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CITY COUNCIL AGENDA
WEDNESDAY, OCTOBER 18, 2023
250 NORTH 5TH STREET - AUDITORIUM
VIRTUAL MEETING - LIVE STREAMED
BROADCAST ON CABLE CHANNEL 191

5:30 PM – REGULAR MEETING

Call to Order, Pledge of Allegiance, Moment of Silence

Appointments

To the Visit Grand Junction Board

To the One Riverfront Commission

To the Mesa County Building Code Board of Appeals

Public Comments

Individuals may comment regarding items scheduled on the Consent Agenda and items not specifically scheduled on the agenda. This time may be used to address City Council about items that were discussed at a previous City Council Workshop.

The public has four options to provide Public Comments: 1) in person during the meeting, 2) virtually during the meeting (registration required), 3) via phone by leaving a message at 970-244-1504 until noon on Wednesday, October 18, 2023 or 4) submitting comments online until noon on Wednesday, October 18, 2023 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.

City Manager Report

Boards and Commission Liaison Reports

CONSENT AGENDA

The Consent Agenda includes items that are considered routine and will be approved by a single motion. Items on the Consent Agenda will not be discussed by City Council, unless an item is removed for individual consideration.

1. Approval of Minutes

a. Summary of the October 2, 2023 Workshop

b. Minutes of the October 4, 2023 Regular Meeting

2. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Amending Title 29 of the Grand Junction Municipal Code to Repeal and Readopt the Transportation Engineering Design Standards (TEDS) and Setting a Public Hearing for November 1, 2023

3. Resolutions

a. A Resolution Expressing City Support for the Construction of a Mobility Hub in Downtown Grand Junction and Conditionally Committing Certain City Real Estate for and In Support of the Mobility Hub

REGULAR AGENDA

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

4. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Amending Ordinance No. 5176 Concerning City Performed Construction of Public Improvement Works and Setting a Public Hearing for November 1, 2023

5. Resolutions

a. A Resolution Authorizing the City Manager to Submit a Grant Request to the Colorado Housing and Financing Authority (CHFA) for the Land Acquisition of 21.45 Acres for Future Development of Affordable and Attainable Housing Units

b. A Resolution Authorizing the City Manager to Submit a Pathways to Removing Obstacles to Housing (PRO Housing) Grant Request to the Department of Housing and Urban Development (HUD) for Funding for the Land Acquisition and Building Acquisition Program for Future Development by the City of Grand Junction for Housing Units

6. Non-Scheduled Comments

This is the opportunity for individuals to speak to City Council about items on tonight's agenda and time may be used to address City Council about items that were discussed at a previous City Council Workshop.

7. Other Business

8. Adjournment

Grand Junction City Council

Regular Session

Item #

Meeting Date: October 18, 2023

Presented By: Amy Phillips, City Clerk

Department: City Clerk

Submitted By: Kerry Graves

Information

SUBJECT:

To the Visit Grand Junction Board

RECOMMENDATION:

To appoint the interview committee's recommendation to the Visit Grand Junction Board.

EXECUTIVE SUMMARY:

There are two full-term vacancies on the Visit Grand Junction Board.

BACKGROUND OR DETAILED INFORMATION:

Paula Skrzypczak and Paul Petersen have terms expiring December 31, 2023.

FISCAL IMPACT:

SUGGESTED MOTION:

To (appoint/not appoint) the interview committee's recommendation to the Visit Grand Junction Board.

Attachments

None

Grand Junction City Council

Regular Session

Item #

Meeting Date: October 18, 2023

Presented By: Amy Phillips, City Clerk

Department: City Clerk

Submitted By: Kerry Graves

Information

SUBJECT:

To the One Riverfront Commission

RECOMMENDATION:

To appoint the interview committee's recommendation to the One Riverfront Commission

EXECUTIVE SUMMARY:

There is one partial vacancy due to a resignation

BACKGROUND OR DETAILED INFORMATION:

Lou Patterson resigned effective October 4, 2023

FISCAL IMPACT:

SUGGESTED MOTION:

I move to (appoint/not appoint) the interview committee's recommendation to the One Riverfront Commission

Attachments

None

Grand Junction City Council

Regular Session

Item #

Meeting Date: October 18, 2023

Presented By: Amy Phillips, City Clerk

Department: City Clerk

Submitted By: Kerry Graves

Information

SUBJECT:

To the Mesa County Building Code Board of Appeals

RECOMMENDATION:

To ratify the interview committee's recommendation to the Mesa County Building Code Board of Appeals

EXECUTIVE SUMMARY:

Three current members of the Mesa County Building Code Board of Appeals had terms expiring

BACKGROUND OR DETAILED INFORMATION:

David Reinertsen, Ray Rickard, and Thomas Cronk have terms expiring January 1, 2024

FISCAL IMPACT:

SUGGESTED MOTION:

I move to (ratify/not ratify) the interview committee's recommendation to the Mesa County Board of Appeals

Attachments

None

GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY
October 2, 2023

Meeting Convened: 4:00 p.m. The meeting was held in person at the Fire Department Training Room, 625 Ute Avenue, and live streamed via GoToWebinar.

City Councilmembers Present: Councilmembers Scott Beilfuss, Cody Kennedy, Jason Nguyen, Randall Reitz, Dennis Simpson, Mayor Pro Tem Abe Herman, and Mayor Anna Stout.

Staff present: City Manager Greg Caton, City Attorney John Shaver, Assistant to the City Manager Johnny McFarland, Director of Community Development Tamra Allen, Finance Director Emeritus Jodi Welch, Finance Director Jennifer Tomaszewski, Public Works Director Trent Prall, General Services Director Jay Valentine, Human Resources Director Shelley Caskey, Director of Parks and Recreation Ken Sherbenou, Visit Grand Junction Director Elizabeth Fogarty, City Clerk Amy Phillips, and Deputy City Clerk Selestina Sandoval.

1. Discussion Topics

a. Presentation of the City Manager's 2024 Recommended Budget to City Council

City Manager Caton gave an overview of the City of Grand Junction's 2024 Recommended Budget, totals $325.8 million ($325,827,663), a $90.7 million, or 38.6 percent increase from the 2023 Adopted Budget of $235.1 million. The significant increase is primarily due to the initiation of two significant legacy projects, including phase 1 of the expansion and improvement of the Persigo Wastewater Treatment Plant and the construction of the new Community Recreation Center. The 2024 Recommended Budget is balanced, with a surplus of $401,060 in the General Fund. The projected 2024 ending General Fund balance is $39.4 million; a minimum reserve of $25.9 million; internal loans of $4.4 million; and the remaining amount available of $9.1 million. The budget represents the allocation of resources to achieve the goals identified in the City's Comprehensive Plan and the City Council's Strategic Outcomes.

He explained that presentations from Department Directors would include overviews of the following major operating departments: Police, General Services, Community Development, Human Resources, Water Utility, and Visit Grand Junction.

The Fire, Engineering & Transportation, and Parks & Recreation Departments will present on October 16, 2023.

Strategic Outcomes

Placemaking

Expansion of transportation network $17.4 million

Multi-modal transportation

- Pedestrian and Bicycle Plan
- Construction of walking and bicycling trails and paths
- Green bike lanes

Mobility options

- E-scooters, E-cargo bikes
- Explore car-share programs.

Recreation opportunities

- Community Recreation Center

Thriving and Vibrant

- Economic Development Partners (GJEP, Incubator, Chambers) $500,000
- Colorado Mesa University $1.05 million
- Downtown Development Authority $1.9 million
- Grand Valley Transit $655,697
- Visit Grand Junction $5.4 million total budget

Welcoming, Livable and Engaging

- Non-profit funding
- Housing Capital $7.4 million
- Housing Division $654,053

Safe and Healthy

- Impact Ambulance
- Fire Station 7 w/equipment $9.5 million
- Increased Parks Patrol
- Advanced Real Time Information Center $200,000

Resource Stewardship

- Integrated Enterprise Resource Planning/Human Capital Management software $5 million
- Electronic Vehicle Readiness Plan-charging stations $518,360
- Water conservation, turf replacement $125,000
- Composting site $3 million
- Recycling Materials Recovery Facility Design $750,000
- Japanese Beetle control $250,000 treatment, $30,000 to educate public

Budget Themes

Allocating Resources to Housing

- Low availability of affordable and attainable housing, growing unhoused population
- Solving issues through significant investment; community partnerships
- Investing in projects that result in a greater variety of housing options
- Working with community partners to develop actionable steps to reduce the number of unhoused

Investing in Employee Retention and Attraction

- Tight labor conditions continue to persist
- Evaluate opportunities to compete in the market to attract and retain the highest caliber staff and develop future employees through internships and other part-time opportunities
- Key investments include limiting the impact of healthcare cost increases, expanding employee health clinic, increasing training and professional development
- Proposed transition to a self-insured health plan

Additional discussion and information included:

1. **Department Reorganization:** including the movement of functions from Public Works to General Services, highlighting that these changes make General Services the third-largest department by position counts.

2. **Utilities:** specifically, water and wastewater proposed rates and tiers which will be further discussed during a Joint Meeting with County Commissioners scheduled for October 16, 2023 as they relate to the 2024 budget.
3. **Budget Allocation:** focused on labor costs, operating expenses, and capital expenditures, noting that labor costs are a significant driver of the budget growth.
4. **Revenue Sources:** break downs of revenue sources, including taxes, charges for services, and capital proceeds, and enterprise funds, such as water/wastewater and golf that are funded by ratepayers.
5. **Minimum Reserve:** City's minimum reserve policy, which aims to maintain a reserve of at least 25% of operating revenue. They explain that this policy allows some flexibility for strategic investments but ensures the City maintains a healthy reserve.
6. **Internal Loans:** including a proposed $3 million internal loan for the solid waste composting site. The loan is intended to support this capital project.
7. **Available Funds:** for allocation, taking into account minimum reserves, internal loans, and available funds, noting that some funds have been moved to the capital budget.
8. **Budget Changes:** particularly in operating expenses, which appear to decrease by 30%. Staff clarified that the decrease is mainly due to carryovers and grant funding and that the budget is based on the adopted budget.
9. **Minimum Reserve Policy:** adhering to the minimum reserve policy and whether it should be changed, and the policy's flexibility to allow for adjustments based on specific circumstances.

Upcoming Budget Workshops:

- **October 16**
    - Presentation of operating plans and budgets by Horizon Drive Business Improvement District, Downtown Business Improvement District, and Downtown Development Authority
    - Economic Development Partners: Grand Junction Economic Partnership, and Business Incubator
    - Fire Operating Budget and Major Capital Projects (Parks and Engineering & Transportation presentations will also include operating)
    - City Manager presentation of Economic Development and Non-Profit funding

- **October 30**
    - Economic Development Partners: Grand Junction Chamber of Commerce, Industrial Development Inc, and Western CO Latino Chamber
    - Further Council discussion time

The Budget documents for this workshop included the following:

- 2024 Recommended Budget Transmittal Letter, providing detailed discussion of the components of the recommended budget as it aligns with the City Council's strategic outcomes and budget themes for 2024.

- 2024 Recommended Budget Fund Balance Worksheet, which is a high-level summary of the recommended budget by fund and by expense classification and includes projected fund balances.
- 2024 Recommended Operating Budget Line-Item Budget by Department, Fund, and Account Classification.

b. Dolores National Monument

The Mayor explained that Council has been asked to adopt a resolution in support of the designation of the Dolores River area as a National Monument. Discussion ensued regarding the purpose of the designation, and some concerns about potential opposition and impacts on motorized users.

Ultimately Council decided to place the item on the upcoming City Council Meeting Agenda to have a more in-depth discussion and to gauge public input.

Next Workshop Topics

City Manager Caton reported the item for the October 30, 2023 Workshop will be:

- The City Manager's Proposed 2024 Budget (Capital Projects and Economic Development Partners)

Adjournment

There being no further business, the Workshop adjourned at 9:20 p.m.

GRAND JUNCTION CITY COUNCIL
MINUTES OF THE REGULAR MEETING

October 4, 2023

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 4th day of October 2023 at 5:30 p.m. Those present were Councilmembers Scott Beilfuss, Cody Kennedy, Jason Nguyen, Randall Reitz, Dennis Simpson, Council President Pro Tem Abe Herman and Council President Anna Stout.

Also present were City Manager Greg Caton, City Attorney John Shaver, Records Manager Janet Harrell, Deputy City Clerk Selestina Sandoval, Finance Director Emeritus Jodi Welch, General Services Director Jay Valentine, Senior Planner Daniella Stine, Principal Planner David Thornton and Parks and Recreation Director Ken Sherbenou.

Council President Stout called the meeting to order, and Council President Pro Tem Herman led the Pledge of Allegiance, followed by a moment of silence.

Proclamations

Proclaiming October 8 - 14, 2023 as Fire Prevention Week in the City of Grand Junction

Council President Stout read the proclamation. Deputy Fire Chief Gus Hendricks accepted the proclamation with Fire Marshal Steven Kollar.

Appointments

To the Commission on Arts and Culture

Councilmember Kennedy moved and Councilmember Beilfuss seconded to appoint Robbie Breaux, Julie Mathews, and Cynthia Zaitz for full terms expiring February 28, 2027, Mark Oldham and Hank Braxton for partial terms expiring February 28, 2026, and Robbie Helm, for a partial term expiring February 28, 2025. Motion carried by unanimous voice vote.

Public Comments

Theresa Cambron spoke of illegal activity happening on public buses.

Rickie Howie spoke against the closure of Whitman Park and about the use of public spaces.

Executive Director of Horizon Drive Business Improvement District Jonathan Purdy

spoke about the City placing a bid on the building at 754 Horizon Drive and supports the City buying this for the purpose of workforce housing.

City Manager Report

City Manager Caton invited the public to the Get to Know Your City Event on October 17, 2023 between 4 - 6 p.m. at Whitman Park.

Board and Commission Liaison Reports

Council President Pro Tem Herman gave an update on the Downtown Development Authority meeting and how they issued a resolution in support of the 99-year lease ballot question.

Councilmember Simpson met with the Business Incubator and spoke of their old building and the issues this is creating for that organization.

Councilmember Kennedy attended the Museum of the West Board meeting and helped with the Executive Director interviews.

Councilmember Reitz gave an update on the 2.b. support committee (99-year lease ballot question).

Councilmember Beilfuss attended the Commission on Arts & Culture meeting, the Hispanic Heritage Festival, and spoke of the Historic Preservation Board being excited about the handball court at Canyon View receiving a historic designation.

Council President Stout said the Colorado Municipal League Policy Committee is ramping up, the Associated Governments of Northwest Colorado meeting was moved to November 6th and thanked Utilities Director Randi Kim (and her team) and the VanWinkle family for the water shed tour.

CONSENT AGENDA

1. Approval of Minutes

a. Summary of the September 18, 2023 Workshop

b. Minutes of the September 20, 2023 Special Meeting

c. Minutes of the September 20, 2023 Regular Meeting

2. Set Public Hearings

a. Quasi-judicial

i. A Resolution Referring a Petition to the City Council for the

Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the PERS Investments Annexation of 1.49 Acres, Located at 3175 D Road, and Setting a Public Hearing for November 15, 2023

3. Agreements

a. Intergovernmental Agreement with Mesa County for Long's Family Memorial Park Scheduling

4. Procurements

a. Authorize a Construction Contract for 2023 Sewer Replacements

5. Resolutions

a. A Resolution Approving an Agreement for Advance of Transportation Capacity Payments, as a Loan, to Redlands Three Sixty, LLC for the Construction of a Single-Lane Roundabout at the Intersection of Highway 340 and 23 Road along with a Right-In only Intersection at Highway 340 and South Broadway

b. A Resolution Supporting the Designation of a National Monument to Protect the Dolores River Canyon Country

Councilmember Reitz moved and Council President Pro Tem Herman seconded to adopt the Consent Agenda Items 1 – 5. Motion carried by unanimous voice vote.

REGULAR AGENDA

An Ordinance Authorizing a Supplemental Appropriation for Funding of the Joseph Center Expansion Project

The budget was adopted by the City Council through an appropriation ordinance to authorize spending at a fund level based on the line-item budget. Supplemental appropriations are also adopted by ordinance and are required when the adopted budget is increased to reappropriate funds for capital projects that begin in one year and need to be carried forward to the current year to complete. Supplemental appropriations are also required to approve new projects or expenditures.

This supplemental appropriation is required for spending authorization to allocate $947,704 in American Rescue Plan Act (ARPA) funds to Joseph Center. The resolution authorizing the award is also on this agenda.

Finance Director Emeritus Jodi Welch presented this item.

The public hearing was opened at 5:57 p.m.

There were no comments.

The public hearing was closed at 5:57 p.m.

Council President Pro Tem Herman moved and Councilmember Kennedy seconded Ordinance No. 5175, an ordinance making supplemental appropriations to the 2023 Budget of the City of Grand Junction, Colorado for the year beginning January 1, 2023, and ending December 31, 2023 on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

An Ordinance Regarding the Purchasing Policy

In early 2023, questions arose regarding the City's purchasing and procurement policies and, specifically, the self-performance of work. The existing policies have not undergone a thorough review and rewrite since 2012, and there were concerns about the clarity of certain sections, including Section 18, which was adopted in the context of a specific project but did not directly address the self-performance issue. In response to these concerns, the City Council instructed City staff to consider and, as appropriate, develop and recommend a self-performance policy. This ordinance adopts a comprehensive update of the Purchasing and Procurement Policies and Procedures that includes the policy guidelines for City staff to self-perform certain work.

General Services Director Jay Valentine and City Manager Greg Caton presented this item.

Conversation ensued regarding how many capital projects a year would fall into the self-performing category (less than five), whether this can come to Council on a project-by-project basis and not through a cap threshold, collaboration with local builders, 2024 potential self-performing projects (the budget process will outline this as scheduled at budget workshops), and self-performance to save tax-payer money.

The public hearing was opened at 6:50 p.m.

Bill Ogle with Sorter Construction, spoke against the City self-performing.

Paul Burdett spoke against the City self-performing and wants more time for constructive dialogue.

Cory Elam gave a history of her family-owned business and advocated for the small local businesses.

Candace Carnahan, President and CEO of the Grand Junction Chamber of Commerce said they want a policy that presents clarity.

Shana Gregor wants a policy that is predictable and consistent.

Diane Schwenke reiterated that a policy is needed, and that Council should take a step back to evaluate.

Hogan Peterson, Government Affairs Director with the Home Builders Association, spoke of the opportunity costs of the City self-performing.

Mr. Foster spoke of capacity in the marketplace and accountability of projects.

The public hearing closed at 7:10 p.m.

Conversation ensued regarding case-by-case basis Council decision making, assuming the best intentions, and collaboration with the contracting community to ensure their questions are answered. Time was taken to answer questions Council had regarding other sections of the policy.

Councilmember Simpson moved to table this item to a future date. There was no second.

Discussion ensued regarding the purchase of the equipment, the Purchasing Manual is a policy document and shouldn't be amended without Council approval, and the size of the fleet the City owns. A path forward was discussed whether to adopt the Manual with amendments to approve self-performance on case-by-case basis or adopt the manual without Chapter 16.

Council President Pro Tem Herman moved, and Councilmember Nguyen seconded to adopt Ordinance No. 5176, an ordinance related to adapting policies and procedures for purchasing equipment, materials, supplies and specialized, expert and technical services and work including specialized technical and expert personnel and work performed by or for the City of Grand Junction with the exception of Chapter 16 and with a 1-year sunset on final passage and ordered final publication in pamphlet form, motion carried by roll call vote with Councilmember Simpson voting no.

A break was taken at 8:13 p.m.

The meeting resumed at 8:24 p.m.

A Resolution Regarding Authorization and Execution of a Public Improvements Funding Agreement by and between the Western Slope Metropolitan District, CV NG LLC and the City for Financing of Public Improvements at or near 766 24 Road and Properties Identified by Parcel Nos. 2701-332-00-028 and 2701-332-00-027

On August 16, 2023, City Council approved Resolution No. 75-23 conditionally approving the Public Improvements Funding Agreement (PI Funding Agreement) for the

Western Slope Metropolitan District. Because the conditions of the Resolution were not satisfied, a revised agreement has been proposed for the Council's consideration and recommended approval.

City Attorney John Shaver and City Manager Greg Caton presented this item.

Mark Goldberg, Golberg Properties presented on behalf of the applicant.

Conversation ensued regarding the positive return from this development before the stated repayment period (forgone revenue), the infrastructure the City gains and the benefit of having Cosco in the community.

The public comment period opened at 8:40 p.m.

Kurtis Englehart with Grand Junction Economic Partnership spoke in support of this resolution.

Candace Carnahan with Grand Junction Area Chamber of Commerce spoke in support of this resolution.

The public comment period closed at 8:43 p.m.

Conversation ensued regarding the community being excited about Cosco coming to Grand Junction.

Councilmember Kennedy moved and Council President Pro Tem Herman seconded to adopt Resolution No. 90-23, a resolution authorizing the execution of the Intergovernmental Agreement between the City, the Western Slope Metropolitan District and CV NG, LLC regarding the funding of public improvements. Motion carried by unanimous roll call vote.

Ordinances Annexing 23.35-Acre Tallman Enclave Annexation Located in the Orchard Mesa Commercial Park Subdivision (Book 11, Page 319) Including 2735 Through 2739 Highway 50 and 2726 1/2 Through 2736 B 1/4 Road and Zoning 11.28 Acres to C-2 (General Commercial) and Zoning 0.51 Acres to R-8 (Residential 8 du/ac)

The Tallman Enclave consists of 20 commercial lots with a variety of businesses ranging from contractor shops, automotive services and mini-storage, and three residential lots with existing single-family residences, along with 11.56 acres of U.S. Hwy 50 and frontage road, B 1/2 Road and 27 1/4 Road public right-of-way.

Under the 1998 Persigo Agreement with Mesa County, the City is to annex all Enclave areas at five (5) years. State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years. The Tallman Enclave has been enclaved since June 17, 2018. Under the 1998 Persigo Agreement

with Mesa County, the City is to annex all Enclave areas within five (5) years. State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years.

This is also a request to zone 11.79 acres of the 23.35-acre Tallman Enclave Annexation, consisting of 20 commercial lots and two residential lots, totaling 11.28 acres to a C-2 zone district, and one residential lot totaling 0.51 acres to R-8. The C-2 zoning implements the City's 2020 One Grand Junction Comprehensive Plan Land Use Map that designates approximately 11.28 acres of the 23.35-acre annexation area as Commercial. The R-8 zoning implements the City's 2020 One Grand Junction Comprehensive Plan Land Use Map that designates approximately 0.51 acres of the 23.35-acre annexation area as Residential Medium.

Senior Planner Daniella Stine presented this item.

Councilmember Kennedy recused himself.

The public hearing was opened at 8:56 p.m.

There were no comments.

The public hearing was closed at 8:56 p.m.

Council President Pro Tem Herman moved and Councilmember Nguyen seconded to adopt Ordinance No. 5177, an ordinance annexing territory to the City of Grand Junction, Colorado, the Tallman Enclave Annexation, approximately 23.35 acres, located in the Orchard Mesa Commercial Park Subdivision (Book 11, Page 319) including 2735 through 2739 Highway 50 and 2726 1/2 Through 2736 B 1/4 Road, on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

Councilmember Reitz moved and Council President Pro Tem Herman seconded to adopt Ordinance No. 5178, an ordinance zoning 9.26 acres of the Tallman Enclave Annexation to C-2 (General Commercial) zone district from Mesa County C-2 (General Commercial District), and zoning 2.02 acres of the Tallman Enclave Annexation to C-2 zone district from Mesa County RSF-4 (Residential Single Family - 4 dwelling units per acre), and zoning 0.51 acres of the Tallman Enclave Annexation to R-8 (Residential 8 du/ac) from Mesa County RSF-4 on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

Ordinances Annexing and Zoning the Adams Enclave Annexation Consisting of 0.23 Acres Located at 2738 B 1/4 Road and Zoning to City C-2 (General Commercial)

The Adams Enclave consists of one parcel with an existing residence, along with 0.03 acres of the B 1/4 Road public right-of-way. Under the 1998 Persigo Agreement with

Mesa County, the City is to annex all Enclave areas at five (5) years. State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years. The Adams Enclave has been enclaved since March 25, 2018. Under the 1998 Persigo Agreement with Mesa County, the City is to annex all Enclave areas within five (5) years. State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years.

This is also a request to zone the 0.23-acre Adams Enclave Annexation to a C-2 (General Commercial) zone district. The C-2 zoning implements the City's 2020 One Grand Junction Comprehensive Plan Land Use Map that designates this area as Commercial.

Principal Planner David Thornton presented this item.

The public hearing was opened at 9:04 p.m.

There were no comments.

The public hearing closed at 9:04 p.m.

Councilmember Nguyen moved and Councilmember Simpson seconded to adopt Ordinance No. 5179, an ordinance annexing territory to the City of Grand Junction, Colorado, Adams Enclave Annexation, approximately 0.23 acres, located at 2738 B 1/4 Road, on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

Councilmember Simpson moved and Councilmember Nguyen seconded to adopt Ordinance No. 5180, an ordinance zoning the Adams Enclave Annexation to C-2 (General Commercial) Zone District, from Mesa County RSF-4 (Residential Single Family - 4 dwelling units per acre) on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

Contract Approval for the Construction Manager - General Contractor for the Community Recreation Center

The City is scheduled to start construction of the new Community Recreation Center in 2024. The City Purchasing Division has completed the selection process for Construction Management/General Contractor (CM/GC) services and has selected FCI Constructors, Inc for this project. If approved, FCI will work with the project team, comprised of Barker Rinker Seacat Architects and Chamberlin Architects, and their full roster of engineers working in all the required trades, and the City project team to design and construct the community's first recreation center. Once contracted, FCI will develop a Guaranteed Maximum Price (GMP) that will be considered by City Council at a later date.

Parks & Recreation Director Ken Sherbenou presented this item.

Council asked if there were any changes to the budget based on this selection (FCI will put forth a design, but currently costs are in line with what was expected) and why wasn't the third company interviewed (their fee was higher and their recreation experience was lower than the other two). Council expressed they were excited a local company was chosen.

The public comment period was opened at 9:14 p.m.

There were no comments.

The public comment period closed at 9:14 p.m.

Council President Pro Tem Herman moved and Councilmember Kennedy seconded to authorize the Purchasing Division to enter into a contract with FCI Constructors Inc., to provide Construction Management/General Contractor services for the new Grand Junction Community Recreation Center construction project on negotiated terms approved by the City Manager and in a form approved by the City Attorney. Motion carried by unanimous roll call vote.

Non-Scheduled Public & Visitors

Jonathan Purdy spoke about the potential purchase of 754 Horizon Drive and was surprised no one reached out to his board (Horizon Drive Business Improvement District) regarding the selection of the property.

Other Business

There was none.

Adjournment

The meeting adjourned at 9:19 p.m.

_____
Selestina Sandoval, CMC
Deputy City Clerk

Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: October 18, 2023

Presented By: Trenton Prall, Public Works Director, Rick Dorris, Henry Brown, Mobility Planner, David Thornton, Principal Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

Introduction of an Ordinance Amending Title 29 of the Grand Junction Municipal Code to Repeal and Readopt the Transportation Engineering Design Standards (TEDS) and Setting a Public Hearing for November 1, 2023

RECOMMENDATION:

The Planning Commission heard this request at its October 10, 2023 meeting. Five Planning Commissioners were present. The Planning Commission voted 3-2 to recommend approval with revisions, as presented, that relate to Pedestrian and Bicycle Plan references. The motion failed as the motion needed four votes to approve the motion.

The Planning Commission made two other motions that also failed, including a motion to remand the proposed draft back to staff for eight weeks to work with the community to explore all alternatives as brought forth by those that submitted comments from Industry. That motion failed by a 1-4 vote. The Planning Commission made another motion to approve the proposed final TEDS draft (without the proposed revisions to the Pedestrian and Bicycle Plan references). That motion also failed by a 0-5 vote.

EXECUTIVE SUMMARY:

The City is proposing to repeal and replace sections of the Grand Junction Municipal Code (GJMC) Title 29 to modify and clarify various provisions of the Transportation Engineering Design Standards (TEDS). The updated TEDS addresses items identified through the planning and development process and recommended by the City's Pedestrian and Bicycle Plan as a desired modernization of the required transportation standards in the Code. The TEDS applies to all transportation improvements within the public right-of-way and all private work dedicated to the public, either as right-of-way or

as an easement. The proposed Updated TEDS Manual will repeal and replace the existing TEDS Manual last adopted in 2010.

BACKGROUND OR DETAILED INFORMATION:

Summary of Planning Commission action on October 10, 2023

The Planning Commission heard this request at its October 10, 2023 meeting. Five Planning Commissioners were present. The Planning Commission voted 3-2 to recommend approval with revisions, as presented, that relate to Pedestrian and Bicycle Plan references. The motion failed as the motion needed four votes to approve a motion. The three commissioners that voted for the motion expressed their desire to move this proposal to City Council and not delay, expressing that the process of developing the standards and input from the public has been appropriate.

The Planning Commission made two other motions that also failed, including a motion to remand the proposed draft back to staff for eight weeks to work with the community to explore all alternatives as brought forth by those that submitted comments from Industry. These concerns expressed by the development community are included in their comments received by the city and attached to this staff report. This motion failed by a 1-4 vote. The Planning Commission made another motion to approve the proposed final TEDS draft (without the proposed revisions to the Pedestrian and Bicycle Plan references). This motion also failed by a 0-5 vote.

At the October 5, 2023, Planning Commission workshop, commissioners expressed concern that there was certain wording in various sections of the Manual that could be interpreted or construed as the adoption of the TEDS Manual would codify the Pedestrian and Bicycle Plan. Staff assured the Commission that was not the intent, and that staff would look at the sections identified by the Commission and look for others that may need to be reworded. These changes were included in the list of conditional changes voted on by the Planning Commission for the recommendation of approval of the TEDS Manual by a vote of 3 to 2.

Since the Planning Commission hearing on October 10, the proposed final TEDS draft has been updated with changes that relate to Pedestrian and Bicycle Plan references, including one additional reference found since the Planning Commission meeting. Those changes have been incorporated into the final TEDS manual that City Council will be considering.

Staff recommends approval of the final TEDS draft with the changes.

BACKGROUND

The TEDS Manual was created and implemented in 1995. It was first adopted by reference in the City Zoning and Development Code in 2000. The Manual was updated in November 2001, September 2003, and April 2010.

The 2023 TEDS Manual establishes requirements and provides guidance to the City

and developers on how streets and multimodal transportation infrastructure are to be designed within the City. It includes guidance and requirements for preparing a transportation impact study (TIS), street design standards, access control, traffic signal design, street lighting, pavement, and pedestrian, bicycle, and transit facility design standards.

The project kicked-off in late summer 2022 and finalized updates in late summer 2023. The project team consisted of the consultants, Fehr & Peers with their subconsultant Kimley Horn, the Technical Advisory Committee (TAC), city staff, and members of the development and engineering community. The TAC is made up of representatives of different city departments, CDOT, Mesa County, the RTPO, neighboring jurisdictions, private developers and engineers, and transportation engineering consultants in the Valley that regularly use the TEDS Manual. It met six times over the course of the project at key milestones.

The process for updating the 2023 TEDS Manual involved two major phases:
1. TEDS Manual Assessment: In fall 2022, the team conducted a thorough assessment of the existing TEDS Manual to identify needed updates to achieve the project goals. This included guidance from the TAC and a survey that was sent to stakeholder agencies, departments, and the broader development and transportation engineering community in Grand Junction.
2. TEDS Manual Draft Updates: Based on the outcomes of the assessment, the project team updated the TEDS Manual. The updates were made using an iterative process with city staff and the TAC and included two drafts prior to the final updates. The second draft was developed in May 2023 and stakeholder comment was solicited on this draft in early summer. Following feedback from meetings with stakeholders in June and July, it was updated to a final draft in August.

Project Schedule
- Sept 19, 2022 - TAC meeting #1
- October - November 2022 – Fehr & Peers TEDS Assessment
- Dec 19 - TAC meeting #2 - shared TEDS Assessment
- January – February 2023 – TAC Review and Comment on TEDS Assessment
- March 6 – TEDS Draft #1 to City and TAC from Fehr & Peers
- Mar 15 – TAC meeting #3
- May 3 - TEDS Draft #2 from Fehr & Peers
- May 4 – Planning Commission Workshop
- May 10 – TEDS draft #2 Sent to TAC
- May 18 – TAC meeting #4
- May 22 through July 31st – Public Review – Listening Tour
- May 24 – WCCA
- June 1 – AMGD
- June 5 City Council Workshop
- June 7 – Development Roundtable Group Discussion
- June 8 - Planning Commission Workshop
- June 15 - GJ Realtors Association

- June 29 – TAC meeting #5
- July 12 – Urban Trails Committee (UTC)
- July 20 - Planning Commission Workshop
- July 31 – Development Roundtable Group Workshop/Discussion
- Aug 3 – TAC Meeting #6
- August 17 – Planning Commission Workshop
- Aug 18 – Final Draft due to City from Fehr & Peers
- Aug 24 thru Sept 25 – Public Review of Final TEDS document
- Aug 28 – City Council Workshop
- Sept 7 – Planning Commission Workshop
- Oct 5 – Planning Commission Workshop

At the August 28, 2023 workshop, City Council discussed and directed staff to proceed with the proposed TEDS update adoption schedule. The Planning Commission did the same at their September 7 workshop.

Adoption Schedule
- Oct 10 – Planning Commission Public Hearing
- Oct 18 – 1st Reading City Council
- November 1 – City Council Public Hearing

Over the past year, City staff worked with the project team to review and provide potential changes that consider best practices in the industry, promote and support the City's Pedestrian and Bicycle Plan, and implement the vision of the community though that planning effort. Some aspects of the Manual are out of date, don't meet regional and national standards, and are not reflective of current community values or current design practices being applied within the City. To keep the TEDS current and relevant, the following proposed modifications are outlined below.

Summary of Major Changes to TEDS Manual Chapters
- Reflect current design guidance from state and national sources such as the Colorado Department of Transportation (CDOT), American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), which incorporate and promote industry best practices and standards for multi-modal public infrastructure and other state and national sources.
- Update the standard street cross sections primarily to:
  - Incorporate low stress bicycle and pedestrian facilities in alignment with the Pedestrian and Bicycle Plan,
  - To reflect current City design practices, and
  - To be consistent with the current Fire Department Access standards.
- Include new requirements for Transportation Impact Studies (TIS) to:
  - Document bicycle and pedestrian impacts (does not need to be completed by a transportation engineer), and
  - A Traffic Assessment for mid-size developments (generating 10 to 99 peak hour trips) in alignment with current CDOT practice may be required to assess need for turn

lanes, sight distance, and pedestrian and bicycle impacts.

- Add requirements for inter-parcel connectivity between developments to:
  - Mitigate traffic impacts on streets,
  - Improve mobility and access for people walking and biking to and through developments, and
  - To provide access to transit through more direct connections between developments and transit stops on the adjacent street network.
- Reduced driveway width requirement on commercial/industrial and major streets
- Made driveway spacing and offset requirements simpler and consistent with intersection spacing requirements.
- Updated block length requirement to reference Zoning and Development Code.
- Reduced the design speed of local streets from 25 mph to 20 mph to be consistent with current practice and updated design speed of other streets to be consistent with updated street section and current practice.
- Updated traffic calming requirements on local streets to support slower design speeds and provided new example graphics.
- Removed the Fire Department Access Document and only reference it in TEDS. TEDS Exceptions are only allowed for alternative streets.
- Modified “effective” turn radii requirements to account for streets with bike lanes and on-street parking to encourage slower design turning speeds to mitigate intersection conflicts with pedestrians and bicyclists.
- Added illuminance requirements for bicycle and pedestrian facilities.
- Updated signing and striping requirements and signal design to match current City practice.
- Updated pedestrian and bicycle design standards to match the vision and guidance in the Pedestrian & Bicycle Plan and to reflect current national best practices.
- Added design guidance on pedestrian and bicycle crossings.
- Chapters removed or with new external references:
  - 29.24 Fire Department Access: modified to refer to the Grand Junction Fire Department Access standards and the locally adopted fire code
  - 29.44 Traffic Signals and Construction Zones: Article II Traffic Signal Specifications were updated and removed from TEDS and now include a reference to the Traffic Signal Specifications as an external City document.
  - 29.52 Transit Design Standards and Guidelines: This chapter of TEDS was removed and Chapter 29.48 now includes a reference to the Mesa County Transit Design Standards and Guidelines and is found online on the Mesa County’s website.
  - 29.60 Private Streets, Shared Driveways, and Loop Lane: This chapter was removed from TEDS as it is addressed in the Zoning and Development Code.
  - The previously developed document titled Grand Junction Pedestrian Crossing Treatment Installation Guidelines is now referenced in TEDS as a tool when considering pedestrian crossing treatments in different contexts and will be made available online on the City’s website.

Summary of Major Changes to the Standard Street Sections:

- Lane widths were updated to 11’ on arterial and collector streets.
- Sidewalk widths were updated to 6’ on local and collector streets with posted

speeds less than 35 mph, and to 8’ on arterial and collector streets with posted speed greater than or equal to 35 mph.
  - An Exception Request can be considered for sidewalks under 6’ within a constrained environment or with very low volumes of vehicle traffic.
- Detached sidewalks are standard on all arterial and major collector streets and options for detached sidewalks are included on local and minor collector street standards.
- Low-stress bicycle facilities are included on all arterial and major collector street standards consistent with the Pedestrian and Bicycle Plan.
- Narrower street cross-section options (with and without parking on one or both sides as well as sections with attached or detached sidewalks) are included for local residential streets that meet the requirements of the Fire Department Access standards.
  - Requirements for off-street parking and a fire site plan are included for narrow street standards in alignment with the Fire Department Access standards.
- The multipurpose easement was updated to 10’ on street sections with a detached sidewalk, which is consistent with existing practice on major arterial streets (14’ width was preserved on street sections with attached sidewalks).
- The Rural street section was removed.
- All streets are required to have a sidewalk on both sides of the street, unless there is a public walkway on the other side of houses/businesses.
- A 5’ sight zone has been added behind the walk to the local street sections.
- Right-of-way width was increased on the following street sections to accommodate pedestrian and bicycle infrastructure:
  - Major Arterial – remains at 110’
  - Minor Arterial – increases from 80’ to 100’
  - Major Collector – increases from 60’ to 78’ or 70’ depending on posted speed
  - Minor Collector/Commercial – increases from 52’ to 64’
  - Industrial – increases from 48’ to 55’
  - Local Residential Street – standard with attached sidewalk increases from 44’ to 46’ (other options are provided that vary in ROW width from 38’ to 63’).
- G Road section was updated to include bicycle and pedestrian infrastructure with minimal changes to Right-of-Way
- Shared-Use Path name was changed to a Trail and a Pathway section was added that includes a 6’ path for connections at the end of cul-de-sacs that are not a part of the Active Transportation Corridors.
- Notes were added to street sections where the sidewalk buffer (between the sidewalk and curb) may be less than 7’ and the minimum sidewalk buffer width is 7' for planting trees.
- The following note was added to street sections with trails: “A trail is considered multi-use for wheeled traffic and pedestrians.”

Changes to the TEDS Final Draft

The Final Draft TEDS was modified on October 5, 2023 with the following changes. Other than No. 3 regarding the storage length table, all the other changes are minor with many correcting or making verbiage consistent throughout the document. The

Storage Length Table changes were requested by the engineering community. Changes include:

1. Low Speed Major Collector section – narrow sidewalk buffer from 5’ to 4.5’ to make the 70’ right of way correct. At 5’ it is 71’ of right of way.
2. Principal arterial section, top right in section view, changes to “principal arterial with trail,” not “shared use path.” Also change on line two in the table.
3. 29.16.110 storage length table. Change the second line (50-200) to be 40’ for all columns. Change the third line (201-400) to be 40’ in the first column.
4. Section 29.36.080(b), 29.48.040 (a)(6) change “paths” to “pathways.”
5. Trail/path detail

a. column A should be “width,” not “path.”
b. Column B should be titled “subgrade/base width.” Or something similar.
c. For a trail, column a should say “varies” instead of 10.
d. Change the first note to read “A Trail/Pathway shall be designed in accordance with the AASHTO “Guide for the Development of Bicycle Facilities” current edition.” Delete “Off Street paths.

6. Residential and Industrial Local Street, change the first note to say “A sidewalk…only if a sidewalk, trail, or pathway…sidewalk.” This adds the word trail and changes path to pathway.

ANALYSIS

In accordance with Section 21.02.140(c), a proposed Code amendment shall address in writing the reasons for the proposed amendment. There are no specific criteria for review because a code amendment is a legislative act and within the discretion of the City Council to amend the Code with a recommendation from the Planning Commission. The purpose for proposing these updates/amendments is to better align the standards with the City’s vision established in the 2020 One Grand Junction Comprehensive Plan, the recently adopted Pedestrian and Bicycle Plan, to conform to national and regional best practices, and to modernize the Transportation Engineering Design Standards (TEDS).

Compliance with the Comprehensive Plan

The proposed TEDS update further supports and implements the 2020 One Grand Junction Comprehensive Plan. It supports Goal 4 of Plan Principle 5 “Strong Neighborhoods and Housing Choices” which reads, “Promote the integration of transportation mode choices into existing and new neighborhoods. A strategy under Plan Principle 5 addresses “Neighborhood Connections;" it reads “connect new and existing neighborhoods with features such as sidewalks, trails…to provide opportunities for interaction and strengthen a sense of community.” The TEDS update increases sidewalk widths within new subdivisions to be 6 feet and pathways also six feet in width connecting neighborhoods with external connections for pedestrian and bicycle use. These will provide a safe and direct connection to neighborhoods and employment centers as part of another strategy found in the Comprehensive Plan that addresses "Connectivity and Access."

NOTIFICATION REQUIREMENTS
Notice was completed as required by Section 21.02.080(g). Notice of the public hearing was published on October 1, 2023, in the Grand Junction Daily Sentinel. An online public hearing with an opportunity for public comment was held between September 19, 2023 and September 25, 2023 through the GJ Speaks platform.

FISCAL IMPACT:

Capital projects will be budgeted according to the requirements in the design standards.

SUGGESTED MOTION:

I move to introduce an ordinance approving the TEDS Update and setting a public hearing for November 1, 2023.

Attachments

1. TEDS_Manual_101223
2. TEDS Comments on draft July 2023
3. City Response to Public Comments on draft July 2023
4. TEDS Comments - GJSpeaks + other Public Comment - October 9, 2023
5. TEDS Comments - Chamber of Commerce October 10, 2023
6. TEDS Comments - GJARA and HBA to Planning Commission October 10, 2023
7. Text Changes since PC Hearing
8. Planning Commission Minutes - 2023 - October 10 - Draft
9. ORD-2023 TEDS 20231012

TRANSPORTATION ENGINEERING DESIGN STANDARDS MANUAL

October 2023

Updated by:

FEHR PEERS

With support from:

Kimley»Horn

CITY OF GRAND JUNCTION

TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS)

TABLE OF CONTENTS

Major Collector 78’ ROW greater than or equal to 35 mph Street Section

Low Speed Major Collector 70’ ROW less than 35 mph Street Section

Minor Collector Street Section

Local Commercial Street Section

Residential and Industrial Local Street Section

G Road Street Section

Trail/Pathway Section

Cul-de-Sac Section

Alley Section

Pedestrian & Bicycle Analysis Worksheet

TEDS Exception Request Application

TEDS Exception Request Application Instructions

Transportation Impact Study Base Assumptions

29.01 INTRODUCTION

29.01.010 Forward

Applicability

The standards contained herein regulate all transportation improvements within the public rights-of-way, and all private work to be dedicated to the public, either as right-of-way or as an easement, and to site circulation. The standards are to be treated as law and applied to all development as defined by the Zoning and Development Code (Title 21 of the Grand Junction Municipal Code). To that extent they are imposed to provide for coordinated, modern development with safe and efficient transportation facilities for the benefit of and to serve and protect users. The standards apply within the City of Grand Junction Urban Development Boundary, which includes all areas within the city limits and portions of unincorporated Mesa County. The Urban Development Boundary can be seen on the Urban Development Boundary layer on the Grand Junction GIS Development Map.

All facilities and improvements within the public rights-of-way shall be designed by or under the direct supervision of a registered professional engineer licensed to practice in the State of Colorado. All drawings, designs, sections, detail and supporting data submitted to the City or County for approval must bear the engineer's seal and signature and a statement that:

> *This design complies with Grand Junction Municipal Code Title 29, the current Transportation Engineering Design Standards, dated mmmm dd, yyyy.*

All designs submitted shall be in accordance with the latest edition of the TEDS manual.

Some projects financed wholly or in part with state or federal funds are subject to the standards prescribed by agencies other than the City and County. Such standards may be more or less restrictive than the City of Grand Junction and Mesa County standards. The City and County require that the more restrictive standards shall be met.

The TEDS addresses frequent construction and development problems and questions. The standards by adoption and application ensure consistent transportation engineering design practices for new development and redevelopment of land within the City of Grand Junction Urban Development Boundary. Some of the material contained in this document has been drawn from standards of other cities and states and nationally established texts and publications.

The TEDS applies to all new developments except in special cases as noted, limited and defined herein or defined in the Zoning and Development Code. Infill development within the City of Grand Junction Urban Development Boundary may be constrained by existing improvements. If such a condition exists, where existing infrastructure has been built but does not meet current TEDS, the Director may allow the existing infrastructure to remain if it is adequate to serve the existing and proposed traffic (vehicle, ped, bicycle) and in good working condition. If it is in poor condition or inadequate, all requirements shall be constructed unless an affirmative waiver of TEDS is obtained in accordance with Chapter 29.64.010.

On Colorado highways within the Urban Development Boundary, the Colorado Department of Transportation (CDOT) Roadway Design Manual, the State Highway Access Code, and any corridor-specific access control plan shall apply but only if more restrictive than TEDS.

If a proposed development within the City of Grand Junction Urban Development Boundary requires access to a County roadway or work will be performed in the County right-of-way, approval from the County must first be obtained.

29.01.020 Companion Documents and Software Recommended For Use with the Transportation Engineering Design Standards

Publications

City:

- City of Grand Junction Municipal Code, Title 21 - *Zoning & Development Code* [GJMC Title 21]
- City of Grand Junction *Standard Contract Documents for Capital Improvements Construction* [Std Contract Docs]
- City of Grand Junction *Circulation Plan* [GJMC Title 31.08]
- City of Grand Junction *Pedestrian & Bicycle Plan* [Ped/Bike Plan]
- City of Grand Junction *Pedestrian Crossing Treatment Installation Guidelines* [Crosswalk Guide]
- City of Grand Junction *Fire Department Access* [GJ Fire Access]

County:

- Mesa County *Design Standards* [County Standards]
- Mesa County *Transit Design Standards and Guidelines*

State:

- Colorado Department of Transportation *Roadway Design Guide* [CDOT Road Design]
- Colorado Department of Transportation *State Highway Access Code* [CDOT Access Code]
- Colorado Department of Transportation *Pedestrian Crossing Installation Guide* [CDOT Ped Crossing Guide]

Federal:

- Transportation Research Board *Highway Capacity Manual*
- Transportation Research Board NCHRP *Guide for Roundabouts* [TRB Roundabouts]
- Federal Highway Administration *Manual on Uniform Traffic Control Devices* [MUTCD]
- Federal Highway Administration *Separated Bicycle Lane Planning and Design Guide* [FHWA Separated Bike Lane Guide]

Professional Organizations:

- Institute of Transportation Engineers *Trip Generation Guide* [ITE Trip Gen Guide]

- American Association of State Highway and Transportation Officials *A Policy on Geometric Design of Highways and Streets*
- American Association of State Highway and Transportation Officials *Guide for Bicycle Facilities*
- American Association of State Highway and Transportation Officials *Roadside Design Guide*
- American Association of State Highway and Transportation Officials *A Guide for Erecting Mailboxes on Highways*
- National Association of City Transportation Officials *Urban Bikeway Design Guide* [NACTO Bikeway Design Guide]
- National Association of City Transportation Officials *Designing for All Ages and Abilities* [NACTO All Ages Design Guide]
- National Association of City Transportation Officials *Don't Give Up at the Intersection* [NACTO Don't Give Up At Intersection]
- Colorado Asphalt Pavement Association *Guideline for the Design and Use of Asphalt Pavements for Colorado* [CO Pavement Guidelines]

Software

- *Synchro or other software as approved by the city transportation engineer that aligns with methodologies from the latest Highway Capacity Manual* (Signal Timing and Analysis)
- *SIDRA* or other software as approved by the city transportation engineer (Roundabout Analysis)
- AASHTO93 and M-E Design (Asphalt Pavement Design)
- *WinPAS* from American Concrete Pavement Association

29.04 STREET CLASSIFICATION AND STANDARDS

29.04.010 Street Classifications and Standards

All streets have different functions. The primary function of local streets is to serve land uses directly while the primary function of major streets is to move vehicles quickly and efficiently from one point to another. Ensuring that each street type can meet or maintain its primary function is crucial to the overall operation of the street system.

The streets in the Grand Junction urbanized area are classified according to their function in the transportation network. The major street types are Principal Arterial, Minor Arterial, Major Collector and Minor Collector. All others are local streets. The functionally classified streets have been identified on a functional classification map that has been adopted by the City of Grand Junction and accepted by Mesa County. Reference to the *Street Plan Functional Classification Map,* Figure 3 in the Grand Junction Circulation Plan and on the Grand Junction Circulation Plan and the Street Classifications layers on the Grand Junction GIS Transportation Map. Different access controls and design standards apply to different roadway classifications. The purpose is to preserve or enhance safety and traffic flow.

Roadway segments with existing access management plans provide specific access control requirements on those roadways and should be referenced when applicable. The streets within the City of Grand Junction Urban Development Boundary with access control plans are shown on the Access Management Plans layer on the Grand Junction GIS Transportation Map. These include:

- The Patterson Road Access Management Plan
- The Pear Park Plan
- Access Control Plan's on CDOT Highways
    - Clifton Access Control Plan
    - CO 340 Access Control Plan
    - US 50 Access Control Plan
    - US 6 and I-70B Access Control Plan

The City Council and County Commission have adopted standard drawings and details for the construction of streets and location for utilities. These standards include minimum right-of-way and street width requirements, and include construction details for major and local streets. These street section drawings will be referenced throughout the document and can be found in the Appendix.

The adopted Street Classification Map in the Grand Junction Circulation Plan as well as the Street and Utility Standard drawings are available online and in various formats including AutoCAD Files.

29.08 TRANSPORTATION IMPACT STUDIES

29.08.010 Transportation Impact Study

The Transportation Impact Study (TIS) will assess the impacts of proposed development on the existing and planned street system. Comprehensive and coordinated transportation planning is critical to providing a balanced transportation system. The application of sound design principles for new streets, preserving street capacities in existing areas, ensuring smooth traffic flow, accommodating all transportation modes, and preserving or increasing safety are part of the TIS. To evaluate the impacts of development proposals on the transportation system, a professionally prepared TIS shall be required. This chapter provides standards for the preparation of a TIS. In addition, the following documents shall be referenced for more detailed information:

(a) Street Classification Map, figure 3 in the Grand Junction Circulation Plan, or on the Grand Junction Circulation Plan and the Street Classifications layers on the Grand Junction GIS Transportation Map.

(b) Mesa County Functional Classification Map

(c) City of Grand Junction Standard Contract Documents for Capital Improvements Construction

(d) Pedestrian & Bicycle Plan

(e) Mesa County Transit Design Standards and Guidelines

(f) Corridor Guidelines

For Projects with direct or indirect access onto a state highway.

(a) CDOT State Highway Access Code

(b) CDOT Roadway Design Manual

The primary responsibility for assessing the transportation impacts associated with a proposed development rests with the developer, and including but not limited to the City, County, Colorado Department of Transportation (CDOT) or Regional Transportation Planning Office (RTPO) which operates Grand Valley Transit (GVT) serving in a review capacity.

29.08.020 Procedure

The following required steps describe the procedures required for the preparation and submittal of a TIS. This process can be altered slightly depending on the complexity of the project:

(a) General Meeting or Pre-Application Meeting

(b) Determination of Base Assumptions

(c) Submittal

(d) Review Agency Comments and Recommendations

29.08.030 General Meeting or Pre-Application Meeting

As a general rule, a TIS shall be required for all land use applications for new development in the City and as required by Mesa County Land Development Code. The requirement to prepare a TIS - or portions of a TIS - may be waived by the Transportation Engineer if the peak hour vehicle trip generation of the proposed project is less than 100 trips.

If the peak hour vehicle trip generation is estimated to be between 10 trips and 99 trips and the TIS requirement is waived by the Transportation Engineer, the applicant may still be required to complete a Traffic Assessment to determine if turn lanes are needed and if the proposed circulation serves pedestrians, bicyclists, and access to transit. A Traffic Assessment may include the following portions of a TIS: 1) Project Description, 2) Trip Generation, 3) Site Design and Circulation Evaluation, 4) Turn Lane Warrant Analysis, 5) Sight Distance Evaluation, and 6) Pedestrian and Bicycle Analysis.

If the applicant can demonstrate to the satisfaction of the Transportation Engineer that no other concerns exist with the transportation aspects of the proposed project, then a memo shall be prepared by the engineering consultant documenting the trip generation and safety improvements of the project and conclusions of the TIS.

The peak hour trip threshold of 100 is consistent with the Colorado Department of Transportation (CDOT) thresholds for requiring impact studies on state highways. The peak hour trip threshold of 10 – 99 for completing a Traffic Assessment is also consistent with CDOT thresholds on state highways. The methodology documented in the current edition of the *Institute of Transportation Engineers' (ITE) Trip Generation Manual* should be used to identify the peak hour vehicle trip generation rates for a project. The current edition of ITE *Trip Generation Manual* is adopted and incorporated by this reference.

The applicant shall provide, to the Development Engineer and the Transportation Engineer, information regarding:

(a) The project including type of land use (single family, townhomes, multi-family, office, retail, etc.) and size (number of dwelling units, square footage, etc.).

(b) The project site plan showing all proposed access locations and proposed land uses in relation to the accesses.

(c) Anticipated project completion date and project phasing.

(d) Any other information necessary or required to evaluate the project.

The appropriate agencies shall review the project information and provide comments regarding transportation issues including, but not necessarily limited to, accesses (locations/type), impacts on adjacent neighborhoods, the size of the study area and the study methodology.

29.08.040 Determination of Base Assumptions

The consultant preparing the TIS shall complete the Base Assumptions form (see Appendix). The Transportation Engineer will evaluate the TIS. The assumptions, once approved, shall confirm the base parameters and assumptions to be utilized by the traffic consultant in preparation of the TIS.

A Base Assumptions Form shall specify:

(a) Study Area Boundaries

(b) Study Years

(c) Future Traffic Growth Rates

(d) Study Intersections

(e) Time Period for Study

(f) Trip Generation Rates

(g) Trip Adjustment Factors

(h) Overall Trip Distribution

(i) Mode Split Assumptions

(j) Committed Roadway Improvements by other projects, CDOT, Grand Junction and Mesa County

(k) Other Relevant Transportation Impact Studies

(l) Areas Requiring Special Study

29.08.050 Pedestrian & Bicycle Analysis

As part of the Pedestrian and Bicycle Analysis the Applicant shall complete the Pedestrian & Bicycle Analysis Worksheet (see Appendix) and document the existing conditions of adjacent pedestrian and bicycle infrastructure. The Pedestrian and Bicycle Analysis Worksheet is intended to identify impacts (if any) and potential mitigations (if needed) to existing or planned pedestrian and bicycle infrastructure by the proposed development. A transportation engineer is not required to complete the Pedestrian and Bicycle Analysis Worksheet.

Documentation of the existing pedestrian and bicycle infrastructure should include the following areas near the development:

(a) Pedestrian and bicycle infrastructure adjacent to the proposed development.

(b) Pedestrian and bicycle infrastructure between the proposed development and the nearest adequate facilities if there are no or substandard pedestrian or bicycle facilities adjacent to the development.

(c) Pedestrian and bicycle infrastructure to destinations within a quarter mile of the development that will likely generate pedestrian or bicycle trips (such as grocery stores, transit stops, housing, employment centers, recreational facilities, services, and schools).

As part of this analysis the Applicant shall identify missing or substandard pedestrian and bicycle infrastructure by specifically noting the following conditions for each.

For pedestrian infrastructure:

(a) Pavement width

(b) Pavement condition

(c) Pavement material

(d) Whether the walkway is attached (directly adjacent to the street), detached (separated by a landscaped or hardscaped buffer), part of a multiuse trail independent of a street, or missing.

(e) Width of the buffer (between the sidewalk and the street) as applicable.

(f) Presence of obstructions in the walkway (such as street poles, etc.).

(g) Presence of pedestrian crossings and whether they are marked or unmarked, controlled (by a stop sign or signal) or uncontrolled.

(h) ADA compliance of pedestrian ramps at crossings.

(i) Number of conflicting driveways and lengths.

For bicycle infrastructure:

(a) Presence of a bicycle facility and type of facility (Bicycle facilities are defined by the Pedestrian and Bicycle Plan and described in section 29.48 Transit, Bicycle, and Pedestrian Facilities of the TEDS Manual.)

(b) Width of the bicycle facility and width of the buffer if applicable

Pedestrian and bicycle standard widths and buffers by street type or context can be found in Chapter 29.20 for Local, Industrial, and Commercial Streets, and 29.28 for Collector and Arterial Streets, and Trails.

The analysis shall also discuss how pedestrians and bicyclists would access the proposed project to/from the adjacent neighborhood(s), and the need for special facilities to enhance pedestrian and bicycle connectivity.

The Pedestrian & Bicycle Analysis Worksheet (which can be found in the Appendix) will also identify existing pedestrian and bicycle facilities that may be impacted by the development and the extent of the impact, such as whether those facilities will result in an improvement, degradation, or no change to pedestrian and bicycle facilities. The form will also identify whether there is a proposed bicycle facility identified in the Pedestrian & Bicycle Plan on or adjacent to the proposed development and whether the development will impact the planned bicycle facility.

The form will also identify whether the proposed development is within an existing or planned shared micromobility zone as identified by the city. If so, the applicant should identify how the proposed development will include or accommodate storage space for shared micromobility devices. Similarly, the form will identify if the proposed development is within an overlay zone and whether the site plan is within compliance of the pedestrian and bicycle elements of the overlay zone.

29.08.060 Submittal

Copies of the TIS shall be submitted to the City Community Development or County Planning Department, as part of the required planning information. Revisions to the TIS shall be made as required if:

(a) Necessary to have a complete TIS; or

(b) When changes to the development necessitate additional revisions to the study. Electronic files of capacity analyses must be submitted with the TIS.

29.08.070 Review Agency Comments and Recommendations

The review agency or designee shall analyze, evaluate and/or review the TIS according to the adopted standards. Evaluative comments concerning the TIS shall be forwarded to the Project Planner. The Project Planner shall provide all review agency comments to the applicant. As a result of the engineering review the applicant may be required to:

(a) Perform and submit supplemental analyses and/or address specific transportation issues or;

(b) Prepare, perform, and submit a new study. Engineering review, shall to the extent practicable, cite references to this Manual, the Code, laws, rules, or regulation deficiencies in the TIS.

Review and evaluation of TISs are, and shall be, initially and principally based on local conditions and community expectations as articulated by local government and its officials. An example of such a local expectation is that eliminating existing left-turn phasing of a traffic signal at a nearby impacted intersection would not be a satisfactory solution to improving traffic level of service at that intersection.

If the TIS is based on assumptions that conflict with local conditions, and/or community expectations which may affect the usefulness or predictions proven by the TIS, the TIS will be rejected.

29.08.080 Transportation Impact Study Report Contents

A Colorado licensed professional engineer shall prepare the TIS. The engineer shall have experience in traffic and transportation engineering. A statement of qualifications must be included in the submitted study. Certification as a Professional Traffic Operations Engineer by the *Institute of Transportation Engineers* is preferred. Each TIS shall address:

(a) Project Description

(b) Existing Conditions

(c) Future Background Traffic Projections

(d) Project Traffic

(e) Total Traffic Projections

(f) Future Total Traffic Projections

(g) Site Circulation and Design Evaluation

(h) Transportation Impact Analysis

(i) Mitigation Measures

(j) Neighborhood Transportation Impact Analysis

(k) Conclusions

(l) Recommendations

(m) Any other information necessary or required to evaluate the project

29.08.090 Project Description

A description of the proposed project shall be prepared and include the type of land use and size of the proposed project, generally known as density and intensity. Intensity may be described in terms of floor area ratio or square footage of proposed development. Phasing plans shall be proposed, including the anticipated completion date. The proposed site plan shall be included; the site plan shall include a description of all proposed vehicular access locations, dimensions, and movements. The project description shall include how pedestrian and bicycle travel shall be accommodated. This shall include a discussion of types of sidewalks (attached/detached), pathways, trails, and connections to local and perimeter destinations.

29.08.100 Existing Conditions

The TIS shall identify the existing transportation system conditions. Existing conditions shall include a description of the surrounding roadway network, bicycle facilities, and pedestrian facilities; an evaluation of the peak hour capacity and level of service at the study intersections and traffic crash history.

29.08.110 Description of Existing Transportation System

The study description of the existing roadway network shall include, but not necessarily be limited to, the number of travel lanes, presence or lack of pedestrian and bicycle facilities, posted speed limits, and adjacent land use(s). Traffic and intersection data compiled by the City and/or County Engineering Departments may be available. All

recent (within two years) average daily traffic data that is available for the roadway network shall be shown on a figure in the study. Intersection peak hour traffic data shall be no older than one year; if new counts are necessary this is the sole responsibility of the applicant. The applicant may, at the direction of the Transportation Engineer, be required to collect data at a shorter interval. All traffic count data shall be included in an appendix to the TIS.

The TIS shall describe the existing bicycle and pedestrian facilities as defined in Section 29.48 and shall include any facilities described in Section 29.08.050.

Special attention shall be given to the bicycle and pedestrian connections to specific uses including but not limited to: schools, parks, employment centers, commercial areas, shopping, and adjacent land uses.

29.08.120 Capacity Analysis and Level of Service

The procedures set forth in the current edition of the *Highway Capacity Manual* (HCM) shall be used in analyzing the capacity and operational characteristics of vehicular, pedestrian and bicycle facilities.

HCM delay and queuing reports (such as Synchro or Sidra reports) shall be included in the appendices to the TIS report.

Roundabout analyses shall use SIDRA software or approved methodology. All worksheets shall be included in the appendices of the TIS report.

29.08.130 Future Traffic Projections

The future traffic projections shall be determined for each of the study years identified earlier as part of the base assumptions. Future traffic projections for the TIS analysis shall include:

(a) Planned System Improvements – Capital Projects

(b) Planned or in Process Development Projects

(c) Background Traffic Growth

A description of project-specific planned transportation system improvements identified in City, County or CDOT capital improvement plans shall be provided. This shall include, but not be limited to: signalization, intersection improvements, roadway

widening, bicycle/pedestrian projects, and transit capital and operating/service improvements.

The future traffic analysis shall include known development projects that are within the study area and would impact the study intersections. Projects outside the study area currently being developed shall also be considered. Every project(s) and the cumulative effect shall be listed in the TIS and include location, size, and proposed land use.

The background traffic growth within the study area shall also be accounted for when determining future traffic projections. Background traffic growth is defined as the expected growth in traffic from regional changes to land use and the transportation network exclusive of the project. Growth factors suggested by the consultant in the Base Assumptions form will be reviewed by the appropriate agency prior to use in the TIS.

The resulting future peak hour traffic projections at the study intersections shall be depicted on a figure in the TIS.

29.08.140 Project Traffic

(a) The transportation impacts of the project shall be generally determined based upon the following three-step process:

(1) Determination of Trip Generation

(2) Determination of Trip Distribution

(3) Assignment of Project Traffic

(b) Trip Generation.

The trips generated by the project shall be determined and provided in tabular form. The trip generation shall be determined for total build-out conditions and for any development phases. The trip generation table shall indicate the number of average daily trips and AM and PM peak hour trips and any other peak hour periods relevant to the development type.

The development of trip generation estimates for the project shall be based upon data from the current edition of the *Institute of Transportation Engineers' - Trip Generation Manual*. This includes using the selection process identified in the *Trip Generation Manual* to identify the appropriate land use code and trip generate rate. However, other data sources or trip generation rate studies may be utilized if the manual does not contain data for the type of project or other reliable data exists which better reflects the trip generation characteristics of the project. The use of other trip generation sources shall be discussed with the Transportation Engineer

before being used, and if agreed, shall be memorialized in writing signed by the Transportation Engineer.

Adjustments to the standard trip generation of the proposed project may be made to account for internal site trips, pass-by trips, or other site specific/project specific characteristics of the proposed project. Adjustments for these characteristics shall be discussed with the City or County Transportation Engineer before use; in most cases the TIS shall follow guidelines set forth in documents such as the ITE *Trip Generation Manual*. The adjusted trip generation for the proposed project shall be provided in tabular form or illustrated on figures.

Pass-by trip percentages represent the percent of expected trips generated from the site that would have traveled along the adjacent roadway network even if the land use did not exist. The percent of pass-by trips may be deducted from the expected trip generation from a proposed development of the corresponding land use. The ITE *Trip Generation Manual* should be used to identify any applicable pass-by trip percentages.

(c) Trip Distribution.

The trip distribution for the proposed project shall be identified in the TIS. The distribution pattern shall be based upon: the project's location within the urban area, the traffic model maintained by the MPO, existing traffic volume data, project marketing data, and engineering judgment. A figure showing the percentage of site traffic on each street shall be provided as part of the traffic study graphic material.

(d) Trip Assignment.

The project traffic shall be assigned to the roadway system according to the established trip distribution. The resulting project site generated traffic shall be depicted on figures for build-out conditions and any project phases. Daily and peak hour traffic volume information shall specifically be included.

29.08.150 Total Traffic Projections

The total traffic projections shall be determined for each of the study years identified in the base assumptions. The project-related traffic shall be added to the existing peak hour traffic. The resulting total traffic projections shall be depicted on a figure in the TIS. For each of the study years, the total traffic projections shall include the future traffic plus the project-generated traffic. The future total traffic projections shall be depicted on figures for each study year.

29.08.160 Site Design and Circulation Evaluation

The project shall be analyzed to determine if the proposed circulation serves pedestrians, bicyclists and vehicles. The site design shall be evaluated to determine if facilities for vehicles, pedestrians and bicycles are consistent with the location and facility type as shown in the Pedestrian and Bicycle Plan.

The project shall be evaluated to determine if traffic flows are properly designed. Proper design shall minimize areas where motorists would tend to speed, minimize potential conflict areas between vehicles and pedestrians/bicyclists, and to establish circulation patterns that avoid unnecessary traffic congestion, cut-through traffic and conflict points. Adequate throat lengths for on-site stacking at exit points is required (see 29.16.100). At signalized driveways, the HCM 90th percentile worst lane queue model shall determine the necessary storage. Businesses with drive-thrus must conduct a queuing analysis for the drive-thru to demonstrate that the queue will not extend back onto the public street.

29.08.170 Transportation Impact Analysis

The TIS shall determine if the project creates any significant impacts at the study intersections and/or corridors within the study area boundaries. The peak hour capacity and level of service at each of the study intersections and /or corridors shall be evaluated for:

(a) Future Background Traffic Conditions for each Study Year;

(b) Total Existing Traffic Conditions; and

(c) Future Total Traffic Conditions for each Study Year.

The capacity and level of service analysis for each traffic scenario and each study year needs to include mode split assumptions, if any. The findings shall be shown in the TIS in tabular form or illustrated on figures.

29.08.180 Calculations for Capacity and Level of Service

HCM delays and queues shall be calculated for signalized intersections using the current version of the Highway Capacity Manual. Synchro is the preferred software, however additional software that that utilize the current HCM methodologies may be utilized with prior approval from the Transportation Engineer. The HCM delay and queues shall be calculated for the identified peak hours for existing conditions, the projected traffic with build-out of the project, or at completion of phases of larger projects. An appropriate 15-

minute peak hour factor shall be used. The performance evaluation of signalized intersections shall include the following:

(a) Critical movements shall be identified and must meet or exceed the threshold requirement of 35 seconds of delay or less;

(b) No movements shall have an adverse effect on the coordinated progression of the street system as determined by an approved coordination model consistent with the methods of HCM;

(c) HCM 90th percentile worst lane queues shall be calculated and shall not obstruct upstream intersections or major driveways;

(d) The analysis of a signalized corridor must show a reasonable progression band, identified as a usable (unblocked) band for major traffic movements.

Unsignalized intersections shall be analyzed using the current Highway Capacity Manual methods. In the performance evaluation of stop controlled intersections, measures of effectiveness to consider include the delay, volume/capacity ratios for individual movements, average queue lengths and 95th-percentile queue lengths to make appropriate traffic control recommendations. The Highway Capacity Manual recognizes that the delay equation used in the capacity analysis procedure will predict Level of Service F for many urban intersections that allow minor-street left-turn movements, regardless of the volume of minor-street left-turning traffic. In recognition of this, the TIS should evaluate the results of the intersection capacity analysis in terms of all of the measures of effectiveness.

Roundabouts shall be analyzed using the current version of SIDRA or approved methodology.

29.08.190 Mitigation Measures

The TIS shall include feasible measures that would mitigate the project's vehicular traffic impacts. The mitigation measures shall be in addition to the required improvements necessary to preserve corridor and intersection capacity. The acceptable mitigation measure(s) shall minimize the demand for trips by single occupant vehicles and increase the use of alternative modes. Mitigation listed in order of priority includes:

(a) Transportation Demand Management Measures

(b) Traffic Signal Operation Improvements

(c) Street Widening and Other Physical Improvements

29.08.200 Transportation Demand Management (TDM) Measures

Transportation Demand Management measures are designed to facilitate the use of alternate transportation modes in order to decrease demand on the roadway system by single occupant vehicles. Example of TDM measures include:

(a) Vehicle trip reduction incentives and services offered by employers to encourage employees to utilize alternative modes of travel such as carpooling, vanpooling, riding public transit, bicycling, walking and telecommuting.

(b) Provision of a mix of land uses in close proximity, facilitating walking, bicycling or transit trips.

A detailed description of the proposed TDM measures and implementation plan shall be included in the TIS for any project seeking TDM-related trip reductions. If the proposed TDM program is acceptable to the Transportation Engineer, the applicant shall be allowed to reduce total project vehicle trips by an amount commensurate with applicable trip reduction policies.

The intersection capacity and level of service shall be calculated to reflect the application of the proposed mitigation measures; the calculation shall show that the project-related impacts have been reduced to an acceptable delay (see thresholds identified in 29.08.180) for all movements and transportation modes (vehicle, bicycles, pedestrians). The findings shall be shown in tabular form.

29.08.220 Traffic Signal Operational Improvements

Required traffic signal operational improvements may include upgrading signals with additional signal phases and/or signalization of an unsignalized intersection, addition of turn lanes and/or construction of a roundabout.

The need for new traffic signals shall be based on warrants established in the Manual on Uniform Traffic Control Devices, MUTCD. In determining the location of a new signal, traffic progression is of paramount importance. On arterial streets a spacing of one-half mile for all signalized intersections is necessary to achieve reasonable operating speed, capacity and optimum signal progression. Pedestrian movements shall be considered in the evaluation and adequate pedestrian clearance provided in the signal phasing assumptions.

The applicant shall submit an analysis addressing proposed access, proposed signals and capacity and level of service based on the City's operational practices. All assumptions shall be documented in the TIS. An approved traffic engineering analysis must be made

to properly locate all proposed accesses that may require signalization. The roadway to be analyzed for signal progression shall be established by the City or County and shall include all existing and proposed signalized intersections.

(a) The progression pattern calculations must match the existing cycle length on the corridor under analysis.

(b) Signal phasing assumptions must relate to traffic volumes in the capacity analysis of individual intersections.

(c) Approved computerized progression analysis techniques must be of the type which utilize turning movement volume data and pedestrian clearance times in the development of timing plans.

(d) The green time allocated to the cross street shall be considered no less than the time which is required for a pedestrian to clear the main street using MUTCD standards.

(e) Existing timing and phasing data for City and/or County signals on the corridor(s) being analyzed will be provided to the consultant on written request.

(f) Elimination of or substantial changes to existing phases and/or timing will not be allowed without written approval of the Transportation Engineer.

(g) Existing signal operations shall be presumed to reflect the local conditions and community expectations as determined and directed by the Transportation Engineer.

(h) If optimum usable bandwidth, as that term is defined by the Transportation Engineer, would be reduced if a traffic signal were installed then the intersection shall remain unsignalized and turning movements shall be limited.

29.08.230 Street Widening and Other Physical Improvements

Mitigation measures that include street widening and other physical improvements must be physically feasible and must meet minimum standards and Code(s) for both on-site and off-site improvements.

29.08.250 Conclusions

The findings of the TIS shall be provided in a summary report.

29.08.260 Recommendations

The TIS should include an executive summary including recommendations. Recommended improvements/mitigation measures to achieve standards and safety improvements shall be stated. The recommendation section of the report shall describe the location, nature, and extent of proposed improvements. A sketch of each improvement shall be provided showing the length, width, and other pertinent geometric features of the proposed improvement.

29.12 ACCESS MANAGEMENT

29.12.010 Access Management

Access management is a means to protect the safety, traffic operations, and the assigned functional purpose of the street system while considering the access needs of the various elements of the system. Access management addresses the problems of congestion, capacity loss, and accidents. Providing access to land development while simultaneously preserving the flow of traffic, bicycles, and pedestrians on the surrounding road system in terms of safety, capacity needs, and speed is the goal of access management. Access is defined as any driveway or other point of ingress/egress such as a driveway, alley, street, road, or highway that connects to the public street system.

The street system provides mobility to the traveling public. This travel may serve one of two distinct purposes. The first is to provide throughput, allowing travelers to move efficiently. The second is to provide direct access to properties. Arterial streets are traditionally designed to prioritize throughput for motor vehicles by intentionally limiting access. In contrast, local streets provide direct access to properties, but do not provide high throughput for motor vehicles. To accommodate throughput for motor vehicles on city streets, access on collectors and arterials must be intentionally managed.

However, limiting access on collector and arterial streets can also limit mobility of non-motorized and mass transit modes along those corridors. Therefore, the design of streets should consider the impacts to active transportation and transit users and how they may use the system differently. The Active Transportation Corridors defined in the Pedestrian and Bicycle Plan are along a mix of arterial, collector, and local streets, but are effectively the arterial street network for people walking and biking. Thus, travel for these users should be prioritized on these corridors. In some cases limiting access for motor vehicles can improve throughput for both motor vehicles and active transportation users, such as limiting driveways and turning movement conflicts along an arterial street. However, in other cases they may conflict. For example, long gaps in an arterial road without a traffic signal can improve throughput for motor vehicles along that corridor, but can decrease mobility for active transportation users trying to cross the street. Therefore, access control measures must be sensitive to the mobility needs of all modes of transportation.

The existing and future function of each street is critical in determining the number, location, and design of access points and access control. Access management extends beyond simply specifying the number and separation of driveways and access points. Included are roadway design, such as auxiliary lanes, medians, stopping sight distance, channelization, and land development issues such as sign standards, internal site circulation, driveway layout, and alternative travel modes.

Appropriate access management strikes a balance in preserving the functional integrity of the street and providing access. Speed, capacity, and safety are the significant reasons for instituting access management. With proper access management, the speed differential between vehicles can be minimized or separated and proper access management will reduce the number of conflict points, resulting in fewer accidents. When the traffic on the street system can travel safely and efficiently, capacity is preserved. Access management recognizes the interests of both landowners and roadway users in providing a transportation system that better meets the needs of all interests.

29.12.020 State Highways

Refer to the current edition of The State Highway Access Code. Under that code, all accesses constructed on a State Highway require an access permit approved by the State. The Access Code requires owners of land adjacent to a State Highway that is being developed or redeveloped to apply for an Access Permit for each access to the State Highway if the use of the property is being changed or the existing access modified. The definition of property change is included in Section 2.6 of the Code.

29.12.030 City or County Streets

Local jurisdictions approve the design, number, and location of access points. When changes in land use occur which result in changes in the type or nature of access operation, the access shall be approved with the development plans and constructed to meet current standards.

29.12.040 Backing Into the Right-of-Way

Parking pods that require backing maneuvers into a public street will be allowed only on streets posted at 25 mph or less and with an ADT of 3000 vehicles or less. Parking pods shall be privately owned, or a revocable permit obtained if in public right of way, and privately maintained. Landscape islands shall be required every 8 spaces.

Backing into alleys will be allowed from normal parking stalls, regardless of land use, under the following conditions:

(a) The parking is designed so the parking stall and aisle meet the requirements of section 21.06.090 of the Zoning and Development Code. The needed aisle width can include the existing alley.

(b) A maximum of four spaces in a row will be allowed. This standard is designed for perpendicular parking spaces and a 50' wide lot. Wider lots can create more spaces, up to a maximum of 8 spaces. Angle parking will be addressed on a case-by-case basis to achieve the intent of this standard.

29.12.050 Provision of Access

If a property has frontage on more than one street, access will be permitted only on those street frontages where design and safety standards can be met. The primary access shall be on the lower-order street. Refer to the current edition of the State Highway Access Code for access requirements off a state highway.

29.12.060 Restriction of Turning Movements

Turning movements may be limited where necessary for the safe and efficient movement of traffic, both on and off-site.

29.12.070 Number of Access Points and Joint Access

Each development applying for access to a collector or arterial street shall analyze its own internal circulation system and access points, as well as impacts to the surrounding properties and street system as part of the required TIS.

Cross-access connections and/or stub streets to abutting properties will be required between commercial and residential properties unless it can be shown that this won't facilitate better circulation or it creates safety hazards. The project site design shall include a circulation and access system that will safely and efficiently accommodate traffic from adjacent properties.

One access point per property ownership will be permitted, unless an approved site plan or TIS shows that additional access points are required to adequately handle driveway volumes and that the additional access points will not be detrimental to safety, traffic flow, and pedestrian and bicycle travel on adjacent public streets. Additional access points may also be allowed at the discretion of the director. Temporary access may be granted to accommodate phased development of a site. Temporary accesses are subject to removal, relocation, redesign or reconstruction after permanent approved access is constructed.

29.12.080 Cross-Access Corridors

Cross-access corridors shall be designed to provide common access and circulation among parcels, to assist in local traffic, pedestrian, and bicycle movement. Cross access should be designed to include the following elements:

(a) Sufficient separation between the public street and the cross-access corridor to allow storage and circulation to occur within the site.

(b) Sufficient width to accommodate **two-way travel** aisles designed to accommodate automobiles, service and delivery vehicles.

(c) Stub-outs to the abutting properties that will be tied in to provide cross-access.

(d) Linkage to other cross-access corridors in the area, if applicable.

(e) Sidewalks and/or trails to connect pedestrians and bicycles from existing facilities to, or through, the parcel to surrounding properties that will develop in the future and/or to existing facilities in a nearby location.

Wherever a cross-access corridor is designated on a subdivision plat, site plan or other development application, the property owner shall grant and record an easement allowing cross-access to and from the other properties in the area.

29.12.090 Stub Streets

A stub street is an existing or planned street that is or will be extended to the property line(s) of a development for the purpose of future extension onto adjacent property. A stub street may be for access and/or as a part of the comprehensive circulation system.

29.12.100 Abandoned Accesses

Existing driveways shall not be abandoned, relocated, altered, or reconstructed without a permit from the appropriate agency..

29.12.110 Exclusive Turn Lanes

Exclusive turn lanes are described in detail in the CDOT State Highway Access Code and in Chapter 29.28.

29.12.120 Field Access

Field access is defined as access used solely for agricultural purposes and traffic generation does not exceed one vehicle (two trip ends) per day when averaged over one calendar year. When an agricultural property changes to a new or more intensive land use, all field accesses to the property shall be considered abandoned and access points for the new or more intensive use will be determined by the standards contained within this document.

29.12.130 Access Exceptions

Exceptions to these standards shall be allowed only as set forth in Chapter 29.64.

29.16 ACCESS DESIGN AND SITE CIRCULATION

29.16.010 Access and Site Design

Access is defined as any driveway or other point of ingress/egress such as a street, road, highway or driveway that connects to the public street system. This chapter defines the types of accesses, their locations, and geometric requirements.

Acceptable site design is achieved when three major elements – access location and design, site circulation and parking, building footprint and location – are integrated. Site circulation can directly affect the safety, traffic operations and the assigned functional purpose of the street system. Good site circulation is necessary to protect the integrity of the public streets as well as public safety within the site.

On collector and arterial streets, shared accesses will be required wherever possible to minimize the number of access points along a street. Shared access provides for safer and more efficient operation of the flow of traffic on the street and shall minimally meet the above requirements. Access easements are required.

29.16.020 Access Locations

All entrances and exits to vehicular traffic areas shall be located and constructed to minimize traffic congestion on the public street system.

29.16.030 Spacing and Offsets

On local residential streets, single-family residential driveways on the same side of the street shall be located a minimum of 5 feet, from property line, to allow for maneuvering to occur without trespass. In locations where the 5 feet minimum spacing cannot be met due to limited lot frontage or other field constraint, the Development Engineer may permit a variance from the spacing standard.

On local commercial and industrial streets, driveways on the same (spacing) or opposite side (offset) of the street shall be spaced a minimum of 50 feet apart, measured from edge of access to edge of access. On collector streets, driveways on the same or opposite side of the street shall be spaced a minimum of 150 feet apart. (see Driveway Spacing, Width, and Offset Requirements by Street Classification). On minor arterial streets where no other access to lower order streets is available, driveways on the same or opposite side of the street may be allowed but must be spaced a minimum of 150 feet apart and may be restricted to right-in, right-out movements. On principal arterial streets where no other

access to lower order streets is available, driveways on the same or opposite side of the street may be allowed but must be spaced a minimum of 300 feet apart and may be restricted to right-in, right-out movements. Greater distances may be required for left turn storage lanes.

No new residential driveways shall be allowed on arterial streets serving less than three units and allowable driveways must be designed so vehicles are not backing into the street.

29.16.050 Corner Clearance

Corner clearances are defined as the distance between the edge of a driveway (exclusive of the taper) and the edge of the nearest intersecting street. The clearance is necessary so that accesses do not interfere with street intersection operations and should provide drivers with adequate perception-reaction time to potential conflicts. On corner lots, the access location shall be on the street of lowest functional classification.

Minimum Corner Clearance (ft)
Measured from Flowline to Near Edge of Access

Street Classification Of Street Where Access Is Proposed	Clearance From Unsignalized Intersections	Clearance From Signalized Intersections	Single Family Residential Driveways
Local (≤ 300 ADT)	50’	150’	35’
Local (> 300 ADT)	50’	150’	50’
Collector	150’	150’	100’
Minor Arterial	150’ *	300’ *	N/A*
Major Arterial	300’ *	300’ *	N/A*

*May be restricted to right-in, right-out only access. Single family access to arterial streets is not acceptable practice and will be permitted only in extreme hardship cases.

29.16.060 Access Design - Types of Access

Generally, all new private property access shall be designed as curb cuts. Radii type curb returns with handicap ramps will be required for accesses when the peak hour right turn entering volume exceeds 20 vehicles in the peak hour. Auxiliary lanes shall be constructed when turn volumes meet the minimum criteria in the right turn warrant chart in section 29.28.170.

29.16.070 Design Vehicles

All accesses shall be designed to accommodate the turning characteristics of the largest vehicle that will most commonly utilize the proposed access. Most residential and small commercial driveways only need to accommodate passenger cars; other commercial or industrial developments will usually require at least one access that can accommodate the efficient entry or exit of larger vehicles.

29.16.080 Curb Cut Width

The width of the curb cut for a driveway will be wider than the driveway width to accommodate the turning radius of the entering and existing vehicles. The design turning radius shall be at least 15 feet. The effective turn radius (which accounts for on-street bike lanes or parking if applicable) shall be 20 feet for multi-family residential access and 25 feet for commercial access. The effective radii for industrial uses or truck delivery accesses shall be individually designed for the type of truck that will frequently use the access, with a maximum required radius of 50 feet.

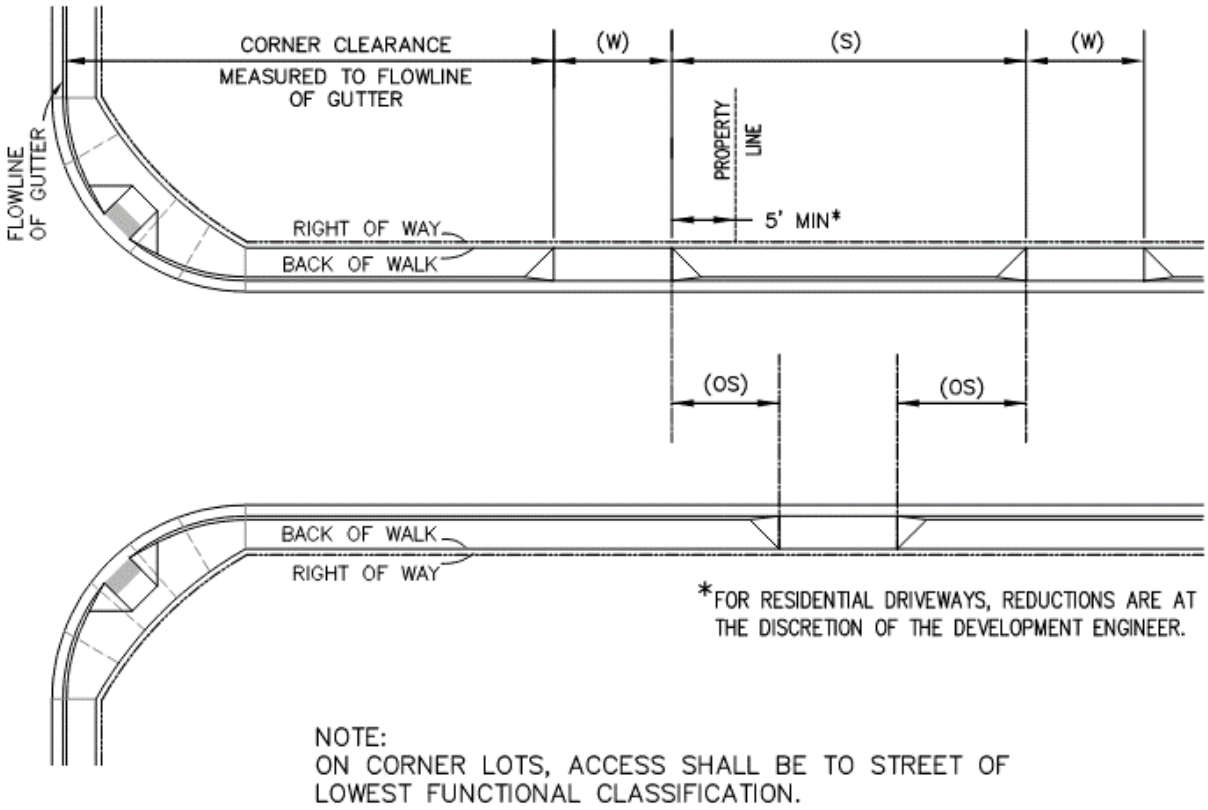
29.16.090 Driveway Width

Single-family residential driveway widths shall be between no more than 33 feet. All other access drive widths shall be between 25 feet and 36 feet. Multi-lane driveways shall be designed to accommodate a standard ingress lane of 14 feet and egress lanes of 11 feet.

Driveway Spacing, Width, and Offset Requirements by Street Classification

Street Classification (Land Use)	Driveway Spacing (S)	Driveway Width (W)	Offset (OS)
Local (Residential)	10’ Min.	33’ Max.	No Requirement
Local (Commercial and Industrial)	50’ Min.	25’ Min. 36’ Max.	50’ Min.*
Collector	150’ Min.	25’ Min. 36’ Max.	150’ Min.*
Minor Arterial	150’ Min	25’ Min. 36’ Max.	150’ Min.*
Principal Arterial	300’ Min.	25’ Min. 36’ Max.	300’ Min.*

* Greater offsets may be required for left turn storage lanes.



29.16.100 Throat Lengths and Vehicle Storage

Adequate vehicle storage capacity shall be provided for both inbound and outbound vehicles. Adequate storage facilitates the safe and efficient movement of vehicles between the street and the development.

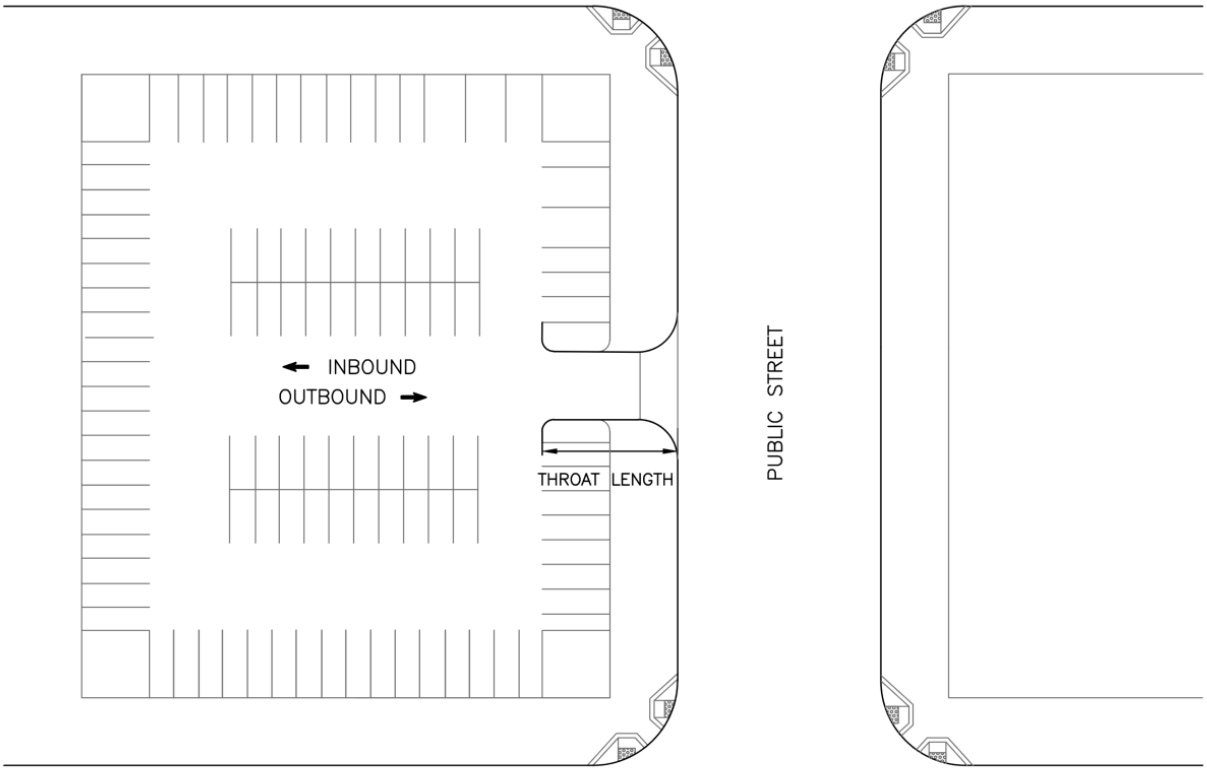
The access throat shall be of sufficient length to prevent vehicles from spilling onto the public street system. Inbound vehicle storage areas shall be of sufficient size to ensure that vehicles will not obstruct the adjacent street, sidewalk, or circulation within the facility. The throat shall be of sufficient length to provide adequate storage of outbound vehicles without them interfering with on-site circulation. Outbound vehicle storage areas shall be provided to eliminate backup and delay of vehicles within the development. At signalized intersections, adequate storage for the outbound movement must be provided to enable vehicles to exit efficiently on green.

The requirements for vehicle storage (see On-Site Driveway Vehicle Storage Lengths) in parking lots and at drive-up type facilities are generally based on a typical vehicle spacing of 20 feet, but may be increased where larger vehicles can be expected.

29.16.110 Accesses Serving Off-Street Parking Lots

On-site storage is measured from the flowline of the street to the first parking stall or aisle of a parking lot (see Throat Length Extents). Vehicle storage equivalent to or greater than the minimum distances shall be provided at accesses serving the site. The recommended distance for accesses with two approach lanes may be adjusted, subject to the TIS findings, roadway geometry, traffic volumes, and site layout.

Throat Length Extents



On-Site Driveway Vehicle Storage Lengths (feet)

Parking Spaces Per Exit Lane	Storage Length Required[1]			
	Multi-Family Residential	Retail	Office	Industrial
0-50	25	25	25	25
50-200	40	40	40	40
201-400	40	75	100	150
401-600	50	150	200	More Lanes
601-700	100	200	More Lanes	More Lanes
> 700	200	More Lanes	More Lanes	More Lanes

1 High volume land uses or streets may necessitate greater storage lengths than shown.

Vehicle Storage Requirements for Drive-Up Facilities

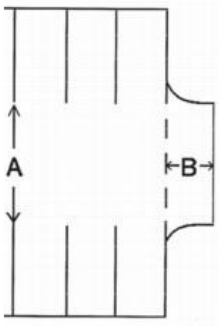
Type of Facility	Vehicle Storage
Automated Tellers	4 spaces per machine
Drive-In Bank	3 spaces per 1,000 sf
Drive-In Restaurant	Identified through TIS
Automatic Car Wash	7 spaces per wash line
Self-Service Car Wash	2 spaces per wash line
Drive-In Theater	15% of the total parking capacity
Service Stations	1 space per nozzle + 1 space/island/direction
Drive-In Liquor Store	3 spaces per window[1]
Drive-In Dry Cleaners	2 spaces per window[1]

Adapted from Table 9-4, NCHRP 348 *Access Management Guidelines for Activity Centers*

[1]Measured from the pick-up window and includes the vehicle at the window.

29.16.115 Dead-End Parking Aisles

Parking stalls located at the end of a dead-end parking aisle must be provided with adequate backing and turnaround space. The required depth of the turnaround space shall be determined as follows:



Depth of Dead-End Parking Aisles

Width of Driving Aisle (A)	Depth of Turnaround Space (B)
24’ or less	6’
25’	5’
26’	4’
27’	3’
28’	2’
29’	1’
30’ or more	0’

29.16.120 Commercial Uses

The vehicle storage area that shall be provided for various drive-through commercial uses shall be:

(a) Based on a 20’ length vehicle and a 12’wide lane.

(b) Separated from normal parking circulation aisles.

(c) Designed using the appropriate design vehicle turning template.

29.16.130 Grades

Access grades shall meet the same standard grades identified for intersections in Chapter 29.28.

29.16.140 Sight Distance

Adequate sight distance (see GJMC 29.28.140) and sight zones (see GJMC 29.28.150) shall be provided at all access intersections and internal street or drive aisle intersections within a development.

29.16.150 Channelization Islands

Channelizing islands are discouraged. Use of medians to control turning movements will be required where physical conditions allow.

Channelized islands will only be allowed in situations where medians to control access are not feasible. If allowed, the islands shall not be smaller than 100 square feet and shall provide vertical curb and exposed colored aggregate or patterned concrete treatment. Patterns and color shall match those of any nearby islands or medians. Additional right-of-way or easement may be required to accommodate these designs. The ends of the islands shall typically be constructed with 2-foot flowline radii.

Refer to the Intersection Chapter (Chapter 8 in the 2023 version) of the CDOT Roadway Design Guide for additional guidance.

29.16.160 Pedestrians and Bicycles

Pedestrians and bicyclists are especially vulnerable to turning vehicles at access drives. The consolidation of access points benefits pedestrians and bicyclists by reducing the number of conflict points along the roadway. Access designs for pedestrian and bicycle facilities shall conform to Chapter 29.20 and Chapter 29.28 requirements and with the Grand Junction Standard Contract Documents for Capital Improvements Construction.

29.16.170 Transit

Where applicable, accesses shall be designed to accommodate busses or other transit vehicles in accordance with the Mesa County Transit Design Standards and Guidelines. These accommodations shall occur at shopping centers, malls, multifamily developments, or other mixed-use developments where transit vehicles may be frequent users of the on-site circulation system.

29.16.180 Emergency Vehicles

All accesses shall be designed to readily accommodate emergency vehicles that would ordinarily respond at the particular establishment (Refer to the current version of the Grand Junction Fire Department Access document and the locally adopted fire code).

29.16.190 Utilities and Lighting

Accesses shall be located to ensure that utility poles, electric boxes, and signs do not interfere with the visibility of the access or available sight distances. The design of site lighting shall maximize the visibility and location of the access.

29.16.210 Delivery and Service

Proposed development that includes truck loading/unloading shall provide adequate space for all truck operations. Adequate space minimally means that all truck operations be performed entirely on-site and off the public street system. Sufficient apron space shall be provided at all loading/unloading areas. Sufficient apron space is the area required for truck backing maneuvers. Delivery areas shall be separated from general traffic areas. Separation of delivery vehicle traffic from customer traffic shall occur entirely on-site. On-site roadways used by delivery vehicles shall be designed to accommodate the heavier payloads and turning characteristics of the largest vehicle expected to use the site.

29.16.220 Transit and Pedestrians

In larger mixed-use developments, multi-family developments, shopping centers, and malls, on-site roadways shall be designed to accommodate transit. This includes the design of pick-up/drop-off areas as well as the circulating roadways. Transit stops shall be located within a reasonable walking distance of the main building entrance while minimizing potential conflicts with circulating vehicles. Continuous pedestrian walkways and crossings that meet ADA standards and follow a direct (non-circuitous alignment) must be designed on-site and connected with each other and to the adjacent pedestrian network to reduce conflicts between pedestrians and vehicles and provide convenient access between the land uses and transit.

29.16.230 Inter-parcel Circulation

Inter-parcel circulation with shared access is required between adjacent commercial properties for vehicles, bicycles, and pedestrians. Inter-parcel circulation with shared access may be required between residential and commercial. This will be evaluated on a case-by-case basis to consider the context of the situation. This will reduce the number of curb cuts on public streets and will increase the safety and comfort for all modes of transportation on the adjacent street and capacity of the street system. Within larger development sites public streets may be required as part of a connected network to facilitate inter-parcel circulation of vehicles, pedestrians, and bicyclists.

29.16.240 Landscaping

Site landscaping requirements are detailed in the Zoning and Development Code. Landscaping at access points must meet the requirements for sight distance (see GJMC 29.28.140) and the sight zone (see GJMC 29.28.150). Landscaping islands shall also consider the same requirements.

29.20 LOCAL & MINOR COLLECTOR STREETS, LANDSCAPING & TRAFFIC CALMING

29.20.010 Street Standards

Geometric street standards have been developed to provide livability for residents, safety for both vehicular and pedestrian traffic and efficient movement. This chapter sets the minimum standards for geometric design of local and minor collector streets that provide access to residential, commercial, and industrial land uses. These streets deserve special discussion because they are the most common streets built for development. Local streets are defined as streets whose primary function is to serve the abutting land use. Design criteria for both horizontal and vertical alignments are established in this chapter. Design criteria for major collector and higher classification streets are discussed in Chapter 29.28.

29.20.020 Local and Minor Collector Streets

Streets shall conform with the adopted Street Plan Functional Classification Map, Figure 3 in the Grand Junction Circulation Plan. Minimally, the plan identifies locations where collector street connections are desired and identifies general alignments for local streets. Street layouts shall continue streets in adjoining subdivisions or their anticipated locations when adjoining property is not yet developed to provide interconnectivity.

29.20.030 Block and Lot Dimensions

Refer to the Zoning and Development Code for block and lot dimension requirements.

29.20.040 Right of Way, Street Lane Widths, and Street Lengths

The required right-of-way width for a street is stated in the Street Sections. Additional widths may be required for needed through lanes, turn lanes, speed change lanes, and where it is necessary to accommodate slopes, irrigation crossings, drainage structures, and timing of adjacent development.

29.20.050 Cul-de-Sacs and Dead End Streets

No cul-de-sac shall be more than 750 feet long, measured from the center of the intersection to the center of the turnaround.

No more than 30 single family/duplex units shall be located on a cul-de-sac street. All cul-de-sacs shall have a turnaround at the terminus point. For single or two-family residential developments that exceed 30 units, a separate and approved fire apparatus access road will be required. If it is a multi-family residential development, the number of units can exceed 30 units and the fire code will govern.

Surface drainage of a cul-de-sac shall be conveyed toward the intersecting street, if possible, and if not possible a drainage easement shall be provided leading out of the cul-de-sac.

Fire Department Access standards contain additional details to assist developers and designers in meeting the requirements of the fire department (Fire department Access B.2-5) When two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

Unless the street meets all of the requirements for a cul-de-sac, no dead end streets shall be allowed except in cases where such streets are designed to connect with future streets on adjacent land. In that case, if any lots in the subdivision are dependent upon the dead end street for access, the plat shall include a temporary turnaround easement at the terminus of the street.

A single access street system shall be allowed for a maximum 100 dwelling units. Before the 101st unit can be platted, a secondary access is required to be constructed or financially secured. This secondary access must be platted as public right-of-way and constructed to public street standards to the property line of the subdivision. A temporary turnaround shall be constructed if the stub street access is longer than 150 feet.

Pedestrian pathways or trails may be required off the end of cul-de-sacs to adjacent streets or cul-de-sacs to provide direct pedestrian and bicycle connectivity. See the Zoning and Development Code for pathway and trail connection requirements.

29.20.060 Alignments

(a) Horizontal Alignment

Designs must conform to the pattern of thoroughfares designated in the Street Plan Functional Classification Map in the Grand Junction Circulation Plan. Proposed streets align with existing or platted streets with which they are to connect.

Local streets (if not ending in a cul-de-sac) shall extend to the property lines of the project. A temporary turn around area capable of supporting a fire truck (HS-20 loading) shall be required at the end of the street improvement if a cul-de-sac is not provided and the street is longer than 150' from the flowline of the intersecting street. Proposed streets with widths different from existing streets to which they are being connected must be transitioned using the pavement transition taper standards.

(b) Curve Radii

(1) All curve designs shall be based on the Horizontal Curve Design Criteria.

Horizontal Curve Design Criteria

Design Criteria[1]	Local		Minor Collector[3]
	Hillside[2]/ Residential	Industrial[3]/ Commercial[3]	
Design Speed (mph)	20	25	25
Center[4] Line Radius (ft)	110	200	200
Horiz. Sight Dist. (ft)	150	200	200
Reverse Curve Tangent (ft)	0	0	0
Approach[5] Tangent at Intersections	50	75	75

1 These criteria are to be used without super-elevation.

2 Hillside is defined as having grades of 10% or greater, as defined in section 21.06.010(f) of the City Zoning and Development code.

3 Design speeds and associated horizontal curve design criteria shown for Local Industrial/ Commercial Streets and Minor Collector Streets are typical, but may vary depending on context. In situations where design speeds are different than what is shown in the table, consult the current edition of the "A Policy on Geometric Design of Highways and Streets," AASHTO for associated design criteria.

4 Radii shown are based on the street having a crown section with a pavement cross-slope of 2% on each side of the crown.

5 Where a curved road approaches an intersection, these tangent sections must be provided on the approach to the intersection to provide for adequate sight distance for traffic control devices at the intersection. The distance shall be measured from the flowline of the through street.

(2) Intersections shall meet the minimum effective turn radii at public street intersections (which accounts for on-street bike lanes or parking if applicable) and must meet a minimum curb return flowline radius of 15 feet.

Minimum Effective Turn Radii at Public Street Intersections

Through Street[2]	Intersecting Street				
	Arterial	Collector	Local Residential	Local Commercial	Local Industrial[1]
Local Residential	30’	25’	20’		
Local Commercial	30’	30’	20’	30’	30’
Local Industrial		30’		30’	30’

1 Radii at intersections with industrial streets shall be designed on a case by case basis considering the turning requirements for the type of truck that will most commonly use the street.

2 At signalized intersections where right turn channelization islands are provided or high truck and bus volumes may use the access, a larger flowline radius may be required.

3 When bike lanes or parking are present consider a reduced flowline radii to match the effective flowline of the intersection, with a minimum flowline of 15’.

(c) Bulb-Outs

If on-street parking is present on minor collectors and local commercial streets, steps should be taken to prevent vehicles from parking too close to the intersection. Bulb-outs should be used to reduce the intersection width and prevent parking in the sight zone. This will result in shorter crossing distances for pedestrians, increased sight distance, and increased visibility of pedestrians especially for turning vehicles, which will increase pedestrian safety and comfort at intersections. Bulb outs are not required on local residential or industrial streets but can be used as a traffic calming device.

(d) Tangent Distance Between Curve

There is no minimum tangent distance between curves for residential or commercial street design.

(e) Superelevation

Superelevation is not allowed on residential street curves.

29.20.070 Vertical Alignment - Grades

Design grades and vertical sight distance address drainage and/or safety concerns for vehicles and pedestrians. Grades of streets shall not be less than 0.5%, nor more than 8%. In hilly terrain (defined as having grades of 10% or greater, as defined in section 21.07.020 of the City Zoning and Development code), the maximum grade for local residential streets is 12% for a maximum distance of 500 feet. To help keep the grade of gutters at a minimum of 0.5% a maximum allowable grade break of 1% is allowable in sags and on crests. See section 29.20.150 for requirements for grades at intersections. See GJMC 29.28.050 for design control requirements for vertical curves.

29.20.080 Cross Section

(a) Street Cross Slopes

The typical cross slope is 2% crown to provide for adequate drainage to the pavement edge. The minimum cross slope is 1% and the maximum is 4%. At the discretion of the City Engineer, the cross lope may deviate based on demonstrated physical constraints. Typical sections are shown in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

(b) Roadside Barrier and Bridge Rails

Roadside barriers shall be required in accordance with warrants, design criteria and standards for roadside barriers and bridge rails as defined in the most recent version of the AASHTO Roadside Design Guide.

29.20.090 Stopping Sight Distance

Stopping sight distance is defined as the length of roadway ahead visible to the driver. The minimum stopping sight distance available on a roadway must be sufficiently long to enable a vehicle traveling at or near the roadway design speed to stop before reaching a stationary object in its path or react to a traffic control device such as a stop sign.

The appropriate stopping sight distance (see GJMC 29.28.070) shall be provided. The distances shown assume vehicles traveling on wet pavement on flat grades. Factors that take in to account the effect of grade on stopping sight distance shall be used in determining appropriate stopping sight distance where the grades are 3% or higher.

29.20.100 Bicycle Treatments

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of bicycle facilities shall comply with Section 29.48.

29.20.110 Intersections

There are two general types of intersections: unsignalized and signalized. Each of these shall have several different configurations and levels of traffic control. A roundabout is a form of an unsignalized intersection and is specifically discussed in GJMC 29.28.220 All intersection design shall conform to the guidelines set forth in AASHTO and the MUTCD.

29.20.120 Unsignalized Intersections

There are two appropriate levels of traffic control at unsignalized intersections: two-way stop controlled and all-way stop controlled. The appropriate use of each of these is discussed in the following sections.

(a) Two-way Stop Controlled Intersections

(1) Two-way stop controlled intersections shall be installed in new subdivisions.

(2) STOP signs shall be installed in accordance with the MUTCD.

(3) At intersections of two different types of roadways, a STOP sign shall be used on the minor street to stop the lesser flow of traffic. STOP signs will generally be used at all intersections that do not meet the all-way stop control or traffic signal warrants.

(b) All-way Stop Controlled Intersections

An all-way or "multi-way" stop installation shall be used only as warranted in Part II of the MUTCD**.**

`29.20.130 Signalized Intersections

Signals will not normally be considered for residential streets or commercial streets. Where signals may be warranted, the criteria in GJMC 29.28.130 shall be followed, and documented in a Transportation Impact Study (see Chapter 29.08).

29.20.140 Angles

Public streets shall intersect at 90° angles or as close to 90° as topography permits, in any event no less than 80°. Intersections on horizontal curves shall be avoided.

When an intersection is on a curve the center line of the intersection must be radial to the curve.

29.20.150 Grades At Intersections

Intersections shall be on grades as flat as practical. At unsignalized intersections, the maximum allowable grade in the intersections is 4% and extends a minimum of 50 feet in each direction from the outside edge of the traveled way of the intersecting street. At signalized intersections, the maximum grade is 2% within the intersection and extends 200 feet in each direction from the centerline of intersecting roadway. Grades above 4% will only be allowed on local and collector streets in areas with steep topography or other unusual circumstances that prevent a flatter grade, and must be documented as a design exception (see Chapter 29.64).

When intersecting with State Highways, refer to Section 4 of the State Highway Access Code.

29.20.160 Spacing and Offsets

(a) Commercial Streets

Four legged intersections shall be spaced at least 300 feet apart from centerline to centerline. Where T-intersections are used, the centerlines of streets not in alignment shall be offset a minimum of 150 feet and be 150 feet from the nearest four-legged intersection. If the left turn storage requirements for adjacent intersections overlap, the minimum spacing must be increased to provide adequate left turn storage in both directions. If exclusive turn lanes are required, the design shall conform to the criteria in GJMC 28.28.170.

(b) Local Residential Streets

Four legged intersections shall be spaced at least 300 feet apart from centerline to centerline. Where T-intersections are used, the centerlines of streets not in alignment shall be offset a minimum of 150 feet.

29.20.170 Intersection Sight Distance

Street intersections and private access to public streets shall be planned and located to provide as much sight distance as possible. At a minimum, there must be sufficient sight distance for the driver on the minor street or driveway to cross or turn onto the intersecting street. Minimum sight distance values are provided (see GJMC 29.28.140) for passenger cars turning left or right from a minor street. When grades are steeper than 3.0%, adjustment factors must be applied.

The operating speed on each approach is assumed to be, in order of desirability, a) the 85th percentile speed, b) the posted speed if based on an engineering study, or c) in the case of a new facility, 80 percent of the design speed.

29.20.180 Sight Zones

The location of sight zones at intersections are identified in GJMC 29.28.140 and sight zones along streets are identified in the Street Sections (see appendix). Within the sight zone there shall be no sight obscuring sign, wall, fence, berming, or other object higher than 30 inches, or in the case of trees, no foliage lower than 8 feet (trees of any diameter may be planted as long as no foliage is lower then 8 feet). Vertical measurement shall be made from the flowline of the adjacent gutter or, if no gutter exists, from the edge of the nearest traveled way. Objects that may be located in the sight zones are items such as hydrants, utility poles, and traffic control devices. These shall be located to minimize visual obstruction.

29.20.190 Pedestrian Treatments

In order to provide pedestrian safety, comfort, and access, accommodations for pedestrians shall be designed into all intersections per Section 29.28.110; including sidewalks, crosswalks, pedestrian refuge islands and accessible ramps. The design shall conform to the standards set forth by the Americans with Disabilities Act and meet the details specified in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

29.20.200 Landscaping – Site Distance at Intersections

Any landscaping in the sight distance triangles at intersections shall be low growing, and shall meet the sight distance requirements in Section 29.20.180.

29.20.210 Traffic Calming

According to the Institute of Traffic Engineers (ITE), "Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users." This differs from standard traffic control devices such as stop signs, which are regulatory. Traffic calming strategies are engineered to be self-enforcing physical measures.

This section provides guidance for appropriate applications of traffic calming on the existing street system, as well as the application of traffic calming measures during the planning and design stages of new sub-divisions. Refer to ITE's Traffic Calming Measures for additional guidance on design and considerations of each traffic calming tool.

29.20.220 Methods to Divert Traffic from Residential Streets

Residents frequently complain that their residential street is being used by high speed and/or cut through traffic. One treatment of the traffic is the use of closures, diverters, and one-way treatments. Multiple treatments can be implemented on one street as part of a formal "Slow Streets Program" along with supporting signage such as "Local Traffic Only."

(a) Street Closure

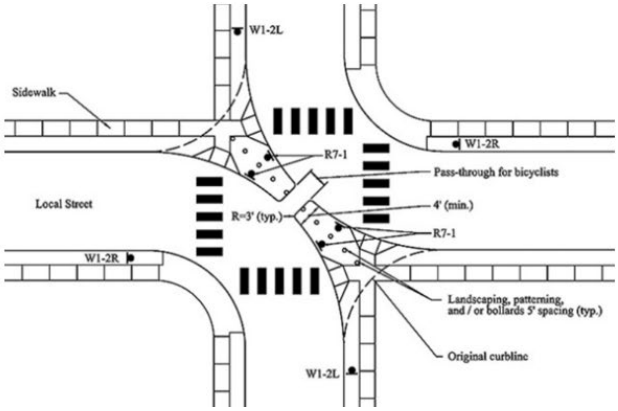
Streets may be fully or partially closed from one end to give drivers no choice but to travel another route, with vehicle access provided from the end that is not closed. A street closure is the most drastic form of traffic calming and shall be carefully considered before implementation. Street closures can lead to increased traffic on nearby streets as drivers are re-routed to other routes. Closures should be made passable by pedestrians and bicyclists.

Permanent Partial Closure

Retrofit Partial Closure

(b) Diagonal Street Diverters

A diagonal street diverter can also be considered a partial street closure. With a diverter, traffic traveling in one direction is not given access to a street. As with street closures, implementation of diverters may shift traffic to another street where access is not regulated. Street diverters should provide cut throughs for pedestrians and bicyclists.



Source (drawing): Delaware Department of Transportation

(c) One-Way Streets

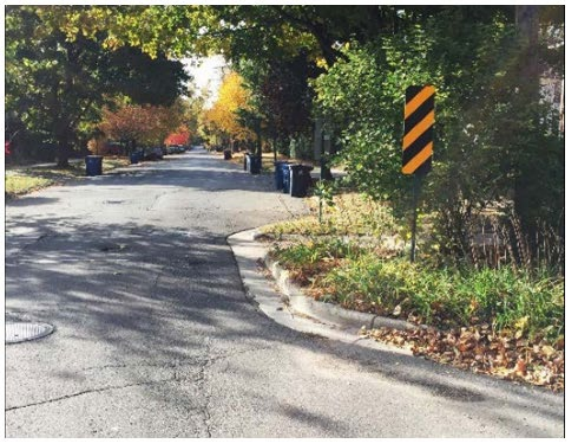
One-way streets may be effective in decreasing the number of vehicles traveling on a given roadway. Traffic patterns shall be assessed to determine the effects of a one-way street on a given circulation pattern. Although traffic volumes are generally decreased by one-way treatments, speeds can often increase as drivers are channelized through the street.

29.20.230 Methods to Slow Traffic on Residential Streets

Where speed is the recognized problem, the following methods can be effective in slowing existing traffic on residential and collector streets. These treatments are appropriate on streets where the block length is at least 600 feet. For blocks less than 600 feet traffic circles at the intersections are the preferred traffic calming tool.

(a) Chokers

Research has shown that traffic moves slower on narrow streets. Chokers reduce the width of a street by narrowing the road at a 'choke point'. Depending on the road segment length, one or several chokers can be used.



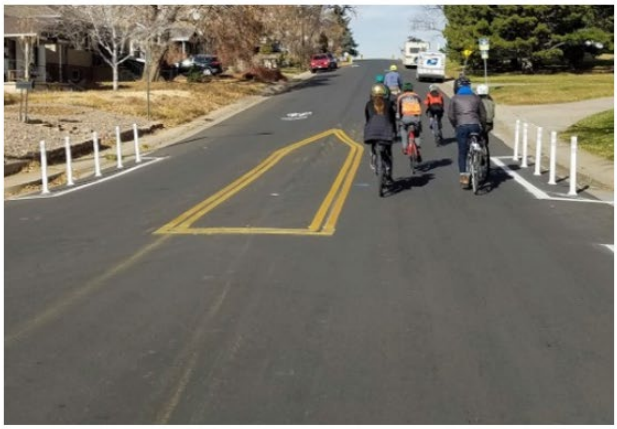
Permanent Choker
(source: City of Ann Arbor, Michigan)

Retrofit Choker
(source: City of Denver, Colorado)

(b) Medians

A median can be installed on a street where width tends to encourage speed. Medians narrow the lanes, reducing the comfort of the driver while driving at higher speeds. Median treatments are particularly effective with landscaping.

Permanent Median
(source: James Barrera, Harrocks New Mexico)



Retrofit Median
(source: City of Denver, Colorado)

(c) Chicanes

A chicane is essentially half of a choker. A chicane is placed on one side of the road to narrow a lane of traffic. A chicane can be used singly but is usually placed as a series on both sides of the road.

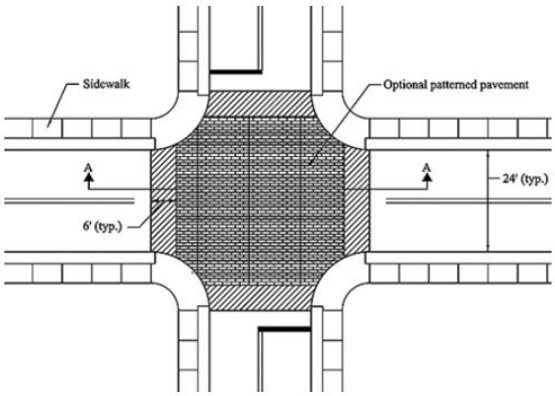
Permanent Chicane
(source: City of Denver, Colorado)

Retrofit Chicane

29.20.240 Methods to Slow Traffic at Intersections

(a) Raised Intersections

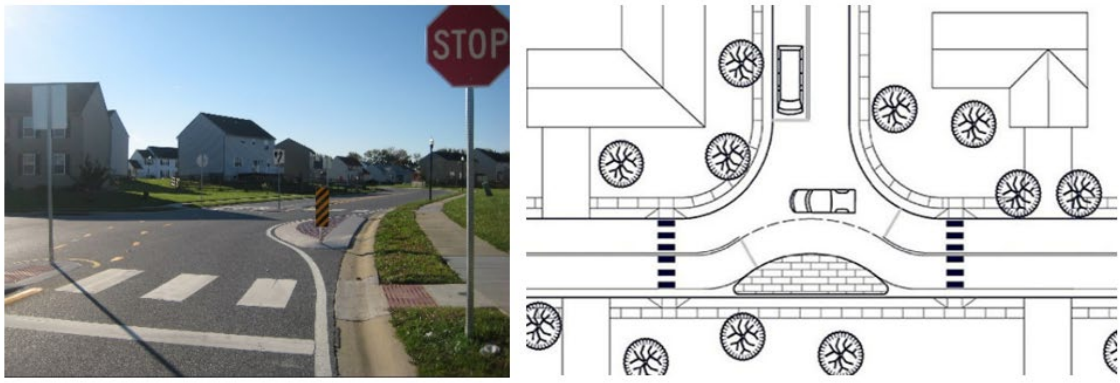
Raised intersections are flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section.



Source: (photo) Chuck Huffine, Phoenix AZ; (drawing) Delaware Department of Transportation

(b) Realigned Intersections

Realigned intersections are changes in alignment that convert T-intersections with straight approaches into curving streets meeting at right angles – a straight shot along the top of the T becomes a turning movement.



Source: Delaware Department of Transportation

(c) Traffic Circles

Traffic circles are set in the center of a three- way (driveways excluded) or four-way intersection to slow traffic coming from each direction. A traffic circle can be effective in creating a neighborhood gateway by providing a unique feature that can be creatively landscaped. This includes mini traffic circles which can be applied as a retrofit to existing STOP controlled intersections.

Example of a mini traffic circle

(d) Bulb-Out/Corner Extension

A bulb-out or corner extension is the horizontal extension of the sidewalk and curb at an intersection, typically in place of on-street parking, resulting in a narrower roadway. Bulb-outs are most feasible on streets with on-street parking and are effective at narrowing the crossing distance for pedestrians, increasing visibility of pedestrians, slowing turning vehicles, and preventing drivers from parking too close to an intersection and blocking sight lines and/or the crosswalk.

Permanent Bulb-Out

Retrofit Bulb-Out
(source: City of Denver, Colorado)

(e) Other Methods

Other methods may be considered (such as hardened center lines) as approved by the jurisdiction.

29.20.250 Traffic Calming in New Developments

Long, wide streets with limited parking will generally increase speeds. As new developments occur, traffic calming can be planned as a feature of the neighborhood to keep vehicle travel speed low for maximum livability and safety of all street users. In large developments and developments that connect to existing residential streets, designs to control speeds and volumes are required. Design features such as curvilinear streets, T-intersections and entry treatments can reduce the need for traffic calming devices such as speed humps and chokers. Generally, horizontal calming measures will provide greater efficiency and livability in new developments.

The design speed of residential streets shall be 20 MPH. The design of local streets shall include positive traffic calming measures and devices. They are required when a straight street exceeds 600 feet in length. Horizontal curves used for traffic calming must achieve an offset of at least five feet (half the width of the lane - which equates to a length of curve of at least 35 feet assuming the minimum horizontal radius is used) and be consistent with the Horizontal Design Criteria Table in 29.20.060(b)(1). Such measures and devices shall be sufficient to minimize the ability of the average motorist to exceed 20 MPH. Narrow streets may not need specific measures.

29.24 FIRE DEPARTMENT ACCESS

29.24.010 Fire Department Access

The Grand Junction Fire Department responds to a multitude of emergencies in various types of buildings and occupancies. To provide effective fire-fighting operations, the Fire Department must be able to reach all structures by way of approved access. Thus, street design and access must meet the requirements established in the current version of the Grand Junction Fire Department Access standards and the locally adopted fire code. The only potential exceptions to the requirements identified in Fire Department Access standards that would be considered are modifications of the Alternative Street Designs (see Chapter 29.68).

29.28 ARTERIAL AND MAJOR COLLECTOR DESIGN, INCLUDING ROUNDABOUTS

29.28.010 Geometric Standards

Geometric standards have been developed to provide adequate safety for the traveling public. This chapter sets the minimum standards for geometric design of streets classified as major collector and above, as shown on the Street Plan Functional Classification Map, Figure 3 in the Grand Junction Circulation Plan. These streets are intended for higher traffic volumes and throughput than the local streets and minor collector streets discussed in Chapter 29.20. They function in transition from direct land use access to movement of traffic.

Roundabouts provide safety improvements, less delay than other forms of control, community enhancement and increased traffic circulation at some intersections. Roundabouts can efficiently handle many intersections with decreased delay and greater efficiency than traffic signals. This section defines the roundabout and provides a link to general design criteria.

29.28.020 Arterial and Collector Streets

(a) Arterial Streets

Principal arterials shall be designed to provide a high degree of mobility and serve longer trips, implying a higher operating speed and level of service. These streets are designated on the Street Plan Functional Classification Map in the Grand Junction Circulation Plan. Minor arterial streets interconnect with and augment the Principal arterial system. These streets accommodate trips of shorter lengths and may also serve more access functions than principal arterial streets.

(b) Collector Streets

Collector streets provide both land access and movement within residential, commercial and industrial areas. Operating speeds are lower than arterial streets.

(c) Pedestrians and Bicyclists

Pedestrians and bicyclists are users of the street system and street design needs to include consideration for them. The adopted Pedestrian & Bicycle Plan shows existing and future pedestrian and bicycle facilities.

29.28.030 Right of Way, Street Lane Widths, and Street Lengths

The required right-of-way width for a street is indicated in the Street Sections located in the Appendix. Additional widths may be required for needed through and turn lanes, and where it is necessary to accommodate slopes and drainage structures.

29.28.040 Alignments - Horizontal Alignment

Streets shall extend to the boundary lines of the land to be subdivided. Proposed streets with widths different from existing streets to which they are being connected must be transitioned using pavement transition taper standards.

All designs shall be based on the Horizontal Curve Design Criteria.

Horizontal Curve Design Criteria

Design Criteria	Major Street[1]		
	Low Speed Collector	Collector/ Arterial	Arterial
Min. Design Speed (mph)	30	35	40
Min. Center Line Radius[2] (ft)	335	510	SEE[4]
Min. Horizontal Sight Distance (ft)	200	250	325
Min. Reverse Curve Tangent (ft)	0	200	200
Min. Approach Tangent at Intersections[3]	100	200	300

1 These criteria are to be used without super-elevation.

2 Radii shown are based on the street having a crown section with a pavement cross-slope of 2% on each side of the crown. For minimum radii required for other cross-slopes or where super-elevation is provided and approved, see Table 3-13 in "A Policy on Geometric Design of Highways and Streets," AASHTO, 2018 Edition or most current edition.

3 Where a curved road approaches an intersection, these tangent sections must be provided on the approach to the intersection to provide for adequate sight distance for traffic control devices at the intersection.

4 The maximum super-elevation rate allowed is e=6%. Where super-elevation is used, runoff lengths shall conform to Table 3-9 in "A Policy on Geometric Design of Highways and Streets," AASHTO, 2018 Edition or most current edition.

29.28.050 Alignment - Vertical Alignment - Grades

Grades, curve length and vertical sight distance shall be designed to ensure proper drainage, sight distance and safety for vehicles and pedestrians. Grades of streets shall

not be less than 0.5%. The grade of a street may be reduced only when matching existing streets or property. Maximum street grades shall be 8%. For algebraic differences of 0.5% or less, grade breaks shall be required for adequate drainage.

Design Controls for Vertical Curves

Design Speed MPH	Stopping Sight Distance (feet)	Crest "K" Values	Sag "K" Values
20	115	7	17
25	155	12	26
30	200	19	37
35	250	29	49
40	305	44	64
45	360	61	79
50	425	84	96
55	495	114	115
60	570	151	136

From Table 5-3, AASHTO A Policy on Geometric Design of Highways and Streets, 2018

1 All minimum stopping sight distances for vertical curves with crests must be shown on the construction plans. Sight distances are based on design speeds.

29.28.060 Clearance of Structures

A minimum of 17.5 feet shall be provided for all overhead sign structures. The clearance shall be measured from the crown of the street to the lowest portion of the structure. A minimum vertical clearance of 16.5 feet for all other structures shall be provided on all arterial streets and designated truck routes. A minimum clearance of 14.5 feet may be allowed on collector streets per CDOT 2018 Roadway Design Guide.

29.28.070 Stopping Sight Distance

Stopping sight distance is defined as the length of roadway ahead visible to the driver. The minimum stopping sight distance available on a roadway must be sufficiently long to enable a vehicle traveling at or near the roadway design speed to stop before reaching a stationary object in its path or react to a traffic control device such as a stop sign.

The appropriate stopping sight distance shall be provided. The distances shown assume vehicles traveling on wet pavement on flat grades. Factors that take in to account the effect of grade on stopping sight distance shall be used in determining appropriate stopping sight distance where the grades are 3% or higher.

Minimum Stopping Sight Distance

Design Speed (MPH)	Stopping Sight Distance (Ft.)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570

Based on Table 5-3, AASHTO A Policy on Geometric Design of Streets and Highways, 2018

Effect of Grade on Stopping Sight Distance

Design Speed (MPH)	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495

From Exhibit 3-2, AASHTO A Policy on Geometric Design for Highways and Streets, 2018

29.28.080 Cross Section

(a) Cross Slopes

The typical cross slope is 2% crown to provide for adequate drainage to the pavement edge. The maximum cross slope on the tangent sections shall not exceed 4%. The minimum cross slope shall be 1%.

(b) Super-elevation

Super-elevation shall be designed in accordance with the Horizontal Curve Design Criteria.

(c) Clear Zones

All roadways shall meet clear zone requirements as set forth in the current edition of the AASHTO Roadside Design Guide. Where under-improved streets are constructed (for example, a half-street construction), the minimum shoulder width shall be provided.

(d) Roadside Barrier and Bridge Rails

Roadside barriers shall be required in accordance with warrants, design criteria and standards for roadside barriers and bridge rails as defined in the current edition of the AASHTO Roadside Design Guide.

29.28.090 Tapers and Transitions- Road Width Transition Tapers

When constructing a roadway that will connect with an existing roadway of a different width, a transition taper is required. These ratios are not to be used in the design of exclusive turn lanes**.**

Minimum Road Width Transition Tapers

Design Speed (MPH)	Transition Run/Offset (Ft/Ft)
30 or less	15 / 1
35	20 / 1
40	25 / 1
45	45 / 1
50	50 / 1
55	55 / 1
60	60 / 1

Table based on Section 3B-8, MUTCD.

29.28.100 Bicycle Treatments

Bicycle facilities are required as shown on the Pedestrian and Bicycle Plan and the street sections included in the Appendix. Provisions for bicycle facilities and crossings shall be in accordance with the AASHTO Guide for Development of Bicycle Facilities. Refer to Chapter 28.48 for design guidance on bicycle facility types, and minimum adherence standards. Refer to the Pedestrian and Bicycle Plan for additional guidance on designing bikeway facilities and bikeway crossings.

29.28.110 Intersections

Generally, there are two types of intersections: unsignalized and signalized. Each of these may have several different configurations and levels of traffic control. A roundabout is a form of an unsignalized intersection and is specifically discussed in Section 29.28.220. All intersections shall conform to the guidelines set forth in AASHTO and the MUTCD. For streets with bicycle facilities, refer to Chapter 29.48 for additional guidance on bicycle intersection treatments as well as the street sections located within the Appendix.

29.28.120 Unsignalized Intersections

There are three acceptable levels of traffic control at unsignalized intersections: yield controlled, two-way stop controlled and all-way stop controlled. The appropriate use of each of these is discussed in the following sections.

(a) Yield Controlled Intersections

Yield controlled intersections will not generally be allowed, except at roundabouts.

(b) Two-way Stop Controlled Intersections

Stop signs shall be used in accordance with the MUTCD.

(c) All-way Stop Controlled Intersections

An all-way or "multi-way" stop installation shall be used only where the criteria of the MUTCD are met.

29.28.130 Signalized Intersections

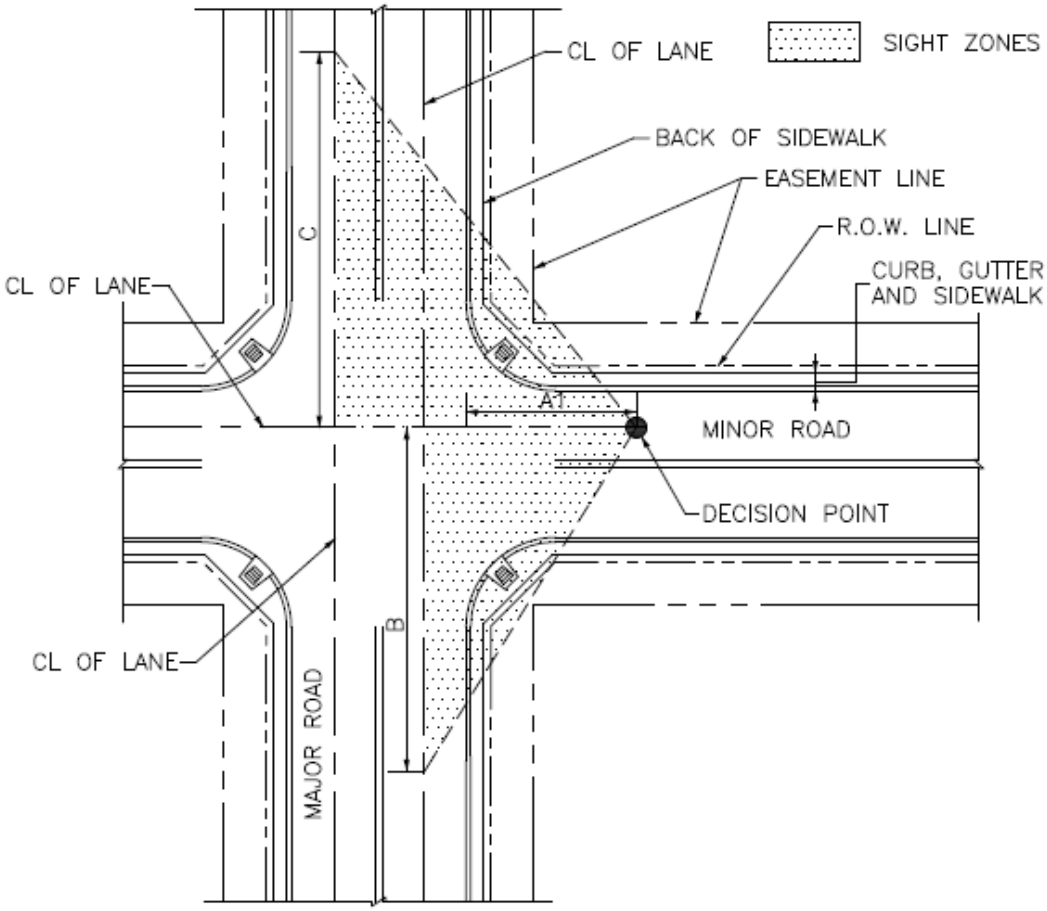
A signalized intersection shall only be installed after a careful analysis and engineering study of the roadway and traffic conditions at the intersection and on the corridor. When a signal is proposed on a corridor where signals are coordinated, the TIS (see Chapter 29.08) shall analyze the impacts to the progression of traffic on the corridor and on surrounding land uses. This analysis shall include the progression bandwidth, efficiency and level of service determinations, signal timing and phasing including pedestrian movements, and an analysis of the storage queue lengths for exclusive turn lanes. Signal installations shall meet the spacing criteria in Section 29.28.200. Traffic signal warrants and design criteria are thoroughly discussed in the MUTCD, Part IV.

29.28.140 Sight Distance

Street intersections and private access to public streets shall be planned and located to provide as much sight distance as possible. At a minimum, there must be sufficient sight distance for the driver on the minor street or driveway to cross or turn onto the intersecting street. Minimum sight distance values are provided for passenger cars turning left or right from a minor street. When grades are steeper than 3.0%, adjustment factors must be applied.

The operating speed on each approach is assumed to be, in order of desirability, a) the 85th percentile speed, b) the speed limit if based on an engineering study, or c) in the case of a new facility, 80 percent of the design speed.

Minimum Sight Distance for Left and Right Turns onto Major Street by Passenger Cars at Stop-Controlled Intersections



APPROACH SPEED	B	C
15 MPH	145 FT	170 FT
20 MPH	195 FT	225 FT
25 MPH	240 FT	280 FT
30 MPH	290 FT	335 FT
35 MPH	335 FT	390 FT
40 MPH	385 FT	445 FT
45 MPH	430 FT	500 FT
50 MPH	480 FT	555 FT

*BASED ON AASHTO FIGURE 9–15

NOTES:

SIGHT ZONE SHOULD BE EVALUATED FOR ALL APPROACHES.

A1 IS 18' MEASURED FROM THE MAJOR ROAD LIP OF GUTTER. IN CONSTRAINED SCENARIOS, A1 MAY BE REDUCED TO A MINIMUM OF 14.5' WITH CITY APPROVAL.

DISTANCE B MAY BE UTILIZED WITH CITY APPROVAL, WHEN THE INTERSECTION CONTROL ONLY ALLOWS RIGHT TURNS OUT FROM THE MINOR LEG.

Factors for the Effect of Grade on Sight Distance

Approach Grade (%)	Design Speed (MPH)									
	15	20	25	30	35	40	45	50	55	60
-6	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.2
-5	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
-4	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1
-3 to +3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
+4	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9
+5	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9
+6	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9

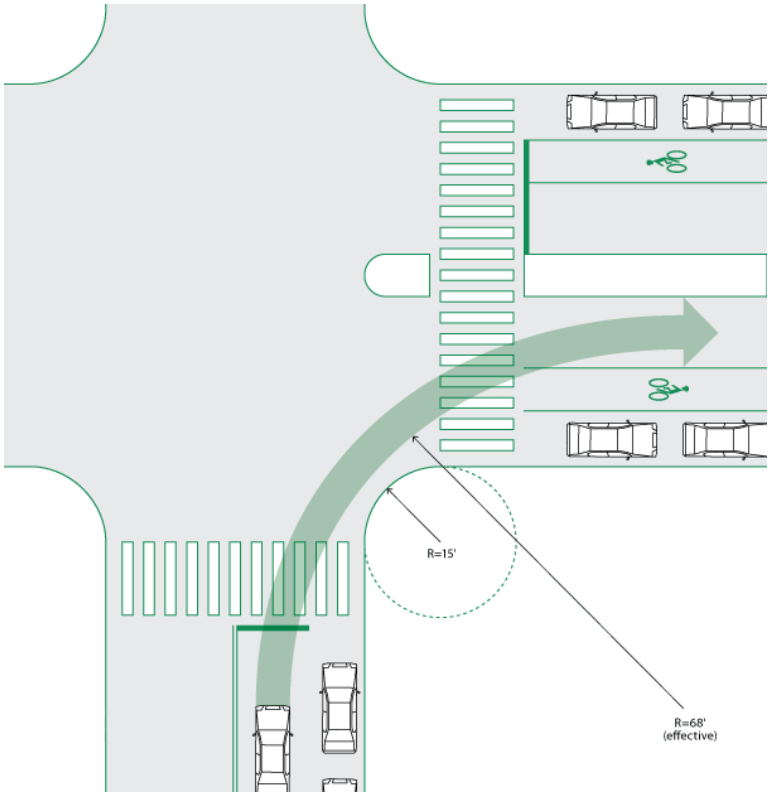
Based on Table 9-5, AASHTO A Policy on Geometric Design for Highways and Streets, 2018.

29.28.150 Sight Zones

The location of sight zones at intersections are identified in GJMC 29.28.140 and sight zones along streets are identified in the Street Sections (see appendix). Design requirements within the sight zone for major collector and arterial streets are the same as for local and minor collector streets. Refer to GJMC 29.20.180.

29.28.160 Intersection Radii

Minimum intersection effective radii must be maintained at public street intersections and a 15 foot minimum flowline radius is required to allow for proper drainage in situations where flowline radii is less than the effective radii. The “effective” radius is different than the flowline radius in that effective radius accounts for on-street parking or bike lanes which can cause the effective radius for a turning vehicle to be much larger than the flowline radius. An effective turn radius that is too large can encourage drivers to maintain a high speed while turning, which can compromise the comfort and safety of pedestrians crossing in the crosswalk. The NACTO Urban Street Design Guide recommends design corner radii to limit turning speeds to 15 mph to support a comfortable pedestrian environment. Thus, when a bike lane or parking lane is present on one or both of the intersecting streets, either a bulb-out (see 29.28.165) should be provided to maintain the desired effective radii or the flowline radius should be designed to be less than the minimum intersection effective radius in order to encourage slower turning vehicle speeds.



Example of "Effective" Turn Radius (source: NACTO Urban Street Design Guide)

Minimum Intersection Effective Radii

Through Street[2]	Intersecting Street				
	Arterial	Collector	Local Residential	Local Commercial	Local Industrial[1]
Arterial	35'	30'	30'	30'	30'
Collector	30'	30'	25'	30'	30'

1 Radii at intersections with industrial streets shall be individually designed based on the turning requirements for the type of truck that will most commonly use the street.

2 At signalized intersections where right turn channelization islands are provided or high truck and bus volumes may use the access, a larger flowline radius may be required.

3 When bike lanes are present consider a reduced flowline radii to match the effective flowline of the intersection, with a minimum required flowline radius of 15 feet.

29.28.165 Bulb-Outs

If on-street parking is present, steps should be taken to prevent vehicles from parking too close to the intersection. Bulb-outs should be used to reduce the intersection width and prevent parking in the sight zone. This will result in shorter crossing distances for pedestrians, increased sight distance, and increased visibility of pedestrians especially for turning vehicles, which will increase pedestrian safety and comfort at intersections.

29.28.170 Lane Requirements

Lane design through an intersection shall be consistent with the lane design of the streets forming the intersection.

(a) Lane Widths

Lane widths shall be consistent with the cross-sections as shown in the City Standard Street Details.

(b) Exclusive Turn Lanes.

(1) The purpose of an exclusive turn lane is to expedite the movement of through traffic, increase intersection capacity, permit the controlled movement of turning traffic, and promote the safety of all traffic. The provision of left-turn lanes is essential from both capacity and safety standpoints where left turns would otherwise share the use of a through lane. Right-turn lanes remove the speed differences in the main travel lanes, reducing the frequency and severity of rear-end collisions.

(2) Separate right turn lanes shall be required in accordance with the right turn warrant chart. Separate left turn lanes shall be required at all new signal locations and at unsignalized locations in accordance with the left turn warrant chart.

Warrants for Right Turn Lanes
Two Lane Roadways
Number of Peak Hour Turning Vehicles

DDHV[1] (vph)	≤ 35 MPH	40 MPH	45 MPH	50 MPH	55 MPH
200				73	35
300			120	41	24
400	200	200	50	30	19
500	150	125	35	25	16
600	75	50	25	20	14
800	50	30	15	15	11
1000	25	25	15	11	9
1200	20	20	15	9	8

1 DDHV – Directional Design Hourly Volume; volume of vehicles in the design hour using the through lane adjacent to which the right turn lane is to be constructed.

Warrants for Right Turn Lanes
Four Lane Roadways
Number of Peak Hour Turning Vehicles

DDHV[1] (vph)	≤ 35 MPH	40 MPH	45 MPH	50 MPH	55 MPH
300					75
400			145	75	40
500			95	57	32
600	170	160	65	42	26
800	80	70	37	28	19
1200	50	25	20	18	14
1600	20	15	14	13	10
2000	15	10	9	9	8

1 DDHV – Directional Design Hourly Volume; volume of vehicles in the design hour using the through lane adjacent to which the right turn lane is to be constructed.

Charts developed based on studies conducted by Kansas Department of Transportation and University of Nebraska

Warrants for Left Turn Lanes
Number of Peak Hour Turning Vehicles

DDHV	30-35 MPH	40 + MPH
100	30	14
200	15	12
300 +	12	12

DDHV – Directional Design Hourly Volume; volume of vehicles in the design hour using the through lane adjacent to which the right turn lane is to be constructed.

(3) Construction of turn lanes on state highways shall be determined in accordance with the State Highway Access Code.

(4) Dual left turn lanes at signalized intersections shall be considered when the peak hour left turn volume exceeds 300 vehicles/hour. An analysis of the signal timing is required to measure the effects of the protected movement on the rest of the intersection movements. Intersection geometry shall allow for the operation of dual lefts. Permissive dual left turns are prohibited.

(c) Left and Right Turn Lane Design

(1) The components of a left turn lane consist of a taper and the full width lane for storage as shown in the turn lane elements and design criteria. Right turn lanes shall be 11' in width (not including the gutter pan) and two-way left turn lanes shall be 12' in width.

Minimum Left-Turn Tapers for Redirecting Through Lanes

Design Speed (MPH)	Tapers
25	10:1
30	15:1
35	20:1
40	30:1
45	45:1
50	50:1
55	55:1
60	60:1

Based on Table 4-9 CDOT Access Code

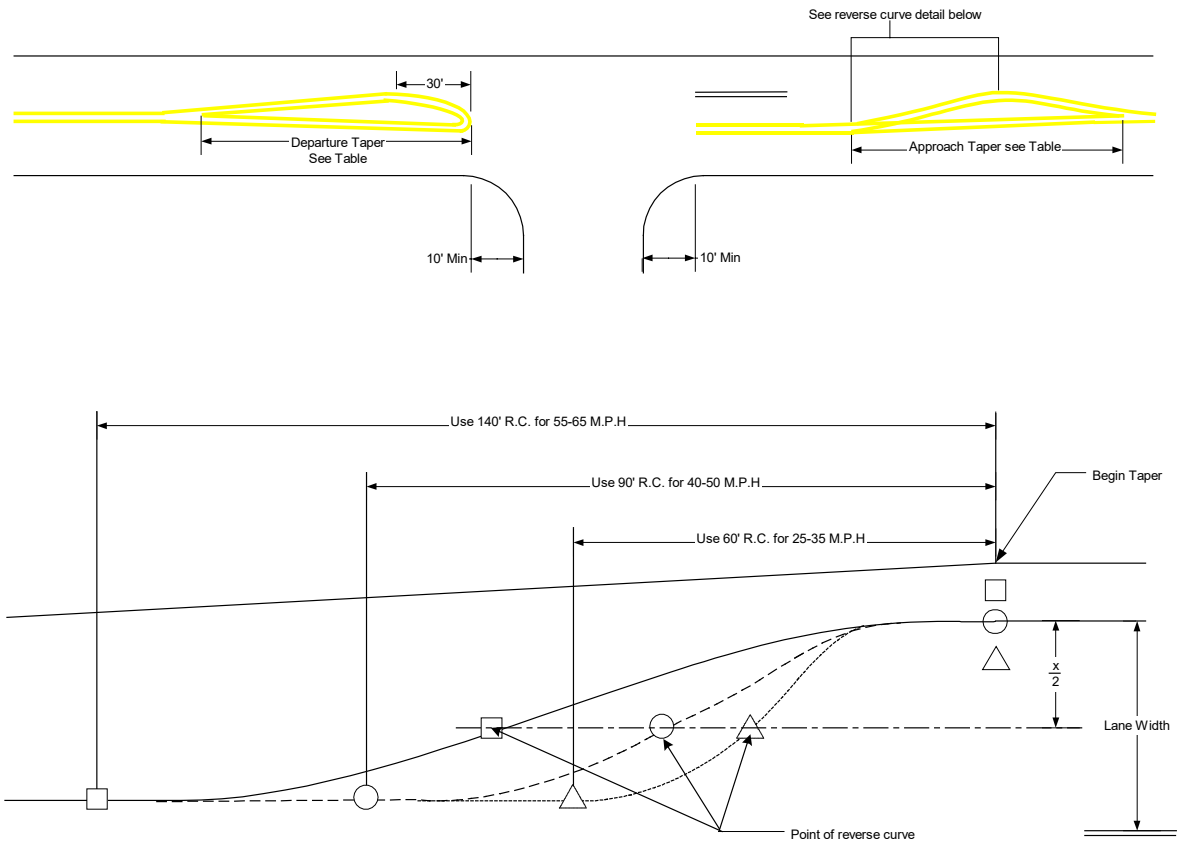
(2) Use the same ratio for both approach and departure tapers.

(3) Bay tapers shall be symmetrical reverse curves in accordance with the following:

i. Use 60’ Reverse Curve for 25-35 MPH

ii. Use 90’ Reverse Curve for 40-50 MPH

iii. Use 140’ Reverse Curve for 55-65 MPH



SYMMETRICAL REVERSE CURVES

(4) Storage lengths for turn lanes at signalized intersections shall be determined based on a signal timing analysis that predicts the 90% queue length required for the turn lane. At unsignalized intersections, the turn lane storage will be determined in accordance with the storage length table. Tapers for right turn lanes shall be designed in accordance with the right-turn lane taper table. Use of the reverse curve is encouraged as part of the taper length to allow vehicles to decelerate in the full lane width. If used, the difference in length between the required taper and the reverse curve shall be added to the required storage length of the turn lane.

Minimum Storage Lengths for Unsignalized Turn Lanes

Turning VPH	≤60	100	200	300
Required Storage Length	50	100	175	250

Based on Table 9-7 CDOT Design Guide

Minimum Right-Turn Tapers

Design Speed (MPH)	Tapers
25	7.5:1
30	8:1
35	10:1
40	12:1
45	13.5:1
50	15:1
55	18.5:1
60	25:1

Excerpted from Table 4-6, CDOT Access Code

(5) Standards for State Highway right turn and left turn speed change lanes are found in the State Highway Access Code.

29.28.180 Angles

Proposed public streets must intersect at 90° angles or as close to 90° as topography permits (no less than 80°). Intersections on sharp horizontal curves shall be prohibited based on sight distance and viewing angle for the driver.

29.28.190 Grades at Intersections

See GJMC 29.20.150 for design requirements for grades at intersections.

29.28.200 Spacing and Offsets of Intersections

(a) Principal Arterials

Signalized intersections shall be spaced at ½ mile intervals. Unsignalized intersections must be T-intersections spaced at least 600 feet apart, measured centerline to centerline. Unsignalized four legged intersections may be allowed on arterial streets provided that the design of the intersection precludes left turns onto and through movements across the arterial. If the overlap of left turn storage requirements for two T-intersections exceeds 600 feet, the minimum spacing must be increased to provide adequate left turn storage in both directions.

(b) Minor Arterials and Major Collectors

Signalized intersections shall be spaced no closer than 1/4 mile intervals. Unsignalized four-legged intersections must be spaced at least 300 feet apart. When T-intersections are used, the centerlines of streets not in alignment shall be offset a minimum of 150 feet and be 150 feet from the nearest four-legged intersection. If the left turn storage requirements for adjacent intersections overlap, the minimum spacing must be increased to provide adequate left turn storage in both directions. For spacing and offset requirements of driveways see GJMC 29.16.030.

29.28.210 Pedestrian Treatments

Accommodations for pedestrians must be designed into all intersections. Pedestrian accommodations include, but are not limited to sidewalks, crosswalks, pedestrian refuge islands, and accommodations for disabled pedestrians. Sidewalks are an integral part of urban streets and shall be included in the intersection design. Refer to the Bicycle and Pedestrian plan or city staff recommendations for detailed improvements at identified intersections. The Grand Junction Standard Contract Documents for Capital Improvements Construction shall be followed in designing and constructing pedestrian facilities. The intersection design shall conform to the standards set forth in the Americans with Disabilities Act. More information on the requirements can be found at http://www.access-board.gov/. Design of pedestrian facilities should also adhere to the latest guidance according to the U.S. Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG). Where sidewalks are provided, accessible ramps must also be provided. Utility boxes, drainage inlets, signs, and other fixed objects shall not be located within the path defined by ramp. The ramp shall align with the sidewalk and must be located entirely within the marked crosswalk area.

(a) Crosswalks

Crosswalks shall be marked at signalized intersections and designed as part of the markings for the traffic signal. All crosswalk markings must conform to MUTCD standards. Crosswalks at un-signalized intersections or mid-block locations will only be considered when an engineering study is conducted in accordance with Institute of Traffic Engineers guidelines and indicates crosswalks would increase pedestrian safety. Refer to the current edition of the Grand Junction Pedestrian Crossing Treatment Installation Guidelines for guidance on applicability of pedestrian crossing treatments in different contexts, including at uncontrolled crossings. Refer to CDOT's Pedestrian Crossing Installation Guide for uncontrolled pedestrian crossings on state highways.

(b) Pedestrian Refuge Islands

Pedestrian refuge islands may be constructed where mid-block crosswalks are proposed. Islands should be at least 6' wide and 6' length in advance and departing of crosswalk. All Islands must conform to the minimum standards established in the MUTCD, and must meet the design criteria for curbing and medians.

29.28.220 Roundabouts

(a) Design Criteria

A roundabout brings together conflicting traffic streams, allows the streams to safely merge and traverse the roundabout, and exit in the desired directions. The geometric elements of the roundabout provide guidance to drivers approaching, entering, and traveling through a roundabout.

Good roundabout design places a high priority on speed reduction and speed consistency. Low vehicle speed provides safety benefits including reduced numbers and severity of crashes; more time for entering drivers to judge, adjust speed for and enter a gap in circulating traffic; and safer merging. Roundabout intersections typically operate with lower vehicle delays than other intersection control types.

A capacity analysis of any proposed roundabout shall be conducted in accordance with Highway Capacity methods. The analysis shall include consideration for the largest motorized vehicle likely to use the intersection.

Roundabouts shall be designed in conformance with the guidelines set forth in the NCHRP 1043 Guide for Roundabouts. All roundabout design is unique and the City will require review of the preliminary geometry prior to final design.

(b) Signing, Striping, and Pavement Markings

All signing, striping, and pavement markings shall follow the MUTCD standards.

(c) Lighting

Adequate lighting is essential for drivers to perceive the general layout and operation of the intersection in time to make the appropriate maneuvers. A lighting plan will be required as part of the construction drawings for roundabouts.

(d) Landscaping

Landscaping in the central island, the splitter islands and along the approaches is a benefit to both public safety and community enhancement. Landscaping shall follow these general principles:

(1) Make the central island more conspicuous;

(2) Improve the aesthetics of the area while complementing surrounding streetscaping as much as possible;

(3) Avoid obscuring the form of the roundabout or the signing to the driver;

(4) Maintain adequate sight distances;

(5) Clearly indicate to the driver that they cannot pass straight through the intersection;

(6) Discourage pedestrian movements through the center of the roundabout.

29.28.230 Landscaping – General Requirements

All new developments must provide landscaping that meets the requirements of the City's Zoning and Development Code. Any landscaping in the sight distance triangles at intersections shall meet the sight distance requirements in the Sight Distance detail.

29.32 PAVEMENTS & TRUCK ROUTES

29.32.010 Design Methods and Procedures

The following pavement design methods and procedures shall be followed to create a consistent pavement thickness design throughout the urban area.

This chapter references the Truck Route map developed for the urban area of the City and County (see Grand Junction GIS Transportation Map). The truck route map must be consulted prior to beginning pavement design to assure that the design will accommodate anticipated truck loading.

29.32.010 Pavement Types

Pavement types which may be used for construction of City and County streets include asphalt concrete (AC) for flexible pavement design and plain jointed (JCP), jointed reinforced (JRCP), and continuously reinforced (CRCO) concrete pavements for rigid pavement design. The City and/or County shall approve in advance the type of pavement.

29.32.020 Design Input Variables

Parameters that must be evaluated in order to design an adequate pavement structure include subgrade soil properties, surface and sub-surface drainage, materials properties, environmental factors and traffic loading over the analysis period.

The minimum traffic analysis period to be used for the design of pavements for City streets is 30 years. Traffic growth rates vary depending upon the street classification, zoning location and other variables. Growth rates for most major streets are available from the Mesa County Regional Transportation Planning Organization, phone (970) 244-1830.

Traffic distribution by vehicle type shall be determined from, actual traffic counts and projections based on land uses and future build-out of area serviced by the road. Classification of vehicles derived from traffic counts are available for most major streets from the City of Grand Junction, Transportation Engineering Division, phone (970) 256-4110.

All other pavement design parameters including 18 kip equivalency factors, lane distribution factors, Resilient Modulus (M_R) conversion equations, drainage coefficients, reliability factors and serviceability indices shall be determined in accordance with the *Guideline for the Design and Use of Asphalt Pavements for Colorado Roadways* published by the Colorado Asphalt Pavement Association.

29.32.040 Pavement Design Procedures

(a) Flexible Pavement Design Procedure

Flexible pavement design includes asphalt concrete (AC) surfaces and surface treatments (ST). Flexible pavements shall be designed in accordance with the principles and procedures illustrated in the AASHTO Guide for Design of Pavement Structures (current edition). The computer software for the AASHTO guide is AASHTO Ware are DARWin in 3.1 Pavement Design and Analysis System. All use of flexible pavement should have a design life of at least 30 years. Perpetual pavements may be used where appropriate. Perpetual pavement design should follow the recommendations of CDOT M-E Pavement Design Manual 2021, 6.3.2.

(b) Rigid Pavement Design Procedure

Rigid pavement design includes plain jointed (JCP), jointed reinforced (JRCP), and continuously reinforced (CRCO) concrete pavements. Rigid pavements shall be designed in accordance with the principles and procedures illustrated in the AASHTO Guide for Design of Pavement Structures (latest edition). Approved software for design of rigid pavement includes AASHTOWare DARWin 3.1 and WinPAS developed by the American Concrete Pavement Association. All use of rigid payment should have a design life of at least 30 years.

29.32.050 Truck Routes

Primary and secondary trucks routes are shown on the Truck Route layer of the Grand Junction GIS Transportation Map, additional information on truck routes can be found here.

29.36 STREET LIGHTING, UTILITIES, AND MAILBOXES

29.36.010 Requirements

This chapter outlines the requirements for street lighting, including whether lighting is required, installation, maintenance responsibilities, and acceptable poles and luminaries. Utilities are discussed for their placement in the rights-of-way.

29.36.015 Telecommunication Facilities

Small cell telecommunication facilities shall be designed and implemented in accordance with the Grand Junction Small Cell Infrastructure Standards.

29.36.020 Street Lighting

Street lighting shall be installed on all new public streets at the expense of the developer. Streetlights shall be designed, furnished and installed by the utility company responsible for supplying electrical power to the development or area. The location of all streetlights shall be shown on the traffic plan or street plan, or other design drawings as required by the City or County. All street lighting must conform to city ordinances on Dark Sky requirements.

29.36.030 Luminance Requirements

Street lighting shall provide average illuminance in accordance with Table 29.36-1. A lighting plan is required for all street designs with the exception of local residential streets.

Table 29.36-1 Average Maintained Illuminance (Foot Candles) on Public Streets

Street Classification	Area Classification		
	Commercial	Intermediate	Residential
Arterial	1.7	1.3	0.9
Collector	1.2	0.9	0.6
Local	0.9	0.7	*

* On local residential streets, a standard light shall be located at each street intersection, at or near the throat of each cul-de-sac, and at a maximum spacing of 250 feet measured along the centerline of the roadway. Additional lights may be required on horizontal curves and at other locations.

29.36.040 Acceptable Poles and Luminaires

The standard streetlights are shown in Table 29.36-2.

Table 29.36-2 Standard Street Lights

Street Light Style	Used on Street Classification	Wattage	Pole Color
GE Salem Luminaire Full-Cutoff	Local Residential, Residential Collector	N/A	Black
Cobra Head Full-Cutoff – Flat Lens	Collectors, Arterials, Commercial	250-400	Black
Cobra Head Full-Cutoff – Flat Lens	Arterials (for existing overhead power), State Highways	100-400	Black, Silver, Galvanized or existing wood pole

Height and wattage shall be determined by Utility Company in accordance with current IES standards. Where these standards conflict with existing lighting, design consideration will be given to consistency in the area. Supply chain or other circumstances may require substitutions which must be approved by the City.

29.36.050 Pedestrian and Bikeway Lighting

When required, lighting for detached public pedestrian and bicycle pathways and trails shall be designed, furnished and installed by the utility company responsible for supplying electrical power to the development or area. The lighting standard shall be the cutoff luminaire style that meets the illuminance requirements. Commercial grade solar lighting may be an option when A/C power is cost prohibitive.

Lighting for pedestrian walkways and bikeways should be considered in the following scenarios:

- Stairs and access ramps
- Pedestrian underpasses
- Conflict points along pathways
- Other locations depending on the context of the situation

Lighting levels can be set based on the level of pedestrian activity in the area as indicated in Table 29.36-3.

Table 29.36-3 Pedestrian and Bicycle Pathways and Trails Illuminance Standards

Conflict Type	Average Horizontal Illuminance (fc)	Average Vertical Illuminance	Horizontal Uniformity (avg:min)
Average illuminance with anticipated pedestrian activity (typically > 10 pedestrians per hour)	0.5	0.2	4
Average illuminance with minimal pedestrian activity (typically < 10 pedestrians per hour)	0.2	0.1	10

Based on Section 2.2.8 of the CDOT Light Design Guidelines.

Refer to section 2.2.8 of the CDOT Light Design Guidelines for additional guidance and best practices on lighting applications for pedestrian walkways and bikeways.

Pedestrian lighting is not considered in street light illuminance calculations. Attached sidewalk lighting is often provided by adjacent street lighting. On streets where there is a sidewalk only on one side, lighting must be provided on that side of the street. The need for pedestrian lighting should be considered as part of the lighting process.

Pedestrian lighting is not normally required in residential subdivisions. The primary exception is along pedestrian pathways, typically located mid-block or at cul-de-sacs that provide pedestrian connectivity to adjacent streets. On these pathways pedestrian-scale bollard lighting may be required to enhance safety and visibility at night. Street lights are recommended at each end where a pathway meets the street.

Bollard lighting is only required in the following locations along these pathways:

- Locations where the pathway is greater than 100 feet in length from where the pathway meets a street. This assumes a street light is present at at least one end.
- Locations where there is a bend or horizontal curvature in the pathway.
- Locations where there is insufficient adjacent street lighting where the pathway meets the street.

When required along pedestrian pathways, bollard lighting should provide an average illuminance consistent with the standards set in Table 29.36-3 for minimal pedestrian activity. Commercial grade solar powered bollard lights are considered acceptable so long as they are demonstrated to reliably meet the illuminance standards.

Pedestrian lighting that is installed for decorative purposes or is along pathways (connecting cul-de-sacs or adjacent streets) that are not along a designated Active

Transportation Corridor (see the Active Transportation Corridor layer on the Grand Junction GIS Transportation Map) shall be the responsibility of the homeowner's association or private developers for installation, cost of utilities, and maintenance.

29.36.060 Breakaway Structures and Lateral Clearances

All fixed objects such as utility, street light poles, fire hydrants, telephone junction boxes, installed in the right-of-way shall be of the breakaway type meeting AASHTO construction specifications regardless of roadway classification, with the exception of locations with high pedestrian activity. The breakaway type of design may not be appropriate in contexts with high pedestrian activity. In locations where required, if breakaway type construction cannot be provided, a minimum of 10 feet horizontal clearance shall be provided between the flowline of the street (or the edge of the paved traveled way) and any new or relocated non-breakaway structure in excess of 4 inches in height. For local streets, a 5-foot lateral clearance is recommended. If sufficient right-of-way or easement is not available for the 10-foot clear zone, all installations must be placed "as near as practical" to the edge of the public right-of-way. This policy is applicable to all local and collector roadways whose posted speed limit is in excess of 30 miles per hour and is intended to provide minimum standards for the purpose of protecting the public health, safety, and welfare. Dynamic performance for breakaway objects shall be evaluated in accordance with current AASHTO specifications. Arterial and major collector classifications should evaluate clear zone requirements per current AASHTO clear zone standards.

29.36.070 Utilities

All utilities shall be placed in the roadway section as set forth in the City of Grand Junction Standard Contract Documents for Capital Improvements Construction.

29.36.080 Mailboxes - Location

(a) Mailboxes may be located within public rights-of-way so as not to obstruct pedestrian or vehicular traffic.

(b) In no case shall a mailbox obstruct a sidewalk, the traveled way of a roadway, the road shoulder, or impede maintenance activities associated with the facility. Mailboxes shall not be permitted within sidewalks, pathways, or roadside ditches.

(c) On roads without a curb, the mailbox face shall be located a minimum of eight feet from the traveled way and adequate shoulder areas shall be provided for mail pickup and delivery.

(d) Streets with a curb and detached sidewalk: the mailbox face shall be located a minimum of 2 foot behind the curb face. Mailboxes must not pose an obstruction to the site zone. The mailbox should have a rear-facing door to facilitate mail removal without stepping into the street. Streets with attached sidewalk: the mailbox face shall be located a minimum of 2 foot behind back of walk.

(e) Group, gang mailboxes, or neighborhood box units shall not be placed in the area designated for sight distance or sight zone. Neighborhood mailboxes shall be considered a commercial location and must maintain the required driveway setback from intersections. Neighborhood mailboxes shall be shown on the utility composite and road plans. Group mailboxes should be placed a minimum of 2ft behind the sidewalk. Group mailboxes shall be illuminated by a streetlight.

29.36.090 Mailbox Construction Standards

Mailboxes erected on public right-of-way shall be of light sheet metal or plastic construction conforming to the requirements of the U.S. Postal Service. Construction of supports and details shall be in accordance with the current CDOT standards.

29.36.100 Mailbox Support Standards

(a) A single 4-inch x 4-inch square wooden post embedded no more than 36 inches into the ground; a single 4½ inch diameter wooden post embedded no more than 36 inches into the ground; a single metal post with a strength no greater than a 2-inch standard strength steel pipe (2 3/8" O. D.) and embedded no more than 24 inches into the ground will be acceptable as a mailbox support.

(b) A metal post shall not be fitted with an anchor plate, but it should have an anti-twist device that extends no more than 10 inches below the ground surface.

(c) Supports shall not be set in concrete unless the support design has been shown to be safe by crash tests when so installed.

(d) The post-to-box attachment details should be of sufficient strength to prevent the box from separating from the post top if a vehicle strikes the installation.

(e) No more than two mailboxes may be mounted on a support structure unless the support structure and mailbox arrangement have been shown to be safe by crash testing, or meet the requirements set forth in the above AASHTO guidelines.

(f) Mailbox support designs that differ from the AASHTO guidelines are subject to the exception process outlined in Chapter 14.

(g) Lightweight newspaper boxes may be mounted below the mailbox on the side of the mailbox support. Newspaper delivery boxes shall be of light sheet metal or plastic construction of minimum dimensions suitable for holding a newspaper.

29.40 STRIPING AND SIGNING

29.40.010 Signs and Markings

Signs and markings must communicate to the users a clear and definitive message. Signs and markings must conform to industry standards given in the MUTCD. Modifications to signing and striping on the Colorado State Highway System shall be submitted to the Colorado Department of Transportation for approval.

29.40.020 Signing and Striping Plan

Preparation of a detailed traffic control plan, showing the locations of all traffic control devices, is required as part of the development plans. A signing and striping plan is required for all public street improvements. The signing and striping plan must be clear and it must contain all relevant information. Example striping plans may be found in the CDOT M & S Standards.

29.40.030 Signing Specifications.

All roadway signs shall conform to the latest edition of the MUTCD and any Colorado supplement. See attached illustration for street name sign specifications.

29.40.040 Materials Specifications:

(a) All Signs

All signs shall be retroreflectorized sheeting on .125" thick tempered and anodized aluminum with radius corners. Letters and background shall faithfully reproduce their respective colors when illuminated at night.

(b) All Other Signs:

(1) Shall conform to MUTCD standard sign sizes

(2) Shall be High Prismatic grade materials

(c) Posts:

(1) 12' length 3#/foot U channel posts shall be used for:

i. Single signs less than 7 sq. ft. wind loading area

ii. Double post mounting for signs 8 sq. ft. wind loading area

(2) 14' length 3#/foot U channel posts shall be used for:

i. Warning sign assembly (2 signs) up to 9 sq. ft. wind loading area

ii. Single square or diamond shaped signs 9 sq. ft. wind loading area

iii. Double post mounting for all signs 10 - 16 sq. ft. wind loading area

(3) 8' length 3#/foot U channel posts shall be used for:

i. End of road markers

ii. Object markers

(4) All other signs use MUTCD lateral clearance specifications. See 29.40.050 Installation Specifications: c) Lateral Clearance Restriction

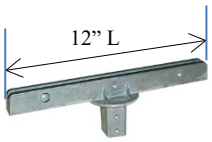
(d) Fasteners:

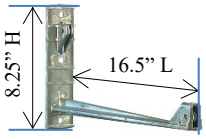
(1) Street Name Signs:

i. 180-degree or 90-degree U-Channel Post Cap: cast aluminum 12" length & 5/16” set screws, attached to channel post with 1"x 5/16” bolts

ii. 90-degree cross cast aluminum 12" L x .875” D x .200” W with 5/16" set screws

1. Cantilever Wing Bracket: 16.5” L x 8.25” H x 2” W. For attaching to wood utility/light pole use 2” x 5/16” lag bolts and flat washer. *Each sign requires an individual bracket (i.e. Two signs requires two brackets).*





(2) All other Signs:

i. 3/8", grade 5 bolts with nylon lock nuts and flat washers. The bolt shall protrude beyond the lock nut by a full thread after assembly.

(e) Street Name Sign Specifications: MUTCD Sign Code D3-1; D1-1; D1-2

(1) Logo: All street name signs (D3-1) shall have the City Logo or the Private Logo on the left side of the sign blank. D1-1 and D2-1 do not have logo. *Logos are provided by the City of Grand Junction Traffic Department for City owned signs. Privately owned signs shall not display the City Logo.*

(2) Color & Font:

i. Sign blank is White High Prismatic Sheeting

ii. Background is 3M Blue 1175 C.

iii. Border is White, ½" thickness.

iv. Font is White FHWA Series C2000EX.

v. Font size on post mounted D3-1 & D1-1: 9" sign blank is 6" tall upper & lower case letters with 4" abbreviation.

vi. Font size on post mounted D3-1 & D1-1: 12" sign blank is 8" tall upper & lower case letters with 6" abbreviation.

vii. Font size on post mounted D1-2 18" sign blank is 6" tall upper & lower case letters with 4" abbreviation.

viii. Font size on overhead 24" sign blank is 12" tall upper & lower case letters with 10" abbreviation.

(3) Sign Blank Size:

i. Post mounted on local residential and collector streets: 9" X 24"-30"-36"-42"-48"-54"

ii. Post mounted on Arterials and Multi Lane Roads with speed limits greater than 40 MPH: 12" X 30"-36"-42"-48"-54"-

iii. Overhead signs 24" X 48" up to a maximum of 120" L

iv. Exceptions may be made on longer street names with approval from the Traffic Supervisor.

(4) Abbreviations:

Avenue; Av	Boulevard; Blvd	Circle; Cir	Court; Ct	Drive; Dr
Road; Rd	Street; St	Way; Way	Run; Run	Trail; Trl

29.40.050 Installation Specifications

(a) Minimum driven depth of post shall be 30 inches for all sign installation.

(b) Mounting Height Restrictions: The mounting height is measured from the bottom of the sign to the top of the curb, or in the absence of curb, to the elevation of the near edge of the traveled way: See MUTCD Chapter 2A Figure 2A-2-C.

(1) Street Name Signs (D3-1); Dead End Placard (W14-1a) & No Outlet Placard (W14-2a): 9ft min., 9.5ft max.

(2) End of Road Markers: 4ft min., 5ft max.

(3) All other signs: 7ft min., 7.5ft max.

(c) Lateral Clearance Restriction: The near edge of sign shall not be less than 2 feet behind the face of curb or edge of sidewalk. Exceptions may be made on roads with a landscape strip with the approval of the Traffic Supervisor. On roads without curb, the near edge of sign shall not be less than 6 feet from the shoulder or 12 feet from the travel way. See MUTCD Chapter 2A Figure 2A-2 & 2A-3

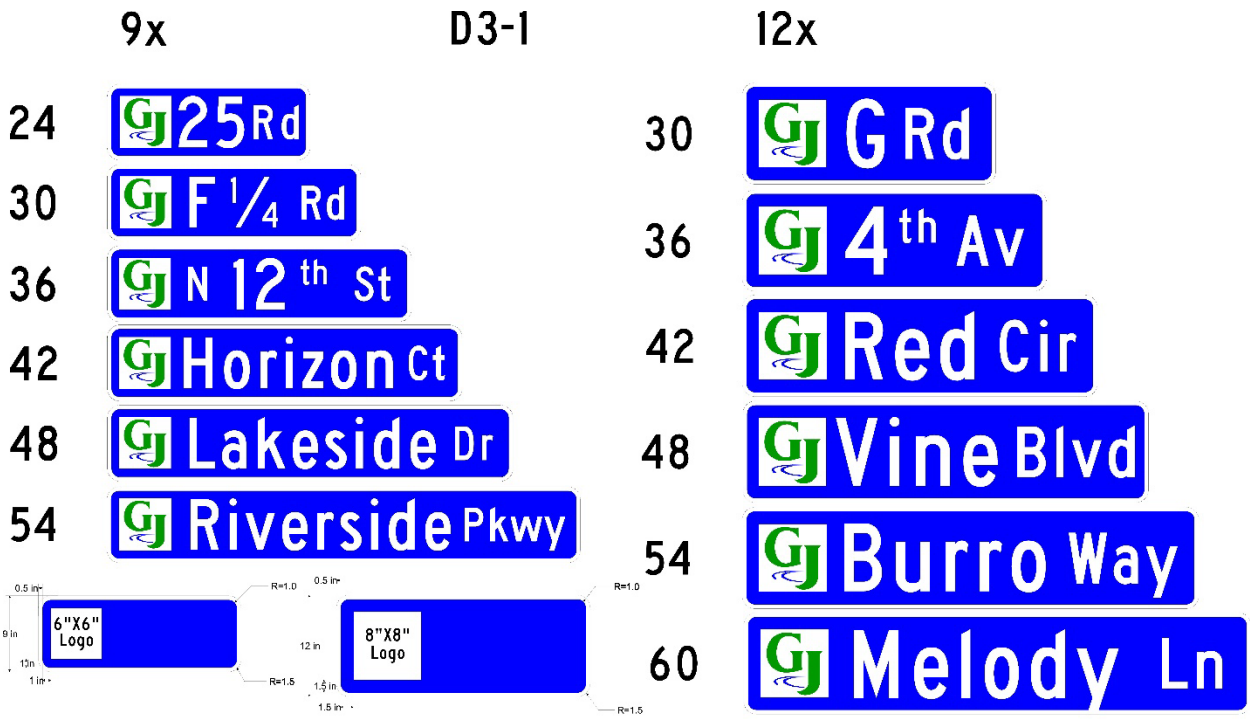
(d) To maintain sign uniformity, no substitute or decorative materials will be allowed. The use of concrete for mount stabilization will not be allowed. If a stable mount cannot be achieved at the minimum driven depths, greater depths must be used in conjunction with longer posts. Minimum sign heights shall be maintained.

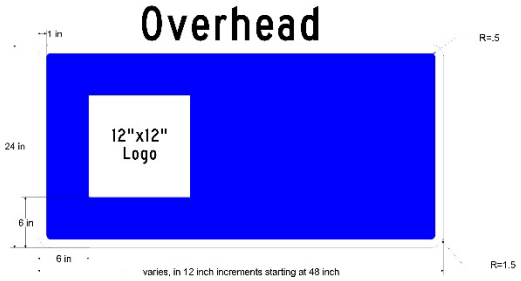
(e) All signs (other than street name signs) shall be mounted on the wide, or open, side of the channel post. Care should be taken when tightening the bolts so as not to create a "dimple" in the aluminum sign.

(f) At least two 'end of road' markers "OM4-2" signs shall be used where there is no alternate vehicular path. More than two markers may be required. Where a hazard exists such as an open ditch, the engineer may require permanent Type III Barricades to mark the roadway terminus. The design criteria for the permanent Type III barricade shall be the most recent Colorado Department of Transportation Standard Plan No. S-630-2

(g) The developer shall bear all expenses for the fabrication and installation of permanent barricades and/or signs for implementing the approved project design (*i.e.* one way, no parking, dead end and private drive).

D3-1-D1-2 Examples





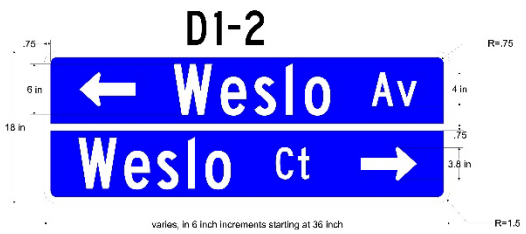
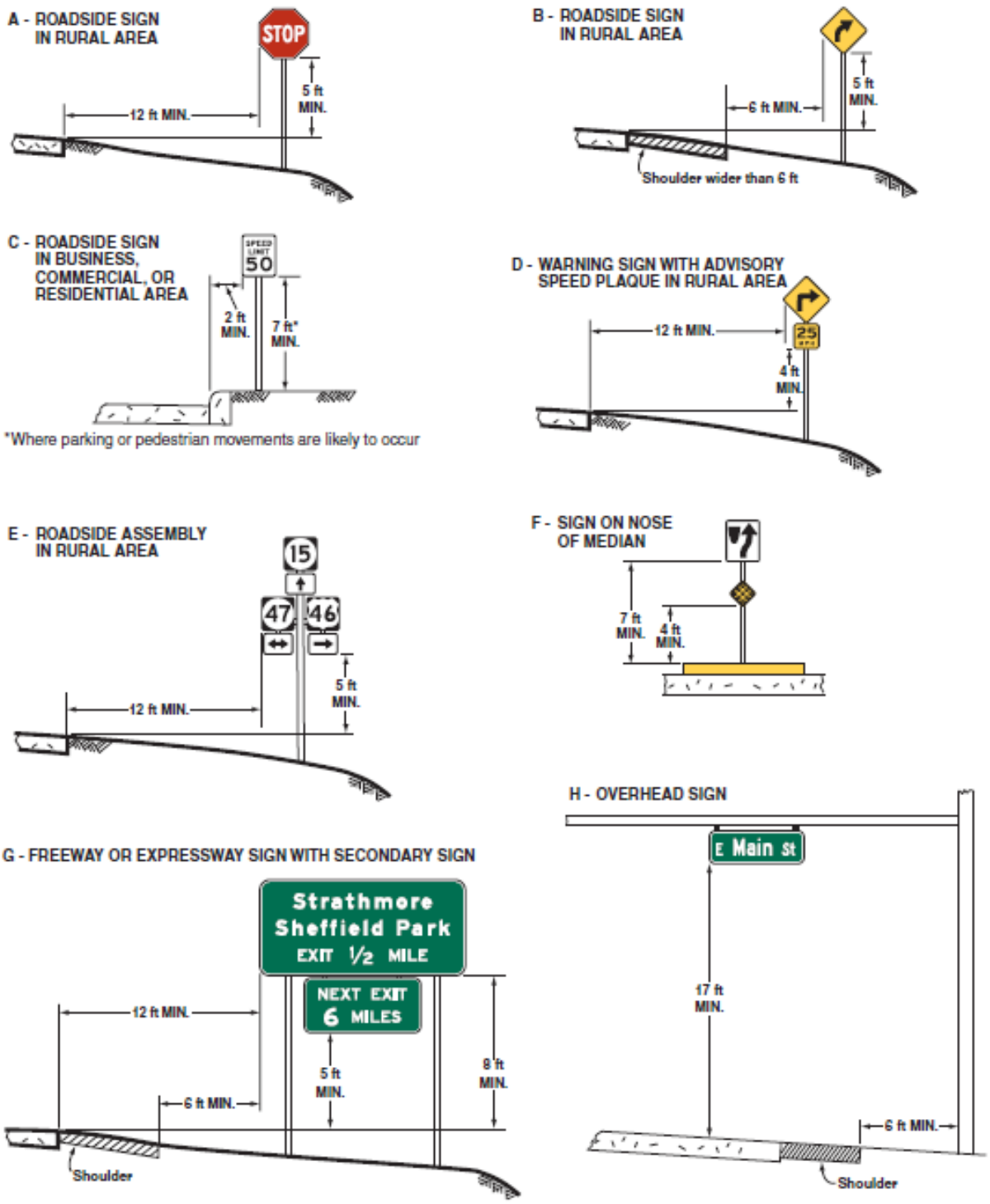
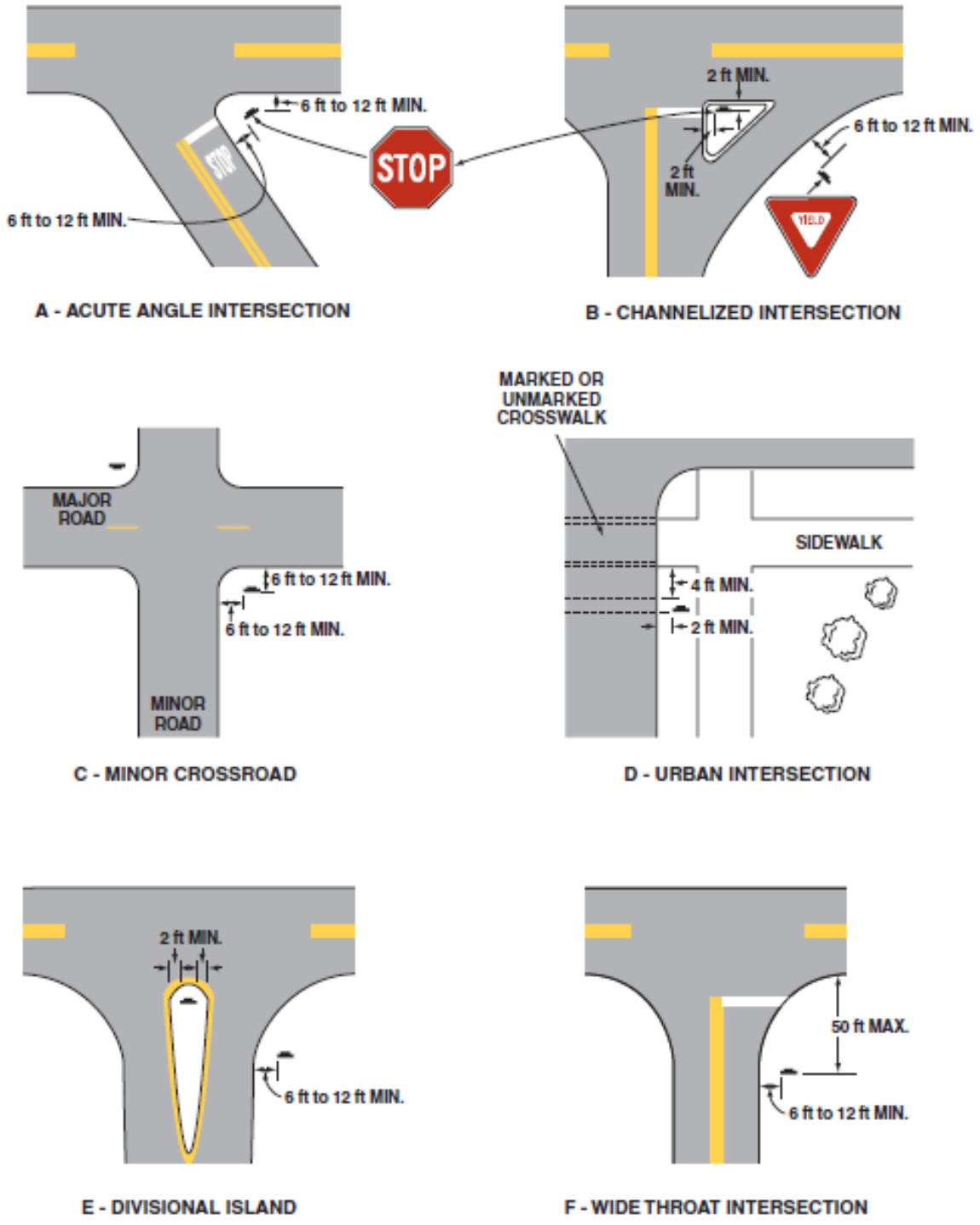


Figure 2A-2. Examples of Heights and Lateral Locations of Sign Installations



Note:
See Section 2A.19 for reduced lateral offset distances that may be used in areas where lateral offsets are limited, and in business, commercial, or residential areas where sidewalk width is limited or where existing poles are close to the curb.

Figure 2A-3. Examples of Locations for Some Typical Signs at Intersections



Note: Lateral offset is a minimum of 6 feet measured from the edge of the shoulder, or 12 feet measured from the edge of the traveled way. See Section 2A.19 for lower minimums that may be used in urban areas, or where lateral offset space is limited.

29.40.060 Striping Specifications

All striping shall conform to the latest edition of the MUTCD and any Colorado supplement.

All words, letter, symbol and arrow markings shall be installed in accordance with the design details in the Pavement Markings chapter of the latest edition of the "Standards Highway Signs and Markings" book adopted by the Federal Highway Administration.

(a) Striping and Marking Materials

(1) All painted lines shall be applied at a minimum thickness of 15 mils, with 6-8 pounds of reflective glass beads applied per gallon of paint.

(2) All permanent markings such as elongated arrows, stop lines, yield lines, crosswalks, preferential and bike lane markings must be an approved type thermoplastic material, applied a minimum of 125 mils thickness.

(b) Colors

Markings shall be yellow, white, red, blue, black or purple. The colors for markings shall conform to the standard highway colors.

WHITE: Longitudinal lane lines, edge lines along the right side of the roadway or any ramp, transverse lines (except for cross-hatching markings in medians or safety zones separating opposing traffic flows or in left shoulders). Arrows, words and symbol markings (except the special interstate route shield symbol marking). Speed hump markings and parking space markings.

YELLOW: Centerlines separating lanes traveling in opposing directions. Edge lines along the left edge of a one-way roadway or one-way ramp. Cross-hatching markings in medians or safety zones separating opposing traffic flows or in left shoulders.

BLACK: Black in conjunction with one of the standard colors shall be a usable color where a light-colored pavement or concrete does not provide sufficient contrast with the markings. When used in combination with other colors, black is not considered a marking color, but only a contrast-enhancing system for the markings.

BLUE: Used for special markings that supplement white markings in a parking space specifically designated as reserved for the disabled. Blue raised pavement markers used to indicate the location of a fire hydrant adjacent to the road. Exception is for interstate route shield pavement markings, which is red, white, and blue.

RED: The only markings that are red are special raised pavement markers that are placed to be visible to “wrong-way” drivers. These special markers warn drives not to enter one-way roadways or one-way ramps in the wrong direction.

PURPLE: Shall supplement lane line or edge line markings for toll plaza approach lanes that are restricted to use only by vehicles with registered electronic toll collection accounts.

GREEN: Interim approval for bike lanes.

(c) Re-Striping

When the removal of pavement striping or markings is necessary, the old striping/markings must be ground off, sand-blasted or covered with a chip-seal. Covering the markings with black paint is prohibited.

29.44 TRAFFIC SIGNALS AND CONSTRUCTION ZONES

29.44.010 Installation/Relocation of Traffic Signals

New traffic signal installations and relocations of existing signal equipment may be required in the developer's public improvement agreement. New signals will be installed only when warranted as specified in the MUTCD and when the new signal will not have a detrimental effect on the traffic flow. The need for a traffic signal will be addressed in the Transportation Impact Studies (see Chapter 29.08) and be designed in accordance with the criteria in GJMC 29.28.130.

The installation, modification or relocation of a traffic signal must follow the specifications defined in the City of Grand Junction Traffic Signal Specifications document.

29.44.020 Signal Design Plans

Signal design plans shall be submitted as part of the development plans. The design of the traffic signal shall follow the ITE *Manual of Traffic Signal Design* and the MUTCD standards. The signal design shall follow the Traffic Signal Specifications of the City.

Signal design plans shall contain all necessary information. Typical traffic signal installation and design details are included in the City of Grand Junction Traffic Signal Specification.

New signals or improvements to existing signals shall be required to install conduit for fiber optic cable and all necessary fiber optic equipment to connect to adjacent signals on streets as shown on the Signal Communications Plan.

29.44.030 Traffic Control Plans for Construction Zones

All maintenance of traffic plans for construction areas shall be submitted to and approved as part of the permitting process for work in the public right of way. All plans shall conform to the MUTCD and be prepared by a certified traffic worksite supervisor. On State Highways, the Colorado Department of Transportation shall approve work area traffic control signing and detour plans.

29.48 TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES

29.48.010 Planning and Implementation

Transit, bicycle, and pedestrian facilities are an integral part of the transportation system. This chapter establishes how to plan and implement these facilities.

29.48.020 Transit Facilities

All transit facilities shall conform to the latest version of the Mesa County RTPO Transit Design Standards and Guidelines. As part of the development review process, the city may require the developer to accommodate transit. Transit facilities could include provision of infrastructure for bus stop amenities including concrete pads, sign posts, and easements in order to allow for the installation of benches, shelters, bike and micro-mobility parking, and other similar amenities. If a bus pullout is needed to accommodate transit, the city may require the developer to provide the pullout and/or related easements, or additional right-of-way.

29.48.030 Planning and Design Standards for Bicycles

Refer to the current version of bicycle facility design guides from AASHTO, NACTO, and FHWA to address planning and design of bike facilities. Presently that includes the AASHTO Guide for the Development of Bicycle Facilities, the NACTO Urban Design Guide, the FHWA Separated Bike Lane Planning and Design Guide, as well as NACTO Designing for All Ages and Abilities, and Don't Give Up At The Intersection, which provides guidance on low-stress corridor and intersection design, and may be applicable when implementing bike facilities in Grand Junction.

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of the bicycle facilities shall comply with Section 29.48.

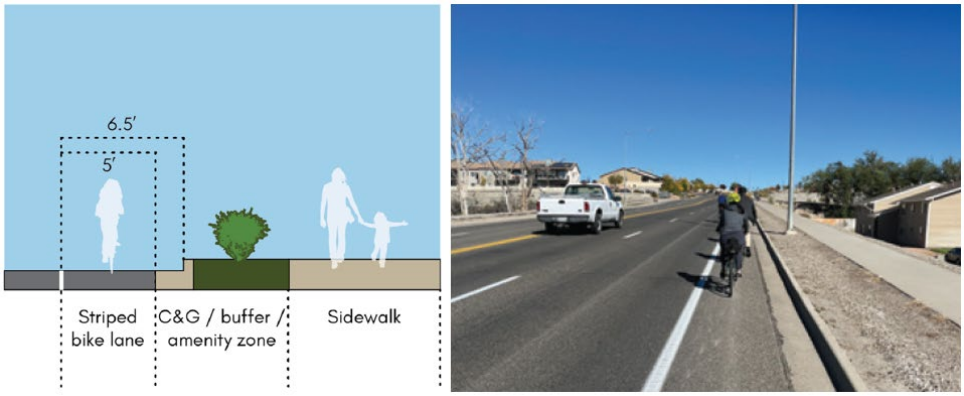
29.48.040 Facility Type

(a) The Pedestrian and Bicycle Plan identifies six bicycle facility types. They are:

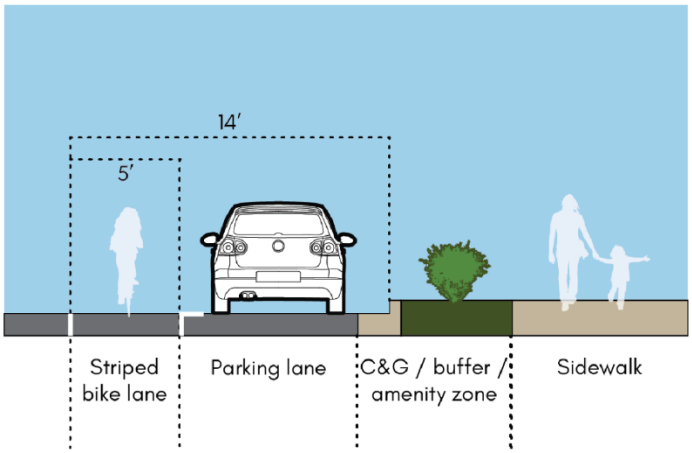
(1) **Bicycle Boulevard.** A street which is officially designated and marked [by signage and/or sharrow markings in the pavement] as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated. A bicycle boulevard may include other traffic calming features to mitigate the speed and volume of motor vehicle traffic on the street to create a more comfortable environment for bicyclists, such as curb extensions, mini roundabouts, speed humps, and traffic diverters. Generally, streets designated as bike boulevards should be designed for 15 to 20 mph, and the average daily traffic volume should not exceed 1,000 vehicles per day.

Mini roundabout on a Bicycle Boulevard

(2) **Bike Lane.** A portion of street, which has been designated (by pavement markings and signage) for use by bicyclists. The bike lane is typically 5 feet wide, measured from the lip of gutter pan when adjacent to the curb and is 6.5 feet wide when measured from the face of the curb. When adjacent to a parking lane (and on the outside of the parking lane) the outside stripe of the bike lane is typically 14 feet from the face of the curb (and a minimum of 12.5 feet from the lip of the gutter pan). A buffer between the parking lane and the bike lane may also be implemented when there is a heightened "door zone" concern either through the use of a separate solid lane at least 18 inches from the bike lane or parking "Ts" to delineate parking spaces.



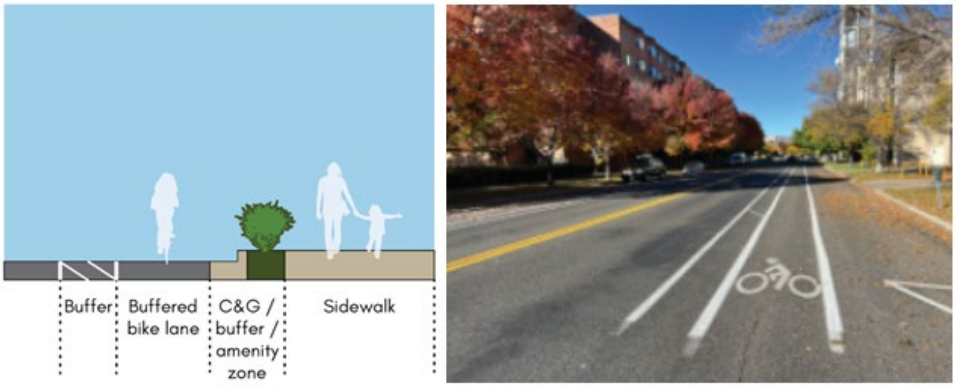
Bike lane adjacent to a curb



Bike lane adjacent to a parking lane

Example of a Parking "T" adjacent to a bike lane (source: NACTO)

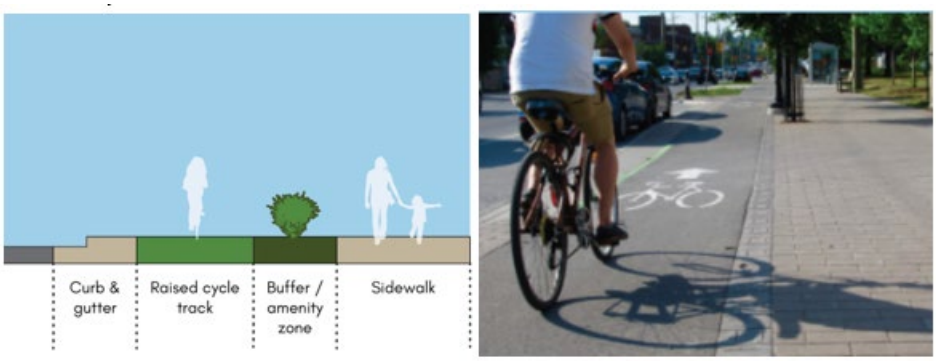
(3) **Buffered Bike Lane.** A portion of street, which has been designated (pavement markings and signage) for use by bicyclists with a painted buffer between a general purpose travel lane and the bike lane. The buffer width is typically 3 feet.



(4) **Protected Bike Lane.** A portion of street, which has been designated (by paint stripe, pavement markings, and signage) for use by bicyclists with a physical buffer between the general purpose travel lanes and the bike lane. The physical buffer may be delineator posts, planters, rigid bollards, a parking strip (parked cars), or a concrete barrier. The lane is typically 6.5 feet wide from the curb and the buffer is typically 3 feet.

(5) **Multi-use Trail.** A separate two-way trail from which motor vehicles are prohibited and which is for the shared use of bicycles and pedestrians. The trail is typically 10 feet wide but may be 12’ wide to meet anticipated demand and to mitigate conflicts between bicyclists and pedestrians. The width can be greater than 12 feet where bicycle and pedestrian demand warrants or conflicts between pedestrians and bicyclists are more frequent, for example, the Riverfront Trail.

(6) **Raised Cycle Track.** A separate trail or pathway from which motor vehicles are prohibited, and raised from the general purpose travel lanes, and which is for the exclusive use of bicycles and other allowable micro-mobility devices (such as electric scooters). The trail is typically 6.5 feet wide or wider.



(b) The design standards for bike lanes and multiuse trails are contained in the AASHTO manual and additional design guidance for these facilities are contained in the NACTO Urban Bikeway Design Guide and FHWA Separated Bike Lane Planning and Design Guide provide hot link. Typical widths and locations of bicycle facilities on the street are also provided in the street sections in Chapters 29.20 and 29.28. The list below are the minimum bicycle facility design standards to be provided:

(1) Uniformity in on-street facility design, signage, and pavement markings for bicyclist and motorist safety.

(2) Absolute minimum widths are 4 feet on an open shoulder and 5 feet against a curb or guardrail or next to a parking lane. Bike lanes must provide at a minimum 4 feet of width from lip of gutter when adjacent to the curb. When adjacent to a parking lane the outside painted line of the bike lane must be at

least 12 feet from the edge of the curb. Minimum widths should not be the default, but should only be applied in environments with constrained right-of-way. On most street segments, typical widths will be provided.

(3) Cross railroad tracks perpendicular to direction of bike travel with appropriate treatment to ensure smooth and safe crossings.

(4) On-street bicycle facilities shall provide bicycle-safe curb inlet grates.

(5) Avoid diagonal on-street parking on streets with a striped bike lane (unless the bike lane is between the parking lane and the curb).

(6) Implement bicycle detection at all traffic signal approaches with an existing or planned on-street bicycle facility at an actuated signal.

(7) Carry the bike lane through all intersections to the extent that is feasible.

29.48.045 Bicycle Intersection Treatments

Refer to the AASHTO Guide for the Development of Bicycle Facilities, as well as the NACTO Urban Bikeway Design Guide, and Don't Give Up At The Intersection for guidance on designing bicycle facilities through intersections. Effective treatments may include bike boxes, intersection crossing markings, two-stage turn queue boxes, median refuge islands, or other paint, signage, or vertical elements. Active transportation corridors and bike routes will likely require context sensitive treatments.

(a) Trail Crossings. Where multiuse trails intersect driveways or side-street STOP controlled minor streets, trails should bend away so that they are set back from the major street. The total setback from the edge of the travel lane (or bike lane if present) to the edge of the trail should be 15 to 25 feet (one vehicle length).

29.48.050 Pedestrian Facilities

Pedestrian facilities are required as a part of the street cross-section, as detailed in the Grand Junction Standard Contract Documents for Capital Improvements Construction and street cross section in Chapters 29.20 and 29.28. Additional guidance on pedestrian design is included in the Pedestrian and Bicycle Plan and reflected in the typical street cross sections. Detached walkways that are constructed must conform to these details as well.

Environmental factors that contribute to the walking experience and therefore to the perceived level of service include:

(a) Comfort factors that include weather protection, climate control, transit shelters, and other pedestrian amenities.

(b) Convenience factors such as walking distances, walkway directness, grades, sidewalk ramps, directional signing, directory maps and other features that make pedestrian travel easy and uncomplicated.

(c) Safety that is provided by separation of pedestrians from vehicular traffic, or traffic control devices that can provide for time separation of pedestrian and vehicular traffic.

(d) Security features include lighting, open lines of sight, and the degree and type of street activity.

(e) Economy aspects related to user-costs associated with travel delays and inconvenience, and to the rental value and retail development as influenced by the pedestrian environment.

The quality of the pedestrian environment should be evaluated in three broad areas:

(a) Walking along the street – includes continuity, capacity, and comfort.

(b) Crossing the street – includes safety, sufficient space, delay, and route deviation.

(c) Some place to walk to – in terms of travel time on foot, destinations, and how much of an area can be reached within a reasonable time or distance.

The Pedestrian and Bicycle Plan includes pedestrian design recommendations for sidewalk and buffer widths in different street contexts to provide sufficient space and separation from traffic in order to achieve a high level of pedestrian comfort given the speed and volume of traffic. These recommendations are reflected in the typical street sections included in Chapters 29.20 and 29.28.

29.48.060 Pedestrian Intersection Treatments

All pedestrian crossings shall comply with the Grand Junction Standard Contract Documents for Capital Improvements Construction and be designed in accordance with the Americans with Disabilities Act, including accessible ramps, accessible push buttons when applicable, detectable surfaces, and other universal design features. Refer to the current edition of the Grand Junction Pedestrian Crossing Treatment Installation Guidelines for guidance on applicability of pedestrian crossing treatments in different contexts, including at uncontrolled crossings. Refer to CDOT's Pedestrian Crossing Installation Guide for uncontrolled pedestrian crossings on state highways.

Potential pedestrian treatments at uncontrolled crossings may include:

(a) Advance Warning Signing and Striping

See Chapter 2C of the MUTCD for guidance on advance warning pedestrian crossing signs and Chapter 3B for yield line pavement markings.

(b) High Visibility Marked Crosswalks

According to FHWA high-visibility crosswalks use patterns such as bar pairs, continental, or ladder that are visible from farther distances to drivers and pedestrians. Additionally, consider using inlay or thermoplastic tape instead of paint for highly reflective markings.

(c) Raised Crossings

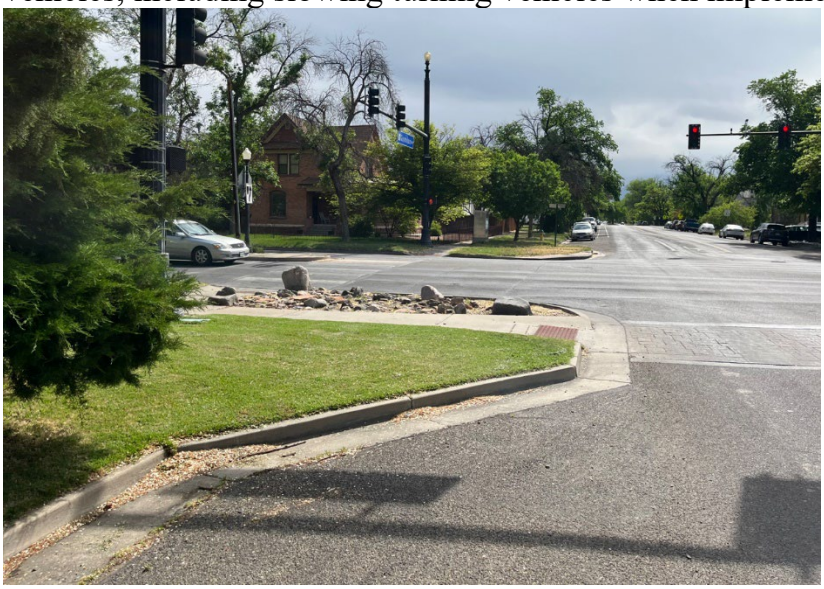
A raised mid-block crossing or raised intersection treatment may be installed as a treatment to slow vehicle traffic and function as an extension of the sidewalk to allow a pedestrian to cross the street at a constant grade. According to FHWA raised crossings are typically a candidate on 2-lane or 3-lane roads with speed limits of 30 mph or less and AADTs below 9,000.

(d) Pedestrian Refuge Medians

A pedestrian refuge median is a location in the middle of a pedestrian crossing where a pedestrian can take refuge, thereby separating their crossing into two steps and must include some type of raised median. Additional design guidance can be found in the Grand Junction Pedestrian Crossing Treatment Installation Guidelines.

(e) Bulb-Outs

A bulb-out (or corner extension) is a roadway edge treatment where a curb line is bulged out toward the middle of the roadway to narrow the width of the street. Bulb-outs are often used at the location of a pedestrian crosswalk to minimize the distance and time that a crossing pedestrian must be in the roadway and are typically implemented on streets with on-street parking. Bulb-outs also increase visibility of pedestrians waiting to cross and are an effective means to slow vehicles, including slowing turning vehicles when implemented at intersections.



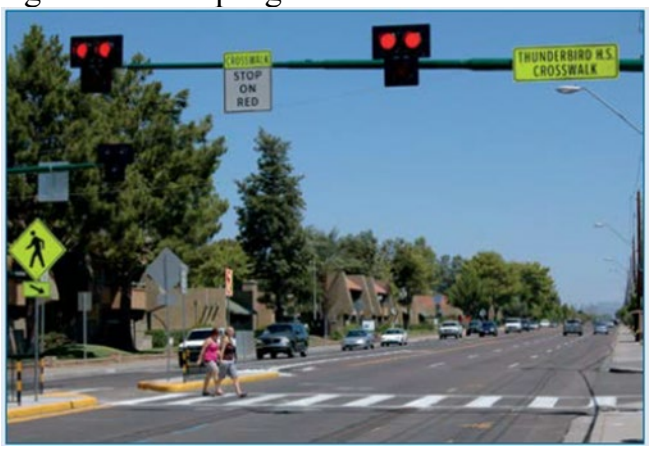
(f) Rapid Rectangular Flashing Beacons (RRFB)

RRFBs are small rectangular yellow flashing lights that are deployed with pedestrian crossing warning signs. They are typically actuated by a pedestrian push button and flash for a predetermined amount of time, to allow a pedestrian to

cross the roadway, before going dark. RRFBs are warning devices and do not themselves create a legal requirement for a vehicle to stop when they are flashing. Guidance on the appropriate context for RRFBs are provided in the Grand Junction Pedestrian Crossing Treatment Installation Guidelines.

(g) Pedestrian Hybrid Beacons (also known as HAWK beacons)

A pedestrian hybrid beacon is used to both warn and control traffic at a pedestrian crossing. It is actuated by a pedestrian push button and uses a combination of circular yellow and red traffic signal displays to first warn motorists of a pedestrian that is about to cross the street, then require the motorist to stop for the pedestrian crossing, and then release the motorist to proceed once the pedestrian has cleared the crossing. The Beacon is a hybrid between a pedestrian traffic signal and a stop sign.



(h) Traffic Signals

Depending on factors defined in the Grand Junction Pedestrian Crossing Treatment Installation Guidelines, such as vehicle traffic volume, vehicle speed, and the number of lanes, or other contextual factors (such as pedestrian volume, crash history, or adjacent land use), it may be appropriate to signalize a pedestrian crossing.

29.56 ALLEY STANDARDS

29.56.010 Alley Construction

Alleys are a useful alternative for accessing properties, especially in the Central Business District (CBD). The construction of new alleys shall follow the design standards defined in the standard detail for alleys located in the Appendix. Any variation from the specifications defined in this drawing must go through the design exception process.

29.64 DESIGN EXCEPTIONS

29.64.010 Design Exceptions

This manual establishes standards for the construction of transportation and infrastructure improvements in the City and within the Urban Development Boundary. There may be certain circumstances where those standards do not adequately meet the public's needs. The public needs, as defined by these standards, may conflict with constraints on the property or a new or innovative development proposal.

This chapter describes an exception process. It may be that an exception is a one-time event or it may be that the Manual will be revised to incorporate the exception.

The flowchart depicts the design exception process.

The burden in the development process shall be on the applicant to demonstrate that the proposed exception, if granted, will not result in a dangerous condition as determined by the City or County. No exception shall be allowed if the resulting design is dangerous or otherwise fails to meet the fundamental needs of the community. The fundamental needs of the community shall be determined by the City or County, but primarily are the provision of safe, efficient and effective transportation.

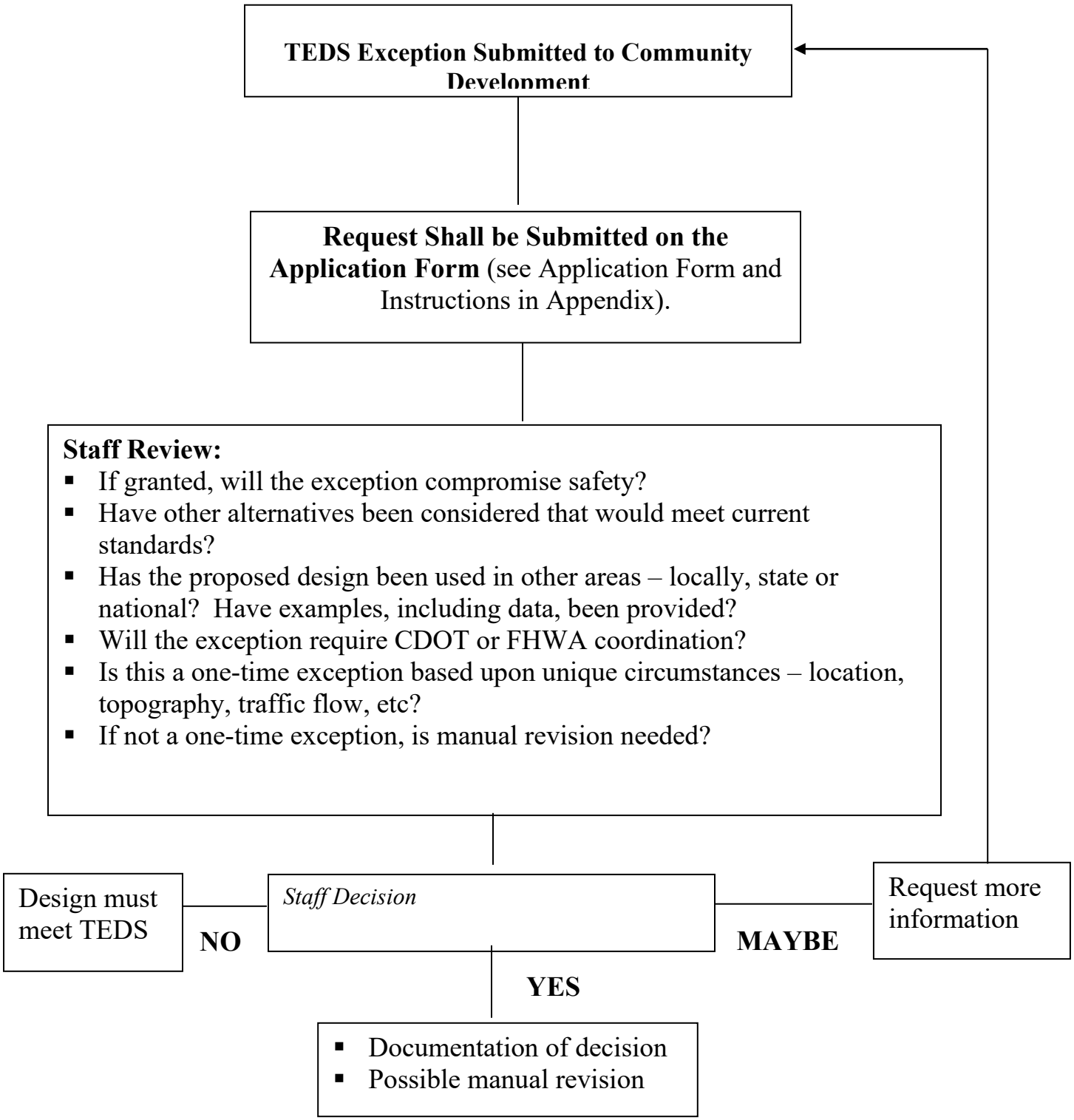
Any exceptions to the TEDS manual should be clearly proposed as early as possible in the project development and review process. Exceptions to TEDS should be identified no later than preliminary plan submittal.

If a design exception is to be a permanent modification to the TEDS Manual, it will be the responsibility of the City and County staff to update TEDS and disseminate the change to CDOT, other municipal or county departments and the development community.

When geometric standards or other design criteria are not specifically addressed in the City or County standards, then the latest editions of the following standards and criteria shall govern the design.

- Colorado State Highway Access Code
- CDOT Roadway Design Manual
- Institute of Transportation Engineers (ITE) Traffic Engineering Handbook
- American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets

Design Exception Process



29.68 ALTERNATE STREET STANDARDS

29.68.010 Intent of Provisions

The intent of this chapter is to provide flexibility in the creation, approval and use of public street infrastructure that varies from the cross-sectional standards provided in Chapter 29.20, and to accommodate such proposals under administrative approval procedures. This resulting alternate street standard may be used to create neighborhood character, enhance visual appeal, and to accommodate unique topographical or site features. Further, implementation of these standards should result in "a better solution," allowing alterations to the standard street section that produce benefit to the community.

29.68.020 Performance Criteria

All public streets considered for alternate cross-sections shall meet certain minimum performance-based standards and meet all intent for function of a public right-of-way. Each proposal must be framed within the specific context of the use.

(a) Horizontal Geometry

(1) The horizontal geometry of street, pathway, and trail layouts must meet TEDS requirements elsewhere herein. The design must accommodate large vehicles such as fire trucks, trash trucks and semi-trucks at an appropriate level of service.

(2) A minimum pavement width of 20 feet, from flow line of gutter to flow line of gutter, is required for all streets. Pathway and trail widths or pedestrian walkways shall meet minimum widths as required in the Standard Contract Documents for Capital Improvements Construction by pathway and trail classification.

(3) Horizontal curb radii must be 15 feet minimum for chicanes, parking bulb-outs and other similar features to maintain proper drainage (see GJMC 29.28.160).

(4) Intersection geometry is as required elsewhere herein.

(b) Vertical Geometry

The vertical geometry of street, pathway, and trail layouts must meet TEDS requirements elsewhere herein and ADA requirements.

(c) Sight Distance

The design must achieve all sight distance requirements listed elsewhere in TEDS.

(d) Connectivity

(1) Minimum connectivity requirements remain unchanged, including pedestrian and bicycle connectivity. Provision of access to adjacent parcels is required. Additional inter- or intra-parcel connectivity may be necessary where reduced street width is considered.

(2) Example: One case where narrow streets and the concept of "queuing" are frequently and successfully used is in older downtown neighborhoods across the country. The streets typically have a grid layout, short block length, and possibly an alley, all providing a high-degree of connectivity, thus allowing a narrow street with fairly high density and high use of on-street parking to function satisfactorily.

(e) Parking

(1) Adequate parking must be provided both on- and off-street. Zoning and development code minimums are required on-site. The on-street parking range is required at 0.5 to 1.5 on-street parking spaces per dwelling unit (see the Local Street Section Notes in Chapter 29.20). Higher density development will demand on-street parking in the upper end of that range.

(2) Clustering of on-street parking in pods is encouraged where full on-street parking is not provided. The provision of on-street parking shall consider availability of parking for long vehicles or vehicles with trailers.

(3) Adequate parking outside of the travel lane must be provided. On the other hand, excessive availability of parking contributes to higher speeds due to width of travel lane available as well as to increased construction and maintenance costs.

(f) Pedestrian Facilities

(1) The design must provide adequate pedestrian facilities equal to or better than existing adopted street sections. Detached walk and additional walk width are encouraged.

(2) Sidewalk is required to create continuous pedestrian walkways parallel with the public roadway. Generally, if lots front both sides of the street, sidewalk will be required on both sides of the street.

(g) Drainage

(1) Curb and gutter is generally considered necessary. However, in limited instances, other options may be considered. Examples include an inverted crown as typically used in concrete alley applications and areas where attached curb and gutter may not be practical due to certain soil conditions. In these cases, adequate drainage facilities must be provided per the Stormwater Management Manual (GJMC Title 28). Alternate drainage facilities must not require additional maintenance effort above conventional facilities.

(2) Surface drainage at bulb-outs and chicanes is preferred along a continuous gutter without drain troughs or otherwise inaccessible sections of gutter.

(3) Narrower street sections will not carry the same amount of water as the standard street sections. Analysis of the street stormwater carrying capacity by use of the SWMM nomographs will not be permitted.

(h) Surfacing and Construction Requirements

Hard surfacing (Portland cement concrete or asphalt pavement) is required and shall meet the structural design requirements contained in Chapter 29.32 GJMC. Gravel surfacing is not allowed. Construction requirements are contained in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

(i) Right-of-Way and Multi-Purpose Easements

(1) Right-of-way and infrastructure dimension and configuration must provide adequate room for all necessary public facilities including, but not limited to, storm drainage; water lines and meters; sanitary sewer lines; electrical, natural gas, cable, telephone supply lines, service lines, pedestals and appurtenances; traffic control signage; irrigation supply and drainage; cut or fill slopes; and other public utility lines and appurtenances.

(2) The standard 14-foot multi-purpose easement may be reduced in width if adequate space is shown to exist within the right-of-way. The standard multi-purpose easement width on streets with a buffer between the sidewalk and the curb is 10-feet.

(3) Right-of-way configuration must provide adequate access to public utilities. Fencing of easement areas is discouraged as it reduces access to utilities and improvements.

(j) Private Streets, Shared Drives and Alleys.

(1) Nothing in this section shall expressly prohibit the use of private streets and shared drives, as allowed elsewhere herein, to be used in conjunction with alternate standard streets.

(2) The use of alleys is likewise permitted and may be used in conjunction with alternate standard streets to achieve utility service delivery, alternate access to off-street parking or enhance connectivity.

(k) Traffic Calming

Traffic calming requirements are the same as required elsewhere herein. Elements of narrowed streets may be considered part of the traffic calming system.

(l) Other Right-of-Way Elements

All elements of the function of the right-of-way must be considered in the design process.

(1) **Mail Receptacles.** Streets shall include design elements necessary to meet USPS requirements for access to mail receptacles. Mail receptacles will not be permitted within sight distance triangles at intersections or located such that they interfere with the safe and normal function of the street. Parking shall be provided adjacent to the mail receptacle.

(2) **Urban Trails.** Where urban trails, primary school walk routes, bike lanes, or other non-motorized transportation routes are indicated on adopted City, school district, or other plans, these elements must be incorporated into the design. The design must meet all requirements of City, State and federal standards, including ADA.

29.68.030 Application

The process for an alternative street request is similar to the Design Exception Process depicted on the flowchart in Chapter 29.64. The applicant shall submit a written report requesting alteration of the standard as a part of a pre-application conference, preliminary plan or other application process. The applicant is encouraged to make this application as early in the process as feasible. The report and plan shall contain the following:

(a) A specific request for alteration of the standard, detailing elements of the standard that are altered and the proposed alternative.

(b) A narrative explaining the reasons for requesting the alteration and proposed benefits.

(c) A narrative, individually addressing each criterion in the performance criteria above.

(d) A site plan showing limits and extents of proposed alterations.

(e) A site plan indicating proposed density, approximate lot size and frontage, access locations, street network, and other pertinent elements. Approximate horizontal and vertical geometry may be required, dependent on topography or other site constraints.

(f) A parking plan demonstrating on-street and off-street parking to demonstrate conformance with parking standards listed above.

(g) A fire site plan demonstrating that a fire truck can negotiate the development with the proposed on-street parking from both directions**.**

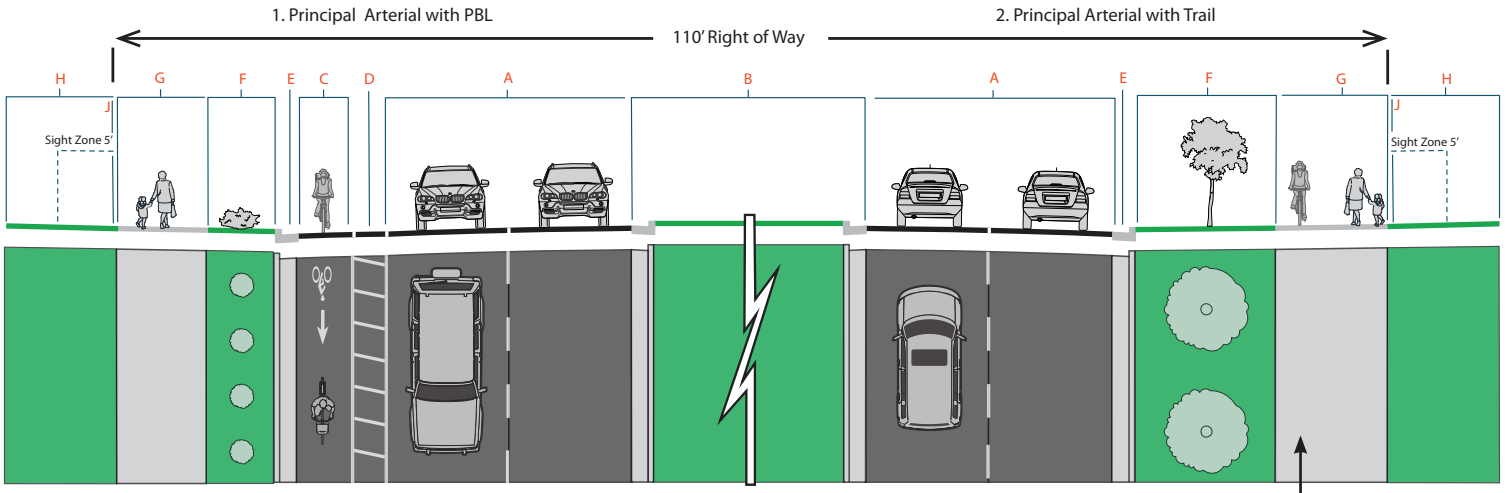
29.68.040 Approval

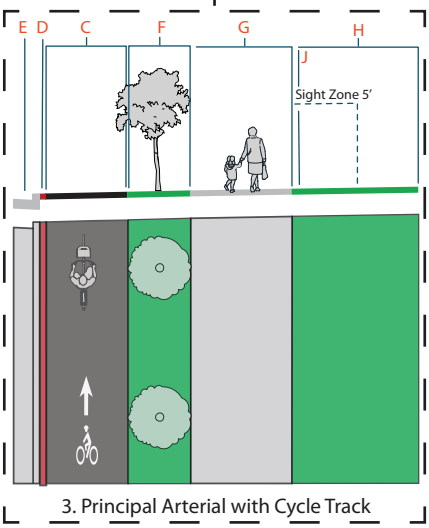
The Director or his/her assigned representative(s) shall make a final determination of adequate conformance to these criteria and have the authority to approve or reject each proposed alternative. Staff or agency members may provide comment or modification to the proposal. The Director may consult with or delegate review and approval authority to City Staff, outside review agencies, or outside consultants.

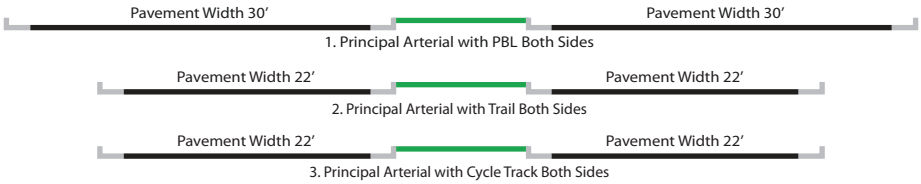
Where the proposed alternate may affect utility placement, approval of the Utility Coordinating Committee is required prior to the consideration by the Director or his designee.

Deviation from the standard street cross-sections may continue to be accomplished through a variance or a planned development procedure as permitted in the zoning and development code.

Principal Arterial







Principal Arterial ROW 110'										
	A	B	C		D	E	F	G	H	J
Type	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer*	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
1. Principal Arterial with PBL	11	17	5		3	2	6	8	10	.5
2. Principal Arterial with Trail	11	17			0	2	12	10	10	.5
3. Principal Arterial with Cycle Track	11	17		6.5	.5	2	7	8	10	.5

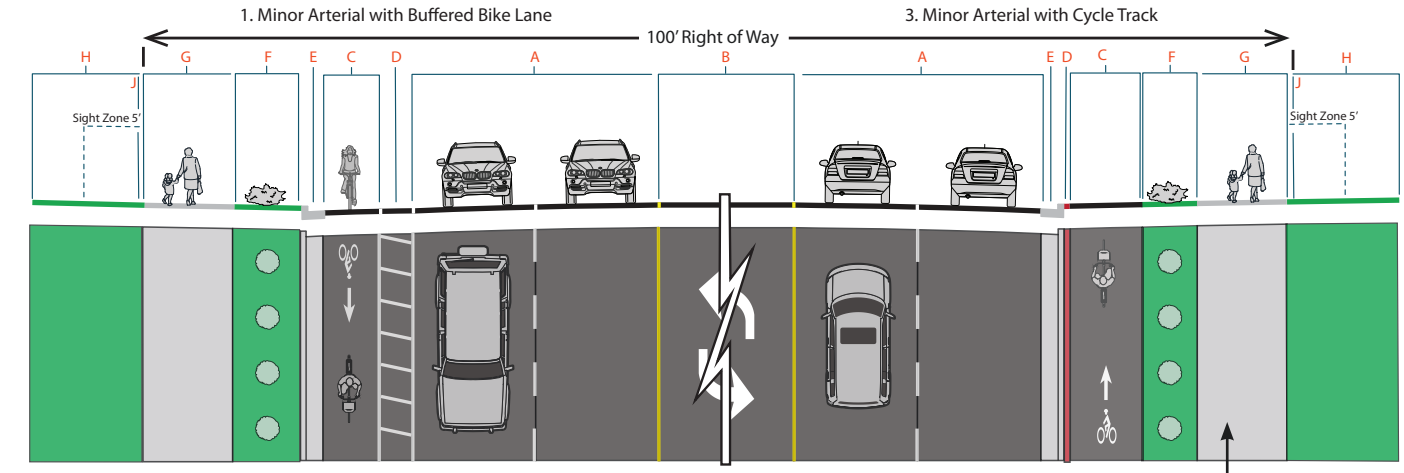
*The Sidewalk Buffer allows space for landscaping, street furniture (benches, bike, racks), and utility polls

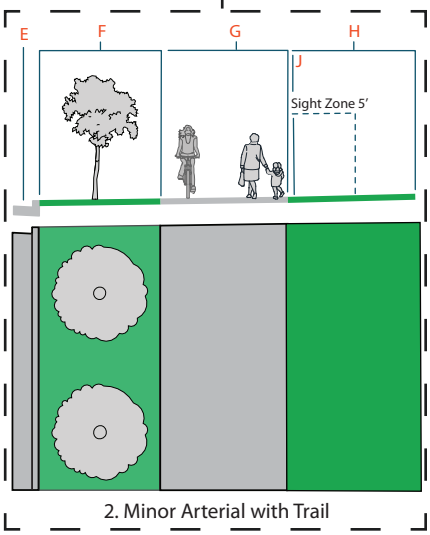
Principal Arterial

Notes

- See Grand Junction Urbanized Area Functional Classification Map for principal arterial street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all arterial streets.
- Attached sidewalks may be approved where existing development precludes construction of detached sidewalks.
- All arterial streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph.
- Vertical separators would only be used between intersections.
- The standard design for a street with a trail includes a 10' trail on both sides of the street. In situations where there are ROW constraints, higher bicycle demand on one side, or differing land uses on one side, an 8' sidewalk can be provided on one side with a 12' or 14' trail on the other side.
- The standard design for a street with buffered bike lanes or a cycle track includes a one-way bikeway on both sides of the street. In some contexts where land use or other constraints dictate a two-way bikeway on one side of the street can be implemented. Refer to the NACTO Urban Bikeway Design Guide and the FHWA Separated Bike Lane Planning and Design Guide for special design considerations, particularly at driveways and intersections, when designing two-way protected bikeways.
- A trail is considered multi-use for wheeled traffic and pedestrians.
- The minimum sidewalk buffer width is 7 feet for planting trees.

Minor Arterial





Pavement Width 72'
1. Minor Arterial with Buffered/PBL Both Sides

Pavement Width 56'
2. Minor Arterial with Trail Both Sides

Pavement Width 56'
3. Minor Arterial with Cycle Track Both Sides

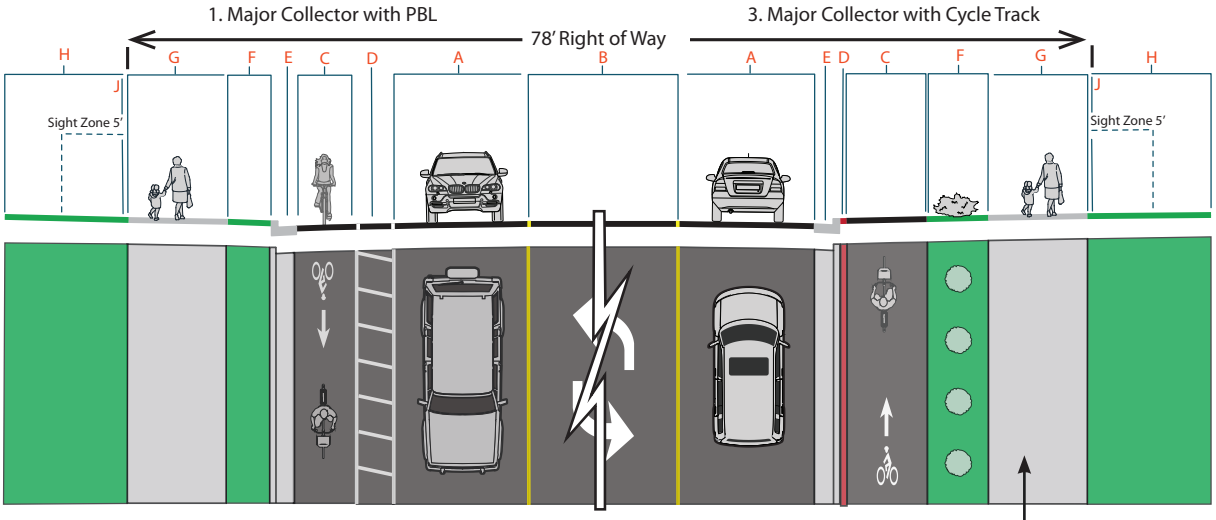
Minor Arterial ROW 100'											
		A	B	C		D	E	F	G	H	J
Type	# of Travel Lanes	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
1. Minor Arterial with Buffered Bike Lane/ PBL	4	11	12	5		3	2	3.5	8	10	.5
2. Minor Arterial with Trail	4	11	12			0	2	9.5	10	10	.5
3. Minor Arterial with Cycle Track	4	11	12		6.5	.5	2	4.5	8	10	.5

Minor Arterial

Notes

- See Grand Junction Urbanized Area Functional Classification Map for minor arterial street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all arterial streets.
- All arterial streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Vertical separators can be added to a buffered bike lane where additional cyclist protection is deemed necessary to achieve Level of Traffic Stress standards.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph.
- Vertical separators would only be used between intersections.
- The standard design for a street with a trail includes a 10' trail on both sides of the street. In situations where there are ROW constraints, higher bicycle demand on one side, or differing land uses on one side, an 8' sidewalk can be provided on one side with a 12' or 14' trail on the other side.
- The standard design for a street with buffered bike lanes or a cycle track includes a one-way bikeway on both sides of the street. In some contexts where land use or other constraints dictate a two-way bikeway on one side of the street can be implemented. Refer to the NACTO Urban Bikeway Design Guide and the FHWA Separated Bike Lane Planning and Design Guide for special design considerations, particularly at driveways and intersections, when designing two-way protected bikeways.
- When necessary, the two way left tun lane can be a raised median.
- The minimum sidewalk buffer width is 7 feet for planting trees.
- A trail is considered multi-use for wheeled traffic and pedestrians.

Major Collector 78’ ROW ≥35 MPH



Pavement Width 50’

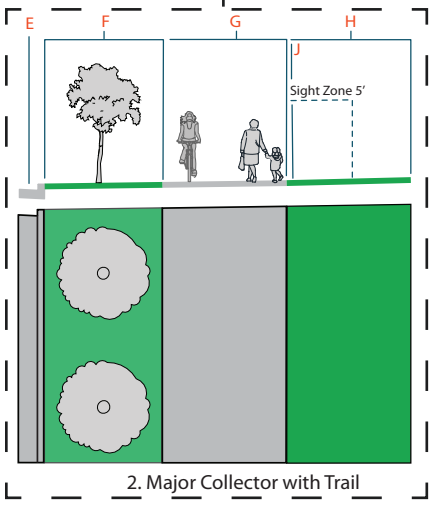
1. Major Collector with Buffered Bike Lane/PBL Both Sides

Pavement Width 34’

2. Major Collector with Trail

Pavement Width 34’

3. Major Collector with Cycle Track Both Sides



2. Major Collector with Trail

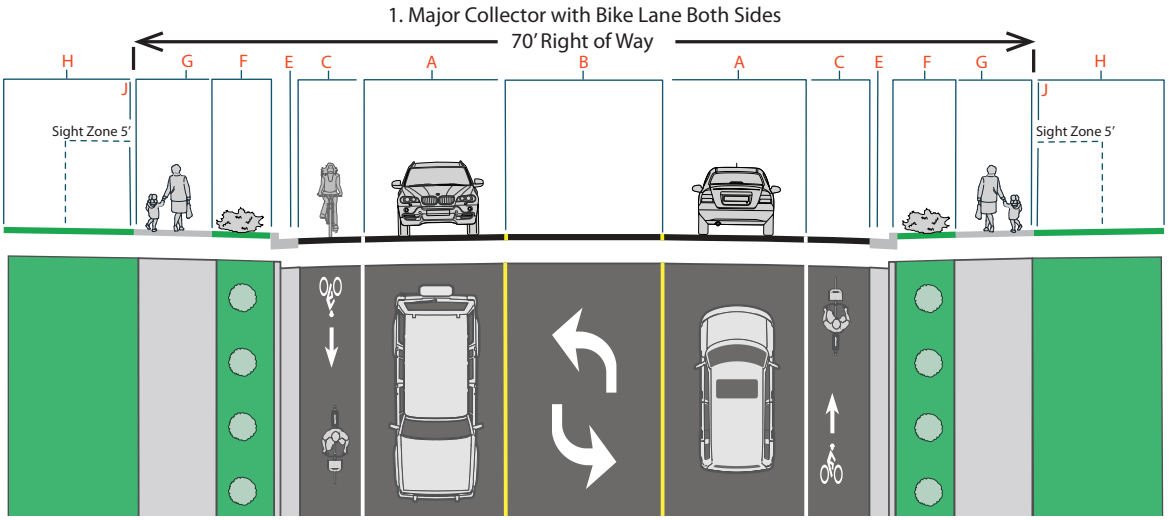
Major Collector ROW 78’ ≥35MPH										
	A	B	C		D	E	F	G	H	J
Type	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
1. Major Collector with Buffered Bike Lane/ PBL	11	12	5		3	2	3.5	8	10	.5
2. Major Collector with Trail	11	12	0		0	2	9.5	10	10	.5
3. Major Collector with Cycle Track	11	12		6.5	.5	2	4.5	8	10	.5

Major Collector 78’ ROW ≥35 MPH

Notes

- See Grand Junction Urbanized Area Functional Classification Map for collector street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all collector streets.
- Attached sidewalks may be approved where existing development precludes construction of detached sidewalks.
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City’s Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Vertical separators can be added to a buffered bike lane where additional cyclist protection is deemed necessary to achieve Level of Traffic Stress standards.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph.
- Vertical separators would only be used between intersections.
- The standard design for a street with a trail includes a 10’ trail on both sides of the street. In situations where there are ROW constraints, higher bicycle demand on one side, or differing land uses on one side, an 8’ sidewalk can be provided on one side with a 12’ or 14’ trail on the other side.
- The standard design for a street with buffered bike lanes or a cycle track includes a one-way bikeway on both sides of the street. In some contexts where land use or other constraints dictate a two-way bikeway on one side of the street can be implemented. Refer to the NACTO Urban Bikeway Design Guide and the FHWA Separated Bike Lane Planning and Design Guide for special design considerations, particularly at driveways and intersections, when designing two-way protected bikeways.
- In segments of the street where there is lower left turn demand (at low volume intersections, low volume driveways, or where there are no driveways) the center turn lane can be removed and replaced with a painted buffer between the bike lane and the travel lane to provide additional comfort to bicyclists and/or the pavement width can be narrowed and the buffer between the sidewalk and curb widened.
- The minimum sidewalk buffer width is 7 feet for planting trees.
- A trail is considered multi-use for wheeled traffic and pedestrians.

Low Speed Major Collector 70’ ROW < 35MPH



Major Collector ROW 70’ < 35 MPH											
		A	B	C		D	E	F	G	H	J
Type	Criteria	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Frontage
1. Major Collector with Bike Lane Both Sides	<35 MPH	11	12	5		0	2	4.5	6	10	.5

Pavement Width 44’

1. Major Collector with Bike Lane Both Sides

Low Speed Major Collector 70’ ROW < 35MPH

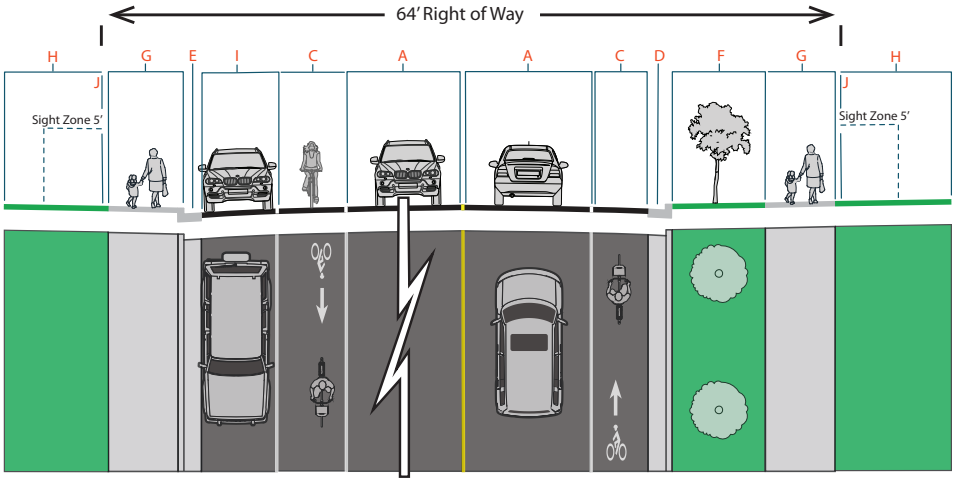
Notes

- See Grand Junction Urbanized Area Functional Classification Map for collector street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all collector streets.
- Attached sidewalks may be approved where existing development precludes construction of detached sidewalks.
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City’s Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- In segments of the street where there is lower left turn demand (at low volume intersections, low volume driveways, or where there are no driveways) the center turn lane can be removed and replaced with a painted buffer between the bike lane and the travel lane to provide additional comfort to bicyclists and/or the pavement width can be narrowed and the buffer between the sidewalk and curb widened.
- If the Major Collector street corridor has a posted speed of 35 mph or higher within a mile of a particular location design may need to meet the standards of the Major Collector 78’ ROW.
- The minimum sidewalk buffer width is 7 feet for planting trees.

Minor Collector

1. Minor Collector with Bike Lane and Parking and Attached Sidewalk

2. Minor Collector with Bike Lane and No Parking and Detached Sidewalk



Minor Collector ROW 64'

		A	B	C		D	E	F	G	H	I	J
Type	**Criteria**	**Travel Lanes**	**Median/ Turn Lane**	**Bike Lane (On Street)**	**Bike Lane (Off Street)**	**Bike Buffer**	**Curb and Gutter**	**Sidewalk Buffer**	**Sidewalk**	**Multi-Purpose Easement**	**Parking**	**Frontage**
1. Minor Collector with Bike Lane with Parking and Attached Sidewalk	≤30 MPH	11	0	5		0	2	0	6	14	7.5	.5
2. Minor Collector with Bike Lane No Parking and Detached Sidewalk	≤30 MPH	11	0	5		0	2	7.5	6	10	0	.5

Pavement Width 47'

1. Minor Collector with Bike Lane and Parking on Both Sides

Pavement Width 32'

2. Minor Collector with Bike Lane Both Sides (No Parking)

Minor Collector

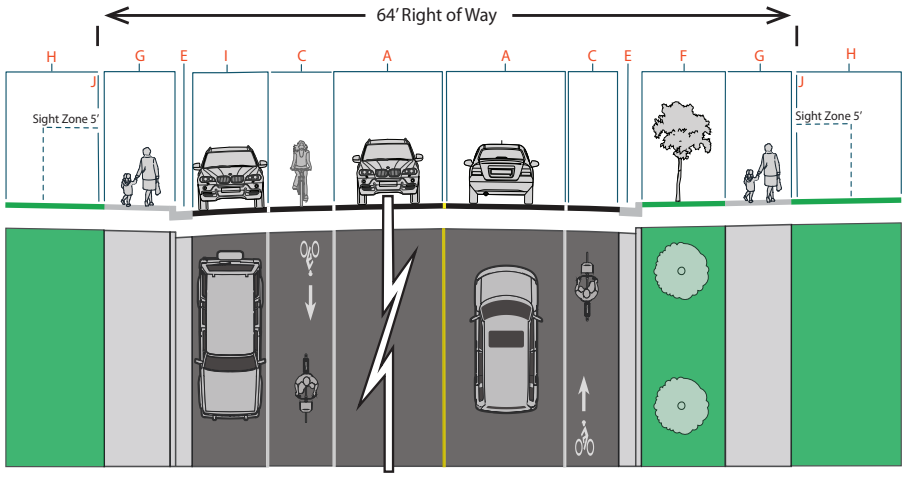
Notes

- If the street classification changes, efforts should be made maintain the facility type for the entire length of the corridor.
- See Grand Junction Urbanized Area Functional Classification Map for collector street designation.
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- When a bike lane is adjacent to a parking lane, separation may be provided between the bike lane striping and parking boundary by marking the parking spaces to mitigate conflicts by bikers with the "door zone" of parked cars.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- On Street parking may be prohibited as required to provide left turn lanes at intersections.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.

Local Commercial

1. Local Commercial with Bike Lane and Parking and Detached Sidewalk

2. Local Commercial with Bike Lane and No Parking and Attached Sidewalk



Local Commercial ROW 64'										
	A	B	C		D	E	F	G	H	I	J
Type	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Parking	Frontage
1. Local Commercial with Bike Lane with Parking and Attached Sidewalk	11	See note	5		0	2	0	6	14	7.5	.5
2. Local Commercial with Bike Lane No Parking and Detached Sidewalk	11	See note	5		0	2	7.5	6	10	0	.5

Pavement Width 47'

1. Local Commercial with Bike Lane and Parking on Both Sides

Pavement Width 32'

2. Local Commercial with Bike Lane Both Sides (No Parking)

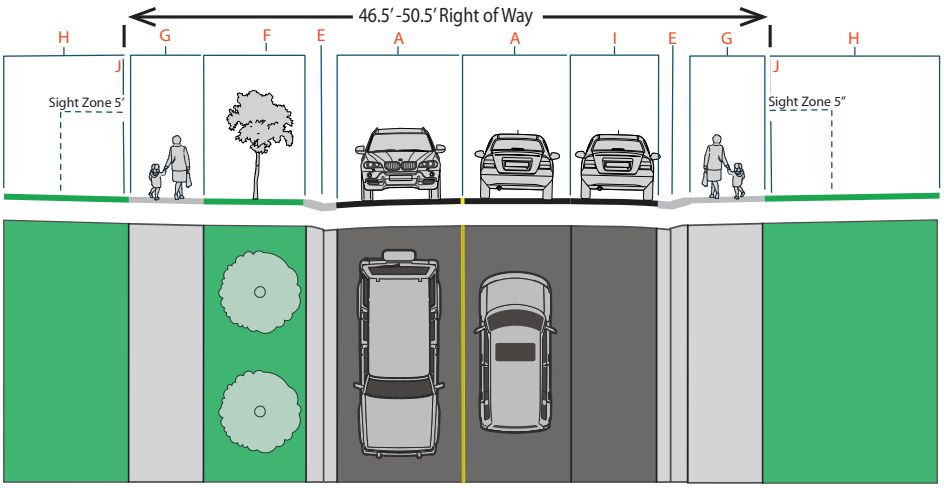
Local Commercial

Notes

- See Grand Junction Urbanized Area Functional Classification Map for collector street designation
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC. All pavement shall be designed in accordance with the AASHTO Guide for Design of Pavement Structures.
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- (On Street) parking may be prohibited as required to provide left turn lanes at intersections.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Parking may be prohibited on streets with high traffic volumes, or based on other contextual factors.
- If turn lanes are warranted, they will be 11 feet in width for right turn lanes (exclusive of the gutter pan) and 12 feet for left turn lanes.

Residential and Industrial Local Street

4. Residential with Parking One Side Attached Sidewalk



Residential Street ROW 38'- 63'										
			A	E	F	G	H	I	J	
Type	**Criteria**	**# of Travel Lanes**	**Travel Lanes**	**Drive Over Curb and Gutter**	**Sidewalk Buffer**	**Sidewalk**	**Multi-Purpose Easement**	**Parking**	**Frontage**	**ROW**
1. Residential No Parking Attached Sidewalk	<1000 ADT, ≤ 20 MPH	2	10	2.5	0	6	14	0	.5	38
2. Residential with Parking One Side Attached Sidewalk	<1000 ADT, ≤ 20 MPH	2	8.5	2.5	0	6	14	7	.5	42
3. Residential Attached Sidewalk	<1000 ADT, ≤ 20 MPH	2	7	2.5	0	6	14	7	.5	46
4. Residential Attached Sidewalk 1 Side Detached Sidewalk 1 Side	<1000 ADT, ≤ 20 MPH	2	8	3	4-8 One Side	6	10 and 14	7 One Side	.5	45.5-49.5
5. Residential Detached Sidewalk	<1000 ADT, ≤ 20 MPH	2	7	3	4-8	6	10	7	.5	55-63
Local Industrial ROW 53'										
6. Local Industrial Attached Sidewalk		2	12	Vertical Curb 2	0	6	10	7	.5	55

ROW Width 38', Pavement Width 20'
1. Residential No Parking

ROW Width 42', Pavement Width 24'
2. Residential Parking On One Side

ROW Width 46' , Pavement Width 28'
3. Residential Attached Sidewalk

ROW Width 45.5-49.5', Pavement Width 23'
4. Residential Attached Sidewalk 1 Side Detached Sidewalk 1 Side

ROW Width 55'-63', Pavement Width 28'
5. Residential Detached Sidewalk

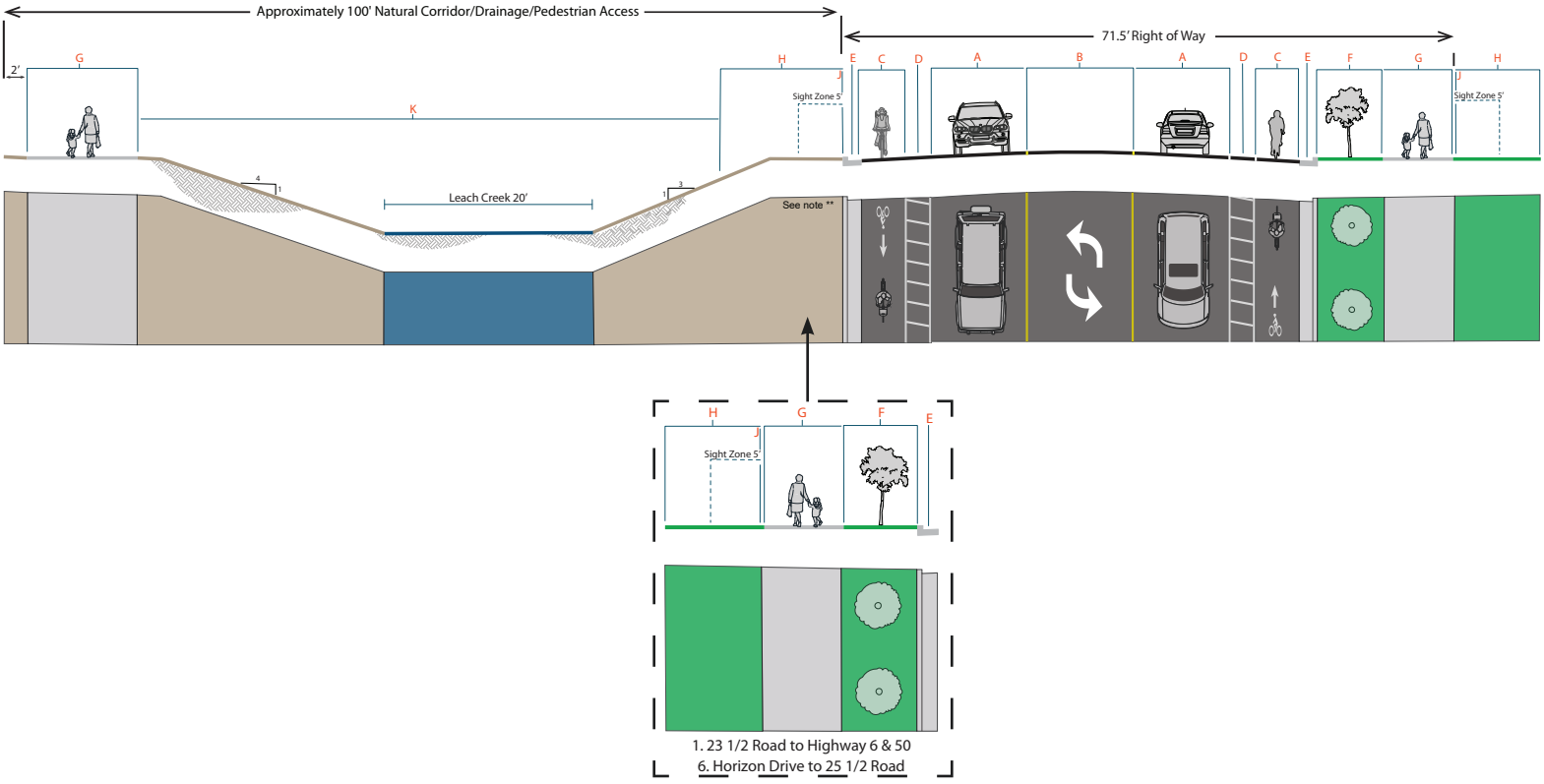
ROW Width 55', Pavement Width 38'
6. Local Industrial Street

Residential and Industrial Local Street

Notes

- A sidewalk can be provided on only one side of the street only if a sidewalk, trail, or pathway is located behind the houses/businesses on the side of the street without a sidewalk.
- If an attached sidewalk is included on a side of the street with no on-street parking the street must be designed for speeds of 20 mph or less and have less than 1,000 average vehicles per day.
- When parking is restricted, an off-lot parking plan (showing on-street and parking pods) is required. When density is R-4, 0.5 off lot parking spaces are required per unit, R-5 requires 1.0 space per unit, and R-8 requires 1.5 spaces per unit.
- When asphalt width is narrower than 28', a fire site plan is required demonstrating designated GJFD design apparatus can maneuver the site with on-street parking.
- Drive over curb, gutter and sidewalk shall be installed only on urban residential streets with less than 1,000 A.D.T.
- Vertical curb and gutter can be used instead of drive over, but driveway cuts must be built with the subdivision and efforts should be made to maintain grade at sidewalks.
- Street sections can be changed to include detached sidewalks using the buffer in street section 5. Right of way width will change accordingly.
- The minimum sidewalk buffer width is 7 feet for planting trees.
- An Exception Request can be considered for sidewalks under 6 ft. width within a constrained environment and/or where low volume of 10 peak hour (vehicular) trips or less can be shown and no through access is provided or planned.
- Where driveways cross detached sidewalks, sidewalks shall be 6" thick concrete for residential and 8" thick concrete for industrial.

G Road



Pavement Width 50', ROW Width 85'
1. 23 1/2 to Highway 6 & 50

Pavement Width Existing, ROW Width Existing
2. 24 Road to 23 1/2 Road

Pavement Width Existing ROW Width 85'
3. 24 1/2 Road to 24 Road

Pavement Width 50', ROW Width 70'
4. 25 Road to 24 1/2 Road

Pavement Width 50', ROW Width 70'
5. 25 1/2 Road to 25 Road

Pavement Width 50', ROW Width 85"
6. Horizon Drive to 25 1/2 Road

G Road ROW 70' - 85'										
	A	B	C	D	E	F	G	H	J	K
Type	**Travel Lanes**	**Median/ Turn Lane**	**Bike Lane**	**Bike Buffer**	**Curb and Gutter**	**Sidewalk Buffer**	**Trail/ Sidewalk**	**Muli-Purpose Easement**	**Frontage**	**Stream Channel/ Drainage**
1. 23 1/2 Road to Highway 6 & 50	11	12	5	3	2	7 minimum both sides	8 both sides	10	0.5	0
2. 24 Road to 23 1/2 Road	24 road to 23 1/2 road is newly constructed. Only requirement is to install meandering sidewalk, along the North side of 24 road to 23 3/4 road mimicking the sidewalk to the west.									
3. 24 1/2 Road to 24 Road	Newly Constructed						Existing on North,12 on South side of Leach Creek ***see note****	14 South 10 North	0.5	20' stream channel with 4:1 slope on non-roadway side and 3:1 on roadway side

G Road

G Road ROW 70' - 85'										
	A	B	C	D	E	F	G	H	J	K
Type	**Travel Lanes**	**Median/ Turn Lane**	**Bike Lane**	**Bike Buffer**	**Curb and Gutter**	**Sidewalk Buffer**	**Trail/ Sidewalk**	**Muli-Purpose Easement**	**Frontage**	**Stream Channel/ Drainage**
4. 25 Road to 24 1/2 Road	11	12	5	3	2	7 minimum North side	8 on North side, 12 on the South side,of Leach Creek.	14 South 10 North	0.5	20' stream channel with 4:1 slope on non-roadway side and 3:1 on roadway side
5. 25 1/2 Road to 25 Road	11	12	5	3	2	7 minimum North side	8 on North side, 12 along Leach Creek	14 South 10 North	0.5	Developable land
6. Horizon Drive to 25 1/2 Road	11	12	5	3	2	7 minimum both sides	8 both sides	10	0.5	0

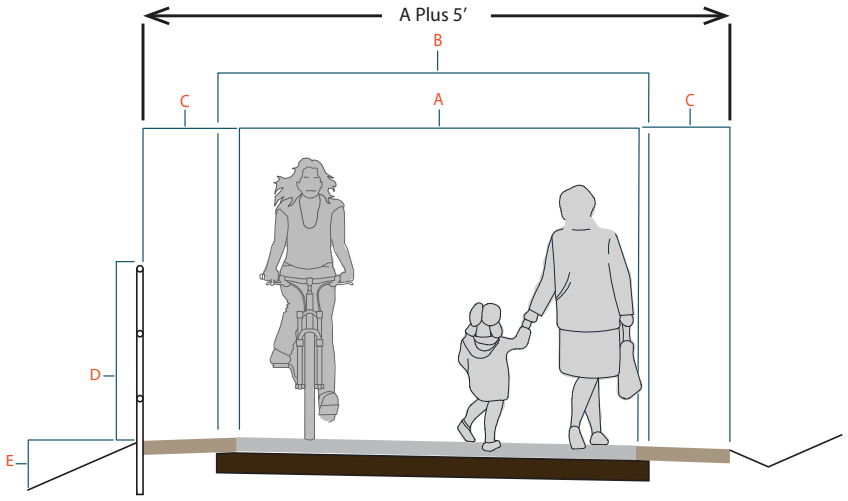
Notes

- G Road is classified as a minor arterial but will be built to a modified major collector section as depicted herein.
- Vertical curbs, gutters and sidewalks are required on both sides of all collector streets
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- From 23 1/2 road to Highway 6 & 50, the ditch along the North side will need to be piped.
- 24 road to 23 1/2 road is existing. Only requirement is to install meandering sidewalks, along the North side of 24 road to 23 3/4 road mimicking the sidewalk to the west.
- 25 1/2 to 25 has developable ground in place of the channel.
- As ROW varies in G road segments so does the width of the vegetated buffer.
- The trail on the South side of Leach Creek is part of the active transportation corridor.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph or a parallel trail with a width of 10 feet or more is provided.

* At approximately 24 1/4 road Leach Creek moves South, the detached sidewalk is required on the South side of G road.

** Where Leach Creek is adjacent to G Road, the south right of right-of-way line shall be established 6" north of the top of the bank.

Trail/Pathway



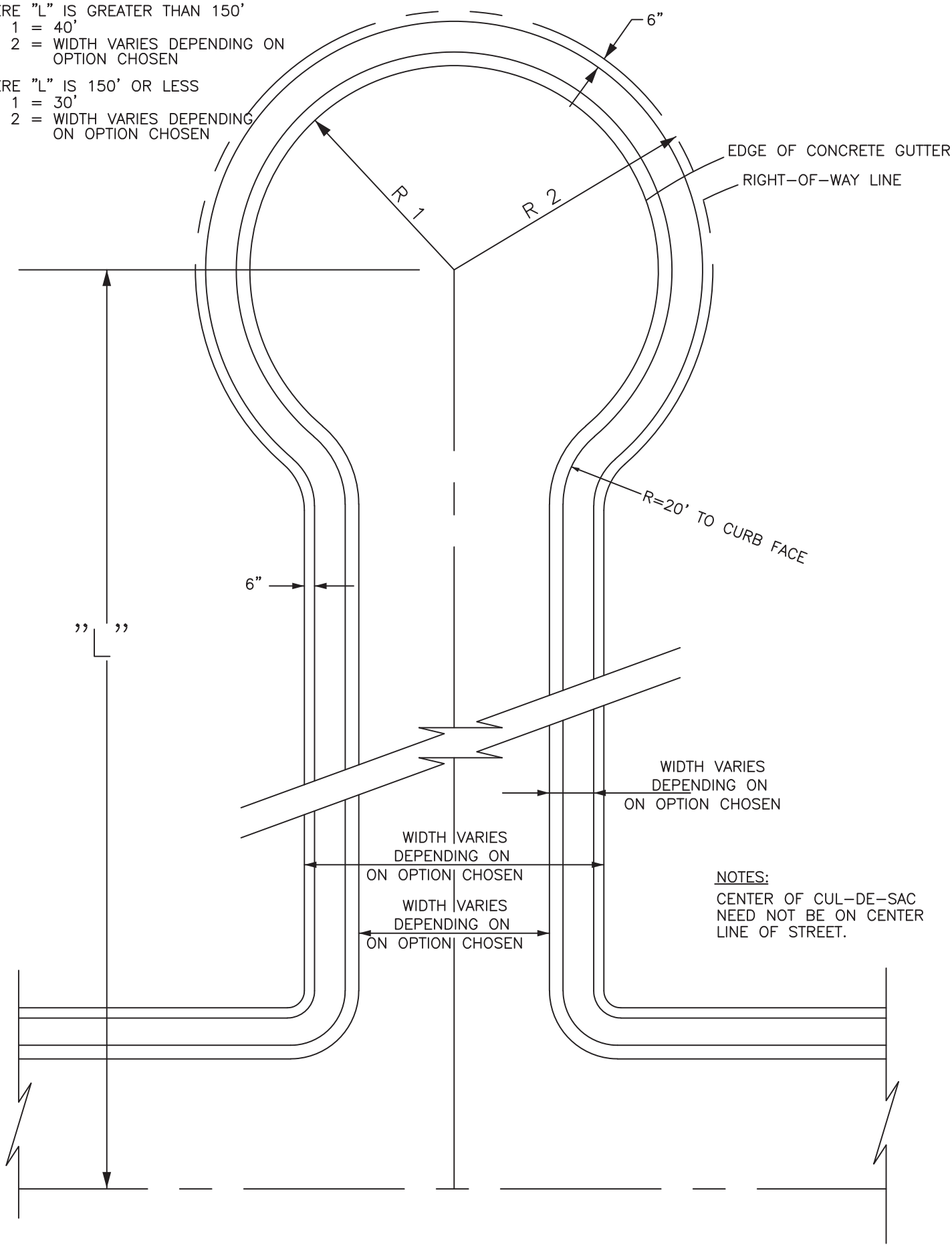
Trail/Pathway					
		A	B	C	D
Type	**Ownership**	**Width**	**Subgrade/Base Width**	**Shoulder**	**Railing**
Trail	Right of Way, Tract, or Public Easement	Varies	Width of Trail + 12"	2.5 Base Course or Landscaping	42" High
Pathway	HOA Tract with Public Easement	6	7	2.5 Base Course or Landscaping	42" High

Notes

- A Trail/Pathway shall be designed in accordance with the AASHTO "Guide for the Development of Bicycle Facilities" current edition.
- A minimum width of 8' may be allowed were physical constraints preclude the standard width.
- Trail/pathway has a maximum slope of 2%.
- Shoulder has a max slope of 6:1.
- Where slopes exceed 3:1 and E>2' a railing is required.
- Drainage should be designed for 2 year storm.
- If the trail/pathway is along an Active Transportation Corridor or is near a high volume destination like a school or hospital, a 12 foot width may be required to meet demand and mitigate conflicts between bicyclists and pedestrians..
- Refer to Zoning and Development Code for fencing requirements.
- Trails/pathway shall be a minimum of 4" of concrete on 6" of class 6 base course on 6" of reconditioned subgrade.

WHERE "L" IS GREATER THAN 150'
R 1 = 40'
R 2 = WIDTH VARIES DEPENDING ON OPTION CHOSEN

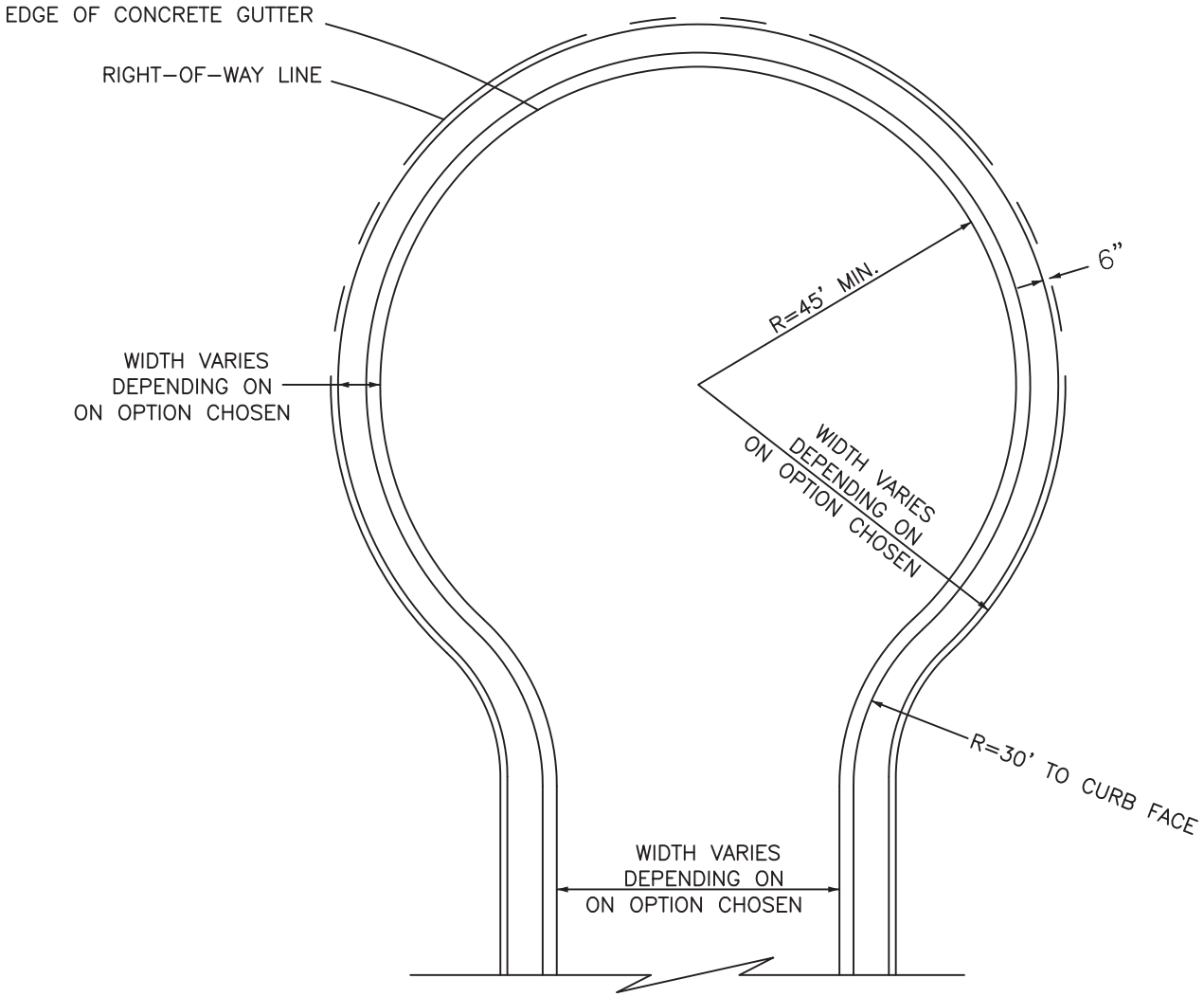
WHERE "L" IS 150' OR LESS
R 1 = 30'
R 2 = WIDTH VARIES DEPENDING ON OPTION CHOSEN



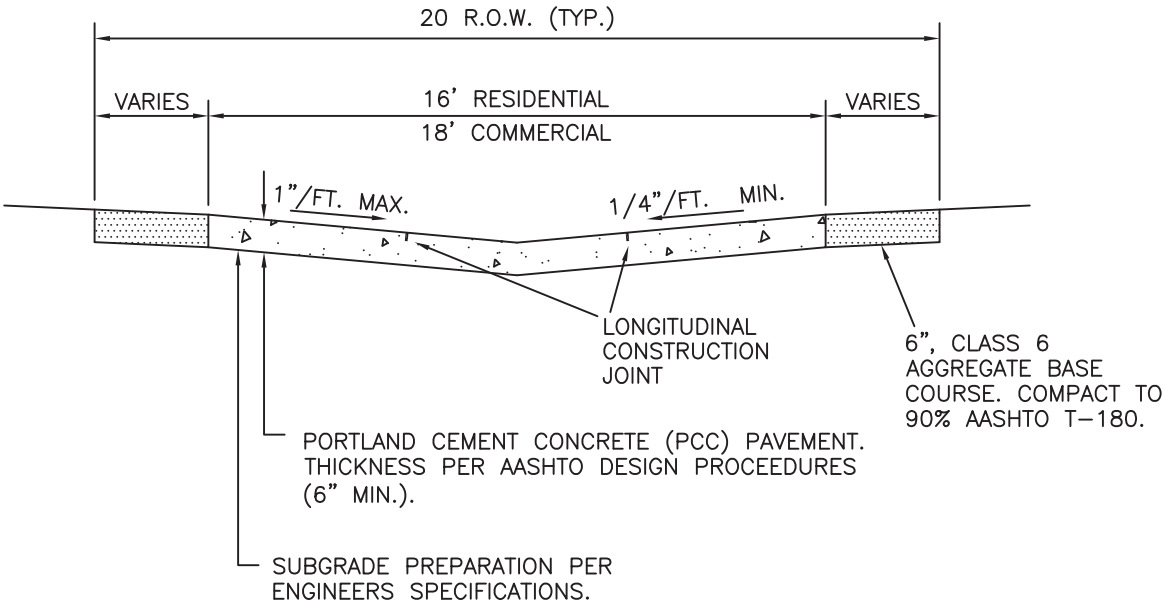
NOTES:
CENTER OF CUL-DE-SAC NEED NOT BE ON CENTER LINE OF STREET.

CUL-DE-SAC TURN AROUND - RESIDENTIAL COURT

NOTES:
CENTER OF CUL-DE-SAC NEED NOT BE ON CENTER LINE OF STREET.



CUL-DE-SAC TURN AROUND - MIN. DIMENSIONS - COMMERCIAL/INDUSTRIAL COURT



THE NOTES BELOW PERTAIN TO THE STANDARD CONTRACT DOCUMENTS FOR CAPITAL IMPROVEMENTS CONSTRUCTION:

1. SAW CUT LONGITUDINAL CONTRACTION JOINTS SPACED AT 1/3 PAVEMENT WIDTH. (SEE DETAIL ON PAGE C-29)
2. SAW CUT TRANSVERSE CONTRACTION JOINTS AT 10' SPACING (SEE DETAIL ON PAGE C-29)
3. SEE PAGE C-06 FOR EXPANSION JOINT SPACING.
4. ALL EXPANSION AND CONTRACTION JOINTS SHALL BE SEALED IN ACCORDANCE WITH DETAILS ON PAGE C-28.
5. PCC PAVEMENT SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.

ALLEY

PEDESTRIAN & BICYCLE ANALYSIS WORKSHEET

IMPACTED PEDESTRIAN & BICYCLE FACILITIES

Question	Yes/No	If answered YES, please describe.	Identify mitigations (where applicable)
Does the proposed land use change existing pedestrian or bicycle facilities?			
Is the land use on or adjacent to a proposed bicycle facility identified in the Pedestrian & Bicycle Plan?			
Does the project conflict with a proposed bicycle facility identified in the Pedestrian & Bicycle Plan?			
Is the site within an existing or proposed shared micromobility zone? If so, does the site plan include dedicated space for storage of shared bicycles and scooters?			
Is the project within an overlay zone? If so does it comply with pedestrian and bicycle elements of the overlay zone?			

DATE:
TRANSPORTATION PLANNER/ENGINEER:

APPLICATION

Transportation Engineering Design Standards (TEDS) Exception Request

City File No.: TED-_____ (To be filled in by City Staff)

Project: _____

Site Address: _____

Applicant: _____

Representative: _____

Date: _____

Parent Project:

Project Name: _____

City File No.: _____

1. *Referenced chapter in TEDS and a brief description of the request(s)*

Request #1 -

Request #2 -

Request #3 -

2. Site Description

REQUEST #1 -

A. Description:

B. Exception Considerations

1. How will the exception affect safety?

2. Have other alternatives been considered that would meet the standard?

3. Has the proposed design been used in other areas?

4. Will the exception require CDOT or FHWA coordination?

5. Is this a one-time exception or a request to change the TEDS manual?

REQUEST #2 -

A. Description:

B. Exception Considerations

1. How will the exception affect safety?

2. Have other alternatives been considered that would meet the standard?

3. Has the proposed design been used in other areas?

4. Will the exception require CDOT or FHWA coordination?

5. Is this a one-time exception or a request to change the TEDS manual?

REQUEST #3 -

A. Description:

B. Exception Considerations

1. How will the exception affect safety?

2. Have other alternatives been considered that would meet the standard?

3. Has the proposed design been used in other areas?

4. Will the exception require CDOT or FHWA coordination?

5. Is this a one-time exception or a request to change the TEDS manual?

APPLICATION INSTRUCTIONS

Transportation Engineering Design Standards (TEDS) Exception Request

Submit the application and associated drawings, in electronic format, using the following instructions.

City File No.: _____ (To be filled in by City Staff)

Project: _____ Fill in all lines in this section unless otherwise noted

Site Address: _____

Applicant: _____

Representative: _____

Date: _____

Parent Project:

Project Name: _____

City File No.: _____

1. *Referenced chapter in TEDS and a brief description of the request(s)*

Cite the section of TEDS for which the exception is being sought and briefly state what the request is. Examples are shown below:

Request #1 - Chapter 29.12.040 - Allow backing into the right of way

Request #2 - Chapter 29.20.060(b)- Reduce the centerline radius of a street

Request #3 - Chapter -.

2. Site Description

Describe the site in detail as necessary to explain the project and the TEDS exception request(s). Include a description of surrounding properties and access points when necessary. There should be plenty of detail in this section. Better to include too much than not enough.

Include pictures and drawings as necessary. NOTE: aerial pictures from the City's GIS system, including contours, can be copied and pasted into the document. www.gjcity.org

For each TEDS exception request, please complete A and B below

REQUEST #1

A. Description

Describe the request in detail using the applicable section(s) of the TEDS. Why should this request be granted? What does it do for the project? Describe problems created by not granting the TEDS exception; Why can't the TEDS requirement be met? Describe benefits created by granting the TEDS exception.

B. Exception Considerations

1. How will the exception affect safety?
   Do you believe the exception will compromise safety? If not, explain why and be specific.

2. Have other alternatives been considered that would meet the standard?
   Show as many alternatives as possible including those that meet TEDS. This is critical. Think out of the box. The committee will ask questions like "Can they buy an adjoining parcel and design it to meet TEDS requirements?"

   Include pictures and drawings.
   Any applications submitted without examples will be returned. Only in rare instances are there requests that don't have alternatives.

3. Has the proposed design been used in other areas?
   Describe how this request has been used in other areas; here or in other locales. Be sure to describe the advantages or disadvantages seen in these areas. Pictures and drawings would be helpful.

4. Will the exception require CDOT or FHWA coordination?
   "No" or "Yes" and a description of what the agency will be looking for.

5. Is this a one-time exception or a request to change the TEDS manual?
   Explain if this is a one-time exception or if you think the TEDS manual should be modified to allow this request permanently.

REQUEST #2 –**Provide complete information for each request as shown for REQUEST #1 above.**

TRANSPORTATION IMPACT STUDY
BASE ASSUMPTIONS

Project Information				
Project Name				
Project Location				
TIS Assumptions				
Study Area Boundaries	North:		South:	
	East:		West:	
Study Years				
Future Traffic Growth Rate				
Study Intersections	1.All Access Drives		2.	
	3.		4.	
	5.		6.	
	7.		8.	
Time Period For Study	AM PM Sat Noon			
Trip Generation Rates				
Trip Adjustment Factors	Pass by:		Captive Market:	
Overall Trip Distribution	North	South	East	West
Mode Split Assumptions				
Committed Roadway Improvements				
Other Traffic Studies				
Areas Requiring Special Study				

DATE:
TRANSPORTATION ENGINEER:

Grand Junction Area
REALTOR® ASSOCIATION

HBA
WESTERN COLORADO

City of Grand Junction Community Development Department,

Thank you for the opportunity to comment on the proposed TEDS revision. We greatly appreciate the extension of the original public comment period, which provided valuable time to formulate constructive feedback in support of the highest quality outcome for the public.

We commend the department's efforts to create increased flexibility in the plan, modernize standards, and implement the bike and pedestrian plan.

As representatives of the Grand Junction Area Realtors Association and Housing and Building Association of Western Colorado, we represent a coalition of over 300 design, engineering, and development professionals and over 900 real estate professionals collectively employing thousands of local citizens.

We're confident that the inclusion of technical expertise informed by this depth of experience will help guide adoption of a plan that functions as intended in fully implementing the core values identified through the planning process. It is our shared vision to facilitate the enactment of standards consistent with the spirit of those guiding principles.

After our initial review, we've prepared comments on a number of items in the current TEDS draft as practical considerations that would fortify the plan, protect against the potential for unforeseen consequences, and ultimately ensure successful implementation for the benefit of our present and future community.

We place particular emphasis on three elements of the draft TEDS plan:

- Right of Way Size Regulations, Parameters, and Variances
- Minimum Access Standards
- Traffic Study Requirements

Two additional elements also warrant consideration:

- Pathway Illumination Standards
- Sidewalk Specification Requirements

The proposed form of each of these elements reflects efforts to achieve commendable goals, but also presents concerns of technical feasibility, outcomes counter to the identified values, and negative impacts on housing affordability.

In each instance, our comments identify alternatives or the need for further clarity to address these concerns while preserving the original ambition of the goals.

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Housing and Building Association of Western Colorado
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Grand Junction Area REALTOR® ASSOCIATION

HBA WESTERN COLORADO

Public Comments

Right of Way Size Regulations, Parameters, and Variances

Concerns

- Reduces quantity of land available for the creation of housing inventory, which will increase costs, decrease density, and contribute to sprawl with traffic and commuter impacts.
- Although we appreciate the flexibility provided by the several potential variances, their use would essentially shift interior boundaries.
- Implementing this standard is impractical in scope and lacks technical feasibility. Implementation in existing, developed corridors would require substantial and costly land acquisitions, particularly for infill, and will reduce existing housing inventory.

Comment

- We would like to see further review of the right of way requirements in consideration of emerging trends, as this proposal would benefit from clarity and data benchmarked to standards, impacts, and outcomes adopted by comparable communities.

Minimum Access Standards

Concerns

- These standards need general clarification regarding the definition of minimum access and what specifications are required to meet the stated goal of connectivity.

Comment

- Additional technical clarity is required, and references to similar levels of required access in comparable jurisdictions would serve as a useful point of reference.
- For most infrastructure development, there is a tier based system to determine the size of streets, waterlines, etc. A tier based system should also be established for pathways based on the size of the development, particularly in areas where connectivity is already achieved and secondary access has been established for fire vehicles.

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Grand Junction Area REALTOR® ASSOCIATION

HBA WESTERN COLORADO

Public Comments (continued)

Traffic Study Requirements

Concerns

- The proposed requirement for traffic impact studies (TIS) of developments that generate between 10 and 99 ADUs is needlessly low, and the lower threshold of 10 peak hour trips could easily be achieved by a single home with one house multiple drivers or bicyclists, which will increase development costs and decrease affordability.

Comment

- The current traffic study requirements in the existing TEDS should be maintained, but with an addendum for estimating impacts to bicycle and pedestrian traffic. This would incorporate bike and pedestrian considerations while mitigating higher costs.

Pathway Illumination Standards

Concerns

- The draft proposes an uncommon management structure in which responsibilities are assigned to HOAs, private development, or not defined clearly.
- HOAs are unlikely to reliably manage illumination, while assigning responsibility to development in perpetuity is unusual and exceeds the role of private development.
- This structure is likely to create an inconsistent variety of lighting types and specifications.

Comment

- Apply the current system for local street lighting to pathway illumination to ensure reliability, simplicity, and consistency in type of lighting.

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HBA WESTERN COLORADO

Public Comments (continued)

Sidewalk Specifications

Concerns

- The proposed standard requiring sidewalks 6 feet in width and on both sides of the street will remove excessive amounts of already limited land available for the creation of housing inventory, with minimal additional utility for multimodal usage.

Comment

- The six foot sidewalk requirement should be modified to be required only at higher vehicular volumes and on only one side of the street, with an emphasis on connectivity. This will lower costs in the creation of housing and also the City's long-term maintenance costs, leading to the creation of more affordable housing stock while still accommodating multimodal usage.

Additional Feedback

The incorporation of this professional feedback will meaningfully improve the quality of the plan thanks to your gracious extension. That said, TEDS is a complex document that has not undergone a revision for many years, and the outcome would benefit from further review and refinement. We understand it may be challenging but with a plan of this magnitude, it's worth taking the extra time to get it right. We appreciate your collaboration to date, but respectfully request that you consider additional time for review.

If this additional time is granted, it will allow our professional community to provide several and more thorough contributions.. For example, we would:

- Explore how the new proposed standards complement or conflict with the latest trends in context-based development.
- Investigate experimentations and comparative models underway in front range communities that have already or previously incorporated multimodal uses and other additional values into their roadways and systems, so as for our Grand Junction to benefit from the best available data and practices as we tailor the right variables for our own community.

Additionally, we suggest that it would be mutually beneficial to convene a workshop between city staff and industry practitioners to further discuss our comments and opportunities to refine these standards.

Thank you again for offering these feedback opportunities to date. Please don't hesitate to contact our team with any questions, and we would be happy to serve as a resource throughout the remainder of the process.

We look forward to your response, and thank you for your consideration.

Submitted on behalf of the Grand Junction Area Realtors Association and Housing and Building Association of Western Colorado

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The following are comments compiled and received by the City via email from the development community and interested parties.

From Keith Ehlers on 6-29-23 via email

I've shared this with a few of you in conversation recently, but I hadn't done so in writing yet so here it is. The top two items at this stage that I'd like to see further vetting for in regards to the draft TEDs manual are:

1. Current development impact fees were influenced by the calculated cost of the existing cross sections and improvement requirements for roads, BUT if the new TEDS manual gets adopted before any responsible vetting of the additional cost implications of the expanded improvements being required is completed the TIF fees will automatically be out of alignment with every calculation that went into the 2019 nexus study and ultimately guided the impact fee implementation schedule that was approved by council and is utilized by the city manager and public works for budgetary planning. There are repeated comments about concern that the impact fees are currently only 75% of what is needed (based on the cost assessment of existing road cross sections), but the adoption of this TEDS policy would amplify the related budget shortfall. Can someone discuss this issue with me in detail please to help me understand what the thinking is and educate me on anything I may be missing?

2. If the new cross sections are consuming more right of way and requiring a detachment of sidewalks away from the vehicular activity then do we still need the same level of expensive landscape strips, buffers, and screening requirements that we currently require in our code? Perhaps there is a trade-off to be found here in which the private property owner may have to give up more land for ROW, but gets that's developable ground back through the relief of required landscape strips wherever detached walks are required since they inherently create a landscape strip between the roadway and the sidewalk. Does this question get addressed in the code update project or the TEDS project?

Thanks for your time on this.

-Keith

From Kevin Bray on 6-14-23

Rick, Trent, and Dave,

I like the idea of a drive lane that accommodates 2 way traffic. Its traffic calming and also keeps the space available for the fire trucks. I'm not sure I totally understand Fire's need for a second access. I thought we designed streets to have two firetrucks drive by each other at the same time. In that case one can be dropping a hose while the other is passing to drop the next. The 2nd access, if it was a path, would not need to be 20' width because there is not a hydrant or a home to service from that so whatever emergency vehicle would use it would then dump onto the residential road that had the proper width for the above scenario to unfold. Maybe you have a better explanation but I thought it would be a good trade-off if we are going to do a path(700' block rule) connection this should allow us to have some flexibility on longer cul-de-sacs and meeting second access requirements. In the example below, you can see that the drive lane is intended for two way traffic but I think it would/may require queuing. The presentation also brings up some good points about reducing the amount of asphalt/concrete that must be maintained.

For a good example of context-based multimodal street design I think the section of Mariposa that goes through residential neighborhood is a good example. A joint drive lane that does not have a middle stripe, allows for parking on the sides, and when pedestrians are in the street there is no psychological resistance to crossing the centerline and giving peds and bikers a wide space. I don't think that design is necessarily the best for mariposa as it serves very few residential homes and has a high design speed and more of a collector context, however, this was a practical and cost-effective approach to providing some traffic calming and mitigating uncomfortable ped/bike/car relationship. Notice the local residential Pleateau drive is 35' wide and has many private signs up and down the street "Kids at play" "please slow down". I think we have an opportunity to explore whether sidewalks in residential neighborhoods create safety or if they create a contextual assumption that people are on the side, and the drivelane is a speedway for cars. We all grew up on streets with no sidewalks or narrow sidewalks. We played football and basketball in them, we rode our bikes in them, we walk in them comfortably. Is it possible that the separation is the problem? The street I live on is full 44' with sidewalk on both sides, its over 1,000' long with more lots than are currently allowed in a dead-end cul-de-sac. There is very little traffic but the cars that come through there are usually doing mach 10. It's a design issue. We should build neighborhoods that people drive through like campgrounds.

Also, see his email with embedded photos and a powerpoint presentation.

From Kevin Bray on 7-17-23

Thanks Rick, I did hear Steve address the fire truck need in a roundtable I attended. Steve did a pretty thorough job and articulated well the need for the two lanes which I understand. I think the path would qualify as its not intended or needed to

provide the ability for two trucks to pass. I think you can come to the same conclusion or get with Steve if you need to. My comment is only to provide flexibility where it makes sense and can save the City and the consumer unnecessary costs.

From Mark Austin on 7-13-23

TEDS Plan Comments from ACG:

1. This is just a general comment, but the Ped and Bike Plan is now significantly impacting the cost for projects. The concern I have is the vast majority of "input" and involvement on this plan was provided from the bicycle community and was it really a representation of the entire community? The bicycle community just scored a huge win because they really aren't having to pay for any of these improvements. It would seem to me that before fully embracing this Bike and Ped Plan, there needs to be a cost analysis study to determine the cost to implement this plan and method that funds the construction and maintenance of the plan. The reality is the City is the agency that is ultimately going to have to pay for these improvements because the vast majority are on collector-type streets. If the community really wants to fully embrace this plan, they must also provide the funding to do it. This is really no different than what the City just did for the Rec Center. All of the planning documents and "surveys" from the community said they wanted a Rec Center. However, the City didn't move forward with this until there was a way to pay for it. Why isn't this same approach being taken for the Bike and Ped plan?

2. Section 29.08.030 – 1st Paragraph, last sentence and Paragraph 2. This should state 100 PEAK HOUR trips, not 100 trips (this would be 10 houses).

3. Section 29.12.040, part B. A maximum of 4 parking spaces without an island is unrealistic, or even 8 spaces. Why is a landscape island needed in an alley? This is not the place for a landscape island. Please look at the Catholic Outreach projects along alleys in the 200 and 300 blocks south of Ute. Also look at 951 Main Street.

4. I'm concerned all of the new street sections and various ROW widths will be difficult to determine when and how much additional ROW a site plan approval project must dedicate. For the most part, most of the existing commercial lots already have curb and gutter along them and are generally located along a street that is a collector street and above. When the site wants to develop, is the City now going to require additional ROW dedication along these streets and then require the sidewalks for instance to be detached? Maybe this isn't an

issue for the sidewalk because it's a collector street, but which ROW section for a collector street will the developer have to follow? If it's up to them, it will be the one that has to give up the least amount of ROW.

5. The TIS requirement to do for Bike and Ped analysis is silly. Most of the streets and sidewalks don't have much ped or bike traffic, so why are we trying to measure this? It isn't going to tell anyone anything and what is going to be the basis to project future bike and ped usage? All this does is cost projects another $2,000 for traffic study consultants that provides no real useful information. Every question on this checklist can be answered by the City's development engineer.

6. I can assure you the general public will use the Ped and Bike Analysis Worksheet to oppose every project that has a ped or bike facility along a collector roadway. A good example is the C-1/2 Road Gravel Pit. This project is currently pushed out by the Planning Commission because of the neighbors' complaints about inadequate bike and ped routes on C-1/2 Road. I can assure you the public will use the "stress" table maps to push their point once they understand how much this bike and ped plan drives the level of improvements required for a project approval.

7. Every project that has opposition will always raise the concerns that their roadways are too congested and can't handle the additional traffic, and the kids playing in the streets will be killed from the additional traffic generated by the proposed development. At least with a Traffic Study you can use ADT numbers to show the street has additional capacity to handle the development, but even with a Stamped Traffic Report, Planning Commission members will cave on this with enough public opposition at a hearing. Now you are going to have to say that it's ok that the kids playing in the street can't walk safely without a sidewalk and a bicycle can't travel down the road safely without having more pavement. We are setting ourselves up to get killed in public hearings, and the City will be the one getting yelled at because the streets are collectors.

8. Requiring individual lighting plans for all streets is another $1,500 burden on EVERY SINGLE PROJECT. All that needs to be done is do the lighting analysis for the various street sections and you should be able to determine a "typical" light pole spacing to provide the lighting levels needed. This is even more ridiculous because Xcel Energy is the one providing and installing the light types and I seriously doubt they check to make sure the lighting analysis light fixture details and deflectors match the equipment they install and maintain. This is just not a realistic expectation.

9. Section 29.20.030 Providing pedestrian lighting on all ped paths and trails is extremely expensive for all projects.

10. Expecting HOA's to maintain pedestrian level lighting in subdivision projects is unrealistic. They can barely handle getting irrigation water to their homeowners, now you want to have them maintain and operate pedestrian level lights for the entire public to use on their property and they are the ones that have to pay for them? This makes no sense. If the lights are provided, they need to be turned over to the City to maintain and operate, just like the lights along the street. Pedestrian and Bike trails are now considered "multi-model" and therefore they should be treated just like a public street lighting system for vehicles.

11. It would seem to me the street options need to include the low stress vs high stress design requirements from the ped and bike plan. I still don't know what that means, but from what I understand, we have to now assess the Bike and Ped plan to determine the stress level, which then drives the required sections required.

12. I was not part of the ped and bike plan, but how did the low stress vs high street analysis in the bike and ped plan get developed? This level of stress analysis is now significantly impacting the cost to develop street sections, and most of these street sections are paid for by the City through taxes. Has anyone thought about how this is really going to be paid for?

13. Section 29.20.060 (c)– Bulb outs. Just about every local street section has street parking. Does this now mean that bulb outs are now required at every intersection on local streets?

14. Section 29.20.070 (B)– Why can't this be a 2% to 2%? Requiring vertical curves at Stop Control intersections is ridiculous. Anyone driving across a typical crowned street drives up and down a 2% crown all the time without a safety issue. All the vertical curve does is create complexities in construction that aren't needed.

15. Private driveway access locations should not be restricted to a maximum 4% grade.

16. Section 29.20.210/ 29.28.250 – Traffic Calming. The City enforced this in the mid 2000 with
chokers and tabletops in subdivisions. The reality is these really didn't do anything and so over time, this "requirement" went away. Is it now back? Did we not learn anything from the last time this was required?

17. G Road Section – 70-ft ROW. Why is it acceptable for G Road to have a narrower Bike Lane but it's not acceptable for a Low-Speed Collector road, or

even a local commercial street or lower volume local streets?

18. Two Way Shared Use off Street Path – I'm not seeing where dimension E, slope information, is defined?

19. Two Way Shared Use Paths – Canyonview park has multiple 8-ft paths and is highly used in the community. These paths typically don't have 2-ft gravel shoulders, but some paths have a 3-ft soft surface path for people who don't' want to walk on hard surfaces. Several of the paths have no shoulder and transition into the adjacent grass. Why isn't this an acceptable section for everyone else?

20. What is driving the requirement that all paths have to be concrete? Again, Canyonview has several soft surface paths and in many locations, such as Redlands 360, concrete paths are not practical in open space areas.

From Ron Abeloe on 7-14-23

To: Trent Prall

Rick Doris

Thank you for the presentations of the proposed update of the TEDS along with the opportunity to provide comments from a Land Development and Housing Provider perspective.

My comments are mostly focused around the multimodal, Bike and Ped portions of the update. These portions of the update will add thousands of dollars of additional cost to each new housing unit that is produced under these proposed standards. That alone is not a reason to not propose them if the proposal eliminates a serious safety issue that is resulting in high numbers of injury or death.

It is however a reason to gather the information and statistics to support not only the new standards but also where they are warranted based on the significantly negative impact they will have on all new housing types.

Increasing new housing costs drives additional inflationary pressure on new home prices to the consumer. More troubling than this is the fact that new home price inflation is tied directly to increased prices on lower cost housing units as well. New home prices move in tandem with all other housing groups as a rule. These lower priced housing units are what the lower income level buyers and renters are using for shelter. These units are our work force housing stock.

Based on these facts it seems very important to take the time to identify where these new standards will have a safety impact large enough to warrant the significant negative impacts on housing prices, and where they will only serve to increase costs without much benefit.

In addition, adding concrete and asphalt in places where it is not necessary seems environmentally irresponsible and inefficient for future City Maintenance as well as the development itself. Considering the amount of carbon needed to produce concrete and asphalt along with the significant heat generated year after year for every additional square foot of these surfaces that are required to be installed, it seems prudent to make sure that it is truly needed.

I have heard the term quality of life or a more comfortable experience when referring to these improvements, I would ask you to keep in mind that there are few quality-of-life issues that are more important than being able to provide housing for yourself and your loved ones, and it is quite an uncomfortable experience when you can't afford to do that.

From Ron Abeloe on 7-17-23

Rick I wanted to backup our conversation on the costs associated with the TEDS update, specifically the requirement for 6 foot wide sidewalks in new residential subdivisions. I am estimating that on a 60 foot wide lot this will add approximately $2,000.00 of cost to each lot. This cost is being proposed without any compelling reason to do so. The pedestrian traffic inside of most subdivisions is so extremely low and a significant part of that traffic is single user which will receive almost no benefit from a wider walk. This cost may be warranted on high volume higher speed streets but inside of new residential subdivisions what we are currently required to provide seems more than adequate. I say this because in the 30 years I have been developing residential subdivisions of various densities along with the hundreds of homes I have built and sold I have yet to have heard a single complaint or even a comment regarding the width of the City Sidewalks inside the subdivision. As a matter of fact, the standard entry walk to the front door of our homes is 4 feet wide, and again, I have never received a comment or complaint about this standard either. Now I know that this is not a scientific study but it does lead me to believe that if a 4 foot wide sidewalk width was an issue of concern, I certainly would have heard about it by now. I would simply request that if the City truly believes that this is worth the additional burden on the home buying public that you should work with our industry to determine where this burden is truly warranted based on real data and where it is unnecessary. I would remind you that the cost of new homes is directly related to the market price of new homes and more importantly that as new home prices rise, that all other housing prices follow including rents. This is a well-documented market reaction, therefore additional cost should be very carefully and thoroughly investigated prior to any requirement that ends in that additional cost. I realize the City has no control over market forced but that in no way relieves the City from the those additional cost items that it does have direct control over

unless there is a truly compelling reason that has been proven out through thoughtful and thorough research.

Thank You for your consideration,
Ron Abeloe
Chaparral West Inc.

From Andy Gingerich on 7-14-23

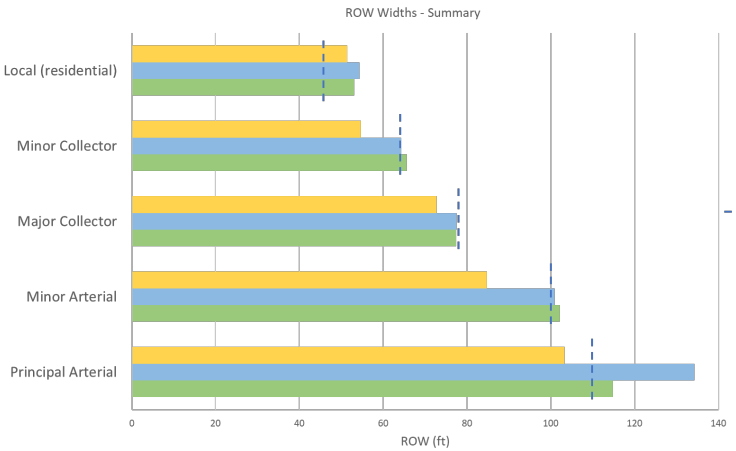
I agree with the basic concept, Rick, that gov't agencies would build them on the main roadways, and developers would build them on the others. In reality that's what would happen. I just don't know if roadway classification is the best guideline. From the examples I gave, North Ave is a minor arterial, Rimrock is a major collector, 24 3/4 Rd and Market St are local roads. I suspect that North Ave is covered by the North Ave Overlay. But in the other examples it looks like it's based more on a traffic flow issue, trying to prevent traffic back up at intersections, etc. These were decisions made before my time, so I am making some assumptions.

How is it determined which roadways TCP funds will be used for vs which roadways developers will build? Maybe that's a decent guideline to determine areas where developers would and wouldn't be required to build a pullout. I'm just thinking that if a developer is building a roadway and sidewalks, and it's determined that a pullout is needed, they should build it along with everything else. In reality, bus pullouts are unlikely to be needed in local and lower classified roads in most situations.

There is a decision tree in the current Transit Design Standards and Guidelines that determines stop locations and whether or not a bus pullout is needed. I don't think this decision tree has been closely followed over the years, and should be updated to reflect more recent practices. But I think it's the right place for these standards to be located.

Response to Public Comments received on the Draft Transportation Engineering Design Standards (TEDS) Update Manual

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
1	Sidewalk specification requirement – proposed 6' versus current 4' on local streets. • Pedestrian volume is low and the public doesn't complain to builders about 4' wide sidewalks. • Require only at higher volume locations. This lowers cost in housing and city long term maintenance costs. • Perhaps only require the wider width on one side of the street. • Proposal exceeds CDOT minimum 5' sidewalk standard. • What is the additional benefit of the 6' sidewalk and is it worth the added home cost? • Continued interest in narrower sidewalk widths, even with 200' passing area. • Want more options based on volumes. Create a hierarchy of standards.	The Pedestrian and Bicycle Plan establishes that local streets should provide a 6' wide sidewalk to provide for an acceptable (LOS) level of traffic stress of 2 or less on all local streets and low speed collector streets.	• Level of acceptable traffic stress was key in the Pedestrian and Bicycle Plan (PBP) study. This was determined through public engagement and industry standards. • It is difficult for two people side by side, a pedestrian to pass a wheelchair or baby stroller, etc. on a 4' sidewalk. • Sidewalk encroachments such as landscaping and side mirrors on vehicles often reduce the effective area of the sidewalk width. • In addition, the PBP proposes 6' based on NACTO to meet the LOS 2 criterium. • The TEDS update proposes multiple street options that provide the ability for narrower streets. • Constructing different Sidewalk widths will be troublesome during construction. • Pedestrian volume will remain low as long as the facilities are substandard (a width where citizens choose to not use them due to the level of stress). • The expected minimum standard is 6', however a developer can request an exception and narrow to 5' sidewalks in a constrained environment if justified. • A note has been added to the residential street section saying an exception request can be considered for sidewalks under 6' width within a constrained environment and/or where low volume of 10 peak hour vehicular trips or less can be shown and no through access is provided or planned.
2	Issue: Right-of-Way size regulations and parameters. • Want further review and benchmark comparable cities. • Concern this reduces available land contributing to sprawl and decreases density.	Most street sections will see a wider roadway. However, for local streets, many options are available. • Local Street (currently 44') – options vary between 38' to 63' in total ROW width.	• City researched peer cities. Proposed Sections are now benchmarked to peer Cities, see graph below:

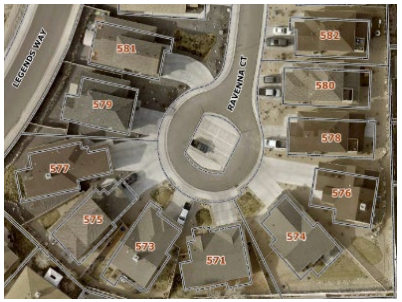
Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
	• How do we know which ROW to give on Maj. Collector? Speed criteria +/- 35MPH • Current Impact Fee structure does not reflect these sections.	• Minor Collector (currently 52')/ Local Commercial (currently 52') – change to 64' ROW width. • Industrial Street (currently 48') – change to 55'. • Collector (currently 60') – change to 70'-78' ROW width. • Minor Arterial (currently 80') – change to 100' ROW width. • Principal Arterial (currently 110') – no change, continues to be 110' ROW width.	 • At General Meeting staff will determine Major vs Minor Street section for proposed development. • The current impact fee structure does not reflect these sections, however the City will study impact fees in 2024. • Flexibility of zoning code requirements will minimize the reduction of any density limitations for new development.
3	Concern with what is required for Minimum Access to new development and what those standards will be. • Can paths be used for fire access. • Concern about ownership of these paths. • Will fencing be restricted along path corridors?	Requirement for a 6' path between subdivisions when existing or proposed street connections are greater than 750' apart. Path connections may occur off the end of cul-de-sacs.	• The path will be called "pathway" and has been reduced in width from 10' to 6', and the easement width has been reduced from 15' to 11'. • Fencing along pathways will be regulated by the Zoning and Development Code. • Pathways will be constructed in tracts owned by the HOA. This is already established practice. • The new 11' easement width will accommodate the ability to replace concrete in the future, a concern raised by the Technical Advisory Committee. • The Block length and pedestrian block length are being removed from TEDS and will become part of the ZDC.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
4	Traffic Study Requirements • Knowing the information upfront is most helpful – add as an agenda item on General Mtg. • Clearly identify what level of effort is required on each question so the checklist does not become subject to interpretation. • Incorporate ped/bike analysis only and clarify that the pedestrian/bike evaluation does not need to be completed by a traffic engineer.	New traffic assessment for between 10 and 100 peak hour trips.	• The assessment is for peak hour trips which is a minimum of 10 houses. • The language has been changed from "shall" to "may require" the assessment. Approach is not to require a study if it won't tell anything new. • The proposed checklists have been revised for clarification. • Staff will identify what is required and the level of effort with the applicant at the general meeting. • The pedestrian/bike evaluation does not need to be performed by a traffic engineer.
5	Pathway illumination Standards • Handle like normal streetlights. • What are the spacing requirements between lights? Need a standard. • In practice, this likely creates an inconsistent variety of lighting types. • HOA's are often unreliable for maintenance, and this exceeds the role of private development. • Make solar lighting an option. • Request dedicating tract to City for city to maintain pedestrian lighting.	HOA to install and maintain bollard type lights for pathways.	• City pays for regional trail facilities. • It is not uncommon for an HOA to be responsible for lighting within their subdivisions. Note, Mesa County requires the HOA to pay for street lighting. • The installation of commercial grade Solar lights is permissible and may be a good option. • Strategically orienting streetlights to illuminate pathways or portions of pathways can help reduce costs. • Establishing a citywide standard for light spacing may actually cost more for a proposed development than creating a site-specific lighting plan for a that development.
6	Increase the current Cul-de-sac length from 750 feet to 1000 feet.	The TEDS update proposes keeping the maximum Cul-de-sac length at 750'.	This standard has been left at 750'. The developer can always request a TEDS exception. This allows context evaluation. After discussing with the development community, they are okay with keeping this as it has been.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
7	Can the number of dwelling units on a Shared Drive be expanded from 5 to 7?	Not in TEDS, include in Zoning and Development Code Update.	The number of dwelling units accessing a shared driveway is set forth in the Zoning and Development Code (ZDC). Staff is now proposing as part of the ZDC update to eliminate the number of units but keep the length of the shared drive at 150'. Parking pods may be required as part of the development of homes on a shared drive.
8	What is the expected width of Paths and Trails, 10' or 12', 8' if constrained?	Pathways and trails are pedestrian and bicycle facilities for connections between subdivisions, the end of cul-de-sacs and neighboring streets, etc. and for Active Transportation Corridors (ATC).	The pathway has been separated out from trails and therefore the TEDS Update is now establishing trails at 10', except 12' in high volume areas. The minimum width is 8' in constrained areas. The 10' width standard is needed to accommodate the multi-use of bikes, rollers and pedestrians sharing the trail. These standards apply to all ATC's. Pathways connect subdivisions to surrounding streets and in some cases from the end of a cul-de-sac, they are now proposed to be 6' in width.
9	What is the policy for upgrading existing infrastructure? TEDS does not address this. • Will new developments have to remove attached sidewalk and install detached sidewalk when developing a new a site along an existing street when the street section requires it? • Or have to expand sidewalk width of an existing sidewalk when the street section calls for it?	This is specifically addressed in the introduction of TEDS, Section 29.01.010 Forward under Applicability.	Generally recent street construction within new development would be expected to remain as it was constructed prior to the adoption of this revised TEDS. To formalize these conditions the TEDS manual has established language permitting the City to issue a deviation. TEDS Section 29.01.010 Forward under Applicability states "Infill development within the City of Grand Junction Urban Development Boundary may be constrained by existing improvements. If such a condition exists an affirmative waiver of TEDS shall be required in accordance with Chapter 29.64.010. The City and County may approve a deviation from these standards only when and if the deviation is shown to be warranted and safe."
10	Allow for the construction of streets in new development without sidewalks on local streets.	The TEDS update requires sidewalk along all local streets within new development.	• The Pedestrian and Bicycle Plan recommends a minimum of 6 feet for sidewalk infrastructure for all new local streets constructed. • Sidewalks provide accessibility and greater safety for all users. • The level of traffic stress is reduced when sidewalks are constructed at 6' widths permitting all users including pedestrians, rollers and bicycles to use them.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
11	Lighting plans for public streets, need to provide spacing criteria on all streets.	TEDS provides spacing of streetlights on local residential streets and provides standards for illuminance on other street classifications.	Variation in street widths and fixtures (over time) requires an illuminance plan. The City is currently performing a study to determine if it makes sense for the City to take over street lights from Xcel and GVP.
12	Pedestrian Bicycle Plan (PBP) didn't survey non-biking public	Not in TEDS.	• Nationally, FHWA estimates 65% of the population is underserved by existing conditions.  The pedestrian and Bicycle Plan (PBP) surveyed both biking public and non-biking public. • Of 669 Surveys, 23% of the survey respondents listed Bikes as the mode they typically take, 72% use a personal vehicle. • 95% said they would like to walk or roll or bike more often or for more types of trips than they currently do. • Biggest walking challenges identified – 1) nonexistent or insufficient sidewalks and 2) streets are uncomfortable or unsafe to walk along. • Biggest biking challenges identified include streets are uncomfortable or unsafe, there are not enough paths or trails and don't feel safe crossing major streets on bike. • For walking/rolling/biking to school 34% said they did, 51% take a personal vehicle. School bus only 9%. • Study findings: Total 347 ped (125) /bike (222) crashes between 2016 and 2020. 42 crashes led to severe injury or death. That's one crash every 5 to 6 days.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
13	Increased cost and impact on affordable/attainable housing, shouldn't a cost/benefit analysis be conducted?	TEDS doesn't address the cost/benefit of development infrastructure with the cost of housing.	• The Pedestrian and Bicycle Plan (PBP) provided the analysis of community need for safe/low stress pedestrian and bicycle facility needs in the community. Participants in the planning process provided input on what they saw as the important needed infrastructure that would permit them to utilize nonmotorized transportation, thus reducing their personal transportation costs. • Reduce the number of cars a household has to maintain can reduce transportation costs if other nonmotorized modes of travel are available, safe and doable. • Typically, a person spends approx. ¼ of personal income on Transportation. • Providing citizens with transportation options helps lower personal transportation costs which helps them in meeting their housing costs. • See discussion from local survey, (next row).
14	Traffic Calming, previous implementation of this in new development was not effective.	Required if a straight street is longer than 600'.	• Narrower street options will help limit speed without specific measures. • Bulb outs, chokers, and mini roundabouts are effective if done well. Local examples (Spanish Trail subdivision) bear this out. • Curvilinear streets can be used to help slow traffic. • Recommend densely parking on only one side of street for narrower street section to lower speeds and costs. This can be accomplished using some of the local street sections permitted.
15	Why require landscaping islands in parking pods located off alleys?	A parking lot endcap landscape island has been required.	The TEDS update proposes to remove the requirement of an endcap for parking along alleys.
16	All paths have to be concrete	All Active Transportation Corridors (ATCs), sidewalks, and pathways shall be constructed with concrete.	A development can propose paths within their own HOA open space system that are not concrete. It is only ATCs, sidewalks within the public ROW, and pathways connecting between streets and from cul-de-sacs, for public use, that are required to be concrete. Other treatment types on surfaces areas such as asphalt have not fared as well with buckling and general maintenance is a larger issue.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
17	Landscaping in cul-de-sacs/parking pods	Not in TEDS, include in Zoning and Development Code Update.	  Example 1 (The Legends) Example 2 (Summerhill) Two general sizes have occurred in the city with Example 1 (The Legends subdivision example) fitting within a standard cul-de-sac and Example 2 (Summerhill Subdivision example) needing a larger area for the parking area. Proposed to not require landscaping for Example 1 and to require landscaping for Example 2. These options will be proposed with the Zoning and Development Code Update.

David Thornton

From: Grand Junction Speaks <no-reply@gjspeaks.org>
Sent: Monday, October 9, 2023 3:03 PM
To: David Thornton
Cc: Jacob Kaplan
Subject: [Grand Junction Speaks] Comment submitted for: TEDS Manual Update

The following comment has been submitted for TEDS Manual Update by Maeve Goodbody:

Hello, I am a downtown Grand Junction resident writing in support of the updates to the TEDS manual. In adopting the Pedestrian and Bicycle Plan the City advanced values that are integral to our community. Grand Junction residents want to live in a community that is safe, welcoming, and enjoyable for people using all modes of transportation. From my review of the public materials, updating the TEDS manual seems like the imperative next step, after adopting the Ped and Bike Plan. I recently finished reading The Architecture of Happiness by Alain de Botton. The book examines architecture, and urban planning as a whole, through the human lens of how structures make us feel. In the book, de Botton wrote extensively about Le Corbusier, the visionary Swiss-French architect and designer. At one point Le Corbusier drew plans for a massive overhaul of Paris, and proposed eighteen uniform high rise towers to house most of the population in the French capital. He proposed eliminating roads in the city, and envisioned only high-speed thoroughfares bypassing the city-center. De Botton commented on this illogical vision saying "In his haste to distinguish cars from pedestrians, Le Corbusier also lost sight of the curious codependence of these two apparently antithetical forces. He forgot that without pedestrians to slow them down, cars are apt to go too fast and kill their drivers, and that without the eyes of cars on them, pedestrians can feel vulnerable and isolated." He went on to comment on the joys of living in a walkable community, "But whereas we may leave the house with the ostensible object of consulting a book in the library, we may nevertheless be delighted on the way by the sight of the fishmonger laying out his startled, bug-eyed catch on sheets of ice, by workmen hoisting patterned sofas into apartment blocks, by leaves opening their tender green palms to the spring sunshine, or by a girl with chestnut hair and glasses reading a book at the bus stop. De Botton's language may be flowery, but his beautiful prose can be easily distilled: life is simply better when you don't go everywhere in a car. My toddler shrieks with joy every time he

sees a bus. My older children love the days when I have time to walk them to school, and are thrilled by the prospect of being old enough to bike to a friend's or the park on their own. Afternoon walks home from my office in the spring and fall are some of my most cherished quiet moments that break up work chaos from home chaos. Our community should support all modes of transportation, which it already has by approving the Pedestrian and Bicycle Plan. Updating the TEDS manual is the logical next step and I appreciate Planning's time and attention to this important issue.

You can approve or reject the comment here.

Teds comments:

I was an initial member of the TEDS committee, but unfortunately was not able to dedicate the time and participate at a consistent level. I was present as some community discussions and there are two particular issues regarding the pedestrian amenities I am commenting on today.

The first issue is the proposed increase of sidewalk width on all local roads from 4 feet to 6 feet, and sidewalk widths in general. We have been presented arguments that increasing sidewalk widths everywhere will reduce the "level of stress" and increase pedestrian activity by allowing multiple people to pass on sidewalks without as much inconvenience. This may be true, but scant technical evidence was presented to support this case, and zero engineering evidence was presented at all. I would suggest before increasing the initial cost, long term cost and associated environmental impacts of increased C02 and heatsink based on subjective evidence, this width bump and similar pedestrian amenity increases be subject to engineering practice such as trip generation and peak hour capacity analysis. Smaller paths and sidewalks should feed into larger based on engineering practices similar to local roads feeding to collector roads that feed into arterial roads as trips increase. This lack of engineering and a one-size-fits all to increasing sidewalk widths justified a pause on this particular issue.

The other issue that is broader, is the priority of building disconnected and disparate large side pedestrian facilities on future collector upgrades while old roads like Patterson from 1st to 7th have inadequate pedestrian alternatives. In other greater communities like Salt Lake, Denver, Pheonix, there has been an emphasis on connectivity that has resulted in the ability to get to places off the heavily traveled roads. If you traverse these areas, you will find that trail widths vary, likely based on the available land and constraints as projects developed. Back our TEDS proposals, these facilities in TEDS will large and wide but will be ***highly*** unlikely to create connectivity, which essentially to lowering the stress and increasing multi-modal transportation. Rather than spend massive amounts of funding on the new TEDS standards, I would prefer to see pedestrian connect from 7th to 1st street via Horizon Place, Community Lane, right-of-way acquisition from Juniper Ridge School, and bumping out on Northridge. This also connects to the trail on Horizon on a narrower sidewalk with a stoplight. This connectivity would not be the ideal path everywhere as it would vary in width and detached vs attached, but it would provider a safer, lower stress option now. And this project could be engineered and built by the end of next year if prioritized. I would suggest a pause in prioritizing future perfection over near term connectivity.

Thanks!

Ivan Geer
Principal

Grand Junction Area
CHAMBER
OF COMMERCE

October 9, 2023

City of Grand Junction Planning Commission
CC: Diane Schwenke, Schwenke Solutions
Andrew Golike, GJACC Chair of the Board
Tamra Allen, Director of Community Development
Trent Prall, Director of Public Works

Good afternoon City of Grand Junction Planning Commission,

I am writing on behalf of the Grand Junction Chamber of Commerce to express our concerns regarding the proposed Transportation and Engineering Design Standards (TEDS) update which is before you for review. While we understand the need for prudent development standards, we are deeply concerned about the potential adverse impact that certain requirements may have on the cost of development in our city. This, in turn, could exacerbate the challenges in attaining affordable workforce housing, a pressing issue for our community.

The Grand Junction Chamber of Commerce is committed to promoting economic growth and prosperity in our city. We recognize that responsible planning and infrastructure standards are crucial to achieving this goal. However, it is equally important to strike a balance between maintaining high-quality standards and ensuring that the cost of development remains reasonable.

We believe that the proposed TEDS update, as currently presented, will place an undue burden on developers and, by extension, potential homebuyers and renters. In particular, we are concerned about the impact of these proposed standards on affordable workforce housing projects, which are already facing significant challenges in our area. By increasing the cost of development, we risk making it even more difficult for our workforce to access housing that is both safe and affordable.

We kindly request that the Planning Commission consider conducting additional work and analysis on the proposed TEDS update to assess its potential impact on the cost of development and, by extension, its implications for affordable housing. We believe that a more thorough examination of these standards, their necessity, and their potential alternatives will be instrumental in striking a balance between growth and affordability in our city.

We are eager to collaborate with the Planning Commission, share our insights, and work together to find practical solutions that benefit our community as a whole. We understand that the TEDS update aims to enhance the quality of our city's infrastructure, and we share that objective. However, it is vital that we also consider the broader economic and social implications of these standards to ensure that Grand Junction remains a place where both businesses and residents can thrive.

Thank you for your attention to this matter. We look forward to the opportunity to engage in constructive dialogue and contribute to the development of transportation and engineering design standards that serve the best interests of our city.

With regards,

President & CEO
Grand Junction Area Chamber of Commerce
candace@gjchamber.org | 970-263-2919

TEDS Comments

Below are some of the comments that will be contained in our presentation before the Planning Commission on Tuesday, October 10th. These cover major speaking points but do not include all of the comments that will be made as individual speakers are still working on their part of the presentation.

We applaud the City for undertaking the task of updating these standards which have been used for the past eighteen years and we appreciate the greater flexibility that has been incorporated into some of the street design elements along with extending the comment period to allow us to provide more feedback during the process.

However, incorporating the bicycle and pedestrian plan into TEDS has created significant cost burdens on potential home owners and city taxpayers. Recent estimates are that this will result in a 32% increase in construction costs for the City and will add thousands of dollars to the price of a home at a time when 64% of Grand Junction Area households are already priced out of purchasing a median priced home of $399,000 (2022). Contrary to the supposition that more multimodal options will drive down household transportation costs so families can take on more debt, the lending community will still only prequalify individuals for home loans of up to 30% of their gross income. And the City has its own budget issues to deal with. Our city manager was quoted in the October 4th edition of the Grand Junction Daily Sentinel saying, "There are more needs than we have resources," Caton said. "And it is a matter of preference."

Most residents would prefer to own their own home, followed by having pedestrian and bicycle amenities but it is not our intent to pit the goal of affordable housing against the goal of more multimodal opportunities, as both were identified in the comprehensive plan as important. There is a way to incorporate elements of the bicycle and pedestrian plan in the TEDS without breaking the bank.

As it is currently written the TEDS is overbuilt and overpriced. By working together with stakeholders there are ways to bring down costs while still maintaining safe streets, sidewalks and trails. More time is needed to examine these alternatives and provide a cost analysis of the potential savings as only the document in front of you has been given a price tag.

One example of where there may be cost savings without sacrificing safety has to do with the sidewalk requirements. The requirement for six-foot sidewalks in all areas including residential neighborhoods is not needed. We submitted a suggestion for five-foot sidewalks early during the comment stage. This was based on the ADA minimum requirements are for three-foot sidewalks with turnouts every 200 feet. And the following information from CDOT:

"CDOT Roadway Design Guide
Chapter 12, page 9-10

Pedestrian Access Route Technical Requirements A pedestrian access route (PAR) is a continuous and unobstructed path of travel intended to provide accessibility for pedestrians with disabilities. A pedestrian access route shall be provided where a prepared surface has been constructed for pedestrian travel within the right-of-way. Examples of areas that may be considered a PAR include:

- Crosswalks at intersections
- Curb ramps
- Pedestrian overpasses and underpasses
- Sidewalks
- Shared-use paths
- Elevators
- Doorways

• Parking access aisles.
The following describes the common requirements of the PAR. Continuous Width (R302.3) - The continuous width of the PAR shall be 4 feet minimum, exclusive of the curb. Where a pedestrian access route makes a 90 degree turn, it should be widened to 5 feet to accommodate the continuous passage of a wheelchair (i.e. pedestrian design vehicle). CDOT projects should provide 5-foot sidewalks unless unique constraints are present. If the clear width of the PAR is less than 5 feet, passing spaces shall be provided at a maximum of 200-foot intervals. If passing spaces are 10 provided they shall be 5 feet by 5 feet minimum. The clear width of a pedestrian refuge island shall be 5 ft."

Since that time, we have also discovered another resource, A **Checklist for Accessible Sidewalks and Street Crossings**, produced by the Bicycle Pedestrian Information Center which is supported by the Federal Highway Administration. In that document they state,

"SIDEWALKS U A new sidewalk should be wider than the minimum accessible travel width of 36 inches (915 mm). Additional maneuvering space is necessary for a pedestrian using a wheelchair to turn, to pass by other pedestrians, to operate and pass through an entrance door, to use a sidewalk telephone or to activate a pedestrian crossing button. A 60-inch (1525-mm) minimum width can accommodate turns and passing space and is recommended for sidewalks adjacent to curbs in order to provide travel width away from the drop-off at street edge; a 48-inch width can accommodate side-by-side travel with a service animal. "

The Bicycle and Pedestrian Plan itself did not advocate for a one size fits all approach and did not advocate for sidewalks at all in subdivisions of less than ten home or 100 average daily trips. That plan also identified priorities for where sidewalks and trails were constructed to improve connectivity. TEDS mandates these elements for every new street constructed.

Other ways to bring down costs could include reducing the instances of requiring illuminance of bike/ped plans to only those facilities with high anticipated usage at night. This change would better align with our dark skies goals held by the community. We might also consider eliminating tree requirements that are driving the landscape strip width and in as many street classifications or non-vital corridors as possible to reduce the costs associated with right of way width, landscaping, irrigation, and unintended future access conflicts with trees. This change would be in alignment with the "water management" goals held by the community.

There may also be some good alternatives regarding the COLLECTOR AND ARTERIAL CROSS SECTION Many Collector and Arterial streets will require a landscape buffer in addition to the ROW between any developed use on the adjacent property and there are Landscaping requirements within the LDC to provide a aesthetic landscaping corridor, so that should make pedestrian separation from fast moving vehicles the priority factor of design since landscaping will still be provided outside of the right of way. Knowing that the following should be considered:

- Reduce landscape strip to as little as 2' when a bike lane+bike buffer+curb/gutter will provide as much as 9' of separation from the vehicles (and reduce right of way width accordingly).
- Reduce sidewalk to 5' width on Minor Collectors (and some Major Collectors), and reduce to 6' width on Arterial roads when there is a bikelane+bike buffer+curb/gutter that will provide a minimum of 11' of separation from the vehicles if the landscape reduction contemplated above is implemented (and reduce right of way width accordingly).
- If the proposed landscape buffer and sidewalk widths remain as proposed the multipurpose easement should be within the right of way under the bike/ped facilities instead of being an additional encumbrance on the private property beyond the right of way (this may mean removing trees from within the right of way to accommodate utilities).

The bottom line is that the cost estimates for the TEDS plan before you only recently were determined. Now that we know what they are it is prudent to begin looking at ways to lower costs while still meeting our goals rather than adopting a standard that has been shown to be expensive and exceeds what is truly needed.

We ask that you delay adopting TEDS as presented and work with a stakeholder group to look at less expensive options and alternatives. We can do better!

Proposed changes After Planning Commission Hearing
10-11-23

Below is the language that was changed to remove any codification references to the Pedestrian and Bicycle Plan. Prior to these changes and in the previous draft these sections read to imply that the Pedestrian and Bicycle Plan was being codified, which it is not. The TEDS Manual will be codified. The Pedestrian and Bicycle Plan continues as a reference document, as a long range plan.

29.04.010 Street Classifications and Standards - Paragraph 3

Staff recommend deleting this section.

29.08.050 Pedestrian & Bicycle Analysis (paragraph after list "*For bicycle infrastructure"*)
For bicycle infrastructure:

(a) Presence of a bicycle facility and type of facility as shown and defined in the Pedestrian and Bicycle Plan) (Bicycle facilities are defined by the Pedestrian and Bicycle Plan and described in section 29.48 Transit, Bicycle, and Pedestrian Facilities of the TEDS Manual.)

(b) Width of the bicycle facility and width of the buffer if applicable

Pedestrian and bicycle standard widths and buffers by street type or context can be found in Chapter 29.20 for Local, Industrial, and Commercial Streets, and 29.28 for Collector and Arterial Streets, and Trails.

29.08.110 Description of Existing Transportation System - Paragraph 3
The TIS shall describe the existing bicycle and pedestrian facilities as defined in Section 29.48 (Transit, Bicycle and Pedestrian Facilities) and shall include any facilities described in Section 29.08.050.

Section 29.08.160 Site Design and Circulation Evaluation.
The project shall be analyzed to determine if the proposed circulation serves pedestrians, bicyclists and vehicles. The site design shall be evaluated to determine if facilities for vehicles, pedestrians and bicycles are consistent with the location and facility type as shown in the Pedestrian and Bicycle Plan.

Section 29.08.160 Site Design and Circulation Evaluation - the last sentence of the first paragraph
The project shall be analyzed to determine if the proposed circulation serves pedestrians, bicyclists and vehicles and if traffic flows are properly designed. Proper design shall minimize areas where motorists would tend to speed, minimize potential conflict areas between vehicles and pedestrians/bicyclists, and to establish circulation patterns that avoid unnecessary traffic congestion, cut-through traffic, and conflict points. Adequate throat lengths for on-site stacking at exit points is required (see 29.16.100). At signalized driveways, the HCM 90th percentile worst lane queue model shall determine the necessary storage. Businesses with drive-thrus must conduct a queuing analysis for the drive-thru to demonstrate that the queue will not extend back onto the public street.

29.20.030 Block and Lot Dimensions.

Refer to the Zoning and Development Code for block and lot dimension requirements.

29.20.100 Bicycle Treatments

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of the bicycle facilities shall comply Section 29.48.

29.20.190 Pedestrian Treatments

In order to provide pedestrian safety, comfort, and access, accommodations for pedestrians shall be designed into all intersections per Section 29.28.110; including sidewalks, crosswalks, pedestrian refuge islands and accessible ramps. The design shall conform to the standards set forth by the Americans with Disabilities Act and meet the details specified in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

29.48.010 Planning and Implementation

Transit, bicycle, and pedestrian facilities are an integral part of the transportation system. This chapter establishes how to plan and implement these facilities.

29.48.030 Planning and Design Standards for Bicycles

Refer to the current versions of bicycle facility design guides from AASHTO , NACTO , and FHWA to address planning and design of bike facilities. (Presently, that includes the AASHTO Guide for the Development of Bicycle Facilities, the NACTO Urban Bikeway Design Guide, FHWA Separated Bike Lane Planning and Design Guide, as well as NACTO's Designing for All Ages and Abilities, and Don't Give Up At The Intersection, which provide guidance on low-stress corridor and intersection design, and may be applicable when implementing bike facilities in Grand Junction.)

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of the bicycle facilities shall comply with Section 29.48.

GRAND JUNCTION PLANNING COMMISSION
October 10, 2023, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:30 p.m. by Commissioner Teske.

Those present were Planning Commissioners; Shanon Secrest, Kim Herek, Melanie Duyvejonck, and Keith Ehlers.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Supervisor), Dave Thornton (Principal Planner), Tim Lehrbach (Senior Planner), Rick Dorris (Development Engineer), Trent Prall (Engineering and Transportation Director), Henry Brown (Mobility Planner), Madeline Robinson (Planning Technician), and Jacob Kaplan (Planning Technician).

There were 10 members of the public in attendance, and 2 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from August 22, 2023, and September 12, 2023.

REGULAR AGENDA

1. **Brookwillow Village Filing 6 Rezone** **RZN-2023-160**
   Consider a request by Senergy Builders, LLC to zone 0.23 acres from PD (Planned Development) to R-12 (Residential – 12 du/ac) located at the intersection of Brookwillow Loop and Orion Way, Parcel #2945-041-25-002 – WITHDRAWN

2. **PERS Investments Annexation** **ANX-2023-439**
   Consider a request from PERS Investments, LLC to zone 1.49 acres of property within the PERS Investments Annexation to C-2 (General Commercial) located at 3175 D Road.

Staff Presentation
Tim Lehrbach, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Tracy States with River City Consultants was present on behalf of the applicant.

Questions for staff

Commissioner Teske asked Staff why they felt Criteria 1 had not been met. Tim responded that because there was not currently a city zoning, there were not subsequent events to invalidate the original findings.

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, October 3, 2023, via www.GJSpeaks.org.

There were no comments from the public or from online attendees.

The public comment period was closed at 5:44 p.m. on October 10, 2023.

Discussion

No discussion occurred between the commissioners.

Motion and Vote
Commissioner Secrest made the following motion "Consider a request from PERS Investments, LLC to zone 1.49 acres of property within the PERS Investments Annexation to C-2 (General Commercial) located at 3175 D Road."

Commissioner Herek seconded; motion passed 5-0.

3. TEDS Manual Update TEDS-M-2023-461
Consider a Request by the City of Grand Junction (City) to Amend Title 29 of the Grand Junction Municipal Code to modify and clarify various provisions of the Transportation Engineering Design Standards (TEDS).

Staff Presentation
Dave Thornton, Principal Planner, introduced exhibits into the record and the team behind the TEDS Manual update.

Director Trent Prall provided context for the TEDS Manual update in relation to the 2020 Comprehensive Plan and the Ped Bike Plan. He elaborated on the costs associated with road improvements in the past and what to expect in the future.

Development Engineer Rick Dorris presented a history of the TEDS Manual Update.

Mobility Planner Henry Brown presented on the summary of an analysis of cities and their street sections and right-of-way widths.

Questions for staff

Commissioner Ehlers asked about the variables used when comparing Grand Junction to the peer cities Henry mentioned. He asked what would happen if the width of sidewalks was reduced to five feet instead of six. He asked how much of the Ped Bike Plan's high priority connections would be created via the proposed road improvements per the TEDS Manual update. He asked

about the requirements for landscape strips and if the detached walks would trigger additional landscaping requirements. He expressed concerns that the increased infrastructure costs to accommodate multimodal transport would impact housing affordability. Lastly, he asked why there weren't more members from private sectors on the Technical Advisory Committee (TAC) for the TEDS rewrite.

Commissioner Secrest clarified that the TEDS Manual and the Zoning and Development Code served as the implementation of the Regional Transportation Plan, the Ped and Bike Plan, and the 2020 Comprehensive Plan. He asked why a section of the TEDS Manual pertaining to the City's GIS Map had been removed from the draft. He expressed concerns that elements of the Ped and Bike Plan would be codified through adoption of the new TEDS Manual. He asked what the increased cost per year would be to implement the proposed road improvements.

Commissioner Herek asked what alternatives were considered pertaining to pedestrian connectivity when drafting the TEDS Manual.

Commissioner Duyvejonck asked about the potential benefits to public health with the TEDS update. She shared some statistics from the Mesa County Community Health Needs Assessment.

Commissioner Ehlers further asked about the difference in health benefits between a five-foot and a six-foot sidewalk.

Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, October 3, 2023, via www.GJSpeaks.org.

Tom McClousky made comment about the issue between the five-foot versus a six-foot sidewalk and it's clear that the six-foot sidewalk width is more beneficial. Commissioner Ehlers then asked the citizen what he would prioritize more with affordable housing or transportation functionality.

Members of the WCCA requested denial of the TEDS Manual update because it is not ready. They elaborated that the major concerns were the increased cost to homeowners due to development requiring increased infrastructure. They stated that not enough alternatives had been considered and that the plan just needed a bit more time before it was ready.

Ron Abeloe stated that there were variables that were not considered when evaluating the costs associated with the road improvements. He noted that housing costs would increase too because additional infrastructure would be needed during development.

David Niemen is an avid cyclist and drives a vehicle, is in favor of the TEDS update to pass.

Andy Gingerich made comment that he is proof that owning a vehicle would be more detrimental to his finances than having better connectivity in the city where he didn't need a vehicle.

Garret Davis commented that people were moving to the Grand Valley because of the lower cost of living and that the increased infrastructure costs proposed in the TEDS Manual would prevent that.

Jane Quimby agreed that the plan is not ready.

The public comment period was closed at 8:11 p.m. on October 10, 2023.

Trent Prall made a response to the public's comments that they utilized several different entities to comprise the TEDS update and reached out to members of the public for several months.

Commissioner Secrest asked Trent what changes could be made to the plan if it did not pass tonight. Trent responded that the alternative was to reduce the buffer between pedestrians and traffic but then the plan would be unnecessary and would not represent the goals outlined in the 2020 Comp Plan.

Commissioner Herek asked if the Ped Bike Plan had specific language about transitioning to a Stress Level 2 per Trent's presentation. She clarified that if the TEDS Manual were to be changed based on the preceding comments and discussion, it would no longer meet the goals of the recently adopted Ped and Bike Plan.

Commissioner Ehlers argued that the Ped Bike Plan is broad in its definitions of how to meet the outlined goals and that the draft TEDS Manual could be modified to reduce costs while still meeting the expectations as outlined. He further questioned how many stakeholders were involved during the draft period and what alternatives were proposed. He questioned the quality of the plan if it is going to take 100 years for the plan to be paid for.

Commissioner Teske asked for clarification on what effort had been made to evaluate the differences between a 5 ft and a 6 ft sidewalk. Additionally, he wanted clarification about context sensitivity in regards to lighting for pedestrians using pathways.

Discussion

Commissioner Secrest commented that the TEDS update will eventually pass, but right now may not be the time.

Commissioner Duyvejonck made comment that she is in full favor of passing the plan tonight as is.

Commissioner Herek agreed with Commissioner Duyvejonck and that a lot of research has gone into making this update.

Commissioner Ehlers stated seeking balance is still needed before passing the TEDS update.

Commissioner Teske emphasized that it is the responsibility of the Planning Commission to determine whether the plan as presented is adequate to accomplish the goals outlined, not to arbitrate on the fiscal aspects of accomplishing the plan. He stated he has a concern that everyone has stated the plan could be better, but not stating how it could be better.

Motion and Vote

Commissioner Ehlers made the following motion “On this topic of the TEDS Manual update we remand it back to Staff for a maximum of 8 weeks in which time they should receive all proposed alternatives and give it due diligence to understand what those impacts are and if the visions of the Bike and Ped Plan and all of the principles or as many principles as possible of the Comp Plan can be achieved with various alternatives and understanding those costs.”

Commissioner Secrest seconded; motion failed 1-4.

Commissioner Herek made the following motion “Mr. Chairman, on the adoption of the updated Transportation Engineering Design Standards (TEDS), TEDS-M-2023-461, I move that the Planning Commission forward a conditional recommendation of approval to include the proposed changes related to the Pedestrian and Bicycle Plan references with the findings as listed in the staff report.”

Commissioner Duyvejonck seconded; motion failed 3-2.

Commissioner Ehlers made the following motion “Chair Teske, on the adoption of the updated Transportation Engineering Design Standards (TEDS), TEDS-M-2023-461, I move that the Planning Commission forward a recommendation of approval with the findings as listed in the staff report.”

Commissioner Duyvejonck seconded; motion failed 0-5.

The plan will move forward to City Council. The conclusion of this hearing is the Planning Commission did not recommend that the City Council adopt the 2023 TEDS Manual.

OTHER BUSINESS

ADJOURNMENT

Commissioner Ehlers moved to adjourn the meeting.
The vote to adjourn was 5-0.

The meeting adjourned at 9:45 p.m.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE REPEALING AND REPLACING THE 2010 TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS) MANUAL WITH THE 2023 TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS) MANUAL FOR USE IN THE CITY'S URBAN DEVELOPMENT BOUNDARY (UDB) LOCATED GENERALLY BETWEEN 21 ROAD ON THE WEST, J ROAD ON THE NORTH, 32 ROAD ON THE EAST AND A SOUTH BOUNDARY APPROXIMATELY ONE-QUARTER OF A MILE NORTH OF THE MESA COUNTY LANDFILL, AND AS THE UDB MAY CHANGE, IN THE CITY OF GRAND JUNCTION, COLORADO AND AUTHORIZING THE 2023 TEDS MANUAL TO BE PUBLISHED IN PAMPHLET FORM

Recitals

The City Public Works Department Traffic Engineering Division and Community Development Department have completed a comprehensive update to the Transportation Engineering Design Standards (TEDS) Manual.

The TEDS Manual was first adopted by reference in Chapter 6 of the Zoning and Development Code on March 7, 2000. The Manual was amended in November 2001, September 2003, and April 2010.

Over the past year, City staff have worked with Fehr & Peers, a consultant firm, and a selected technical advisory committee (TAC) to review and improve the TEDS Manual. That work, and the changes proposed in the 2023 TEDS Manual consider best practices in the industry, will when adopted promote and support the City's Pedestrian and Bicycle Plan, and implement the vision of the community resulting from that planning effort. Some aspects of the current TEDS Manual are out of date and not reflective of current community values and/or current design practices being applied within the City.

The 2023 TEDS Manual has been referred to various public and private agencies and design consultation and engineering firms for review and comment. Many of the comments have been incorporated and the Manual revised as appropriate.

The 2023 TEDS Manual reflects current community values for multimodal transportation including for pedestrians, bicyclists, and transit users; incorporates current state and national design standards; is more useable because of the many graphics, diagrams, tables, and descriptions included in manual which help to clarity the required engineering standards; supports implementation of the vision of the recently adopted Pedestrian and Bicycle Plan. Importantly, the 2023 TEDS Manual supports and implements the Pedestrian and Bicycle Plan by making changes to City transportation

infrastructure, which include but are not limited to increasing sidewalk and roadway width to improve and increase bicycle and pedestrian safety.

Furthermore, the 2023 TEDS Manual implements the 2020 One Grand Junction Comprehensive Plan by promoting the integration of transportation mode choices into existing and new neighborhoods, providing opportunities for interaction, and strengthening a sense of community.

The Planning Commission is charged with the legal duty to prepare and recommend for adoption to City Council master plans for the City and consistent with that authority the the Planning Commission held a public hearing to consider the 2023 TEDS Manual. At the conclusion of that hearing the Planning Commission did not recommend that the City Council adopt the 2023 TEDS Manual.

With approval of this Ordinance by the City Council the 2023 TEDS Manual will repeal and replace the 2010 TEDS, and the 2023 TEDS Manual and the policies, rules, and regulations thereof, all of which are for the purposes of protecting the public interest shall be in effect.

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

1. The foregoing Recitals are incorporated and adopted, and in accordance with and pursuant to this Ordinance, the City Council of the City of Grand Junction repeals and replaces the 2010 Transportation Engineering Design Standards (TEDS) Manual with the 2023 Transportation Engineering Design Standards (TEDS) Manual, attached hereto, and incorporated by this reference as if fully set forth.

2. The 2023 Transportation Engineering Design Standards (TEDS) Manual shall become effective and be applied when and after this Ordinance becomes effective as provided by the City Charter.

3. This Ordinance and the 2023 Transportation Engineering Design Standards (TEDS) Manual adopted hereby and herewith is necessary to protect the public health, safety, and welfare of the residents of the City and covers matters of local concern. If any provision is found to be unconstitutional or illegal, such finding shall only invalidate that part or portion found to violate the law. All other provisions shall be deemed severed or severable and shall continue in full force and effect.

4. In accordance with paragraph 51 of the Charter of the City of Grand Junction, the full text of this Ordinance, including the text of the 2023 Transportation Engineering Design Standards (TEDS) Manual shall be published in pamphlet form with notice published in accordance with the Charter.

5. Following the effective date of this Ordinance the City Clerk is directed to amend Title 29 of the Grand Junction Municipal Code to codify the 2023 Transportation

Engineering Design Standards (TEDS) Manual in an appropriate and customary manner as determined in her discretion.

INTRODUCED on first reading the 18th day of October 2023 and ordered published in pamphlet form.

ADOPTED on second reading the _____ day of _____, 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: October 18, 2023

Presented By: Trenton Prall, Public Works Director

Department: Engineering & Transportation

Submitted By: Trent Prall, Director of Engineering and Transportation

Information

SUBJECT:

A Resolution Expressing City Support for the Construction of a Mobility Hub in Downtown Grand Junction and Conditionally Committing Certain City Real Estate for and In Support of the Mobility Hub

RECOMMENDATION:

Authorize the Mayor to sign the resolution in support of CDOT's design and construction of a Mobility Hub.

EXECUTIVE SUMMARY:

A mobility hub has been proposed as part of multiple planning documents, including the City's Comprehensive Plan and the 2045 Grand Valley Transportation Plan. The Colorado Department of Transportation (CDOT) was successful in obtaining a large federal grant to fund a mobility hub in downtown Grand Junction. CDOT has received support from the Grand Valley Regional Transportation Committee. The resolution confirms the City's support for CDOT's development of the mobility hub.

BACKGROUND OR DETAILED INFORMATION:

A mobility hub is defined as *a strategically located, pedestrian and bicycle-friendly hub that will provide a single point of access for local, regional, interregional, and interstate transit, as well as an active public gathering space.*

The concept of a mobility hub in the City has been included in multiple planning documents, including the City of Grand Junction Comprehensive Plan, the 2045 Grand Valley Regional Transportation Plan, the Grand Valley Transit (GVT) Strategic Plan, and the Coordinated Transit and Human Services Transportation Plan; however, the concept of a mobility hub in Grand Junction was expedited when Greyhound and CDOT’s Bustang services moved to the existing GVT Downtown Transfer Facility,

located at 525 S. 6th Street, after the lease agreement for the bus lines at a nearby facility ended in December of 2020. The GVT Downtown Transfer Facility has a small and limited climate-controlled waiting area that has experienced overcrowding and does not provide desired services for regional transit. Because the GVT Downtown Transfer Facility was designed exclusively for GVT operations, the additional regional transit services do not have a designated passenger drop-off area, parking, benches, or a climate-controlled waiting area.

The Colorado Department of Transportation (CDOT) began the planning stages for a mobility hub in the spring of 2021. A federal Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant application was submitted in July of 2021 following several meetings and workshops with local stakeholders, CDOT, the City of Grand Junction, Mesa County, GVT, Grand Valley Metropolitan Planning Organization (MPO) and the public. The initial RAISE grant application was not successful. A second, successful RAISE grant application was submitted in April 2022. Following the RAISE grant award, CDOT, the City, the County, GVT, and MPO have conducted several meetings and workshops to finalize the scope of work and site for the mobility hub.

Site Selection

A site selection process was performed leading up to the RAISE grant applications. Potential sites were identified and evaluated throughout the Grand Valley. Sites in downtown Grand Junction ranked the highest due to existing development and infrastructure.

Benefits of a Downtown site include:

- Located near key destinations – a downtown site is located near the Amtrak station, Main Street, a proposed pedestrian bridge to Dos Rios, Mesa County Justice Center, and other attractions in the downtown core.
- Ability to expand – the current facility was designed exclusively for GVT operations and has limited ability to expand. Relocation to a different site would allow planning into outlying years to accommodate future growth in transit.
- Increased visibility – a downtown site will be more visible from a primary corridor than the current transfer site.
- Strong multimodal and vehicular connectivity – a downtown site is ideal for multimodal access with proximity to Active Transportation corridors and vehicular access utilizing the downtown roadway grid system.

Drawbacks of a downtown site include the following:

- Moving a similar facility close to the current facility location
- Potential private property acquisition
- Limited parking – a downtown site will have limited parking for bus operations staff and the general public.

Next Steps

CDOT has received a resolution of support from the Grand Valley Regional Transportation Committee (GVRTC) for CDOT to proceed forward with designing and construction of a mobility hub in downtown Grand Junction. The mobility hub would be for use by local and regional transit and rail users and there will be a need for property acquisition. Additionally, the project team is seeking confirmation of support from the City and Mesa County for the relocation of GVT's downtown bus transfer facility and bus operations staff to the mobility hub with Regional Transportation Planning Office staff remaining at the existing facility. The resolution also confirms the City's participation in the project with the contribution of the small triangular shaped parcel on the northwest corner of Pitkin and 2nd Street and approximately 1/3 of the City-owned parcel located at 261 Ute Ave.

GVRTC approved a resolution of support on September 25, 2023. CDOT is seeking support from the Grand Junction City Council and the Mesa County Board of Commissioners. The resolution reflects the agreed upon scope and the downtown site for the mobility hub. Design and acquisition of property for the mobility hub can then begin in earnest by CDOT. An intergovernmental agreement will be needed in the future to capture responsibilities for operations and maintenance of the mobility hub.

FISCAL IMPACT:

The City's participation in the project is twofold: 1) providing a small triangular shaped parcel on the northwest corner of Pitkin and 2nd Street along and approximately 1/3 of the City-owned parcel located at 261 Ute Ave. and an 2) intergovernmental agreement with CDOT for the development of the 2nd Street Promenade as part of the I-70B Phase VI project authorized by City Council on August 16, 2023 which included $1 million cash match for construction which is included in the 2024 Recommended Budget.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution 92-23, a resolution in support for the Colorado Department of Transportation's design and construction a Mobility Hub Project in downtown Grand Junction.

Attachments

1. RES-Mobility Hub Support 20231012

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. ___-23

A RESOLUTION EXPRESSING CITY SUPPORT FOR THE CONSTRUCTION OF A MOBILITY HUB IN DOWNTOWN GRAND JUNCTION AND CONDITIONALLY COMMITTING CERTAIN CITY REAL ESTATE FOR AND IN SUPPORT OF THE MOBILITY HUB

RECITALS.

A mobility hub is a strategically located, pedestrian and bicycle-friendly hub that will provide a single point of access for local, regional, interregional, and interstate transit, as well as an active public gathering space. The City has conceptually identified the importance of and need for a mobility hub in multiple planning documents including the Comprehensive Plan, the 2045 Grand Valley Regional Transportation Plan, the Grand Valley Transit (GVT) Strategic Plan, and the Coordinated Transit and Human Services Transportation Plan.

On April 6, 2022, the City Council adopted Resolution 29-22 supporting the Colorado Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application and completion of the mobility hub if the grant is awarded.

On April 14, 2022, the Colorado Department of Transportation (CDOT) applied to the U.S. Department of Transportation for funds through a RAISE grant for the construction of a mobility hub and was awarded of ten million six hundred and eighty six thousand dollars ($10,686,000) in RAISE grant funding.

CDOT has an additional four million dollars ($4,000,000) of State funding for the mobility hub design, construction, and potential property acquisition.

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

- By and with this Resolution the City Council expresses it support for the design and construction of a mobility hub in Downtown Grand Junction by the Colorado Department of Transportation (CDOT) for use by local and regional transit and rail users; and,

- That the City Council supports the relocation of Grand Valley Transit's downtown bus transfer facility and bus operations staff to the mobility hub once constructed.

- The City Council supports the Regional Transportation Planning Office staff remaining at the existing facility.

- The City Council supports and conditionally commits to, subject to final design approval and acquisition of the necessary land, the use of approximately one third of the 1.15 acre parcel at 261 Ute Avenue and the entirety of the 0.18 acre parcel identified by Mesa County Assessor as parcel 2945-143-36-004 for the mobility, and that if CDOT's negotiations to acquire additional land for the mobility are unsuccessful that the City Council supports CDOT, in its effort to acquire that land, the exercise of eminent domain for and in support of the important public purposes of the mobility hub.

Passed and adopted this 18th day of October 2023.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

Grand Junction City Council

Regular Session

Item #4.a.i.

Meeting Date: October 18, 2023

Presented By: Greg Caton, City Manager, Jay Valentine, General Services Director, John Shaver, City Attorney

Department: General Services

Submitted By: John Shaver

Information

SUBJECT:

Introduction of an Ordinance Amending Ordinance No. 5176 Concerning City Performed Construction of Public Improvement Works and Setting a Public Hearing for November 1, 2023

RECOMMENDATION:

Introduce Ordinance ___ on first reading, authorize publication in pamphlet form and set a public hearing for November 1, 2023.

EXECUTIVE SUMMARY:

On October 4, 2023, the City Council adopted and approved Ordinance 5176 and with that action established certain purchasing and procurement policies for the City. When Ordinance 5176 was adopted, the City Council discussed creating a self-performance policy. The City Council declined the staff's proposed self-performance policy and remanded the matter to the City staff for further refinement.

The City Council is considering a limited self-performance policy in the form attached, and if approved the Ordinance ___ will amend Ordinance 5176 to include the attached self-performance policy in the Purchasing Policy Manual.

BACKGROUND OR DETAILED INFORMATION:

On October 4, 2023, the City Council adopted and approved Ordinance 5176 and with that action established certain purchasing and procurement policies for the City. Those policies and procedures are collectively known as the City of Grand Junction Procurement Policy Manual (Purchasing Policy Manual or Manual).

The policies adopted in the Manual provide a systematic, consistent, unified, and

standardized purchasing program. That program is expected to provide efficient and effective procurement procedures for the City. When the Manual was adopted, the City Council discussed creating a self-performance policy. The City Council declined the staff's proposed self-performance policy and remanded the matter to the City staff for further refinement.

By and with this Ordinance, the City Council, having duly considered the proposed limited self-performance policy recommendations in the form attached, does as provided by the City Charter, hereby amend Ordinance 5176 to include in the Purchasing Policy Manual the attached self-performance policy. And furthermore, the City Council does direct the City Manager to implement the Manual as amended, as necessary and/or deemed advisable to achieve the highest efficiency and effectiveness for City purchasing programs, activities, and services, including but not limited to those self-performed by the City within the prescribed framework of rules and regulations, all of which are designed to protect the public interest.

FISCAL IMPACT:

If City Council approves this amendment and subsequently approves a self-performance project according to the adopted policy, the intent is that the actions would result in cost savings to the City for the project.

SUGGESTED MOTION:

I move to **(**introduce and approve/not introduce not approve) on first reading Ordinance ___, an ordinance to amend Ordiance 5176 concerning City self-performed work, order Ordiance ___ to be published in pamphlet form and set a public hearing on November 1, 2023 at 5:30 p.m.

Attachments

1. ORD-Purchasing Policy Self Perform Amendment 2023 20231010
2. POL-Self Perform 202301013

ORDINANCE ___

AN ORDINANCE AMENDING ORDINANCE 5176 ADOPTING THE CITY OF GRAND JUNCTION PROCUREMENT POLICY MANUAL DATED OCTOBER 4, 2023, AND ESTABLISHING A POLICY AND PROCEDURE REGARDING SELF PERFORMED WORK BY THE CITY OF GRAND JUNCTION, COLORADO

RECITALS:

On October 4, 2023, the City Council adopted and approved Ordinance 5176 and with that action established certain purchasing and procurement policies for the City. Those policies and procedures are collectively known as the City of Grand Junction Procurement Policy Manual (Purchasing Policy Manual or Manual).

The policies adopted in the Manual provide a systematic, consistent, unified, and standardized purchasing program. That program is expected to provide efficient and effective procurement procedures for the City. When the Manual was adopted the City Council discussed creating a self-performance policy. The City Council declined the staff proposed self-performance policy and remanded the matter to the City staff for further refinement.

By and with this Ordinance the City Council, having duly considered the proposed limited self-performance policy recommendations in the form attached, does as provided by the City Charter, hereby amend Ordinance 5176 to include in Purchasing Policy Manual the attached self-performance policy. And furthermore, the City Council does direct the City Manager to implement the Manual as amended, as necessary and/or deemed advisable to achieve the highest efficiency and effectiveness for City purchasing programs, activities, and services, including but not limited to those self-performed by the City within the prescribed framework of rules and regulations, all of which are designed to protect the public interest.

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

1. The foregoing Recitals are incorporated and adopted, and in accordance with and pursuant to this Ordinance, the City Council of the City of Grand Junction amends Ordinance 5176 to include the attached self-performance policy in the rules and regulations as published in the City of Grand Junction Procurement Policy Manual dated October 4, 2023.

2. That the attached self-performance policy amendment to the City of Grand Junction Procurement Policy Manual dated October 4, 2023, shall become effective and be applied when and after this Ordinance becomes effective as provided by the City Charter.

3. That from and after the adoption of this Ordinance that the self-performance policy shall not be changed without the approval of a majority of the City Council.

4. Within sixty days of the first anniversary of the adoption of this Ordinance the City Council shall consider the effectiveness of the Ordinance at achieving the City Council policy(ies) stated in the City of Grand Junction Procurement Policy Manual dated October 4, 2023 as amended by and with the adoption of this Ordinance.

INTRODUCED ON FIRST READING, PASSED for publication in pamphlet form and setting a hearing for November 1st, this 4th day of October 2023.

HEARD, PASSED and ADOPTED ON SECOND READING and ordered published in pamphlet form this ___ day of November 2023.

_____
Anna M. Stout
President of the Council

_____
Amy Phillips
City Clerk

Self-Performance of Construction of Public Improvement Works

This Chapter establishes and describes the City's self-performance policy for the construction of public improvement works. The policy provides a means for the City to obtain cost-effective and high-quality construction of certain project(s).

To maintain transparency, fairness, and accuracy under this policy, the City:

1) will annually, with and through the budget adoption, identify and recommend to the City Council opportunities for the City to self-perform certain construction project(s);

2) with the adoption of the annual budget that identifies self-performance project(s) the City Council will be deemed to have conditionally approved self-performance and the City staff may plan for that work to be self-performed; however,

3) prior to commencement of any project(s) designated in the approved budget for self-performance the City Council at a noticed public hearing must approve the project(s) being self-performed by City forces.

Self-Performance of Construction of Public Improvement Works will be a recognized exception to a competitive solicitation process. The City Council will confirm City self-performance of those project(s) identified in the approved annual budget when the City Council reasonably finds that the estimated cost of materials and supplies to perform the project(s) identified and recommended to the City Council as an opportunity(ies) for the City to self-perform with the approved budget are reasonable at the time the project(s) is(are) to be constructed and that no less than 3 of the following criteria are met:

1) The City forces have a thorough understanding of the task(s) to be completed; and/or,

2) The City forces have trade-specific experience which will result in an accurate, efficient, dependable schedule(s) and performance of the work; and/or,

3) There is or has been a climate of non-competitive bids for the same or similar work when previously solicited;

4) The City forces have on same or similar project(s) completed self-performed work on time and within the approved estimated materials and supplies budget; and/or,

5) That the City forces follow and enforce safety standards, and that their work will perform the work safely and support the City's safety policies and practices; and/or,

6) The City has adequate labor, they have investigated the material options and determined availability and proper cost of materials and supplies and have

considered the market relating to both, and that the City forces have recommended products and means and method of construction that will provide the best value to the City for each project.

At the conclusion of any self-performed project(s) the City Manager shall report to the City Council the cost of the materials and supplies purchased or rented for the project, the duration of the project, the number of hours of direct labor and direct supervision necessary for completion of the project(s) and any safety infraction(s) committed by City personnel.

The City recognizes and agrees that self-performing is not right for every project; however, with the identification of opportunities for self-performance of certain projects in the annual budget and confirmation of self-performance prior to commencement of the project(s) as provided in this policy, the City is afforded the opportunity for added value and efficiency by self-performance of certain projects.

Self-performance by the City of some project(s) creates knowledge and experience among the City staff and improves the ability of the Staff to assess contractors' work for those projects that are competitively bid. With that knowledge the City staff is better equipped to hold contractors accountable in terms of staffing, scheduling, estimating, and quality and maximizes the stewardship of public money.

Grand Junction City Council

Regular Session

Item #5.a.

Meeting Date: October 18, 2023

Presented By: Ashley Chambers, Housing Manager

Department: Community Development

Submitted By: Ashley Chambers

Information

SUBJECT:

A Resolution Authorizing the City Manager to Submit a Grant Request to the Colorado Housing and Financing Authority (CHFA) for the Land Acquisition of 21.45 Acres for Future Development of Affordable and Attainable Housing Units

RECOMMENDATION:

Staff recommends approval of the resolution.

EXECUTIVE SUMMARY:

This request is for authorization to submit a request to the Colorado Housing and Finance Authority for a $2.2 million grant with a local match of $1 million from the City of Grand Junction for the purchase of 21.45 acres of property for future development of affordable and attainable housing units.

BACKGROUND OR DETAILED INFORMATION:

In October 2021, City Council adopted 12 housing strategies to create a balanced approach for promoting both affordable housing and attainable housing. Affordable housing for the City has been defined as rental housing for households making less than 60 percent or for-sale units for households earning less than 100 percent AMI. Attainable housing is defined by the City as rental housing for households making between 60 percent AMI and 80 percent AMI and for-sale units for households earning between 60 percent and 120 percent AMI. As part of the strategies, the City adopted Strategy 6 which would “Allocate city-owned land and/or strategically acquire vacant or underutilized properties for affordable and mixed-income housing.” This strategy was intended to assist in meeting the shortage of affordable/attainable housing and to promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes.

Property and/or acquisition costs, especially in developed areas of the city, are a major component of the cost of developing affordable housing. In current markets, land and/or building acquisition is up to 20 percent of the overall project.

In August 2023, a Letter of Interest ("LOI") was submitted to the Colorado Housing and Finance Authority (CHFA) for Proposition 123: Land Banking Grant requesting a grant amount of $2.2 million for a $3.2 million property acquisition. If the grant is awarded, it will assist with the purchase of a 21.45-acre property for future development of affordable and attainable housing ("Project")."

On September 29, 2023, CHFA notified City staff that the Letter of Interest (LOI) had been selected to proceed with a submittal for a full grant application for the identified project.

The project includes the acquisition of 21.45 acres for future development by the City of Grand Junction and other non-profit and for-profit affordable/attainable housing providers. The project is located in the central part of the city along 28 Road between 1-70 Business Loop Rd and North Ave which is a high-growth mixed-use central area of the city. The site is near major employers along the North Ave corridor including Walmart, restaurants, medical facilities, Colorado Mesa University, and the sports complex. The property is zoned R-24 that requires a minimum density of 16 dwelling units per acre and has no density maximum. The zoning requires that no less than 343 units be constructed on the property and the City is targeting between 400 and 500 mixed-income affordable and attainable units be developed on the property. The City anticipates future subdivision of the property as well as the construction of multiple housing types including rental and homeownership through the collaboration of multiple non-profit and housing developers through the City's Request for Proposal (RFP) process.

The City anticipates the construction of the site occurring over multiple phases in the next 10 years. The majority of the site would be used for providing affordable units while up to 25 percent of the site may be used for attainable housing; that will help fill additional known gaps in the local market.

The purchase price of the property is approximately $3.2 million. The City would contribute matching funds of $1 million towards the acquisition. The City would also contribute to the design and construction of future subdivisions necessary to create developable parcels within the project.

This project aligns with the criteria for the grant whereby the City commits a $1 million cash match in support of the project. The grant did not require a match but does increase the competitiveness of the application.

FISCAL IMPACT:

The estimated total cost for the Land Acquisition is $3.2 million. If awarded, $2.2 million will be from CHFA, with the $1 million match from City housing funds. The $1 million in City funds is included in the 2024 Recommended Budget.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 93-23, a resolution authorizing the City Manager to submit a Grant Request to the Colorado Housing and Finance Authority for the Land Acquisition of 21.45 Acres for Future Development by the City of Grand Junction for Housing Units.

Attachments

1. RES-123 Land Bank Grant 20231011

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. ___-23

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT REQUEST TO THE COLORADO HOUSING AND FINANCE AUTHORITY PROPOSITION 123 LAND BANKING GRANT

RECITALS.

In October 2021, City Council adopted twelve housing strategies to create a balanced approach for promoting both affordable housing and attainable housing. Affordable housing for the City has been defined as rental housing for households making less than 60% or for-sale units for households earning less than 100% AMI. Attainable housing is defined by the City as rental housing for households making between 60% AMI and 80% AMI and for-sale units for households earning between 60% and 120% AMI. Included in the adopted strategies is Strategy 6 that would "Allocate city-owned land and/or strategically acquire vacant or underutilized properties for affordable and mixed-income housing." Strategy 6 was intended to assist in meeting the shortage of affordable/attainable housing and to promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes.

Property and/or acquisition costs, especially in developed areas of the City, are a major component of the cost of developing affordable housing. In current markets, land and/or building acquisition is up to 20% of the overall project.

In August 2023, a Letter of Interest ("LOI") was submitted to the Colorado Housing and Finance Authority (CHFA) for the Proposition 123 Land Banking Grant requesting a grant amount of $2.2 million for a $3.2 million property acquisition. If the grant is awarded it will assist with purchase of a 21.45-acre property for the city of Grand Junction for the future development of affordable and attainable housing ("Project").

On September 29, 2023, CHFA notified the City staff that the LOI had been selected to proceed with a submittal for a full grant application for the Project.

The Project includes the acquisition of 21.45 acres for future development by the City, and other non-profit and for-profit affordable/attainable housing providers. The Project is in the central part of the City along 28 Road between 1-70 Business Loop and North Avenue, which is a high growth mixed-use central area of the City. The Project site is near major employers along the North Avenue corridor including Walmart, restaurants, medical facilities, Colorado Mesa University, and the City sports complex. The property is zoned R-24 that requires a minimum density of 16 dwelling units per acre and has no density maximum. The zoning requires that no less than 343 units be constructed on the property while the city is targeting between 400 and 500 mixed-income affordable and attainable units be developed on the property. The City anticipates future subdivision of the property as well as the construction of multiple housing types including rental and homeownership through the collaboration of multiple non-profit and housing developers through the City's Request for Proposal (RFP) process.

The City anticipates the construction of the Project would occur over multiple phases in the next 10 years. Most of the site would be used for providing affordable units while up to 25% of the Project may be used for attainable housing, which will help fill known gaps in the local market.

The purchase price of the property is $3.2 million dollars. The City would contribute matching funds of $1 million dollars toward the acquisition. The City would also contribute to the design and construction of subdivision infrastructure necessary to create developable parcels within the Project.

This Project aligns with the criteria for the Grant whereby the City commits a $1 million cash match in support of the Project. The Grant did not require a match, but a match increases the competitiveness of the application.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Grand Junction does hereby authorize the City Manager to apply to the Colorado Housing and Finance Authority for the Proposition 123 Land Banking Grant in the amount of $2,200,000, with a $1,000,000 City cash match, for a total Project cost of $3.2million all in accordance with and pursuant to the foregoing Recitals.

Dated this 18 day of October 2023.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

Grand Junction City Council

Regular Session

Item #5.b.

Meeting Date: October 18, 2023

Presented By: Ashley Chambers, Housing Manager

Department: Community Development

Submitted By: Ashley Chambers

Information

SUBJECT:

A Resolution Authorizing the City Manager to Submit a Pathways to Removing Obstacles to Housing (PRO Housing) Grant Request to the Department of Housing and Urban Development (HUD) for Funding for the Land Acquisition and Building Acquisition Program for Future Development by the City of Grand Junction for Housing Units

RECOMMENDATION:

Staff recommends approval of this recommendation.

EXECUTIVE SUMMARY:

This request is for authorization to submit a request to HUD for a $4 million grant.

BACKGROUND OR DETAILED INFORMATION:

Communities nationwide are suffering from a lack of affordable housing, and housing production is not meeting the increasing demand for accessible and available units in many urban and rural areas, particularly areas of high opportunity. The Pathways to Removing Obstacles to Housing (PRO Housing) Grant through the U.S. Dept of Housing and Urban Development (HUD) supports communities who are actively taking steps to remove barriers to affordable housing, such as: barriers caused by outdated zoning, land use policies, or regulations; inefficient procedures; gaps in available resources for development; deteriorating or inadequate infrastructure; lack of neighborhood amenities; or challenges to preserving existing housing stock such as increasing threats from natural hazards, redevelopment pressures, or expiration of affordability requirements. HUD issued a Notice of Funding Opportunity (NOFO) under the authority of the Consolidated Appropriations Act which appropriates $85 million for competitive grant funding for the identification and removal of barriers to affordable housing production and preservation. Grantees may use awards to further develop,

evaluate, and implement housing policy plans, improve housing strategies, and facilitate affordable housing production and preservation.

Property and/or building acquisition costs, especially in developed areas of the City, are a major component of the cost of developing affordable housing and were identified as a significant barrier in the adopted 2021 Grand Junction Housing Needs Assessment. In current markets, land and/or building acquisition can be up to 20 percent of the overall project.

In 2019, there was an identified housing unit shortage of 2,168 units serving households at 60 percent AMI and below. Further, to retain the same ownership rates and income distribution, the county will need to add around 1,500 ownership units and around 1,400 rental units for incomes below 50 percent AMI by 2030. By 2040, the county will need to add around 3,300 ownership units and around 3,100 affordable rental units to serve households with incomes below 50 percent AMI. Moreover, as the market has exponentially increased in cost, it is likely to create a higher need for even more housing units for low and moderate income households. To address these barriers, in October 2021, City Council adopted 12 housing strategies to create a balanced approach to promoting both affordable housing and attainable housing. Affordable Housing for the City has been defined as rental housing for households making less than 60 percent or for-sale units for households earning less than 100 percent AMI. Attainable housing is defined by the City as rental housing for households making between 60 percent AMI and 80 percent AMI and for-sale units for households earning between 60 percent and 120 percent AMI. As part of the strategies, the City adopted Strategy 6 which would “Allocate city-owned land and/or strategically acquire vacant or underutilized properties for affordable and mixed-income housing.” This strategy was intended to assist in meeting the shortage of affordable/attainable housing and to promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes.

On March 15, 2023, the Grand Junction City Council adopted Resolution No. 30-23 creating the Land and Building Acquisition Program (LAP). The LAP was created in response to a generalized shortage of affordable housing in Grand Junction. The primary purpose of the LAP is the contribution of funds to assist investors with the acquisition of property to help alleviate the housing shortage in Grand Junction.

On April 5, 2023, funding was allocated to the LAP and appropriated for spending through a supplemental appropriation ordinance. To date, the LAP has supported the purchase of the Hilltop Project in the amount of $300,000. There are currently multiple projects working towards entitlements and/or buildings and are expected to formally submit an application in late 2023 or early 2024 and would likely exceed the proposed 2024 funding.

The City of Grand Junction is applying for a PRO Housing grant in the amount of $4,000,000 to increase resources to fund the City’s Land and Building Acquisition program. The application must be heard at a public hearing and is available for public

review and comment at the Grand Junction Community Development and the City Clerk's Office in City Hall, and on the City's website for a period of fifteen (15) days beginning October 13, 2023.

This Project aligns with the criteria for the PRO Housing Grant whereby the City utilizes the $2,000,000 from the program as a grant leverage in support of the Project. The Grant did not require a leveraged match but does increase the competitiveness of the application.

FISCAL IMPACT:

If awarded $4 million will be added to the funds available for land and building acquisition in 2024. The $2 million cash match of City housing funds is included in the 2024 Recommended Budget.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 94-23, a resolution authorizing the City Manager to submit a Grant Request to the U.S. Dept of Housing and Urban Development for $4,000,000 to increase resources to fund the City's Land and Building Acquisition program.

Attachments

1. RES-PRO Housing Grant 20231011
2. PRO Housing Grant Application Draft

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. ___-23

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT REQUEST TO THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR THE PRO HOUSING GRANT

RECITALS.

Communities nationwide are suffering from a lack of affordable housing, and housing production is not meeting the increasing demand for accessible and available units in many urban and rural areas. The Pathways to Removing Obstacles to Housing (PRO Housing) Grant through the Department of Housing and Urban Development (HUD) supports communities that are actively taking steps to remove barriers to affordable housing, such as: impediments caused by outdated zoning, land use policies, or regulations; inefficient procedures; gaps in available resources for development; deteriorating or inadequate infrastructure; lack of neighborhood amenities; or challenges to preserving existing housing stock such as increasing threats from natural hazards, redevelopment pressures, or expiration of affordability requirements. HUD issued a Notice of Funding Opportunity (NOFO) under the authority of the Consolidated Appropriations Act which appropriates $85 million for competitive grant funding for the identification and removal of barriers to affordable housing production and preservation. Grantees may use awards to further develop, evaluate, and implement housing policy plans, improve housing strategies, and facilitate affordable housing production and preservation.

Property and/or building acquisition costs, especially in developed areas of the city, are a major component of the cost of developing affordable housing and were identified as a significant barrier in the adopted 2021 Grand Junction Housing Needs Assessment. In current markets, land and/or building acquisition can be up to 20% of the overall project.

In 2019, there was an identified housing unit shortage of 2,168 units serving households at 60% AMI and below. Further, to retain the same ownership rates and income distribution, the County will need to add around 1,500 ownership units and around 1,400 rental units for incomes below 50% AMI by 2030. By 2040, the County will need to add around 3,300 ownership units and around 3,100 rental units affordable to households with income below 50% AMI. Moreover, as the market has exponentially increased in cost, it is likely creating a higher need for even more housing units for low and moderate-income households.

To address these barriers, in October 2021, City Council adopted twelve housing strategies to create a balanced approach for promoting both affordable housing and attainable housing. Affordable Housing for the City has been defined as rental housing for households making less than 60% or for-sale units for households earning less than 100% AMI. Attainable housing is defined by the City as rental housing for households making between 60% AMI and 80% AMI and for-sale units for households earning between 60% and 120% AMI. Adopted Strategy 6 calls for the City to “Allocate city-owned land and/or strategically acquire vacant or underutilized properties for affordable and mixed-income housing.” This strategy was intended to assist in meeting the shortage of affordable/attainable housing and to promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes.

On March 15, 2023, the Grand Junction City Council adopted Resolution No. 30-23 creating the Land and Building Acquisition Program (LAP). The LAP was created in response to a generalized shortage of affordable housing in Grand Junction. The primary purpose of the LAP is the contribution of funds to assist investors with the acquisition of property to help alleviate the housing shortage in Grand Junction.

On April 5, 2023, funding was allocated to the LAP and appropriated for spending through a supplemental appropriation ordinance. To date, the LAP has supported the purchase of the Hilltop Project in the amount of $300,000. There are currently multiple projects working towards entitlements of properties and/or buildings and are expected to formally apply in late 2023 or early 2024 and would likely exceed proposed 2024 funding.

The City of Grand Junction is applying for a PRO Housing grant in the amount of $4,000,000 to increase resources to fund the City's Land and Building Acquisition program.

This Project aligns with the criteria for the PRO Housing Grant whereby the City utilizes $2,000,000as leverage for the program for a cash match in support of the Project. The Grant did not require a match but does increase the competitiveness of the application.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Grand Junction does hereby authorize the City Manager to apply to the United States Department of Housing and Urban Development for the PRO Housing Grant in the amount of $4,000,000, with a $2,000,000 City leveraged cash match, for a total Program fund of $6,000,000 million all in accordance with and pursuant to the foregoing Recitals.

Dated this 18 day of October 2023.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

Pathways to Removing Obstacles to Housing

(PRO Housing)

Grant Application

Table of Contents

EXHIBIT A: EXECUTIVE SUMMARY

CITY OF GRAND JUNCTION

The City of Grand Junction (The City) is a home rule municipality that is the seat of government and the largest city of Mesa County, Colorado. Grand Junctions population is 65,560 and 78% of Grand Junction residents identify as non-Hispanic White; another 17% identify as Hispanic, 1% as African American, 1% as Asian, and the remaining 2% as other minority groups. Younger aged individuals in the community represent more diversity in race, ethnicity and language. It is the most populous city in Western Colorado.

Nestled in a valley between the Rocky Mountains and the desert of the Colorado Plateaus of the Western Slope, it serves as a key transportation hub as its proximity to major intrastate and interstate corridors between the two large metropolitan areas of Denver, Colorado, and Salt Lake City, Utah. Historically, Grand Junction's economy was primarily focused on agriculture/farming and the oil and gas industry. Due to the boom-and-bust cycle of the oil and gas industry, the City has sought to economically diversify and include economic growth in education, government, retail, trades, and tourism.

Housing development in Mesa County has not kept up with the population's needs. As described in Exhibit C, with the increasing growth of the economy and the influx of population, there is an increasing need for affordable housing. More specifically, adults between 75 and 84 years old are projected to have the fastest growth rates in the county over the next 5 years which creates new challenges to the housing market. Extremely tight ownership and rental markets persists and as rents and cost of living continue upward, purchasing power is constrained and livability and affordability for residents living with low incomes are impacted.A shortage of housing units, affordable homes for sale, unique needs of special populations, housing instability and displacement, and housing conditions were identified as acute housing needs in the 2021 Grand Valley Needs Assessment conducted by the City.

The City of Grand Junction has been actively supporting housing efforts in the community and has significantly increased its housing commitments in the form of strategic planning objectives, setting goals, and allocating additional human and financial resources in the last four years as the housing challenges and needs of the community have increased. More specifically, the City has adopted and is working to implement thirteen housing strategies which are working to reduce the costs of development, overcome barriers, updating zoning and land use policies, incentivizing development, reducing NIMBYism and providing funding opportunities.

The PRO Housing funding application is an opportunity to advance the City's adopted strategies in the development of the Land and Building Acquisition Program (LAP) which was created in response to a generalized shortage of affordable housing in Grand Junction. PRO Housing funds will expand funding for land acquisition for new housing units to be developed and contribute to the preservation of naturally occurring or affordable housing units that are quickly being lost to the increasingly expensive housing market that may not otherwise be supported due to financial barriers and community capacity constraints.

The City of Grand Junction requests a PRO Housing grant in the amount of $4,000,000 to increase available resources to the LAP and is leveraging of $2,000,000 in support of the program.

EXHIBIT B: THRESHOLD REQUIREMENTS

CITY OF GRAND JUNCTION

The applicant, The City of Grand Junction, is an eligible applicant as a City Government.

The applicant does not have any of the following enumerated Civil Rights matters which need to be resolved before submitting this application –

(1) Charges from HUD concerning a systemic violation of the Fair Housing Act or receipt of a cause determination from a substantially equivalent state or local fair housing agency concerning a systemic violation of a substantially equivalent state or local fair housing law proscribing discrimination because of race, color, religion, sex (including sexual orientation and gender identity), national origin, disability or familial status;

(2) Status as a defendant in a Fair Housing Act lawsuit filed by the United States alleging a pattern or practice of discrimination or denial of rights to a group of persons raising an issue of general public importance under 42 U.S.C. 3614(a);

(3) Status as a defendant in any other lawsuit filed or joined by the Department of Justice, or in which the Department of Justice has intervened, or filed an amicus brief or statement of interest, alleging a pattern or practice or systemic violation of Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Section 109 of the Housing and Community Development Act of 1974, the Americans with Disabilities Act, Violence Against Women Act, or a claim under the False Claims Act related to fair housing, non-discrimination, or civil rights generally including an alleged failure to affirmatively further fair housing;

(4) Receipt of a letter of findings identifying systemic non-compliance with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Section 109 of the Housing and Community Development Act of 1974; Violence Against Women Act; or the Americans with Disabilities Act; or

(5) Receipt of a cause determination from a substantially equivalent state or local fair housing agency concerning a systemic violation of provisions of a state or local law prohibiting discrimination in housing based on sexual orientation, gender identity, or lawful source of income.

*Additional required attachments to be included in final submission

EXHIBIT C: NEED

CITY OF GRAND JUNCTION

i. Describe your efforts so far to identify, address, mitigate, or remove barriers to affordable housing production or preservation.

The City is committed to enacting policies and partnership with local organizations that seek to increase affordable housing options, diversity in housing choice, and decrease the gap between need and housing inventory, and assist those experiencing homelessness or housing insecurity to access supportive services.

Affordable housing efforts are conducted with intentionality across many internal and external partnerships. The One Grand Junction Comprehensive Plan a community-led vision and blueprint, adopted in 2020, works to inform city priorities, future growth, services, and development. More specifically, Plan Principle 5: Strong Neighborhoods and Housing Choice identified housing stock, amenities, and access, increasing housing costs, and rising homelessness were key barriers. Community commitment to strategic planning included more housing choices, developing a housing strategy, and provide investment in infrastructure.

Every two years, City Council identifies their specific Strategic Plan that acts as a tool for City Council and City staff to guide goal setting, strategy, and implementation of important City Council objectives. For the last several cycles, housing and homelessness has been identified as a key strategy with key priorities measured through implementation of housing strategies, increasing affordable housing, and creating a strategy for supporting unhoused populations.

Since 2004 and through its adopted 2023 budget, the City has invested over $18.1 million towards housing and homeless needs, and the types of support the City has provided include funding significant capital projects to add affordable housing units, funding operations of service providers, providing emergency support during COVID, utilizing CDBG funds and dedicating ARPA funding to housing and homeless projects and programs, matching and securing grants for housing projects, and identifying and expanding the City's active role in the housing space. The city is committed to continue to identify funding opportunities which include state and federal grants, and other funding opportunities, and continue to support partner organizations through CDBG and nonprofit grant cycles.

In 2021, the City of Grand Junction and several partner organizations completed the Grand Valley Housing Needs Assessment. The report included extensive data collection, a community-wide survey, a series of focus groups meetings with key stakeholders, and individual stakeholders. Information gathered through the survey and housing partners was compiled to provide a housing market analysis, identify the key barriers and acute housing needs in the community. Furthermore, the Needs Assessment worked to create thirteen housing strategies and three full time dedicated housing staff to advance implementation.

Similarly, the City is currently conducting an Unhoused Needs Assessment (UHNA) to evaluate the specific needs of people experiencing homelessness in the community. The UHNA will examine current services to the unhoused, needed services and how social service providers and

the local community can collaborate to provide recommendations for types of housing, future services, increasing community capacity as well as suggestions for new policies, practices, and regulatory changes that should be implemented to address gaps in housing specific to the population and related services. The UHNA is estimated to be completed in two phases, the data collection and assessment portion will be finalized and presented in mid-November 2023 and the strategic planning phase finalized in early 2024.

As previously mentioned, in 2021, City Council formally adopted and committed to the implementation of the Grand Junction Housing Strategies and a housing production goal. In December 2022, City Council committed to a thirteenth (13) housing strategy focused on community engagement and education. For the last two years, the City has been working to implement these strategies.

Strategy 1: Participate in regional collaboration regarding housing/houseless needs and services. The Grand Junction area has a strong network of housing providers already collaborating regionally. These stakeholders desire to increase regional efficiency and advocacy in pursuing funding and implementing effective housing strategies throughout the region. Some key outcomes of this strategy have included developing a Coordinated Community Plan to End Youth Homelessness with the Colorado Balance of State Continuum of Care Committee and partnering with United Way of Mesa County on a public "United to Solve Homelessness" Campaign.

Strategy 2: Adopt a local affordable housing goal(s). In 2022, the City established a housing goal to increase housing production from an annual average of 35 to 45-70 units per year. In August 2023, with the Colorado voter approved initiative Proposition 123, the City made a commitment to increase affordable housing by 9% or 374 total units (125 annually) by December 31, 2026.

Strategy 3: Implement Land Use Code Changes that facilitate attainable housing development and housing diversity. The City is currently working to make significant changes to the Zoning and Code Development reducing regulatory barriers for affordable and attainable housing and is scheduled for final adoption in Fall 2023. Proposed changes include a single-family attached allowed by-right in RL-4 (formerly R-4), limited to 4 units per building. Cottage courts are a new use proposed and allowed by right in residential districts starting at RL-4 density and in MU-1 and MU-2 districts. Cottage courts provide a 20% density bonus. Tiny homes, per State definition, are proposed to be allowed in residential zone districts that allow single-family detached dwellings. Residential Development Standards: Revised bulk standards proposed for minimum lot sizes to be specific to use type (i.e. – single-family attached, multifamily). Parking Standards: Draft zoning code proposes 1 space per unit for single-family attached, co-housing, cottage court, duplex, triplex, fourplex; affordable housing reduction at 0.75 spaces per unit. The next area of opportunity will likely be inclusionary zoning. The final area focuses on future development; this touches on investment in infrastructure and amenities in established neighborhoods and promoting the integration of transportation mode choices into new neighborhoods.

Some key changes already adopted include: Granting duplexes, triplexes, or other appropriate multi-family housing options as a use by right in single family residential zoning districts, allowing planned unit developments with integrated affordable housing units, allowing the development of small square footage residential unit sizes, no minimum unit size, allowing Accessory Dwelling Units by right and increasing accessibility.

Strategy 4: Encourage development of accessory dwelling units. In January 2023, City Council adopted new development code which authorized accessory dwelling units as a use by right on parcels in a single family zoning district that meet the safety and infrastructure capacity considerations of local governments. It also significantly reduced parking requirements to allow for on-street parking, allowed construction of up to two units per parcel as long as one was attached and removed unnecessary barriers. Additionally, the City established the ADU Production Program to incentivize and support the construction of ADUs.

Strategy 5: Formalize existing incentives and consider additional incentives for affordable housing development. The City provides Non-Profit Developers an incentive to pay development impact, water and sewer investment fees for all units that are affordable at 60% AMI or below, for rental housing and units that were affordable for 80% AMI and below, for for-sale units for a commitment to affordability for 30 years. Additionally, in December 2022, the City adopted an Expedited Review process for any development projects with at least 10% of homeownership units dedicated to 100% AMI and below and/or 10% of rental units at 60% AMI or below.

Strategy 6: Allocate city owned land (and/or strategically acquire vacant or underutilized properties) for affordable and mixed-income housing. The City currently has a question on the November 2023 ballot for the ability to increase the City's charter lease limits from 25 years to 99 years for affordable and attainable housing development to encourage the use of publicly owned property for this use.

Strategy 7: Create a dedicated revenue source to address housing challenges. In November 2022, the City brought forth two ballot measures 2a: increasing the city's lodging tax from 6% to 7% per night, and ballot measure 2b: creating an 8% tax per night on short-term rental businesses. The two tax measures would have been estimated to bring in approximately $1.35 million in revenue to address housing challenges. Both measures failed significantly. No other updates and remains a key challenge to meeting the affordable housing needs in the community.

Strategy 8: Provide Financial Support to Existing Housing and Homelessness Services and Promote Resident Access to Services. Some funding is available for providing housing, housing services and/or resources to people experiencing homelessness, but additional funding would increase capacity. Significant work has been done to increase access to services including the launch of the Neighbor-to-Neighbor Referral program. City staff and service providers visit unhoused along the river assisting local organizations with distribution of harm reduction supplies including water, food, and minor medical supplies, and working with unhoused.

City Staff have made over 40 visits to the unhoused in encampments, 36 phone-in and other public spaces, made over 145 referrals to agencies (a low estimate) handed out over 150

emergency brochures and had approximately 110 people experiencing homelessness (PEH) engaged. City Staff have been working directly with the City of Grand Junction courts to provide referrals to housing and resources in lieu of fees associated with tickets for trespassing. Referrals and outcomes are reflected in the numbers listed above as part of the Neighbor-to-Neighbor Referral program.

Strategy 9: Support Acquisition/Rehabilitation that creates or preserves affordable housing. In 2022, the City of Grand Junction utilized a $750,000 cash match for a $2,250,000 Colorado State Grant for the purchase of a 15-acre property for Grand Junction Housing Authority (GJHA) for future affordable housing development. GJHA will utilize the property to construct approximately 300-320 units of housing in three phases with two-thirds of the units serving 60% AMI and below, and the other one-third serving 80% AMI and below.

Strategy 10: Consider Implementation of an Inclusionary Housing/Linkage Fee Ordinance. Recommended Timeline for implementation is 4-6 years. Currently, the 2024 proposed City Budget has operational spending for a Linkage Fee Study to be completed before end of year 2024.

Strategy 11: Explore Designation of Urban Renewal Area (URA) and Utilization of Tax Increment Financing for Affordable Housing. Recommended Timeline for implementation is 4-6 years, no updates currently.

Strategy 12: Consider adoption of a voluntary rental registry program in conjunction with landlord incentives. City Staff are currently working towards programmatic elements of launching a Voluntary Registry combined with landlord incentives in 2024. Currently, five landlord engagement focus groups have been held to encourage landlord involvement and program success. The proposed 2024 budget has operational budget allocations for management of a program, tenant and landlord education, and $50,000 for landlord incentive pilot program.

Strategy 13: Provide Community Engagement and Educational Opportunities to Address Housing Challenges and Promote Community Participation. Works to create more opportunities to meet the needs of people of all ages, abilities, and incomes and to ensure that community needs are met, addressed, and prioritized. Building relationships, providing information, internally advocating for widespread adoption of best practices, combating nimbyism, and coordinating communication between leaders and community is central to this goal/strategy. In 2023, the City launched several successful community outreach and engagement events, spoke at public events, radio shows, developed materials, led workshops, and taught many classes.

ii. Do you have acute demand for affordable housing? What are your remaining affordable housing needs and how do you know?

In 2021, The City received $85,125 through the Innovative Housing Incentive Planning Grant (IHOP) from the State of Colorado to incorporate qualifying housing strategies from HB21-1272. The Grand Valley Needs Assessment revealed an acute demand for affordable housing as housing pressures in the region are unlikely to improve if the region continues to be a destination for economic development and population growth. While the City has a clear goal for increasing housing production, housing price increases have outpaced incomes over the past decade resulting in declining affordability with the rental and ownership markets.

The City of Grand Junction as a community has not been identified as a priority geography under the PRO Housing Program's Housing Problems Factor (HPF). However, the HPF for Grand Junction is only slightly lower than the national threshold and the City has urgent and growing affordable housing needs for those with incomes below 100% AMI. Due to the severe drop in the rental market, for-sale inventory, significant increases in rent and home prices, exponential growth in homelessness and increased mortgage rates, the widening affordability gaps have become particularly acute it is likely that Grand Junction may become a priority geography in coming years.

Demographics

Population Trends. According to the population estimates from the Colorado State Demography Office, Grand Junction's population as of 2019 was 64,941, representing an increase of 8% (4695new residents) since 2010. Since 2010, adults aged 65 years and older had the fastest growth among age cohorts, increasing by 17% in Grand Junction, and adults between 75 and 84 years old are projected to have the fastest growth rates in the county over the next 5 years. More importantly, the CO State Demographers office, Mesa County had high positive levels of net migration until 2020 but is predicting a significant challenge as migration and mobility slows particularly in the recruitment of a younger workforce and Grand Junction experiences a higher percentage of retirement aged individuals and a demand for new workers increases. Additionally, in 2020, deaths outpaced births in Mesa County.

This aging population (particularly if they age in place) reduces the service of housing units in the community as younger families tend to have more people per housing units. And, more importantly as housing costs and mortgage rates increase and communities lack of smaller units the likelihood of downsizing is greatly reduced. More housing units will be necessary to increase the likelihood of net migration and economic growth capacity of the community.

Relative to the overall population, residents aged 65 and older are more likely to be non-Hispanic white, more likely to be veterans, and more likely to be living with a disability.

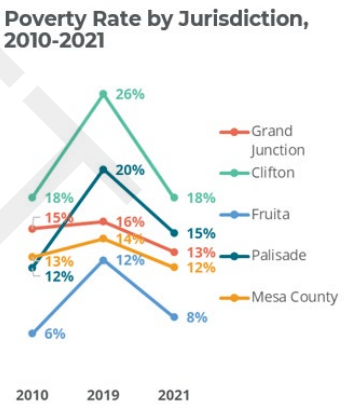
Disability. In Grand Junction, 47% of residents experiencing a disability are over age 65. Residents aged 65 or older are less likely to be living in poverty, even after adjusting for college-aged residents, poverty rates for older adults are 4 percentage points lower than for the rest of the population. Under half (45%) of Grand Junction residents aged 18 to 64 with a disability participate in the labor force compared to 82% of residents without a disability. Unemployment rates, for those that do participate in the labor force are twice as high for residents with a

disability than those without. Among those with earnings, median earnings for people with disabilities ($16,806) are around half the median earnings for those without a disability ($30,033). Residents with disabilities are more likely to live in poverty than those without a disability, regardless of age group.

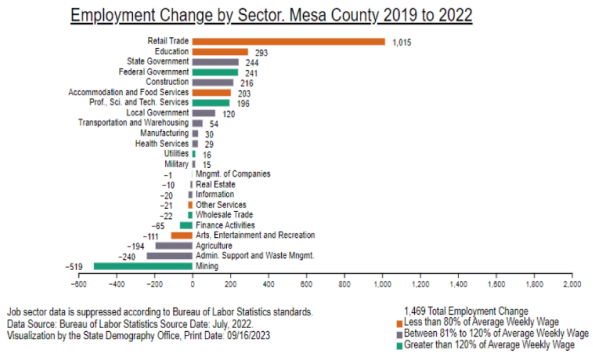
Race and ethnicity. Seventy-eight percent of Grand Junction residents identify as non-Hispanic White; another 17% identify as Hispanic, 1% as African American, 1% as Asian, and the remaining 2% as other minority groups. Younger aged individuals in the community represent more diversity in race, ethnicity and language.

Additionally, as expected, owners tend to be older and earn higher incomes than renters. The median income for rents is around half (48%) of the median income for owners. Renters are more likely than owners to be living in non-family householders (e.g., living alone, living with roommates, or unmarried partners) – 60% of renters compared to 34% of owners live in non-family households. These renter households need more diversity in housing types that can accommodate different household sizes. Owners are typically also likely to be non-Hispanic White. Homeowners are underrepresented among minority communities except among Asian residents, who have an ownership rate higher than non-Hispanic whites. Homeownership rates are low particularly among Native Americans and other minorities, although the small size of these communities leads to large margins of error. Residents belonging to racial and ethnic minority groups, residents with a disability, female-headed households, and non-family households are much more likely to live in poverty than the average resident.

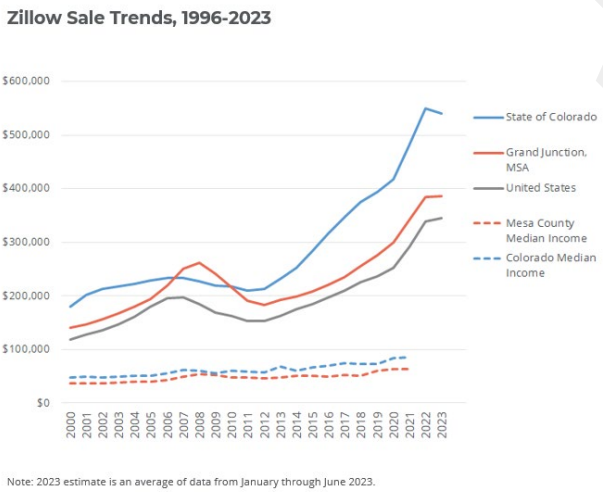
Income and Poverty. In 2019, the Grand Junction poverty rate was 16% a rise of 1% over the previous years. However, the neighboring communities experienced steeper increases in their poverty rates which contributes to the scarcity of available affordable units. In 2021, poverty rates in Grand Junction fell to 13% likely due to pandemic-era government assistance. As pandemic aid measures expire, poverty rates are likely to increase in coming years. Since 2019, Mesa County has seen a 61% increase in homelessness based on the annual Point-in-Time Count. School District 51 has seen an increase of over 110% in their student homelessness rate from the 2021-2022 academic year. The increase in homelessness can be directly correlated to increased rental and home price increases, higher evictions, and many landlords selling their properties.



In Grand Junction, the income distribution has significantly changed since 2010. The most notable changes are there has been a decline in owners earning less than $50,000 annually, and the city gained many renters, but the rate of growth is higher amongst middle- and high-income renters. Moreover, the region continues to diversify its economic base but has experienced significant losses in the natural resource and mining industry with some gains in education and health services. The most notable gains in employment between 2019 and 2022 were retail/trade positions, not higher wage positions. Low- and Middle-Income renters face barriers to re-entry into the ownership market due to rising prices as wealthier buyers are crowding out lower-income households at increasingly higher price-points. Moreover, individuals experiencing disabilities continue to experience high poverty rates and low median earnings, underscoring the importance of housing assistance for this population.



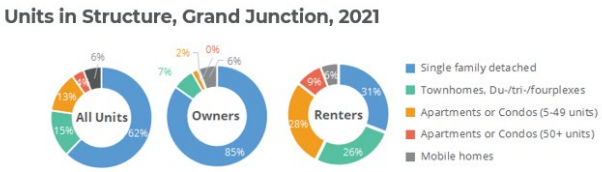
Cost Burden. In 2019, Grand Junction altogether, over half (53%) of all renters, more than 5,7000 renter households, are cost burdened, spending 40% or more of their income on housing costs and over 2,8000 renter households (27%) are severely cost burdened, paying mor than 50% of their income on housing costs. In 2021, those numbers lessened as in Grand Junction nearly 4,700 renter households are cost burdened. Of these, over 2,300 households are extremely cost burdened. The reduction is likely due to pandemic-era government assistance and as those measures expire, cost burden is likely to be reflected at higher rates than 2019 as home and rental prices continue to increase.

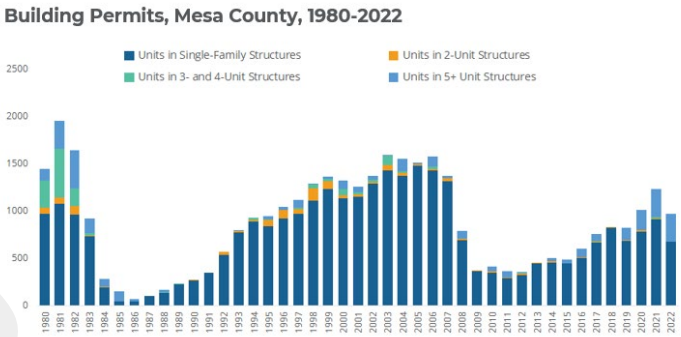


Availability and Increasing Costs of Units. Extremely tight ownership and rental markets persist, with local rental vacancy rate currently at 1.9% and our homeownership vacancy rate at 0.9% and a shrinking inventory of for-sale homes. In Grand Junction, the ownership rate decreased from 64% to 58%. Home prices have continued to accelerate. In 2019, the median home price was $256,400 in $385,654. Additionally, 52% of homes sold in 2019 were affordable for households with income below 80% AMI, which decreased to 40% in 2021. In 2022/2023, only 13% of homes sold were affordable for households with income below 80%, a 27% percentage point decrease from 2020/2021. Additionally, of the homes sold in the 0-30% AMI range, 73% of homes sold were cash financed indicating that wealthier buyers with cash including retirees, investors, and second homeowners are crowding out traditionally financed households in the most affordable price points. In 2022-2023, 68% of homes sold in the 0-30% AMI were cash financed. At the same time, all other price ranges (and particularly those under 50% and 80% AMI), saw significant increases in cash financing.

Likewise, the rental market has experienced steep increases in the last decade. In 2023, median rent in Grand Junction is $1500, up from $935 in 2019, a 62.3% increase. The 2010 median rent was $770.

Development. Development in Mesa County has not kept up with the population needs. Much of the stifling of growth can be contributed to significant economic challenges facing the region primarily due to its reliance on the oil and gas industry and economy. In 1982, overnight Exxon pulled the plug on its $5 billion investment into the shale project in Mesa County and is referred to locally as "Black Sunday". Severe turmoil hit the community and 24,000 people in both Mesa County and neighboring Garfield County left the region. One in twenty homes were foreclosed. Development had not yet reached pre-1982 levels when the 2008 Financial Crisis hit the community again. While 2021 and 2022 brought pre-2008 record numbers of development because of the inflationary increases to cost and the increased mortgage rates overall market rate development had dropped approximately 51% in the end of the third quarter of 2023. Moreover, since the 1990's building permits in Mesa County/Grand Junction area have been predominantly single-family dwellings units. On average, around two-thirds of homes in Grand Junction are single-family detached homes, and single-family development continues to dominate building activity. The peak for multifamily units' permits was in 1981. In 2021 and 2022, only 33 of the 2,200 building permits went to units in 2–4-unit structures. And almost none of the multi-family units constructed were affordable housing units.





Summary of Top Identified Housing Needs:

Shortage of affordable housing. In 2019, there was an identified housing unit shortage of 2,168 units serving households at 60% AMI and below. Further, to retain the same ownership rates and income distribution, the county will need to add around 1,500 ownership units and around 1,400 rental units affordable to households with income below 50% AMI by 2030. By 2040, the county will need to add around 3,300 ownership units and around 3,100 rental units affordable to households with income below 50% AMI. Moreover, as the market has exponentially increased in cost, it is likely creating a higher need for even more housing units for low- and moderate-income households.

Starter homes and family homes priced near or below $250,000. As identified, homeownership continues to be out of reach for many households, particularly as home prices increase and wages become stagnant. That barrier increases for Native American and other minority households.

Unique housing to address the unique needs of special populations. Residents with accessibility/mobility needs, older adults, people experiencing homelessness and low-income households experience higher levels of homelessness and bigger barriers to accessibility of housing.

Housing instability and displacement. A wider array of market preferences and special needs including the variety of product types (smaller homes, single family attached, mobile and prefab homes, and more multifamily housing). The Housing Needs Identified that using HUD's definition of having more than one person per room to identify overcrowded units and more than 1.5 persons per room to identify severely overcrowded units. In Grand Junction and Mesa County, 2% of households—or about 400 households in Grand Junction and 1,400 in Mesa County—are overcrowded.

Housing condition. According to ACS estimates, there are 643 housing units in Mesa County without complete plumbing and 1,255 units without complete kitchen facilities; of those, 155 units (24%) without complete plumbing and 774 units (62%) without complete kitchen facilities are in Grand Junction.

iii. What key barriers still exist and need to be addressed to produce and preserve more affordable housing?

As mentioned previously, in 2021, City Council adopted the Grand Junction Housing Strategy which provided a comprehensive review of market barriers and a regulatory review of land use and zoning barriers.

Market Barriers:

High cost of land. As the area grows and continues to diversify economically, combined with a hot housing market, demand for raw land increases, raising land costs. Given that most easy sites to develop are gone, lot development can add to cost and challenging soils or site-specific constraints make affordable housing difficult to achieve.

Funding Opportunities. Currently, the City has no dedicated funding source for housing-related expenditures. The community has not supported several efforts to create these sources. And, due to the housing shortages, state and nationwide, many funding sources are increasingly competitive and limited.

Labor shortages. Local construction infrastructure is stretched thin – with shortages in occupations key to housing industry and very limited ability to draw resources from neighboring communities.

NIMBY-ism. As the area continues to grow, current residents' opposition to increased density is increasing. There is a cultural preference for space and low-density housing in the region. The resistance to higher density creates uncertainty in the building process, as pressure from public input can lead to a project not receiving timely or applicable entitlements that would allow for higher density housing. Moreover, the community has not historically had a shortage of affordable housing and the public struggles to understand the complexities of homelessness,

housing, and the many challenges for implementation and construction of additional units and/or the role that the local government can act in with limited financial support.

High cost of building materials. Shortages in raw materials, such as lumber, and supply chain disruptions have limited the capacity to accomplish rapid unit creation.

Land Use & Zoning Barriers:
The City's last Zoning and Development Code was updated in 2010 to align with the Comprehensive Plan adopted at that time. As outlined in the Strategic Updates in a future section, the city is currently undergoing a Zoning and Development Code update and is set to finalize in Fall 2023. Note: In the Housing Needs Assessment, some stakeholders indicated that the development impact fees may be a barrier for multifamily residential development. A comparative analysis of fees with other communities in Colorado was conducted to evaluate the city's fees and the city's impact fees have not been identified as a barrier to development.

Zoning Districts and Permitted Uses. Grand Junction had adopted ten residential districts for a range of residential development in addition to the mixed-use districts. While it does provide for a robust mix of housing types, to allow for residential infill development, the city should consider permitting more housing types in lower density residential districts by right.

Residential Development Standards. The City has relatively flexible land use development standards with minimum densities and in some instances no minimum lot sizes. However, some development standards have historically been prohibitive for the development of certain housing products – townhomes and duplexes – and limit the number of units in multifamily developments – through maximum densities. While the City is working to reduce these standards to increase development capacity and affordability, significant setbacks have occurred in the Zoning and Development Code rewrite process particularly as it relates to NIMBYism and the community's preference for lower density.

Parking Standards. Although the City's parking standards are not unreasonable, adopting lower parking standards for more urban areas, particularly for multifamily housing is a goal of the Zoning and Code Development rewrite. The City intends to adjust parking standards downward to promote affordability and greater land utilization.

Incentives for Affordable Housing. Currently, the city discounts transportation impact fees in the city "redevelopment area" to encourage development and allows for City Council to waive impact fees imposed on affordable housing development. And is working to implement additional incentives for residential development that meet the city's affordable housing goals and reflects the vision of the community; however, with limited local, state and federal funding sources and increased competitiveness these programs continue to go underfunded.

Inclusionary Zoning. Although the City has made reasonable strides towards increasing density and supply. The City should explore economic feasibility of an inclusionary zoning ordinance to increase the supply of affordable units. This will be a significant barrier to implement as there is a preference for limited government control or regulation of housing markets.

Implement the Comprehensive Plan. The Comprehensive plan provides the roadmap needed to make many of the community changes. However, NIMBYism, funding sources, and conflicting political views create significant barriers to implementation.

While significant strides have been made to impact the acute needs of the community, the work being done is still in its infancy stages and further advancement of efforts needs significant financial investment. While many organizations and developers think they could achieve up to 1000 more housing units in the next five years, the goals and capacity of the community are stifled by the limited availability of financing, subsidies and/or grants and when there is funding it is significantly competitive and limited to a few awards per region or location. Moreover, due to lack of available housing, recruitment of a sustainable workforce to the area to increase capacity in construction and program development will remain a struggle for organizations. The PRO Housing grant would provide expansion of funding to increase the capacity of units being constructed by supporting acquisition of land and buildings to help mitigate the high cost of land and limited funding opportunities.

EXHIBIT D: SOUNDNESS OF APPROACH

CITY OF GRAND JUNCTION

i. What is your vision?

The City of Grand Junction has invested significantly in understanding the housing market and the needs of the local community. With the Comprehensive plan, it has created a vision for the future that provides inclusive neighborhoods, housing options that meet the needs of its residents, reduces homelessness and where neighborhoods are accessible and flourish. The community recognizes that it has historically created policies, land use restrictions and zoning regulations that have stifled the ability for all residents to achieve the vision and is working to make compelling changes to live into that vision.

In resolving these discrepancies, in 2021, the City created and adopted housing specific strategies and continues to work to implement the strategies to overcome these barriers. Realizing the community's vision demands continuing work to develop affordable housing despite the increasing housing shortage, rising costs and stagnant, having limited public investment, and with increasing population growth.

As mentioned in Exhibit A subsection ii, in 2022, the City pursued the Affordable Housing Development Incentives Grant (IHOI) through the Colorado Department of Local Affairs. The City utilized a $750,000 cash match for a $2,250,000 grant for the purchase of a 15-acre property for Grand Junction Housing Authority (GJHA) for future affordable housing development. GJHA will utilize the property to construct approximately 300-320 units of housing in three phases with two-thirds of the units serving 60% AMI and below, and the other one-third serving 80% AMI and below. The alignment with availability of funding sources and land enabled the City and GJHA to act quickly on purchasing property that would have likely not been utilized to development not targeted to low- and moderate-income households.

At that time, the City recognized that creating a funding source for these types of advantageous and competitively priced opportunities could propagate success. And, determined to move up the timeline for implementation of Housing Strategy 6 "Allocate city-owned land and/or strategically acquire vacant or underutilized properties for affordable and mixed-income housing." Property and/or building acquisition costs, especially in developed areas of the city, are a major component of the cost of developing affordable housing and were identified as a significant barrier in the adopted 2021 Grand Junction Housing Needs Assessment. In the current market and in key geographic locations in our community, land and/or building acquisition costs can equate to 20% of the overall project budget.

As a direct response, in March 2023, City Council approved the creation of The Land and Building Acquisition Program. (LAP) managed by the City's Housing Division. The program's main purpose is to provide a non-competitive grant pool that would allow developers to meet the national objective of benefiting LMI households expediently in purchasing land and/or buildings to be utilized for affordable housing production and preservation. Projects would be evaluated on

the merit of the project and funded based on availability of funds and the acute priorities and specific housing needs of the community. As such, the City of Grand Junction proposes to utilize PRO Housing funds to further capitalize the program and advance capacity and impact in meeting the acute housing unit shortage of 2,168 units.

In the summer months of 2024, City staff received multiple applications for the program. Multiple organizations had completed applications and projects that would have scored well for funding; however, challenges occurred when many of the projects did not receive the entitlements needed. Many needed property subdivisions, rezoning, and/or Comprehensive Plan changes, Due to the quasi-judicial role that the City Council performs approving those types of changes and the public process that it involves including public notice, neighborhood meetings and public hearings it created a conflict of interest for Council to approve funding for a project that may not be able to qualify for funding. It was determined that projects would need to have entitlements to be considered for project readiness. At that time, it was determined that due to limited funding and having entitlements as a key factor in determining project readiness and viability, projects would not be conditionally approved pending entitlements as the projects at the stage of this review process have not officially received final approval. Consequently, the City intends to revisit this policy by exploring changes in zoning and density bonuses or by-right for affordable and attainable workforce housing projects.

However, City Staff coordinated a special workshop for these developers and assigned a city planner specifically to help support the expediency of these processes and remove these barriers, several developers with potential preservation, homeownership, and affordable rental projects are working towards these entitlements of properties and/or buildings to be eligible for the program. City staff anticipate application re-submissions for funding in 2024.

Projected project acquisitions would likely exceed the City's 2024 proposed budget allocation of $2,000,000. Moreover, Staff and multiple organizations within the City's Housing Coalition and Homeless Coalition have developed a projected development affordable housing production pipeline for the next five years. Organizations estimate their capacity to develop would result in unit creation of approximately 400 to 900 units. However, production is heavily dependent on receiving state and federal grants, approval of housing incentives, land acquisition funding, and development of key partnerships.

To date, with 2023 budgeted housing dollars, the LAP has supported the purchase of a 4-unit complex in the amount of $300,000. This preservation of naturally occurring affordable housing was purchased by Hilltop Family Resource Center. As part of the finalized grant agreement, the City worked to ensure that current residents were not displaced, and long-term affordability terms were applied. As current tenants move out, the units would be utilized to support low-income women and children living in domestic violence situations. In future projects, similar processes would be employed to ensure grant agreements are contingent upon non-displacement or a mitigation plan for non-displacement and long-term affordability.

The applications for the LAP are accepted and advertised on an on-going basis to allow for more expedient and advantageous property acquisitions to be well supported. Applications for the

program, as outlined by the program's current administrative procedures, would at minimum include Project information and description, summary of acquisition costs, timeline, overall budget, financing, environmental review, and other conditions of the acquisition, project contingencies on other financing, grant funding or entitlements, whether the Project will be phased, in-kind/community support, and if there any known uncertainties for the Project, descriptions of the developer's experience with and capacity to implement the project, use and project goals including projected unit creation, type of units, targeted occupants of the project, how the project will address the City's documented housing needs and/or considerations made for population served, a description of the intended overall project services that will be available to residents; community support of project and engagement plan, proximity to hazards (floodplain, environmental, etc), proposed term of affordability, sustainability of resources to support the future/ongoing need of project, and energy conservation features.

Submitted project proposals are then reviewed by a scoring committee which includes key professionals including CDBG Block Grant Administrator, finance team members, real estate agent/developer, a city planning staff and housing staff. Scores are assessed utilizing City of Grand Junction Land and Building Acquisition Program Scoring Matrix (Attachment g) based on several key factors including:

Readiness and Capacity (6 points available) – Increased points are given to proposals who are able to demonstrate completion of the project in less than 36 months, have substantial experience and capacity in managing similar grants and projects and who have significant letters of support or financial commitments by key stakeholders, leadership and funding sources and who have alignment with organization vision, strategies, vision and goals and any challenges have been identified in getting support for the project.

Impact on Housing Needs (6 points available) – Project must prove that it will address affordable housing needs for targeted populations and have intended impact, clearly identifies what households will be served and how the project fills a gap proportional to the identified housing needs of the community. Points are also assigned based on commitment to long term affordability with a use of covenant, regulatory agreement, or other form of deed restriction and includes a monitoring mechanism.

Sustained and Equitable Support (5 points) – Points are assigned to projects where the organization can prove how they intend to engage in a robust community engagement process for participation, a clear plan for involving marginalized and vulnerable populations, working with referral organizations, and how to address NIMBYism. Points are assigned based on how the residents and the greater community will benefit from the project and that the benefits integrated will benefit marginalized or underserved populations.

Sustainable Development (6 points) – Points are assigned based on project location and proximity to amenities including being located in an area with little to no new infrastructure is needed, and where employment, transportation, services, educational opportunities, grocery stores, etc. are located.

Extra Points can be assigned for:

Rehab/Repurpose Vacant or Underutilized Buildings in core areas for affordable housing (1 pt)

Energy Efficient Standards (1 extra point) – Project plans incorporate energy efficiency standards and is built to energy codes, Leed, and many other options and demonstrates positive environmental impact that meets energy efficiency standards.

Long Term Affordability (5 extra points) – Project demonstrates that it is able to achieve long term affordability based on the geographic area and housing type (longer than 20 years)

Once Scoring is completed, the Scoring Committee will prepare a report for City Manager (or designee) and provide recommendation. Projects that are deemed viable, ready, and "Meet Expectations" in all categories are recommended funding. City Council reviews recommendations through a public hearing process and based on their review and discretion, approves budgetary assignment to the project(s).

ii. What is your geographic scope?

The Land and Building Acquisition Program will serve the community of Grand Junction through providing housing units throughout the entire city. Affordable housing development will help reduce homelessness in the community and help relieve cost-burdened households who are challenged with their ability to pay for other basic needs such as food, healthcare, childcare, and transportation. Combined, these issues have created a new sense of urgency to ensures affordable and attainable housing options are available in the city. In its Comprehensive Plan, the City has identified that it wants to support continued investment in infrastructure and amenities in existing neighborhoods and promote the integration of transportation mode choices into existing and new neighborhoods which help to reduce these costs.

To address these concerns, more priority is given to projects that identify within the Redevelopment Area Boundary or the Corridor Infill Boundary as to encourage redevelopment and infill in the City's center such as the North Ave Overlay and Greater Downtown Overlays as they are key areas the city has identified as areas where economic development, employment, infrastructure, and transportation routes are already established for accessibility, and to reduce costs to both the developer and the household and give more opportunity for economic advancement and further stabilize communities.

As mentioned in the Scoring Criteria for the project, projects are considered based on their proximity to services, employment, transportation, educational opportunities, resources, and grocery stores alignment to provide the most sustainable development patterns.

More specifically, future projects will be encouraged to consider many of the City's transportation and sustainability activities and how those activities align with their project's location, goals, and potential amenities or services.

The City's recently adopted Pedestrian and Bicycle Plan envisions a safe and connected Active Transportation network to enable modal choice for residents, employees, and visitors traveling in Grand Junction. And consider other City efforts including proposed changes to Grand Junction's Traffic and Engineering Design Standards to be reviewed by City Council in Fall 2023, all new

and retrofit streets in the City will be designed to reduce risk and stress for vulnerable road users wherever possible. Alongside lower-stress corridors, proposed reductions to minimum parking requirements will provide residents the opportunity to right-size their travel habits as non-car travel becomes more feasible and realistic across the City.

In conjunction with the individual roadways being redesigned, key City corridors are also being identified and targeted for continuity and connectedness. One of the objectives identified in the City's Parks, Recreation, and Open Space Plan is to improve access to and connectedness between parks and recreation sites within the City. The development of this network will enhance navigation and travel between housing, employment, and services.

Other micro-mobility programs in the City are designed to further relieve the burden for those disproportionately impacted by travel costs. Grand Junction's eBike to Work Program provided 40 ebikes to low- and moderate-income residents working or living in two of the City's key economic centers. The City aspires to expand e-bike ownership programs in conjunction with State and Federal opportunities. The Shared Micro Mobility Pilot facilitates last-mile travel to connect with transit trips via permitting private scooter-share.

The city is working on its first Sustainability and Adaptation plan which will include key themes of climate resiliency, energy stewardship, and the built environment. Efficient buildings also mean reduced utility cost burdens, which many of our low-moderate income households face in older, more traditionally affordable homes.

The city just adopted its first EV Readiness Plan, and education and access to public charging are outlined as key strategies in the plan. Education about the financial incentives to reduce the cost of an electric vehicle, along with installing chargers in disproportionately impacted parts of the community are near-term priorities. In a recent grant award from the Colorado Energy Office, two out of the five funded locations for level 2 charging stations are in disproportionately impacted areas. The city is also looking into an EV carshare program which would strive to co-locate EVs and charging stations near multifamily housing units to make EVs more accessible to low-moderate income households.

iii. Who are your key stakeholders? How are you engaging them?

To complete the Grand Valley Needs Assessment which worked to provide a market analysis, understand housing needs, and identify key barriers to housing, five focus groups and a community survey in both English and Spanish (were completed. 1,853 total responses, 24 in Spanish). Participants represented a wide range group with housing needs in the Grand Valley; and included stakeholders involved in providing housing services and other services for vulnerable populations, along with stakeholders involved in economic development and developers of single family and multifamily housing. A vast array of recommendations and solutions to housing needs and challenges were shared by stakeholders; however, some key responses included the acute need for housing, an increase of housing options, investment into incentives and funding programs and land banking or land acquisition for future development.

Moreover, Housing Strategy 1: Participate in regional collaboration regarding housing/houseless needs and services and Strategy 13: Provide Community Engagement and Educational

Opportunities to Address Housing Challenges an Promote Community Participation are two key strategies that the City works to implement regularly. As mentioned previously, City staff are engaged weekly with housing providers through the Homeless and Housing Coalitions and monthly hosted feedback focus groups with key housing partners, and additional committees, clubs, and planning meetings. Additionally, City Staff seek to host many community engagement efforts including classes on affordable housing, leading community poverty immersion experiences with significant debrief and feedback sessions and leading a housing-focused book club to encourage education and receive community inspired housing and homelessness solutions. In December 2022, The City conducted an Unhoused Survey which surveyed approximately 70 unhoused individuals to understand their specific housing needs and concerns. Furthermore, the city is currently undergoing an Unhoused Needs Assessment and Strategic Plan development that has included a community survey (over 650 participants representing a wide array of stakeholders), and multiple feedback and focus groups including a faith community feedback, lived experience focus group, business leaders, first responders, government workers and general community to understand housing services and units needed to support individuals and families with extremely low income. The City has proposed funding in its 2024 operational budget to complete a refresh of the Housing Needs Assessment so that new and more recent data is available for both the Consolidated Plan and an analysis of changes in housing needs. The City intends to continue to work in these spaces throughout the LAP programs funding opportunities.

Additionally, applicants for the LAP are scored based on their commitment to sustainable and equitable support including obtaining letters of support from key community leadership and organization. And, participating in developing a plan for community engagement, working with marginalized organizations and how to address NIMBYism particularly as it relates to helping the community understand housing needs. Community support and engagement are key to the success of the project development.

On the administrative side, to receive entitlements, projects must go through a public process including public notice, hosting neighborhood meetings, and public hearing. Projects that request more than $300,000 and are recommended for funding, need City Council approval and must go through the public notice and public hearing process.

If awarded funding, the City plans to continue to convene these stakeholders to inform implementation of housing strategies including individuals in key targeted demographics, those at risk of or have housing insecurity, marginalized and minority groups. This would also include consultation with the community organizations and housing developers who are working to increase and preserve affordable units in Grand Junction.

In accordance with the public outreach requirements of this grant, a draft of the grant was published on the City of Grand Junction website on October 13, 2023, with a link on the front page, and was available for 15 days. On the day that the draft was published, a notice was posted in the Grand Junction Sentinel, the paper of record for the entire county. The comments received in this process, and the applicant’s response to them, will be found attached to the final application.

iv. How does your proposal align with requirements to affirmatively further fair housing?

According to the Housing Needs Assessment and feedback groups with key stakeholders, there are challenges present for people that are low income, marginalized, and those with disabilities.

Challenges among low-income residents. Housing needs are greatest for very low-income households. These households are more likely to be single person households, households with children, residents living with a disability, and elderly couples; this has led to an increase in the need for diversity of housing product types such as one-bedroom units, larger units with 4 or more bedrooms, and housing with accessibility modifications. Common challenges to finding housing among low-income residents include High security deposits; Landlords requiring 3 times the rent in income; and Challenging paperwork especially for residents with limited English Proficiency (LEP), residents with disabilities, and residents with substance abuse challenges.

Challenges among residents living with a disability. Stakeholders cited a lack of affordable ADA units in the Valley\Transportation, especially after COVID-19, was cited as another barrier. Many people with disabilities also have preexisting conditions and are worried about health safety in public transit. Although paratransit services are available, they may not cover all those who need it. For persons with disabilities, finding steady work that pays well and allows them to keep insurance is challenging. People with disabilities can feel isolated due to inaccessibility of neighborhoods. There is resistance among landlords to emotional support and service animals. Landlords with newer units are not receptive to accessibility modifications in their units.

Challenges among the immigrant community. The perception among stakeholders is that the City itself is making a concerted effort to embrace immigrants and diversity. City Staff do a great job addressing immigrant residents, as well as the school district and the university. However, there is some concern that immigrants may not feel welcome by residents in all communities. Among the immigrant community, agricultural worker housing provides dormitories and some subsidized housing for immigrant workers but that leaves out unauthorized workers, who can end up living in substandard or overcrowded conditions. Over the years, language access has become a problem, and lack of translation services is an issue. Among the immigrant community conflicts are common due to landlords not returning security deposits. Furthermore, unauthorized immigrants lack access to conflict resolution resources and are afraid of Immigration and Customs Enforcement and therefore reluctant to seek legal representation.

Challenges among housing vouchers holders. Overall, stakeholders believe there are not enough housing vouchers, and the average AMI level for voucher holders is very low, at 24%. These are very low-income households who need below market rate units. This has led to an increase in the past two years, during which waiting lists for below market rate rentals have increased to 5 and up to 6 years. According to stakeholders, a significant amount of housing vouchers is going to homeless residents—around 90% of those have trouble paying for the security deposits. While there is help for security deposits for veterans, these programs are not available to the general population. Stakeholders also noted that there has been an increase in the share of landlords who find ways to avoid renting to voucher holders (despite state protections for source of income) and

an increase in the use of background checks being used to deny rental units to housing voucher holders; this disproportionally impacts the homeless population and formerly incarcerated residents.

Challenges among the working-class community. In addition to the groups mentioned above, stakeholders pointed out increasing housing challenges among fully employed persons. The most significant gaps according to stakeholders are among firefighters, teachers, nurses, case workers, and other public sector workers who cannot find homes or are increasingly getting outbid by offers from cash buyers. In addition, there is a perception that there is a lack of rental units affordable for entry level young professionals. As an example, one developer noted the almost immediate lease-up (and pre-lease) of multiple buildings in the "The Railyard at Rimrock" development. According to stakeholders, there is effectively no supply of any products like that in the market (3 story walk ups with amenities). Most multifamily buildings are 30 years old. Stakeholders are seeing a large demand for moderately priced rentals right now.

Many of these challenges are addressed through LAP as the main goal of the program is to increase housing available and development of housing for low to moderate income households and for applicants to consider specific needs for underserved, disadvantaged and disabled individuals. Moreover, in their application, housing developers must account for creating plans for specific targeted demographics. By scoring projects located within key corridors that provide better transportation, increased financial capacity and proximity to services will help minimize these challenges. Additionally, with the recent development of the City's micro-mobility, ped/bike plan, and goals for interconnectedness, services and access will be improved for all members of the community.

To help address the low wage rates, transportation, and childcare costs, the City continues to work with and provide funding to the Grand Junction Economic Partnership, the Business Incubator Center, and the Chamber of Commerce to promote opportunities to develop new businesses or expand existing ones and to improve wage levels in the Grand Junction area. In a 2018 childcare survey, affordability and availability of childcare were identified as issues relating to individuals' ability to work, during the 2022 program year the City opened an Employer-sponsored childcare facility, serving children from six weeks to six-years old. The facility offers childcare services for employees including flexible schedules to accommodate shift work typical of first responders. Additionally, LAP projects that work to provide amenities that provide these types of services will score higher.

To address language barriers, specifically, the city is committed to partnering with local agencies that provide bilingual staff and translation services. Additionally, by continued partnership with organizations like the Mesa County Public Library which has an Adult Learning Center where many classes are taught to adults with language barriers including an English as a Second Language class. Moreover, the D51 school district has a seal of biliteracy and translation services, and a K-5 dual immersion school teaching in English and Spanish. And City of Grand Junction continues to take steps to provide dual language notice of public activities and publications, provide language assistance at public meetings and community outreach events. The City also has virtual and in-person translation services.

In addition to these measures, the City has in the past and is committed in the future to making AFFH posters and brochures and making them available to project housing developers and posted within other markets. Furthermore, the City maintains a Fair Housing web page with assistance information, and an emergency brochure for access to services for people in need of legal services, healthcare, veterans' services, and food, among other services. The City's Housing Strategy 13 focused on community engagement and education can help to further overcome the effects of impediments to fair housing choice by providing education to the community on housing, ow- income families and reducing NIMBYism and bias.

Local agencies that the LAP is designed to assist in unit development also help to further fair housing through ongoing policies and practices. Grand Junction Housing Authority has a selection preference for the elderly and disabled and provides housing advocate resources for voucher landlords and tenants. Additionally, many affordable housing developers have and provide supportive services including advocacy and housing. As mentioned, Hilltop is committed to increasing housing units and provides shelter for victims of domestic violence, and aging individuals, and transitional supportive housing for families.

iv. What are your budget and timeline proposals?

The City of Grand Junction is requesting a PRO Housing grant in the amount of $4,000,000 to increase available resources to the LAP and is leveraging of $2,000,000 in support of the program solely to support land and building acquisition for preservation and development of new affordable units.

While there are many variables to calculating land and building costs per unit, after discussing methods for calculating land or building acquisition costs with local affordable housing developers and utilizing the Colorado Housing and Finance Authority's Affordable Housing Development Cost Dashboard, the average price for an affordable unit is $449,112 for 2023 and approximately 5% or $22,455 has gone to the land cost, and buildings approximately 20% or $89,822 of the cost. Based on the Colorado average, if awarded the full $4,000,000 combined with the leveraged $2,000,000 up to an additional 267 units (if land only) could be constructed. However, after discussing land costs estimates from local affordable housing developers, they budget about half of that amount which has the potential to create up to an additional 600 units (if land only). Considering the City of Grand Junction's housing goal of 125 units per year and the projects that are anticipating submitting applications in 2024, this would provide seed money for approximately 1.6 to 4.8 years which would allow for further exploration of additional and future funding opportunities and reduce the need for the acute housing needs in the community.

For more conservative numbers, if the $6,000,000 was utilized in an equal split between land acquisition and preservation. $3,000,000 utilized and calculated terms of land acquisition or acreage acquired, with a R12 (12 units average per acre) it would fund approximately 12-15 acres, up to 192 units. For $3,000,000 towards preservation, assuming $125,000 per unit (land + building) would fund approximately 24 units of already constructed housing.

If HUD was only to commit 50% of the request or other reduction, the City is still committed to funding the program for 2024 with a base project seed amount of $2,000,000; however, the number of units potentially created would be significantly reduced.

The Land and Building Acquisition Program is already created, and the timeline is very minimal for mobilizing the proposed funding. The funds would be ready to be mobilized beginning January 31, 2024, and would continue until all funds were expended or until the program end date of September 30, 2029.

EXHIBIT E: CAPACITY

CITY OF GRAND JUNCTION

i. What capacity do you and your Partner(s) have? What is your staffing plan?

The City of Grand Junction is the 17th largest city in the State of Colorado and is the largest municipality of Colorado's Western Slope. It serves as a regional and resource center for Colorado's Western Slope and Eastern Utah. The City of Grand Junction is committed to its core values of continuous improvement, collaborative partnership, and exemplary service. The City employs 773 full-time and up to 300 part-time and seasonal employees in a wide variety of positions as well as different levels of skill and education in distinct areas of business. Some areas of business include public works including engineering, streets, and transportation, public records, municipal courts, safety services including police, fire, and emergency management, - public utilities including water, sewer, garbage, and recycling management, community planning and development, tourism management, sales and business services, and recreation services.

The City's most recently adopted general fund budget was $100.5 million with a capital budget of $23.1 million. The City's Grant Division, housed with the Finance Department, has experience managing federal grants across funding levels and agencies. Recent examples include $5.9 million in funding through the FEMA SAFER grant program, $300,000 through the Bureau of Reclamation's WaterSMART grant program, $2,225,000 in ARPA pass through dollars through the CO Department of Local Affairs Innovative Housing Incentives Grant Program, as well as several federally funded transportation projects. The Grant Division also supports the Community Development Department in administering the City's CDBG Grant and fiscal processes.

As mentioned in Exhibit D, the City has already launched and fully developed the Land and Building Acquisition Program. Currently, it has developed and funded one project as part of the Land and Building Acquisition Program. Developed administrative procedures include utilizing a scoring committee of subject matter experts to objectively analyze and assess project viability based on key metrics to score projects. Additionally, once Scoring is completed, the Scoring Committee will prepare a report for City Manager (or designee) and provide recommendation for funding. At a minimum, to receive a recommendation, the application must demonstrate the ability to further and/or show implementation of City adopted housing goals and strategies, and "Meet expectations" in all categories. To reduce administrative burden, the City Manager (or designee) has the authority to approve projects that receive a score of 16 or greater and for acquisition requests for less than or equal to $300,000. Projects requesting over $300,000 go through a public process for review including public notice, public meeting, and given opportunity for public comment and/or public hearing and must receive a majority vote from City Council for funding.

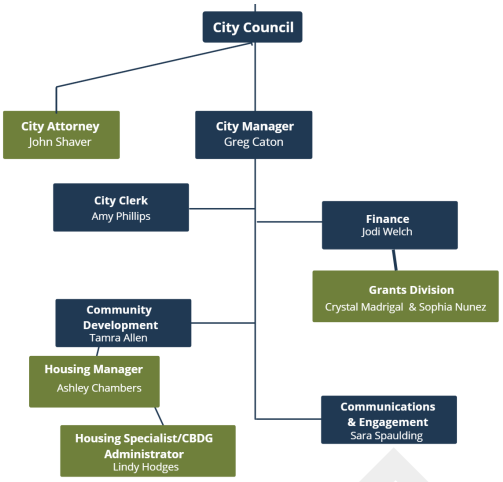
Currently, the City of Grand Junction has some limits to its ability to take ownership of land and/or buildings. The City charter limits City-owned property to a maximum of a 25-year lease

agreement with an entity unless the lease agreement is brough before the public for a vote. The charter also specifies that to sell city property the sale must go forward in a vote. In November 2022, a charter amendment for a 99-year lease agreement for affordable/attainable housing was brought to the public for a vote and lost by a small margin of .26%. In August 2023, the City Council approved Ordinance No 5169, placing a charter amendment to change the authorized length of leases for affordable/attainable housing from 25 years to 99 years on the Election Ballot for the November 2023 election cycle. If passed, the City could take ownership of property and add land-banking opportunities to the goals of the land acquisition and building program. In its current iteration, the City does not take ownership of the land or buildings purchased but provides funding either at the closing of the property or as direct funding to the organization that then purchases the property. If awarded, the City would adjust as necessary to align with federal funding allocation requirements for the acquisition of land or real property for the development of affordable housing.

The Land and Building Acquisition Program does not currently have any partners included in administration or management of the program. However, partner organizations and affordable/attainable housing developers are pivotal in the accomplishment of increasing production and preservation of units in Grand Junction. To ensure outcomes of LAP, as mentioned in Exhibit D, LAP will review applications of partner organizations and other affordable/attainable housing developers to determine capacity, sustainability and experience of the organization. Further, increased points are given to proposals who demonstrate completion of the project in less than 36 months (meets expectation) or 24 months (exceeds expectation), have substantial experience and capacity in managing similar grants and projects and who have significant letters of support or financial commitments by key stakeholders, leadership and funding sources, Moreover, the project should be alignment with the organization vision, strategies, vision and goals and any challenges have been identified in getting support for the project. Additionally, within the legal agreement for funding, the City ensures long term affordability and sustainability of project through project specific agreements that may include deed restrictions, shared equity provisions, land leases, recorded or restricted covenant, first right of refusal for purchase, and/or other assurances that property or sale of property would continue to be utilized for affordable/attainable housing for a minimum of 20 years and maximum of 99 years.

Applicant staff collaborated across multiple City departments to develop the program vision and funding application:

- Tamra Allen, Community Development Director
- Ashley Chambers, Housing Division Manager
- Sherry Price, Housing Specialist
- Lindy Hodges, CDBG Grand Administrator/Housing Specialist
- Jodi Welch, Finance Director, Finance
- Crystal Madrigal, Grant Administrator, Finance
- Sophia Nunez, Grant Administrator, Finance



Five full-time staff members, as indicated in green on the organizational chart at the City will be responsible for conducting or overseeing the day-to-day PRO Housing activities in alignment with their job duties and responsibilities. Several additional departments (as indicated in blue on the organizational chart) will provide the supportive activities as needed as part of their regular support to all city activities. All capacity to administer the grant is already present within the organization and no additional staff will be needed.

The City's Housing Division within the Community Development Department will provide project management for the implementation of the Land and Building Acquisition Program. The Community Development Department is multidisciplinary with focus in land use, housing, sustainability and mobility. The Housing Division currently performs a broad range and advanced set of professional functions in the execution, management and evaluation of the City's housing initiatives and Community Development Block Grant (CDBG) program; lead, organize, expand, implement and develop housing policy recommendations; manage affordable housing related projects; analyze current local, state, and federal affordable housing regulations, procedures, funding sources and program evaluation performance standards and metrics; research and identify government and private funding opportunities and oversee grant writing activities or other application processes; provide public assistance and liaison to other organizations, agencies, consultants, and developers; perform a variety of duties relative to assigned areas of responsibility.

If awarded, within the Housing Division, The Housing Manager will provide supervision of CDBG Grant Administration, as well as, support, process and work directly with developers, scoring committee, City Attorney's office, and other supporting offices to ensure that the Land and Building Acquisition Program meets the outcomes, goals and encourages development of new units and the preservation of units.

The CDBG Grant Administrator/Housing Specialist with support as outlined above from the City's Grant Division, will project manage the administration of PRO Housing Funds. The CDBG Administrator is currently responsible for the execution, management, and evaluation of the Community Development Block Grant (CDBG) program, provide overall direction for the program, develop and update procedures, addresses any issues, ensure compliance with all reporting; and successfully accomplish the goals, objectives, and priorities of the City's polices and strategies. They oversee HUD CDBG-funded projects including requests for project proposals, perform or supervise project eligibility verification and scoring criteria, subrecipient contract negotiations. As a CDBG grantee the City is the responsible entity for the environmental review process, for CDBG projects as well as any other projects receiving federal funding. Staff also preforms field inspections including labor monitoring and contractor certifications, develop

project agreements with the City's legal department, finance and procurement staff, provide guidance to grant recipients, audit document reporting, and subrecipient monitoring. Staff ensures and maintains compliance, accuracy and timeliness with HUD financial and reporting requirements and City policies. Further, they work to coordinate, create, and submit the City's Consolidated Plan, Annual action Plan, CAPER, Assessment of Fair Housing, Citizen Participation Plan, and amendments to these plans and performance evaluation reports. Develop, implement, and update other plans and reports for the federal government and City on HUD CDBG grants and affordable housing, including the City's Housing Needs Assessment and assists in the development of the program budget and manages budgets for special projects and programs.

The City Attorney's Office provides legal advice to the City Council, staff, and boards and commissions for the benefit of the citizens of the City of Grand Junction and attends all City Council meetings and drafts ordinances and resolutions. In addition, the City Attorneys provide advice to the Planning Commission, Board of Appeals, and Liquor Licensing Board. Furthermore, the City Attorney reviews and consults on contracts regarding City services and provides legal opinions and consulting on a daily basis on such issues as personnel, land use and development, property acquisition, finance, and other matters of municipal law. For the LAP, the City Attorney's office provides a review of all contracts, and letters of interest and develop the property/organization agreement that will include key components for long-term affordability, financial responsibility, reporting, avoiding for displacement, and fair housing practices to ensure legal and fiscal responsibility of the program, that all goals and outcomes of the program are achieved. Should the PRO Housing grant be awarded, additional compliance components of the PRO Housing grant would be included in the legal agreements.

The Grant Division also supports the Community Development Department in administering the City's CDBG Grant and fiscal processes. The City's Finance Department has financial policies and procedures that are line with 2 CFR Part 200 ensuring responsible and efficient management of federal funds. The City finance department and the CDBG administrator have a separation in duties to create fiscal responsibility and checks and balances in the draw process.

The City Clerk's office will help to maintain adequate public records including public meeting notices, public hearing notifications and procedures, and coordination of City Council meetings.

The City's Communication Department will support the ongoing strategies to provide communication to the public and to key stakeholders.

EXHIBIT F: LEVERAGE

CITY OF GRAND JUNCTION

i. Are you leveraging other funding or non-financial contributions?

As mentioned in the budget portion of Exhibit D, The City of Grand Junction is leveraging $2,000,000 from the proposed 2024 capital budget set aside specifically for housing strategy implementation to help capitalize the Land and Building Acquisition Program. Moreover, the City is committing to leverage significant additional staff capacity in the Housing Division, Grants Division, as needed the Staff Attorney offices, and in the supporting departments and divisions.

Historically, the City of Grand Junction provides funding through the non-profit funding process to backfill pay for the Transportation Capacity Payment and other Impact Fees for all rental units for households at 60% AMI or less or for homeownership units at 100% AMI or lower. Additionally, the City has provided and/or contributed to infrastructure costs for many affordable housing units as requested. The City anticipates several partner organizations will make requests for additional funding for funded projects, but does not have any estimates currently.

EXHIBIT G: LONG-TERM EFFECT

CITY OF GRAND JUNCTION

i. What permanent, long-term effects will your proposal have? What outcomes do you expect?

Providing seed money for advancement of the City's Land and Building Acquisition Program has several long-term effects. First, the City estimates that, if awarded, the Land and Building Acquisition Program could help to fund up to 600 additional units in our community, notably LMI households that include significantly higher populations of notably minority, disabled, marginalized and immigrant households as are much more likely to live in poverty than the average resident. LAP program provides resources to support capital needs to local affordable housing and service providers that provide supportive services to allow families to live in safe, stable sustainable housing for longer than the Pro Housing project period and remain affordable for more renters and homeowners in the future. Moreover, the Pro Housing fund would make a direct impact on homelessness and increase the utilization of both state and federal housing vouchers for chronic homeless individuals by local affordable housing service providers.

Additionally, providing units for low-and moderate- income households encourage the economic development in the community. Prioritization of the funds being utilized for projects that are near amenities, services, employment centers and transportation hubs create a sense of connectedness, community and further reduce expenses for families. Affordable housing creates less of a cost-burden and the lower-wage workforce can spend less of their household budgets which gives additional resources for other expenses. And ultimately save for homeownership. Additionally, as the number of homeownership units grow and the workforce can purchase a home, it allows for generational wealth building and reduces the likelihood of poverty for future generations. Furthermore, having adequate housing options and stock will increase recruitment efforts by major employers who struggle to find qualified employees and creates more employment stability in the region.

By funding additional units and/or preservation units, reductions in overcrowding and substandard units may be eliminated and increases to public health, and thus further lessening the strain on public infrastructure.

The LAP outcomes would also support and create a capital portfolio and assets under management for affordable housing developers and can directly impact their capacity to leverage that capital for the necessary loans and grants needed for future projects.

The City's Land and Building Acquisition Program, while not a new concept to affordable housing efforts, is a new idea within the State of Colorado and success in the advancement of the program creates opportunity for future opportunities of other communities. It is our goal to provide resources to and catalog the successes and challenges of the program to provide a platform of learning.

The most significant environmental risk is extreme heat and drought. The city is working on its first Sustainability and Adaptation plan which will include key themes of climate resiliency,

energy stewardship, and the built environment. With the number one emitter of greenhouse gases coming from buildings, the city will look at the importance of building more efficient, electrified buildings. More efficient buildings also mean reduced utility cost burdens, which many of our low-moderate income households face in older, more traditionally affordable homes. The plan will also look at the built environment and take into consideration where we are building and the amenities accessible to new and retrofitted builds. This will likely include prioritizing access to alternative transportation and green spaces and promoting infill development and density over greenfield.

The city just adopted its first EV Readiness Plan, and education and access to public charging are outlined as key strategies in the plan. Education about the financial incentives to reduce the cost of an electric vehicle, along with installing chargers in disproportionately impacted parts of the community is a near-term priority. In a recent grant award from the Colorado Energy Office, two out of the five funded locations for level 2 charging stations are in disproportionately impacted areas. The city is also looking into an EV carshare program which would strive to co-locate EVs and charging stations near multifamily housing units to make EVs more accessible to low-moderate income households.

The Land Acquisition and Building Program will support these efforts by encouraging sustainable development, xeriscaping practices and energy efficiency through the Scoring Matrix.

Utilizing conservative numbers, if funded, Grand Junction estimates that the funding would work to acquire approximately 12-15 acres, or 216 units of affordable/housing units acquired or developed.

Proposed outcome metrics for the Land and Building Acquisition Program would include:

1. Number of affordable/attainable rental units developed
2. Number of affordable/attainable homeownership units developed
3. Number of affordable/attainable rental units preserved
4. Number of affordable/attainable homeownership units preserved
5. Number of acres acquired by local non-profits for affordable/attainable housing.
6. Number of households served and associated demographics

Deliverables will include:

1) Regular updates to the City's website, lines of communication and City Council.
2) Documentation of successful and lessons learned
3) Regular reports of allocation of funds and impact of dollars utilized.
4) Final report and community presentation

NIMBYism, availability of land and/or buildings, the competitive nature of the market, and costs of construction beyond the purchase of the land, and current economic climate including cost of materials, inflation and interest rates will continue to be barriers to housing development. However, providing funding and a pathway forward helps to eliminate challenges on the front end and can catalyze the process for the development to occur.

ATTACHMENT A

CITY OF GRAND JUNCTION

*****WILL INCLUDE LIST OF PUBLIC COMMENTERS BY NAME/ORGANIZATION, comments and response.**

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Applicant Name: City of Grand Junction
Applicant Address: 250 N 5th Street, Grand Junction, CO 81501-2628

Category				Detailed Description of Budget (for full grant period)							
1. Personnel (Direct Labor)	**Estimated Hours**	**Rate per Hour**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Direct Labor Cost											
2. Fringe Benefits	**Rate (%)**	**Base**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Fringe Benefits Cost											

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Applicant Name: City of Grand Junction

3. Travel												
3a. Transportation - Local Private Vehicle	**Mileage**	**Rate per Mile**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Trans - Local Private Vehicle											
3b. Transportation - Airfare (show destination)	**Trips**	**Fare**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Transportation - Airfare											
3c. Transportation - Other	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Transportation - Other											
3d. Per Diem or Subsistence (indicate location)	**Days**	**Rate per Day**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Per Diem or Subsistence											
Total Travel Cost											
4. Equipment (Only items over $5,000 Depreciated value)	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Equipment Cost											

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Applicant Name: City of Grand Junction

5. Supplies and Materials (Items under $5,000 Depreciated Value)											
5a. Consumable Supplies	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Consumable Supplies											
5b. Non-Consumable Materials	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Non-Consumable Materials											
Total Supplies and Materials Cost											
6. Consultants (Type)	**Days**	**Rate per Day**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Consultants Cost											
7. Contracts and Sub-Grantees (List individually)											
7a. Contracts	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Contracts											
7b. Sub-Grantees (List individually)	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Sub-Grantees											
Total Contracts and Sub-Grantees Cost											

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Applicant Name: City of Grand Junction

8. Construction Costs

8a. Administrative and legal expenses	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Administrative and legal expenses											
8b. Land, structures, rights-of way, appraisal, etc	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Land Acquisition	**1**	**6000000**	**$6,000,000**	$4,000,000	$2,000,000	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Subtotal - Land, structures, rights-of way, …			$6,000,000	$4,000,000	$2,000,000	$0	$0	$0	$0	$0	$0
8c. Relocation expenses and payments	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Relocation expenses and payments											
8d. Architectural and engineering fees	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Architectural and engineering fees											
8e. Other architectural and engineering fees	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Other architectural and engineering fees											
8f. Project inspection fees	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Project inspection fees											

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Applicant Name: City of Grand Junction

8g. Site work	**Quantity**	**Unit Cost**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Site work												
8h. Demolition and removal	**Quantity**	**Unit Cost**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Demolition and removal												
8i. Construction	**Quantity**	**Unit Cost**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Construction												
8j. Equipment	**Quantity**	**Unit Cost**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Equipment												
8k. Contingencies	**Quantity**	**Unit Cost**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Contingencies												
8l. Miscellaneous	**Quantity**	**Unit Cost**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Miscellaneous												
Total Construction Costs			$6,000,000	#	$4,000,000	$2,000,000	$0	$0	$0	$0	$0	$0

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Applicant Name: City of Grand Junction

9. Other Direct Costs	Quantity	Unit Cost	Estimated Cost		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Item												
Total Other Direct Costs												
Subtotal of Direct Costs			$6,000,000	#	$4,000,000	$2,000,000	$0	$0	$0	$0	$0	$0

10. Indirect Costs	Rate	Base	Estimated Cost		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Type												
Total Indirect Costs												
Total Estimated Costs			$6,000,000		$4,000,000	$2,000,000	$0	$0	$0	$0	$0	$0

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Detailed Description of Budget			
Analysis of Total Estimated Costs		Estimated Cost	Percent of Total
1	Personnel (Direct Labor)	0.00	0.0%
2	Fringe Benefits	0.00	0.0%
3	Travel	0.00	0.0%
4	Equipment	0.00	0.0%
5	Supplies and Materials	0.00	0.0%
6	Consultants	0.00	0.0%
7	Contracts and Sub-Grantees	0.00	0.0%
8	Construction	6,000,000.00	100.0%
9	Other Direct Costs	0.00	0.0%
10	Indirect Costs	0.00	0.0%
	Total:	6,000,000.00	100.0%
	Federal Share:	4,000,000.00	67%
	Match (Expressed as a percentage of the Federal Share):	2,000,000.00	33%

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OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FR-6700-N-98
Opportunity Title:	Pathways to Removing Obstacles to Housing (PRO Housing)
Opportunity Package ID:	PKG00283091
CFDA Number:	14.023
CFDA Description:	Community Development Block Grant- PRO Housing Competition
Competition ID:	FR-6700-N-98
Competition Title:	Pathways to Removing Obstacles to Housing (PRO Housing)
Opening Date:	09/07/2023
Closing Date:	10/30/2023
Agency:	Department of Housing and Urban Development
Contact Information:	CDBG-PROHousing@hud.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01196410
Application Filing Name:	City of Grand Junction
UEI:	F3BKDFJJJ336
Organization:	CITY OF GRAND JUNCTION
Form Name:	Applicant and Recipient Assurances and Certifications (HUD-424B)
Form Version:	1.0
Requirement:	Mandatory
Download Date/Time:	Oct 11, 2023 04:56:38 PM EDT
Form State:	No Errors

FORM ACTIONS:

CHECK FOR ERRORS | SAVE | PRINT

Instructions for the HUD-424-B Assurances and Certifications

As part of your application for HUD funding, you, as the official authorized to sign on behalf of your organization or as an individual, must provide the following assurances and certifications, which replace any requirement to submit an SF-424-B or SF-424-D. The Responsible Civil Rights Official has specified this form for use for purposes of general compliance with 24 CFR §§ 1.5, 3.115, 8.50, and 146.25, as applicable. The Responsible Civil Rights Official may require specific civil rights assurances to be furnished consistent with those authorities and will specify the form on which such assurances must be made. A failure to furnish or comply with the civil rights assurances contained in this form may result in the procedures to effect compliance at 24 CFR §§ 1.8, 3.115, 8.57, or 146.39.

By submitting this form, you are stating that all assertions made in this form are true, accurate, and correct.

As the duly representative of the applicant, I certify that the applicant:

*Authorized Representative Name:

Prefix:		*First Name:	Greg
Middle Name:			
*Last Name:	Caton		
Suffix:			

*Title: City Manager

*Applicant Organization: City of Grand Junction

1. Has the legal authority to apply for Federal assistance, has the institutional, managerial and financial capability (including funds to pay the non-Federal share of program costs) to plan, manage and complete the program as described in the application and the governing body has duly authorized the submission of the application, including these assurances and certifications, and authorized me as the official representative of the application to act in connection with the application and to provide any additional information as may be required.

2. Will administer the grant in compliance with Title VI of the Civil Rights Act of 1964 (42 U.S.C 2000(d)) and implementing regulations (24 CFR part 1), which provide that no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under any program or activity that receives Federal financial assistance OR if the applicant is a Federally recognized Indian tribe or its tribally designated housing entity, is subject to the Indian Civil Rights Act (25 U. S.C. 1301-1303).

3. Will administer the grant in compliance with Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794), as amended, and implementing regulations at 24 CFR part 8, the American Disabilities Act (42 U.S.C. §§ 12101 et.seq.), and implementing regulations at 28 CFR part 35 or 36, as applicable, and the Age Discrimination Act of 1975 (42 U.S. C. 6101-07) as amended, and implementing regulations at 24 CFR part 146 which together provide that no person in the United States shall, on the grounds of disability or age, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives Federal financial assistance; except if the grant program authorizes or limits participation to designated populations, then the applicant will comply with the nondiscrimination requirements within the designated population.

4. Will comply with the Fair Housing Act (42 U.S.C. 3601-19), as amended, and the implementing regulations at 24 CFR part 100, which prohibit discrimination in housing on the basis of race, color, religion sex (including gender identity and sexual orientation), disability, familial status, or national origin and will affirmatively further fair housing; except an applicant which is an Indian tribe or its instrumentality which is excluded by statute from coverage does not make this certification; and further except if the grant program authorizes or limits participation to designated populations, then the applicant will comply with the nondiscrimination requirements within the designated population.

5. Will comply with all applicable Federal nondiscrimination requirements, including those listed at 24 CFR §§ 5.105(a) and 5.106 as applicable.

6. Will comply with the acquisition and relocation requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601) and implementing regulations at 49 CFR part 24 and, as applicable, Section 104(d) of the Housing and Community Development Act of 1974 (42 U.S.C. 5304(d)) and implementing regulations at 24 CFR part 42, subpart A.

7. Will comply with the environmental requirements of the National Environmental Policy Act (42 U.S.C. 4321 et.seq.) and related Federal authorities prior to the commitment or expenditure of funds for property.

8. That no Federal appropriated funds have been paid, or will be paid, by or on behalf of the applicant, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress, in connection with the awarding of this Federal grant or its extension, renewal, amendment or modification. If funds other than Federal appropriated funds have or will be paid for influencing or attempting to influence the persons listed above, I shall complete and submit Standard Form-LLL, Disclosure Form to Report Lobbying. I certify that I shall require all subawards at all tiers (including sub-grants and contracts) to similarly certify and disclose accordingly. Federally recognized Indian Tribes and tribally designated housing entities (TDHEs) established by Federally-recognized Indian tribes as a result of the exercise of the tribe's sovereign power are excluded from coverage by the Byrd Amendment, but State-recognized Indian tribes and TDHs established under State law are not excluded from the statute's coverage.

I/We, the undersigned, certify under penalty of perjury that the information provided above is true and correct.

WARNING: Anyone who knowingly submits a false claim or makes a false statement is subject to criminal and/or civil penalties, including confinement for up to 5 years, fines, and civil and administrative penalties. (18 U.S.C. §§287, 1001, 1010, 1012, 1014; 31 U.S.C. §3729, 3802).

*Signature:	Completed Upon Submission to Grants.gov	*Date:	Completed Upon Submission to Grants.gov

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Agency:	Department of Housing and Urban Development
Contact Information:	CDBG-PROHousing@hud.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01196410
Application Filing Name:	City of Grand Junction
UEI:	F3BKDFJJJ336
Organization:	CITY OF GRAND JUNCTION
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Oct 11, 2023 04:53:27 PM EDT
Form State:	No Errors

FORM ACTIONS:

CHECK FOR ERRORS | SAVE | PRINT

View Burden Statement

OMB Number: 4040-0004
Expiration Date: 11/30/2025

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: City of Grand Junction

* b. Employer/Taxpayer Identification Number (EIN/TIN): 846000592

* c. UEI: F3BKDFJJJ336

d. Address:

* Street1: 250 N 5th Street
Street2:
* City: Grand Junction
County/Parish:
* State: CO: Colorado
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 81501-2628

e. Organizational Unit:

Department Name: Community Development

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:
* First Name: Crystal
Middle Name:
* Last Name: Madrigal
Suffix:

Title: Grant Administrator

Organizational Affiliation: Finance, City of Grand Junction

* Telephone Number: 970-244-1566
Fax Number:

* Email: crystalm@gjcity.org

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Department of Housing and Urban Development

11. Catalog of Federal Domestic Assistance Number:

14.023

CFDA Title:

Community Development Block Grant- PRO Housing Competition

*** 12. Funding Opportunity Number:**

FR-6700-N-98

* Title:

Pathways to Removing Obstacles to Housing (PRO Housing)

13. Competition Identification Number:

FR-6700-N-98

Title:

Pathways to Removing Obstacles to Housing (PRO Housing)

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

The City of Grand Junction: Land and Building Acquisition Program for Low-and Moderate- Income Housing.

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: CO-03 | * b. Program/Project: CO-03

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 01/31/2024 | * b. End Date: 09/30/2029

18. Estimated Funding ($):

* a. Federal	4,000,000.00
* b. Applicant	2,000,000.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	6,000,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:		* First Name:	Greg
Middle Name:			
* Last Name:	Caton		
Suffix:			

* Title: City Manager

* Telephone Number: (970) 244-1502 | Fax Number:

* Email: gregc@gjcity.org

* Signature of Authorized Representative: Completed by Grants.gov upon submission. | * Date Signed: Completed by Grants.gov upon submission.

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OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FR-6700-N-98
Opportunity Title:	Pathways to Removing Obstacles to Housing (PRO Housing)
Opportunity Package ID:	PKG00283091
CFDA Number:	14.023
CFDA Description:	Community Development Block Grant- PRO Housing Competition
Competition ID:	FR-6700-N-98
Competition Title:	Pathways to Removing Obstacles to Housing (PRO Housing)
Opening Date:	09/07/2023
Closing Date:	10/30/2023
Agency:	Department of Housing and Urban Development
Contact Information:	CDBG-PROHousing@hud.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01196410
Application Filing Name:	City of Grand Junction
UEI:	F3BKDFJJJ336
Organization:	CITY OF GRAND JUNCTION
Form Name:	HUD Applicant-Recipient Disclosure Report
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Oct 11, 2023 05:01:03 PM EDT
Form State:	No Errors

FORM ACTIONS:

CHECK FOR ERRORS | SAVE | PRINT

View Burden Statement

Applicant/Recipient Disclosure/Update Report

U.S. Department of Housing and Urban Development

OMB Number: 2501-0017
Expiration Date: 01/31/2026

Applicant/Recipient Information *** UEI Number:** F3BKDFJJJ336 *** Report Type:** INITIAL

1. Applicant/Recipient Name, Address, and Phone (include area code):

* Applicant Name: City of Grand Junction
* Street1: 250 N 5th Street
Street2:
* City: Grand Junction
County:
* State: CO: Colorado
* Zip Code: 81501
* Country: USA: UNITED STATES
* Phone: 970-244-1566

2. Employer ID Number (do not include individual social security numbers): 846000592

* 3. HUD Program Name:
Community Development Block Grant- PRO Housing Competition

* 4. Amount of HUD Assistance Requested/Received: $ 4,000,000.00

5. State the name and location (street address, City and State) of the project or activity:

* Project Name: City of Grand Junction Land and Building Acquisition Program
* Street1: 250 N 5th Street
Street2:
* City: Grand Junction
County:
* State: CO: Colorado
* Zip Code: 81501-2628
* Country: USA: UNITED STATES

Part I Threshold Determinations

* 1. Are you applying for assistance for a specific project or activity? These terms do not include formula grants, such as public housing operating subsidy or CDBG block grants. For further information see 24 CFR Sec. 4.3.

☐ Yes ☒ No

* 2. Have you received or do you expect to receive assistance within the jurisdiction of the Department (HUD), involving the project or activity in this application, in excess of $200,000 during this fiscal year (Oct. 1-Sep. 30)? For further information, see 24 CFR 4.9.

☐ Yes ☒ No

If you answered "**No**" to either question 1 or 2, **Stop!** You do not need to complete the remainder of this form. However, you must sign the certification at the end of the report.

Part II Other Government Assistance Provided or Requested / Expected Sources and Use of Funds.

Such assistance includes, but is not limited to, any grant, loan, subsidy, guarantee, insurance, payment, credit, or tax benefit.

Department/State/Local Agency Name:

* Government Agency Name:

Government Agency Address:

* Street1:

Street2:

* City:

County:

* State:

* Zip Code:

* Country:

* Type of Assistance:

* Amount Requested/Provided: $

* Expected Uses of the Funds:

Department/State/Local Agency Name:

* Government Agency Name:

Government Agency Address:

* Street1:

Street2:

* City:

County:

* State:

* Zip Code:

* Country:

* Type of Assistance:

* Amount Requested/Provided: $

* Expected Uses of the Funds:

Note: Use additional pages if necessary. Add Attachment Delete Attachment View Attachment

Part III Interested Parties. You must disclose:

1. All developers, contractors, or consultants involved in the application for assistance or in the planning, development, or implementation of the project or activity.

* Alphabetical list of all persons with a reportable financial interest in the project or activity (for individuals, give the last name first)	* Unique Entity ID	* Type of Participation in Project/Activity	* Financial Interest in Project/Activity ($ and %)
			$ %
			$ %
			$ %
			$ %
			$ %

2. Any other person who has a financial interest in the project or activity for which the assistance is sought that exceeds $50,000 or 10 percent of the assistance (whichever is lower).

* Alphabetical list of all persons with a reportable financial interest in the project or activity (For individuals, give the last name first)	City of Residence	* Type of Participation in Project/Activity	* Financial Interest in Project/Activity ($ and %)
			$ %
			$ %
			$ %
			$ %
			$ %

Note: Use additional pages if necessary. Add Attachment | Delete Attachment | View Attachment

Certification

I/We, the undersigned, certify under penalty of perjury that the information provided above is true, correct, and accurate.
Warning: If you knowingly make a false statement on this form, you may be subject to criminal and/or civil penalties under Section 1001 of Title 18 of the United States Code. In addition, any person who knowingly and materially violates any required disclosures of information, including intentional non-disclosure, is subject to civil money penalty not to exceed $10,000 for each violation.

* Signature:	* Date: (mm/dd/yyyy)
Completed Upon Submission to Grants.gov	Completed Upon Submission to Grants.gov

Instructions

Overview.

A. Coverage. You must complete this report if:

(1) You are applying for assistance from HUD for a specific project or activity **and** you have received, or expect to receive, assistance from HUD in excess of $200,000 during the fiscal year;
(2) You are updating a prior report as discussed below; or
(3) You are submitting an application for assistance to an entity other than HUD, a State or local government if the application is required by statute or regulation to be submitted to HUD for approval or for any other purpose.

B. Update reports (filed by "Recipients" of HUD Assistance): General. All recipients of covered assistance must submit update reports to the Department to reflect substantial changes to the initial applicant disclosure reports.

Line-by-Line Instructions.

Applicant/Recipient Information.

All applicants for HUD competitive assistance, must complete the information required in blocks 1-5 of form HUD-2880:

1. Enter the full name, address, city, State, zip code, and telephone number (including area code) of the applicant/recipient. Where the applicant/recipient is an individual, the last name, first name, and middle initial must be entered.

2. Entry of the applicant/recipient's EIN, as appropriate, is optional. Individuals must not include social security numbers on this form.

3. Applicants enter the HUD program name under which the assistance is being requested.

4. Applicants enter the amount of HUD assistance that is being requested. Recipients enter the amount of HUD assistance that has been provided and to which the update report relates. The amounts are those stated in the application or award documentation. NOTE: In the case of assistance that is provided pursuant to contract over a period of time (such as project-based assistance under section 8 of the United States Housing Act of 1937), the amount of assistance to be reported includes all amounts that are to be provided over the term of the contract, irrespective of when they are to be received.

5. Applicants enter the name and full address of the project or activity for which the HUD assistance is sought. Recipients enter the name and full address of the HUD-assisted project or activity to which the update report relates. The most appropriate government identifying number must be used (e.g., RFP No.; IFB No.; grant announcement No.; or contract, grant, or loan No.) Include prefixes.

Part I. Threshold Determinations - Applicants Only

Part I contains information to help the applicant determine whether the remainder of the form must be completed. Recipients filing Update Reports should not complete this Part.

If the answer to **either** questions 1 or 2 is No, the applicant need not complete Parts II and III of the report but must sign the certification at the end of the form.

Part II. Other Government Assistance and Expected Sources and Uses of Funds.

A. Other Government Assistance. This Part is to be completed by both applicants and recipients for assistance and recipients filing update reports. Applicants and recipients must report any other government assistance involved in the project or activity for which assistance is sought. Applicants and recipients must report any other government assistance involved in the project or activity. Other government assistance is defined in note 4 on the last page. For purposes of this definition, other government assistance is expected to be made available if, based on an assessment of all the circumstances involved, there are reasonable grounds to anticipate that the assistance will be forthcoming.

Both applicant and recipient disclosures must include all other government assistance involved with the HUD assistance, as well as any other government assistance that was made available before the request, but that has continuing vitality at the time of the request. Examples of this latter category include tax credits that provide for a number of years of tax benefits, and grant assistance that continues to benefit the project at the time of the assistance request.

The following information must be provided:
1. Enter the name and address, city, State, and zip code of the government agency making the assistance available.
2. State the type of other government assistance (e.g., loan, grant, loan insurance).
3. Enter the dollar amount of the other government assistance that is, or is expected to be, made available with respect to the project or activities for which the HUD assistance is sought (applicants) or has been provided (recipients).
4. Uses of funds. Each reportable use of funds must clearly identify the purpose to which they are to be put. Reasonable aggregations may be used, such as "total structure" to include a number of structural costs, such as roof, elevators, exterior masonry, etc.

B. Non-Government Assistance. Note that the applicant and recipient disclosure report must specify all expected sources and uses of funds - both from HUD and any other source - that have been or are to be, made available for the project or activity. Non-government sources of Form HUD-2880 funds typically include (but are not limited to) foundations and private contributors.

Part III. Interested Parties.

This Part is to be completed by both applicants and recipients filing update reports. Applicants must provide information on:
1. All developers, contractors, or consultants involved in the application for the assistance or in the planning, development, or implementation of the project or activity and
2. Any other person who has a financial interest in the project or activity for which the assistance is sought that exceeds $50,000 or 10 percent of the assistance (whichever is lower). Note: A financial interest means any financial involvement in the project or activity, including (but not limited to) situations in which an individual or entity has an equity interest in the project or activity, shares in any profit on resale or any distribution of surplus cash or other assets of the project or activity, or receives compensation for any goods or services provided in connection with the project or activity. Residency of an individual in housing for which assistance is being sought is not, by itself, considered a covered financial interest.

The information required below must be provided.
1. Enter the full names and addresses. If the person is an entity, the listing must include the full name and address of the entity as well as the CEO. Please list all names alphabetically.
2. Entry of the Unique Entity Identifier (UEI), for non-individuals, or city of residence, for individuals, for each organization and person listed is **optional**.
3. Enter the type of participation in the project or activity for each person listed: i.e., the person's specific role in the project (e.g., contractor, consultant, planner, investor).
4. Enter the financial interest in the project or activity for each person listed. The interest must be expressed both as a dollar amount and as a percentage of the amount of the HUD assistance involved.

Note that if any of the source/use information required by this report has been provided elsewhere in this application package, the applicant need not repeat the information, but need only refer to the form and location to incorporate it into this report. (It is likely that some of the information required by this report has been provided on SF 424A, or on various budget forms accompanying the application.) If this report requires information beyond that provided elsewhere in the application package, the applicant must include in this report all the additional

information required. Recipients must submit an update report for any change in previously disclosed sources and uses of funds as provided in Section I.D.5., above.

Notes:

1. All citations are to 24 CFR Part 4, which was published in the Federal Register. [April 1, 1996, at 63 Fed. Reg. 14448.]

2. Assistance means any contract, grant, loan, cooperative agreement, or other form of assistance, including the insurance or guarantee of a loan or mortgage, that is provided with respect to a specific project or activity under a program administered by the Department. The term does not include contracts, such as procurements contracts, that are subject to the Fed. Acquisition Regulation (FAR) (48 CFR Chapter 1).

3. See 24 CFR §4.9 for detailed guidance on how the threshold is calculated.

4. "Other government assistance" is defined to include any loan, grant, guarantee, insurance, payment, rebate, subsidy, credit, tax benefit, or any other form of direct or indirect assistance from the Federal government (other than that requested from HUD in the application), a State, or a unit of general local government, or any agency or instrumentality thereof, that is, or is expected to be made, available with respect to the project or activities for which the assistance is sought.

5. For the purpose of this form and 24 CFR Part 4, "person" means an individual (including a consultant, lobbyist, or lawyer); corporation; company; association; authority; firm; partnership; society; State, unit of general local government, or other government entity, or agency thereof (including a public housing agency); Indian tribe; and any other organization or group of people.

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the “Check For Errors” button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FR-6700-N-98
Opportunity Title:	Pathways to Removing Obstacles to Housing (PRO Housing)
Opportunity Package ID:	PKG00283091
CFDA Number:	14.023
CFDA Description:	Community Development Block Grant- PRO Housing Competition
Competition ID:	FR-6700-N-98
Competition Title:	Pathways to Removing Obstacles to Housing (PRO Housing)
Opening Date:	09/07/2023
Closing Date:	10/30/2023
Agency:	Department of Housing and Urban Development
Contact Information:	CDBG-PROHousing@hud.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01196410
Application Filing Name:	City of Grand Junction
UEI:	F3BKDFJJJ336
Organization:	CITY OF GRAND JUNCTION
Form Name:	Disclosure of Lobbying Activities (SF-LLL)
Form Version:	2.0
Requirement:	Mandatory
Download Date/Time:	Oct 11, 2023 08:55:27 PM EDT
Form State:	No Errors

FORM ACTIONS:

CHECK FOR ERRORS | SAVE | PRINT

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

Review Public Burden Disclosure Statement

1. * Type of Federal Action:
- [ ] a. contract
- [x] b. grant
- [ ] c. cooperative agreement
- [ ] d. loan
- [ ] e. loan guarantee
- [ ] f. loan insurance

2. * Status of Federal Action:
- [ ] a. bid/offer/application
- [x] b. initial award
- [ ] c. post-award

3. * Report Type:
- [x] a. initial filing
- [ ] b. material change

4. Name and Address of Reporting Entity:

[x] Prime [ ] SubAwardee

** Name:* City of Grand Junction

** Street 1:* 250 N 5th Street *Street 2:*

** City:* Grand Junction *State:* CO: Colorado *Zip:* 81501-2628

Congressional District, if known: CO-03

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency:

Dept of Housing and Urban Development

7. * Federal Program Name/Description:

Community Development Block Grant- PRO Housing Competition

CFDA Number, *if applicable:* 14.023

8. Federal Action Number, *if known:*

9. Award Amount, *if known:*

$

10. a. Name and Address of Lobbying Registrant:

Prefix: ** First Name:* N/A *Middle Name:*

** Last Name:* N/A *Suffix:*

** Street 1:* N/A *Street 2:*

** City:* N/A *State:* *Zip:*

b. Individual Performing Services (including address if different from No. 10a)

Prefix: ** First Name:* N/A *Middle Name:*

** Last Name:* N/A *Suffix:*

** Street 1:* N/A *Street 2:*

** City:* N/A *State:* *Zip:*

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

*** Signature:** Completed on submission to Grants.gov

***Name:** *Prefix:* ** First Name:* Greg *Middle Name:*

** Last Name:* Caton *Suffix:*

Title: City Manager **Telephone No.:** **Date:** Completed on submission to Grants.gov

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Standard Form - LLL (Rev. 7-97)

October 12, 2023

To Whom It May Concern;

Habitat for Humanity of Mesa County supports the City of Grand Junction's application for a PRO Housing grant of $4,000,000, which would support a Land Acquisition Program.

Habitat for Humanity of Mesa County is a 501c3 nonprofit organization that has been operating in Mesa County since 1991. Our mission is to create safe, affordable, and decent homes for all God's people in need.

We partner with several local organizations, businesses, and the City of Grand Junction. The City of Grand Junction has been a dedicated partner in creating solutions for affordable housing in our area. In the past few years, the City has adopted a housing strategy, hired an affordable housing team, worked to secure funding, updated local building and planning codes, and worked with nonprofit housing developers to reduce barriers such as impact fees.

Additionally, the City of Grand Junction dedicated a portion of the allocated ARPA funds to support affordable housing initiatives through the creation of a land acquisition program. This program helps affordable housing developers to acquire land for affordable projects in an expedited fashion that allows for competition with the open market. While this program is a great beginning, there are only enough funds to support a handful of the important projects seeking support.

The City of Grand Junction is working hard to meet the overwhelming need for affordable housing in our area, and this funding request would help provide the opportunity for Grand Junction to avoid many of the housing issues that are past repair in other parts of the state. While this is a competitive application process, Habitat for Humanity of Mesa County fully believes that the City of Grand Junction will use the requested funds in a meaningful and impactful way that could positively change the future for affordable housing in our area for years to come.

Habitat for Humanity of Mesa County fully supports the City's efforts to continue to fund affordable housing land acquisition.

Thank you,

Laurel Cole
Executive Director

October 11, 2023

To Whom It May Concern:

Housing Resources strongly supports the City of Grand Junction's application for a PRO Housing grant of $4,000,000, which would support its Land Acquisition Program.

Housing Resources is a 501c3 non-profit organization that has been in service for 46 years. Our mission is to advance equitable housing and build healthy communities through education, empowerment, development and preservation. We serve a 15-county region in Western Colorado with services designed for renters, homeowners, and homebuyers. We are a HUD-certified Housing Counseling Agency, a Community Housing Development Organization, a NeighborWorks Organization, and an emerging Community Development Financial Institution.

Among our many partner jurisdictions, the City of Grand Junction is the most forward thinking and committed jurisdiction when it comes to increasing the availability and quality of affordable housing. In just the past few years, the City has taken multiple significant steps, including adopting a housing strategy, creating a fully staffed affordable housing team, increasing available grant funds, and reviewing local codes and impact development fee structure to remove impediments to affordable housing. They are the only one of our partner jurisdictions that dedicated any of their ARPA Funds to affordable housing.

The land acquisition strategy is an effective and critical one. The program supports the acquisition of land for new construction, of buildings for adaptive reuse, and of existing housing for preservation. This addresses two of the most vexing challenges we face in our work: 1) acquiring affordable property for our projects and 2) moving through the acquisition process quickly enough to compete with the open market. The City has developed a process that allows for thorough review within a time frame that fits the speed of the open market.

We are aware of many projects that are preparing their requests to the existing Land Acquisition Program, and know that this program will soon by oversubscribed. Housing Resources wholeheartedly supports the City's efforts to identify additional funds for that program, which we truly believe is a model for other jurisdictions to follow.

Sincerely,

Emilee Powell
Executive Director