equal to 60 degrees; provided, that the signs are mounted on the same structure. If the faces are of unequal area, then sign area is equal to the area of the larger face.



(c) Sign Illumination

No illumination of a sign is permitted unless the following criteria are met:

- (1) The light from any illuminated sign shall be so shaded, shielded and directed that the light intensity or brightness shall not be objectionable to surrounding areas.
- (2) Neither the direct or reflected light from a light source shall create a traffic hazard to operators of motor vehicles on public thoroughfares or approaches to public thoroughfares.
- (3) No exposed reflective type bulb or incandescent lamp, which exceeds 40 watts, shall be used on the exterior surface of a sign to expose the face of the bulb, light or lamp to any public street or adjacent property.
- (4) Electrical service provided to illuminated signs may require an electrical permit from the Building Department.

(d) Identification and Marking

Each sign requiring a permit shall bear an identification plate stating the following information:

- (1) Date the sign was erected; and
- (2) Name of person, firm or entity responsible for its construction and erection.

(e) Temporary Use Signs

Sign(s) placed in connection with a temporary use that requires a temporary use permit shall conform to the requirements, conditions and terms of the temporary use permit.

21.10.080 SIGN STANDARDS BY ZONE DISTRICT

The following restrictions and requirements apply to permanent signs in the given zone districts.

(a) All Zone Districts

Any property containing a nonresidential use that abuts an arterial street may be permitted to have one monument style sign on one such frontage that meets the requirements of subsection (d) of this section.

(b) Residential Zone Districts

One permanent sign per residential lot not exceeding six square feet in area is allowed, subject to the standards below.

- (1) One permanent monument sign up to 32 square feet in area is allowed at a multifamily apartment/condominium building/complex and on each common area parcel that abuts a public right-of-way; for purposes of this subsection, "common area parcel" means a parcel that is owned by a homeowners' association for the benefit of all lot owners in a planned community, common interest community or condominium.
- (2) For a nonresidential use in a residential zone, one sign not to exceed 24 square feet in area is allowed per street frontage.
- (3) Location. Permitted signs may be anywhere on the property. If freestanding, the top shall not be over eight feet above the ground. If building-mounted, the sign shall be flush-mounted and shall not be mounted on a roof of the building or project above the roof line.
- (4) Illumination. Indirect or internal illumination only shall be utilized for letter faces and/or logos.

(c) MU-1 District¹⁰⁸

(1) General

The MU-1 zone district provides a transition from residential to commercial development and consequently requires more restrictive sign regulations to maintain compatibility.

(2) Types Allowed

Flush wall signs and monument signs shall be the only sign types allowed.

(3) Location and Size

Signs shall be located at least 10 feet behind the front property line. Total sign area shall not exceed 25 square feet per street frontage. The sign allowance for one street frontage may be transferred to a side of a building that has no street frontage, but cannot be

¹⁰⁸ Current standards applied to R-O converted to MU-1 district (consolidated R-O and B-1).

transferred to another street frontage. Monument signs shall not exceed eight feet in height.

(4) Illumination

Signs may be externally illuminated; no other illumination of signs is allowed. All lights used for illumination of signs shall be arranged so as to confine direct light beams to the lighted sign and away from adjacent residential properties and out of the direct vision of motorists passing on adjacent streets. Illumination of signs shall comply with GJMC Chapter 21.11 and shall be limited to authorized business hours.

(5) Sign Area

The area of flush wall signs and monument signs shall be calculated as per the graphics shown under GJMC 21.10.070(b).

(d) All Other Mixed-Use and Industrial Zone Districts¹⁰⁹

(1) General

This section shall apply to the MU-2, MU-3, MU-4, MU-5, I-1, and I-2 zone districts.

(2) Types Allowed

Signs in the business, commercial, and industrial zones may include facade signs, flush wall signs, freestanding signs, projecting signs and roof signs. All signs allowed in residential zones are also allowed in business, commercial or industrial zones.

(3) Location and Size

Permitted signs may be anywhere on the premises except as specifically restricted in this subsection (see specific sign type and pertinent zoning regulation). The total amount of signage to be allowed on any property shall not exceed the sign allowance as calculated in accordance with subsection (d)(5)(ii) or (d)(7)(ii) of this section, whichever is greater. No single sign may be larger than 300 square feet. No projecting sign may exceed the allowances in subsection (d)(6) of this section.

(4) Illumination

Unless specifically prohibited, all of the following signs may be illuminated within the limits allowed under GJMC 21.10.070(c) and GJMC Chapter 21.11.

(5) Facade Signs, Flush Wall Signs and Roof Signs

- (i) The sign allowance shall be calculated on the basis of the area of the one building facade that is most nearly parallel to the street that it faces. Each building facade which faces a dedicated public street shall have its own separate and distinct sign allowance. The sign allowance for facade signs and flush wall signs on buildings located on interior lots (lots not on a corner) which are oriented perpendicular to the street shall be based on the longer building facade. The total sign allowance, or any percentage thereof, of one frontage may be transferred to a building facade that has no frontage on a dedicated public street, provided the transferred amount does not

¹⁰⁹ Replaces "Business, Commercial, Industrial Zones (B-1, B-2, C-1, C-2, I-O, BP, M-U, I-1, I-2, and AE (Formerly PAD))" to align with proposed new zone districts.

exceed two square feet of sign area per linear foot of the facade on which it is being placed.

- (ii) Two square feet of sign area shall be allowed for each linear foot of building facade for facade signs, flush wall signs and roof signs. The measurement of a roof sign shall be based on the square footage of each sign face. Flush wall signs may extend up to 12 inches from the face of the building if the base of the sign is at least eight feet above ground level. (Show window signs in a window display of merchandise when incorporated with such display will not be considered part of the total sign allowance.)
- (iii) On any building which allows facade signs, flush wall signs, roof signs, or projecting signs, a maximum of two of these types may be used. If a flush wall sign and roof sign are used, the sign allowance of two square feet per linear foot of building may be divided between the two types of signs. If either a flush wall sign or roof sign and a projecting sign are used, the allowance for the projecting sign shall be subtracted from the flush wall sign or roof sign allowance.
- (iv) Roof signs shall be manufactured such that no guy wires, braces, or secondary supports shall be visible. Maximum height for roof signs shall be such that height of the structure and the sign together do not exceed the maximum height for the zone district.
- (v) One sign that is flush-mounted on the rear facade of a structure that is no more than 16 square feet in area is allowed, which sign does not count toward the total sign allowance for the parcel or building (if there is more than one such sign, the other(s) shall count toward the total sign allowance).

(6) Projecting Signs

Signs may project up to 72 inches from the face of the building if located eight feet or more above grade. They shall not project beyond the back of curb, nor within two feet of the edge of the roadway if there is no curb. Total area per sign face shall not exceed one-half square foot per linear foot of building facade. If the projecting sign is the only sign mounted on the building, the minimum sign allowance shall be 12 square feet.

(7) Freestanding Signs

Freestanding signs shall comply with the following requirements:

- (i) No more than one freestanding sign shall be permitted for any parcel for each street frontage. The sign allowance per frontage can only be used on that frontage and shall not be transferred to any other frontage, except where otherwise provided.
- (ii) Maximum sign allowance shall be calculated by the linear front foot of property on a public street right-of-way in conformance with the following:
 - (A) Two traffic lanes: Maximum area of sign per face per front foot of property, three-quarters square foot; maximum height, 25 feet.
 - (B) Four or more traffic lanes: Maximum area of sign per face per front foot of property, one and one-half square feet; maximum height, 40 feet.

- (iii) Signs may be installed at street right-of-way line. The sign face may project up to 72 inches into the right-of-way, if located 14 feet or more above grade, but shall not project closer than 24 inches to the back of the curb. If the existing street right-of-way width is less than that required in this code, the distance shall be measured from the line of such right-of-way as required by this code rather than from the existing right-of-way line. Ute and Pitkin Avenues shall be calculated using four lanes.
- (iv) On a corner lot, a freestanding sign shall not be placed within the sight distance triangle, as defined in TEDS (GJMC Title 29), unless free air space is maintained as provided in TEDS (GJMC Title 29). A single pipe support with no sign structure or copy shall not be considered a violation of the free air space requirement.
- (v) In addition to freestanding signs as allowed above, up to two additional freestanding signs per street frontage, not greater than three square feet in area and no more than 30 inches in height, are allowed.
- (vi) When electrical service is provided to freestanding signs, all such electrical service shall be underground.
- (vii) All freestanding signs shall require a building permit in addition to a sign clearance.
- (8) Flush wall or freestanding sign(s) with text so small as to not be readable with normal eyesight from a public right-of-way are allowed, so long as such sign does not exceed 32 square feet in area. Such signs shall not count toward the total sign allowance or the maximum freestanding sign allowance.

(e) Outdoor Advertising Signs

Outdoor advertising signs erected on ground or wall locations (and roof locations done within the regulations and limitations of roof signs) shall only be permitted in the C-2 (general commercial) and I-1 and I-2 (industrial) zones, subject to the following conditions, limitations and restrictions:

(1) Height Limitations

No outdoor advertising sign shall be erected higher than 40 feet above the level of the street or road upon which the sign faces, or above the adjoining ground level if such ground level is above the street or road level. No outdoor advertising sign shall have a surface or face area exceeding 300 square feet in area or containing less than 15 square feet in area.

(2) Distance

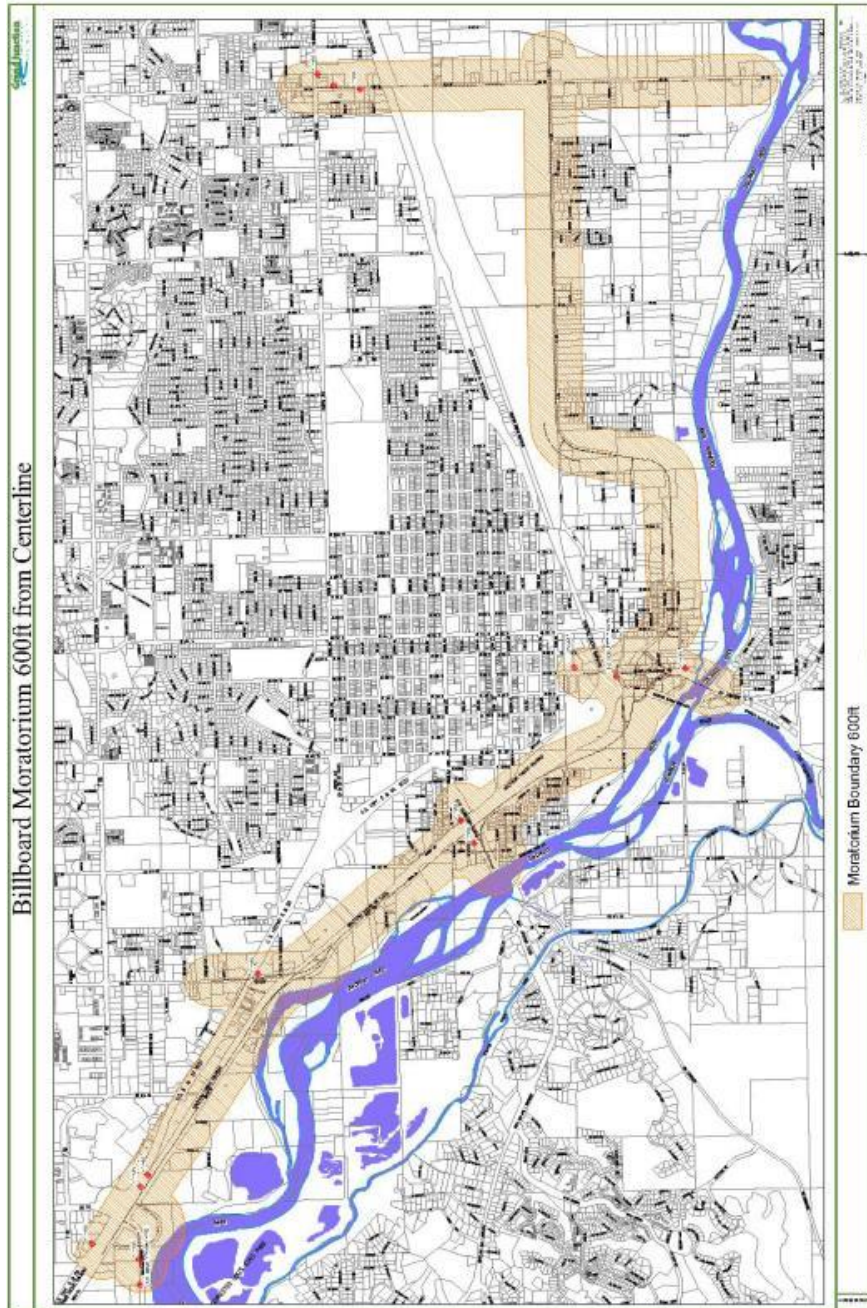
For each square foot of surface or facing of the sign, two feet of space from adjacent outdoor advertising signs shall be maintained. Such distances shall be determined by using the largest sign as criterion. For example, no sign can be erected closer than 600 feet to an existing 300-square-foot sign. A maximum of one outdoor advertising sign shall be allowed per lot or parcel of land.

(3) Location

- (i) A sketch, drawn to scale, depicting the size and location of the proposed billboard shall be provided. The sketch shall be prepared by a licensed surveyor and shall indicate dimensions from the proposed billboard to the closest adjacent aliquot

section line and shall include coordinates. The sketch shall also include the location of the proposed billboard to the nearest adjacent right-of-way line, if applicable. The sketch shall be signed and sealed by the surveyor.

- (ii) Outdoor advertising signs shall not be located within 600 feet from the centerline of the Riverside Parkway as depicted below.



(4) Illumination

Outdoor advertising signs that are illuminated by indirect or external illumination shall use only downward facing, downcast light to confine direct light beams to the sign and out of the direct vision.

(5) Prohibited Signs

Prohibited signs are signs that do not comply with the laws, rules and regulations of the State of Colorado as now or hereafter enacted or amended. See § 43-1-401, C.R.S. et seq.

(f) P-1 and P-2 Districts¹¹⁰

Signage on a property zoned P-1 or P-2 shall be limited to signage allowed in the surrounding zone districts.

(g) Planned Developments

No sign other than those permitted in any zone district in GJMC 21.10.030 shall be allowed on properties in a planned development zone unless the sign has been approved as part of the development plan. Variance of the maximum total surface area of signs shall not be permitted, but the maximum sign allowance for the entire development or use may be aggregated and the total allowance redistributed.

(h) Sign Packages

A site or sites that consist of more than one developed parcel of land that are abutting and function as one through the sharing of vehicular access through, across, over, entrance onto, and/or exit from the site and/or parking (such as a shopping center) may be considered for a sign package through a sign package permit. Variance of the maximum total sign allowance shall not be permitted, but the maximum sign allowance for the entire site or sites may be aggregated and the total allowance redistributed for the same type of sign. For example, freestanding sign allowance may be redistributed among freestanding signs, but a freestanding sign allowance may not be redistributed for a facade sign. See GJMC <> [Sign Package].

21.10.090 REMOVAL AND DISPOSITION OF SIGNS

(a) Maintenance and Repair

No person shall allow, on any premises owned or controlled by him, any sign that is in a dangerous or defective condition.

- (1) The Director shall require the owner of the sign and/or the owner of the premises upon which it is located to remove or repair any such sign. In cases of immediate danger to the public due to the defective nature of a sign, the Director may have the sign removed and assess the costs of the removal against the property. Such assessment shall constitute a first and prior lien on the property, equivalent to ad valorem taxes, and shall be collected in the same manner as the real estate taxes on the property.

¹¹⁰ Updated from CSR to P-1 and P-2 to align with new proposed zone districts.

- (2) All signs shall be safe and maintained in good appearance as well as safety including the replacement of defective parts, painting, repainting, cleaning and other acts required for proper maintenance. Failure to properly maintain a sign shall be a violation of this code.

(b) Abandoned Signs

- (1) Signs are allowed on otherwise vacant property so long as a permit is obtained (unless a permit is otherwise expressly not required) and so long as the sign allowance for the zone district is adhered to. However, a sign structure that has no content or is “blank” and has fallen into disrepair and which is located on property which is unoccupied for a period of 12 consecutive months or more shall be deemed abandoned.
- (2) An abandoned sign is prohibited; the owner of the sign or the owner of the premises shall remove the sign and supporting structure. An abandoned sign which is not removed in a timely manner may be removed by the Director under the provisions of this section.

21.10.100 REGULATED CANNABIS BUSINESS SIGNAGE AND ADVERTISING

(a) General

- (1) All signs and advertising for regulated cannabis stores shall comply with all applicable provisions of the Colorado Marijuana Code, any regulations adopted pursuant thereto, the provisions of this chapter and of Chapter 5.13 GJMC, and the City’s ordinances and regulations regarding signs and advertising.
- (2) No sign shall use the terms “pharmacy,” “pharmacist,” “pharmaceutical,” “rx,” or any other similar variation of such terms as its corporate, business, or “doing business as” name, so as to prevent a reasonable person from concluding such business is involved in the practice of pharmacy, as regulated by Pharmaceuticals and Pharmacists, C.R.S. Article 22 of Chapter 12. Additionally, no regulated cannabis stores may use any of the above terms or any similar variation thereof in any of its signs, placards, promotional, or advertising materials. Additionally, no signs that mimic or allude to pharmacy or medical related symbols, including but not limited to medical style crosses regardless of proportions or colors, shall be used or displayed in nonmedical regulated cannabis stores.
- (3) No sign shall include advertising material that is misleading, deceptive or false or that, as evidenced by the content of the advertising material or by the medium or the manner in which the advertising material is disseminated, is designed to appeal to persons under 21 years of age.

(b) Maximum Sign Dimensions

- (1) For properties that lie within an existing overlay district regulated by GJMC Title 22, 24, 25, 26, or 27 the specific regulations within the overlay shall apply.
- (2) For all other properties within the City, only flush wall mounted signs or monument signs shall be allowed. Maximum sign allowances shall be calculated according to the provisions of this chapter and subject to the following limitations:
 - (i) Maximum height: 20 feet; and
 - (ii) Maximum area: 150 square feet per sign face.

(c) Signs Not Requiring a Permit

Signs and advertising not requiring a permit include:

- (1) Sign-wavers or other natural persons standing in the public. No regulated cannabis stores shall advertise with sign-wavers or other natural persons within the buffering distances from specified land uses as provided in GJMC <> [Regulated Cannabis Stores, Buffering].
- (2) Any advertisement contained within a newspaper, magazine, or other periodical of general circulation within the City or on the internet, which may include coupons.
- (3) Any nonconsumable merchandise or accessories.
- (4) A booth at an adult event or job fair where the only items distributed are company or educational materials and no other items are distributed, shown or sold.
- (5) Business cards within the business or handed directly to an individual who is over the age of 21.
- (6) Showing a government-issued verification of age or military status, or registration for a charitable event, or similar item the showing of which, without providing a separate printing to the business, entitles the holder to a discount for a particular product or service.
- (7) Company materials and educational materials distributed inside the cannabis business.

Chapter 21.11 Outdoor Lighting¹¹¹

Commentary

In order to support One Grand Junction’s strategy to “Use development regulations to promote best practices in lighting that protect night skies,” the current outdoor lighting regulations have been updated to strengthen and introduce new “dark sky” compliant lighting standards.

21.11.010 PURPOSE¹¹²

The purpose of this section is to:

- (a) Minimize light pollution, light trespass, and glare;
- (b) Conserve energy and resources;
- (c) Provide safe roadways for motorists, bicyclists, and pedestrians;
- (d) Ensure sufficient lighting can be provided where needed to promote safety and security; and
- (e) Protect and reclaim the ability to view the night sky.

21.11.020 APPLICABILITY

(a) Applicability¹¹³

This section shall apply to all lighting installed on new development, development that increases the gross floor area of the development by more than 10 percent and use changes that require an increase in parking as well as all replacement lighting.

(b) Exemptions¹¹⁴

The following are exempt from this section:

- (1) Luminaires with lamps of 100 watts or less on residential structures in Residential zone districts existing prior to April 5, 2010;
- (2) Emergency lighting used by police, fire fighting, or medical personnel, or at their direction;
- (3) Traffic control devices and luminaires on these devices installed by the City or other governmental entity;
- (4) Navigational lighting systems at airports and other lighting necessary for aircraft safety;
- (5) Holiday lighting and seasonal decorations using typical unshielded low-intensity incandescent lamps; and

¹¹¹ For the purpose of this draft, certain standards in this section include new exemplary graphics as a starting point for discussion. After further review and discussion with staff, the existing graphics will be reproduced to a consistent style.

¹¹² Current 21.06.080(a).

¹¹³ Replaces current 21.06.080(b) applicability to “all new land uses, structures or building additions.” Updated to align with a similar applicability structure as the Site and Structure Standards.

¹¹⁴ New.

- (6) Lighting for temporary festivals, carnivals, or other special events lasting less than 14 consecutive days, provided the lighting turned off within 30 minutes after the last event of each day.

21.11.030 PROHIBITED LIGHTING¹¹⁵

The following types of outdoor lighting are prohibited:

- (a) Any lighting that could interfere with the safe movement of motor vehicles, bicycles, or pedestrians on public or private streets;
- (b) Searchlights and rotating beacons;¹¹⁶
- (c) Laser, strobe, and or flashing light sources or any similar high intensity light for outdoor advertising or entertainment;
- (d) Mercury vapor and low-pressure sodium lighting;
- (e) Upward-directed lighting that allows spillage into the sky; and
- (f) Tower lighting, unless required by the Federal Aviation Administration (FAA).

21.11.040 LIGHTING PLANS

(a) Lighting Plan Required¹¹⁷

A lighting plan shall be submitted for all uses that require the submittal of a Major or Minor Site Plan review as set forth in GJMC <> [Site Plan, Major and Minor].

21.11.050 GENERAL STANDARDS

(a) Lighting Types and Efficiency¹¹⁸

- (1) LED or other high efficiency light fixtures shall be used to the maximum extent practicable.
- (2) All light fixtures shall generate at least 80 lumens per watt of energy consumed, as shown on the manufacturers' specifications for the fixture.
- (3) All exterior lighting shall have a correlated color temperature (CCT) below 3,001 Kelvin degrees.¹¹⁹

¹¹⁵ All items, excluding (b) and (d), are new.

¹¹⁶ Expanded provision; currently only applies to searchlights for advertising purposes.

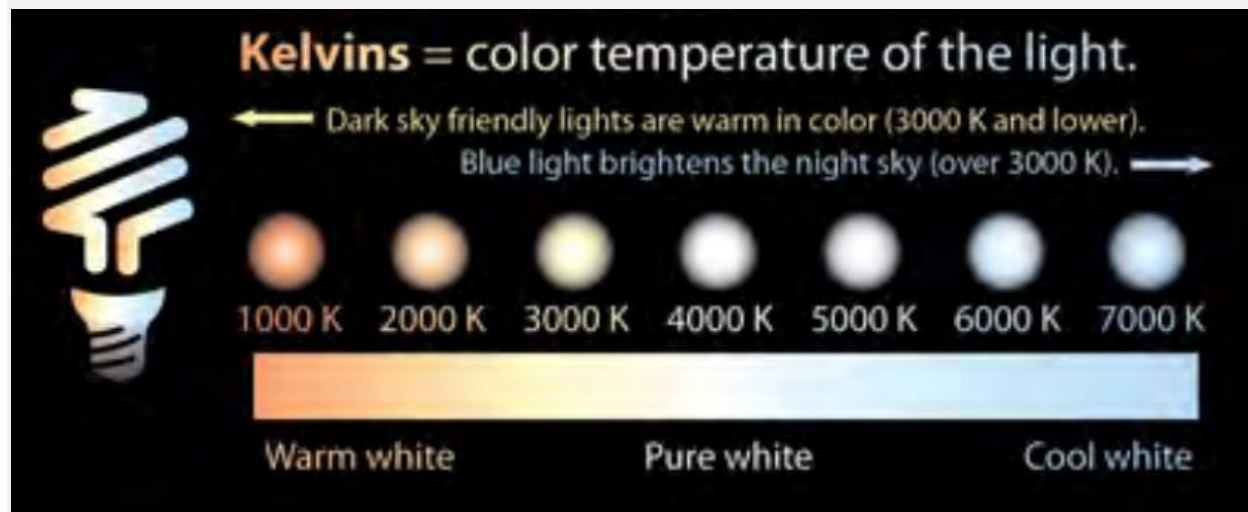
¹¹⁷ Replaces current 21.06.080(d)(4) and (5) that determine lighting plan requirement based on number of parking spaces based on current staff practice.

¹¹⁸ New standards to limit inefficient light fixtures that consume significant amounts of energy and limit flare from blue-white light sources. The requirements in paragraphs (2) and (3) are standard information provided on specification sheets of lighting fixtures therefore easy for applicants to provide and staff to review in conjunction with the lighting plan.

¹¹⁹ The illumination requirements of the Sign Standards currently require compliance with the Outdoor Lighting chapter as a whole. Staff is continuing to discuss if signs should be exempted from this requirement or maintain separate, higher, requirements based on industry trends.

Commentary

Kelvin refers to the temperature (e.g., coolness or warmth) of light. The Kelvin rating on a light fixture indicates the shade of white that is given off by the light source. Lower Kelvin ratings produce warmer light that is less harmful to human health and the environment. The International Dark Sky Association recommends Kelvin temperatures of 3,000 and below.



(b) Lighting Height¹²⁰

No light fixtures shall be mounted more than 35 feet above the ground unless as a part of an approved sports field or outdoor amphitheater.¹²¹

(c) Shielding and Light Trespass

- (1) All light fixtures shall be aimed and shielded so that the direct illumination shall be confined to the property boundaries of the light source. Lighting shall not be aimed onto adjacent properties, except in cases of shared parking, shared pedestrian pathways, or for coordinated development sites spanning multiple parcels.¹²²
- (2) Lighting fixtures shall not be directly visible from adjacent roadways or residential uses and shall not interfere with the safe operation of vehicles moving on or near the site.¹²³
- (3) Light sources shall be concealed or shielded with luminaires with cut-offs with an angle not exceeding 90 degrees to minimize the potential for glare and unnecessary diffusion on adjacent properties.¹²⁴

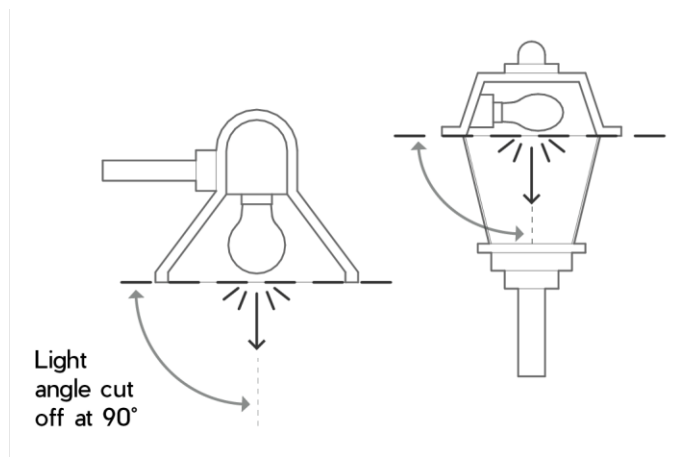
¹²⁰ Current 21.06.080(c)(2).

¹²¹ Clarified reference to "outdoor recreational facility."

¹²² Expanded current 21.06.080(4) and consolidated with (d)(1).

¹²³ Broadly applied a current parking lot lighting standard.

¹²⁴ New.



- (4) Light levels measured at the property line of the development site shall not exceed 0.2 footcandles as a direct result of the on-site lighting.¹²⁵

(d) Lighting Output Levels¹²⁶

All lighting used to illuminate buildings, parking lots, walkways, or other site features, with the exception of lighting for public streets, shall comply with the following minimum and maximum outputs.

Table 21.11-9 Lighting Level Requirements		
Area	Minimum (footcandles)	Maximum (footcandles)
Building Entries (Nonresidential)	1.0	10.0
Bicycle Paths and Pedestrian Walkways	0.6	10.0
Loading and Unloading Platforms	5.0	20.0
Parking Areas	0.6	10.0
Playgrounds	5.0	10.0
Under-Canopy Areas	5.0	20.0 ¹²⁷

(e) Lighting Controls

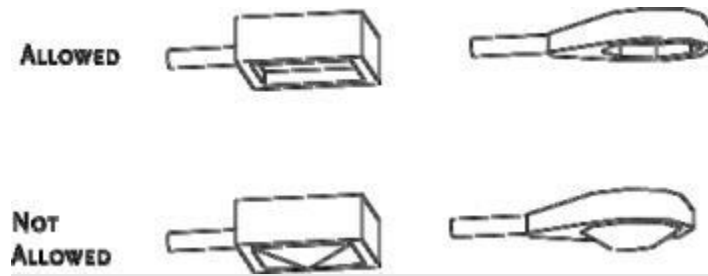
- (1) Floodlights shall not be used to light all or any portion of any building facade between the hours of 10:00 p.m. and 6:00 a.m.
- (2) All exterior lighting not necessary for security purposes shall be reduced, activated by motion sensor devices, or turned off during non-operating hours. Any illumination

¹²⁵ Replaced 0.1 footcandles limitation 20 feet beyond the property line for ease of enforcement.

¹²⁶ New table to include additional requirements for specific areas within a development. The requirement to maintain an average of 3.0 footcandles has not been carried forward.

¹²⁷ Increased from current 30.0.

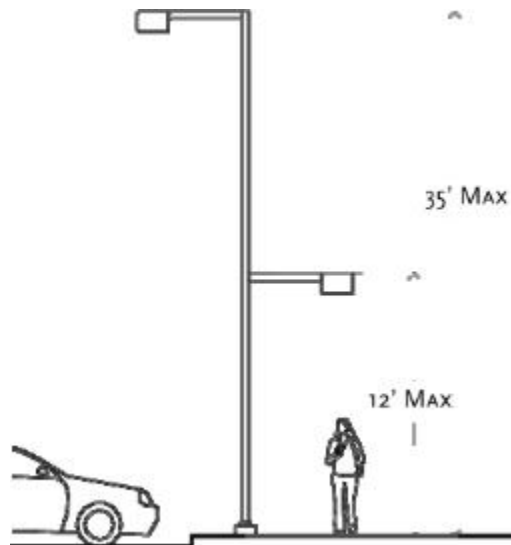
between 10:00 p.m. and sunrise shall use full cutoff light fixtures and be reduced to levels sufficient for security purposes only.¹²⁸



21.11.060 STANDARDS FOR SPECIFIC LIGHTING TYPES

(a) Parking Areas

- (1) The maximum height of required lighting is 35 feet, measured from the parking surface to the top of the lighting fixture. Lighting located near buildings and adjacent to sidewalks shall not exceed 12 feet in height.



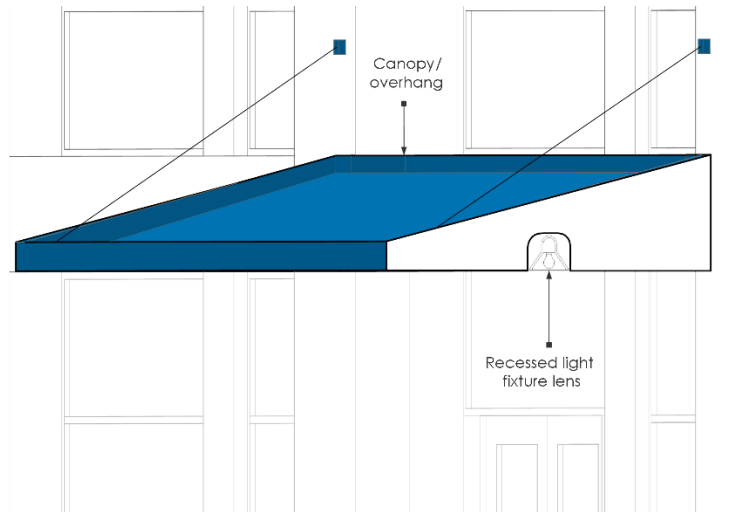
- (2) The total lighting output in parking areas shall meet the requirements set forth in Table 21.11-9 above.

(b) Canopy Lighting¹²⁹

- (1) Canopy lights, such as service station lighting, shall be fully recessed or fully shielded so as to ensure that no light source is visible from or causes glare on public rights-of-way or adjacent properties.

¹²⁸ Consolidates current 21.06.080(3), (5), and (6). Replaces vague “encourage” standards with clear requirements.

¹²⁹ Current 21.06.080(c)(7).



- (2) The total lighting output of canopies shall meet the requirements set forth in Table 21.11-9 above.

(c) Pedestrian-Scale Lighting¹³⁰

Low-level pedestrian lighting may be used along walkways pursuant to the following:

- (1) The lighting fixture shall direct light downward;
- (2) The lighting fixture shall use shatterproof lamp coverings;
- (3) The lighting fixture shall not be located to present hazards for pedestrians or vehicles; and
- (4) Post or bollard-type lights shall be mounted no higher than four feet above grade.

¹³⁰ New.

Chapter 21.12 Nonconformities

[See Module 1: Administration and Procedures]

Chapter 21.13 Violations and Enforcement

[See Module 1: Administration and Procedures]

Chapter 21.14 Measurements and Definitions

21.14.010 MEASUREMENTS¹³¹

(a) Density/Intensity

The following measurements shall apply to all maximum and minimum density calculations for zoning and land use classifications, unless otherwise indicated.

(1) Maximum Residential Density

- (i) "Maximum residential density" means the number calculated by dividing the total number of dwelling units or residential lots, by the gross acreage expressed in square feet or acres of the development property.
- (ii) Gross land area includes the entire parcel or property at the time a development application is filed.
 - (A) The "gross residential density" is calculated the same as maximum residential density.
 - (B) For the purpose of calculating density on parcels smaller than five acres, one-half of the land area of all adjoining rights-of-way may be included in the gross lot area. The area of the right-of-way shall not be included to determine compliance with the minimum lot area requirements.¹³²

(2) Minimum Residential Density

- (i) This calculation applies to the term "net minimum residential density" as used in this Code. "Minimum residential density" means the number calculated by dividing the total number of dwelling units or residential lots by the net developable land area of the development parcel. "Net developable land area" means all portions of the parcel at the time a development application is filed, minus the following if they are to be left as open space:
 - (A) Floodways and floodplains;
 - (B) As defined by the Clean Water Act: wetlands, surface waters, stream and river channels, banks and corridors;
 - (C) Slopes of greater than 30 percent or other areas of unstable soils that are not suitable for development;
 - (D) Clear zones and critical zones;
 - (E) Open space or recreation areas to be dedicated to a public agency or to a private entity approved by the Director to perpetually maintain the open space;
 - (F) Ridgeline setback areas in excess of any required setbacks;

¹³¹ Current 21.03.030.

¹³² Moved from R-4, R-5, R-8, R-12.

- (G) Areas of geologic hazards; and
- (H) Other areas that, in the opinion of the body reviewing the development, are similarly unsuitable for development.

(3) Transitional Densities

Larger lots or other screening and buffering areas that are provided as a transition for adjoining established neighborhoods may be excluded from the density calculations for purposes of determining minimum density on those parcels that are not large enough to accommodate the transition and meet minimum density.

(4) Other Residential Density

Density of Group Living Facilities shall be calculated as four beds equal one dwelling unit. Group Living Facilities are meant to fit into a neighborhood with the same characteristics and requirements.

(5) Application of Density/Intensity Definitions

The maximum and minimum residential density or nonresidential intensity requirements apply to all development except:

- (i) Minimum density requirements shall not apply to a simple subdivision if one or more lots can reasonably be resubdivided or developed in a manner that complies with the minimum density and other requirements of this Code;
- (ii) There shall be no minimum density requirement applicable to a major subdivision if all but two of the resulting lots comply with the minimum density requirements and at least one of the two lots that do not comply can reasonably be resubdivided or developed in a manner that complies with the minimum density and other requirements of this code and no other development is allowed; and
- (iii) A mix of residential and nonresidential uses.

(6) Mixed-Use Density/Intensity

The density of a lot with a mix of residential and nonresidential uses (“mixed-use”).

(i) Mixed-Use Lot

The density of a mixed-use lot shall be calculated by dividing the total number of dwellings on the lot by the gross land area of the lot. The gross residential density of the lot shall be the maximum density permitted in the underlying zone district. There is no minimum density requirement for a mixed-use lot if at least 10 percent of the gross floor area is used for nonresidential purposes.

(ii) Mixed-Use Subdivision

In a mixed-use subdivision, the density shall be calculated for each lot, unless provided otherwise at the time of subdivision approval.

(b) Distances

(1) Cannabis Operation Separation

The separation distance shall be computed by direct measurement from the nearest property line of the land use to the nearest portion of the building or unit in which the

regulated cannabis is to be sold, using a route of direct pedestrian access, measured as a person would walk safely and properly, without trespassing or utilizing alleys, following striping or parking patterns or on-site designated pedestrian routes, with right angles at crossings and with the observance of traffic regulations and traffic signals.

(c) Lot and Site Measurements

(1) Frontage

- (i) Lot frontage is measured as the distance for which a lot abuts a street.
- (ii) Street frontage is measured between side lot lines along the front lot line.

(2) Lot Area Measurement

Lot area is measured as the amount of net land area contained within the property lines of a lot or parcel, not including street right-of-way.

(3) Lot Coverage

- (i) Lot coverage is measured as the percentage of the total lot area covered by buildings. It is calculated by dividing the square footage of impervious surface by the square footage of the lot.
- (ii) The following shall be counted as covered areas for purposes of determining building coverage:
 - (A) Areas covered by swimming pools and hot tubs;
 - (B) Decks, stoops, patios, porches, and their associated stairs that are 30 inches or more above grade;
 - (C) Any portion of a lot or site covered by materials forming an unbroken surface impervious to water, including streets, driveways, and parking lots;
 - (D) Structures covered by a roof; and
 - (E) Structures that are more than six feet tall and enclosed on three or more sides with walls that are less than 25 percent open.

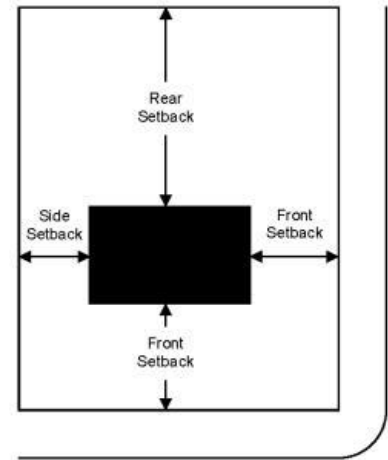
(4) Lot Width

Lot width is measured between side lot lines along a line that is parallel to the front lot line located at the minimum front setback distance from the front lot line.

(5) Setbacks

(i) Measurement

- (A) Setbacks are measured as the unobstructed unoccupied open area between the furthestmost projection of a structure and the property line of the lot on which the structure is located, except as modified by the standards of this section.
- (B) Setbacks shall be unobstructed from the ground to the sky except as specified in this section.
- (C) Structures shall meet the front yard setback from all abutting streets unless otherwise provided in this Code.
- (D) Vehicle storage setbacks are measured from the storage entrance to the property line.



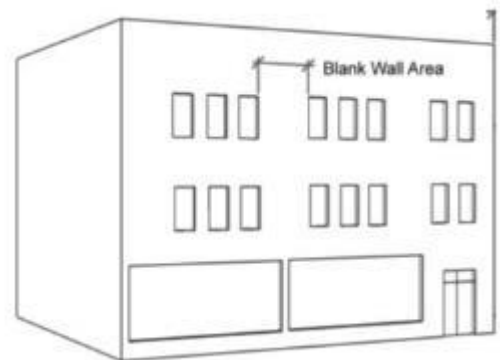
(ii) Setback Encroachment Measurement

- (A) Each setback encroachment shall be measured from the minimum required setback line towards the lot line; setback encroachments are always measured from the same point and are not cumulative.
- (B) No permitted setback encroachment shall be closer than three feet to any lot line with the exception of fences and walls and gardens and landscaping.

(d) Structure Measurements

(1) Blank Wall Area

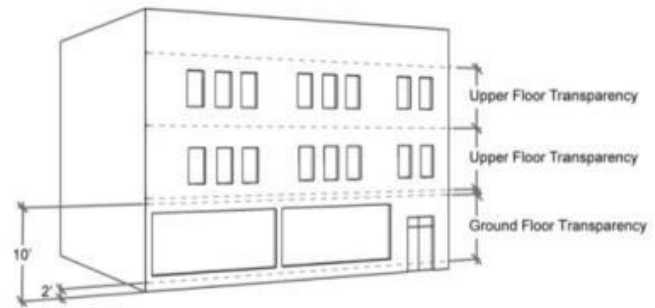
- (i) A portion of the exterior facade of the building which does not include a substantial material change (paint color is not considered a substantial change); windows or doors; or columns, pilasters or other articulation greater than 12 inches in depth.
- (ii) Blank wall area applies to both ground and upper story street-facing facades.



(2) Transparency

- (i) Ground floor transparency (windows and doors) is measured between two and 12 feet above the adjacent sidewalk.

- (ii) For form district building type shopfront only (see GJMC 21.03.090(f)), a minimum of 60 percent of the street-fronting, street-level windowpane surface area must allow views into the ground story use for a depth of at least six feet. Windows must be clear, unpainted, or made of similarly treated glass; spandrel glass or backpainted glass does not comply with this provision.



(3) Gross Floor Area (GFA)

Gross floor area is measured within the exterior face of exterior walls or the centerline of walls separating two abutting buildings but excluding any space where floor-to-ceiling height is less than 6.5 feet.

(4) Ground Floor Elevation

Ground floor elevation is measured from natural or improved grade (whichever is more restrictive) to the finished floor level of the ground floor. Grade is measured continuously across a lot.

(5) Height

(i) Measurement

Building height is the vertical distance between the mean finished grade between the lowest and highest grades along the foundation and the highest point of the roof or facade (see graphic).



(ii) Height Encroachment Measurement

- (A) Each height encroachment shall be measured from the maximum building height.
- (B) Building height encroachments are not cumulative in that they are always measured from the same point.

(6) Story Height

- (i) An attic story is considered a half-story and counts toward the calculation of maximum number of stories.
- (ii) Basements are not considered a story.
- (iii) If a ground story is more than five feet above original grade, the space below counts as an additional story.

- (iv) Story height is measured from the top of finished floor to the top of the finished floor above.

21.14.020 DEFINITIONS¹³³

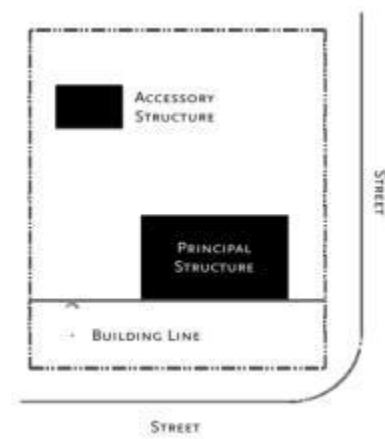
A

Abut/Abutting

Uses or parcels that directly touch. Parcels across a right-of-way would not be abutting but would be adjacent.

Access

A way or means of approach to provide vehicular or pedestrian physical entrance to a property.



Accessory Dwelling Unit

A dwelling unit that is secondary to a principal dwelling unit that may be attached to the principal structure or freestanding.

Accessory Structure

A detached subordinate structure, the use of which is customarily incidental to, and supportive of, the principal structure or the principal use of land, and that is located on the same parcel of ground with the principal structure or use.

Accessory Use

The use of land or of a building customarily incidental to, subordinate to, and supportive of the principal use on the parcel.

¹³³ The following definitions include those related to this Module as well as the Zoning Districts and Use Standards chapters of this Code. They will be combined with all other definitions at the time of Consolidated Draft.

Addition

1. A structure added to the original structure at some time after certificate of occupancy has been issued for the original structure; or
2. An extension or increase in floor area or height of a building or structure.

Adjacent

Property or use, any portion of which is within a 100-foot radius. Right-of-way, easements, canals or waste ditches, and waterways are not counted when deciding if one property or use is adjacent to another.

Adjoin

A lot or parcel of land that shares all or part of a common lot line with another lot or parcel of land.

Adult or Child Day Care (Use Category)¹³⁴

Uses in this category include temporary care facilities on a less than twenty-four-hour basis for adults and children of varying ages. Activities include supervision, education, and recreation for care facility participants. Accessory uses commonly include recreation, personal storage buildings, and parking.

Adult or Juvenile Offenders¹³⁵

Persons who have committed a crime or are accused of having committed a crime and are housed at a group living facility for that reason.

Adult Entertainment-Related Definitions

Adult Entertainment Establishment

Any establishment that conducts the sale, rental, display or other offering of live entertainment, dancing or material that is distinguished or characterized by its emphasis on depicting, exhibiting, describing or relating to specified sexual activities or specified anatomical areas as a principal use of the premises or as a significant or substantial adjunct to another use of the premises, including but not limited to:

1. Adult bookstore: Any establishment which sells or rents adult material including but not limited to books, magazines, movies, films, slides, or other photographic or written material and/or devices;
2. Adult hotel or motel: Any hotel or motel in which the presentation of adult material is the primary or a principal attraction;
3. Adult motion picture theater: Any fully enclosed theater in which the presentation of adult material is the primary or principal attraction; and

¹³⁴ New definition for new use category.

¹³⁵ Existing term currently defined within the use-specific standards for Group Living Facility.

4. Adult cabaret, restaurant or place of business: a cabaret, restaurant or place of business which features topless and/or bottomless dancers, waitresses, waiters, or entertainers, or any other depiction of adult material.

Adult Material

Any material including, but not limited to, books, magazines, newspapers, movie films, slides, or other photographic or written materials, video tapes and/or devices that are distinguished by their emphasis on depicting, describing or relating to specified anatomical areas or specified sexual activities:

1. Specified anatomical areas are any of the following that are less than completely and opaquely covered:
 - a. Human genitals and pubic region;
 - b. Buttocks;
 - c. The human female breast or breasts to a point immediately below the top of the areola; and
 - d. Human male genitals in a discernibly turgid state even if completely and opaquely covered.
2. Specified sexual activities or sexual conduct:
 - a. Human genitals in a state of sexual stimulation or arousal;
 - b. Actual or simulated acts of sexual intercourse, masturbation, sodomy, bestiality, cunnilingus, fellatio, anilingus or any sexual acts which are prohibited by law; and
 - c. Touching or fondling of the human female breast, buttock, anus or genital.

Public Building

Any building owned, leased or held by the United States of America, the State of Colorado, Mesa County, or the City of Grand Junction, any school district or other agency or political subdivision, which building is used for governmental purposes.

School

Any public or private educational facility including child day care facilities, nursery schools, preschools, kindergartens, elementary schools, middle schools, junior high schools, high schools, vocational schools, special education schools, colleges, universities and trade schools. "School" includes the school grounds, buildings, structures and facilities.

Church

Any structure or building for public worship.

Park

Any public property kept, used and maintained for recreational, ornamental or aesthetic purposes.

Playground

Any property, public or private, used for and equipped with facilities for recreation, especially by children. A playground may be incidental to school use but is not limited to school use or school facilities as defined in this Code.

Agri-business

A business and/or commercial use operated primarily for the support of agricultural needs. Such use may consist of products, materials, and equipment servicing and sales; storage and/or processing of agricultural products and/or animals; medical and/or technical support services.

Agricultural Animals¹³⁶

The following animals are considered agricultural animals to an agricultural use, whether used for personal enjoyment or for commercial purposes: horses, mules, burros, sheep, cattle, rabbits, pigs, llamas, alpacas, goats, and any type of fowl.

Agricultural Labor Housing¹³⁷

A facility for the dormitory-style housing of agricultural workers on a seasonal basis.

Agricultural Products¹³⁸

Agricultural or horticultural products such as vegetables, fruits, dairy products, eggs, grains, meat, poultry, fish, honey, hay, bedding plants, herbs, and wool.

Agriculture and Animal Services (Use Category)¹³⁹

Uses in this category include agricultural and farming activities, including nurseries and facilities for processing and selling agricultural products. Agricultural uses involve farming, dairying, pasturage, apiculture, horticulture, floriculture, viticulture, and animal husbandry. Animal-related uses include the boarding and care of animals on a commercial basis. Accessory uses may include confinement facilities for animals, parking, and storage areas.

Agricultural Activities¹⁴⁰

General on-going and active activities, including agronomy, aquaculture, grazing, biotechnical agriculture (including education parks for biotechnical agriculture or a demonstration farm), forestry, fisheries, honey production, silviculture (including the harvesting of timber), and similar uses. Agricultural activities do not include a grocery store or the retail or wholesale sale of products remotely related to the production of agricultural products.

¹³⁶ Expanded the list of animal types to include pigs, alpacas, llamas, and goats and changed “chickens, geese, and ducks” to the general “fowl.”

¹³⁷ New definition for existing term not currently defined.

¹³⁸ Replaces and expands agricultural produce.

¹³⁹ New definition for new use category.

¹⁴⁰ New.

Airport or Heliport¹⁴¹

A landing area, runway, or other or other ground level or elevated facility designed, used, or intended to be used for the landing or taking off of airplanes and/or helicopters, including all necessary taxiways, aircraft storage and tie-down areas, hangars, fueling and maintenance equipment areas, and other necessary buildings and open spaces, and including auxiliary facilities such as waiting rooms.

Alcohol Beverage

Fermented malt beverage or malt, vinous, or spirituous liquors.

Alley

A service road providing a secondary means of public access to abutting property and not intended for general traffic circulation.

Amateur Radio

Radio communications, which are licensed or regulated by the Federal Communications Commission and are not subject to provisions of this Code.

Animal Agriculture

Any parcel of land used for the principal or accessory use of breeding, raising, and/or keeping of agricultural animals for sale or use of the animal, their products or byproducts, and/or the processing of those products or byproduct.

Animal Care, Boarding, or Sales

A facility in which four or more animals of the same species are housed, groomed, bred, boarded, trained in return for compensation, or sold. Such facility may offer incidental medical treatment.

Animal Clinic or Hospital¹⁴²

A facility for the medical care, treatment, and/or hospitalization of animals under the supervision of a licensed veterinarian.

Antenna

Any device designed and intended for transmitting or receiving television, radio, microwave signals, or other electromagnetic waves. An antenna includes all mounting and stabilizing items such as a tower, a pole, a bracket, guy wires, hardware, connection equipment and related items.

Appurtenances

The visible, functional, or ornamental objects accessory to and part of buildings.

¹⁴¹ Revised definition.

¹⁴² Revised definition of existing term and consolidated with "Animal Hospital". See new use-specific standards for content related to limitations on outdoor areas and temporary boarding.

Art Gallery, Museum, or Library¹⁴³

A facility or area that is open to the public and is intended for the display, appraisal, purchase, sale, loan, of art books, paintings, sculpture, or other works of original art that have architectural, artistic, cultural, literary, historical, or scientific value.

Assembly, Community¹⁴⁴

Places of community assembly, such as libraries, museums, community centers, senior centers, and recreation centers that are open and available to the general public

Assembly, Religious/Private Group¹⁴⁵

Private, non-profit membership organizations that provide meeting space and facilities for their members. Examples include religious institutions and civic and social organizations such as private lodges, clubs, fraternal organizations, and similar private, non-commercial membership organizations.

Average

Unless specified otherwise, the arithmetic mean.

B

Bar or Tavern¹⁴⁶

An establishment engaged in the preparation and retail sale of alcoholic beverages for consumption on the premises and that may or may not serve food. This use also includes “hookah” bars in which patrons consume flavored tobacco from a stemmed instrument designed for vaporizing tobacco. If food is served, the revenue from sales of food is smaller than the revenue from alcohol sales.

Bed and Breakfast

A house, or portion thereof, where short-term lodging rooms and meals are provided and where the operator of the house lives on the premises or in adjacent premises. A bed and breakfast is a type of short-term rental.

Block

A land area consisting of contiguous lots established by recorded plats, usually bordered by a combination of streets, public parks, cemeteries, railroad right-of-way, or other barrier to the continuity of development.

¹⁴³ New definition for an existing term. Removed “opera houses” from term.

¹⁴⁴ New term and definition for the consolidation of “Community Activity Building” and “Art Gallery, Library, Museum, or Opera House.”

¹⁴⁵ New term and definition for the consolidation of “Religious Assembly” and “Membership and Service Club.”

¹⁴⁶ Replaces “Drinking Establishment” with new term and definition.

Block Frontage

All property fronting on one side of a street between intersecting or intercepting streets, or between a street and a street right-of-way, waterway (wider than 30 feet), or end of a dead-end street. An intercepting street shall determine only the boundary of the frontage of the side of the street which it intercepts.

Boarding or Rooming House¹⁴⁷

A building containing a single dwelling unit and three or more rooms where lodging is provided, with or without meals, for compensation. "Compensation" may include money, services, or other things of value.

Brewery, Distillery, or Winery¹⁴⁸

Brewery

Any establishment where malt liquors are manufactured, except a brew pub.

Distillery

Any establishment where spirituous liquors are manufactured, except a distillery pub.

Winery

Any establishment where vinous liquors are manufactured, except a limited winery. For purposes of this Code, a winery shall include a vintner's restaurant that sells food for consumption on the premises and that manufactures not more than 250,000 gallons of wine on its premise each calendar year.

Brewpub, Distillery Pub, or Limited Winery¹⁴⁹

Brewpub

A retail establishment that manufactures not more than 1,860,000 gallons of malt liquor on its licensed premises or licensed alternating proprietor licensed premises, combined, each calendar year.

Distillery Pub

A retail establishment whose primary purpose is selling and serving food and alcohol beverages for on-premises consumption; and that ferments and distills not more than 45,000 liters of spirituous liquor on its licensed premises each calendar year.

¹⁴⁷ Deleted "A rooming/boarding house differs from a Group Living Facility in that a boarding and rooming house does not have staff and its residents do not receive care, treatment or assistance with daily living at the facility. For purposes of this definition, receiving compensation in the form of rent or "room and board" does not render someone "staff"; staff is compensated by a salary or rate of pay based upon hours worked or work accomplished."

¹⁴⁸ Replaces "Alcoholic Beverage Production." Terms and definitions align with those Title 44 C.R.S (Alcohol and Tobacco Regulation).

¹⁴⁹ New term and definition. Terms and definitions align with those Title 44 C.R.S (Alcohol and Tobacco Regulation).

Limited Winery

Any establishment manufacturing not more than 100,000 gallons, or the metric equivalent thereof, of vinous liquors as defined in Article 3, Title 44, C.R.S. annually within Colorado.

Building

Any structure used or intended for supporting or sheltering any use or occupancy. (See also Structure.)

Building Envelope

The three-dimensional space occupied by a building, including all eaves, covered porches, breezeways and other portions of the building, but excluding attached decorative walls which are less than or equal to three feet in height.

Building Façade

That exterior side of a building that faces, and is most nearly parallel to, a public or private street.

Bulk Standard

A standard that applies to individual lots that control the placement, intensity and character of development, including, but not limited to, the amount of open space on the lot, the height of structures, setbacks from property lines and rights-of-way, impervious coverage and density.

Business Residence

A single residential dwelling unit, accessory to and located within a structure primarily devoted to nonresidential uses.

C

Campground or Recreational Vehicle Park¹⁵⁰

A parcel of land on which two or more recreational vehicle sites and/or camping sites are located, established, or maintained for occupancy by recreational vehicles or camping units of the general public as temporary living quarters for vacation or recreation purposes.

Camping Guest

One or more persons assigned to a campsite.

Camping Unit

A self-propelled or towed recreational vehicle, other vehicle used for temporary human occupancy, or a cabin, tent or other type of shelter intended, designed, or used for temporary human occupancy.

¹⁵⁰ Revised definition to eliminate distinction between "Overnight Campground" and "Recreational Campground." Consolidated with "Recreational Vehicle Park" and "Recreational Vehicle Resort." The definition for "Recreational Vehicle Park space" was not carried forward as it was not used in the current Code language that has been carried forward.

Camping Unit, Dependent

A camping unit that has no toilet, sink or bathing facilities and is dependent upon a common building for these services.

Camping Unit, Independent

A camping unit that has toilet, sink and bathing facilities requiring connection to a water and/or sanitary sewer system at the individual campsite.

Campsite

Any defined area which is used for overnight stays by an individual, a single camping family, group, or other similar entity.

Cannabis Testing Facility

An entity licensed to analyze and certify safety and potency of cannabis.

Carport

A roofed structure providing space for the storage of one or more motor vehicles and enclosed on not more than two sides by walls.

Cemetery¹⁵¹

Land used or designated for the interment of human or animal remains, including columbaria, crematoria, mausoleums, mortuaries, and associated maintenance facilities when operated in conjunction with, and within the boundaries of, such cemetery.

Centerline

The true centerline of a street right-of-way that has been fully dedicated to the required width according to the master street plan.

Channel

A natural or artificial low-lying area with definite bed and banks, which confines and conducts continuous or periodic flows of water.

Circulation Plan (formerly known as Major Street Plan and Grand Valley Circulation Plan)

A plan or plans showing the location of right-of-way which will be developed and for which development and uses must accommodate. Plans for areas smaller than the entire City are still "Grand Valley Circulation Plans or Major Street Plans." The City relies on the authority in Title 31 C.R.S. in addition to its other powers and authority.

City

The City of Grand Junction.

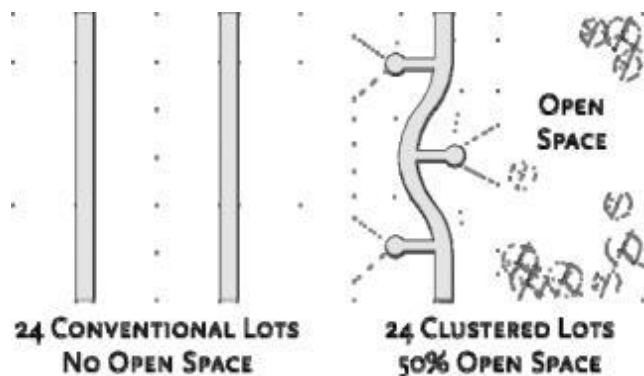
¹⁵¹ New definition for existing term.

Civic Use

A municipal use that may include cultural, recreational, athletic, convention and entertainment facilities.

Cluster Development

A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space and preservation of environmentally sensitive areas. (See graphic.)



Code

Unless otherwise specified, refers to the City of Grand Junction Zoning and Development Code, which is also referred to as GJMC Title 21.

Collector Street

Streets, as identified in the Master Street Plan, which access neighborhoods and routes serving intra-city rather than intra-state travel.

College or University¹⁵²

An institution of higher learning providing facilities for teaching and research and authorized to grant academic degrees.

Commercial Forestry¹⁵³

A land use which creates, conserves, and manages forests and forest lands for the continuing use of both commodity and non-commodity benefits.

Commercial Vehicle

All vehicles that require the issuance of any of the following license plates by the State of Colorado: passenger bus plates; GVW truck and GVW tractor plates; farm trucks and farm tractor plates; special mobile machinery plates/tabs; special use vehicle plates; light truck plates; but shall not include the following: any vehicle issued any of the above license plates that otherwise would be issued passenger plates or recreational truck plates by the State of Colorado were the vehicle not

¹⁵² New definition for existing term not currently defined.

¹⁵³ New definition for existing term not currently defined.

used for commercial purposes; any pickup truck issued light truck plates with bed rails no higher than 30 inches from the floor of the bed; any van issued light truck plates whose basic design could serve as a passenger van and be issued passenger plates.

Common Elements

Land amenities, certain areas of buildings, such as lobbies, corridors and hallways, central services and utilities and any other elements and facilities owned and used by all owners and designated in the master deed as common elements.

Common Open Space

Land within or related to a development, not individually owned or dedicated for public use, that is designed and intended for the common use or enjoyment of the residents and their guests of the development and may include such complementary structures and improvements as are necessary and appropriate. Common open space does not include areas used for streets, alleys, driveways or off-street parking or loading areas. However, the area of recreational activities such as swimming pools, tennis courts and other recreation facilities may be counted as common open space.

Composting Facility¹⁵⁴

A facility where organic matter that is derived primarily from off-site is processed by composting and/or is processed for commercial purposes. Activities of a composting facility may include management, collection, transportation, staging, composting, curing, storage, marketing, or use of compost.

Community and Cultural Facilities¹⁵⁵

Uses in this category include buildings and facilities owned, operated, or occupied by a governmental or non-profit entity providing a service to the public.

Community Center¹⁵⁶

A building, together with accessory structures and uses, used for recreational, social, educational, or cultural activities by and for the benefit of community groups and individuals, that is accessible to the general public or to members of the residential development in which it is located, and that is not operated for profit.

Community Corrections Facility

3. A facility providing residential or nonresidential services operated under the direction of a community corrections program, as defined by § 17-27-101 C.R.S. et seq.; or
4. A facility providing residential or nonresidential services substantially similar to that described in § 17-27-102(3) C.R.S., although not being administered pursuant to § 17-27-101 C.R.S. et seq., which is operated by a private individual, partnership, corporation or association.

¹⁵⁴ New term and definition.

¹⁵⁵ New definition for new use category.

¹⁵⁶ New term and definition.

Conditional Use

A use identified by this Code that requires action by the Planning Commission or City Council after public hearings. A conditional use means a use that because of its unique or varying characteristics, cannot be properly classified as a permitted use in a particular district.

Contiguous

Next to, abutting, or touching and having a boundary, or portion thereof, that is coterminous.

County

Mesa County.

Crematory¹⁵⁷

An establishment for the reduction of deceased bodies of humans or animals to ashes by fire.

Curb Face

The vertical or shaped portion of a curb, facing the roadway, and designed to direct stormwaters.

D

Dairy Operations or Feedlot¹⁵⁸

Agricultural operations where livestock is kept and raised in confined situations and the owners of the livestock pay for yardage, feed, and feed processing.

Day Care Center, Adult or Child¹⁵⁹

A nonresidential establishment providing for the care, supervision, and protection of children under the age of 16 years or the elderly and/or disabled adults for less than 24 hours. The term includes facilities commonly known as day care centers, day nurseries, nursery schools, kindergartens, preschools, play groups, day camps, summer camps, and includes those facilities for children under the age of six years with stated educational purposes operated in conjunction with a public, private, or parochial college or a private or parochial college or a private or parochial school, except that the term shall not apply to any kindergarten maintained in connection with a public, private, or parochial elementary school system of at least six grades.

Days

Unless otherwise indicated, calendar days, if the period of time referred to is more than 30 days. If the period of time referred to is less than 30 days, "days" means working days (days when the City is open for business).

¹⁵⁷ Revised definition.

¹⁵⁸ Consolidates current "Dairy," and "Confined Animal Feeding Operation, Feedlot" and revises definition.

¹⁵⁹ Revised term and definition.

Default Standards or Default Zone districts

The underlying zone of a Planned Development (PD) zone district. The default zone district shall be established with any PD zone district. The standards for the default zone shall be used unless deviations were specifically approved within the PD zoning ordinance.

Density

The number of dwelling units per acre of land.

Density, Maximum

Maximum residential density means the number calculated by dividing the total number of dwelling units or residential lots by the gross acreage expressed in square feet or acres of the development property. Gross land area includes all of the parcel or property at the time an application is filed. The “gross residential density” is calculated the same as maximum residential density.

Density, Minimum

This calculation shall apply to the term “net minimum residential density” as used in this Code. Minimum residential density means the number calculated by dividing the total number of dwelling units or residential lots by the net developable land area of the development parcel.

Development

All property adjacent or abutting, whether or not to be then planned or developed, owned by the same owner. Includes any of the following: the division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, drilling, excavation, clearing of roadways or building sites, landfill or land disturbance and any use or extension of the use of land, the placement of a use on any property, or any Planned Development. Development does not include movement of earth associated with crops and/or farming or landscaping.

Development Schedule or Phasing Schedule

Regulating the rate and geographic sequence of development so as to ensure that each phase can stand on its own in terms of circulation, utilities, and so on, in the event subsequent phases are delayed or cancelled.

Drive-Through Facility¹⁶⁰

A facility, building feature, or equipment at which an occupant of a vehicle may make use of the service or business without leaving their vehicle. This use includes drive-by parcel pickup facilities.

Driveway

A private roadway providing access to a street or highway, excluding the sidewalk when parking vehicles in the driveway.

¹⁶⁰ Replaces “Drive-In Facilities.”

Dwelling Unit

One or more rooms designed, occupied, or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the dwelling unit for the exclusive use of a single family maintaining a household.

Dwelling, Co-Housing¹⁶¹

A residential development that does not meet the definition of a group living facility, that combines individual dwelling units that may or may not have partial or complete kitchens with common access to and common use of some living and eating areas and areas and facilities for the preparation and serving of food within the dwelling unit.

Dwelling, Cottage Court¹⁶²

A residential development that combines a group of small individually owned single-family dwelling units, each containing not more than 1,000 square feet of gross floor area on a single parcel of land. The development shall be oriented around a shared open space for communal use by the residents of the development and may include a shared parking area and/or a shared community building (which may contain a shared kitchen and/or dining or eating area) for communal use by the residents of the development on a regular basis. This definition shall not include any use meeting the definition of a manufactured housing community.

Dwelling, Duplex¹⁶³

A single residential building on a single lot containing two dwelling units, each designed for use and occupancy by no more than one family. The two units must be able to function as dwelling units independently of each other, but may be located side-by-side, in front and behind, or above and below each other.

Dwelling, Live/Work¹⁶⁴

A single building containing an integrated living and working space, and in which the living areas is located above or behind the working space.

Dwelling, Multifamily¹⁶⁵

One or more buildings or portion of buildings on a single lot arranged, designed, and intended to be used for occupancy by five or more families living independently of each other and containing five or more dwelling units on the same or separate lots.

Medium Multifamily

A multifamily dwelling lot that maintains a residential density of up to (and including) 12 dwelling units per acre.

¹⁶¹ Renamed from "Other Group Living" and refined definition.

¹⁶² New term and definition.

¹⁶³ Renamed from "Two-Family Dwelling." Refined definition for clarity.

¹⁶⁴ New term and definition.

¹⁶⁵ New definition for existing term. New size distinctions based on maximum residential density.

Large Multifamily

A multifamily dwelling that maintains a residential density of over 12 units per acre.

Dwelling, Single-Family Detached¹⁶⁶

A residential building designed for use and occupancy by no more than one family and is not attached to any other dwelling or building by any means (except an approved accessory dwelling unit), on a single lot.

Dwelling, Single-Family Attached¹⁶⁷

Three or more attached single-family dwelling units attached side by side under one roof that share a common vertical side or rear wall reaching from the building foundation to the roof structure, each of which is located on its own separate lot.

Dwelling, Triplex or Fourplex¹⁶⁸

A single residential building on a single lot containing either three or four dwelling units, each of which is designed for use and occupancy by one family.

E

Educational Facilities (Use Category)¹⁶⁹

Use in this category include public, private, and parochial institutions at the primary, elementary, middle, high school, or post-secondary level, including colleges and college campuses. Accessory uses commonly include play areas, cafeterias, recreation areas, auditoriums, and day care facilities.

Electric Vehicle Charging Facility¹⁷⁰

A facility in which electric vehicle charging services are made available to the public or to members for a fee, including structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

Emergency Shelter¹⁷¹

A facility providing basic services that may include food; personal hygiene support; information and referrals; employment, mail and telephone services; including overnight sleeping accommodations, to people with limited financial resources, including people who are experiencing homelessness.

F

¹⁶⁶ Refined definition for clarification.

¹⁶⁷ New term and definition.

¹⁶⁸ New term and definition.

¹⁶⁹ New definition for new use category.

¹⁷⁰ New term and definition.

¹⁷¹ Replaces "Homeless Shelter" term and definition.

FAA

The Federal Aviation Administration.

Façade

The exterior walls of a building exposed to public view or that wall viewed by persons not within the building.

Family

Any number of related persons living together within a single dwelling unit as a single housekeeping unit, but not more than four persons who are unrelated by blood, marriage, guardianship or adoption.

Farmers' Market

A structure or place where agricultural products are brought for the purpose of retail sales. A farmers' market differs from a produce stand in that there may be more than one seller allowed per parcel of land and the structure from which produce is sold at a farmers' market need not be portable or capable of being dismantled or removed from the site.

Flag Lot

Lots that do not meet minimum lot width at the front lot line, and where the developable portion of the lot (the "flag") is reached through a narrow "flagpole" containing the driveway or accessway.

Flea Market

A flea market, swap shop, or similar activity by whatever name, where the use involves the setting up of two or more booths, tables, platforms, racks, or similar display areas for the purpose of selling, buying, or trading merchandise, goods, materials, products, or other items offered for sale outside an enclosed building. Flea markets do not include any of the following activities that occur at the same location four or fewer days in any calendar year: garage sales, produce stands, garage sales or fund-raising activities done by a nonprofit organization.

Flood-Related Definitions

Area of Shallow Flooding

A designated Zone AO or AH on the City's Flood Insurance Rate Map (FIRM) with a one percent chance or greater annual chance of flooding to an average depth of one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

Area of Special Flood Hazard (Floodplain)

The land in the floodplain subject to a one percent or greater chance of flooding in any given year.

Base Flood

The flood having a one percent chance of being equaled or exceeded in any given year.

Base Flood Elevation (BFE)

The elevation shown on a FEMA Flood Insurance Rate Map for Zones AE, AH, A1-A30, AR, AR/A, AR/AE, AR/A1-A30, AR/AH, AR/AO, V1-V30, and VE that indicates the water surface elevation resulting from a flood that has a one percent chance of equaling or exceeding that level in any given year.

Conditional Letter of Map Revision (CLOMR)

FEMA's comment on a proposed project which does not revise an effective floodplain map that would upon construction affect the hydrologic or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodplain.

Critical Facility

A structure or related infrastructure, but not the land on which it is situated, that if flooded may result in significant hazards to public health and safety or interrupt essential services and operations for the City at any time before, during and after a flood.

Existing Manufactured Home Park or Subdivision

A manufactured home park for which the construction of facilities serving the lots on which the manufactured homes are to be affixed are completed before the Effective Date.

Expansion of Existing Manufactured Home Park or Subdivision

The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Five-Hundred-Year (500-year) Flood

A flood having a recurrence interval that has a 0.2-percent chance of being equaled or exceeded during any given year (0.2-percent-chance annual flood).

Five-Hundred-Year (500-year) Floodplain

An area of land susceptible to being inundated as a result of the occurrence of a 500-year flood.

Flood or Flooding

A general and temporary condition of partial or complete inundation of normally dry land areas from:

1. The overflow of inland waters; and/or
2. The unusual and rapid accumulation or runoff of surface waters from any source. (See graphic.)
3. Mudslides or mudflows that occur from excess surface water that is combined with mud or other debris that is sufficiently fluid so as to flow over the surface of normally dry land areas (such as earth carried by a current of water and deposited along the path of the current).

Flood Control Structure

A physical structure designed and built expressly or partially for the purpose of reducing, redirecting, or guiding flood flows along a particular waterway. These specialized flood modifying works are those constructed in conformance with sound engineering standards.

Flood Fringe District

That area within a 100-year floodplain where the flood waters are relatively shallow, and move at velocities from one to four feet per second. (See graphic.)

Flood Insurance Rate Map (FIRM)

The official map on which the Federal Emergency Management Agency has delineated both the areas of special flood hazards and the risk premium zones.

Flood Insurance Study

The official report provided by the Federal Emergency Management Agency that includes profiles, the Flood Boundary-Floodway Map, and the water surface elevation of the base flood.

Floodplain

An area adjacent to a watercourse which may be subject to flooding as a result of an increase in water flow beyond a normal high water mark. (See graphic.)

Floodplain Development

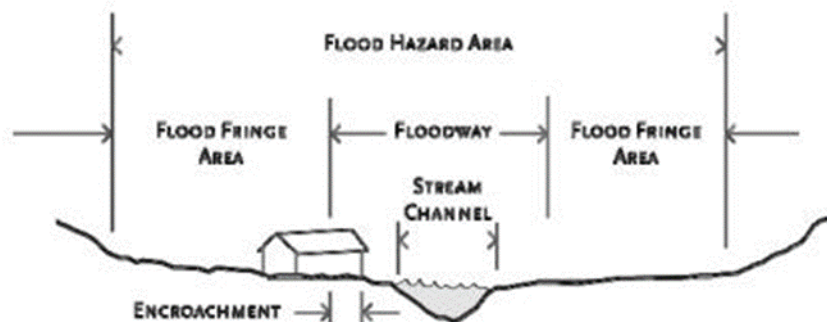
Any manmade change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations located within the area of special flood hazard. (See graphic.)

Flood Profile

Hydrological conclusions based upon historical facts and engineering principles represented graphically showing the relationship of the water surface elevation during a 100-year flood to the channel and adjacent topography.

Flood Prone Area

An area near a watercourse which is subject to flooding during a 100-year flood based on historical information, topography, vegetation and other indicators, but where the precise dimensions of a 100-year floodplain have not been delineated by Federal Emergency Management Agency studies. (See graphic.)



Floodproofing

A combination of provisions, changes or adjustments to structures and movable objects or to surrounding areas, primarily for the reduction or elimination of flood damage.

Flood Regulatory Area

That portion of the floodplain which is subject to inundation by a 100-year flood. This area may be divided into the floodway district and the flood fringe district. (See graphic.)

Floodway

The channel of a river or other water course and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. The Colorado Statewide standard for the designated height to be used for all newly studied reaches shall be one-half foot (six inches). (See graphic above.)

Freeboard

The vertical distance in feet above a predicted water surface elevation intended to provide a margin of safety to compensate for unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood such as debris blockage of bridge openings and the increased runoff due to urbanization of the watershed.

High Water Mark

The ordinary high water level or bank of a stream, river, lake or impoundment which, in the absence of evidence to the contrary, shall be presumed to be the edge of the vegetation growing along the shore.

Mudflow

A flowing mass of predominantly fine grained earth material possessing a high degree of fluidity during movement.

New Construction

Structures for which the "start of construction" commenced on or after the Effective Date of the ordinance enacting the flood damage prevention regulations, and includes any subsequent improvements to such structures.

New Manufactured Home Park or Subdivision

A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the Effective Date of the ordinance enacting the flood damage prevention regulations.

No-Rise Certification

A record of the results of an engineering analysis conducted to determine whether a project will increase flood heights in a floodway. A no-rise certification must be supported by technical data and signed by a registered Colorado professional engineer.

Obstruction (Floodplains)

A dam, wall, embankment, levee, dike, pile, abutment, projection, excavation, channel rectification, culvert, building, fence, stockpile, refuse, fill, structure or material, in, along, across, or projecting into any drainageway, channel, or watercourse, which might impede, retard or change the direction of the flow of water, either by itself or by catching and collecting debris carried by the water, or which is placed where the 100-year flood may carry the debris downstream.

One-Hundred-Year (100-year) Flood

A flood having a recurrence interval that has a one percent chance of being equaled or exceeded during any given year (one-percent-annual-chance flood).

One-Hundred-Year (100-year) Floodplain

The area of land susceptible to being inundated as a result of the occurrence of a 100-year flood, including the low land near a watercourse which has been, or may be, covered by water of a flood of 100-year frequency, as established by engineering practices of the U.S. Army Corps of Engineers and/or the Colorado Water Conservation Board.

Special Flood Hazard Area

The land in the floodplain within the City subject to a one percent or greater chance of flooding in any given year, i.e., the 100-year floodplain.

Start of Construction

Start of construction includes substantial improvement and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, placement or other improvements was within 180 days of the permit date. The "actual start" means the first placement of a permanently constructed structure on a site, such as the pouring of slab or footings, the installation of pilings, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure.

Substantial Damage

Damage to a structure from one event not due to the knowing act of the owner such that the cost to restore the damage is 50 percent or more of the fair market value of the structure before the damage occurred.

Substantial Improvement

Any reconstruction, rehabilitation, addition, or other improvement of a structure, which costs 50 percent of the market value of the structure before the "start of construction" of the improvement. Substantial improvement includes structures which have incurred "substantial damage," regardless of the actual repair work performed. The term does not include either:

1. Any improvement of a structure to correct existing violations of any code which the local code enforcement official determines and are necessary to make the structure safe or habitable; or
2. Any alteration of a “historic structure,” if the alteration shall not preclude the structure’s continued designation as a “historic structure.”

Water Surface Elevation

The height, in relation to the North American Vertical Datum (NAVD) of 1988 (or other datum, where specified), of floods of various magnitudes and frequencies in the floodplains of coastal or riverine areas.

Food and Beverage (Use Category)¹⁷²

Uses in this category include establishments that serve prepared food or beverages for consumption on or off the premises. Accessory uses may include food preparation areas, offices, and parking.

Food Service or Catering

An establishment in which the principal use is the preparation of food or meals on the premises, and where such food or meals are delivered to an off-site location for sale or consumption.

Forestry, Commercial¹⁷³

A land use that creates, conserves, and manages forests and forest lands for the continuing use of both commodity and non-commodity benefits.

Fraternity or Sorority

A place of residence other than a hotel, rooming or boarding house or dormitory that is operated by a nationally or locally chartered membership organization and is used, occupied and maintained as living and dining quarters for its members who are enrolled in an accredited college or university or other accredited educational institution and which is recognized and subject to controls by such educational institution.

Frontage

The frontage of a parcel of land is that distance where a property line is common with a road right-of-way line.

Front Lot Line

The property line dividing a lot from a road right-of-way.

¹⁷² New definition for new use category.

¹⁷³ New definition for existing term not currently defined.

Funeral Home or Mortuary¹⁷⁴

An establishment with facilities for the preparation of human or animal remains for burial or interment, including cremation, for the display of the deceased and rituals connected with, and conducted before burial or cremation, and for funeral services. This definition includes columbaria and may include a facility for the permanent storage of cremated human or animal remains.

G

Golf Course¹⁷⁵

A tract of land typically laid out for at least nine holes for playing the game of golf that may include the following accessory uses: a clubhouse, dining and snack bars, pro shop, and practice facilities.

Golf Driving Range¹⁷⁶

A tract of land devoted as a practice range for practicing golf shots.

Government Service Facility¹⁷⁷

A facility owned or operated by a unit of local, state, or federal government and engaged in providing services unique to government or generally performed by units of government rather than by private commercial businesses.

Grade

The lowest point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line or, when the property line is more than five feet from the building, the point between the building and a line five feet from the building.

Grade, Finished

The level of the soil after completion of site development.

Grade, Natural

The undisturbed ground level which may be determined by on-site evidence (vegetation, ground level on adjacent land, elevation of adjacent streets and roads, soil types and locations, etc.).

Gross Acre

A full acre of land prior to subdivision and prior to dedication of any required rights-of-way or easements.

Gross Acreage

The area of a proposed development, including proposed dedications of easements, rights-of-way or other property rights, but excluding existing rights-of-way dedicated prior to January 1, 1995.

¹⁷⁴ Revised definition for existing term.

¹⁷⁵ New definition for existing term not currently defined.

¹⁷⁶ New definition for existing term not currently defined.

¹⁷⁷ New term and definition.

Gross Floor Area (GFA)

The sum of the areas of all floor levels of a building or structure.

Gross Leasable Area (GLA)

The total building area, expressed in square feet and designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, as measured from exterior walls or the centerline of walls separating two abutting buildings, but excluding any space where floor-to-ceiling height is less than 6.5 feet.

Group Living (Use Category)¹⁷⁸

Uses in this category are characterized by residential occupancy of a structure by a group of people who do not meet "he definition of "household living." Tenancy is arranged on a month-to-month or longer basis and the size of the group may be larger than a family. Group living usually includes common eating areas for residents, and residents may receive care, training, or treatment. Caregivers often reside at the site. Accessory uses commonly include recreational facilities, personal storage buildings, gardens, and parking.

Group Living Facility¹⁷⁹

A group living facility is a type of group living characterized by the provision of training, treatment, supervision or other professional support or care and who receive care, training, treatment, supervision or other support from caregivers or staff on site. Tenancy is arranged on a monthly or longer basis, and the size of the group may be larger than a typical family. Uses where tenancy may be arranged for a shorter period are not considered residential; they are considered to be either a form of lodging facility. Generally, group living structures have a common eating area for residents, but a common eating area by itself, without other care, treatment, supervision or other professional or health support services being provided on site, does not indicate a group living facility (a multifamily residential facility, such as apartments, may, for example, have a common eating area).

Group Living Facility, Small

A facility designed for and occupied by five to nine residents living together.

Group Living Facility, Large

A facility designed for and occupied by 10 to 16 residents living together.

Group Living Facility, Unlimited

A facility designed for and occupied by 17 or more residents living together.

Guest Ranch

A working ranch with an accessory use for the lodging and/or boarding of guests which provides recreational activities on, or adjacent to, the ranch.

H

¹⁷⁸ New definition for existing use category.

¹⁷⁹ Group Living Facilities are under further legal and staff review. The definition may be updated at the time of Consolidated Draft.

Health Club

An establishment that provides facilities for exercise activities, such as running, jogging, aerobics, weight lifting, court sports and swimming, as well as locker rooms, showers, massage rooms, saunas and related accessory uses.

Health Department

The Mesa County Health Department.

Health Facilities (Use Category)¹⁸⁰

Uses in this category are characterized by activities focusing on medical services, particularly licensed public or private institutions that provide primary health services and medical or surgical care to persons suffering from illness, disease, injury, or other physical or mental conditions. Accessory uses may include laboratories, outpatient, or training facilities, and parking or other amenities primarily for the use of employees in the firm or building. These uses do not include spas, massage parlors, or other health and wellness establishments that meet the definition of personal services.

Heavy Equipment

Large equipment including, but not limited to: trucks with greater than a one and one-half ton rating, cranes, crawler type tractors, earth movers, dump trucks and other equipment of equal or greater size and weight.

Height of Structure

The vertical distance from the grade to the highest point of any portion of a structure.

Helipad

A facility without the logistical support provided by a Heliport where helicopters takeoff and land. Helipads do not include facilities for maintenance, repair, fueling or storage of helicopters.

Highest Adjacent Grade

The highest natural elevation of the ground surface prior to construction next to the proposed wall of a structure.

Hillside Disturbance

Any and all areas of the building site disturbed during construction by grading or excavation and temporary or permanent construction for all buildings, parking areas, driveways, roads, sidewalks, and other areas of concrete, asphalt, or other construction materials

Home Occupation¹⁸¹

A business activity or occupation carried on within a dwelling by members of the family occupying the dwelling.

¹⁸⁰ New definition for new use category.

¹⁸¹ New definition.

Homeowner Association

A formally constituted nonprofit association made up of the property owners and/or residents of a fixed area, which association is formed for the purpose of assuming permanent responsibility for costs and upkeep of common areas, open space, and similar shared facilities. May also be referred to as a form of Owner Association, such as Property Owner Association or Community Owner Association.

Hospital¹⁸²

An institution providing health services primarily for human inpatient medical or surgical care and including related facilities as laboratories, outpatient departments, training facilities, rehabilitation facilities, central services facilities, and staff offices that are an integral part of the facilities.

Hotel or Motel¹⁸³

An establishment in which lodging is provided and offered to the public for compensation, for periods of time not exceeding thirty days and that is commonly known as a hotel or motel in the community in which it is located.

Household

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.

Household Living (Use Category)¹⁸⁴

Uses in this category are characterized by residential occupancy of a dwelling unit by a household. Tenancy is arranged on a month-to-month or longer basis. Common accessory uses include recreational activities, gardens, personal storage buildings, and residential parking.

I

Impervious Surface

Any material that prevents absorption of stormwater into the ground.

Improvements

Right-of-way pavements, curbs, gutters, sidewalks, paths, trails, bikeways, sedimentation control facilities, revegetation, landscaping, water mains, sanitary and storm sewers, drainageways, gas lines, electrical and telephone lines and appurtenances, street signs, trees and lights, lot pin monuments, range point boxes, and any other similar items required for compliance with the regulations of this Code or the conditions of approval.

¹⁸² Revised definition to include/consolidated current definitions for “Law Enforcement Rehabilitation Centers” and “Physical and Mental Rehabilitation, Resident.”

¹⁸³ New definition for existing term that is not currently defined.

¹⁸⁴ New definition for use category.

Indoor Entertainment and Recreation¹⁸⁵

An enclosed facility for entertainment, sports, and recreational activities such as health clubs, game arcades, bowling, skating rinks, swimming, tennis, health and fitness centers, gyms, movie theaters, and similar indoor activities.

Industrial, Artisan¹⁸⁶

An establishment or business where an artist, artisan, or craftsman teaches, makes, or fabricates crafts or products by hand or with minimal automation and may include direct sales to consumers.

Industrial, Light¹⁸⁷

The assembly, fabrication, or processing of goods and materials using processes that ordinarily do not involve significant truck traffic or railroad operations and do not create material amounts of noise, smoke, fumes, odors, glare, or health or safety hazards outside of the building or lot where such assembly, fabrication, or processing takes place, and where such processes are housed entirely within an enclosed building, except as may be authorized in this Code. Light manufacturing generally includes processing and fabrication of finished products predominantly from previously prepared materials and includes processes not involving flammable or explosive materials. Examples of activities include but are not limited to commercial laundries, food products and wholesale bakeries, newspaper and printing establishments, hair products and barbering supplies, signs and other metal workings, architectural and artist supplies, ceramics and miscellaneous clothing or accessories, small medical or specialty equipment, or musical instruments; and assembly of small appliances or equipment.

Industrial, Heavy¹⁸⁸

The assembly, fabrication, or processing of goods and materials using processes that ordinarily have greater than minimal impacts on the environment, or that ordinarily have significant impacts on the use and enjoyment of adjacent property in terms of truck traffic, railroad activities, noise, smoke, fumes, visual impact, odors, glare, or health and safety hazards, or that otherwise do not meet the definition of light industrial. Heavy manufacturing generally includes processing and fabrication of products made from extracted or raw materials or products involving flammable, hazardous, or explosive materials and processes, uses involving the fabrication, use, or repair of heavy special purpose equipment. Examples of this use include atmospheric gas production plant, lumbermill or sawmill, tannery, asphalt, and concrete batch plant, bottling and distribution plants, and construction materials manufacturing unless performed on a scale that meets the definition of "artisan industrial."

¹⁸⁵ New definition that consolidates general use category and "Health Club," and "Movie Theater, Skating Rink, Arcade."

¹⁸⁶ New term and definition.

¹⁸⁷ New term and definition. Consolidates "Assembly," "Food Products," "Manufacturing/Processing," (Indoor Operations and Storage) and "Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations Without Hazardous Materials."

¹⁸⁸ Consolidates "Assembly," "Food Products," "Manufacturing/Processing" (Indoor and Outdoor Operations and Outdoor Storage) and "Machine Shop."

Infill Development

Generally, the development of new housing or other buildings on scattered, undeveloped sites in a built-up area.

Infrastructure

Facilities and services needed to sustain industry, residential, commercial and all other land use activities.

Integral Units

Items, equipment, or machinery which are assembled or constructed to function as a single unit, such as, but not limited to, large cranes, drilling rigs or other large vehicles, large diameter pipes or culverts, large scale motors or transformers, etc., or, in the case of salvage or junkyards, shelving or other storage units, not to exceed 20 feet in height, that are used to store and display salvage items.

J

Jail¹⁸⁹

A facility established by a law enforcement agency for the detention of adult or juvenile persons while being processed for arrest or detention, awaiting trial, or for punishment and/or counseling as a result of sentencing by a court of jurisdiction for criminal or antisocial behavior.

Junk

Ferrous or nonferrous metals, wood or wood products, appliances not used for their intended purposes, rubber or plastic products, dismantled or inoperable machinery, equipment, tools, junk vehicles, trash or similar materials. The term junk excludes outside storage permitted as an accessory use.

Junk Vehicle

Any motor vehicle, trailer, or semitrailer, as those terms are defined by § 42-1-102 C.R.S. that: is not operable in its existing condition because of damage or because parts necessary for operation such as, but not limited to, tires, engine, or drive train, are removed, destroyed, damaged, or deteriorated; or, is not capable of being lawfully driven on a public highway or street pursuant to the minimum standards set forth in Title 42 of the Colorado Revised Statutes. Any such motor vehicle, trailer, or semitrailer shall be presumed to be a junk vehicle if no current Colorado license plates are displayed thereon, or if Colorado license plates have been invalid for more than 60 days. (Note: The owner or possessor of such a motor vehicle, trailer, or semitrailer may rebut such a presumption by providing proof of current registration or licensing.)

Junkyard or Salvage Yard

Any yard, lot, land, parcel, building or structure, or part thereof, used for storage, collection, processing, purchase, sale, salvage or disposal of used or scrap materials, equipment, vehicles or appliances. Junkyards include, but are not limited to, wrecking yards, salvage yards and automobile impoundment areas where stored vehicles are inoperative or unlicensed. Junkyards do not include

¹⁸⁹ Removed "Honor Camp, or Reformatory" from title and added new definition.

storage of vehicles used for agricultural purposes on a property used for agricultural purposes, or facilities qualifying as motor vehicle repair shops.

K

L

Land Use

A list of uses within categories enumerated in this Code for various uses of land in the City.

Lighting-Related Definitions

Full Cutoff Light Fixture

A light fixture in which no more than two and one-half percent of its total output is emitted above 90 degrees from the vertical pole or building wall on which it is mounted.

Lighting

An artificial supply of light or the apparatus providing it.

Local Road or Street

A street that provides direct access to adjacent land and access to higher street classifications. All streets or roads not otherwise classified are local.

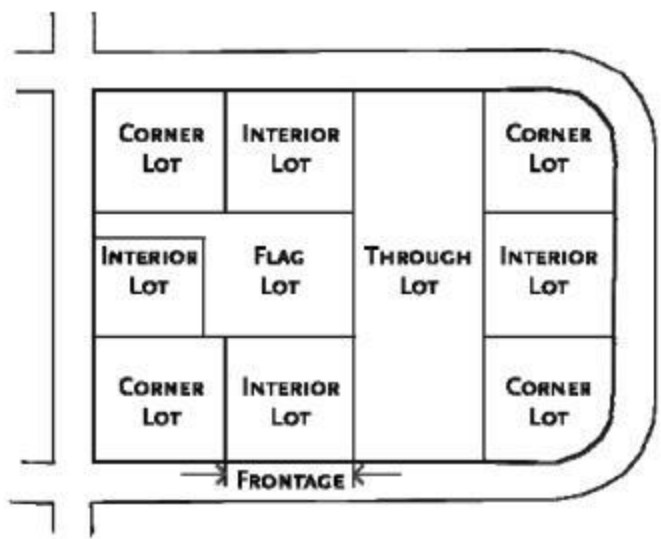
Lodging Facilities (Use Category)¹⁹⁰

Uses in this category include facilities where lodging, meals, and other services are provided to transient visitors and guests for a fee for a defined period of time less than 30 days per instance. Accessory uses may include storage, cafeterias, limited retail, health and recreation facilities, and parking or other amenities.

Lot

A parcel of land that is defined on a subdivision plat of record, which is intended to be occupied by a principal building or building and open space. Streets are not included in this definition. (See graphic.)

¹⁹⁰ New definition for new use category.



Lot Area

The area of the lot shall be the horizontal area of the lot and shall not include portions of streets and alleys.

Lot, Corner

A lot abutting upon two or more intersecting streets.

Lot Coverage

That area of the lot or parcel which may be occupied by principal and accessory structures.

Lot Depth

The horizontal distance from the front property line to the rear property line. If front and rear property lines are not parallel, the lot depth is the shortest distance between the front and rear property lines.

Lot, Double Frontage (Through Lot)

An interior lot having frontage on two nonintersecting streets.

Lot, Flag

A lot having no frontage or access to a street or place except by a narrow strip of land.

Lot frontage

The distance for which a lot abuts on a street.

Lot, Interior

A lot whose side lines do not abut on any street.

Lot Line

A line of record bounding a lot which divides one lot from another lot or from a public or private street or any other public space.

Lot Width

The horizontal distance measured at the front yard setback line between side property lines measured parallel to the street, said property lines or to the tangent of a curved street property line. If side property lines are not parallel, the lot width is the shortest distance between the side property lines.

Low Traffic Storage Yard

An enclosed outdoor storage area generating less than 30 average daily trips (30 ADT).

M

Manufactured Building Sales and Service¹⁹¹

A retail sales and service use in which prefabricated or manufactured buildings are displayed and sold.

Manufactured Home

Factory-built, single-family structures that meet the National Manufactured Home Construction and Safety Standards Act (42 U.S.C. Section 5401 et seq.), commonly known as the HUD (U.S. Department of Housing and Urban Development) Code.

Manufactured Housing Community¹⁹²

A site, lot, tract, or parcel of land used for the continuous accommodation of five or more occupied manufactured homes and maintained for dwelling purposes on a permanent basis on individual lots, pads, or spaces; whether those lots, pads, or spaces be individually owned, leased, or rented. A manufactured housing community does not include manufactured home subdivisions or property zoned for manufactured home subdivisions.

Manufactured Home Subdivision

A parcel or contiguous parcels of land subdivided into two or more lots configured for development of manufactured housing.

Manufactured Housing

A manufactured structure designed for residential occupancy that conforms to all applicable federal construction and safety standards certifications (42 U.S.C. Section 5401 et seq.). Construction and safety certification shall be affixed in the original and permanent condition and shall not be removed.

Manufacturing and Processing (Use Category)¹⁹³

Uses in this category includes the excavation, transporting, manufacture, fabrication, processing, reduction, destruction, or any other treatment of any article, substance, or commodity, in order to

¹⁹¹ New definition for an existing term not currently defined.

¹⁹² Renamed from "Manufactured Home Park" and new definition.

¹⁹³ New definition for new use category.

change its form, character or appearance. Accessory uses may include retail sales, offices, storage, cafeteria, employee amenities, parking, warehousing, and repair facilities.

Maximum Extent Practicable¹⁹⁴

The Director has determined that no feasible or prudent alternative exists, that all possible efforts to comply with the standards or regulation or minimize potential harmful or adverse impacts have been undertaken by an applicant, and that the costs of complying with a Code standard or criteria clearly outweigh the benefits to the public of complying with the standard or criteria. Economic considerations may be taken into account, but shall not be the overriding factor determining whether compliance with a standard or criteria in this Code is impracticable.

Medical or Dental Clinic¹⁹⁵

A health care facility where patients are admitted for examination and treatment on an outpatient basis by one or more physicians, dentists, other medical personnel, psychologists, counselors, therapists, or social workers, and where patients are not usually lodged overnight. This use includes dialysis and other outpatient services clinics and emergency care clinics without ambulance services. This use includes establishments providing support to the medical profession and patients, such as medical and dental laboratories, blood banks, oxygen, and miscellaneous types of medical supplies and services.

Meeting, Banquet, Event, or Conference Facility¹⁹⁶

A facility with or without food preparation equipment, used for meetings, conferences, receptions, fellowship, catered meals, and other social functions; and available on a rental basis to the general public.

Mining and Extraction¹⁹⁷

The development or extraction of mineral deposits, including but not limited to limestone, coal, sand, rock, clay, dirt, gravel, and other materials, and quarry aggregate from their natural occurrences on affected land. The term includes but is not limited to cement and asphalt batch plants, open pit mining and surface operations, strip mining, quarrying, dredging, and the disposal of refuse from those activities.

Mini-Warehouse¹⁹⁸

A structure or group of structures containing separate, individual, and private storage spaces of varying sizes, leased or rented on individual leases for varying periods of time.

¹⁹⁴ New.

¹⁹⁵ New definition and consolidates “Medical or Dental Clinic” and “Counseling Centers (Nonresident).”

¹⁹⁶ New term and definition.

¹⁹⁷ New definition and consolidates “Sand or Gravel Extraction” and “All Other Mining.”

¹⁹⁸ Last two sentences are current 21.04.030(g)(3)(i).

Minor Arterial

A street, as identified in the Grand Junction Circulation Plan, which has a relatively high overall travel speed, with minimal interference and which interconnects with the principal arterial system.

Mitigation

Methods used to alleviate or lessen the impact of development.

Mobile Food Vendor

A readily movable, motorized wheeled vehicle or towed wheeled vehicle that is equipped to prepare, or serve, and sell or dispense food and is registered with a department/division of motor vehicles.

Mobile Food Vendor Court

Three or more Mobile Food Vendors on the same property.

Mobile Home

A single-family dwelling, factory-built and factory-assembled residence which does not comply with the National Manufactured Homes Construction Safety and Standards Act. (42 U.S.C. Section 5401 et seq., 1978, as amended).

Municipality

An incorporated city or town.

N

Natural Hazard

A geologic, floodplain, or wildfire hazard as identified by a State or federal agency.

Natural Resource

Existing natural elements relating to land, water, air, plant and animal life, including, but not limited to, soils, geology, topography, surface and subsurface waters, wetlands, vegetation and animal habitats.

Neighborhood

An area of a community with characteristics that distinguish it from other areas and that may include distinct ethnic or economic characteristics, housing types, schools, or boundaries defined by physical barriers, such as major highways and railroads or natural features, such as rivers. (Note: Historically, the neighborhood was defined as the area served by an elementary school, with shopping and recreation facilities to serve neighborhood residents. While the description is probably dated, the neighborhood designation is useful in analyzing the adequacy of facilities and services and in identifying factors affecting the quality of the built environment. In addition, as a distinct and identifiable area, often with its own name, neighborhoods are recognized as fostering community spirit and a sense of place, factors recognized as important in community planning.) Or: That area with definite boundaries as determined by the Director on a case-by-case basis to meet the intent and purpose of the Code.

Neighborhood Association

Any group that has been recognized by the Community Development Department or has registered with the Community Development Department the boundaries of a particular area with which it is related and which the association represents.

Net Floor Area

The square footage of the principal use area of a building including restrooms, hallways and stairwells, but not including normally unoccupied areas such as garages, storage rooms, and furnace areas.

Nursery or Greenhouse¹⁹⁹

A place where plants are raised, acquired, and maintained for transplanting or sale. It may also include, either exclusively or in conjunction with the above activities, the sale of materials commonly used for landscaping purposes, such as soil, rock, bark, mulch and the sale or rental of small landscaping tools and supplies.

Nursing Care or Convalescent Facility²⁰⁰

A licensed health care entity that is planned, organized, operated, and maintained to provide supportive, restorative and preventative services to persons who, due to physical and/or mental disability, require continuous or regular inpatient nursing care. Convalescent facilities may be either an integral patient care unit of a general hospital or a facility physically separated from, but maintaining an affiliation with, all services in a general hospital.

O

Oil and Gas Drilling²⁰¹

Equipment or improvements used or installed at an oil and gas location for the exploration, production, withdrawal, gathering, treatment, or processing of crude oil, condensate, E&P waste, or gas. Any well, wellhead, flowlines, tanks, surface equipment, or associated infrastructure used in the development, production, storage, or marketing of oil, natural gas, natural gas liquids, or other hydrocarbon resources.

Offenders²⁰²

For the purpose of community corrections facilities, persons accused or convicted of a felony, misdemeanor or other criminal offense.

¹⁹⁹ Revised definition of existing term.

²⁰⁰ Renamed from "Nursing Home" and combined with "Convalescent Home" with new definition to align with Colorado Department of Public Health & Environment.

²⁰¹ New definition for existing term not currently defined.

²⁰² Definition currently included in the definition of Community Corrections Facility.

Office²⁰³

Establishments that provide executive, management, administrative, or professional services, but not involving the sale of merchandise except as incidental to a permitted use. Typical examples include government, real estate, insurance, property management, investment, employment, travel, advertising, law, architecture, design, engineering, accounting, call centers, and similar offices.

Office and Personal Services (Use Category)²⁰⁴

Uses in this category provide executive, management, administrative, governmental, or professional services or are primarily engaged in the provision of informational, instructional, personal improvement, personal care, and similar services. Accessory uses may include retail sales, cafeterias, health facilities, and parking.

Open Space

Any property or portion without any structure or impervious surface and not designated and used for a specific purpose.

Open Space Fee

A fee paid by the developer of a new residential development to the City for the purpose of acquisition and development of open space.

Outdoor Display and Sales

Outdoor display and sales includes portable display taken inside at the close of each business day or a display of items of merchandise for immediate sale and open to customers for browsing (such as, but not limited to, operable autos, RVs, trucks, modular homes, hot tubs) that is permanently located outdoors. Retail displays including shelving or rack areas higher than six feet, wholesale merchandise displays and other areas not accessible to the general public are considered outdoor storage. This use does not include merchandise displayed immediately adjacent primary facade near the customer entrance(s) that does not protrude into parking areas or drive aisles or beyond the eaves, roof overhang or covered entrance area.

Outdoor Entertainment and Recreation

Outdoor facilities, excluding racetracks, for outdoor concerts, amusement parks, miniature golf, drive-in theaters, go-cart tracks, stadiums, and other similar outdoor activities, and that may provide limited bleacher-type seating for the convenience of users. This use includes facilities for outdoor sports such as private swimming pools, tennis and basketball courts, sports fields, and playgrounds.

²⁰³ Definition based on current "Office" use category details and definition of "Professional Office."

²⁰⁴ New definition for new use category.

Outdoor Storage, Accessory²⁰⁵

An outdoor area used for the long-term deposit (more than 48 hours) of any goods, material, merchandise, or vehicles that occupy a volume of more than 150 cubic feet as an accessory use to and associated with a principal use on the property.

Outdoor Storage, Commercial²⁰⁶

An outdoor area in which storage spaces are used by consumers/tenants for short- and long-term storage of personal property. Consumers/tenants retain "care, custody and control" of their personal property. Outdoor storage includes, but is not limited to, camper/RV storage, commercial and industrial product storage (e.g. sand and gravel), as well as landscape storage and contractor storage.

Overlay District

A zone district which has been superimposed over basic districts to address development constraints which require special attention and treatment and to alert developers to issues they need to address in preparing an application for development.

Owner

An individual, firm, association, syndicate, partnership, or corporation having sufficient proprietary interest to seek development of land.

P

Parcel

An area of land defined by a legal description and recorded with the County Clerk and Recorder.

Park, Lake, Reservoir, or Other Open Space²⁰⁷

Uses of land that are characterized primarily by natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, or community gardens, or public squares. Structural improvements are generally limited to those structures that facilitate the use of the land as park and open space. Accessory uses may include playgrounds, maintenance facilities, swimming pools, restrooms and dressing rooms, concessions, and parking.

Parks and Open Space (Use Category)²⁰⁸

Uses in this category focus on natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Lands tend to have few structures. Accessory uses may include clubhouses, playgrounds, maintenance facilities, concessions, and parking.

²⁰⁵ Revised definition to distinguish between accessory outdoor storage and new principal outdoor storage use.

²⁰⁶ Consolidates and expands "Heavy Equipment Storage/Pipe Storage," "Outdoor Storage or Loading," Gas or Petroleum Storage," and "Sand or Gravel Storage."

²⁰⁷ Revised definition for existing term.

²⁰⁸ New definition for new use category.

Parking Lot or Garage²⁰⁹

An off-street area or structure used for the parking of vehicles as a principal use of land. Parking is generally available to the public, and a fee is generally charged. Parking facilities that are accessory to a principal use are not considered commercial parking uses

Parkway Strip

The undeveloped portion of right-of-way between the back of curb and the detached sidewalk.

Pasture, Commercial²¹⁰

Land, including fenced fields, where plants, including but not limited to hay, grass, alfalfa, or corn are cultivated and irrigated or watered and are grown for the purpose of grazing.

Pedestrian Right-of-way

A right-of-way or easement dedicated for public pedestrian access.

Person

Natural persons as well as any other entity recognized by law, including: association, partnership, corporation, and joint venture, whether for-profit or nonprofit.

Personal Service²¹¹

A facility that provides individualized services generally related to personal needs. These include, but are not limited to, laundry, including cleaning and pressing service, beauty shops, barbershops, shoe repair, personal copying/shipping services, health spas, photographic studios, tailor/seamstress shop, indoor equipment/party/event rental, tanning salon, bicycle and sports equipment repair, small appliance repair, tattoo parlors and similar uses.

Planned Development (PD)

An area of land zoned and improved as a development for which the otherwise applicable bulk use and other requirements may be modified in order to allow for more flexible planning in conformance with the development approval process.

Principal Arterial

A street, as identified in the Grand Junction Circulation Plan, which provides a network of continuous routes serving intrastate and interstate travel as well as interurban and intraurban travel.

Principal Structure

The structure in which the principal use of a property is conducted. This shall include any buildings which are attached to the principal structure by a covered structure.

²⁰⁹ Replaces “Commercial Parking” use category.

²¹⁰ New definition for existing term not currently defined.

²¹¹ New term and definition. Definition based on details from “Retail Sales and Services” use category and includes current “Repair, Small Appliance,” “Repair, Large Appliance,” and “Personal Services.”

Principal Use

The main or principal use of a parcel of land.

Private

Anything not owned or operated by the federal government, State government, or any political subdivision.

Produce Stand²¹²

A temporary open air stand or place for the seasonal selling of agricultural products.

Property

A lot, parcel, tract or other real estate. Separate parcels, lots, tracts and/or other real estate which are under the same ownership and which adjoin or abut are, for the purpose of this Code, treated as one lot, parcel or tract or other real estate, even if classified as different tax parcels and even if separated by a right-of-way, watercourse or similar barrier.

Public

Anything owned or operated by the federal government, state government, or any political subdivision.

Public Building

Any building owned, leased or held by the United States of America, the State of Colorado, Mesa County, the City of Grand Junction, any school district or other agency or political subdivision, which building is used for governmental purposes.

Public Trail

Any pathway designed for public recreation.

Q

R

Recreation and Entertainment (Use Category)²¹³

Uses in this category include indoor and outdoor recreation and entertainment activities. Accessory uses may include limited retail, concessions, parking, and maintenance facilities.

Recreational Vehicle

All vehicles, with or without motive power, designed, converted or used to provide temporary living quarters that include four or more of the following permanently installed facilities: cooking, refrigeration or ice box, self-contained toilet, heating and/or air conditioning, potable water supply system including faucet and sink, separate 110 to 125 volt electrical power supply and/or LP gas supply. Recreational vehicles shall also include the following: all watercraft subject to registration by the State of Colorado, all motorcycles, mini bikes, all-terrain vehicles (ATVs), go-carts and similar

²¹² Revised to include new definition of agricultural products.

²¹³ New definition for new use category.

vehicles with motive power that are prohibited from operating on a public street by the State of Colorado. All other vehicles and crafts designed to carry one or more adults used primarily for recreational purposes that are prohibited from operating on a public street by the State of Colorado, all trailers designed or used to carry any recreational vehicle described herein.

For the purpose of this Code, an empty trailer or a recreational vehicle not on a trailer shall each be counted as one recreational vehicle. However, a trailer carrying one or more recreational vehicles shall together be counted as one recreational vehicle. Also includes a semi-trailer, loaded or unloaded, utility trailers, loaded or unloaded, or any other type or use of a trailer.

Recycling Collection Facility

A structure or facility in which used materials such as papers, glassware, plastics, and metal cans are separated, recycled, and processed prior to shipment to others that will use those materials to manufacture new products.

Recycling Collection Point²¹⁴

An incidental use that serves as a neighborhood drop-off point for temporary storage of non-hazardous recoverable or recyclable goods such as, but not limited to, newspapers, glassware, plastics, clothing and metal cans. No on-site processing of such items would be allowed.

Regulated Cannabis Cultivation Facility

An entity licensed to cultivate, prepare, and package cannabis and sell cannabis to retail cannabis stores, to cannabis product manufacturing facilities, and to other cannabis cultivation facilities, but not to consumer.

Regulated Cannabis Hospitality and Sales Business

A facility that cannot be mobile, that is licensed to permit the consumption of only the retail cannabis or retail cannabis products it has sold pursuant to the provisions of an enacted, initiated, or referred ordinance or resolution of the local jurisdiction in which the licensee operates.

Regulated Cannabis Products Manufacturing Facility

An entity licensed to purchase cannabis; manufacture, prepare, and package cannabis products; and sell cannabis and cannabis products to other cannabis product manufacturing facilities and to retail cannabis stores, but not to consumers.

Regulated Cannabis Store

An entity licensed to purchase regulated cannabis from regulated cannabis cultivation facilities and to sell regulated cannabis to consumers and regulated cannabis testing facilities that are licensed to analyze and certify the safety and potency of cannabis.

Regulated Cannabis Transporter Business

An entity or person that is licensed to transport retail cannabis and retail cannabis products from one regulated cannabis business to another regulated cannabis business and to temporarily store

²¹⁴ Revised definition.

the transported regulated cannabis and regulated cannabis products at its licensed premises but is not authorized to sell regulated cannabis or regulated cannabis products under any circumstances.

Renewable Energy Facility, Accessory²¹⁵

The use of land for:

1. Solar collectors or other devices or structural design features of a structure that rely upon sunshine as an energy source and is capable of collecting, distributing, or storing the sun's radiant energy for a beneficial use;
2. Land area and equipment for the conversion of natural geothermal energy into energy for beneficial use; or
3. Wind energy systems.

Residence

A home, abode, or place where an individual is actually living at a specified point in time.

Resort Cabin and Lodge²¹⁶

A building or group of buildings, under single management and ownership, containing rooms and/or units available for temporary rental to transient guests, which serves as a destination point for visitors, and where the primary attraction is major natural areas, recreational features, or activities for persons on vacation.

Restaurant²¹⁷

An establishment serving food and/or beverages that are prepared, served, and consumed either within an enclosed building or accessory outdoor eating and drinking areas on the premises, taken out, or delivered.

Retail Sales (Use Category)²¹⁸

Uses in this category involve the sale, lease, or rent of new or used products directly to the final consumer for whatever purpose, but not specifically or exclusively the purpose of resale. Accessory uses may include offices, parking, storage of goods, assembly, repackaging, or repair of goods for on-site sale.

Retail Sales and Service

Establishments engaged in selling, leasing, or renting goods or merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods.

Retail Sales and Service, Small

A facility or establishment with up to 5,000 square feet of gross floor area.

²¹⁵ New term and definition.

²¹⁶ New definition for existing term that is not currently defined.

²¹⁷ Revised definition.

²¹⁸ New definition for new use category.

Retail Sales and Service, Medium

A facility or establishment with between 5,001 and 10,000 square feet of gross floor area

Retail Sales and Service, Large²¹⁹

A facility or establishment with between 10,001 and 60,000 square feet of gross floor area.

Retail Sales and Service, Big Box

A facility or establishment with more than 60,000 square feet of gross floor area.

Retaining Wall

A manmade barrier constructed for the purpose of stabilizing soil, retarding erosion, or terracing a parcel or site.

Reverse Corner Lot

Lots having a rear lot line that is adjacent to or across an alley from the side lot line of another lot.

Ridgeline

The highest elevation of a mountain chain or line of hills; the intersection of two roof surfaces forming the highest horizontal line of the roof.

Riding Academy, Roping or Equestrian Area²²⁰

A facility or place used for horse boarding (including equestrian pasture boarding) and/or equestrian activities for a fee, and/or for an exchange of goods or services. This includes facilities where horses are harbored and the general public may, for a fee, hire horses for riding.

Right-of-way

A strip of land acquired by reservation, dedication, forced dedication, prescription, or condemnation and intended to be occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, waterline, sanitary storm sewer, and other similar uses; generally, the right of one to pass over the property of another.

Roadway

The improved portion of a street within a right-of-way and/or easement.

Roof Line

The highest edge of the roof or the top of parapet, whichever establishes the top line of the structure when viewed in a horizontal plane.

Rooster²²¹

A rooster shall be defined as any adult male domestic chicken which is three months of age or older.

²¹⁹ Includes current "Farm Implement/Equipment Sales/Service, "Feed Store"

²²⁰ New definition for existing term not currently defined.

²²¹ Current 21.04.030(a)(3)(iii).

Rubbish

Rubbish includes but is not limited to food waste, ashes and other solid, semisolid and liquid waste, by-products and generally decomposable residue taken from residences, commercial establishments and institutions. Rubbish may also be known as/referred to as “garbage,” “trash,” or “waste” as those terms are used and/or defined in this Code or any other City code, law, rule or regulation.

S

Safety Service Facility²²²

Facilities for the provision of local rapid response emergency services such as policing, firefighting, and mobile medical emergency services, including areas for the storage and maintenance of emergency vehicles and equipment and housing and feeding of emergency personnel.

Sanitary Facility

A facility providing a toilet and washbasin that may or may not be connected to a central sanitary sewer system.

Satellite Dish

An antenna, consisting of radiation elements that transmit or receive radiation signals, that is supported by a structure with or without a reflective component to the radiating dish, usually circular in shape with a parabolic curve design constructed of a solid or open mesh surface and intended for transmitting or receiving television, radio, microwave signals or other electromagnetic waves to or from earth satellites.

School, Boarding²²³

An educational institution at which pupils are provided with meals and lodging.

School, Public or Private²²⁴

A public or private institution that offers general academic instruction at preschool, kindergarten, elementary, and secondary levels.

School, Vocational, Technical, or Trade²²⁵

A secondary or higher education facility primarily teaching usable skills that prepares students for jobs in a trade or in industry, construction, or commerce, and meeting all applicable state requirements for a facility of its type

Service Lines

Electric, gas, communication, water, sewer, irrigation and drainage lines providing local distribution or collection service.

²²² New definition for an existing term.

²²³ New definition for existing term.

²²⁴ Consolidated Elementary and Secondary schools and new definition.

²²⁵ New definition for existing term not currently defined.

Setback

The minimum distance between a structure and a property line of a parcel of land or other established reference point.

Shooting Range, Indoor²²⁶

An indoor facility used for firearm target practice, competitions, or similar uses, including but not limited to archery, skeet, trap, paintball, and similar shooting activities.

Shooting Range, Outdoor²²⁷

An outdoor area or facility to be used for firearm target practice, competitions, or similar uses, including but not limited to archery, skeet, trap, and similar shooting activities.

Short-Term Rental²²⁸

A type of lodging wherein a dwelling unit, either in full or in part, is rented to a temporary occupant(s) for monetary consideration for fewer than 30 consecutive days. A bed and breakfast is a type of short-term rental. Likewise, a home used similar to a rooming/boarding house but where stays are fewer than 30 consecutive days is also a short-term rental. Short-term rental does not include emergency shelters.

Sight Distance Triangle

A triangular-shaped portion of land established at street intersections in which nothing is erected, placed, planted, or allowed to grow in such a manner as to limit or obstruct the sight distance of motorists entering or leaving the intersection.

Sign-Related Definitions

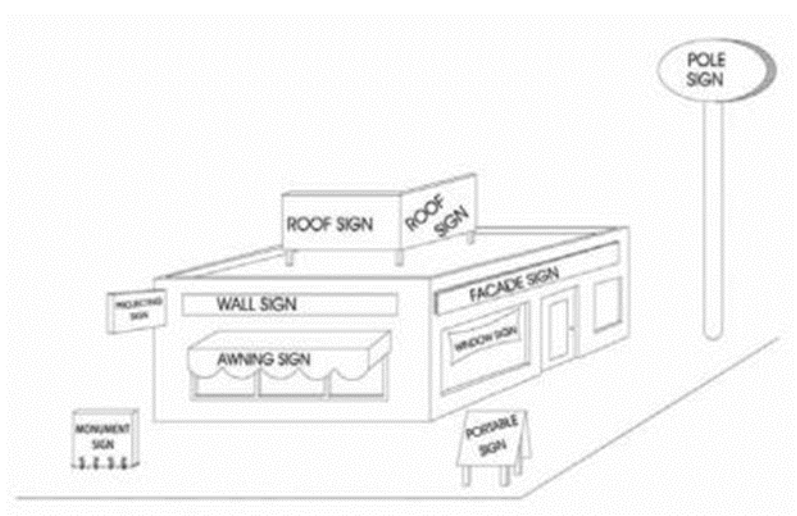
Sign

Any device, fixture, placard, structure, painted surface, or part thereof that uses any color, word, written representation, graphic symbol, logo, letters, illumination, numbers, or writing to advertise, announce or identify the purpose of, a person or entity, to advertise or merchandise a product or service, or to communicate written information to the public. (See graphic.)

²²⁶ New definition for existing term not currently defined.

²²⁷ New definition for existing term not currently defined.

²²⁸ This definition may be revised to reflect updates to the short-term rental regulations.



Sign, Awning

A sign that is mounted, painted or attached to an awning.

Sign, Monument

A sign other than a pole sign in which the entire bottom is in contact with, or is close to, the ground and is independent of any other structure.

Sign, Façade

A sign painted on a wall of a building with or without a background. A facade sign shall not project from the building on which it is painted.

Sign, Flush Wall

A sign attached to, or erected against, the wall of a structure which has the sign face in a plane parallel to the plane of the wall and which does not extend more than 12 inches from the building face. (See graphic above.)

Sign, Freestanding

A sign structure which is supported by one or more columns, uprights, poles or braces extended from the ground or which is erected on the ground. (See graphic above.)

Sign, Illegal

A sign which is in violation of the requirements of this Code except for those signs qualifying as nonconforming (see sign regulations, GJMC 21.06.070).

Sign, Integral

A sign that is carved into stone, concrete or similar material or made of bronze, aluminum, or other permanent type construction and made an integral part of the structure.

Sign, Permanent

A sign which is securely attached to the ground or a structure so that it cannot readily be moved.

Sign, Portable

A sign which is not permanently attached to the ground or a structure. A sign that is mounted or erected upon a vehicle, van, truck, automobile, bus, railroad car or other vehicle which is not registered and not in operating condition shall be considered a portable sign. (See graphic above.)

Sign, Projecting

A sign attached to a structure wall and extending outward from the wall more than 12 inches. (See graphic above.)

Sign, Roof Top

A sign that is mounted on the roof of a building or that is wholly dependent upon a building for support and that projects above the top walk or edge of a building with a flat roof, the eave line of a building with a gambrel, gable or hip roof, or the deck line of a building with a mansard roof. (See graphic above.)

Sign, Wind Driven

One or more banners, flags, pennants, ribbons, spinners, streamers, captive balloons or other objects or materials designed or intended to move when subjected to pressure by wind or breeze and by that movement attract attention and function as a sign (see definition of Sign).

Sign Without Backing

Any word, letter, emblem, insignia, figure or similar character or group thereof that is neither backed by, incorporated in, or otherwise made a part of any larger display.

Solid Waste Disposal or Processing Facility²²⁹

An area of land and any related facility owned or operated by the City of Grand Junction that is designed or operated for the purpose of disposing of solid waste on or in the land and at which solid waste is disposed of in or on the land.

Storage, Wholesale, and Warehousing (Use Category)²³⁰

Uses in this category are engaged in the storage or movement of goods for themselves or other businesses. Goods are generally delivered to other businesses or the final consumer, except for some will-call pickups. There are typically few customers present.

Street

Any public or private roadway, but not an alley.

Street, Primary

The principal frontage for a building site, as defined during site plan review.

Street, Side

The frontage that is not a primary street, as defined during site plan review.

²²⁹ New definition for existing term not currently defined.

²³⁰ New definition for new use category.

Streetscape

The landscaping and other manmade objects located within the public right-of-way which add variety and are placed for aesthetic purposes as well as functional, pedestrian guidance and traffic control.

Structure

Anything constructed or erected which requires location on or in the ground, or is attached to something having a location on the ground or anything as defined by the International Building Code. Structures do not include piped ditches and their appurtenances, poles, lines, cables, transmission or distribution facilities of public utilities, freestanding mailboxes, on grade slabs, walks, driveways, landscaping materials or fences, except that fences in excess of six feet shall be considered a structure. (See also Building.)

Surveyor

A land surveyor registered by the State of Colorado.

Swimming Pool, Community²³¹

A swimming pool maintained by individuals for the use of more than one household and open to the public, maintained by a school, park district, municipality or other public not for profit organizations.

SWMM

The Stormwater Management Manual (GJMC Title 28) as adopted by the City.

T

TEDS

The Transportation and Engineering Design Standards (GJMC Title 29) as adopted by the City.

Telecommunication-Related Definitions

Alternative Structure

A structure that is not primarily constructed for the purpose of holding antennas but on which one or more antennas may be mounted, such as buildings, water tanks, pole signs, billboards, church steeples, and electric power transmission towers.

Amateur Radio Tower

A tower used for noncommercial amateur radio transmissions consistent with the "Complete FCC U.S. Amateur Part 97 Rules and Regulations" for amateur radio towers.

Ancillary Structure

For the purpose of this section, any form of development associated with a Telecommunications Facility, including foundations, concrete slabs on grade, guy anchors, generators, and transmission cable supports, but excluding equipment cabinets.

²³¹ New definition for existing term not currently defined.

Antenna

Any apparatus designed for the transmitting and/or receiving of electromagnetic waves, including telephonic, radio or television communications. Types of elements include omnidirectional (whip) antennas, sectionalized (panel) antennas, multi or single bay (FM and TV), yagi, or parabolic (dish) antennas.

Antenna Array

A single or group of antenna elements and associated mounting hardware, transmission lines, or other appurtenances which share a common attachment device such as a mounting frame or mounting support structure for the sole purpose of transmitting or receiving electromagnetic waves.

Antenna Element

Any antenna or antenna array.

ASR

The antenna structure registration number as required by the FAA and FCC.

Base Station

Equipment and nontower supporting structure at a fixed location that enable wireless telecommunications between user equipment and a communications network. Examples include transmission equipment mounted on a rooftop, water tank, silo or other above ground structure other than a tower. The term does not encompass a tower as defined herein or any equipment associated with a tower. "Base station" includes, but is not limited to:

3. Equipment associated with wireless telecommunications services such as private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul;
4. Radio transceivers, antennas, coaxial or fiber optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration (including distributed antenna systems and small cell networks);
5. Any structure other than a tower that, at the time the application is filed under this section, supports or houses equipment described in this definition that has been reviewed and approved under the applicable zoning or siting process, or under another City regulatory review process, even if the structure was not built for the sole or primary purpose of providing such support.

"Base station" does not include any structure that, at the time the application is filed under this section, does not support or house wireless communication equipment.

Breakpoint Technology

The engineering design of a monopole, or any applicable support structure, wherein a specified point on the monopole is designed to have stresses concentrated so that the point is at least five percent more susceptible to failure than any other point along the monopole so that in the event of a structural failure of the monopole, the failure will occur at the breakpoint rather than at the base plate, anchor bolts, or any other point on the monopole.

Broadband Facility

Any infrastructure used to deliver broadband services or for the provision of broadband service.

Broadband Service

Any technology identified by the U.S. Secretary of Agriculture as having the capacity to transmit data to enable a subscriber to the service to originate and receive high-quality Internet access, voice, data, graphics, and video. Broadband service includes, but is not limited to:

1. Cable Service. The one-way transmission to subscribers of video programming or other programming services and subscriber interaction required for the selection or use of such video programming or other programming service.
2. Telecommunications Service. The offering of telecommunications for a fee directly to the public, or to such classes of users as to be effectively available directly to the public, regardless of the facilities used.
3. Wireless Service. Data and telecommunications services, including commercial mobile services, commercial mobile data services, unlicensed wireless service and common carrier wireless exchange access services, as all of these terms are defined by federal law and regulations.

Co-Location

The mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communications purposes so that installation of a new support structure will not be required.

Combined Antenna

An antenna or an antenna array designed and utilized to provide services for more than one wireless provider, or a single wireless provider utilizing more than one frequency band or spectrum, for the same or similar type of services.

Concealed

A tower, ancillary structure, or equipment compound that is not readily identifiable as a Telecommunications Facility and that is designed to be aesthetically compatible with existing and proposed building(s) and uses on a site or in the neighborhood or area. There are two types of concealed facilities:

1. Antenna attachments, including painted antenna and feed lines to match the color of a building or structure, faux windows, dormers or other architectural features that blend with an existing or proposed building or structure; and
2. A freestanding concealed tower which looks like something else that is common in the geographic region such as a church steeple, windmill, bell tower, clock tower, light standard, flagpole with a flag that is proportional in size to the height and girth of the tower, or tree that grows naturally or is commonly found in the area.

COW – “Cellular on Wheels”

A temporary PWSF placed on property to provide short term, high volume telecommunications services to a specific location and which can be easily removed from the property.

DAS – Distributed Antenna System

A system consisting of: (i) a number of remote communications nodes deployed throughout the desired coverage area, each including at least one antenna for transmission and reception; (ii) a high capacity signal transport medium (typically fiber optic cable) connecting each node to a central communications hub site; and (iii) radio transceivers located at the hub site (rather than at each individual node as is the case for small cells) to process or control the communications signals transmitted and received through the antennas.

DAS Hub

Ancillary equipment usually contained in a shelter or other enclosure which does not have any wireless transmission or receive equipment contained therein but is utilized in the deployment and operation of wireless DAS receive/transmit infrastructure that is located elsewhere.

Development Area

The area occupied by a Telecommunications Facility including areas inside or under an antenna-support structure’s framework, equipment cabinets, ancillary structures, and/or access ways.

Dual Purpose Facility

A new banner pole, light stanchion, support tower for overhead electric lines, or other similar utility structure onto which one or more antenna(s) are or can be mounted or attached, and which is built for the primary purpose of providing PWSF.

Eligible Facilities Request

Any request for modification of an existing tower or base station involving co-location of new transmission equipment, removal of transmission equipment, or replacement of transmission equipment that does not substantially change the physical dimensions of such tower or base station.

Eligible Facility

Existing wireless tower or base station that has been approved through a local government land use review process prescribed for the tower or base station.

Eligible Support Structure

Any tower or base station existing at the time the application is filed with the City.

Equipment Cabinet

Any structure used exclusively to contain equipment necessary for the transmission or reception of communication signals.

Equipment Compound

The fenced-in area surrounding, inside or under a ground-based wireless communication facility containing ancillary structures and equipment (such as cabinets, shelters, and pedestals) necessary to operate an antenna that is above the base flood elevation.

Equipment Shelter

A self-contained building housing ancillary electronic equipment typically including a generator.

Existing

A constructed tower or base station is “existing” for purposes of this section if it has been reviewed and approved under an applicable City land use review process. “Existing” also includes a tower that was lawfully constructed but not reviewed because it was not in a zoned area when it was built.

Feed Lines

Cables or fiber optic lines used as the interconnecting media between the base station and the antenna.

Flush-Mounted

Antenna or antenna array attached to the face of a support structure or building such that no portion of the antenna(s) extend(s) above the height of the support structure or building. The maximum flush-mounting distance, if prescribed, shall be measured from the outside edge of the support structure or building to the inside edge of the antenna.

Geographic Search Ring

An area designated by a wireless provider or operator for a new base station and/or tower produced in accordance with generally accepted principles of wireless engineering.

Handoff Candidate

A wireless communication facility that receives call transference from another wireless facility, usually located in an adjacent first “tier” surrounding the initial wireless facility.

Least Visually Obtrusive Profile

The design of a Telecommunications Facility presenting the minimum visual profile necessary for proper function.

Nonconcealed

A Telecommunications Facility that is readily identifiable as such (whether freestanding or attached).

OTARD

Over the air reception devices which are limited to either a “dish” antenna one meter (39.37 inches) or less in diameter designed to receive direct broadcast satellite service, including direct-to-home satellite service, or to receive or transmit fixed wireless signals via satellite, or an antenna that is one meter or less in diameter and is designed to receive video programming services via broadband radio service (wireless cable), or to receive or transmit fixed wireless

signals other than via satellite or an antenna that is designed to receive local television broadcast signals.

Personal Wireless Service Facility (“PWSF”)

Any staffed or unstaffed location for the transmission and/or reception of radio frequency signals or other personal wireless communications, including commercial mobile services, unlicensed wireless services, wireless broadband services, and common carrier wireless exchange access services as defined in the Telecommunications Act of 1996, and usually consisting of an antenna or group of antennas, transmission cables, feed lines, equipment cabinets or shelters, and may include a tower. Facilities may include new or existing towers, replacement towers, co-location on existing towers, base station attached concealed and nonconcealed antenna, dual purpose facilities, concealed towers, and nonconcealed towers (monopoles, lattice and guyed), so long as those facilities are used in the provision of personal wireless services as that term is defined in the Telecommunications Act.

Qualified Co-Location Request

Co-location of PWSF on a tower or base station that creates a substantial change in the facility but is entitled to processing within 90 days under 47 U.S.C. §332(c)(7).

Radio Frequency Emissions

Any electromagnetic radiation or other communications signal emitted from an antenna or antenna-related equipment.

Radio Frequency Propagation Analysis

Computer modeling to show the level of signal saturation in a given geographical area.

Replacement

A modification of an existing tower to increase the height, or to improve its integrity, by replacing or removing one or several tower(s) located in proximity to a proposed new tower in order to encourage compliance with this section, or improve aesthetics or functionality of the overall wireless network.

Satellite Earth Station

A single or group of parabolic or dish antennas mounted to a support device that may be a pole or truss assembly attached to a foundation in the ground, or in some other configuration, including the associated separate equipment cabinets necessary for the transmission or reception of wireless communications signals with satellites.

Site

For towers other than towers in the rights-of-way, the boundaries of the leased or owned property on which the facilities are or are proposed to be situated.

Small Cell Facility

A wireless service facility that meets both of the following qualifications:

1. Each antenna is located inside an enclosure of no more than three cubic feet in volume or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an enclosure of no more than three cubic feet; and

2. Primary equipment enclosures are no larger than 17 cubic feet in volume. The following associated equipment may be located outside of the primary equipment enclosure and, if so located, is not included in the calculation of equipment volume: electric meter, concealment, telecommunications demarcation box, ground-based enclosures, backup power systems, grounding equipment, power transfer switch, and cutoff switch.

Small Cell Network

A collection of interrelated small cell facilities designed to deliver wireless service.

Stanchion

A vertical support structure generally utilized to support exterior lighting elements.

Streamlined Processing

Expedited review process for co-locations required by the federal government (Congress and/or the FCC) for PWSF.

Substantial Change

A modification or co-location constitutes a “substantial change” of an eligible support structure if it meets any of the following criteria:

1. A PWSF co-location or modification of an existing antenna-supporting structure not in a right-of-way increases the overall height of the antenna-supporting structure, antenna and/or antenna array more than 10 percent or 20 feet, whichever is greater. A PWSF co-location on an existing antenna-supporting structure within a right-of-way increases the overall height of the antenna-supporting structure, antenna and/or antenna array more than 10 percent or 10 feet, whichever is greater.
2. A PWSF co-location for towers not in a right-of-way protrudes from the antenna-supporting structure more than 20 feet or the width of the structure at the elevation of the co-location, and for towers within a right-of-way, protrudes from the antenna-supporting structure more than six feet.
3. A PWSF co-location on an existing antenna-supporting structure fails to meet current building code requirements (including windloading).
4. A PWSF co-location adds more than four additional equipment cabinets or one additional equipment shelter.
5. A PWSF co-location requires excavation outside of existing leased or owned parcel or existing easements.
6. A PWSF co-location defeats any existing concealment elements of the antenna-supporting structure.
7. A PWSF co-location fails to comply with all conditions associated with the prior approval of the antenna-supporting structure except for modification of parameters as permitted in this section.

Support Structure

Anything constructed or erected, the use of which requires permanent location on the ground, or attachment to something having a permanent location on the ground.

Telecommunications Facility(ies)

At a specific physical location, one or more antenna, tower, base station, mechanical and/or electronic equipment, conduit, cable, and associated structures, enclosures, assemblages, devices and supporting elements that generate or transmit nonionizing electromagnetic radiation or light operating to produce a signal used for communication, including but not limited to all types of communication facilities defined further herein.

Temporary PWSF

A temporary tower or other structure that provides interim short-term telecommunications needed to meet an immediate demand for service in the event of an emergency or a public event where a permanent wireless network is unavailable or insufficient to satisfy the temporary increase in demand or when permanent PWSF equipment is temporarily unavailable or off line.

Transmission Equipment

Equipment that facilitates transmission of communication service (whether commercial, private, broadcast, microwave, public, public safety, licensed or unlicensed, fixed or wireless), such as radio transceivers, antennas, coaxial or fiber-optic cable, and regular and backup power supply.

Tower

Any support structure built for the primary purpose of supporting any antennas and associated facilities for commercial, private, broadcast, microwave, public, public safety, licensed or unlicensed, and/or fixed or wireless services. A tower may be concealed or nonconcealed. Nonconcealed towers include:

1. Guyed. A style of tower consisting of a single truss assembly composed of sections with bracing incorporated. The sections are attached to each other, and the assembly is attached to a foundation and supported by a series of wires that are connected to anchors placed in the ground or on a building.
2. Lattice. A self-supporting tapered style of tower that consists of vertical and horizontal supports with multiple legs and cross bracing, and metal crossed strips or bars to support antennas.
3. Monopole. A style of freestanding tower consisting of a single shaft usually composed of two or more hollow sections that are in turn attached to a foundation. This type of tower is designed to support itself without the use of guy wires or other stabilization devices. These facilities are mounted to a foundation that rests on or in the ground or on a building's roof. All feed lines shall be installed within the shaft of the structure.

Tower Base

The foundation, usually concrete, on which the tower and other support equipment are situated. For measurement calculations, the tower base is that point on the foundation reached by dropping a perpendicular from the geometric center of the tower.

Tower Height

The vertical distance measured from the grade line to the highest point of the tower, including any antenna, lighting or other equipment affixed thereto.

Tower Site

The land area that contains, or will contain, a proposed tower, equipment compound, support structures and other related buildings and improvements.

Wireless Service Facility

A Telecommunications Facility for the provision of wireless services.

Temporary Use or Structure

Any use or structure placed on a parcel of land for a period of 120 days or less, unless otherwise permitted by GJMC <> [Temporary Uses and Structures].

Three Frontage Lot

A lot that fronts on three public streets.

Traffic

As calculated by the Director, according to National or other Director approved objective standards, such as the Institute of Traffic Engineers publications. If an applicant provides proof that actual traffic will be different, the Director may vary from the approved standards.

Transfer Facility, Medical and Hazardous Waste²³²

A facility at which solid or liquid medical and/or hazardous wastes are transferred from collection vehicles to another vehicle or container for transportation from one mode of transportation to another.

Transfer Facility, Solid Waste²³³

A facility at which non-medical or hazardous refuse awaiting transportation to a disposal site is transferred from one type of collection vehicle to another. Refuse may be sorted and repackaged at a transfer station.

Transient

Housing or accommodations which are typically occupied by residents for periods of two weeks or less, including, but not limited to, hotels, motels and short term rentals.

²³² New definition for existing term not currently defined.

²³³ Replaces “Non-Medical or Hazardous Waste Transfer Station” and new definition.

Transmission Line

An electric line (115 KV and over) and appurtenant facilities; or pipelines/conveyors (10 inches diameter or larger) and appurtenant facilities for transporting natural resources, chemicals, petroleum derivatives, or waste substances.

Transportation (Use Category)²³⁴

Uses in this category are primarily associated with bus, train, and aircraft facilities.

Transportation Depot²³⁵

Land and buildings used as a relay station for the transfer of a load of freight from one vehicle to another or from one party to another. Long-term or accessory storage is not permitted in a transportation depot.

Travel Trailer

A vehicle or portable unit mounted on its own chassis and wheels which does not exceed eight feet in width and/or 40 feet in length, is drawn by a motor vehicle, and provides temporary living quarters for recreational, camping or travel use.

Truck Stop²³⁶

A facility for the servicing, repair, and maintenance of motor vehicles, including the dispensing of motor fuels or other petroleum products directly into the vehicles. A truck stop may include a restaurant, overnight accommodations, showers, and other facilities intended to serve travelers.

U

Urban Agriculture²³⁷

The use of a parcel of land five acres or smaller in size for the cultivation of food and/or horticultural crops, composting, aquaponics, aquaculture and/or hydroponics. This use may include the production of food products from food grown on the premises and accessory keeping of animals City regulations.

Use

The purpose for which land or a structure is designed, arranged, intended or occupied.

Utilities

Any agency that provides essential or basic services and related facilities such as electricity, gas, water (domestic and irrigation), sewage disposal, drainage systems, solid waste disposal, television, telecommunications, telephone, or railway.

²³⁴ New definition for new use category.

²³⁵ Replaces and adds a new definition for the currently undefined, "Bus/Railroad Depot."

²³⁶ New term to replace "Truck Parking Area" with expanded definition.

²³⁷ New term and definition.

Utility Facility, Basic²³⁸

Utility facilities that are necessary to support legally established uses and involve utility structures such as water and sewage pump stations, electrical substations, telephone exchanges, poles or cables, switch boxes, transformer boxes, cap banks, and underground water and sewer lines.

Utility Facility, Major²³⁹

A facility providing an important regional utility service, such as water, sewer, or drainage, that normally entails construction of new buildings or structures, and that typically has employees on the site on an ongoing basis. Examples include but are not limited to: water works, sewage treatment plants, reservoirs, regional storm water detention ponds and other similar facilities.

Utility Structures

Electric transformers, switch boxes, telephone pedestals and telephone boxes, cable television boxes, traffic control boxes, and similar devices.

Utility Uses (Use Category)²⁴⁰

Uses in this category includes all lines, buildings, easements, passageways, or structures used or intended to be used by any public or private utility related to the provision, distribution, collection, transmission, or disposal of power, oil, gas, water, sanitary sewage, communication signals, or other similar services at a local or regional level.

V

Vehicle Fleet Operations Center²⁴¹

A central facility for the dispatch, distribution, storage, staging, and loading of vehicles that are owned, leased, or operated for a common purpose, with or without associated offices. Typical uses include, but are not limited to, ambulance service, taxi dispatch, meals-on-wheels dispatch, staging areas for shared vehicle services, and other operations that require frequent arrival and departure of cars or vans such as courier, delivery, and express services, cleaning services, key and lock services, security services, and taxi services.

Vehicle Fuel Sales or Service Station²⁴²

A facility limited to retail sales to the public of gasoline, biodiesel, electricity, ethanol fuel blends, hydrogen, natural gas, or other fuels for motor vehicles, as well as motor oil, lubricants, travel aides, and minor automobile accessories. Accessory use may include a car wash and convenience food and beverage sales.

²³⁸ Revised current characteristics description of "Basic Utilities."

²³⁹ Replaces current "Utility Treatment, Production, or Service Facility" and new definition.

²⁴⁰ New definition for new use category.

²⁴¹ Replaces current "Delivery and Dispatch Services."

²⁴² New definition to replace "Gasoline Service Station." Did not carry forward the distinguishing of "light" versus "heavy."

Vehicle Impound Lot

A lot for the storage of vehicles which have been towed or otherwise moved to the lot by a towing carrier permitted to operate pursuant to § 40-13-101 C.R.S. et seq., in which lot no vehicle dismantling or repair work occurs.

Vehicle Repair, Major²⁴³

An establishment primarily engaged in the repair or maintenance of motor vehicles, trailers, and similar large mechanical equipment, including paint, upholstery, muffler, transmission work, tire recapping and major engine and engine part overhaul. Accessory uses include outdoor repair, storage, and staging areas.

Vehicle Repair, Minor²⁴⁴

An establishment primarily engaged in the repair or maintenance of motor vehicles, trailers, and similar mechanical equipment, including brake, muffler, tire repair and change, lubrication, and tune ups, and vehicle bodywork or painting, provided it is conducted within a completely enclosed building.

Vehicle Sales, Rental, and Leasing, Heavy²⁴⁵

An establishment that specializes in the sale, display, lease, rental, or storage of heavy equipment including, but not limited to, tractors, trucks with a gross vehicle weight of over 10,000 pounds, semi-trucks and/or trailers, boats, recreational vehicles, and other large equipment.

Vehicle Sales, Rental, and Leasing, Light²⁴⁶

An establishment that specializes in the sale, display, lease, rental, of light motor vehicles, including automobiles, vans, light trucks, and light trailers.

Vehicle Wash²⁴⁷

Any building or premises or portions of the building or premises used for washing motor vehicles, including the use of automatic or semiautomatic application of cleaner, brushes, rinse water, and heat for drying.

Vehicles and Equipment (Use Category)²⁴⁸

Uses in this category include a broad range of uses for the maintenance, sale, or rental of motor vehicles and related equipment. Accessory uses may include incidental repair and storage and offices.

W

²⁴³ New term and definition. Includes current "Tire Recapping and Storage."

²⁴⁴ Consolidates and expands current "Auto and Light Truck Mechanical Repair" and "Body Shop".

²⁴⁵ New term and definition. Includes current "Rental Service" uses.

²⁴⁶ New term and definition. Includes current "Rental Service" uses.

²⁴⁷ Replaces current "Car Wash, Gasoline Service Station, Quick Lube."

²⁴⁸ New definition for new use category.

Wall

4. The vertical exterior surface of a building;
5. Vertical interior surfaces that divide a building's space into rooms; or
6. A vertical architectural partition used to divide, separate or enclose an outside area, a masonry fence (see definition of "fence").

Waste and Salvage (Use Category)²⁴⁹

Uses in this category receive solid or liquid wastes from others for disposal on the site or for transfer to another location. The category includes uses that collect sanitary wastes, or uses that manufacture or produce goods or energy from the composting of organic material or processing of scrap or waste material. Waste and salvage uses also include uses that receive hazardous wastes from others. Accessory uses may include recycling of materials, offices, and repackaging and shipment of by-products.

Watercourse

Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine, or wash in which water flows in a definite direction or course, either continuously or intermittently, and has a definite channel, bed, and bank and includes any area adjacent thereto subject to inundation by reason of overflow or floodwater.

Wholesale or Warehouse²⁵⁰

A facility that is used for the selling of merchandise to retailers; to industrial, commercial, institutional, or professional business users, or to other wholesalers; or acting as agents or brokers and buying merchandise for, selling merchandise to such individuals or companies, or the storage of merchandise, stock, vehicles, furnishings, supplies, and other trade or business material.

Wildlife Habitat Resource Area

A geographical area identified by a State or federal agency that contains elements of food, water, cover, or space, alone or in combination, which are adequate to support a rare, threatened or endangered species for at least a portion of a year.

Working Day

A business day; those days the Public Works and Community Development Department are open to the public for business. Federal holidays, Saturdays and Sundays are not working days.

X

[reserved]

Y

²⁴⁹ New definition for new use category.

²⁵⁰ Consolidates current "Wholesale Sales" and "Warehouse and Freight Movement" use category descriptions with new definition.

Yard

An existing or required open space on a parcel with a principal structure. A yard shall be open, unoccupied and unobstructed from the ground to the sky, except as otherwise provided in this Code.

Yard, Front

A yard extending across the full width and depth of the lot between a road right-of-way or access easement line and the nearest line or point of the building. (For flag lots, see Yard, side.)

Yard, Rear

A yard extending across the full width and depth of the lot between the rear lot line and the nearest line or point of the building.

Yard Setback

The minimum horizontal distance between any building and the property line.

Yard, Side

A yard extending from the front yard to the rear yard between the side lot line and the nearest line or point of the building. This side yard definition may apply for three sides of a flag lot if the flagpole portion of the lot exceeds the front yard setback.

Yard, Side Setback

The minimum horizontal distance between any building and the side property line.

Z

Zero Lot Line

The location of a building on a lot in such a manner that one or more of the building sides rests directly on a lot line.

Zone District

A mapped area with a particular set of rules and regulations which limits the types of uses. "Zone" is the same as "district."

Zoo²⁵¹

A facility, indoor or outdoor, where animals are kept for viewing by the public, and that may be accredited by the American Zoological Association.

²⁵¹ New definition for an existing term not currently defined.



Grand Junction City Council

Workshop Session

Item #1.d.

Meeting Date: December 19, 2022

Presented By: David Thornton, Principal Planner, Patrick Picard, Nikki Riemer, Daniella Acosta, Senior Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner
Dani Acosta, Senior Planner

Information

SUBJECT:

Pedestrian and Bike Plan Existing Conditions Report & TEDS Assessment Report

EXECUTIVE SUMMARY:

Fehr and Peers, a transportation engineering consulting firm has been contracted by the City to develop a Pedestrian and Bicycle Plan and update the City's Transportation and Engineering Design Standards (TEDS) manual. They will brief City Council on the planning process, including presenting a summary of the Existing Conditions and Needs Assessment Report they have drafted from their analysis of existing conditions and the extensive public input received over the past few months as part of the planning process. They will also brief the Council on their work with the TEDS update and the work being done by the Technical Advisory Committee (TAC) working with the City and consultants on this project.

BACKGROUND OR DETAILED INFORMATION:

The City's consultants, Fehr and Peers, a transportation engineering firm, will brief City Council on the work they have been doing to synthesize hundreds of public comments and input received over the past few months, looking at existing pedestrian and bicycle conditions and assessing the infrastructure needs of Grand Junction. Discussion will include presenting a summary of the Existing Conditions and Needs Assessment Report they've drafted from this analysis . They will also brief the Council on their work with the TEDS update and the work being done by the Technical Advisory Committee (TAC) working with the City and consultants on this project.

FISCAL IMPACT:

There is no fiscal impact.

SUGGESTED ACTION:

Presentaion and discussion only.

Attachments

1. TEDS Assessment 2022_12December
2. GJ Bicycle Pedestrian Plan_Existing Conditions Needs Assessment_Dec2022

TEDS Manual Assessment

Section	What we heard/learned:	What we are going to do address it:
29.01 Introduction		
29.01.010 Foreword.	N/A	No changes
29.01.020 Companion documents and software recommended for use with the Transportation Engineering Design Standards.	<ul style="list-style-type: none"> Some of the software listed is out of date. 	<ul style="list-style-type: none"> For the signal timing and analysis software, remove TEAPAC Signal2000 as it is out of date and update to say "Synchro or other software as approved by the city transportation engineer that aligns with methodologies from the latest Highway Capacity Manual" For the roundabout software, remove AaSidra and update to "Sidra or other software as approved by the city transportation engineer". For the asphalt and pavement design, remove reference to Darwin as it is out of date. Consultant team will begin to evaluate AASHTO93 and M-E Design.
29.04.010 Street classifications and standards.		
29.04.020 Access management plan.	<ul style="list-style-type: none"> Update list of CDOT Access Control Plans and GJ Access Management Plans. Revised street cross sections should belong in section 29.2. 	<ul style="list-style-type: none"> Hyperlink the Patterson Road Access Management Plan. Hyperlink the Pear Park Plan (transportation and access management chapters). Hyperlink to CDOT Access Control Plans. Any revised cross sections should be located in 29.2. Remove reference to purchase of AutoCAD files at City Hall (last sentence of paragraph).
29.08.010 Transportation Impact Studies		
29.08.010 Transportation Impact Studies	<ul style="list-style-type: none"> Document titles should be updated Hyperlink all plans 	<ul style="list-style-type: none"> Hyperlink and add a page number reference to the following plans/maps: <ul style="list-style-type: none"> -Grand Valley Circulation Plan to Grand Junction Circulation Plan -Mesa County Functional Classification Map -City Contract Documents -Active Transportation Corridor Plan -Transit Design Standard Guidelines -Corridor Guidelines
29.08.020 Procedure.	N/A	No changes
29.08.030 General meeting or pre-application conference.	<ul style="list-style-type: none"> Clarify "pre-application" meeting versus "general meeting". A hyperlink to the forms would be helpful. 	<ul style="list-style-type: none"> Update terminology to "pre-application meeting or general meeting". Hyperlink all forms.
29.08.040 Determination of base assumptions.	<ul style="list-style-type: none"> A hyperlink to the Base Assumptions form would be helpful The Base Assumptions Form text called out in the TEDS Manual text should match what is shown on the Base Assumptions Form. 	<ul style="list-style-type: none"> Hyperlink the Base Assumptions Form Update the text in the TEDS Manual to match what is called out in the Base Assumptions Form. This includes updating "Period of Study" to "Study Years".
29.08.050 Pedestrian analysis.	<ul style="list-style-type: none"> Re-think what is required in the pedestrian analysis. Expand this section to think about both bicycles and pedestrians. 	<ul style="list-style-type: none"> Require descriptions of pedestrian and bicycle facilities and specifically identify if the land use disrupts and existing facility, is adjacent to a proposed bicycle facility, or if the project conflicts with a proposed bicycle facility. Also include this section to incorporate micromobility access and storage facilities.

Section	What we heard/learned:	What we are going to do address it:
29.08.060 Submittal.	•Update County Community Development Department to County Planning Department.	•Update County Community Development Department to County Planning Department.
29.08.070 Review agency comments and recommendations.	•The example about signal operations/left turns does not make sense.	•Give another example or further describe the signal timing sentence.
29.08.080 Transportation impact study report contents.	•Elaborate future background traffic projections.	Provide definitions of each section of the TIS and what it should entail.
29.08.090 Project description.	N/A	No changes
29.08.100 Existing conditions.	N/A	No changes
29.08.110 Description of existing transportation system.	•Align facility type definitions with what is in the GJ Pedestrian/Bicycle Master Plan.	•Update facility type definitions to align what is described in the GJ Pedestrian/Bicycle Master Plan. These bikeway facility types will include bike boulevard, bike lane, buffered bike lane, trail, cycle track, and protected bike lane.
29.08.120 Capacity analysis and quality of service.	N/A	No changes
29.08.130 Future traffic projections.	N/A	No changes
29.08.140 Project traffic.	•Elaborate on pass-by component.	•Add additional explanation about the pass-by component definition and confirm percentages are still applicable.
29.08.150 Total traffic projections.	N/A	No changes
29.08.160 Site design and circulation evaluation.	N/A	No changes
29.08.170 Transportation impact analysis.	•Clarify the background traffic.	•The background traffic definition will be clarified in 29.08.08 so this comment will no longer be applicable.
29.08.180 Calculations for capacity and quality of service.	N/A	•Update to "the latest version of the Highway Capacity Manual" so that the TEDS Manual stays in date as they release new versions of the HCM. •Remove reference to TEAPAC and update to "traffic analysis software that aligns with methodologies from the latest Highway Capacity Manual"
29.08.190 Mitigation measures.	N/A	No changes
29.08.200 Transportation demand management (TDM) measures.	N/A	No changes
29.08.210 Transit capacity and access improvements.	Section is crossed out	Delete this section
29.08.220 Traffic signal operational improvements.	•Clarify what signal cycle split assumptions mean	•The cycle lengths should match the current signal timing. •Provide more guidance about requirements about cycle split assumptions.
29.08.230 Street widening and other physical improvements.	N/A	No changes
29.08.240 Neighborhood transportation impact analysis.	N/A	No changes
29.08.250 Conclusions.	N/A	No changes
29.08.260 Recommendations.	N/A	•The TIS should include an executive summary including recommendations.
29.12.010 Access management.		

Section	What we heard/learned:	What we are going to do address it:
29.12.020 State highways.	N/A	•Update to reference the latest State Highway Access code rather than specify
29.12.030 City or County streets.	N/A	No changes
29.12.040 Backing into the right-of-way.	•Evaluate the 5' landscape buffer number of parking spaces. •Specify the parking space types for the four parking spaces.	•Evaluate peer city standards for backing into the right-of-way and if the conditions should be updated/clarified.
29.12.050 Provision of access.	•Add more content around where an access point can be installed.	•Add content that access can be added via an access easement. •Refer to the CDOT Access Code for State Highways. •Clarify that that the additional access points may be allowed based on an approved TIS or site plan and add "at the discretion of the director".
29.12.060 Restriction of turning movements.	N/A	No changes
29.12.070 Number of access points and joint access.	•Clarify requirements around access points.	•Make language more firm around what is required at joint access points.
29.12.080 Cross-access corridors.	N/A	No changes
29.12.090 Stub streets.	N/A	No changes
29.12.100 Abandoned accesses.	N/A	No changes
29.12.110 Exclusive turn lanes.	N/A	No changes
29.12.120 Field access.	N/A	No changes
29.12.130 Access exceptions.	N/A	No changes
29.16.010 Access and site design.		
29.16.020 Access locations.	N/A	No changes
29.16.030 Spacing.	•Clarify that it is the same side of street.	•Insert graphic that dimensions spacing to clarify that it is the dimension between two access points on the same side of the street.
29.16.040 Offsets.	•Clarify that it is the opposite side of street.	•Insert graphic that dimensions spacing to clarify that it is the dimension between two access points on the opposite side of the street.
29.16.050 Corner clearance.	•Clarify that this dimension is from the access point to the closest perpendicular street. •Clarify that the street classifications are the street that are being accessed. •Add more detail for the clearance from unsignalized intersection on local streets. •With higher density being encouraged in GJ, obtaining 50' corner clearance is more challenging. Evaluate alternate dimensions based on ADT.	•Insert graphic that dimensions spacing to clarify that it is the dimension between an access point and the closest, adjacent street. •Add a note that clarifies that the street classification (first column) is on the street which access is proposed. •Update the local street/clearance from unsignalized intersection dimension to include a note that if the ADT of the street in which access is proposed is less than 250 vehicles per day then the corner clearance can be reduced to 35'. •Evaluate peer cities to determine what other cities require for corner clearance.
29.16.060 Access design – Types of access.	•A hyperlink the right turn warrant chart would be helpful.	•Hyperlink the right turn warrant chart on the online version and attach to the physical manual.
29.16.070 Design vehicles.	N/A	No changes
29.16.080 Curb radii.	N/A	No changes
29.16.090 Driveway width.	Current minimum and maximum driveway widths do not provide variability or guidance when they should be tailored to density or type of development.	Evaluate peer cities to determine the minimum and maximum driveway widths.
29.16.100 Throat lengths and vehicle storage.	•Clarify throat length dimension. •Expand stacking requirements to ensure there is flexibility dependent on land use.	•Add graphic that demonstrates throat length •Expand on the requirements around drive through stacking to make more site specific to create different stacking lengths.

Section	What we heard/learned:	What we are going to do address it:
29.16.110 Accesses serving off-street parking lots.	•Revise the storage length for retail and industrial and update the number of spaces for automated tellers and automatic car washes.	•Propose updating the Drive-in Bank parking storage to 3 spaces per 1,000 SF (Per ITE Parking Generation Manual). •Propose updating Automatic Car Wash to 7 spaces per wash lane.
29.16.120 Commercial uses.	N/A	No changes
29.16.130 Grades.	•Need criteria for what the grades are.	•Update text to include grade criteria.
29.16.140 Sight distance.	N/A	No changes
29.16.150 Channelization islands.	•Channelized islands have not been working well and the City would like to discourage their use.	•Provide content on the exceptions when channelized islands are allowed.
29.16.160 Pedestrians and bicycles.	N/A	•Coordinate with GJ Pedestrian/Bicycle Plan on this section.
29.16.170 Transit.	N/A	No changes
29.16.180 Emergency vehicles.	N/A	No changes
29.16.190 Utilities and lighting.	N/A	No changes
29.16.200 Site circulation.	•Several subsections under here that aren't in the code. •Clarify what the minimum aisle width should be when there is no parking.	•Add a dimension or note in the table to install minimum aisle width dimension when there is no parking. This table/section is not currently in the TEDS code and should be incorporated.
29.16.210 Delivery and service.	N/A	No changes
29.16.220 Transit and pedestrians.	N/A	•Better define what is meant by adequate pedestrian facilities.
29.16.230 Inter-parcel circulation.	•Need to add more substance to this section.	•Add more detail to this section, focusing on commercial parcels. Add a statement that describes public streets are typically required through developing parcels inter-connectivity and to develop a local transportation network.
29.16.240 Landscaping.	N/A	No changes
29.20 Residential and Commercial Streets, Landscaping and Traffic Calming		
29.20.010 Street standards.	N/A	No changes
29.20.020 Residential and commercial streets.	N/A	No changes
29.20.030 Block and lot dimensions.	N/A	No changes
29.20.040 Right-of-way, street lane widths, and street lengths.	•Residential and commercial streets are too wide and do not have a multimodal focus. Need additional guidance on when street can be a lower width versus needing an exception.	•Coordinate with the fire department to understand minimum widths for residential streets. Incorporate multimodal aspects to the existing street sections and/or create additional street sections that incorporate multimodal elements. •Reference common exceptions and collaborate with Ped/Bike Plan to identify new dimensions and elements to the street sections. Each section will include criteria to identify when/where they should be applied.
29.20.050 Cul-de-sacs and dead end streets.	•A lot of these requirements are based around fire department access. Ensure that this is matching what is required by the fire department.	•Refer to Fire Department Access B. 2-5. •Evaluate other communities requirements for cul-de-sac lengths. •Add requirement that before the 101st unit can be platted, the second access must be physically constructed or financially secured. •Add graphics that display the cul-de-sac length dimension •Add graphic that displays the single access versus second access conditions.

Section	What we heard/learned:	What we are going to do address it:
29.20.060 Alignments.	<ul style="list-style-type: none"> •Alternatives to the paved with asphalt surfacing. •Add reference to the two bulbout examples. •Evaluate the intersection flowline radii values to consider bike and pedestrian. 	<ul style="list-style-type: none"> •Add a section on bulbouts. •Remove the requirement of asphalt surfacing, but specify that it shall support a fire truck (HS-20 loading). •Evaluate peer cities for flowline radii to determine if these values need to be updated or if they need to vary by context (i.e. Downtown versus new developments).
29.20.070 Vertical alignment.	N/A	No changes
29.20.080 Cross section.	N/A	No changes
29.20.090 Stopping sight distance.	N/A	No changes
29.20.100 Bicycle treatments.	<ul style="list-style-type: none"> •Integrate this section with the Pedestrian/Bicycle Plan. 	<ul style="list-style-type: none"> •Coordinate with GJ Pedestrian/Bicycle Master Plan to determine if there are any updates to this section. •Include reference to micromobility.
29.20.110 Intersections.	N/A	No changes
29.20.120 Unsignalized intersections.	N/A	No changes
29.20.130 Signalized intersections.	N/A	No changes
29.20.140 Angles.	N/A	<ul style="list-style-type: none"> •When intersections on curves must occur, they shall be radial to the curve.
29.20.150 Grades.	N/A	<ul style="list-style-type: none"> •Update text to allow grade breaks up to 1.0% in sags and up to 0.5% on crests to enable curb and gutter grades to stay at least 0.5%.
29.20.160 Spacing and offsets.	<ul style="list-style-type: none"> •Why is the spacing for residential tee intersection greater than for commercial streets? 	<ul style="list-style-type: none"> •Evaluate spacing for residential versus commercial and update text accordingly.
29.20.170 Intersection sight distance.	N/A	No changes
29.20.180 Sight zones.	N/A	No changes
29.20.190 Pedestrian treatments.	<ul style="list-style-type: none"> •Integrate this section with the Pedestrian/Bicycle Plan. 	<ul style="list-style-type: none"> •Coordinate with GJ Pedestrian/Bicycle Master Plan to determine if there are any updates to this section.
29.20.200 Landscaping – Sight distance at intersections.	N/A	No changes
29.20.210 Traffic calming.	<ul style="list-style-type: none"> •Need to clarify this section and add more detail about when traffic calming/speed management measures should be considered. 	<ul style="list-style-type: none"> •Clarify that this section is for new roadways/development. •Update this to encompass only treatments that the City will allow (i.e. remove speed humps).
29.20.220 Methods to divert traffic from residential streets.	N/A	No changes
29.20.230 Methods to slow traffic on residential streets.	N/A	No changes
29.20.240 Methods to slow traffic at intersections.	N/A	No changes
29.20.250 Traffic calming in new developments.	<ul style="list-style-type: none"> •Remove last paragraph. 	<ul style="list-style-type: none"> •Remove last paragraph.
29.24 Fire Department Access		
29.24.010 Background.	N/A	<ul style="list-style-type: none"> •Collaborate with Fire Department to determine what in this section can be updated to minimize TEDS exceptions.
29.24.020 Administrative interpretation – Defined terms.	N/A	<ul style="list-style-type: none"> •Collaborate with Fire Department to determine what in this section can be updated to minimize TEDS exceptions.

Section	What we heard/learned:	What we are going to do address it:
29.24.030 Access guidelines.	N/A	•Collaborate with Fire Department to determine what in this section can be updated to minimize TEDS exceptions.
29.24.040 Aerial apparatus roadway width.	N/A	•Collaborate with Fire Department to determine what in this section can be updated to minimize TEDS exceptions.
29.24.050 Maintenance of access roads.	N/A	•Collaborate with Fire Department to determine what in this section can be updated to minimize TEDS exceptions.
29.24.060 Divided entryway.	N/A	•Collaborate with Fire Department to determine what in this section can be updated to minimize TEDS exceptions.
29.24.070 No parking signage.	N/A	Further discussion with City about no parking signs as they do not typically require no-parking signage. Either need to remove the standards or require the signage to be consistent.
29.24.080 Design standards.	N/A	•Collaborate with Fire Department to determine what in this section can be updated to minimize TEDS exceptions. •Need further discussion around width of the access road. •Propose changing intermediate turn arounds to be 750 feet.
29.24.090 Other fire department turnarounds and clearances.	N/A	•Collaborate with Fire Department to determine what in this section can be updated to minimize TEDS exceptions.
29.24.100 Looped lane standards.	N/A	•This section should be deleted and refer to the zoning and development code, section 21.06.100.
29.24.110 Shared driveway standards.	N/A	•This section should be deleted and refer to the zoning and development code, section 21.06.100.
29.28 Arterial and Collector Geometric Design, Including Roundabouts		
29.28.010 Geometric standards.	N/A	No changes
29.28.020 Arterial and collector streets.	N/A	No changes
29.28.030 Right-of-way, street lane widths, and street lengths.	•Arterial and collector sections do not have a multimodal focus.	•Update the cross sections and/or add new cross sections to incorporate multimodal elements so that recommendations that come out of the Grand Junction Pedestrian and Bicycle Plan can easily be implemented. •City to discuss if the D, D1/2, and G Road sections are still valid and should be included.
29.28.040 Alignments – Horizontal alignment.	N/A	No changes
29.28.050 Alignments – Vertical alignment – Grades.	N/A	No changes
29.28.060 Clearance of structures.	N/A	No changes
29.28.070 Stopping sight distance.	N/A	No changes
29.28.080 Cross section.	N/A	No changes
29.28.090 Tapers and transitions – Road width transition tapers.	•Add a reference to the section of exclusive turn lanes.	•Add a reference to the section of exclusive turn lanes.
29.28.100 Bicycle treatments.	N/A	•Collaborate with GJ Pedestrian/Bicycle Master Plan to update this section.
29.28.110 Intersections.	N/A	No changes
29.28.120 Unsignalized intersections.	N/A	No changes
29.28.130 Signalized intersections.	N/A	No changes
29.28.140 Sight distance.	N/A	No changes

Section	What we heard/learned:	What we are going to do address it:
29.28.150 Sight zones.	N/A	No changes
29.28.160 Intersection radii.	N/A	No changes
29.28.170 Lane requirements.	•Turn lane warrants should be re-evaluated.	•Evaluate peer cities to re-evaluate turn lane warrants.
29.28.180 Angles.	N/A	No changes
29.28.190 Grades.	N/A	No changes
29.28.200 Spacing and offsets.	•Under the principal arterials section, there is a comment that GJ does not preclude the left or through movements and this section should be considered to be removed.	•Remove the principal arterials section.
29.28.210 Pedestrian treatments.	N/A	•Collaborate with GJ Pedestrian/Bicycle Master Plan to update this section. •Add reference to PROWAG.
29.28.220 Roundabouts.	N/A	No changes
29.28.230 Landscaping – General requirements.	•Refer to the sight zones section.	•Refer to the sight zones section. •Delete reference to "Chapter 7".
29.32 Pavements and Truck Routes		
29.32.010 Design methods and procedures.	N/A	No changes
29.32.020 Pavement types.	N/A	No changes
29.32.030 Design input variables.	•Do we want a 30 year design life?	•Specify 30-year design life for concrete and 20-year design life for asphalt. Also allow for flexibility that newer perpetual pavement designs can be considered as well.
29.32.040 Pavement design procedures.	•The design methodologies and software is not the most up to date.	•Update pavement design methodologies and softwares.
29.32.050 Truck routes.	•Add reference to the GIS truck route layer.	•Provide hyperlink to the GIS transportation map. The map has the latest truck route layer.
29.36 Street Lighting, Utilities and Mailboxes		
29.36.010 Requirements.	N/A	No changes
29.36.011 Telecommunication Facilities.	There are standards for Small Cell Infrastructure that has not been incorporated into TEDS.	NEW SECTION •Incorporate Small Cell Infrastructure Standards for in ROW and on private property (have already been developed).
29.36.020 Street lighting.	•Lighting is a common TEDS Exception. •The Redlands neighborhoods is an "unofficial dark sky".	•Reference the Zoning and Development code for dark sky locations and requirements.
29.36.030 Luminance requirements.	N/A	•For arterials and collectors, guidance about spacing rather than or in addition to illuminance levels.
29.36.040 Acceptable poles and luminaires.	•Update the semi-cutoff to be full cutoff.	•Update the "GE Salem Luminaire Semi-Cutoff" to be full cutoff. •Wattage is no longer applicable.

Section	What we heard/learned:	What we are going to do address it:
29.36.050 Pedestrian and bikeway lighting.	•New projects have been using Omega Bell Design.	•Include standards of pedestrian lighting. •Reference 2020 CDOT Lighting Design Guidelines for Pedestrian and Bicycle Pathway lighting criteria. •Describe locations where pedestrian and bicycle pathways should be considered.
29.36.060 Breakaway structures and lateral clearances.	•Xcel standards have changed.	•Evaluate peer cities to determine breakaway versus non-breakaway.
29.36.070 Utilities.	N/A	No changes
29.36.080 Mailboxes – Location.	N/A	No changes
29.36.090 Mailboxes – Construction standards.	N/A	No changes
29.36.100 Mailbox support standards.	•Provide details on locations of gang mailboxes.	•Evaluate peer cities to determine if their standards include gang mailboxes in the ROW, multi-purpose easement, or a tract dedicated to the HOA.
29.40 Striping and Signing	•There are redlines available for this chapter	•City to provide redlines to update this chapter
29.40.010 Signs and markings.	N/A	No changes
29.40.020 Signing and striping plan.	N/A	No changes
29.40.030 Signing specifications.	N/A	No changes
29.40.040 Materials specifications.	•Spell out pounds instead of using the # symbol.	•Update text to spell out pounds instead of #.
29.40.050 Installation specifications.	N/A	No changes
29.40.060 Striping specifications.	N/A	No changes
29.44 Traffic Signals and Construction Zones	•There are redlines available for this chapter	•City to provide redlines to update this chapter
29.44.010 Installation/relocation of traffic signals.	N/A	No changes
29.44.020 Signal design plans.	N/A	No changes
29.44.030 Easements.	•Comment about this section is not needed.	•Delete this section.
29.44.040 Traffic control plans for construction zones.	N/A	No changes
29.44.050 Signal design plans.	•These graphics are challenging to read.	•No changes will be made to the plan set/standards, but will work to make images more legible.
29.48 Transit, Bicycle and Pedestrian Facilities		
29.48.010 Planning and implementation.	•Many residential subdivision and smaller commercial developments don't require traffic studies. This section discuss what ped, bike, and transit facilities are required and when so that it's clear what is required (even for developments that don't require a TIA).	•Coordinate with the GJ Pedestrian/Bicycle Master Plan to clearly identify what pedestrian, bicycle, and transit facilities are required.
29.48.020 Transit facilities.	N/A	No changes
29.48.030 Planning and design standards for bicycles.	N/A	•Update reference to the 1999 AASHTO Guide for the Development of Bicycle Facilities to "the latest AASHTO Guide for the Development of Bicycle Facilities" so that the TEDS Manual remains up to date as they update new Bike Guides. •Evaluate and coordinate with Ped/Bike plan for facilities to accommodate design needs of emerging mobility (e-cargo and bike delivery services).

Section	What we heard/learned:	What we are going to do address it:
29.48.040 Facility type.	•Align facility type definitions with what is in the GJ Pedestrian/Bicycle Master Plan.	•Update facility type definitions to align what will be described in the GJ Pedestrian/Bicycle Master Plan.
29.48.050 Pedestrian facilities.	N/A	•Remove reference to the Urban Trail Master Plan •Coordinate with the GJ Pedestrian/Bicycle Master Plan for the pedestrian environment notes (letter C).
29.52 Transit Design Standards and Guidelines		
29.52.010 Objectives and transit service area.	•Coordinate with RTPO and GVT on this section/chapter.	•Coordinate with RTPO and GVT as they are the entities that say whether a bus stop is needed or not.
29.52.020 Transit stop location and type.	•Second flow chart is missing yes/no lines.	•Update flow chart to clarify the yes/no decision points. •Clarify when a bus stop is required to be constructed as part of development.
29.52.030 Transit stop design.	•Clarify the locations of the on-street near-side and far-side bus stops. •The City has a more current design for figure 29.52.030.B	•Add traffic flow arrow to better display the difference between on-street near-side and far-side bus stops. •Update figure 29.52.030.B with the most current design. •Clarify that amenities shall be coordinated with GVT and the City or County.
29.52.040 Bus stop siting and review policy.	•The transit route PDF is out of date.	•Remove the transit route PDF and hyperlink the latest document. Reference the 2018 Circulation Plan and evaluate if there are any elements that should be included in TEDS.
29.56 Alley Standards		
29.56.010 Alley construction.	N/A	No changes
29.56.020 Repealed.	N/A	No changes
29.56.030 Alley Standard Street Detail.	N/A	No changes
29.60 Private Streets, Shared Driveways and Loop Lanes		
29.60.010 Generally.	•Currently not in the codified version of TEDS.	•This section should be deleted from TEDS because it is covered in the Zoning and Development Code.
29.64 Design Exceptions		
29.64.010 Design exceptions.	Common themes for exceptions include: -Lighting requirements -Cross-section elements -Site access locations/number of access points -Corner clearances	•Update the design exception process flow chart to current practices. •Evaluate/revise the following sections to minimize TEDS Exceptions: -Cross-section dimensions -Required corner clearances -Distance between street lights/required lighting levels -Site access locations, number of required access points, and distance between access points
29.68 Alternate Residential Street Standards		
29.68.010 Intent of provisions.	•This section only references alternate standards for residential/local streets.	•As our team is evaluating street cross sections, we will consider if there should alternate street sections for collectors and arterials as well.
29.68.020 Performance criteria.	•14-foot multi-purpose easement is too large in residential neighborhoods.	•Evaluate peer cities to determine multi-purpose easements. Further discussion with City required. •Clearly identify this dimension in street cross sections.

Section	What we heard/learned:	What we are going to do address it:
29.68.030 Application.	N/A	<ul style="list-style-type: none"> •Include language on bullet (c) that states "individually address each criterion in the performance criteria above". •Add a bullet (f): A parking plan demonstrating on-street and off-street parking to demonstrate conformance with parking standards above. •Add a bullet (g): A fire site plan demonstrating that a fire truck can negotiate the development with the proposed on-street parking.
29.68.040 Approval.	N/A	No changes



PEDESTRIAN & BICYCLE PLAN

EXISTING CONDITIONS & NEEDS ASSESSMENT

**Prepared for:
City of Grand Junction**

December 2022

DN22-0742

FEHR  PEERS

Table of Contents

Introduction	1
Summary of Relevant Plans	2
Previous Plans	2
Relevant Documents	5
Existing Pedestrian Network	9
Existing Bicycle Network	12
Level of Traffic Stress	15
What is Level of Traffic Stress (LTS)?	15
Methodology	16
Bicycle LTS	19
Pedestrian LTS.....	22
Active Transportation High Injury Network	24
What is a High Injury Network (HIN)?	24
Methodology	24
Findings	25
Pedestrian & Bicycle Demand	28
Community Input	28
Strava Heatmap	28
Community Engagement Findings	33
Introduction	33
Survey Results	34
Steering Committee	43
Focus Groups.....	45
Intercept Events.....	46
Walk and Bike Audits.....	48
Geographic Input	49
Summary	60
Existing Conditions Assessment	60
Community Engagement Findings	61

List of Figures

FIGURE 1: PLANNED ACTIVE TRANSPORTATION CORRIDORS MAP FROM THE 2018 GRAND JUNCTION CIRCULATION PLAN	4
FIGURE 2: SIDEWALK CONDITION EXAMPLES.....	9
FIGURE 3: EXISTING PEDESTRIAN NETWORK.....	11
FIGURE 4: EXISTING BICYCLE FACILITY TYPES IN GRAND JUNCTION.....	12
FIGURE 5: EXISTING BICYCLE NETWORK	14
FIGURE 6: BICYCLE LTS.....	15
FIGURE 7: PEDESTRIAN LTS	16
FIGURE 8: CURB CUTS AND SIDEWALK CONDITIONS ON NORTH AVENUE	18
FIGURE 9: BICYCLE LEVEL OF TRAFFIC STRESS DOWNTOWN	20
FIGURE 10: BICYCLE LEVEL OF TRAFFIC STRESS, CITYWIDE.....	21
FIGURE 11: PEDESTRIAN LEVEL OF TRAFFIC STRESS, DOWNTOWN.....	22
FIGURE 12: PEDESTRIAN LEVEL OF TRAFFIC STRESS, CITYWIDE	23
FIGURE 13: PEDESTRIAN AND CYCLIST SAFETY FINDINGS.....	25
FIGURE 14: ACTIVE TRANSPORTATION HIGH INJURY NETWORK (2016-2020)	27
FIGURE 15: STRAVA HEATMAP OF BICYCLE DEMAND, CITYWIDE (DEC 2021-NOV 2022).....	29
FIGURE 16: STRAVA HEATMAP OF BICYCLE DEMAND, CITY CORE (DEC 2021-NOV 2022).....	30
FIGURE 17: STRAVA HEATMAP OF PEDESTRIAN DEMAND, CITYWIDE (DEC 2021-NOV 2022)	31
FIGURE 18: STRAVA HEATMAP OF PEDESTRIAN DEMAND, CITY CORE (OCT 2021-SEPT 2022)	32
FIGURE 19: EXAMPLES OF COMMUNITY ENGAGEMENT FOR THE PEDESTRIAN & BICYCLE PLAN	33
FIGURE 20: SUMMARY OF COMMUNITY PARTICIPATION.....	34
FIGURE 21: RESPONDENT AGE	35
FIGURE 22: RESPONDENT GENDER.....	35
FIGURE 23: PRIMARY RESPONDENT ASSOCIATION WITH GRAND JUNCTION.....	36
FIGURE 24: TYPICAL MODE OF TRANSPORTATION.....	36
FIGURE 25: CURRENT AND DESIRED WALK AND BIKE TRIP TYPES.....	37
FIGURE 26: DESIRE TO WALK AND BIKE	38
FIGURE 27: CHALLENGES WALKING AND ROLLING	38
FIGURE 28: CHALLENGES BIKING	39
FIGURE 29: VISION FOR WALKING AND BIKING IN GRAND JUNCTION (SURVEY).....	40
FIGURE 30: VISION FOR WALKING AND BIKING IN GRAND JUNCTION (OPEN HOUSE).....	40
FIGURE 31: STUDENT TRANSPORTATION CHOICES.....	41
FIGURE 32: INFRASTRUCTURE ON ROUTE TO SCHOOL.....	41
FIGURE 33: TOP CONSIDERATIONS IN STUDENT MODE CHOICE	42
FIGURE 34: MOST FREQUENT THEME OF GENERAL COMMENTS	43
FIGURE 35: INTERCEPT EVENT AT CMU MESA FEST	47

FIGURE 36: BIKE AUDIT AND WALK AUDIT.....	48
FIGURE 37: HEATMAP OF CURRENT WALKING AND BIKING LOCATIONS, CITYWIDE	51
FIGURE 38: HEATMAP OF CURRENT WALKING AND BIKING LOCATIONS, DOWNTOWN.....	51
FIGURE 39: HEATMAP OF DESIRED WALKING AND BIKING LOCATIONS, CITYWIDE	53
FIGURE 40: HEATMAP OF DESIRED WALKING AND BIKING LOCATIONS, DOWNTOWN.....	53
FIGURE 41: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE WALKING/ROLLING, CITYWIDE	55
FIGURE 42: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE WALKING/ROLLING, DOWNTOWN	55
FIGURE 43: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE BIKING, CITYWIDE	57
FIGURE 44: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE BIKING, DOWNTOWN	57
FIGURE 45: FLOOR MAP EXERCISE AT THE COMMUNITY OPEN HOUSE	58
FIGURE 46: IN PERSON COMMENT MAP.....	59

List of Tables

TABLE 1: BUFFERED BIKE LANES	17
TABLE 2: STRIPED BIKE LANES	17
TABLE 3: SIGNED BIKE ROUTES/NO FACILITY/MIXED TRAFFIC.....	17
TABLE 4: DETACHED SIDEWALKS.....	19
TABLE 5: ATTACHED SIDEWALKS.....	19
TABLE 6: INTERCEPT EVENTS	46

Introduction

This report provides a summary of the existing conditions and needs assessment of the bicycle and pedestrian network in Grand Junction, including a summary of the community outreach findings conducted as part of the *Grand Junction Pedestrian & Bicycle Plan*. The existing conditions needs assessment includes the following major components:

- Summary of Existing Relevant Plans
- Existing Pedestrian Network
- Existing Bicycle Network
- Level of Traffic Stress Analysis for Pedestrians and Bicyclists
- Active Transportation High Injury Network Analysis
- Existing Pedestrian and Bicycle Demand
- Input Received from the Community

The findings of the analysis and data summarized in this report informed strategies and recommendations in the *Pedestrian & Bicycle Plan*.

Summary of Relevant Plans

The section provides a summary of existing local and regional plans, documents, and existing technical design standards relevant to the Grand Junction Pedestrian & Bicycle Plan. These documents provide a foundation for developing the vision for active transportation in Grand Junction.

Previous Plans

ONE Grand Junction Comprehensive Plan (2020)

The city adopted the *One Grand Junction Comprehensive Plan* in 2021, as an update to the *2010 Comprehensive Plan*, addressing changes that occurred over the intermediate decade and setting strategies to guide decision-making for the next 10 to 20 years. Community input helped drive the development of the plan principles that will guide the vision for Grand Junction until 2040. *One Grand Junction* is comprised of eleven plan principles that examine current conditions and goals for the future. The Plan Principles are:

- Plan Principle 1: Collective Identity
- Plan Principle 2: Resilient and Diverse Economy
- Plan Principle 3: Responsible and Managed Growth
- Plan Principle 4: Downtown and University Districts
- Plan Principle 5: Strong Neighborhoods and Housing Choices
- Plan Principle 6: Efficient and Connected Transportation
- Plan Principle 7: Great Places and Recreation
- Plan Principle 8: Resource Stewardship
- Plan Principle 9: Quality Education and Facilities
- Plan Principle 10: Safe, Healthy, and Inclusive Community
- Plan Principle 11: Effective and Transparent Government

Plan Principle 6 outlines strategies to create an efficient, connected transportation network where Grand Junction residents have multiple convenient travel options. This principle includes numerous recommendations that will be incorporated within the *Pedestrian & Bicycle Plan*:

- Balance all modes in decision-making by the city
- Continue implementation of the Complete Streets Policy, with priority given to projects near schools, employment corridors, bus stops, Active Transportation Corridors and other key destinations; and specific infrastructure such as sidewalks, bike lanes, protected intersections, pedestrian bridges and underpasses, and median islands
- Reduce severe crashes by providing safe, healthy, and equitable mobility for all users and modes
- Improve first and last mile connections to transit
- Encourage bicycle commuting by requiring bike parking, lockers, and/or shower facilities with development

- Implement better wayfinding

Finally, the development of this *Pedestrian & Bicycle Plan* fulfills the recommendation to establish such a plan to prioritize pedestrian and bicycle projects in Grand Junction.

Grand Junction Circulation Plan (2018)

The Grand Junction Circulation Plan was developed in coordination with the city's comprehensive planning process and updated in 2018. The plan sets forth transportation principles, strategies, and vision that will improve access to jobs, healthcare, goods, services, recreation, and other community amenities. The plan includes numerous maps to guide future planning efforts.

The Network Map is a conceptual view of the community from an overall "30,000 foot" vantage point that identifies important corridors and linkages connecting centers, neighborhoods, and community attractions. It is implemented through capital construction of streets, sidewalks and trail infrastructure.

As a part of the *Circulation Plan*, the city also identified Active Transportation Corridors important for non-motorized travel (shown in **Figure 1**). The Active Transportation Corridors Map replaces the *Urban Trails Master Plan*, adopted by the city in 2001.

These corridors will create Grand Junction's backbone active transportation network, improving comfort for people walking, rolling, and biking as the city upgrades or completes pedestrian and bicycle facilities. The intent of this map is to establish a complete, connected network of sidewalks, bike lanes, and trails that connects communities across Grand Junction via existing and planned infrastructure.

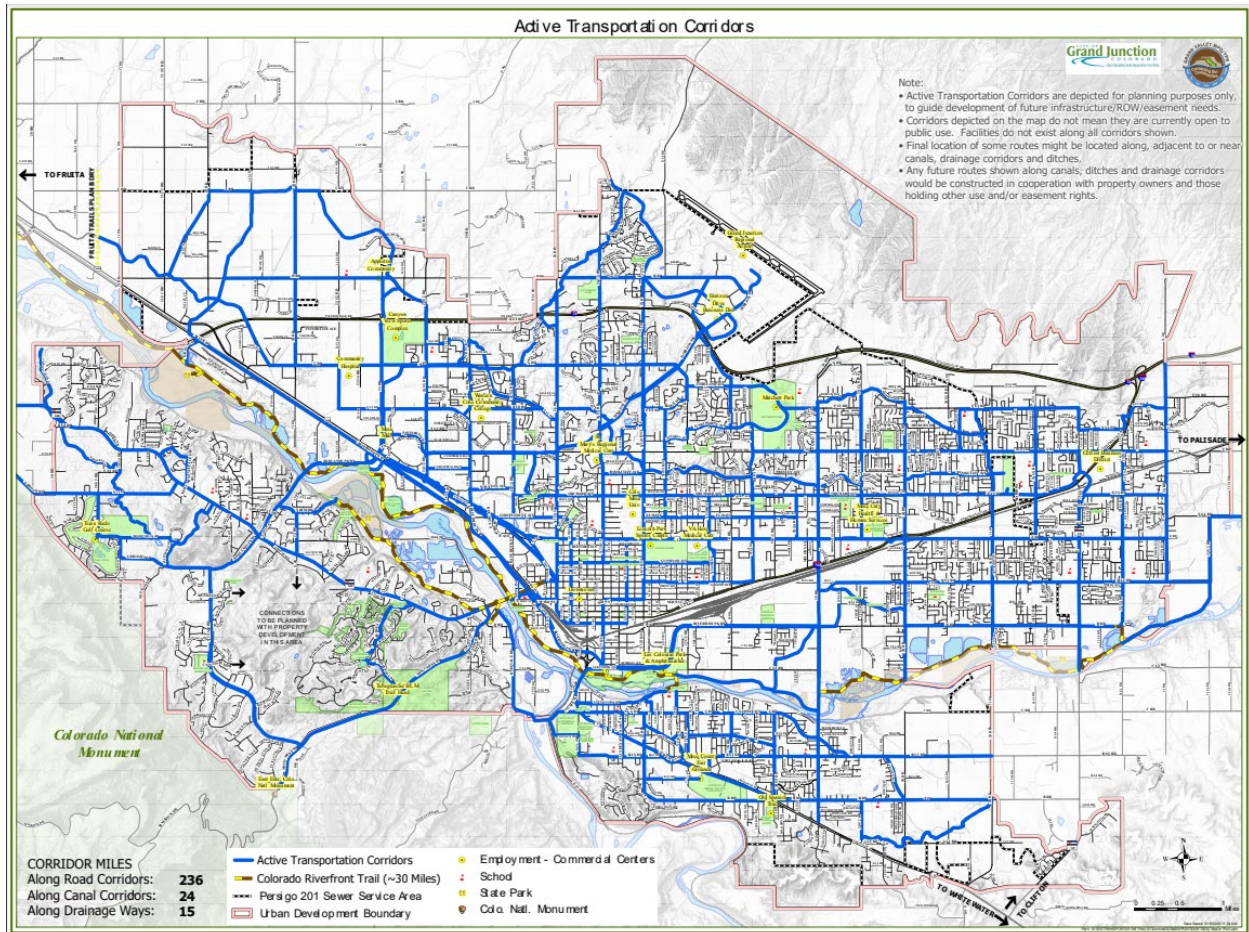


FIGURE 1: PLANNED ACTIVE TRANSPORTATION CORRIDORS MAP FROM THE 2018 GRAND JUNCTION CIRCULATION PLAN

Active transportation corridors total 275 miles, with 236 miles along the road, 24 miles along canal corridors, and 15 miles along drainage ways. The Active Transportation Corridors can accommodate users on the road network or separate trail. The city will need to construct any future routes along canals, ditches, and drainage corridors in cooperation with property owners and those holding other use and/or easement rights.

The Pedestrian & Bicycle Plan will refine this network to ensure it reflects the community's current network vision and improves access to key destinations. The updated Active Transportation Corridors will be the vision for the future bike network and key pedestrian corridors in Grand Junction.

Grand Valley Regional Transportation Plan (2020)

The *Grand Valley 2045 Regional Transportation Plan (RTP)* was adopted to maintain the region's transportation system, ensure the efficient movement of people and goods, and support future growth and development. The RTP is anchored by goal statements for active transportation, transit, regional roadways, safety, freight, funding, and maintenance. The active transportation goal is to "foster active transportation by providing a regionally connected network of low-stress facilities that are safe for people walking and biking."

To support this goal, the plan outlines strategies to guide practitioners on how to prioritize active transportation projects:

- Prioritize on-street projects that connect to the Grand Valley's existing and planned off-street multi-use path network.
- Identify new opportunities for regional travel on foot or bicycle that supplement the *Circulation Plan* by identifying gaps in the off-street multi-use path network that connect major population centers, major employment centers, parks, and public lands across the Grand Valley.
- Improve the pedestrian and bicycle experience by prioritizing sidewalks, bike facilities, and crossings that connect to bus stops, parks, schools, grocery stores, and public lands.
- Prioritize implementation of active transportation facilities on corridors that provide comfortable and low-stress connections for the first-last mile gaps between transit stops and key destinations, including parks and public land trailheads.

Relevant Documents

Complete Streets Policy (2018)

The city adopted a Complete Streets Policy in 2018 to encourage street design that enables safe use and mobility for people of all ages and abilities, whether they are traveling as pedestrians, bicyclists, transit riders, or drivers. It also sets context-sensitive design standards and approaches for all construction and reconstruction of the city's transportation system. These standards will be consulted during the development of the *Pedestrian & Bicycle Plan* and *Transportation Engineering Design Standards (TEDS) Manual Update* that will guide recommendations on how to improve implementation of the policy.

The vision of the Complete Streets Policy is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout Grand Junction. The transportation strategies identified in the comprehensive plan and *Circulation Plan* will help the community achieve its complete streets vision. The purpose of the Complete Streets Policy is to expand everyone's travel choices, particularly safe and convenient mode options. Safety, including a reduction in hazards for pedestrians and bicyclists is a main driver of the Policy. To meet the vision of the Complete Streets Policy, the city established a series of complete street principles and context sensitive design standards to determine priority investments to guide implementation.

The policy is applicable to all development and redevelopment in the public realm within the City of Grand Junction. It applies to the work of all city departments and other entities working within the public right-of-way. In addition, it is intended to guide all private development that affects streets, the transportation system, and the public realm. The city outlined performance measures in the areas of safety, access, and health and environment to track the success of the policy. The city can collect and analyze data such as crashes, the number of Americans with Disabilities Act (ADA) compliant curb ramps, and the percentage of students who walk or bike to school to measure policy success. To ensure implementation of the policy, Grand Junction aims to integrate it with other existing and new policies, transportation projects, and consistently throughout departments.

Transportation and Engineering Design Standards (TEDS) Manual

The *TEDS Manual* provides the teeth for implementation of bicycle and pedestrian infrastructure around the city. It guides developers and city engineers on how to design new and reconstructed streets, the impacts of which will be felt for many generations. Fehr & Peers is concurrently helping the city update the pedestrian and bicycle components of the *TEDS Manual* in tandem with the development of the new *Pedestrian & Bicycle Plan*, to ensure cohesive guidance in both documents.

Updates may include better transit stop design guidance, pedestrian and bicycle crossing guidelines, street cross sections, and more. This will support implementation of the *Pedestrian & Bicycle Plan*, while considering the context of Grand Junction's existing street network and environment.

Grand Junction Fire Code

Ordinance Number 4830 prescribes regulations governing conditions hazardous to life and property from fire, explosion, and chemical release. Grand Junction's *TEDS Manual* is responsible for the design standards of dead-end fire apparatus road turnarounds. Additionally, all residential and commercial/industrial cul-de-sac designs shall adhere to *TEDS Manual*. Design standard requirements will be reviewed and updated in accordance with the latest guidance.

Zoning and Development Code

Grand Junction is in the process of updating their zoning code to better reflect the goals and policies described in the *ONE Grand Junction Comprehensive Plan*, especially those key principles related to responsible and managed growth and strong neighborhoods and housing choices. The following sections have existing design practices, mostly along North Avenue that will be reflected in the *TEDS Manual* update.

- **Section 32.48.030 Designing Street Intersections** - Design of intersections should follow AASHTO's guide for the Planning, Design and Operation of Pedestrian Facilities. Community input identified that safety is needed for cyclists and pedestrians without impeding traffic.
- **Section 32.48.0070 Curb Cut Consolidation** - To reduce curb cuts along North Avenue, at the time of redevelopment curb cuts will be consolidated.
- **Section 32.48.100 Transit** - All transit stops on North Avenue should be off-street pull-outs. Bus shelters should be incorporated at higher use transit stop locations.

Vibrant Together: A Downtown Initiative

The Downtown Development Authority launched this effort to build upon the successes of the *1981 Plan of Development* and identify a new vision for downtown Grand Junction that aligns with the needs of the community. *Vibrant Together* sets five main goals for identity, downtown development, vibrancy, connectivity, and safety and comfort. To bring more people downtown and better link it with the river, the plan identifies three main strategies to improve connectivity, placemaking, and infill development. Strategies around connectivity will be relevant to this planning effort and they include:

- Convert 4th and 5th to two-way streets
- Prioritize pedestrian and bike improvements to improve mobility throughout downtown and to the river

- 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 people walking, biking, and driving downtown

Horizon Drive Business Improvement District Trails Master Plan

The Horizon Drive District is a business improvement district that uses a fee on its member businesses along Horizon Drive, a major gateway to the city, to make capital investments in the corridor. They stimulate business in this area through beautification projects, transportation improvements, and promotion of tourism.

The trails plan recommends aligning the existing trail network with businesses along Horizon Drive to increase connectivity for pedestrians. Proposed future trail additions to the BID network use the canal trail and are contingent upon the canal trail loop completion, construction of which would occur in phases beginning with the South West Loop. Art installations, workout stations, rest areas, and other amenities would anchor each loop. The plan documents drainageway conditions and constraints as well as graphic examples of alignments. New recommendations for trails in this area will consider the suggestions already made in this plan.

Bicycle Friendly Community Designation

The League of American Bicyclists recognized Grand Junction as a bronze-level Bicycle Friendly Community in 2018. A bronze designation recognizes the great trails and bikeways that have been established over the years and gives the city some additional goals to work toward. Grand Junction performs well in many performance criteria but has room for improvement in the categories of engineering, education, encouragement, enforcement, and evaluation and planning. Recommended steps for Grand Junction to achieve a higher designation include:

- Prioritize planned projects and a reporting mechanism for the community to follow progress on infrastructure improvements.
- Increase the amount of high quality, Association of Professional Bicycle Professionals (APBP)-compliant bicycle parking.
- Launch a public bike share system.
- Expand the audience for educational programs to include high school students, college students, and new drivers.
- Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs.
- Develop a community-wide trip reduction ordinance/program, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters.
- Encourage more local businesses, agencies, and organizations to promote biking to their employees and customers and to seek recognition as a Bicycle Friendly Business.
- Develop a bike patrol unit to improve bicyclist/officer relations, and ensure that all law enforcement officers have basic training or experience with biking.
- Adopt a comprehensive road safety plan or a Vision Zero policy.
- Formalize a Bicycle & Pedestrian Coordinator position.

Walk Friendly Community Report Card

Grand Junction applied for and failed to receive a Walk Friendly Communities designation from Walk Friendly Communities. The *Walk Friendly Community Report Card* identified the Urban Trails Committee, ADA transition plan, and collection of pedestrian and bicycle counts as positive progress in the community. Grand Junction is on the right track in planning and engineering efforts, but areas that need attention are education/encouragement, enforcement, and evaluation of metrics. Grand Junction has the potential to become a Walk Friendly Community through the following steps:

- Formalize a Bicycle & Pedestrian Coordinator position.
- Establish a pedestrian safety action plan with performance targets and metrics.
- Set mode share and safety goals.
- Reform parking policy via parking maximums or absence of minimums.
- Continue implementing Complete Streets Policy.
- Expand Safe Routes to School Program.
- Educate staff on walking, walkability, and pedestrian safety.
- Improve bicycle and pedestrian wayfinding.
- Maintain and complete the sidewalk network.
- Establish concrete design guidelines.
- Enforce in areas with high pedestrian volumes/safety issues and consider automated enforcement.
- Increase share of enforcement that occurs on foot or bike.
- Establish permanent bicycle and pedestrian count locations.
- Perform regular safety evaluation of completed projects.

Existing Pedestrian Network

The existing pedestrian network map in **Figure 3** shows which streets in the Grand Junction planning area currently have an attached sidewalk, detached sidewalk, or no sidewalk on either side of the street. Examples of each of these walkway conditions are shown in **Figure 2**.



FIGURE 2: SIDEWALK CONDITION EXAMPLES

Conditions supportive of pedestrians include wide and smooth sidewalks, a buffer zone between the sidewalk and roadway (particularly vertical buffers like landscaping and street furniture, which also provide shade and places to sit), accessible curb ramps at corners, a gridded street network, and shorter block lengths. While the first few factors are more straightforward, shorter blocks and gridded streets (or at least streets with numerous connections north-south and east-west) provide more route options and allow people walking and rolling to choose more direct paths between destinations.

The condition of the existing pedestrian network in Grand Junction varies considerably by location in the city. Many of the major streets in Grand Junction currently have a sidewalk, but there are notable gaps as well across the city. The pedestrian environment in the core of the city around downtown is dominated by relatively short blocks, a gridded street network, and importantly, detached sidewalks that make the area generally more comfortable to pedestrians than other parts of the city. Other high-comfort facilities for pedestrians include the relatively robust trail network through Grand Junction, currently confined mostly to the Colorado River corridor.

Many parts of the city outside the historic core lack direct connections through neighborhoods and these areas more commonly feature attached sidewalks or no sidewalks.

Street characteristics like roadway width, speed, and volume, affect the comfort of someone walking or rolling on an attached sidewalk. Missing sidewalks in neighborhoods and commercial areas can pose a significant barrier to choosing to walk for even short trips. These areas of missing sidewalks, along with major arterials with uncomfortable and inaccessible sidewalks and roadway crossings, create broad gaps in the pedestrian network and prevent residents from choosing to walk downtown or elsewhere.

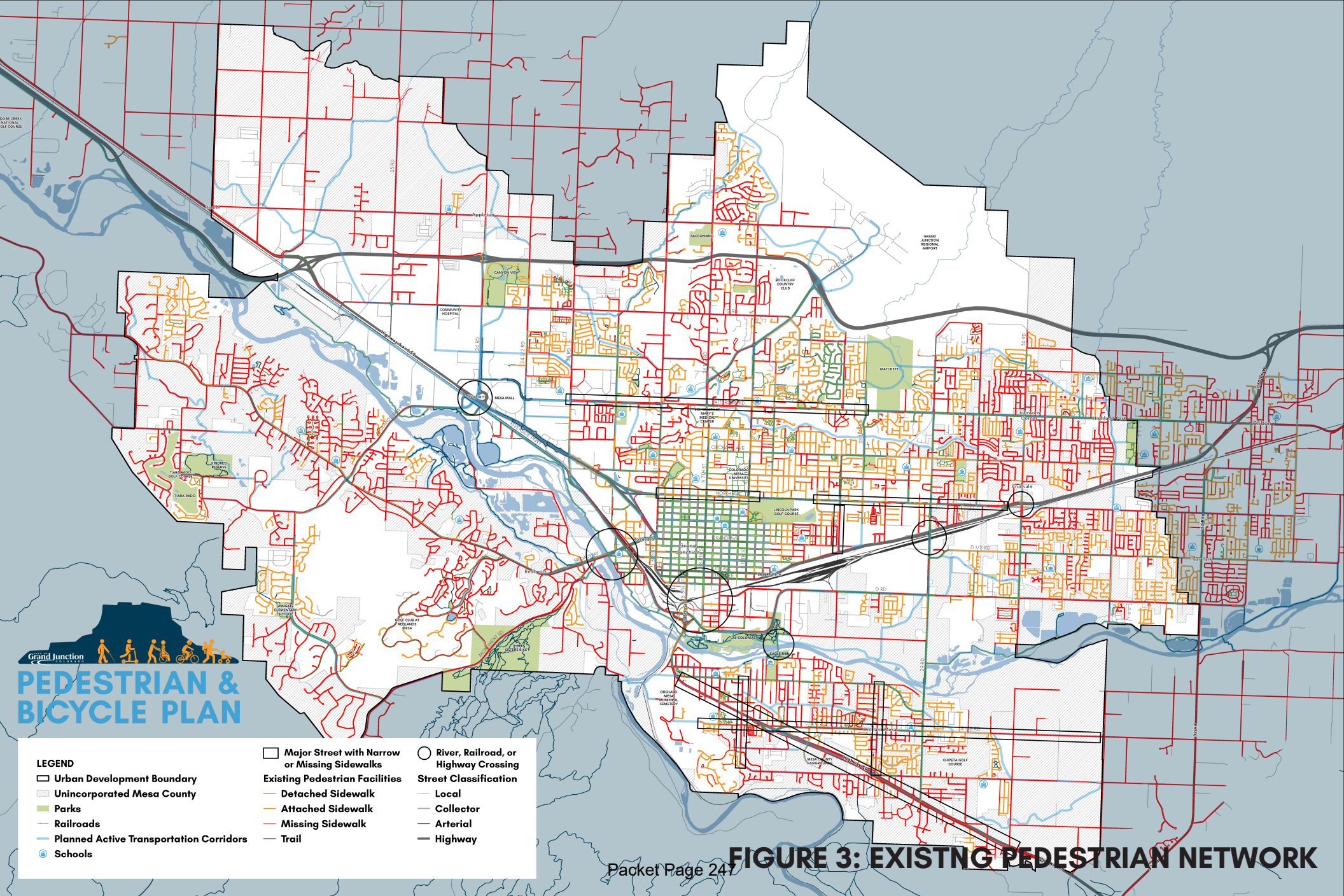
As shown in **Figure 3**, notable major streets with sections of narrow or missing sidewalks include, but are not limited to:

- North Avenue
- Patterson Road
- 24 Road (over US 50/US 6)
- 28 Road
- 9th Street (south of downtown)
- Several key connections in the Orchard Mesa Neighborhood, such as US 50, B ½ Road, 27 Road, and 28 ½ Road.

Many comments received from the public reflect a desire to improve pedestrian and bicycle crossings of the Colorado River, US 50, and the railroad tracks. These features represent significant barriers for people walking and biking between neighborhoods on either side, especially for people connecting from the Redlands, Orchard Mesa, and the Riverfront Trail to Downtown, Colorado Mesa University (CMU), and Mesa Mall. As shown in **Figure 3**, this is amplified by the fact that there are only a few streets or paths that connect across the river and railroad, including:

- Redlands Parkway/24 Road
- Broadway
- 5th Street (US 50)
- 7th Street/9th Street/the multi-use trail bridge at Eagle Rim Park
- 29 Road

Of these crossings, 24 Road and 9th Street lack sidewalks and bicycle facilities. Numerous commenters suggested the opportunity and value of installing new connections that would provide greater redundancy in the active transportation network and improve access across these barriers. These include 12th Street, 28 Road, and 2nd Street from downtown to Dos Rios.



Grand Junction
PEDESTRIAN & BICYCLE PLAN

LEGEND	Major Street with Narrow or Missing Sidewalks	River, Railroad, or Highway Crossing
Urban Development Boundary	Existing Pedestrian Facilities	Street Classification
Unincorporated Mesa County	Detached Sidewalk	Local
Parks	Attached Sidewalk	Collector
Railroads	Missing Sidewalk	Arterial
Planned Active Transportation Corridors	Trail	Highway
Schools		

FIGURE 3: EXISTING PEDESTRIAN NETWORK

Existing Bicycle Network

The current bicycle network in Grand Junction consists of shared streets that are signed bike routes, striped bike lanes, buffered bike lanes (including two streets with buffered bike lanes – 1st Street and East Main Street), and trails. **Figure 4** shows examples in Grand Junction of each of these facility types and a map of the existing bike network is provided in **Figure 5**.



FIGURE 4: EXISTING BICYCLE FACILITY TYPES IN GRAND JUNCTION

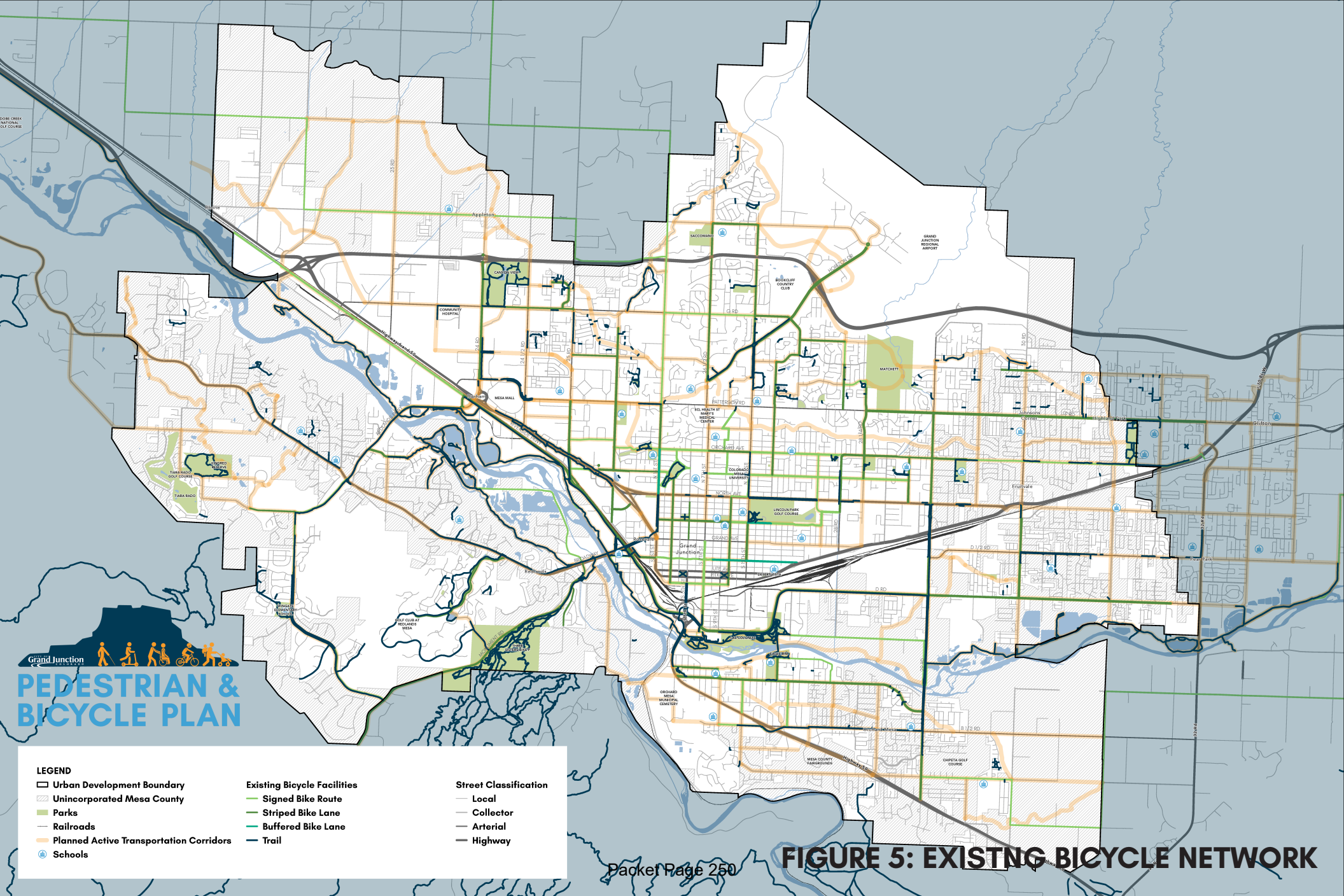
One of the city’s most used facilities and a key asset for bicycle mobility across the city is the Riverfront Trail that parallels the Colorado River, generally running east–west. Most of the existing bike facilities overlap with the city’s designated Active Transportation Corridors. However, the existing bike network is disconnected in many places. Most of the Active Transportation Corridors currently lack bike facilities, and in many parts of the city multi-use trails, bike lanes and bike routes on low volume streets end abruptly. Key gaps in the bike network include, but are not limited to, sections of: 7th Street and 12th Street, North Avenue, Patterson Road, 24 Road, and Orchard Avenue.

Additionally, some locations with existing bike facilities are not sufficient to provide a comfortable experience for cyclists given the characteristics of the street. Generally, the highest-comfort facilities for people biking are detached trails and buffered or protected bike lanes. Like attached sidewalks, the comfort of striped bike lanes depends on street characteristics including roadway width, speed, and volume. Since they provide minimal space between someone biking and vehicle traffic, this type of facility can be adequate on a low-volume neighborhood street, but is less comfortable on a major arterial. Many of the streets in Grand Junction with existing bike lanes are not wide enough or do not provide enough separation from traffic to provide a comfortable experience for bicyclists given the volume and speed of traffic. Notable examples include Patterson Road, 12th Street, 28 ¼ Road, and parts of 29 Road and D Road. Signed bike routes are useful

wayfinding for people biking and signal the presence of cyclists to people driving, but depending on the volume and speed of traffic and treatments at major crossing, signed facilities alone may not provide a comfortable facility for bicyclists.

Like the pedestrian network, many comments from the public reflect a desire to improve major crossings of the Colorado River, US 50, and the railroad tracks. Access to the Riverfront Trail emerged as an important value to the community for bicyclists and can be difficult to get to by bike from the north, including from downtown/CMU, and the Mesa Mall due to the limited number of crossings. Of the five crossings identified in the Pedestrian Section, 24 Road, 5th Street¹, and 9th Street lack bicycle facilities, and 29 Road crossings does not provide a high comfort facility.

¹ Along the 5th Street crossing, the sidewalk narrows to 6' places, and because a sidewalk must be at least 8' wide (and ideally 10' to 12') to be considered a multiuse trail, the 5th Street overpass is not considered an existing bicycle facility.



Grand Junction
PEDESTRIAN & BICYCLE PLAN

LEGEND

Urban Development Boundary	Existing Bicycle Facilities	Street Classification
Unincorporated Mesa County	Signed Bike Route	Local
Parks	Striped Bike Lane	Collector
Railroads	Buffered Bike Lane	Arterial
Planned Active Transportation Corridors	Trail	Highway
Schools		

FIGURE 5: EXISTING BICYCLE NETWORK

Level of Traffic Stress

What is Level of Traffic Stress (LTS)?

Walking and biking comfort along roadways in the City of Grand Junction was measured using a modified version of the Level of Traffic Stress (LTS) criteria and scoring system developed by Mekuria, Furth, and Nixon (2012) in *Low Stress Bicycling and Network Connectivity*.²

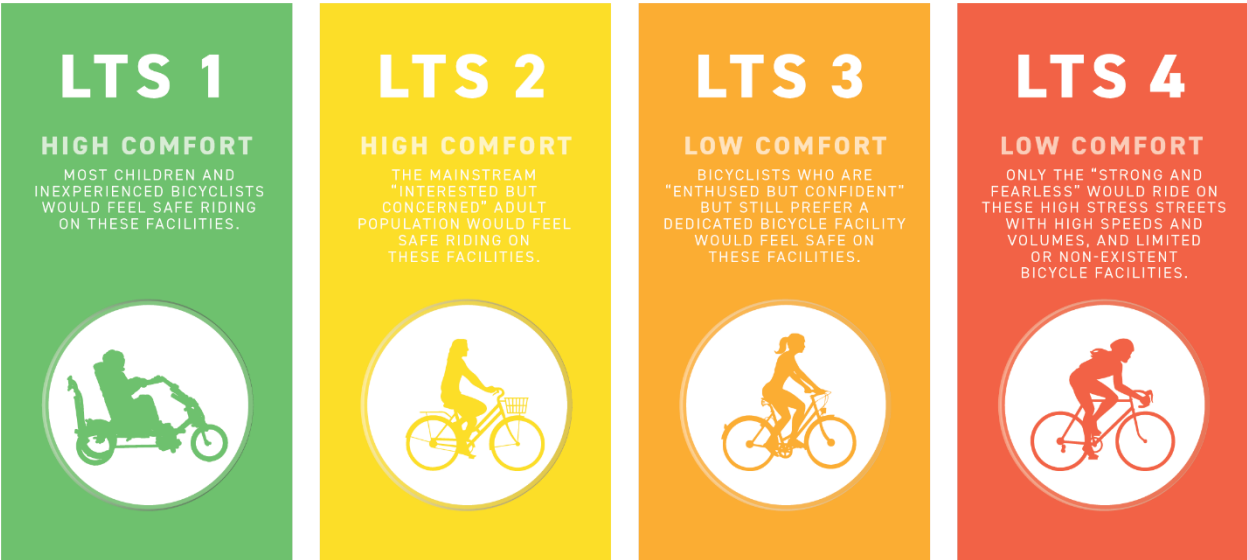


FIGURE 6: BICYCLE LTS

The LTS system assigns a street a score from 1 to 4 based on a combination of factors. An LTS of 1 indicates the most comfortable, least stressful facility that accommodates people of all ages and abilities – one which a child could comfortably walk or bike, for example (Figure 6). An LTS of 4 indicates the least comfortable, most stressful facility that most people would avoid using – one in which only a very “strong and fearless” cyclist would ride (less than 1% of the population). An LTS 2 facility is also relatively low stress and accommodating, while a facility with an LTS of 3 would be an environment that those familiar with biking and willing to accept a slightly more stressful environment might choose. LTS 3 facilities cater to “enthused and confident” cyclists, roughly 7% of the population, while LTS 2 facilities cater to “interested but concerned” riders, roughly 60% of the population.³

² Mekuria, M., Furth, P., & Nixon, H. (2012). *Low Stress Bicycling and Network Connectivity*. *Mineta Transportation Institute*. Retrieved from <https://peterfurth.sites.northeastern.edu/2014/05/21/criteria-for-level-of-traffic-stress/>.

³ Geller R. (2006). *Four Types of Cyclists*. *Portland Bureau of Transportation*. Retrieved from <http://www.portlandoregon.gov/transportation/article/264746>.

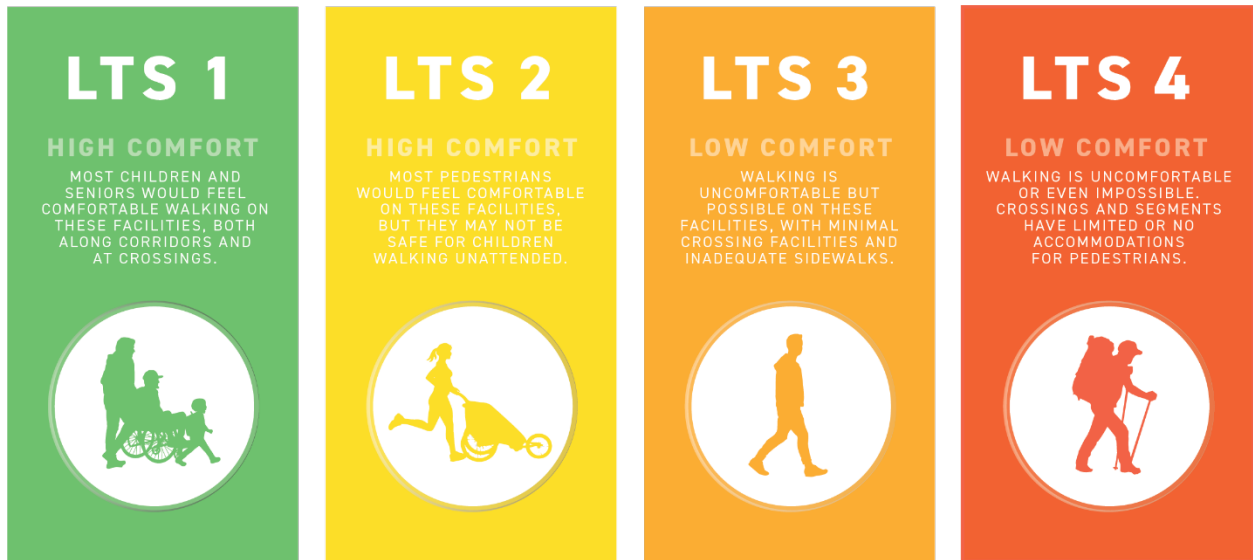


FIGURE 7: PEDESTRIAN LTS

Similar to the Bicycle LTS, the Pedestrian LTS system also ranks pedestrian facilities on a scale from 1 to 4, with LTS 1 representing the most comfortable, least stressful facility that accommodates children, older adults, people with mobility challenges, parents with strollers, and everyone between; while LTS 4 facilities may only be used by the most fearless walkers (Figure 7).

Methodology

Bicycle LTS

The LTS methodology considers the type of bicycle facility, presence of a parking lane, travel lane width, traffic speed, number of lanes, and traffic volumes on a roadway segment to score bike paths, bike lanes with and without buffers, and bike routes. Intersection crossings are not factored into the analysis due to data availability. The criteria shown in Table 1 through Table 3 simplifies the latest 2022 LTS tables to account for available data in Grand Junction (data on presence of a parking lane and travel lane widths are unavailable). Data for each of these attributes was collected and coded for each roadway segment in the city, then the LTS was calculated in GIS.

Using the LTS methodology, multi-use paths and trails, raised cycle tracks, and protected bike lanes are automatically given a score of 1.

For bike lanes and other types of facilities, scores depend on the number of lanes, posted speed limits, and average daily traffic (ADT), as shown in Table 1 through Table 3.

TABLE 1: BUFFERED BIKE LANES

	25	30	35	40	45	50
5-6 lanes	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
3-4 lanes	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
1-2 lanes	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3

TABLE 2: STRIPED BIKE LANES

		25	30	35	40	45	50
5-6 lanes		LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
3-4 lanes		LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4
1-2 lanes	ADT >1000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	ADT ≤1000	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4

TABLE 3: SIGNED BIKE ROUTES/NO FACILITY/MIXED TRAFFIC

	ADT	20	25	30	35	40	45
5-6 lanes	Any	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
3-4 lanes	>8000	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
	≤8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4
1-2 lanes	>3000	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1001-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	≤1000	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3

A few streets in the network were also manually rescored based on local understanding of roadway conditions, such as frequent curb cuts and driveways, or other uncomfortable features, as shown in **Figure 8**. These manual reclassifications include Pitkin Avenue (LTS 4), Ute Avenue (LTS 4), and parts of North Avenue (LTS 4).



FIGURE 8: CURB CUTS AND SIDEWALK CONDITIONS ON NORTH AVENUE

Pedestrian LTS

The Pedestrian LTS methodology used in Grand Junction is a modified version of the criteria used in StreetScore+, a tool developed by Fehr & Peers to assess people’s comfort walking and biking along a street. StreetScore+ is a streamlined method for assessing Level of Traffic Stress for people walking and biking and includes more factors than a traditional LTS analysis (such as sidewalk width, sidewalk quality, buffer width, and other factors). Unfortunately, the city’s sidewalk data was limited, but the Grand Junction Safe Routes to School program already developed a sidewalk layer that considers whether sidewalks are detached, attached, or missing.

The pedestrian LTS methodology shown in **Table 4** and

Table 5 considers sidewalk type, number of lanes, and posted speed limits. Data for each of these attributes was collected and coded for each roadway segment in the city, then the LTS was calculated in GIS.

Using the LTS methodology, multi-use paths and trails are automatically given a score of 1.

TABLE 4: DETACHED SIDEWALKS

	LTS 1	LTS 2	LTS 3	LTS 4
Lanes	2-3		4-5	6
Speed limit	25	30	35	40+

TABLE 5: ATTACHED SIDEWALKS

	LTS 1	LTS 2	LTS 3	LTS 4
Lanes	2-3		4-5	6
Speed limit	20	25	30	35+

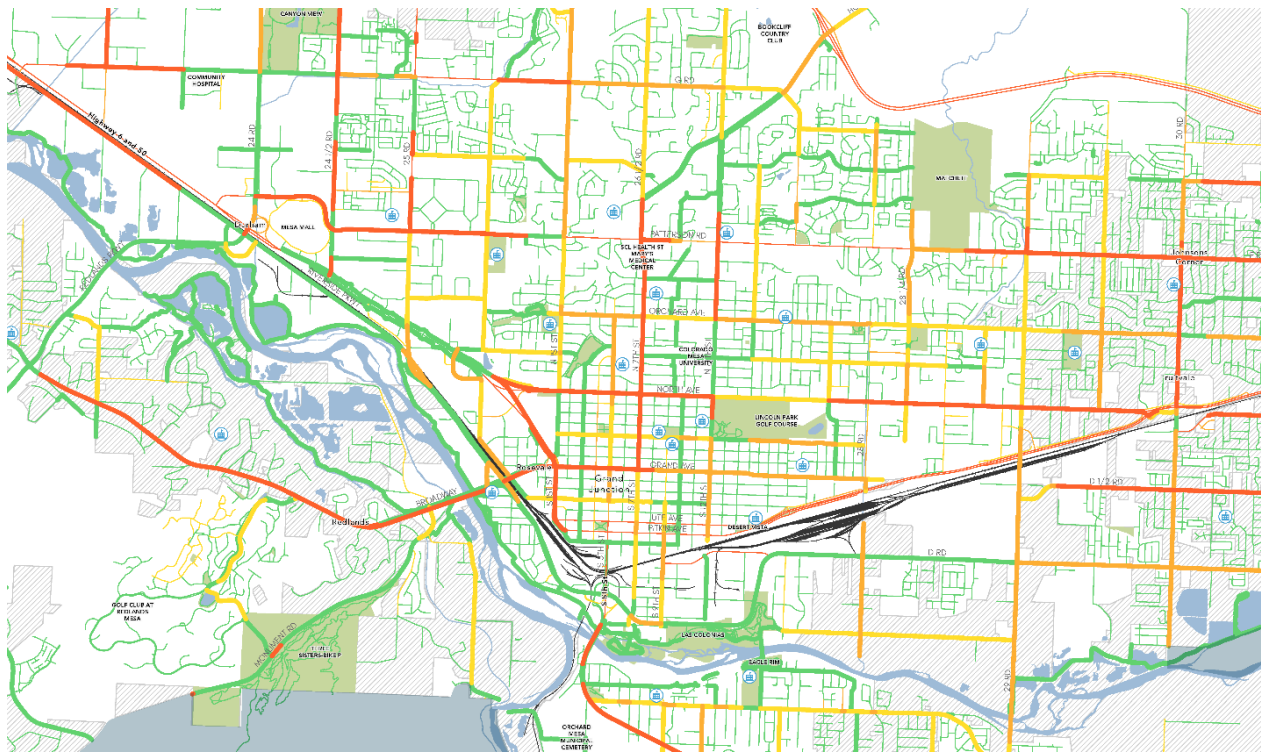
When applying the standard LTS methodology, streets with missing sidewalks would typically be classified as LTS 4. The methodology was modified for Grand Junction based on input from city staff and members of the Steering Committee, to reflect that narrow, low speed, low traffic volume neighborhood streets are viewed as relatively comfortable spaces to walk, even in the street. Furthermore, in many of these locations there is not a desire by the residents of the community to add sidewalks to preserve the narrow, rural nature of the street.

Using the LTS methodology, streets with missing sidewalks are automatically given a score of 4 UNLESS 1-2 lanes, ADT ≤1000 and speed ≤25 mph - then scored LTS 2.

Bicycle LTS

Figure 9 and Figure 10 show the Grand Junction street network and trails classified by bicycle LTS. Active Transportation Corridors are shown with thicker lines on the map. Most local neighborhood streets are classified as LTS 1 facilities due to having fewer lanes and slower speeds. However, the Active Transportation Corridors, often score more poorly (LTS 3 or 4) where they lack adequate bicycle facilities. This is because

many of these corridors are higher speed, higher volume streets where bicyclists need more separation from traffic to have a low-stress experience.



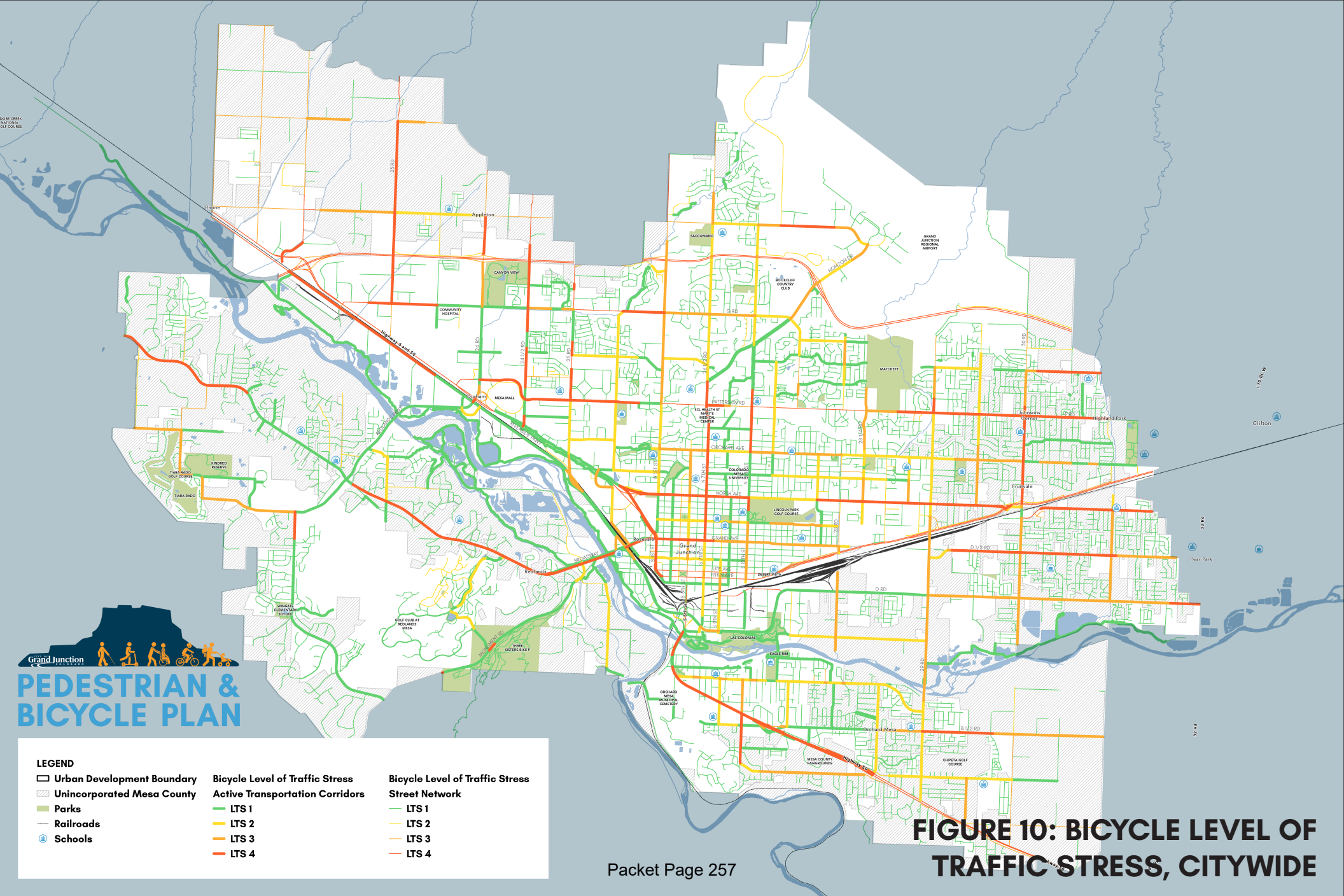
LEGEND

- Urban Development Boundary
- Unincorporated Mesa County
- Parks
- Railroads
- Schools

- Bicycle Level of Traffic Stress
Active Transportation Corridors**
- LTS 1
 - LTS 2
 - LTS 3
 - LTS 4

- Bicycle Level of Traffic Stress
Street Network**
- LTS 1
 - LTS 2
 - LTS 3
 - LTS 4

FIGURE 9: BICYCLE LEVEL OF TRAFFIC STRESS DOWNTOWN

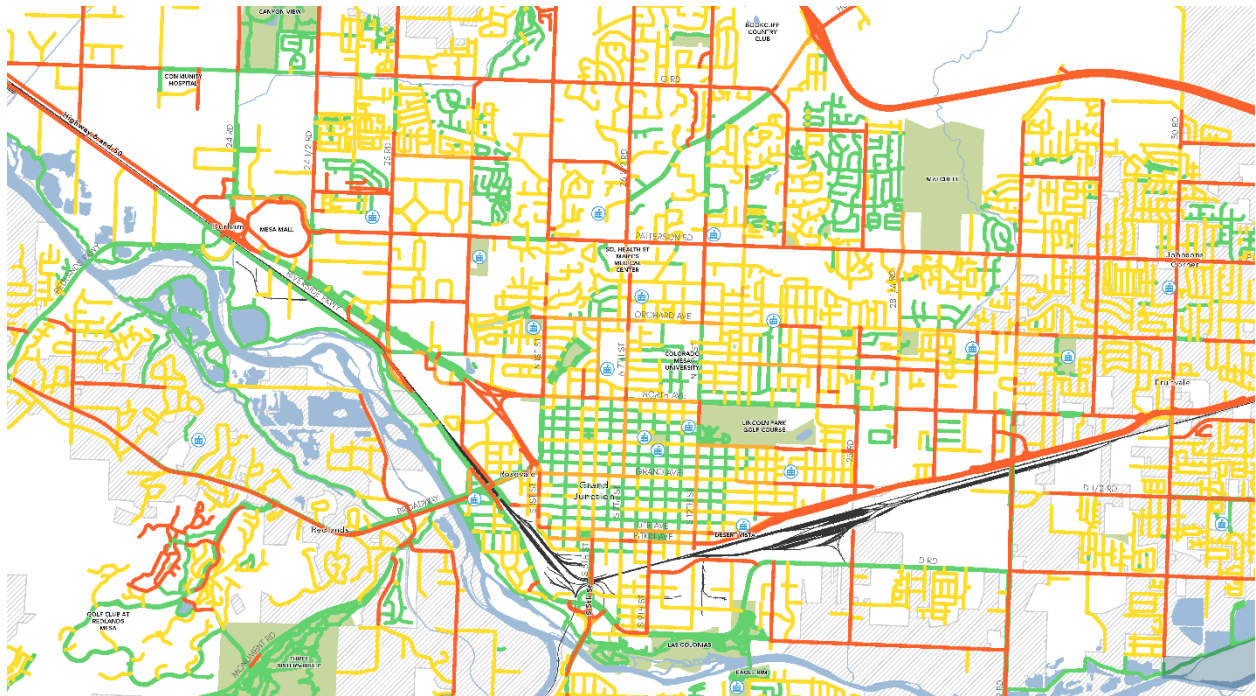


LEGEND	
Urban Development Boundary	Bicycle Level of Traffic Stress
Unincorporated Mesa County	Active Transportation Corridors
Parks	LTS 1
Railroads	LTS 2
Schools	LTS 3
	LTS 4
	Bicycle Level of Traffic Stress
	Street Network
	LTS 1
	LTS 2
	LTS 3
	LTS 4

FIGURE 10: BICYCLE LEVEL OF TRAFFIC STRESS, CITYWIDE

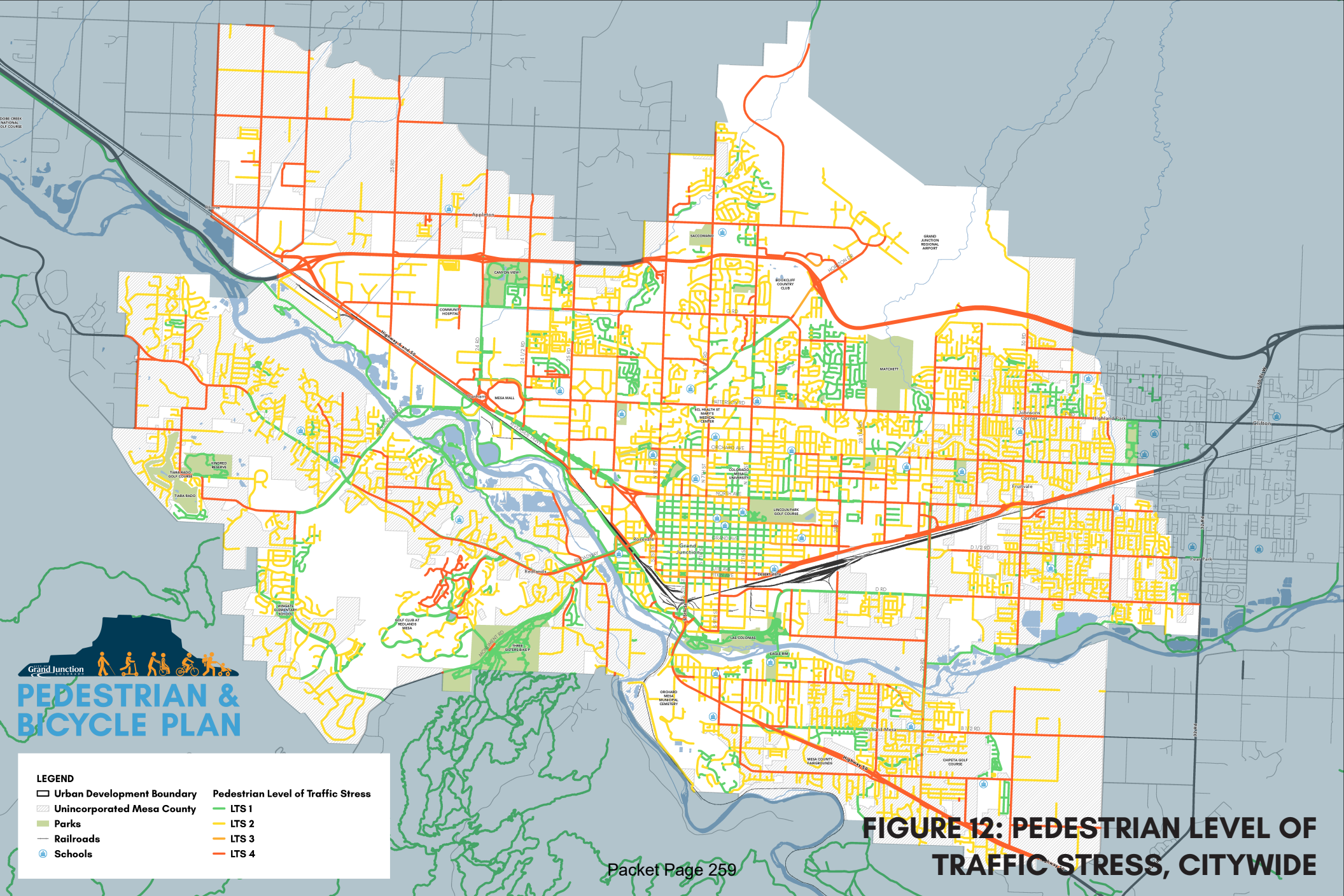
Pedestrian LTS

Figure 11 and Figure 12 show the Grand Junction street network and trails classified by Pedestrian LTS. Many local neighborhood streets lack sidewalks but are classified as LTS 2 facilities because they are low volume, low speed, narrow neighborhood streets. However, Active Transportation Corridors, many of which are higher speed, higher volume, wider arterials, score more poorly where they lack adequate pedestrian facilities, such as a sufficiently wide sidewalk with a buffer.



LEGEND	
Urban Development Boundary	Pedestrian Level of Traffic Stress
Unincorporated Mesa County	LTS 1
Parks	LTS 2
Railroads	LTS 3
Schools	LTS 4

FIGURE 11: PEDESTRIAN LEVEL OF TRAFFIC STRESS, DOWNTOWN



Grand Junction
PEDESTRIAN & BICYCLE PLAN

LEGEND

Urban Development Boundary	Pedestrian Level of Traffic Stress
Unincorporated Mesa County	LTS 1
Parks	LTS 2
Railroads	LTS 3
Schools	LTS 4

FIGURE 12: PEDESTRIAN LEVEL OF TRAFFIC STRESS, CITYWIDE

Active Transportation High Injury Network

What is a High Injury Network (HIN)?

A high injury network (HIN) is a network of streets in a community where the highest concentrations of fatal and severe injury traffic crashes have occurred. A HIN is created through the mapping of crash data to visually recognize spatial patterns. It is an important tool used in many Vision Zero plans to assist communities in prioritizing street safety projects that will have the greatest impact in improving traffic safety. Traditionally, HINs represent all crashes, and have been utilized in dozens of communities across the country and around the world to prioritize traffic safety improvements.

This effort developed an Active Transportation HIN map for Grand Junction to illustrate the streets where a disproportionately high number of citywide crashes involving people walking or biking have occurred. The Active Transportation HIN in Grand Junction will be used as one means to prioritize safety projects and buildout of the pedestrian and bike network.

Methodology

The Active Transportation HIN in the Grand was created using crash data from 2016 to 2020. During this time there were 347 reported crashes within Grand Junction involving a pedestrian or cyclist (**Figure 13**). The HIN was developed using an iterative process that started with developing a series of maps based on the crash data:

- A crash mode map, which distinguished the crashes between those involving a pedestrian and those involving a cyclist. In total, there were 125 crashes involving a pedestrian and 222 crashes involving a cyclist during the study period (**Figure 13**). Overall, this map visualizes the spatial distribution of each type of crash to ensure that the HIN represented both pedestrian and cyclist-involved crashes.
- A heat map that showed the concentration of individual crash points across Grand Junction. This map highlights specific nodes of crashes, such as the intersections near North Avenue with 12th Street and near Main Street with 5th Street.
- A heat map by road segment, which paired individual crashes with the existing road network to visualize a raw, data-driven high injury network. The result of pairing the crashes to the small road segments (about one block length) was a preliminary HIN.

Each map illustrated crash trends through a slightly different analytical perspective, which helped inform the HIN. The Active Transportation HIN was drawn based on this initial set of maps to represent the corridors with the highest concentration of pedestrian and cyclist-involved crashes.

Findings

Between 2016 and 2020 there were 347 crashes in Grand Junction involving a person walking or biking, an average of one every 5 – 6 days, including 222 cyclist-involved crashes and 125 pedestrian-involved crashes. Forty-two of these crashes (about 13%) resulted in severe bodily injury or death (Figure 13).

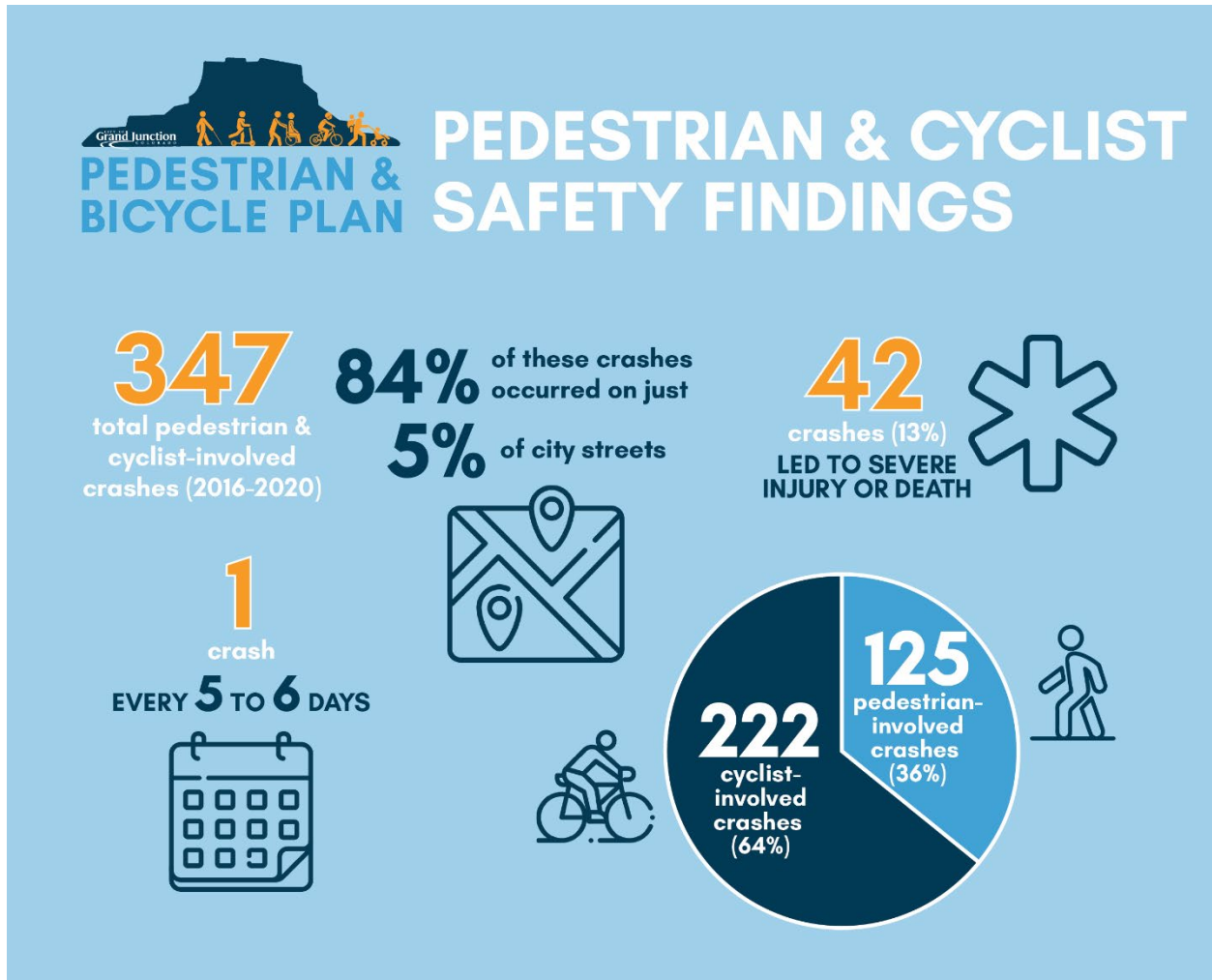
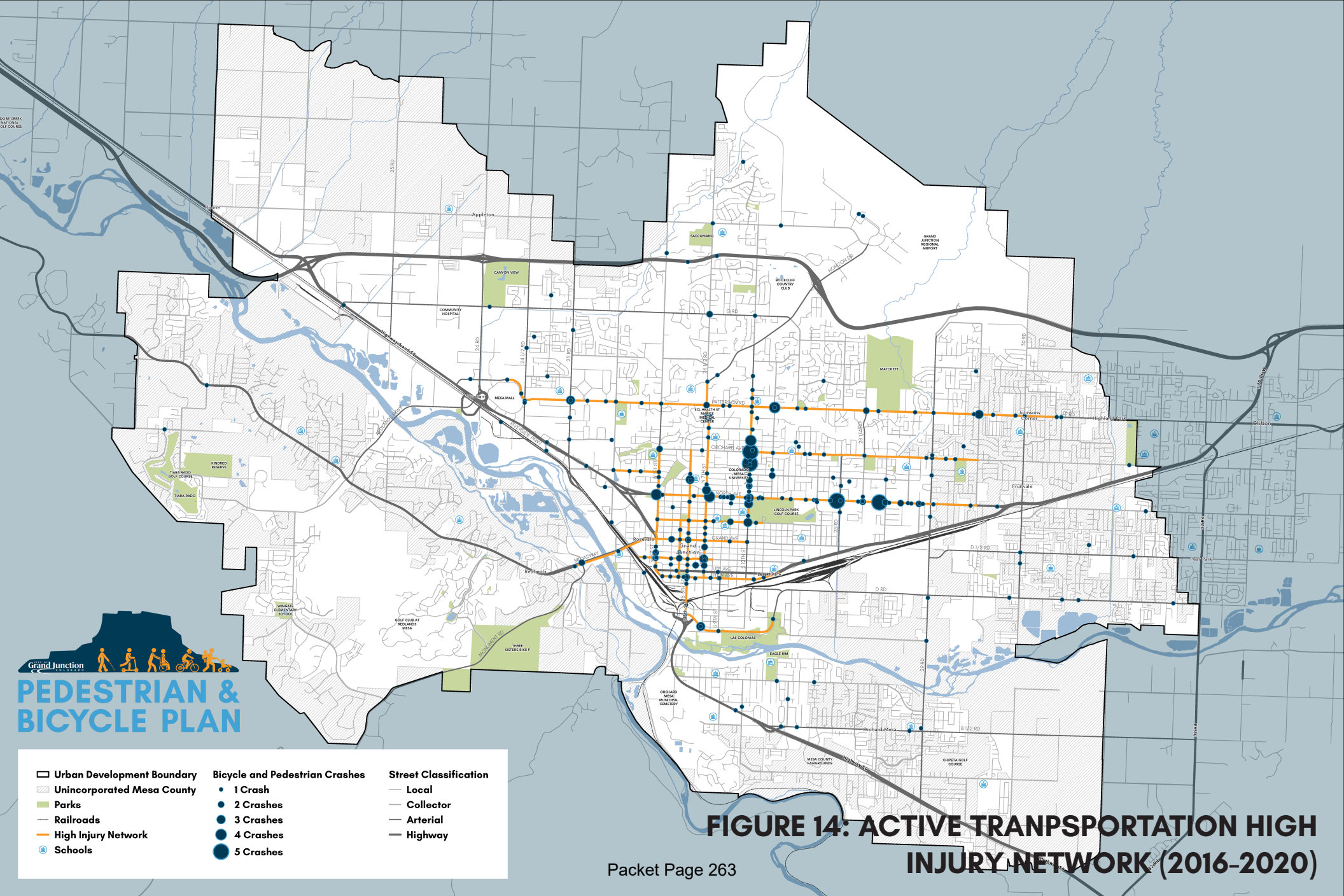


FIGURE 13: PEDESTRIAN AND CYCLIST SAFETY FINDINGS

The Active Transportation HIN map is shown in **Figure 14**, and represents streets where a disproportionately high number of citywide crashes involving people walking or biking have occurred.

About 84% of all pedestrian and cyclist-involved crashes occurred on just 5% of city streets, which are identified as part of the Active Transportation High Injury Network.

In addition to the Active Transportation HIN, this map also illustrates the location where all 347 pedestrian and cyclist-involved crashes occurred in the city between 2016 and 2020.



Grand Junction
PEDESTRIAN & BICYCLE PLAN

<ul style="list-style-type: none"> Urban Development Boundary Unincorporated Mesa County Parks Railroads High Injury Network Schools 	<p>Bicycle and Pedestrian Crashes</p> <ul style="list-style-type: none"> • 1 Crash • 2 Crashes • 3 Crashes • 4 Crashes • 5 Crashes 	<p>Street Classification</p> <ul style="list-style-type: none"> Local Collector Arterial Highway
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FIGURE 14: ACTIVE TRANSPORTATION HIGH INJURY NETWORK (2016-2020)

Pedestrian & Bicycle Demand

This section summarizes analysis of existing pedestrian and bicycle activity and demand in Grand Junction. Existing demand was estimated using two sources of data:

- Input from the community through the online interactive map (which included over 1,000 comments) and the community open house (which drew about 80 attendees).
- From Big Data sources through Strava, which is a mobile app used by people walking, running, and biking.

Community Input

For a summary of community input on areas of significant pedestrian and bicycle demand, refer to Community Engagement Findings: Geographic Input.

Strava Heatmap

Strava is a mobile app that enables users to track physical exercise including biking, running, hiking, and walking using GPS. The platform records these trips and allows users to share their activities. Users of the platform track recreational activities, but a growing share of users are tagging their activity as commutes. In many cities commutes are the primary activity recorded on Strava.

Through all of these public recordings, Strava collects data on origin-destination patterns and popular routes and corridors, aggregating and deidentifying unique users. They publish a publicly-available Global Heatmap similar to the images shown in **Figure 15** through **Figure 18**, and share some additional data with transportation planning firms by request through an application for Strava Metro access. The data in the maps in **Figure 15** through **Figure 18** cannot be downloaded, but readers interested in exploring the data in greater detail can do so at <https://Strava.com/heatmap>.

Transportation planners recognize the value of this anonymized data to better understand pedestrian and bicycle demand in a transportation network. It should be acknowledged that there is an inherent bias in the data as it represents primarily recreational trips and all trips represented were made by users of the app, which is a small percentage of all walk and bike trips. However, the data is still useful as it can offer a proxy for larger active transportation patterns. For example, people walking and biking for recreation often choose routes along streets that feel more comfortable and safe, in a way similar to people walking and biking for utilitarian reasons.

The data shows that bicycle demand by Strava users is concentrated along key regional and recreational connections including Monument Road, the Riverfront Trail, C1/2 Road, K Road, I Road, and H Road (Figure 15).

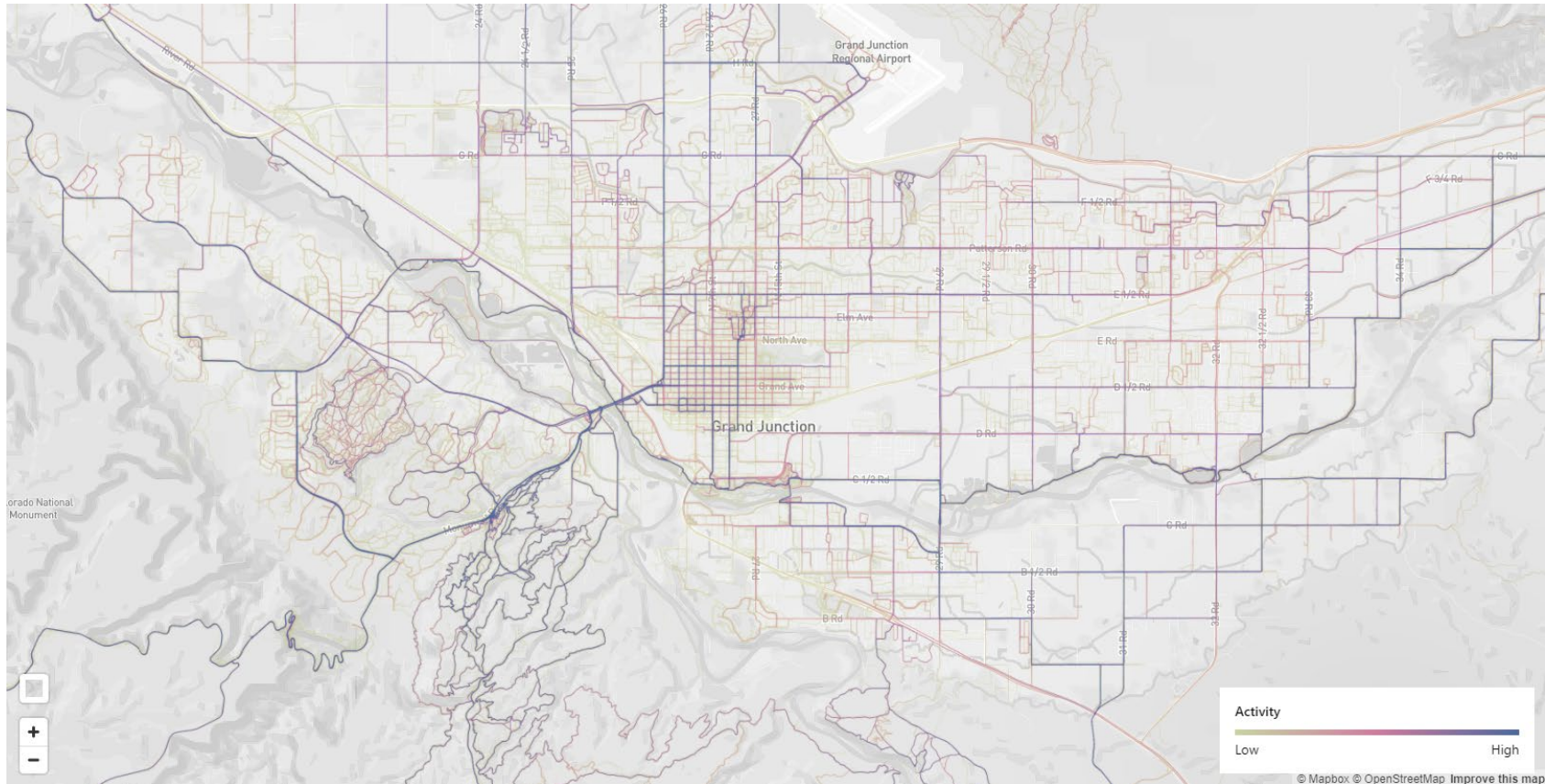


FIGURE 15: STRAVA HEATMAP OF BICYCLE DEMAND, CITYWIDE (DEC 2021-NOV 2022)

In the core of the city the data shows that bicycle demand by Strava users is noticeable at key river and railroad crossings like Broadway/CO-340, 25 Road, 29 Road, 7th Street, and 9th Street. These crossings are key connections to access the Riverfront Trail and the downtown core. This data shows that people biking choose to avoid the 5th Street crossing, instead opting for Broadway, the multi-use trail bridge at West Main Street, 7th Street, and 9th Street to cross the railroad tracks, and Broadway and the multi-use trail bridge at Eagle Rim Park to cross the Colorado River.

Popular north-south corridors include 25 Road, 25 ½ Road, 1st Street, 7th Street, 10th Street, 15th Street (north of Patterson Road), and 29 Road (Figure 16). Frequent east-west corridors include Orchard Avenue, Elm Avenue, Gunnison Avenue, Grand Avenue, Main Street, Riverside Parkway, and C ½ Road. Bicycle activity by Strava users is conspicuously absent from the heatmap on Patterson Road and North Avenue. This may be due to the high bicycle Level of Traffic Stress on these roads, influenced by the number of lanes, higher speeds, and higher volumes on these roads, with relatively narrow sidewalks, directly attached in many places to the roadway.

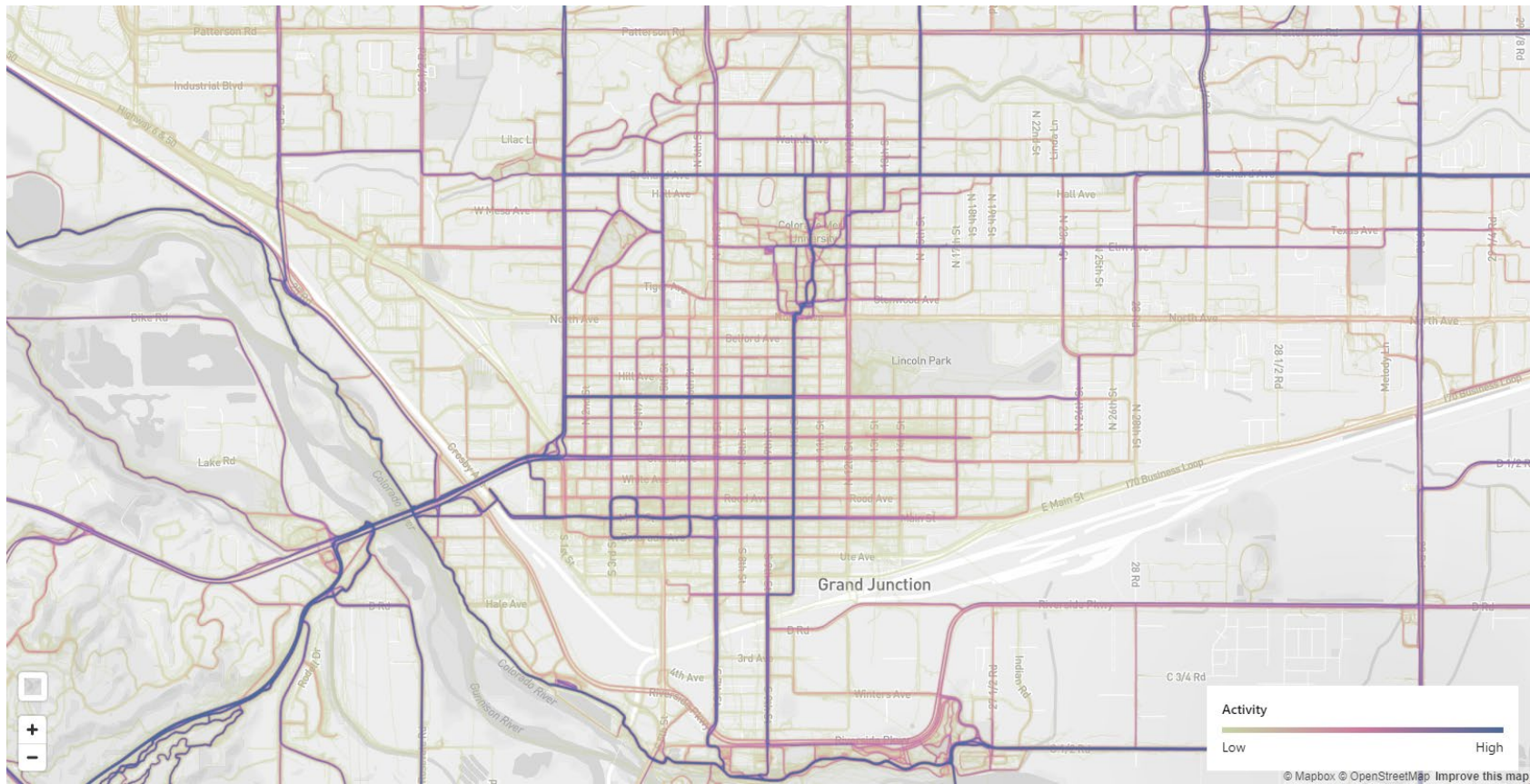


FIGURE 16: STRAVA HEATMAP OF BICYCLE DEMAND, CITY CORE (DEC 2021-NOV 2022)

Citywide pedestrian demand by Strava users is concentrated along key regional and recreational connections including Monument Road, the Riverfront Trail, C1/2 Road, K Road, I Road, and H Road (Figure 17).

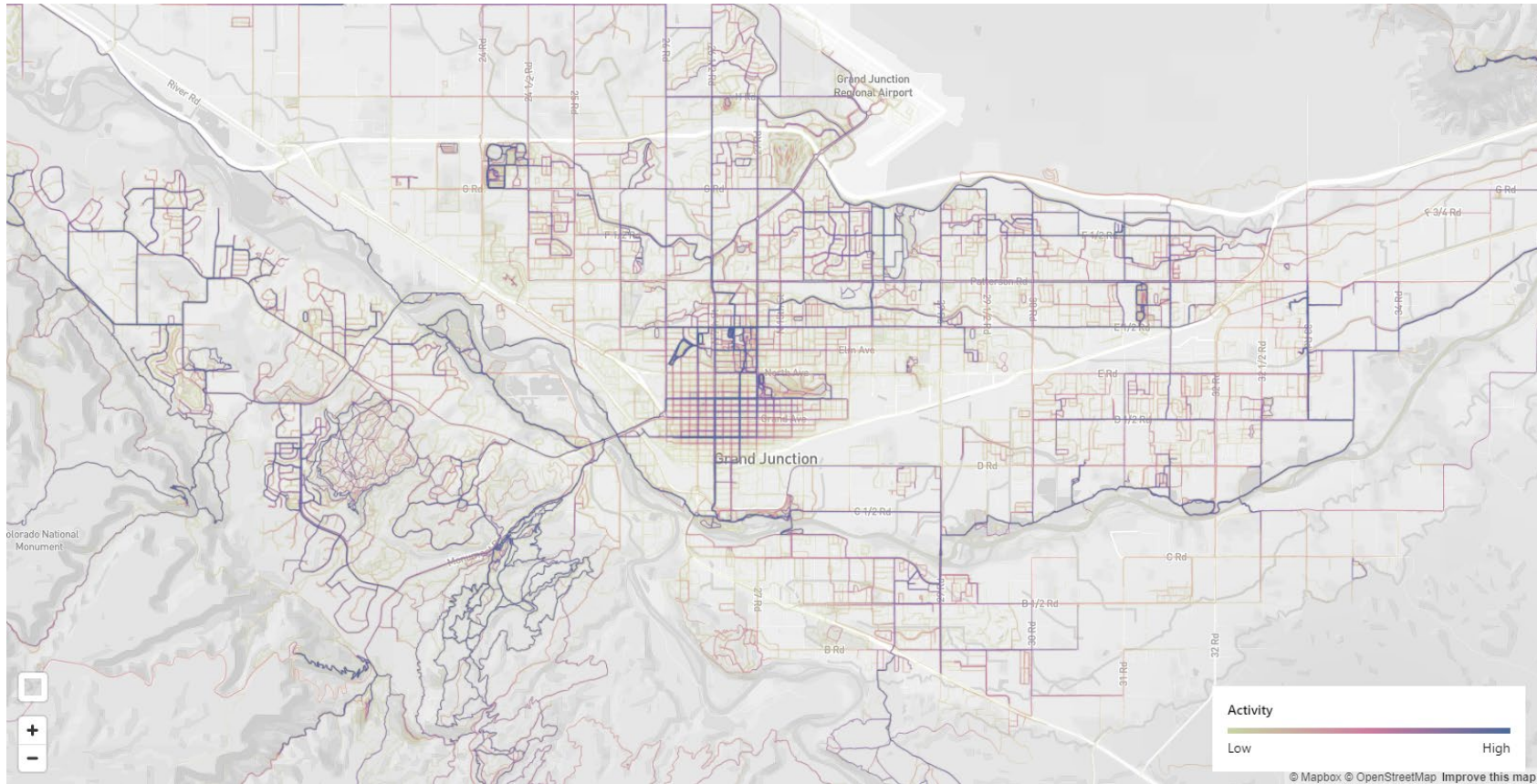


FIGURE 17: STRAVA HEATMAP OF PEDESTRIAN DEMAND, CITYWIDE (DEC 2021-NOV 2022)

In the core of the city, pedestrian demand by Strava users is concentrated at key river and railroad crossings like Broadway, 25 Road, 7th Street, and 9th Street (**Figure 18**). These crossings are key connections to access the Riverfront Trail and the downtown core. This data shows that people walking choose to avoid the 5th Street and 29 Road crossing as compared to the other crossings, particularly 7th Street, the most popular route across the railroad tracks for pedestrians.

Popular north-south corridors include 7th Street, 10th Street, and 12th Street. Common east-west corridors for pedestrians include Orchard Avenue, Elm Avenue, Gunnison Avenue, Main Street, Riverside Parkway, and C ½ Road.

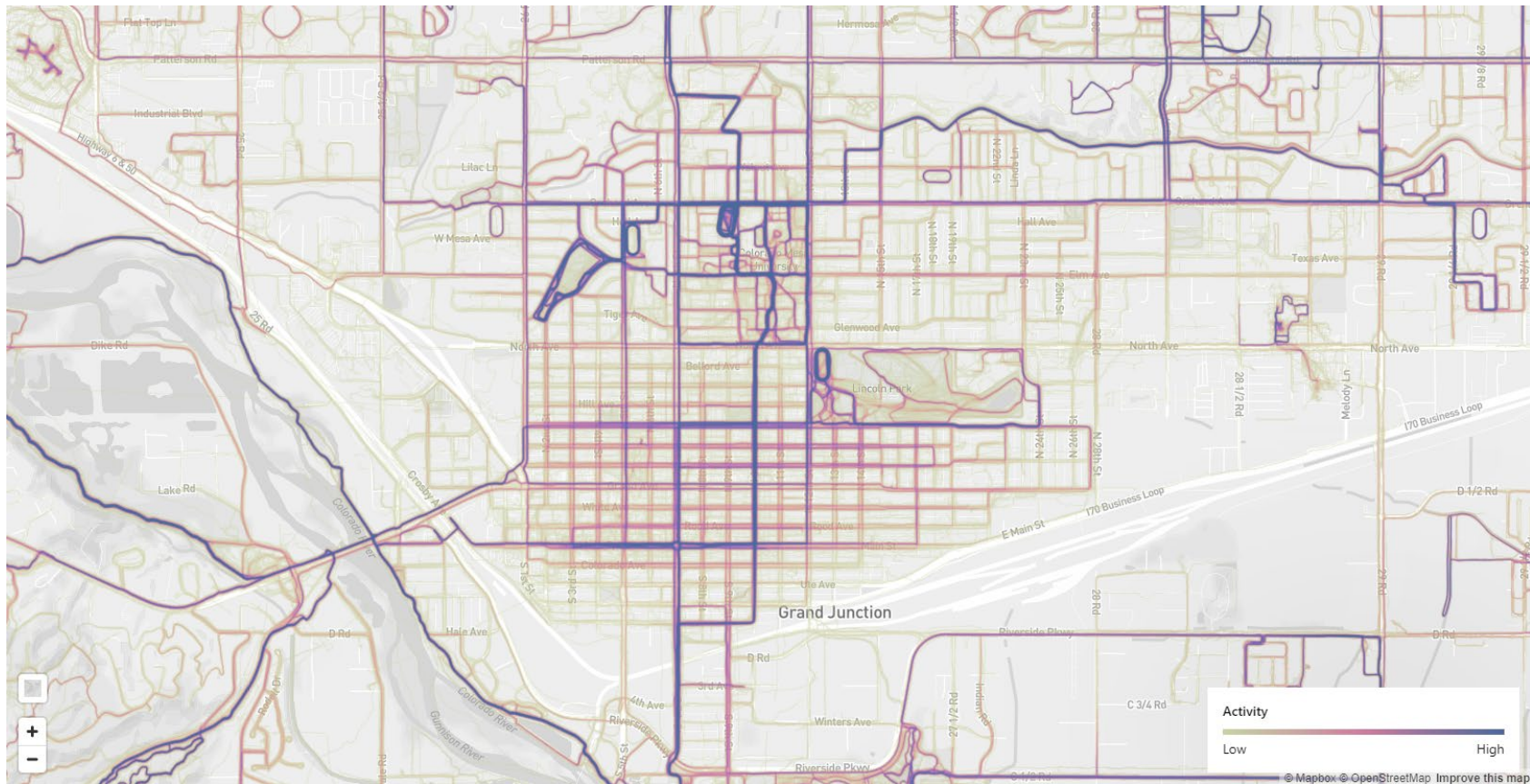


FIGURE 18: STRAVA HEATMAP OF PEDESTRIAN DEMAND, CITY CORE (OCT 2021-SEPT 2022)

Community Engagement Findings

Introduction

The following sections summarize input gathered through the project's first round of community engagement. The public submitted input during the first round over a two-month period in September and October 2022 through an online survey and interactive map, an in-person open house, a 17-member project Steering Committee of Grand Junction residents, through nine different focus groups, at several intercept events throughout the community, and from comments received on the project website. All input tied to specific locations is summarized in the Geographic Input section. **Figure 20** provides a summary of all community engagement and participation, which resulted in over 2,000 touch points with the community combined.



FIGURE 19: EXAMPLES OF COMMUNITY ENGAGEMENT FOR THE PEDESTRIAN & BICYCLE PLAN



FIGURE 20: SUMMARY OF COMMUNITY PARTICIPATION

Survey Results

The city opened the online survey for two months, from the end of August to end of October, and advertised it to the entire community. It offered an option for respondents to take the survey in Spanish. A total of 669 members of the community participated in the survey, including four in Spanish. The survey results are summarized below.

Demographic Characteristics

Survey respondents skewed toward the older side of the spectrum, with 38% identifying as 55 years or older and 9% as 25 or younger (Figure 21). The majority of respondents (53%) fell somewhere between 26 and 54. The age breakdown of survey respondents generally reflected the population of Grand Junction, with a slight bias toward people aged 36-55 and slight underrepresentation of people under 26 (acknowledging that young children are not going to be represented by themselves in this survey).

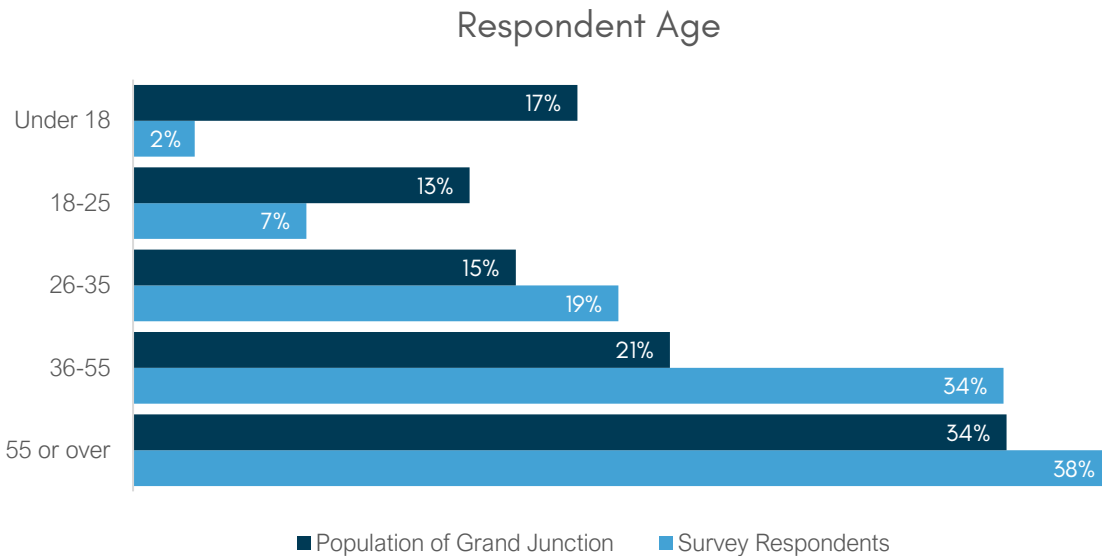


FIGURE 21: RESPONDENT AGE

Figure 22 shows that respondents were almost evenly divided between male (47%) and female (53%).

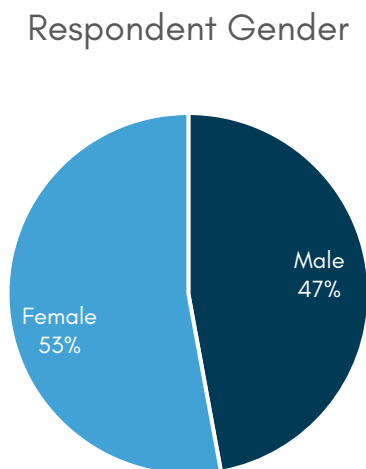


FIGURE 22: RESPONDENT GENDER

Almost all respondents live in Grand Junction (92%), with 44% also going to work or school in the city, and 19% visiting the city for shopping, services, or recreation (**Figure 23**). Notably, local business owners are well-represented, with almost one-tenth of all respondents owning a business in Grand Junction (9%).

Primary Respondent Association with Grand Junction

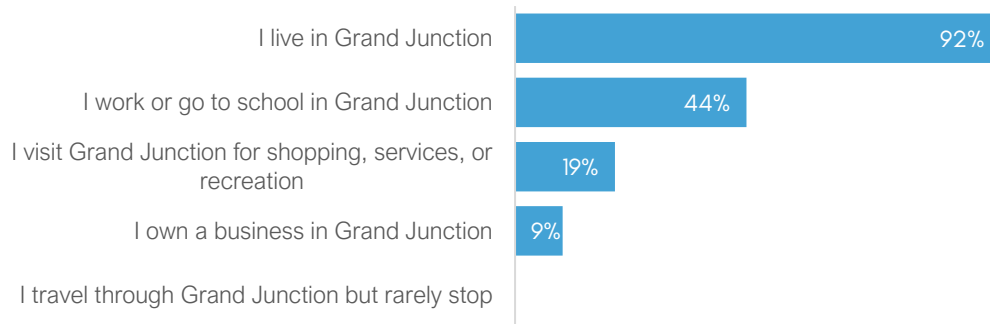


FIGURE 23: PRIMARY RESPONDENT ASSOCIATION WITH GRAND JUNCTION

Overall Findings

When asked about their primary mode of transportation, almost three-quarters of respondents drive (72%), and almost one-quarter of respondents bike or e-bike (23%). It should be noted that this question allowed survey respondents to select just one mode of transportation, so **Figure 24** does not reflect secondary and tertiary mode choices.

What mode of transportation do you typically take when travelling in Grand Junction?

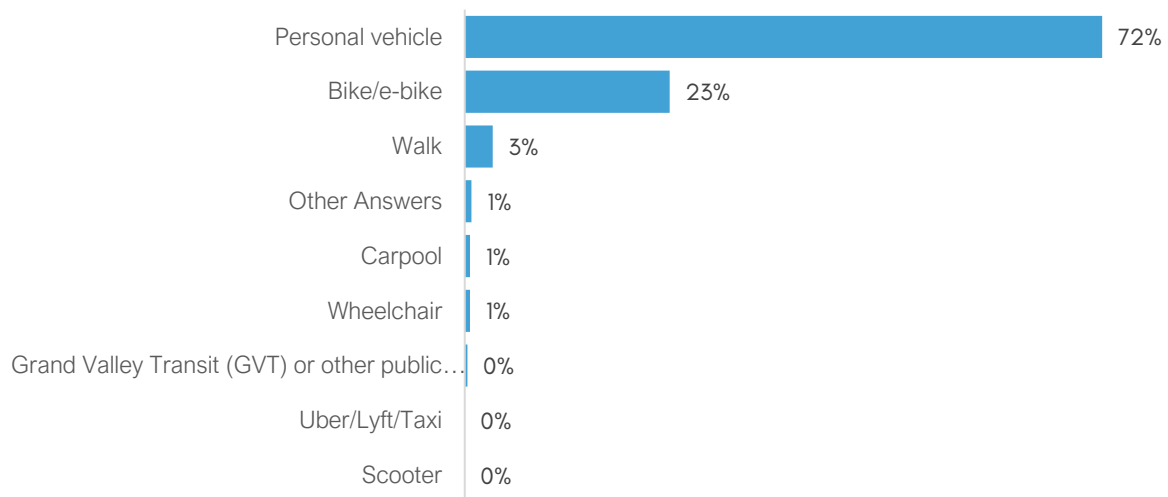


FIGURE 24: TYPICAL MODE OF TRANSPORTATION

One survey question asked about the types of trips that respondents currently complete by walking/rolling or biking and whether they would like to be able to complete these trips if they do not currently.

Currently, the top three trip types in Grand Junction completed by active transportation are trips for recreation and leisure, to the park or recreation destinations, and to restaurants and/or bars (Figure 25). People generally choose active transportation for recreational trips, and less commonly choose to walk or bike to work and school.

Respondents are most interested in choosing to walk/roll or bike to restaurants and/or bars, and for trips to the grocery store, shopping, and other errands. Desired walk and bike trip types exceed current trips in all cases other than trips for recreation/leisure, likely because most people already choose active transportation in those instances. This shows an unmet demand in the community to be able to walk/roll and bike to more places, particularly utilitarian trips like shopping, to work/school, out to eat, and other errands.

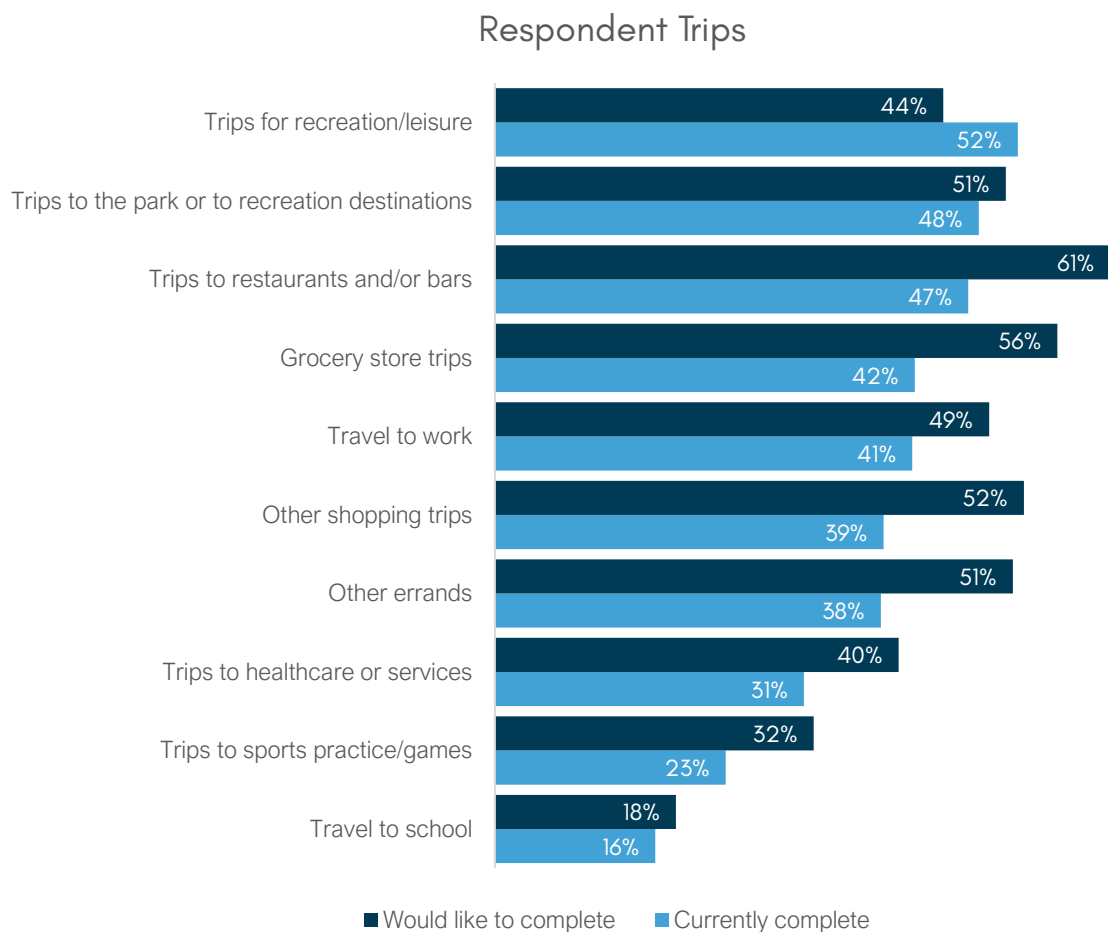


FIGURE 25: CURRENT AND DESIRED WALK AND BIKE TRIP TYPES

Reinforcing the findings of the previous question, 95% of respondents would like to be able to walk/roll and bike more often or for more types of trips than they do currently (Figure 26). The following questions explore some of the barriers to respondents choosing active transportation.

Would you like to be able to walk/roll and bike more often or for more types of trips than you do currently?

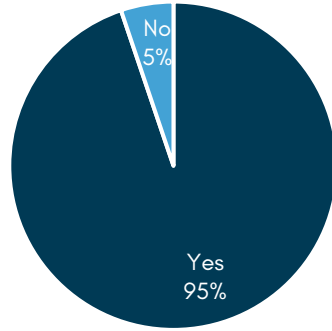


FIGURE 26: DESIRE TO WALK AND BIKE

The survey asked respondents to identify the biggest challenges to walking/rolling in one question, and to biking in another. Respondents were able to select an unlimited number of options.

The top barriers respondents identified to walking/rolling were nonexistent or insufficient sidewalks (67%), uncomfortable or unsafe streets (59%), and nonexistent or insufficient crossings (51%), as shown in **Figure 27**.

The biggest challenge(s) associated with walking/rolling in Grand Junction is/are... (select all that apply)

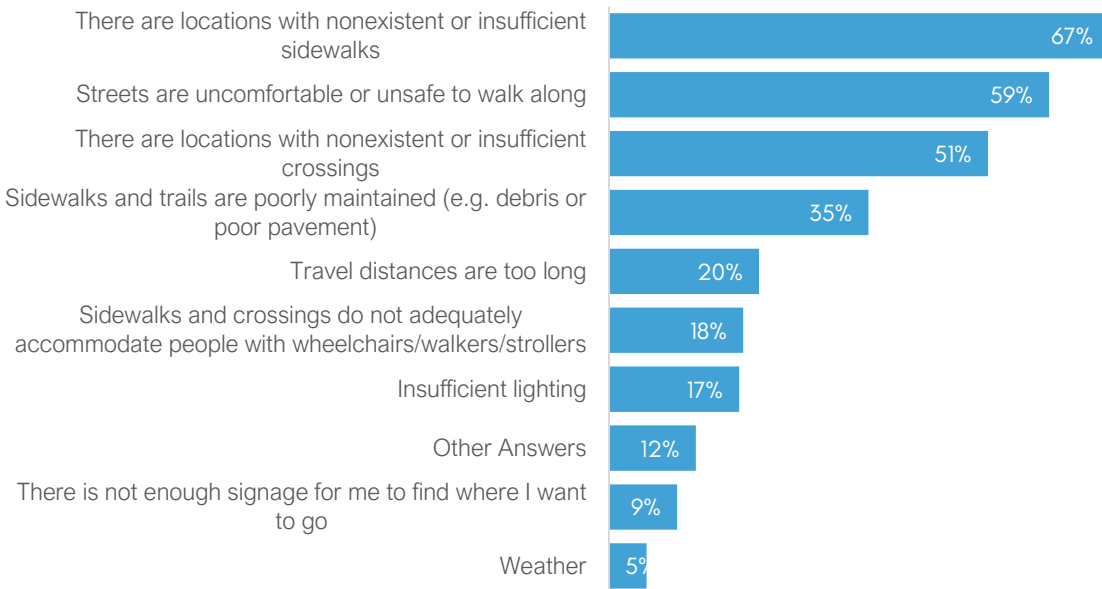


FIGURE 27: CHALLENGES WALKING AND ROLLING

The top barriers respondents identified to biking were uncomfortable or unsafe streets (77%), lack of paths or trails (63%), and feeling unsafe crossing major streets (57%), as shown in **Figure 28**.

The similarity in factors between these two questions indicate the greatest barriers to address are:

- Missing active transportation infrastructure, including gaps in the pedestrian and bicycle network
- Perceived uncomfortable or unsafe streets
- Perceived unsafe crossings at major streets

The biggest challenge(s) associated with biking in Grand Junction is/are... (select all that apply)

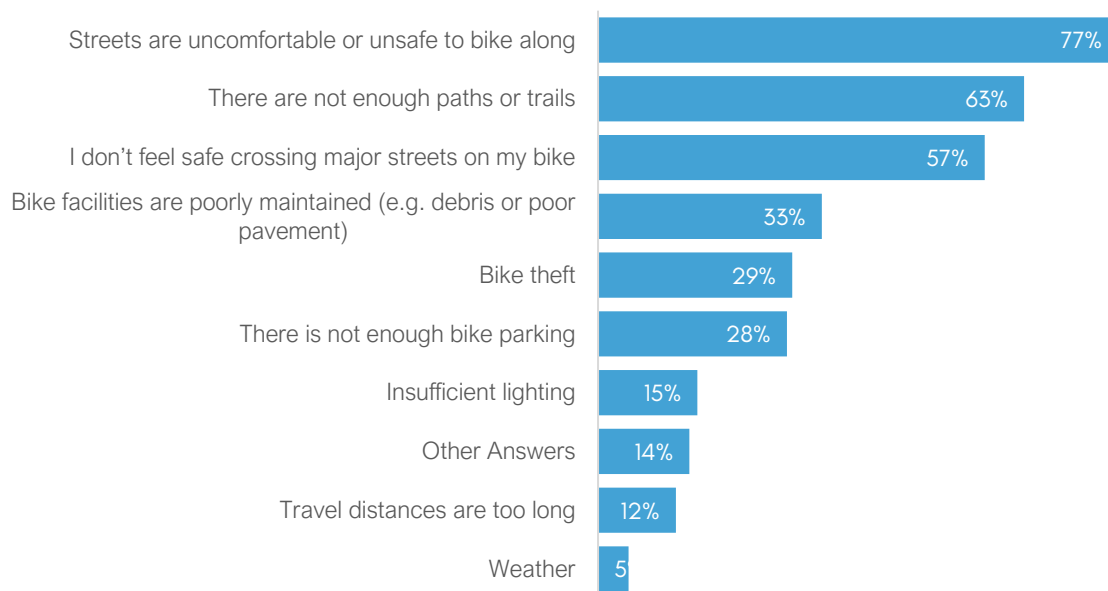


FIGURE 28: CHALLENGES BIKING

Figure 29 shows a word cloud of the most common answers when asked to describe the vision for the future of walking and biking in Grand Junction using three words. Safety was the most common response, followed by access, biking, and connected. Other common themes, such as sidewalks, comfortable, convenient, and maintenance also emerged as important components of the community's vision for walking and biking in Grand Junction.

The survey asked additional questions of respondents who answered that they are currently a student or have a student in their household (30% of respondents). Of these individuals, 51% travel to school by personal vehicle, 25% by bike or e-bike, 12% by foot, and 9% by school bus (**Figure 31**).

By what mode do you or the student in your household typically travel to school?

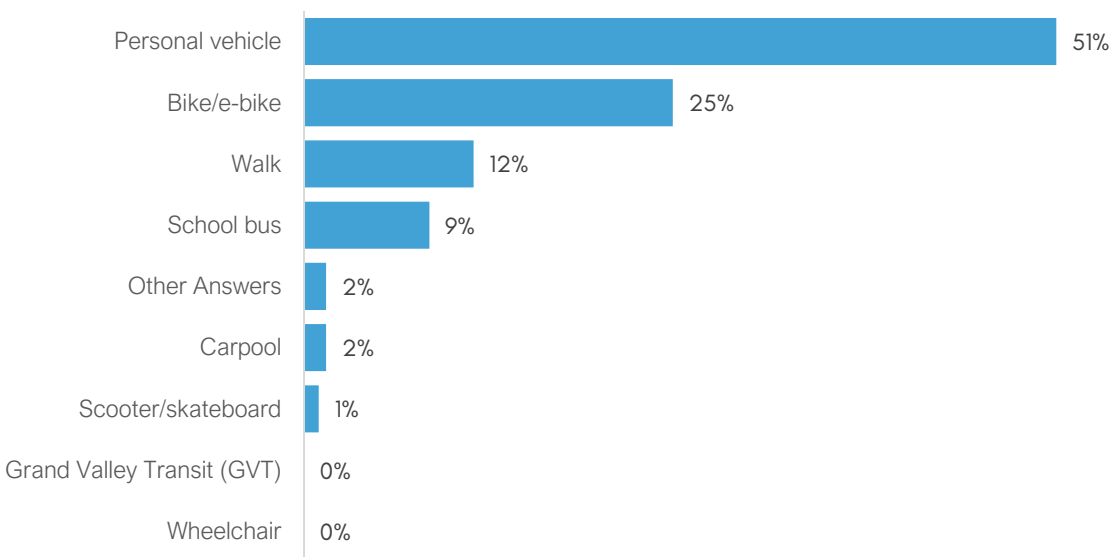


FIGURE 31: STUDENT TRANSPORTATION CHOICES

Of those who walk or bike, 45% travel on a street with no bike lane, 33% travel on a sidewalk or bicycle-pedestrian path, and 15% travel using an on-street bike lane (**Figure 32**). Answers to this question demonstrate there may be critical corridors on school routes missing pedestrian and bicycle infrastructure.

To walk or bike, your route to school consists primarily of the following type?

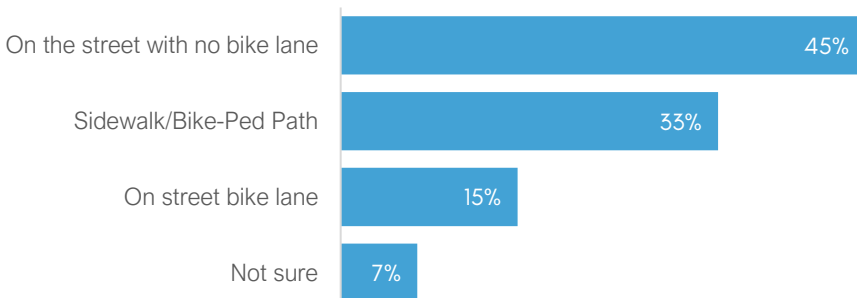


FIGURE 32: INFRASTRUCTURE ON ROUTE TO SCHOOL

The following question asked respondents to rank the considerations that most affect their decision to walk or bike to school. By final weighted score, the top issues are safety of intersections and crossings, amount of traffic along route, and speed of traffic along route. Notably, as compared to the other options, these are all elements this plan can address.

Which of the following issues affect your decision or the decision made by the student in your household to walk or bike to and from school? (Weighted Score of Ranking)

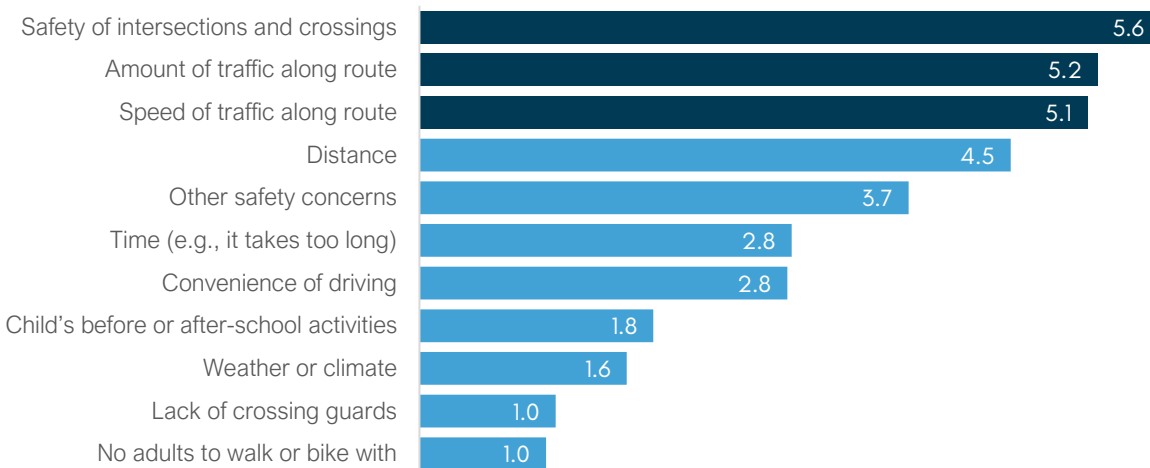


FIGURE 33: TOP CONSIDERATIONS IN STUDENT MODE CHOICE

Key Themes of General Comments

A total of 593 general comments were received from the public through the online survey, at the open house, and through the city’s website. The comments were organized by theme, and the frequency of each theme is summarized in **Figure 34** (note some comments covered more than one theme). The full list of comments is provided in the Appendix. The most common comment, representing 147 of the general comments, wished for more bike and trail infrastructure, followed by a desire for more connectivity in the pedestrian and bike network (112 comments), and then higher quality protected bike facilities (i.e., bikeways separated from traffic by a barrier or curb). Other common themes included wanting more education and awareness of people walking and biking (particularly among drivers), more/improved sidewalks, better maintenance of sidewalks and bikeways, and improvement of crossings across major streets, rivers, highways, and the railroad tracks.

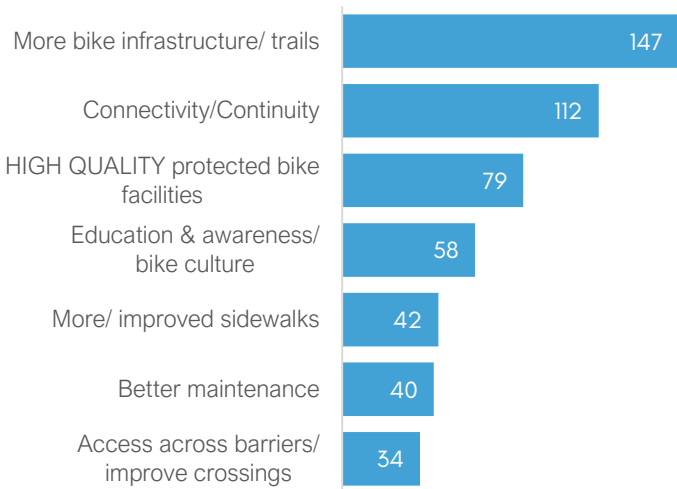


FIGURE 34: MOST FREQUENT THEME OF GENERAL COMMENTS

Several specific comments that were repeated by the public most frequently are summarized below:

- Would like to use the canals for trails
- Lots of people bike on sidewalk along busy streets
- There is an unfriendly bike culture/aggressive drivers, including window tinting making it difficult to see drivers
- Bike lanes are too narrow
- Bike lanes end abruptly
- Would like to extend Lunch Loops Trails
- More signs for wayfinding and regarding share-the-road laws
- More shade trees and better lighting at night for pedestrians
- Desire for a car-free Main Street

Steering Committee

The city formed a project Steering Committee of residents to provide input and guidance on recommendations throughout the process. Members of the Steering Committee play a critical role supporting the completion of the plan, serving as a critical sounding board, discussing overall plan direction, reviewing project deliverables, vet ideas, and promoting greater community involvement. Most importantly, the Steering Committee will help ensure the final plan is inclusive, focuses on equitable distribution of resources, and reflects a diverse set of perspectives.

The city put out a call for applications to the broader community to solicit candidates interested in serving on the Steering Committee at the beginning of the project, and received a total of 72 applications. City staff whittled these applicants down to 17 members through a vetting process that evaluated them based on criteria to reflect the everyday user of the city’s active transportation system, with members demonstrating a broad community interest in safe and accessible multimodal transportation. Other criteria used to select

members from the pool of applicants included ensuring that the committee was geographically diverse, and inclusive of different age groups and professions, who were part of a target demographic or who may through their employment represent vulnerable or underrepresented users, such as individuals with disabilities, youth, low-income populations, and service industry workers.

The City Council approved members chosen to participate on the Steering Committee, who were comprised of people that geographically represent all “Planning Areas” within the city and who utilize walking or biking as their preferred mode of transportation. The committee is nearly equally split between male and female, with nine men and seven women. The group has representation from every major age group, including students, young professionals, and seniors. Member also represents a variety of interests and life experiences that can provide relevant and diverse perspectives throughout the process. Additionally, the Steering Committee includes representatives from major institutions in Grand Junction who were identified as critical influences of land use and transportation patterns, including CMU and the Veteran’s Administration Hospital.

The Steering Committee will meet six times over the course of the project at key milestones in the project. The first meeting occurred on September 12th to orient the group to the project and collect input on issues, concerns, and a vision for improving walking and biking in Grand Junction. Key outcomes of that first meeting are summarized below.

Key Themes

The first Steering Committee meeting included an overview of the project and solicited input on the major barriers to walking and biking in Grand Junction as well as identifying important connections for active transportation users. A summary of the key themes that emerged from that first meeting are summarized below:

- **Safety** – A desire to make the city safer for people walking/rolling and biking ranked as the most important issue among the Steering Committee members.
- **Connections** – Several key connections were identified by the group, with the following notable corridors: C ½ Road/D Road, Broadway, crossings of the railroad tracks, Orchard Avenue, and crossing North Avenue.
- **Important Destinations** – The Steering Committee identified the following key destinations for active transportation users in the Grand Junction: Main Street, Riverfront Trail, Las Colonias Park, CMU, Mesa Mall, and Human Service Providers (particularly on North Ave and around downtown).
- **Signage** – There was a consistent theme of needing better signage to direct people walking and biking.
- **More Facilities** – Overall, there was a theme of needing more sidewalks and bike lanes to fill missing gaps in the network and to allow people to get around by walking/rolling and biking.
- **Education** – The Steering Committee recognized that there should be more education for cyclists and drivers on sharing the road, how to ride safely, and how to drive safely when pedestrians and bicyclists are present.

Focus Groups

The project team facilitated nine focus groups in September and October 2022 to solicit community input from targeted group to guide recommendations in the *Pedestrian & Bicycle Plan*. The focus groups provided an opportunity for more in-depth conversations between community members and the project team and were important to gathering diverse perspectives on the issues, opportunities, and vision of the city's existing and future pedestrian and bike network. The focus groups were selected in order to attain a broader cross-section of the population with a focus on groups or individuals that may be hard to reach by other means and for whom walking/rolling and biking are of particular importance.

The focus groups interviewed as part of this plan included:

1. CMU students
2. K – 12 students
3. Steering Committee candidates (those who applied for the Steering Committee, but were not selected)
4. Representatives of Latinx organizations in Grand Junction
5. Housing providers
6. The Urban Trails Committee and the Parks and Recreation Advisory Board
7. Human services and homeless providers
8. Public health/senior agencies
9. Representative from Colorado Discover Ability

Key Themes

The outcomes of the focus groups are summarized into the following key themes that were repeated among the various groups. Meeting notes from each focus group are provided in the Appendix.

- **Safety** – Participants of nearly every focus group expressed that they and others in the community would like to walk and bike more but don't always feel safe because of traffic speed, volume, and lack of separated facilities on many streets in Grand Junction.
- **Plan for All Ages** – Multiple focus groups repeated a desire for it to be easier/safer for kids to walk and bike to school. This was stressed as a high priority.
- **Missing Connections** – Missing connections in the pedestrian and bicycle network was repeated as a key concern. Several important missing or poor connections were repeated among the focus groups, in particular: to downtown, CMU, the Riverfront Trail, and connections across the railroad tracks, highways (US 50 and I-70B), and Colorado River.
- **Barriers** – The theme of major barriers in the city that are difficult to cross by foot or bike also emerged as a common theme. US 50 was repeatedly identified as a major barrier in Orchard Mesa neighborhood. Patterson Road and North Ave were also repeatedly identified as both an important destination/corridor for people walking and biking and as a barrier for people walking and biking due to the speed and volume of traffic and lack of adequate facilities for active transportation users, including safe crossings.

Intercept Events

City staff attended 12 community events across the city in September and October (see **Table 6**) to distribute information about the project, solicit input, and direct people to the website and online survey. During these events the city engaged with over 300 people from the community.

TABLE 6: INTERCEPT EVENTS

Date	Event	Location
3-Sep-22	Carmillia Fest	Lincoln Park
7-Sep-22	CMU Mesa Fest	CMU Campus
8-Sep-22	Market on Main	Main and 6th
22-Sep-22	Coffee with the City Manager	
24-Sep-22	Walk to End Alzheimer's	Lincoln Park
25-Sep-22	Mayor's Engagement Event	Long's Park
6-Oct-22	Downtown Library 11:00 am - 1:00 pm	5th and Grand
11-Oct-22	CMU Hispanic Engineers Club - 7:00 pm	CMU Campus
19-Oct-22	Young Professional Network Lunch and Learn - 12:00 Noon	City Hall Auditorium
20-Oct-22	Downtown Library 11:00 am - 1:00 pm	5th and Grand
26-Oct-22	CMU Real Estate Class	Dominguez Hall Rm 315
27-Oct-22	Get to Know Your City - 5:30 pm	Lincoln Park Stadium Hospitality Suite



FIGURE 35: INTERCEPT EVENT AT CMU MESA FEST

Key Themes

Participants at the intercept events were directed to provide input via the project website and online survey. City staff solicited direct feedback at the events. Key themes from those events are summarized below:

- Safety Concerns – Many participants noted a need for improved safety for people walking and biking, specifically noting drivers turning not yielding to pedestrians at busy intersections, and for kids to be able to walk and bike more around town.
- Missing Connections – The community repeatedly highlighted important connections for walking and biking that they would like to see improved, including:
 - F ½ Road
 - 7th Street
 - 9th Street through downtown
 - Crossing 12th Street near CMU
 - To/from Las Colonias Park
 - Patterson Road
 - North Avenue intersections

Walk and Bike Audits

The project team hosted a walk audit and bike audit with city staff, stakeholders, and members of the Steering Committee. The purpose of the walk and bike audit was to get a better understanding of the experience of someone walking/rolling or biking on various streets in Grand Junction as well as provide an opportunity for participants to share with the project team pedestrian and bicycle design features they like and don't like. The audits were also used to calibrate and verify the LTS methodology that will be used to inform recommendations in the plan.

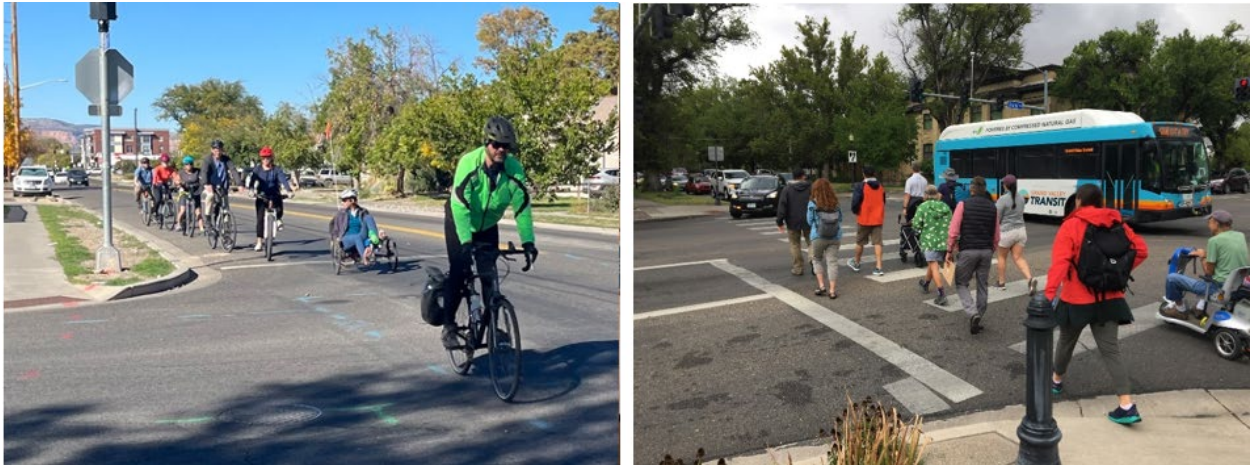


FIGURE 36: BIKE AUDIT AND WALK AUDIT

The walk audit followed 7th Street from Grand Avenue to Wellington Avenue, which provided a variety of design contexts through a key pedestrian corridor in Grand Junction. The bike audit followed a loop starting at 5th Street and White Avenue and traveling along Grand Avenue, 10th Street, through CMU Campus, Orchard Avenue, 28 ¼ Road, Hawthorne Ave, 28 Road, Ridge Drive, 27 ½ Road/15th Street, Elm Street, 12th Street, North Avenue, 10th Street, and Main Street. The route provided a variety of streets of different volumes and lanes and bike facilities ranging from shared streets, bike lanes, trails, and a raised cycle track covering streets with all four bicycle LTS levels.

Key Outcomes

Some conclusions drawn from the walk audit included:

- Desire for more separation (buffer) from traffic
- Need for wider sidewalks
- Accessibility concerns (such as length of crossing time, ability to reach the push button, and audible crossing)
- Slowing turning vehicle traffic to make it more comfortable at intersections
- Shade trees

Some conclusions drawn from the bike audit included:

- Bike lanes were nice and participants would like them wider on busier streets or where there are parked vehicles
- Trails are the most comfortable as are low volume, low speed streets
- The cycle track on 12th Street is nice, but obstacles and driveways add stress
- Crossing of busier streets can be stressful, especially when the bike lane ends before the intersection
- At some busy street crossings cyclists have to ride on the sidewalk to the pedestrian push button in order to get a green signal

Geographic Input

Geolocated input received during the public engagement process includes comments received on the interactive online map and in person at the open house, Steering Committee meetings, and intercept events. People submitted comments at these in person events by drawing and placing sticky notes and dots on printed maps.

This section summarizes both forms of geographic input.

Interactive Online Map

The survey was paired with an interactive online map that allowed users to place markers on a map of Grand Junction. 734 unique stakeholders visited the survey and/or the interactive online map. The map received 1,098 individual comments.

Map markers also allowed users to enter a more detailed comment and were as follows:

- I walk/roll and/or bike here
- I'd like to walk/roll and/or bike here
- I don't feel safe walking/rolling here
- I don't feel safe biking here
- Other comment

This section summarizes the overarching concerns by marker type.

I walk/roll and/or bike here

Respondents most commonly walk and/or bike in the downtown core of Grand Junction, as shown in **Figure 37**. Specifically, current active transportation hotspots are in the neighborhood southeast of Lincoln Park, along Main Street, and where Broadway crosses the railroad (**Figure 38**).

The top 10 locations cited by respondents include, in no particular order:

- **Main Street:** People love walking here and say it feels safe for people biking. Several comments in this marker type and others expressed an interest in closing the street to vehicle traffic.
- **Sherwood Park:** People opt to go around the park even though it may be less direct because it's so pleasant, but say it would benefit from traffic calming nearby.
- **1st Street:** Several respondents noted their appreciation of the buffered bike lanes on this corridor next to Sherwood Park.
- **Orchard Avenue:** Many people walk and bike along the corridor, but say it needs better signage and maintenance.
- **C ½ Road:** Numerous respondents bike along this corridor, but say it would benefit from better signage, bike lanes, and traffic calming.
- **Elm Avenue:** People walk and bike here due to the lower traffic volumes.
- **Neighborhood around Chipeta Elementary School:** Many people walk and bike here, especially as a school route.
- **North Avenue & 10th Street:** Many people walking and biking use this intersection to safely cross North Avenue.
- **River Crossing between Eagle Rim Park and Las Colonias Park:** Several people noted their appreciation of this crossing and use it as connection from Orchard Mesa to downtown.
- **Broadway/Pedestrian Bike Bridge Crossing of Railroad:** Numerous respondents rely on this area to cross the railroad from the Redlands to downtown.

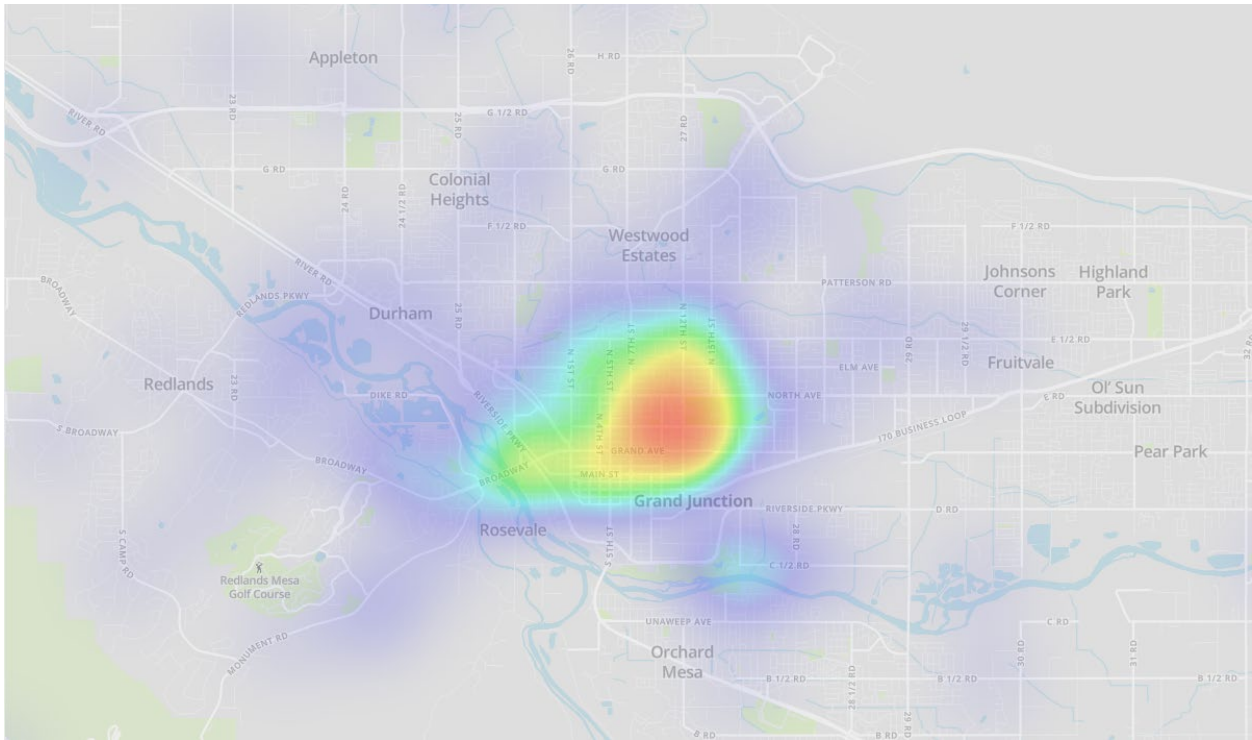


FIGURE 37: HEATMAP OF CURRENT WALKING AND BIKING LOCATIONS, CITYWIDE



FIGURE 38: HEATMAP OF CURRENT WALKING AND BIKING LOCATIONS, DOWNTOWN

I'd like to walk/roll and/or bike here

This marker allowed respondents to specify locations they wish to walk and bike. Respondents most commonly noted locations in the downtown core of Grand Junction and along Patterson Road and North Avenue, as shown in **Figure 39** and **Figure 40**.

The top 10 locations cited by respondents include, in no particular order:

- **Patterson Road:** At several locations along Patterson Road, people commented that they would like to use active transportation to access the mall, hospital, and other major destinations, but that better bike infrastructure, maintenance, and traffic calming would be needed for them to feel comfortable. One respondent also noted that it provides a key connection from Clifton to Grand Junction.
- **North Avenue:** Several commenters noted that for them to feel comfortable using North Avenue, the corridor needs safer crossings, a complete sidewalk and bike network, traffic calming, and a lower speed limit.
- **12th Street:** A few commenters would like to walk and bike along 12th Street, but that it needs more frequent and comfortable crossings. They also pointed out that active transportation facilities would improve food access by connecting users to shopping, and that they would like a new crossing to connect to Riverside Parkway across the railroad tracks.
- **5th Street:** Comments indicated support of wider bike lanes and better bikeway maintenance, as well as improved crossings at Colorado Avenue and Grand Avenue.
- **Mesa Mall:** Respondents stated that the area around the Mesa Mall feels inaccessible by bike. They would like to see traffic calming and an improved crossing(s) of Patterson Road so people don't have to drive across to visit the shopping center on the north side of the roadway.
- **Riverside Parkway/D Road:** Users would feel more comfortable using this corridor with more comfortable and complete sidewalks and bike lanes, better maintenance, better lighting, and traffic calming. They also support better connections across the railroad to connect to the Riverfront Trail.
- **29 ½ Road:** This roadway currently feels unsafe for people walking and biking. Respondents requested better, more accessible sidewalks.
- **Canals:** Numerous comments requested that the city complete the trail network along the canals and create a new bicycle/pedestrian connection where it intersects 28 ½ Road.
- **9th Street:** Commenters would like to use 9th Street more often and requested a better crossing and bike lane connection from the Riverfront Trail through Las Colonias Park to downtown.
- **Redlands Parkway/24 Road:** Multiple comments in this marker type and others pointed out the dangerous crossing of US-50 along this roadway due to high speeds, poor roadway maintenance, the blind hill/hill grade, and lack of bike lane. It is also a key connection to the Mesa Mall from the south and the only crossing of US-50 in the area.

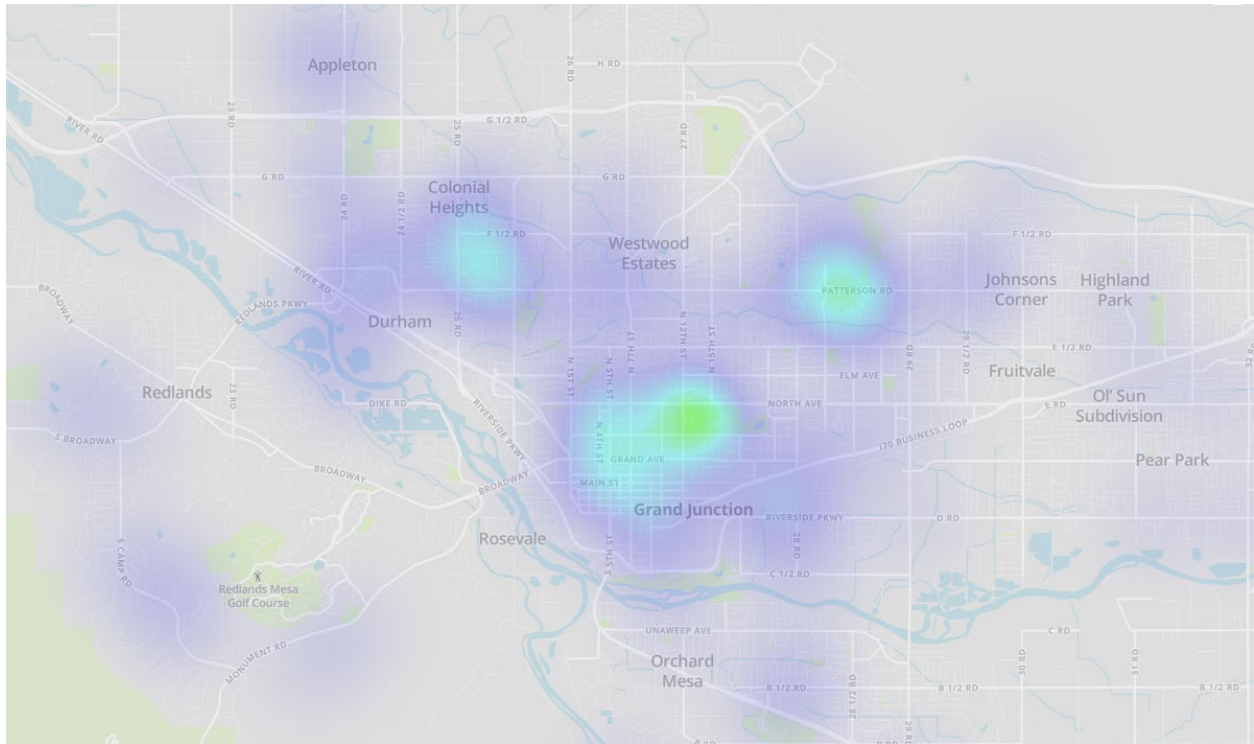


FIGURE 39: HEATMAP OF DESIRED WALKING AND BIKING LOCATIONS, CITYWIDE

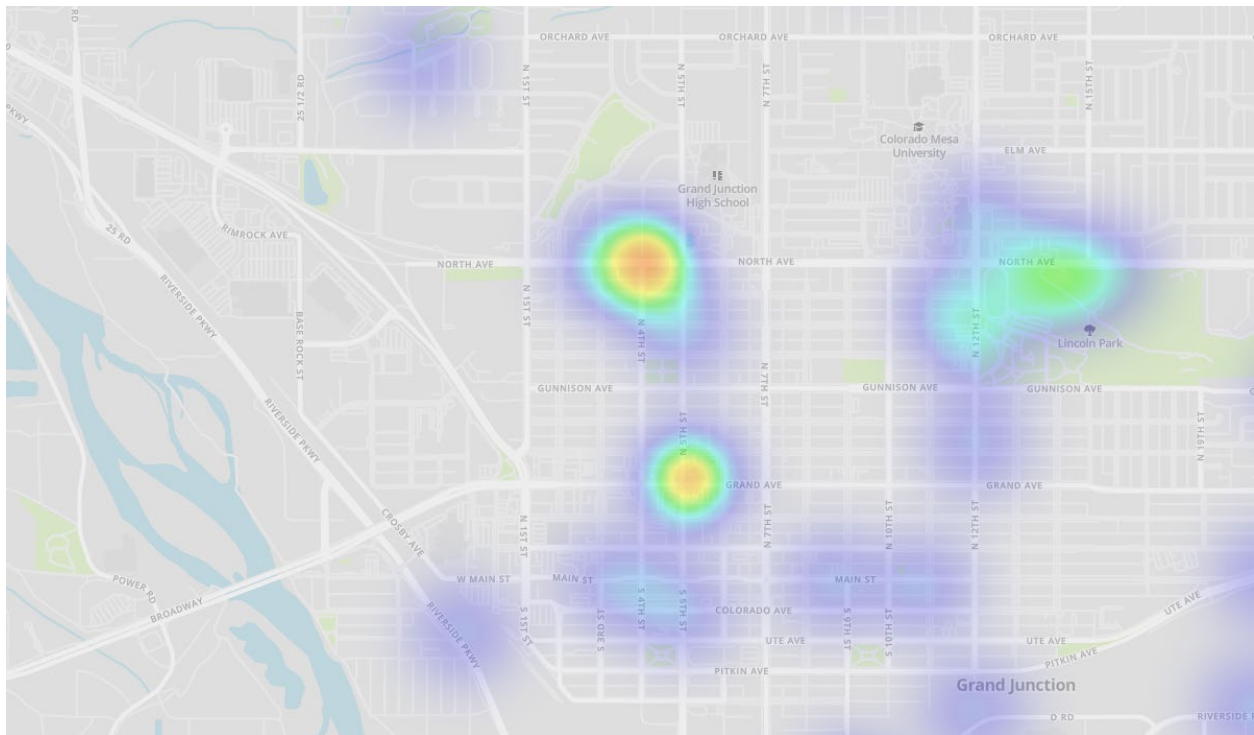


FIGURE 40: HEATMAP OF DESIRED WALKING AND BIKING LOCATIONS, DOWNTOWN

I don't feel safe walking/rolling here

Respondents feel most unsafe walking and rolling in the downtown core of Grand Junction, as shown in **Figure 41** and **Figure 42**. Specifically, the top 10 most commonly cited unsafe locations by respondents include, in no particular order:

- **Broadway:** Commenters noted the sidewalk on Broadway is too narrow in many locations and that the corridor needs better signage alerting drivers to the presence of active transportation users. They also pointed out the need for a separate protected bike lane to create unique spaces for people walking/rolling and for people biking.
- **Monument Road:** Multiple respondents noted the challenges of walking and rolling on this roadway, due to missing sidewalks, speeding drivers, and lack of crosswalks to access trailheads and climbing areas along the corridor. At the north end, people noted concerns about the poor crossing of Broadway to access Safeway. Separately, people also commented on the chip seal roadway surface making it difficult to bike.
- **Main Street West of 1st Street:** Several comments pointed out challenges walking on Main Street west of 1st Street due to the poor roadway surface condition, inconsistently marked bike and roadway lanes, and uncomfortable crossings. One stated the interchange at Main Street and 1st Street needed design improvements, particularly to lengthen crossing times. Another pointed out issues with pedestrian-vehicle conflicts at the crossing at Spruce Street and Main Street.
- **1st Street & Grand Avenue:** Commenters remarked that this is a dangerous intersection, especially due to the lack of pedestrian refuge islands.
- **12th Street:** Numerous respondents felt unsafe walking along this corridor due to narrow sidewalks and poor crossings (especially of North Avenue). They also noted aggressive, speeding drivers who did not adhere to RRFBs installed in the area. They thought better signage and additional traffic calming could make the corridor safer, especially around the nearby elementary school.
- **Patterson Road & 28 1/4 Road:** Multiple comments indicated concerns about drivers running this light and turning against walk signals without checking for or noticing pedestrians.
- **7th Street:** Concerns noted along 7th Street include those about speeding drivers, lack of crossings apart from that at Gunnison Avenue, and poor intersection visibility due to parked vehicles and foliage.
- **G Road:** Comments noted that G Road feels unsafe to walk or bike due to the lack of bike infrastructure and poor crossings.
- **24 1/2 Road:** Respondents feel unsafe walking on 24 1/2 Road due to missing sidewalks and the need for additional pedestrian crossings between business areas and new neighborhoods.
- **Las Colonias Park:** People expressed concerns about late-night activity in the park and the need for better lighting and police enforcement. The pedestrian and bicycle traffic flow on the Riverfront Trail is a concern, with people not staying to one side, no enforcement of the dog leash law, and users frequently blocking the entire trail, especially in the Las Colonias Park area.

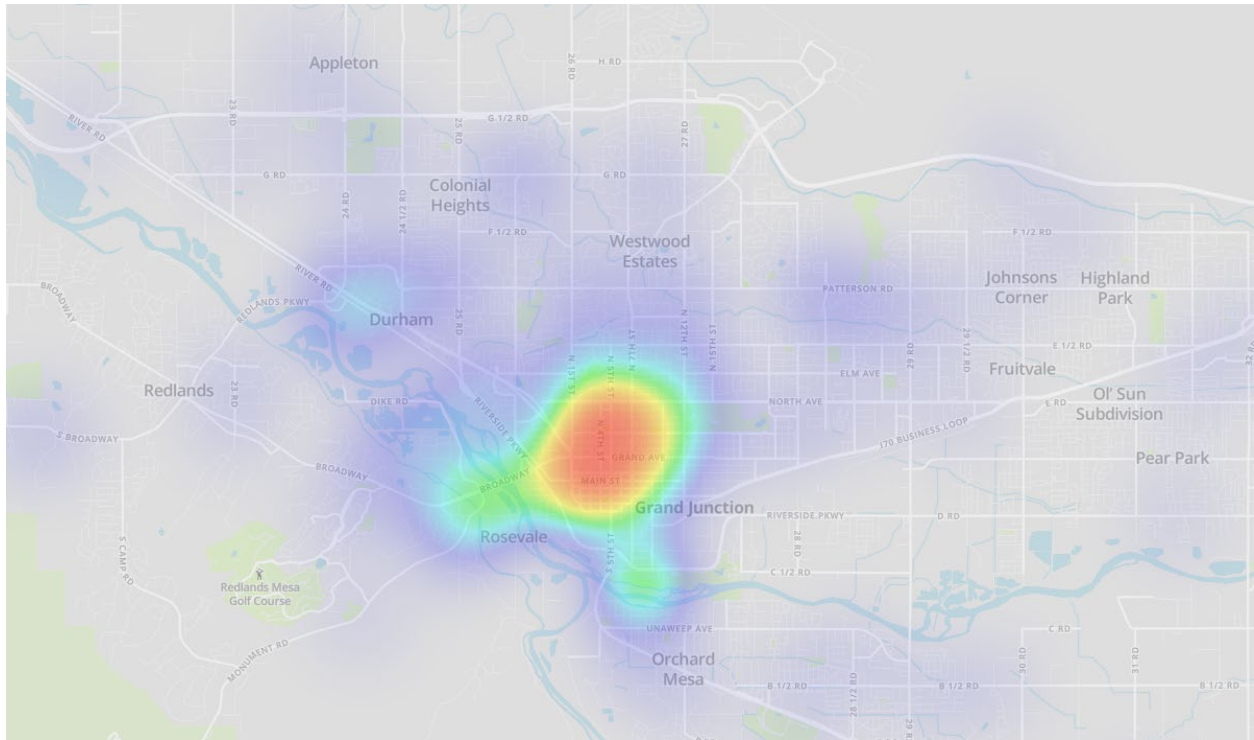


FIGURE 41: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE WALKING/ROLLING, CITYWIDE

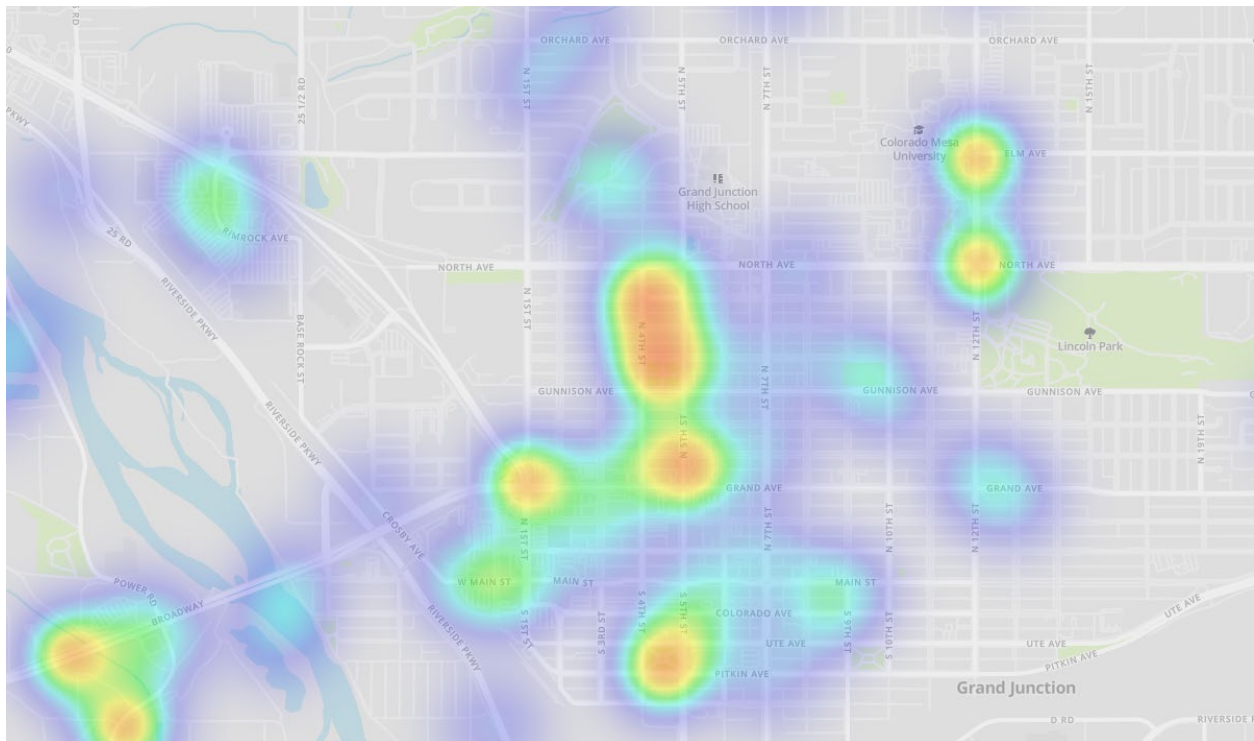


FIGURE 42: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE WALKING/ROLLING, DOWNTOWN

I don't feel safe biking here

Respondents feel most unsafe biking in the Grand Junction downtown core and northwest area of the city, as shown in **Figure 43** and **Figure 44**. Specifically, the top 10 most commonly cited unsafe locations by respondents include, in no particular order:

- **Redlands Parkway & Broadway:** Commenters indicated that this intersection is uncomfortable if walking or biking due to speeding drivers, inadequate crossing times, and issues with glare. Comments nearby on Broadway noted missing sidewalks and bike infrastructure, and the lack of bike infrastructure on Redlands Parkway.
- **Redlands Parkway/24 Road:** Multiple comments in this marker type and others pointed out the dangerous crossing of US-50 along this roadway due to high speeds, poor roadway maintenance, the blind hill/hill grade, and lack of bike lane. It is also a key connection to the Mesa Mall from the south and the only crossing of US-50 in the area.
- **Riverside Parkway/25 Road:** Numerous comments in this area south of US-50 remarked on safety issues, including poor bikeway maintenance, dangerous right-turning traffic and red light running, the bike lane crossing high speed/high volume traffic, poor lighting and signage, inadequate pedestrian crossing times, and poor visibility. This is a key connection to the Riverfront Trail.
- **25 Road:** North of the US-50 crossing, respondents had concerns about the 25 Road corridor lacking sidewalks and bike infrastructure, on a roadway with high traffic volumes and speeds.
- **Main Street:** driver-bike conflicts at 7th & Main roundabout, bike lane inconsistent, drivers do not see or yield to bike traffic, desire to close street to vehicle traffic
- **Riverside Parkway & 9th Street:** Comments expressed concerns about this being an unsafe crossing.
- **12th Street:** People noted concerns about this corridor, which has no bike lanes, but high traffic volumes and speeds, limited visibility, and uncomfortable crossings, particularly at Patterson Road and North Avenue. Commenters have seen people running lights on the corridor.
- **29 Road:** Respondents indicated concerns about high traffic speeds and unsafe crossings on this roadway, particularly at the 29 Road and C ½ intersection that people use to access the Riverfront Trail. They note the bridge crossing over I-70 business loop feeling dangerous, and poor bikeway maintenance (where they exist). One commenter was hit by a driver while biking on this roadway.
- **Orchard Avenue:** Many comments expressed issues with this corridor, including inconsistent bike facilities (especially near schools), aggressive drivers, illegal parking in the bike lane, people riding on the sidewalk, and frequent curb cuts/driveways. People feel unsafe at many crossings, especially at 28 Road, 15th Street, and 7th Street.
- **7th Street:** Respondents noted poor maintenance, missing bike lanes, aggressive drivers, and infrequent and poor crossings (especially at Main Street, North Avenue, Orchard Avenue, Horizon Drive, Patterson Road, and between CMU and GJHS).



FIGURE 43: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE BIKING, CITYWIDE



FIGURE 44: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE BIKING, DOWNTOWN

Open House Geographic Comments

The community open house on September 14th also provided an opportunity through a floor map exercise for the community to identify locations throughout Grand Junction where they currently walk and bike, where they would like to walk and bike and where they don't feel comfortable walking and biking due to the infrastructure (see **Figure 45**).



FIGURE 45: FLOOR MAP EXERCISE AT THE COMMUNITY OPEN HOUSE

Comments received in person at the community open house flagged many of the same challenges as those received on the online interactive map (**Figure 46**). A large share of concerns concentrated on safety issues at major crossings of the railroad and highway, again highlighting the areas around Redlands Parkway/24 Road, Broadway, and Riverside Parkway. 7th Street, 12th Street, Orchard Avenue, North Avenue, and 7th/Main Street in the core of the city were also highlighted as important corridors for walking and biking and/or places people currently don't feel comfortable walking and biking.

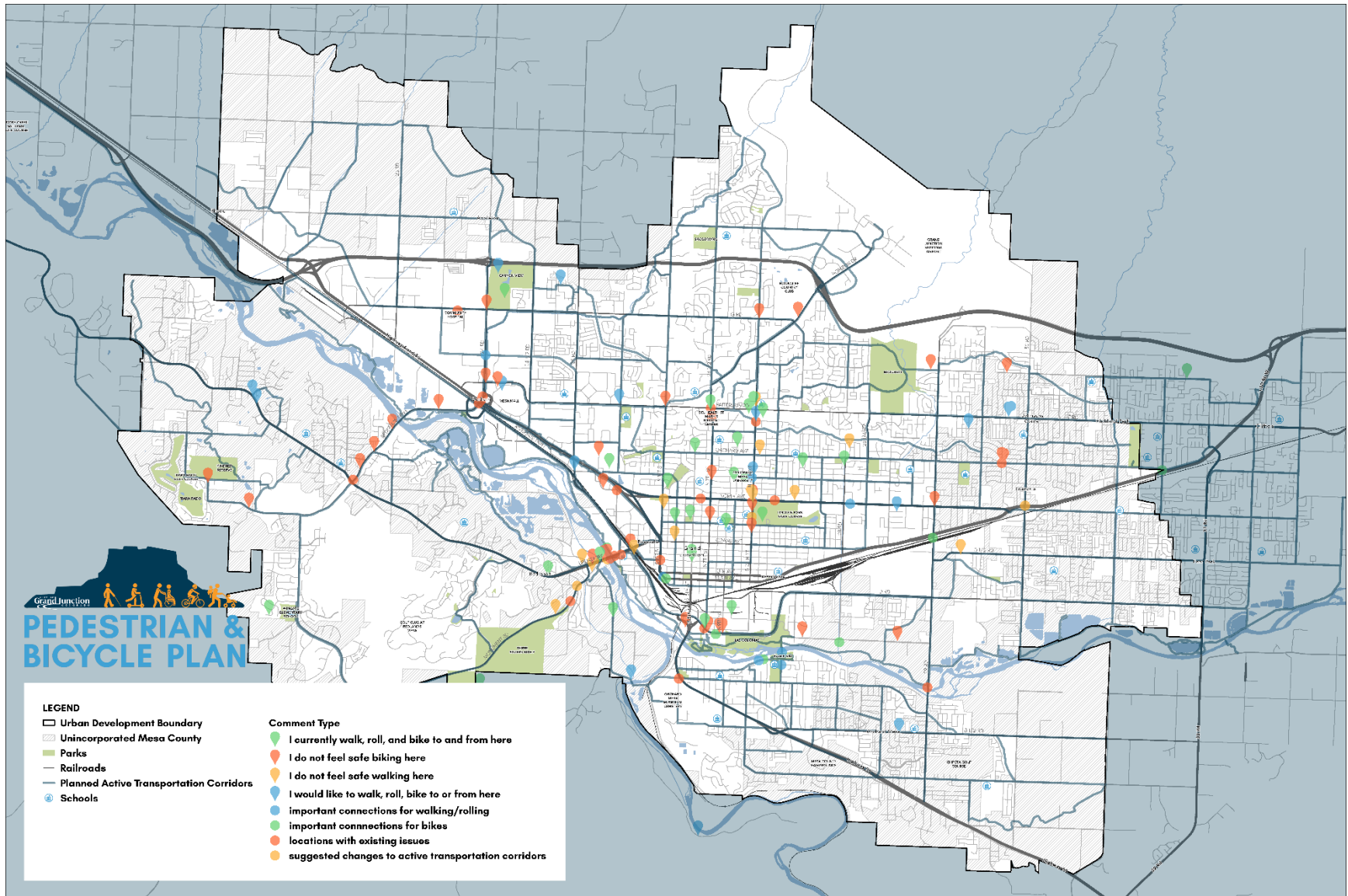


FIGURE 46: IN PERSON COMMENT MAP

Summary

This report provided an assessment of the existing conditions and needs of the pedestrian and bicycle network in Grand Junction and key findings of the first round of community engagement for the *Pedestrian & Bicycle Plan* that occurred in September and October of 2022. Key findings from these two major analytical elements of the active transportation system in Grand Junction are summarized below and will be used to inform recommendations in the city's *Pedestrian & Bicycle Plan*.

Existing Conditions Assessment

- **Relevant Plans** – The document provides a summary of key outcomes of existing relevant plans and documents, including the *One Grand Junction Comprehensive Plan*, the *Grand Junction Circulation Plan*, the *Grand Valley Regional Transportation Plan*, Grand Junction's *Complete Streets Policy*, the Fire Code, and the Zoning and Development Code. The Active Transportation Corridors will be updated as part of the *Pedestrian & Bicycle Plan* and will become the vision for the future bike network and key pedestrian corridors in Grand Junction.
- **Existing Pedestrian Network** – Maps illustrate the existing pedestrian network in Grand Junction, including which streets have attached sidewalks, detached sidewalks, or no sidewalks. The map identifies key missing gaps in the pedestrian network in the city. Of particular importance are streets with missing or inadequate sidewalks along the Active Transportation Corridors, collector and arterial streets, and at major crossings of the Colorado River, railroad tracks, and highways.
- **Existing Bicycle Network** – Maps illustrate the existing bicycle network in Grand Junction, including where there are existing multi-use trails, streets with bike lanes, and signed bike routes. Of particular importance are streets with missing or inadequate bike facilities along the Active Transportation Corridors, at major crossings of the Colorado River, railroad tracks, and highways, and where there are missing links in the network.
- **Level of Traffic Stress Maps** – The report develops a methodology and maps showing the Level of Traffic Stress (LTS) on a scale of 1 to 4 for both pedestrians and bicyclists on all streets in Grand Junction. Streets with LTS 1 and 2 are considered low stress, while streets with LTS 3 or 4 are considered higher stress for people walking and biking. The LTS maps will be a critical component in developing recommendations for the active transportation network and street design as part of the *Pedestrian & Bicycle Plan*.
- **Active Transportation High Injury Network** – An Active Transportation High Injury Network (HIN) Map was developed representing the streets with the highest concentration of pedestrian and bicycle involved crashes in the city. The HIN map shows that over 80% of pedestrian and bicycle crashes occur on just 5% of city streets. Focusing resources and investment on upgrading active transportation facilities and making safety improvements on these streets will have the greatest impact on improving bicycle and pedestrian safety in Grand Junction. The HIN is an important evaluation tool for project prioritization.
- **Pedestrian and Bicycle Demand** – In addition to community input which helped reveal important corridors for people walking and biking (discussed in the Community Engagement Findings section), Strava (a Big Data provider) highlighted important corridors in the city for people walking and biking. This showed key corridors through downtown as well as popular routes used to cross the Colorado

River and railroad tracks that should be considered as part of planning the future pedestrian and bicycle network.

Community Engagement Findings

The city conducted comprehensive community engagement as part of the planning process to solicit input to inform recommendations in the *Pedestrian & Bicycle Plan*. Engagement included an online survey with an interactive webmap, an in-person community open house, nine focus group meetings, a dozen intercept events across the city, and formation of a 17-person resident Steering Committee that will guide the direction of the project. In all, over 2,000 touch points were made with the community through this process including over 660 survey responses, and over 1,000 comments on the interactive webmap.

This report provides a summary of the feedback received from the community through this engagement process. A brief summary of key highlights is provided below:

- **Improve Traffic Safety** – Safety emerged from the visioning process at the open house and online survey as a top theme, as well as the focus groups and initial meeting with the Steering Committee. A lot of people would like to walk and bike more and would like kids to be able to walk and bike more in Grand Junction, but don't feel safe doing so in many areas of the city.
- **Improve Active Transportation Infrastructure** – The community consistently reiterated their desire for more sidewalks, wider sidewalks, more bike trails, more bike lanes, wider bike lanes, and more facilities separated from traffic on busy, higher-speed streets.
- **Missing Connections** – The public acknowledged many great existing walk and bike facilities in Grand Junction, including the Riverfront Trail, but because there are missing connections in the network, and due to difficulty crossing major streets, many people are not able to or do not feel comfortable walking and biking places.
- **Key Destinations** – Several important destinations were reiterated by the community, including downtown, the Riverfront Trail, CMU, Mesa Mall, K-12 schools, and medical clinics and businesses, particularly along North Avenue and Patterson Road.
- **Key Connections Across Barriers** – A common theme emerged in discussion and feedback received by the community is that there are a limited number of ways to cross the Colorado River, railroad tracks, and highways (including US 50 and I-70B) and many of the existing corridors across these barriers do not adequately support people walking/rolling and biking. These connections are critical for people to connect from downtown, CMU, and the Mesa Mall on the north side of the city to the Riverfront Trail, the Redlands, and Orchard Mesa on the south side of the city.
- **Riverfront Trail** – The Riverfront Trail is a key east-west connection for both recreational and utilitarian active transportation in Grand Junction and connecting to/from the Riverfront Trail should be an important aspect of the future pedestrian and bicycle network.
- **Unmet Demand** – The community would like to be able to walk and bike more frequently and to more places in Grand Junction, but are not comfortable doing so due to inadequate infrastructure and key missing connections in the pedestrian and bicycle network. 95% of survey respondents said they would like to be able to walk and bike more in Grand Junction.