

**CITY OF GRAND JUNCTION
MUNICIPAL CODE**

Volume III

**A Codification of the General Ordinances
of the City of Grand Junction, Colorado**

Reformatted, Indexed, and Published by

CODE PUBLISHING COMPANY

Seattle, Washington

2010



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Title 31

COMPREHENSIVE PLAN

Chapters:

31.04 Comprehensive Plan

31.08 Grand Valley Circulation Plan

Chapter 31.04

COMPREHENSIVE PLAN

Sections:

31.04.010 Adoption.

31.04.010 Adoption.

The Grand Junction Comprehensive Plan, City of Grand Junction, Colorado, in the form of the document attached to the ordinance codified in this chapter, and as recommended for adoption by the Grand Junction Planning Commission, is hereby adopted.

(Ord. 4406, 2-17-10)

Chapter 31.08

GRAND VALLEY CIRCULATION PLAN

Sections:

31.08.010 Adoption.

31.08.020 Notes.

31.08.010 Adoption.

The Grand Valley Circulation Plan is adopted as part of the Comprehensive Plan.

(Ord. 4406, 2-17-10)

31.08.020 Notes.

- (a) Redlands Area Transportation Plan. For further guidance refer to the 2002 Redlands Area Transportation Plan at www.mesa.co.us.
- (b) Pear Park Area. For further guidance on transportation planning in the Pear Park area refer to “Pear Park Neighborhood Plan” at www.gjcity.org.
- (c) Stub Streets.
 - (1) Local circulation systems and land development patterns must not detract from the efficiency of adjacent higher order streets. Management of access to higher volume streets, including public and private streets and driveways, is necessary to ensure that efficiency and safety are not unduly compromised. Key factors are minimizing major road intersections while selectively placing them to obtain optimum safety and efficiency.
 - (2) One strategy to achieve this goal is requiring developments to stub streets to adjacent properties in logical location, based on the Grand Valley Circulation Plan and each jurisdiction’s access management policies. This strategy allows multiple interconnected local street system while minimizing the number of points required for access to the general street system. Stubs may be required for any functional class street.
 - (3) Access management policies are found in the following documents:
 - (i) Mesa County Standard Specifications for Road and Bridge Construction (RB Specs).
 - (ii) Mesa County Road Access Policy.
 - (iii) City of Grand Junction Transportation Engineering Design Standards (TEDS) (GJMC Title 24).
- (d) Integrated Transportation System. Subdivisions and other development shall be designed to continue or create an integrated system of streets and trails that provide for efficient movement of pedestrians, bicycles, and automobiles to and from adjacent development, while encouraging the use of mass transit. Design shall allow for through movement of general traffic thus avoiding isolation of residential areas and over-reliance on arterial streets.
- (e) Grand Valley Circulation Plan Limits.
 - (1) The Grand Valley Circulation Plan, with minor exceptions is applicable only to roads within the urban development boundary as defined by the Grand Junction Comprehensive Future Land Use Plan.
 - (2) Exceptions occur where it is judged that, for a particular corridor falling within and outside of the urban growth boundary, requiring different standards along the length of the corridor would be detrimental to the health, safety and welfare of the motoring public.

- (3) Examples are:
 - (i) H Road between 21 Road and 26 Road;
 - (ii) B Road between 30 Road and 32 Road;
 - (iii) I Road between 21 Road and 26 Road.
- (f) Unclassified Future Street. Unclassified future streets are shown on the Grand Valley Circulation Plan. The street is required. However the classification will be determined via a traffic impact analysis that demonstrates vehicle traffic demand within the area of interest (not limited to the particular development under consideration).
- (g) 28 Road and I-70B Area.
 - (1) Impacts of proposed development may warrant relocation of 28 Road/I-70B signal to 28 1/4 Road/I-70B.
 - (2) Some kind of future street connection will be required; however, the specifics of that connection have not been formulated, but will be part of the future development of this area.

(Ord. 4426, 5-17-10)

Title 32

NORTH AVENUE CORRIDOR PLAN



Chapters:

- 32.04 General Provisions**
- 32.08 Existing Conditions Analysis**
- 32.12 First Open House**
- 32.16 Approach**
- 32.20 Second Open House**
- 32.24 Summary and Recommendations**

Chapter 32.04

GENERAL PROVISIONS

Sections:

- 32.04.010 Executive summary.
- 32.04.020 Overview.
- 32.04.030 North Avenue Corridor background.
- 32.04.040 Kick-off meeting (February 7, 2007).
- 32.04.050 Regional context.

32.04.010 Executive summary.

- (a) EDAW was retained by the City of Grand Junction to complete a conceptual Master Corridor Plan for the future development and redevelopment of the North Avenue Corridor. North Avenue is a major east-west commercial thoroughfare, and has experienced significant decline over the last years. The corridor study area includes the intersection at 12th Street, eastbound to the I-70B business loop intersection, and an approximate one-block radius on either side of North Avenue.
- (b) This plan includes an overall strategy to revitalize the corridor in order to promote the future development of retail, commercial, office and residential opportunities to sustain and increase the vitality of this corridor. Specific key projects and strategies for the implementation of improvements have been identified including:
 - (1) Fulfill a market gap in the region;
 - (2) Create services at the neighborhood level;
 - (3) Restore the regional destination desire;
 - (4) Improve mobility for pedestrians, bicyclists and transit riders;
 - (5) Create a significant neighborhood of residential, retail, commercial and public activity areas.
- (c) Success in filling the market gap is dependent in three areas: financial, physical and regulatory. The plan recognizes existing barriers and provides strategies to overcome these:
 - (1) Financial.
 - (i) Work with private and nonprofit interests to assemble and hold opportunity sites.
 - (ii) Share market opportunities with various audiences to encourage investment.
 - (iii) Use range of mechanisms – land swaps, low-interest loans, acquisition/write-down.



- (iv) Consider establishing appropriate districts as holding entities.
 - (v) Problem is less severe near logical development node – probably can use traditional land assembly.
- (2) Regulatory.
- (i) Consider overlay district that is more supportive/encouraging of mixed use.
 - (ii) Revise regulations to eliminate barriers to investment in neighborhoods on the corridor; promote density and greater variety of residential products (i.e., density bonuses).
 - (iii) Encourage the introduction of residential development within nodes and at key locations; fill financial gaps, and support demonstration projects (look for institutional partners).
 - (iv) Where necessary, assist with assembling properties to accommodate a range of product types (workforce, student, senior, etc.).
 - (v) Eliminate regulatory barriers which preclude or delay redevelopment buildings for residential use (building codes, limits on adjacency among uses, etc.).
 - (vi) Work with private and nonprofit interests to provide opportunity sites for residential development.
- (3) Physical.
- (i) Maintain (City) flexible position on the use and width of alleys (if relevant) in select locations.
 - (ii) Create street standards for building setbacks, sidewalk width, signage, awnings, etc., sensitive to the feasibility of the remaining building envelope.
 - (iii) For stores that require surface parking in front, require heightened landscaping or pad site development with interior parking – remaining sensitive to sight-lines.
 - (iv) Establish street standards – define the street’s role by district based on the vision and desired character.
 - (v) Update any transportation plans relative to desired district functions, including encouraging public transportation through increased comfort and security of stops.
 - (vi) Link parking lots, minimize curb cuts and consolidate driveways – selectively – where feasible.
 - (vii) Redesign intersections and access points within the nodes to simplify and coordinate signal sequences.



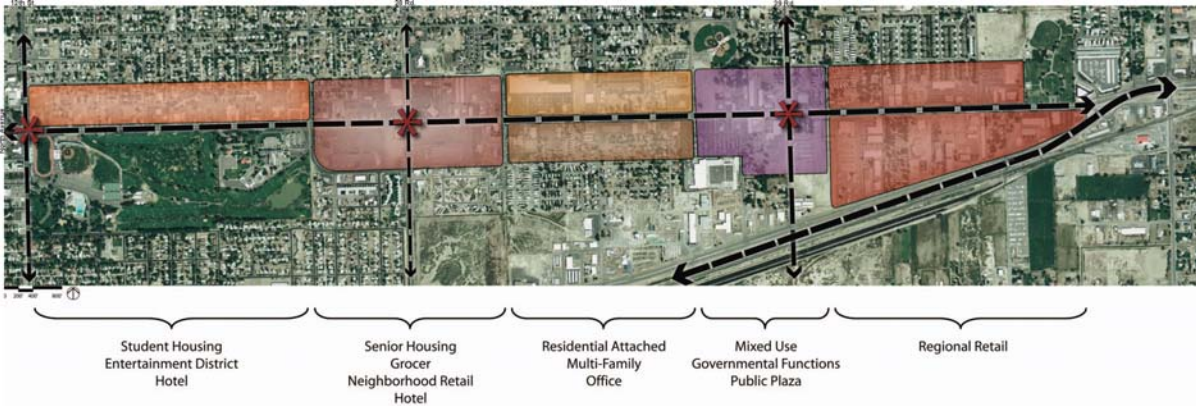
- (d) The key to achieving new development must be initiated on a theme of:
- (1) Capitalize on proximity to college and downtown through marketing efforts, product mix and positioning.
 - (2) Educate the Council about this market reality and prepare them for filling the gap of catalyst projects resulting from inflated land prices and other factors.
 - (3) Consider an urban renewal district to assist with on-site and off-site costs for qualifying elements.
 - (4) Capitalize on proximity to hospital and park through marketing, product mix and positioning (including actual physical connectivity).
 - (5) Encourage hospital, or unrelated clinics, to explore partnership opportunities.
 - (6) Encourage mixed uses including affordable residential and multifamily.
 - (7) Capitalize on substantial infrastructure investment in north-south connection (along with presumably softer land assembly costs) to pursue regional retail opportunity.
- (e) Creating services at the neighborhood level requires an assessment of existing resources for project area workers and residents. Accommodating these uses and supplemental regional, County-wide services, will round out the corridor. Key physical projects have been identified for the revitalization of North Avenue and are more clearly identified and discussed in GJMC 32.24.020. The three key projects identified are:
- (1) Community/development nodes at the intersections of 12th Street, 28 and 29 Road.
 - (2) Corridor – right-of-way and streetscape improvements.
 - (3) Land assembly areas for potential large/high impact – public/private partnerships at intersection nodes. (An example massing and phasing concept is presented for such larger development opportunities in GJMC 32.24.030.)
- (f) This philosophy will address the goal of restoring the corridor for regional destinations. The project area is disabled in providing for pedestrian and bicyclist mobility. Addition of sidewalks, curb cuts consolidation and streetscape improvements will achieve a number of goals including creating a unified street edge and overall character of the corridor. The following examples are taken from the in-depth study of the streetscape improvements that would further improve North Avenue:
- (1) Create a generous vegetated swale to collect, filter and distribute stormwater to replace the drainage adjacent to street.



- (2) Where buildings are adjacent to the street, sidewalk improvements include connecting the sidewalks to building entrances, defined curb cut entrances, and relocation of parking between buildings. This allows for an improved streetscape, greater visibility of storefronts, and clear and safe pedestrian connections.
- (3) Parking lots adjacent to streets should have a defined curb cut entrance, added sidewalks and additional plantings to define parking lot circulation and enhance way finding. Additionally, planting islands within these expansive asphalt areas will allow for a reduction in the urban heat islands typically found in large parking lots. Logical ped/bike connections from North Avenue to destinations through parking lots should be explored.
- (4) Curb cuts should be reduced and consolidated in order to enhance the overall character of the corridor and improve vehicular and pedestrian circulation.
- (5) Signage along North Avenue can be improved by minimizing pole-mounted signs and replacing them with ground-mounted monument signs.
- (6) A streetscape kit-of-parts will further unify the streetscape by implementing amenities that maintain the character throughout the corridor.
- (7) Modifications and recommended adjustments to the Grand Junction sign code are provided in detail in GJMC 32.24.090.
- (g) Additional streetscape improvements and guidelines recommendations are provided in order to help guide new and future development along North Avenue. These guidelines will assist in creating a cohesive and unified streetscape. These recommendations are located in GJMC 32.24.070.
- (h) These projects, at a reasonable scale and value, will enlist future developer interest and act as catalyst projects to meet the greater need of private investment.
- (i) The preferred alternative was developed from the demand and market study as well as the public comment obtained from the open houses. The predominant elements of this preferred alternative are:
- (1) A student and entertainment district in proximity to Mesa College would also provide student housing, after 5:00 p.m. activities and the opportunity for a quality hotel to serve the area.
 - (2) A neighborhood center where senior housing located in proximity to a quality grocer, neighborhood retail, and the potential for a hotel to serve the hospital and surrounding neighborhood.
 - (3) A multifamily and attached residential district connecting to the neighborhoods to the north, and potential for office space to the south.



- (4) A mixed use area with residential over retail incorporated with the governmental functions and public plazas to create a gateway for the 29 Road intersection.
- (5) Regional retail to anchor the east end of the corridor.



(j) Roles and Responsibilities.

City Leadership

Support at least two demonstration projects (catalyst projects) – commit support for the use of a range of gap filling tools

Once potential incentives are identified – publish a request for development

Consider the range of district mechanisms which could potentially fund improvements in the corridor

New Initiatives

Implementing Entities (i.e., City Staff, Advocacy Entities, etc.)

Continue to monitor the market and development climate – establish benchmark database

Develop targeted marketing materials – solicit regional retail opportunity

Establish street standards

Link parking lots, minimize curb cuts and consolidate driveways – within nodes

Complete regulatory review – eliminate gaps and barriers

Investors/Private Sector

Host developer/lender (“delivery system”) information meetings – progress updates

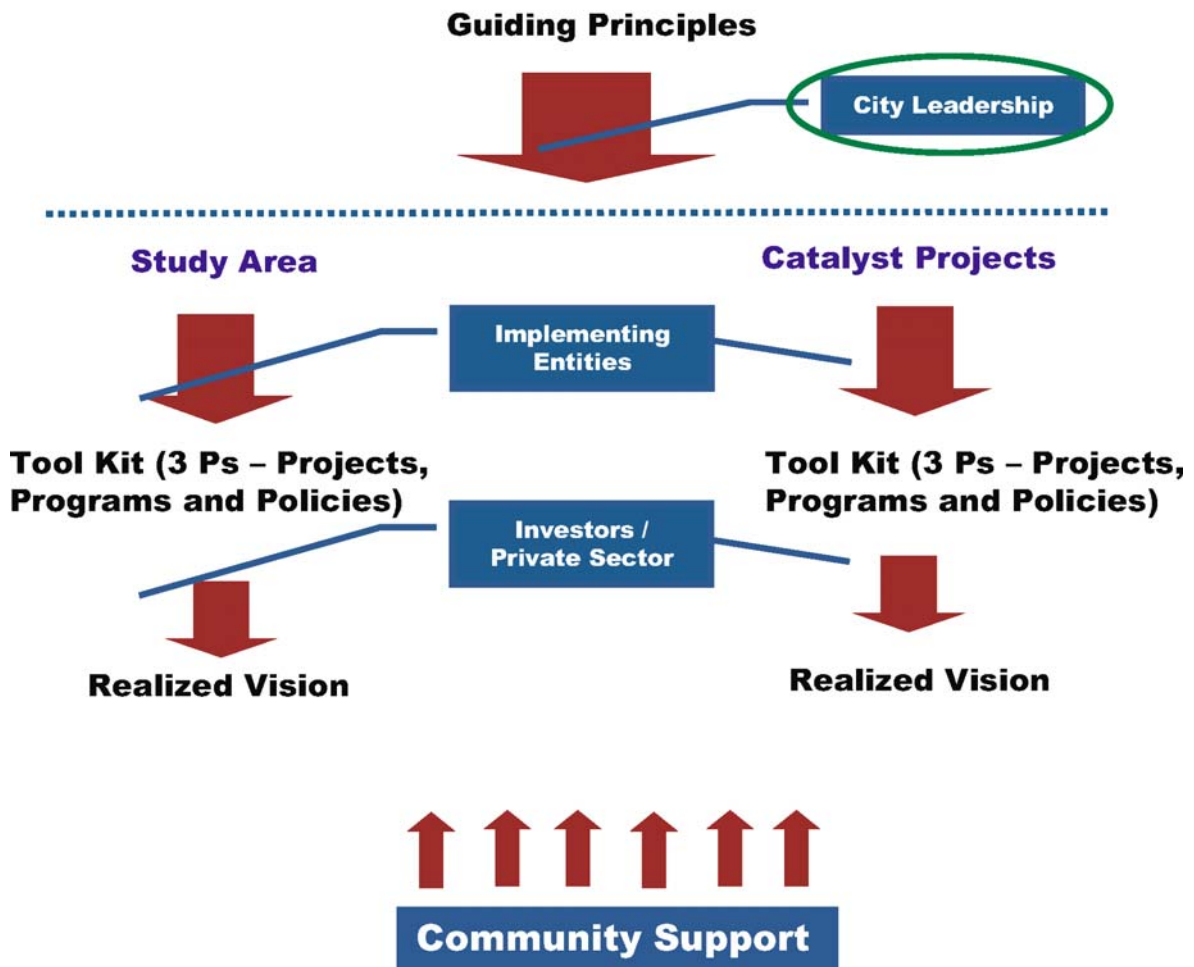
Share development challenges – open book and open dialogue

Community

Continue to participate – get educated

Support leadership decisions which advance the vision

Strategy Layers



(Res. 174-07 (Exh. A), 12-3-07)

32.04.020 Overview.

The following report provides an overall view of the current situation of the North Avenue Corridor. Barriers and constraints have been identified and studied to understand their relevance and contribution to the decline of this commercial district and thoroughfare.

The three miles of the corridor expanse has been divided into three distinct proposed districts as a practical way of addressing the corridor. These three areas are logically divided by north/south major streets – 12th Street, 28 and 29 Roads – and relate to specific neighborhoods and land uses.

The report further defines the key projects that will provide the greatest synergy from which development can further progress and build upon.

Implementation tools and specific strategies have been developed to address the barriers pertaining to the districts. An example is presented and used to illustrate how such strategies and tools would be employed for the phasing of such a key project.

Other strategies that encompass the entire corridor study area are also defined with recommendations. Both private and public leadership is necessary to achieve these goals and partnerships are encouraged for policy and physical planning efforts.

All of these recommendations will serve the City of Grand Junction to have a defined document by which to solicit and guide new development in an effort to revive and improve the current situations facing the North Avenue Corridor.

(Res. 174-07 (Exh. A), 12-3-07)



32.04.030 North Avenue Corridor background.

Historically, North Avenue was the northernmost boundary of Grand Junction. As development continued to grow to the north, the North Avenue Corridor now finds itself at the center of the City and in great location and proximity to many great assets and amenities such as the Stocker Stadium and Lincoln Park and Golf field, Mesa College and a wide range of community services, hospitals, downtown, access, etc.

Until the 1990s North Avenue was the primary retail tax generator for the City of Grand Junction. However, over the last few years it has experienced a dramatic loss in revenue in great part associated with the extensive development of new and large commercial and retail centers along the western edge of the City.

As business is pulled to these new commercial centers, North Avenue has the opportunity to reestablish itself with improvements and developments that support a community environment and will make it uniquely different. Rather than mimic the developments occurring on the western edge, the North Avenue Corridor can reclaim its identity by promoting developments that combine retail, office and residential with civic components to establish a distinctive sense of place and character. This will provide, as supplement to downtown, an historically rich active neighborhood with a focus on entertainment and mixed use.

(Res. 174-07 (Exh. A), 12-3-07)

32.04.040 Kick-off meeting (February 7, 2007).

A kick-off meeting with the EDAW project team and City of Grand Junction internal staff served to obtain information from the Planning Department on the conditions of the corridor and local insights and issues to keep in mind during the planning process. The following meeting notes show the items discussed and important information relating to the history and conditions of the corridor study area.



These items will help guide implementation plans and will be maintained in further evaluation and development of the plan.



Primary key issues that were discussed in the kick-off meeting and have directed the progress of the corridor study and plan are as follows:

- (a) The 29 Road intersection will become a key transportation corridor with the new bridge planned continuing south over the railroad tracks, connecting to the greater business loop. Daily trips are expected to increase and this development area could serve as an identifiable community node.
- (b) North Avenue has historically been a cruising street and is currently still used as such. While the cruising of the corridor in itself is not a problem, associated problems such as the congregation and loitering in vacant parking lots is a safety and security problem.
- (c) No major traffic problems were identified in regards to traffic lights, accidents, or problem intersections.
- (d) Bus transportation and usage is well used within the corridor and potential “farside” pull-outs after intersections might be explored in future design scenarios to allow for buses to not impede with the vehicular flow of traffic on North Avenue.
- (e) There is a lack of consistency in sidewalks and street design that would create an identifying character to make the pedestrian environment more appealing and usable.
- (f) The consolidation of curb cuts would greatly improve access, safety and the pedestrian streetscape environment.
- (g) Utilities should be consistently located and buried whenever possible to further improve the visual view of North Avenue.
- (h) There is a great need and opportunity to provide good quality and affordable housing, multifamily and attached residential units along the corridor.
- (i) Alternative and possible methods to mitigate the issues surrounding the existing homeless shelter would further improve the perceived environment of North Avenue.
- (j) Consolidation of commercial uses into core districts would provide areas where the community could access neighborhood services with associated active public spaces while providing opportunities for large lot configurations for future development.
- (k) An overall re-evaluation and improvement of the signage standards along the entire corridor would further improve the visual character of the streetscape and promote a pleasant pedestrian and vehicular environment.

MEETING NOTES

Present: Kathy Portner, Angela Harness, Jody Kliska, Scott Peterson, David Thornton, (City of Grand Junction), Lee Kellar (Matrix), Bill Cunningham (Leland), Steve Wilensky, Silvia Kjolseth (EDAW)

Date: February 7, 2007 Time: 1:00 PM

Project: Grand Junction, North Avenue Corridor Plan Project No.: 06180105.01

Subject: Initial Meeting with City of Grand Junction

Traffic Engineering

- North Avenue is a state highway, Highway 6, until 2009.
- Near 2008 the traffic is expected to change around 29 ½ St. as a bridge is planned over the rail tracks to serve as a business loop.
- General peak hours for the corridor are around noon and increasing again in the evening hours.
- North Avenue has historically been, and is still, a cruising street.
- Traffic signals are working well and are synchronized, although they are not evenly spaced.
- There is no specific traffic problems identified within the corridor other than the use of large vacant parcels as part of cruising for parking / loitering.
- Police issues are primarily around the large vacant parking lots that are used for loitering.
- The medians are maintained by the Parks department.
- Street improvements are made by the City through a fee from new developments, rather than expecting developments to be responsible for street improvements. This fund appears to be under funded and not working appropriately.
- There are no specific design street section unique to North Ave..
- The Transportation Design Standards can be explored.
- Street access consolidation of turns can also be explored.
- The busses do not have pull-out lanes and currently stop in the traffic lanes.
- Pull-outs for busses could be explored, and preferably placed after signals to ease merging back into traffic lanes.
- Busses are used primarily to access jobs; riders appear to be primarily by necessity.
- Connections to adjacent neighborhoods should be explored.
- North Ave. has a history of flooding as storm sewer is lacking.
- Sidewalks are discontinuous and bike lanes are not provided.

Utilities

- Utilities need to be more closely looked at and generally located.
- The overhead electrical is located in the street around 29th Street and further east; otherwise it is located in the alley.
- Lateral ditches along the corridor are primarily privately owned; some have easements, and there is likely little documentation and may be difficult to approach.
- The sewers may not be completely separated out, specifically around Mesa College.

Economic / Market

- Exclusive retail opportunities do not need to be maintained on corridor.
- Various job employment centers are found along corridor including: Veterans Hospital, Mesa College, Workforce Center, Career Center, Mental Health, etc..
- There appears to be a lack of multi-family residential product and rental product generally throughout the city.
- There is a general assumption of a low residential vacancy rate and high rent percentage in the area, especially around the college.
- There appears to be a need for good quality, affordable housing product.

Current Uses

- Distinction of districts along the corridor would be useful and likely would be well received.
- Wal-Mart is expected stay, although alternatives could be explored for site re-use.
- City Market is potentially going to close and move to 12th and Patterson. They currently lease their site.
- K-mart does appear to not be performing well.
- The old Amusement Park site is proposed to become new retail/office.
- The various Trailer Parks through the corridor may be difficult and sensitive issues to address, although alternative and improved housing might be explored and potentially well received.
- Smaller retailers and non-franchised business will also be sensitive issues.
- A homeless shelter is located on the corridor; however the soup kitchen is located separately and further away on Main Street in downtown.
- The current used car lots are not a favorable use of land, and potential consolidation and relocation of these should be explored.
- Motels appear to be primarily used as long-term rentals and well utilized.

Potential Uses

- There is a desire to have commercial concentrated in specific strategic areas to allow larger lots to be consolidated for future redevelopment that might be employment based.
- Mesa College students primarily commute into campus and appear to be lacking an area to congregate.
- There is a lack of after 5 uses for both residents and students.
- The oil and gas industry could service various uses in housing and service retail.

Programs

- City has program for infill redevelopment assistance for public infrastructure, to assist a new development.
- Design Standards and guidelines along with land assemblage of land and other assurances from the City could be used to promote development along North Ave..
- Urban renewal does not appear to be a popular option.
- Tax abatements are not typically used in Colorado, sales tax is also not a favorable option at this time.
- Business Improvement Districts have had greater success in other parts of the city and are more favorable as they show the support of surrounding businesses.
- Further investigation to City wide events will be noted, specifically for those that directly affect North Ave. and the surrounding area.
- The Comprehensive Plan for 20 year horizon will be starting soon and should be kept in mind.

Other

- Transition to areas beyond the North Ave. frontage should be explored.
- Sign use is a problem and there is a lack of consistency along North Ave. Currently it is cluttering the visual landscape.

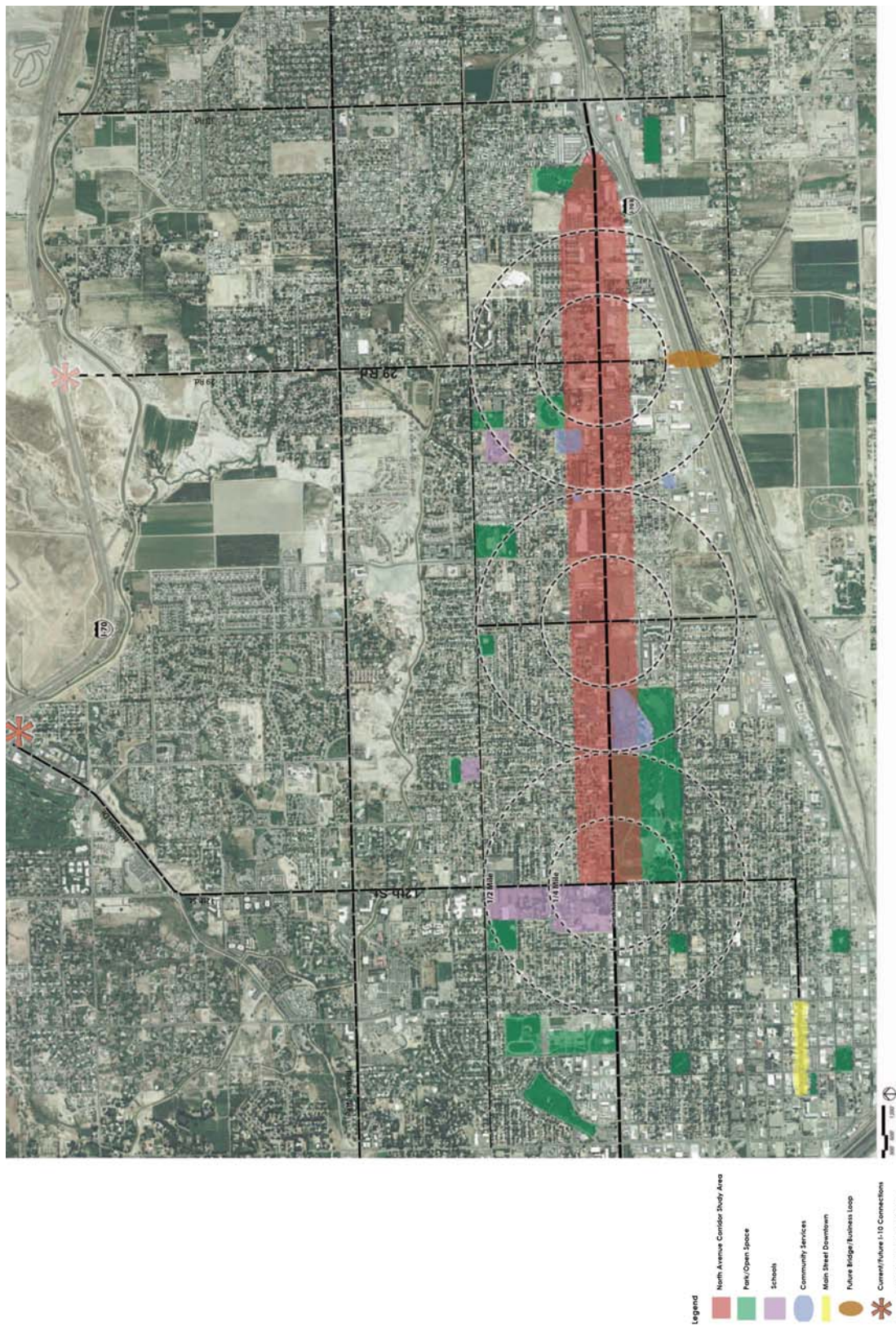
Next Steps

- Current data obtained and observed will be documented.
- Stakeholders will be identified by the City and contacted for the Open House on March 8th
- The Open House is expected to allow stakeholders to share ideas, issues and concerns.
- Opportunities and constraints will be identified for the Open House.
- EDAW team will begin to explore potential retail and other uses that would service the community.
- The market overview will serve to address potential gaps that can be addressed and fulfilled (housing, retail, commercial, service).

(Res. 174-07 (Exh. A), 12-3-07)

32.04.050 Regional context.

The North Avenue study area is nearly three miles in length and contains the key intersections of 12th Street, 28 and 29 Roads that create ideal five-minute walking districts. While the corridor is in general proximity to the downtown area, it is outside of a typical walking distance. The proposed bridge at 29 Road is also a key factor to North Avenue and will increase traffic circulation through this retail area. Crucially important assets to North Avenue are the adjacent Mesa College, Lincoln Park and Stocker Stadium, the multiple government office and job employment centers, community centers, and the direct and easy access to I-70 to the north and I-70B to the south.



(Res. 174-07 (Exh. A), 12-3-07)

Chapter 32.08**EXISTING CONDITIONS ANALYSIS**

Sections:

- 32.08.010 Streetscape.
- 32.08.020 Transportation.
- 32.08.030 Current land use.
- 32.08.040 Zoning.
- 32.08.050 Bike routes.

32.08.010 Streetscape.

An initial site visit included an inventory of the condition of sidewalks, streetscape amenities, streetscape character, building facades, types of uses, access, etc. Photo documentation and visual observation illustrated the ranging physical characteristics and conditions of North Avenue.

- (a) Sidewalks. The inventory of the existing conditions for the streetscape revealed that there is a significant discrepancy in consistent streetscape design or character.

On the western end of the corridor, sidewalks are in very poor condition. The sidewalks are irregular in dimensions, location, and character. There are many instances in which pedestrians are obligated to weave around and through curb cuts in order to continue following the sidewalk. Accessibility is also a risk as many sidewalks have fallen into disrepair and pose great safety hazards with cracks, holes, and lack of ADA approved standards.



Progressing towards the eastern side, some sidewalks appear to be in better condition due to newer developments which have installed detached sidewalks with various buffers to the street and parking lots. In these situations the new sidewalks are more accessible to pedestrians, bicyclists and handicapped individuals; however, there is still lacking continuation of such amenities from lot to lot. Unfortunately, the lack of accessible and continuous sidewalks creates difficulty in accessibility and an unusable streetscape environment.

On the eastern edge there are little to no sidewalks provided for the public and bus stop locations are haphazardly located over nonaccessible surfaces. There is simply no pedestrian right-of-way which one can access and pedestrians and bicyclists are forced to use the vehicular street lanes or private parking areas due to the lack of sidewalks or designated pedestrian areas in which to easily and safely traverse and access the corridor.

- (b) **Bike Access.** Although North Avenue is not designated as a bicycle access route, a fair number of bicyclists use the corridor. Access to the major corridor from surrounding neighborhoods and bike routes is fragmented due to the lack of cohesive sidewalks and designated bike routes.



- (c) **Streetscape.** The streetscape along the North Avenue Corridor study area lacks any cohesive character. Signage primarily consists of pole signs that dominate the visual environment. Along with overhead wires and billboards, the signage has become indistinguishable and illegible as it is lost in such a consuming and excessive atmosphere.

Lighting and pedestrian amenities such as bus stops, seating, and bicycle racks are either completely lacking or lacking in character or consistency along the entire North Avenue Corridor.

- (d) **Building Facades.** While a small percentage of the buildings along the North Avenue Corridor have fallen into disrepair, many are simply outdated and in need of general building improvements and upgrades. Potential implementation tools can provide assistance and motivation for property owners to improve their buildings; however, the strongest influence will be the progression of new development and redevelopment in the surrounding area. For this reason it is important for the City to support larger new developments that implement the vision of this corridor.
- (e) **Access.** Studies using aerials and physical observations reveal a very high percentage of curb cuts through the entire corridor study area. These curb cuts presently serve the businesses along North Avenue and are creating an inefficient and unsafe access on and off from North Avenue. A strategic consolidation of such curb cuts would allow for the same access to businesses, greater safety by decreasing the areas in which traffic enters and exits the east-west movements, and improved sidewalk amenities.



(Res. 174-07 (Exh. A), 12-3-07)

32.08.020 Transportation.

- (a) Street Designation. North Avenue is a four-lane roadway with a posted speed limit of 35 miles per hour. Access to North Avenue is governed jointly by both the City of Grand Junction and the Colorado Department of Transportation (CDOT). CDOT is involved because North Avenue is designated as the US 6 Bypass. It should be noted CDOT's jurisdiction over this section of North Avenue ends in the year 2009. At that time, the City will assume total control. Currently, North Avenue is classified as follows:
- (1) Major Arterial (City). These streets are intended to accommodate trips of shorter length and may also serve more access functions.
 - (2) Nonrural Arterial (CDOT). This category applies to North Avenue from 12th Street to Morning Glory Road (2.2 miles). It is intended to provide service to through traffic movements and also allow more direct access to occur.
 - (3) Nonrural Principal Highway (CDOT). This category applies to North Avenue from Morning Glory Road to the I-70 Business intersection (0.6 miles). This category is normally assigned to routes of regional significance. Direct access to abutting land is subordinate to providing service for through traffic movements.
- (b) Many access points to abutting land within the Study Corridor are restricted to right in/right out driveways because of a raised median in the middle of North Avenue. Median breaks are provided at all but one of the 25 intersecting streets to allow for full movement access. The lone exception is Pear Street. Nine of the full movement intersections are controlled with a traffic signal. The remaining intersections have stop signs to control the movements from the intersecting streets.
- (c) The existing access in the Study Corridor is consistent with both the City's Major Arterial and CDOT's Nonrural Arterial classification. In some cases, however, the close proximity of curb cuts is creating an inefficient method of access. A strategic consolidation of these driveways would allow for the same level of business access, improved safety for traffic entering and exiting the abutting land uses, and better sidewalk continuity.



(Res. 174-07 (Exh. A), 12-3-07)

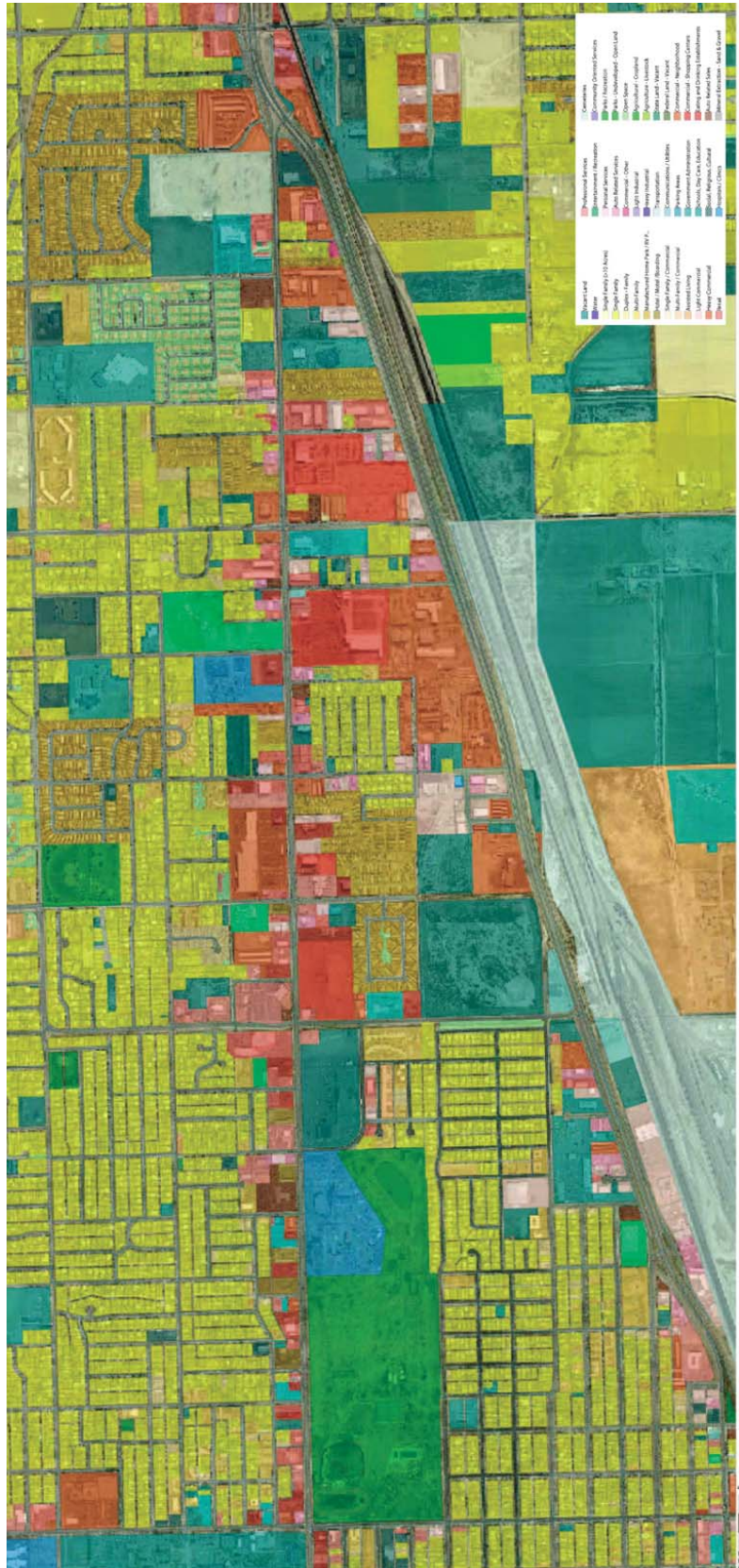
32.08.030 Current land use.

Primarily evident through the extent of the corridor are fast food restaurants, older and deteriorating strip commercial uses, automotive oriented retail, used car lots, light industrial and highway oriented retailers. Building pads are scattered and lack any cohesive layout and design. The principal uses through the corridor appear to comply with the current and future land use code.

Uses such as the mobile home parks may depend on older use reviews and may serve the community better if changed to higher quality, affordable multifamily homes. Such uses are further elaborated on in the recommendations.

Noncompatible uses observed in the corridor are primarily single-family residential and trailer parks fronting directly on North Avenue and surrounded by commercial and retail uses as previously mentioned.

(Res. 174-07 (Exh. A), 12-3-07)

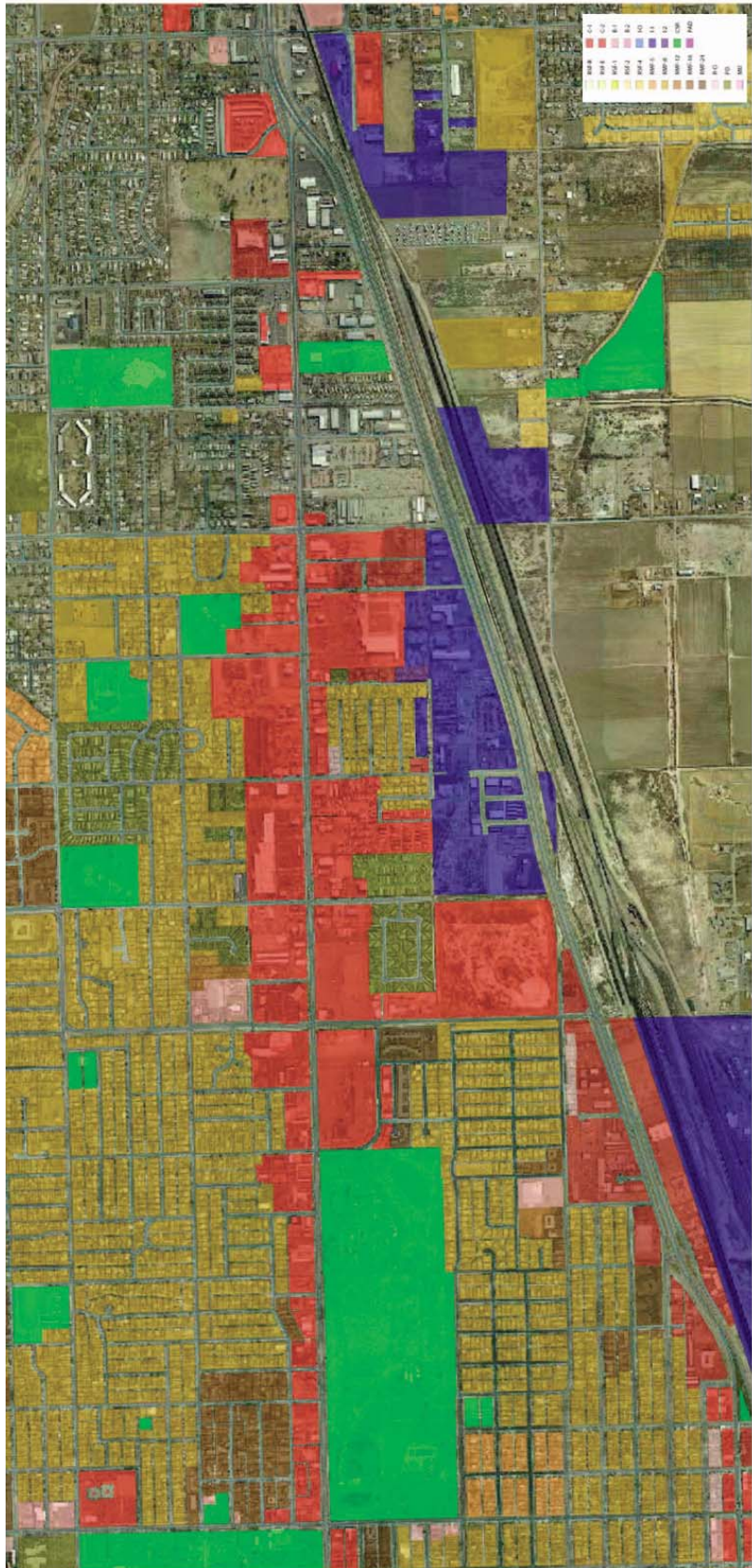


32.08.040 Zoning.

Current zoning fronting the North Avenue Corridor is predominantly C-1: Light Commercial. Under this classification the primary uses allowed are retail, office and services, with a maximum building size of 80,000 square feet, and a maximum density of 24 dwelling units per acre. Under this zoning, outdoor storage and display are limited to the rear half of the lot, beside or behind principal structure, unless a CUP has been issued for such uses as auto dealers. The maximum building height is 40 feet with a minimum front setback of 15 to 25 feet. The C-1 zone district is consistent with the Growth Plan's future land use classification of commercial.

These standards and restrictions will be observed and reviewed for the optimal development and implementation strategy.

(Res. 174-07 (Exh. A), 12-3-07)

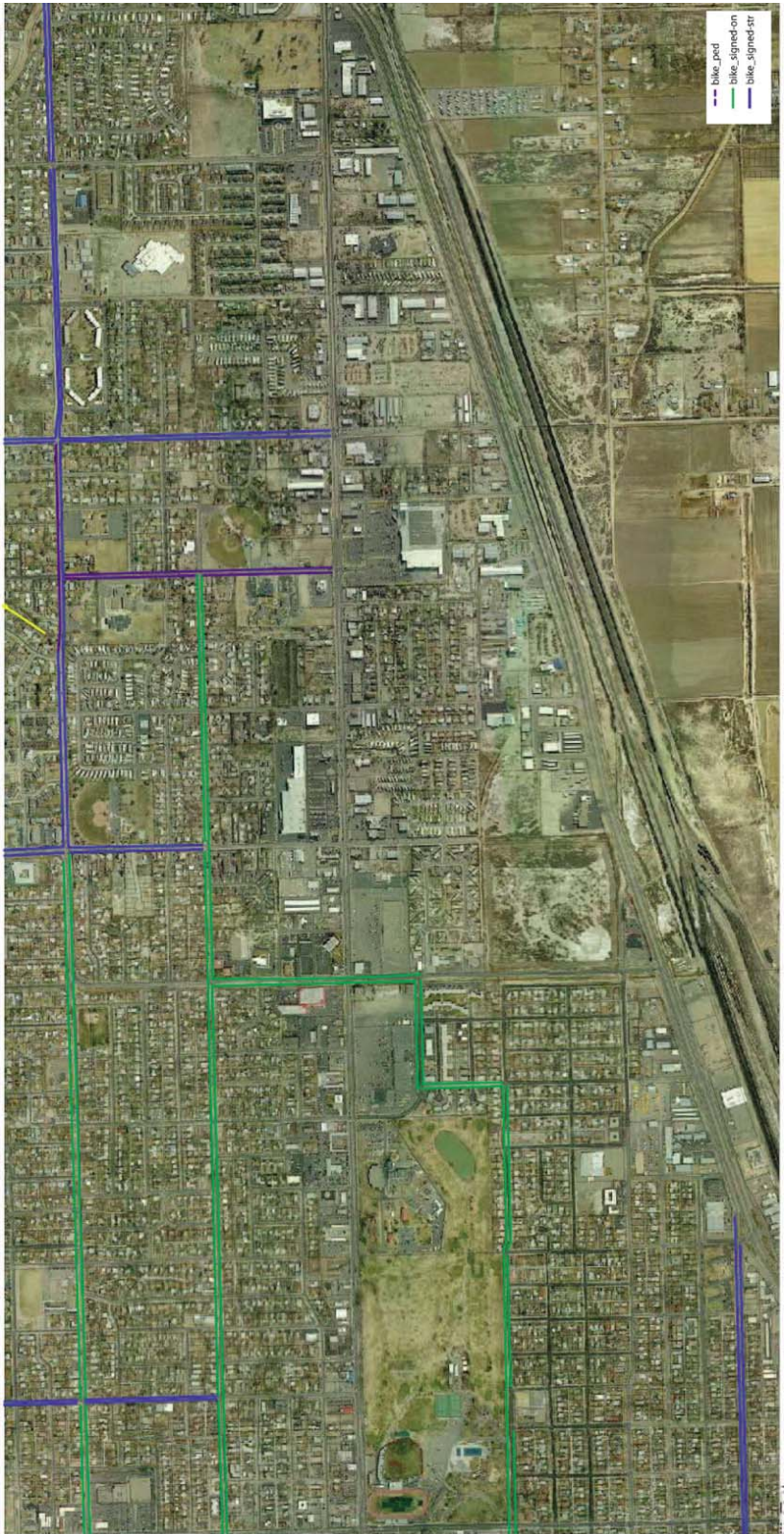


32.08.050 Bike routes.

The current bike routes designated in the study area appear to provide good access throughout the surrounding neighborhood, but are fragmented in relation to the North Avenue Corridor.

Designated bike routes are lacking along North Avenue and the existing conditions of sidewalks also restrict the east-west access of this corridor. As the streetscape and north-south connections are improved, the designation of additional bike routes would enhance bicycle access and mobility along the corridor.

(Res. 174-07 (Exh. A), 12-3-07)



Chapter 32.12**FIRST OPEN HOUSE**

Sections:

- 32.12.010 First open house – March 8, 2007.
- 32.12.020 Barriers.
- 32.12.030 Opportunities.
- 32.12.040 Transportation and circulation.
- 32.12.050 Market conditions.
- 32.12.060 Market demand estimates.
- 32.12.070 Market absorption.
- 32.12.080 Public comment summary.

32.12.010 First open house – March 8, 2007.

(a) The first open house was held March 8, 2007, and notification was sent out to the surrounding property owners and tenants of the corridor study area. The EDAW team presented the land use, districtization of the corridor area and character boards to assist the public in generating comments to guide the vision of the study area.



(b) An overview analysis of traffic and circulation for the current conditions provided guidance as to the classification, peak hours, traffic volumes, and accident history. This data allowed the EDAW team to evaluate and understand the allowable increase of traffic that would potentially be produced from the redevelopment of commercial and residential uses to the corridor.














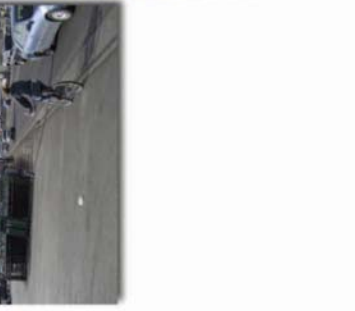


(c) The following boards and information were presented to the public based on the initial site analysis:

- (1) Barriers – photographic images of the current barrier conditions found throughout the North Avenue Corridor.
- (2) Opportunities – photographic images showing the potential vision of the corridor.
- (3) Transportation and circulation.
- (4) Market conditions.

(Res. 174-07 (Exh. A), 12-3-07)

32.12.020 Barriers.

BARRIERS

<p>Extensive Roadway Width</p> 		<p>Multiple Curb Cuts</p> 		<p>Regional Traffic</p> 		<p>Lack of Physical Consistency</p> 		<p>Streetscape Theme</p> 		<p>Safety (Pedestrian / Bike)</p> 				<p>Walkability</p> 		<p>Tools to Solicit and Capture Private Investment</p>	<p>Lack of Central Attraction / Destination / Landmark</p>
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(Res. 174-07 (Exh. A), 12-3-07)

32.12.030 Opportunities.

OPPORTUNITIES

Festivals / Events

Civic Spaces

Lifestyle Activities

**Student Uses (after 5PM)
Functions and Uses**

**New Housing Levels
- All Income Levels**

**Create Pedestrian / Bike Environment
- Connections**

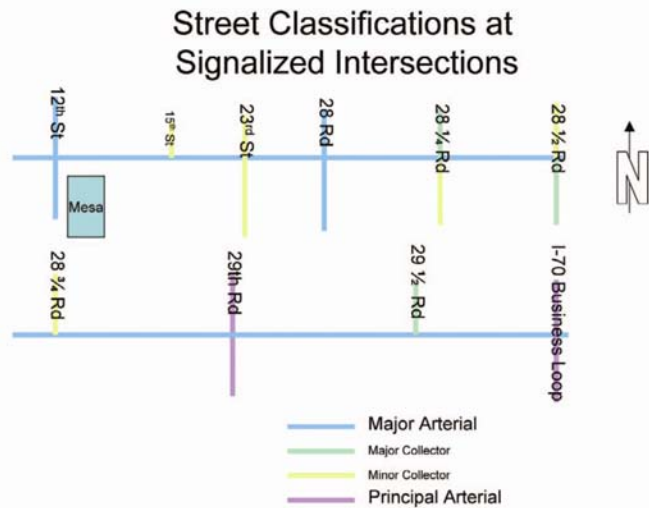
**Infill
- Redevelopment to Meet Local Needs**

**Scale
- Breakdown of Linear Corridor**

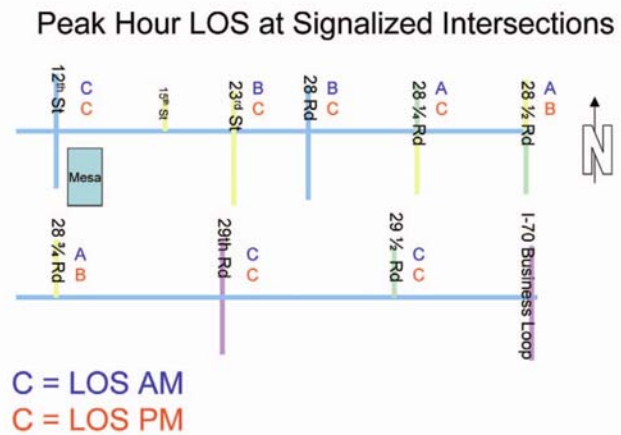
(Res. 174-07 (Exh. A), 12-3-07)

32.12.040 Transportation and circulation.

(a) Transportation Analysis of Conditions. Based on data collected by both the City and CDOT, average daily traffic volumes on North Avenue range from 33,400 in the vicinity of 15th Street to 21,200 in the vicinity of 29 1/2 Road. On average, the peak hour of traffic represents approximately eight percent of the daily traffic. In the a.m. peak hour, 58 percent of the traffic is westbound and 42 percent is eastbound. In the p.m. peak hour, 46 percent of the traffic is westbound and 54 percent is eastbound.



(b) To determine how efficiently and effectively the existing roadway network accommodates the existing traffic volumes, all of the signalized intersections were analyzed by City staff. The results are shown as levels of service (LOS). Letters designate each level, from A to F. LOS A, B and C represent the intersection status as under capacity, LOS D is near capacity, LOS E is at capacity, and LOS F is over capacity. LOS D or better is the desired operating performance at signalized intersections. In all cases, each signalized intersection is currently performing under capacity during each peak hour. In addition, an urban street LOS analysis was completed. This analysis is based on average travel speeds for through vehicles on North Avenue. The results indicate that traffic on North Avenue operates reasonably unimpeded at average travel speeds and delays at signalized intersections are not significant (LOS A/B).



- (c) Over a three-year period from 2004 to 2006, there was an average of 153 accidents per year on North Avenue. Seventy percent involved property damage only and the remaining 30 percent involved injury. There were no fatalities. Based on the daily usage of North Avenue, this number of accidents is relatively high when compared to comparable roadways throughout the State.

Approximately 70 percent of the accidents on North Avenue involve rear-end, broadside or approach-turn crashes. The rear-end crashes commonly indicate differences in vehicle speed or sudden starting and stopping. The numerous turning movement opportunities throughout the corridor provide the opportunity for broadside and approach-turn crashes.

From 2004 to 2006, there also were 14 pedestrian- and 11 bicycle-related accidents.

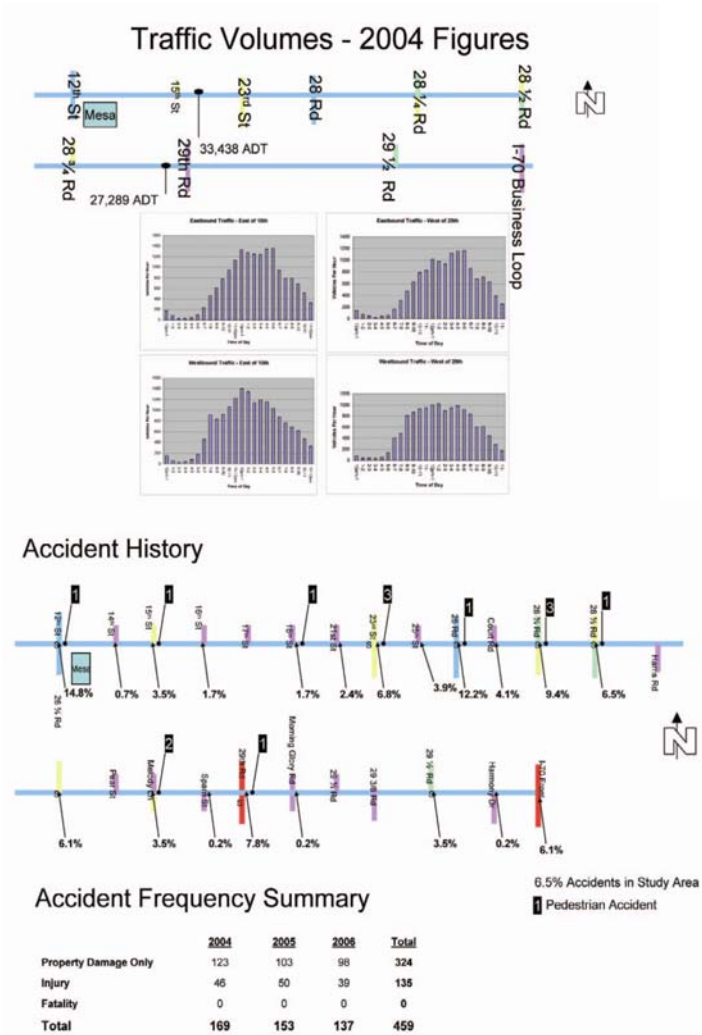
- (d) Based on the above analysis, the following can be concluded:

- (1) North Avenue has the capacity to accommodate additional demand that may be generated from new projects in the corridor.
- (2) As the corridor redevelops, access points should be consolidated and properly spaced to minimize conflicts, especially in close proximity to the signalized intersections.
- (3) Pedestrian- and bicycle-related improvements should be provided to facilitate safer passage both along and across North Avenue.

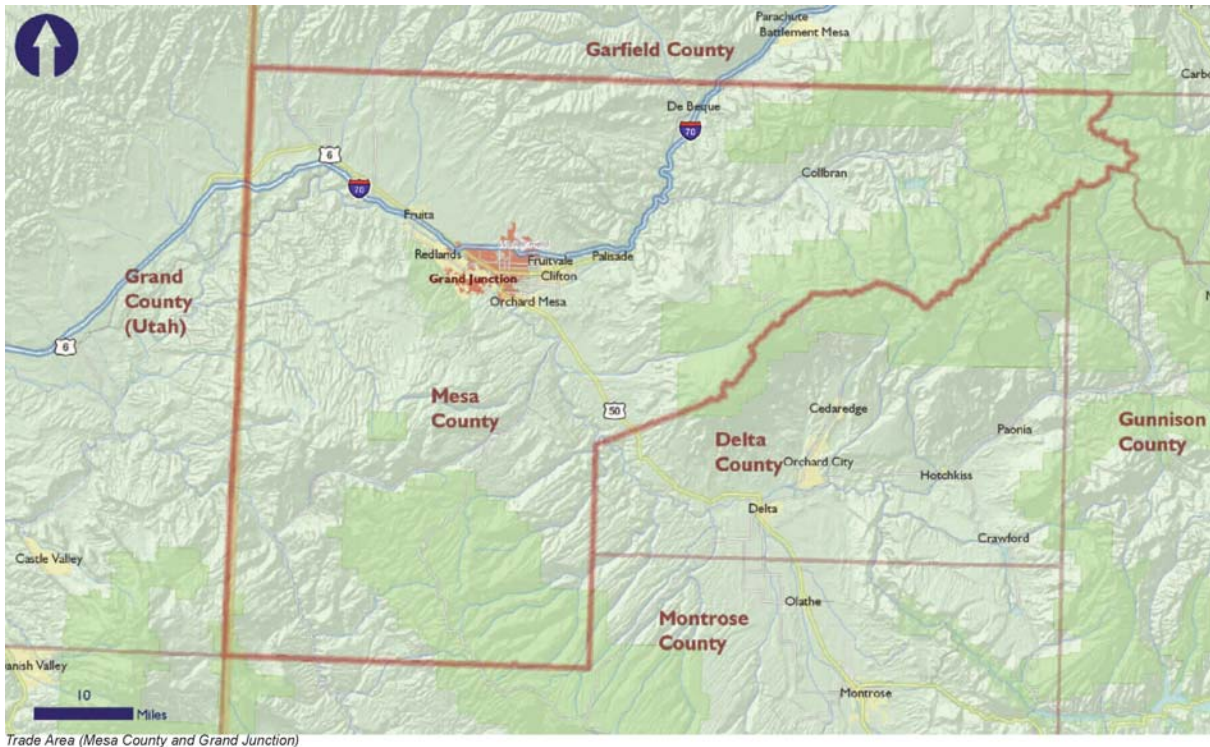
(Res. 174-07 (Exh. A), 12-3-07)

32.12.050 Market conditions.

- (a) Market Analysis. Older commercial corridors are emerging as targets for revitalization efforts in cities throughout the nation. In virtually every story of success, these new redevelopments have been the result of a holistic approach which capitalizes on each segment of the project, yet positions the sum of the parts as a place in and for the community. Experience has proven that forming and advancing the development agenda within these corridors requires a keen understanding of the goals and aspirations of the community, the realities of the marketplace, peculiarities of the political landscape and constraints of local public/private resources. With this understanding, project advocates are then positioned to establish priorities for action that implement the vision.



- (b) Methodology. Work completed focused on investigating physical conditions related to the North Avenue Corridor area and its environment, contiguous uses, and access and visibility from the remainder of the community and the region; as well as economic, financial, and market conditions in the influence area (trade area) of Grand Junction and Mesa County. This was accomplished through visual inspections of the North Avenue Corridor, competitive development areas within Grand Junction, and analyses of primary and secondary data sources.



The analysis that follows has several critical components. The first includes an overview of economic and demographic characteristics that will influence the type of development and/or redevelopment that occurs in the market and specifically within North Avenue Corridor. The second presents a review of those market indicators and trends that provide an indication of the health of the market and economy, including quantified demand by land use type. The third offers a discussion about corridorwide and node-specific redevelopment elements that present a market opportunity for the study area.

- (c) The purpose of the market analysis is fourfold:
- (1) Provides a reality check for the land use planning component.
 - (2) Ensures that recommendations are grounded in market and economic reality.
 - (3) Sets stage for implementation and policy reform.
 - (4) Provides an accurate and independent story to tell potential developer/investor audiences.
- (d) The market analysis attempts to answer the following questions, For each land use, we ask:
- (1) What is the market and how will it evolve?
 - (i) What is the environment today;
 - (ii) Trade area size and shape (should include most likely customers and competitors);
 - (iii) Who's in the market (describe customer base demographics/economics);

- (iv) How will market be affected by events which occur over time.
- (2) What is and will be the competition?
 - (i) Types of competition;
 - (ii) Size and performance of competitors;
 - (iii) Potential to leverage ongoing investment and existing assets.
- (3) How much demand is and will be in the market?
 - (i) Annual absorption (in units or square feet), projected forward.
- (4) How much total market demand can the area capture and how?
 - (i) Given the market, the competition, and the nature of the project.
- (5) How can market demand and capture be influenced over time?
 - (i) Impact of public and private events and actions.



- (e) Planning City core redevelopment requires an understanding of the built environment and the people within it. The market analysis, conducted by Leland Consulting Group (LCG) and summarized herein, focused on identifying market opportunities within the region and representative influence or trade area. What the analysis showed was that ongoing and projected trade area growth provides healthy levels of market support for a range of different land use types. Characteristics of the North Avenue Corridor in particular offer unique opportunities for targeted redevelopment. There is market demand and, with strategic public and private investment and continued policy support, the North Avenue Corridor can be positioned to capitalize on niche and destination opportunities that can serve the community and region.

The information below presents an overview of current and future market conditions in Grand Junction and Mesa County. Since the North Avenue Corridor represents a sub-market within the overall

Grand Junction region (Mesa County), and, as such, will likely compete with projects from a broader influence (trade) area, indicators and conditions for both the City of Grand Junction (the City) and Mesa County (the County) were analyzed. A map of the Grand Junction Trade Area is presented in subsection (b) of this section.

The trade area is that area from which a project(s) or area will draw the majority of its patrons (retail), residents (housing) and employees (office) – that area which will likely be a source of competition and demand. Trade area boundaries for individual store types and specific residential uses will vary from one another and may have irregular shapes as they are influenced by the following conditions:

- (1) Physical barriers;
- (2) Location of possible competition;
- (3) Proximity to population/employment concentrations;
- (4) Zoning;
- (5) Market factors;
- (6) Drive times, spending.

Experience has proven that effective place-making (including revitalization of a key arterial corridor) can increase market shares and draw from larger than traditional trade areas, such as the greater Grand Junction



region. For this reason, as well as for simplicity of interpretation and presentation, all market demand in this analysis is shown for either the City of Grand Junction or for Mesa County overall, with North Avenue's attainable market share or capture shown as a percentage of this total demand.

- (f) Economic and Demographic Indicators. Economic and demographic characteristics in the market are indicators of overall trends and economic health which may affect private and public sector development. The following tables and exhibits highlight those trends expected to affect development demand within the Grand Junction area over the next 10 years.
- (g) Household and Employment Growth. Grand Junction is the only major metropolitan area on Colorado's Western Slope and as such is a regional trade and service center for much of western Colorado and eastern Utah. Over half of the area's employment base is concentrated in four industries – retail trade, health care, leisure and hospitality, and government. The share of Mesa County jobs in the manufacturing sector is about equal to the State average but the local economy also draws substantial support from tourism and spending from relocated retirees. The mining sector's influence on the local economy has rebounded in recent years with renewed exploration for natural gas in the Piceance Basin. While mining now represents just 2.9 percent of local workers, it has accounted for 30 percent of the jobs added since 2002 in Mesa, Garfield and Rio Blanco counties.

Strong economic activity, led by the energy sector, together with climate, scenery and other quality of life advantages, is driving robust population and household growth in the Grand Junction region. ESRI (a census-based demographic data provider) projects 2.25 percent annual growth in households for Grand Junction and 2.47 percent growth for Mesa County over the next five years. The State demographer projects a 2.25 percent annual growth rate for the County from 2006 to 2016. Real growth in the area has exceeded these rates in recent years due to regional energy-related expansion. To reflect enhanced near-term growth, leveling off somewhat in the longer term, LCG

forecasts a blended household growth rate of 2.5 percent annually over the next 10 years. This household growth is slightly higher than the projected population growth rate due to an assumption of gradually decreasing household sizes.

Western Colorado and the Grand Junction area in particular are experiencing robust employment growth driven by a strong energy sector. Statewide unemployment in May of 2007 was 3.3 percent, versus just 2.7 percent in Mesa County. In the past 12 months ending in May 2007, Mesa County's employment base grew by 4.0 percent to 74,393 jobs – almost double the healthy 2.1 percent growth rate Statewide over the same period. The Colorado Department of Labor and Employment forecasts Statewide annual job growth from 2004 to 2014 of just over 2.1 percent, versus just almost 2.8 percent for Mesa County. Based on these sources, LCG projected 2.8 percent annual employment growth through 2016 for the Grand Junction Trade Area.



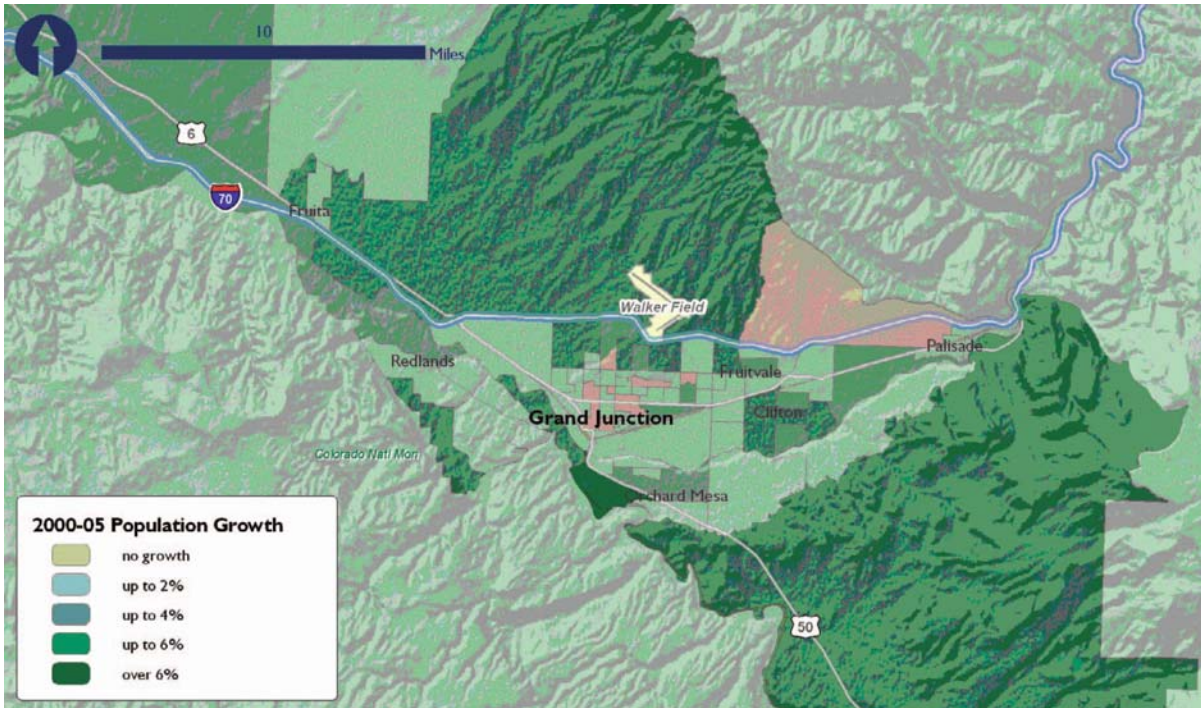
- (h) Household and Population Characteristics. Demographic characteristics for Grand Junction Trade Area households are summarized in the tables below. Note that for this comparison, the North Avenue Area is defined as Grand Avenue to Orchard Avenue, 7th Street to 30 Road.

Household Growth

	North Ave. Area	Grand Junction	Mesa County
2000 Households	5,405	17,865	45,823
2006 Households	5,548	19,999	53,065
2011 Households	6,082	22,538	60,161
2006 – 2011 CAGR	1.85%	2.42%	2.54%

While the North Avenue vicinity is growing more slowly than the City of Grand Junction and Mesa County – a phenomenon common to older central urban areas – it is still growing at a healthy rate. Grand Junction has 37 percent of Mesa County households, and the North Avenue area has just less than one-third of Grand Junction's households.

The map illustrates the distribution of recent household growth in the Grand Junction area, showing, as in many comparably sized cities, clusters of growth towards the fringe and relatively slow growth in the central City.



Household Characteristics

	North Ave. Area	Grand Junction	Mesa County
Pct. Nonfamily	47%	41%	31%
Household size (2006)	2.20	2.25	2.47
% 1 & 2 Person Households (2000)	44%	31%	23%
2006 – 2011 CAGR	69%	70%	63%

Like the immediate North Avenue vicinity, the City of Grand Junction has households that are smaller, more likely to rent, and more likely to be nonfamily in nature, versus households in the County overall.

Ethnicity (2006)

	North Ave. Area	Grand Junction	Mesa County
White Alone	87%	91%	91%
Black Alone	1%	1%	1%
Asian/Pacific Alone	1%	1%	1%
Other/Multiple	10%	8%	7%
Hispanic Origin	16%	13%	12%

The North Avenue area is slightly more ethnically diverse than the City and County as a whole, with 16 percent of the population of Hispanic origin, up from 14 percent in 2000.

Population by Age (2006)

	North Ave. Area	Grand Junction	Mesa County
0 to 24	39%	31%	33%
25 to 34	17%	13%	12%
35 to 44	11%	12%	12%
45 to 54	12%	15%	16%
55 to 64	8%	11%	12%
65+	13%	18%	15%
median	30.4	40.8	39.8

Grand Junction has a significant senior population, drawn to the area primarily for its climate. While the City and County have similar age distributions, the North Avenue vicinity has a significantly younger profile. This is due in part to the influence of Mesa State College and somewhat younger-skewing Hispanic households in the surrounding neighborhoods.

Educational Attainment (2000)

(age 25+)	North Ave. Area	Grand Junction	Mesa County
Graduate Degree	5%	9%	7%
Bachelor's	14%	17%	15%
Some College	32%	32%	33%
High School Grad.	32%	27%	30%
No H.S. diploma	18%	15%	15%

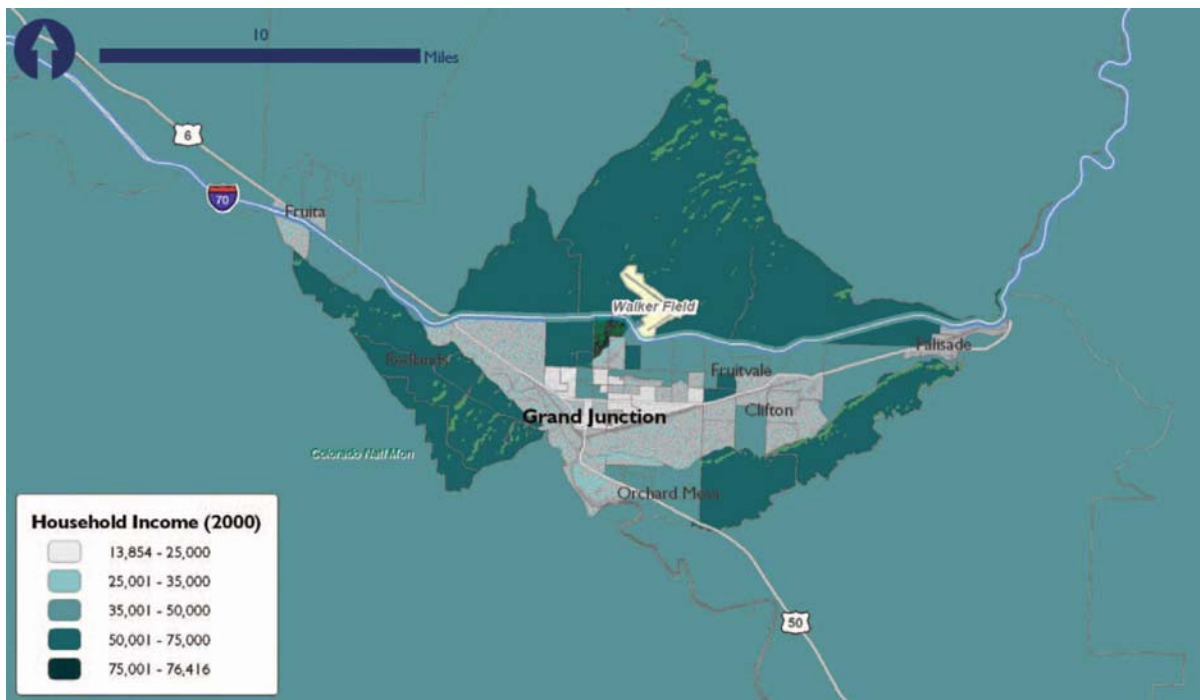
Education attainment in the North Avenue vicinity is somewhat lower than in the City overall, but more similar to the Countywide profile. Most (58 percent) of Grand Junction adult residents have attended at least some college, versus 64 percent Statewide.

Household Income (2006)

Ann. Household Income	North Ave. Area	Grand Junction	Mesa County
\$0 – 25K	40%	32%	27%
\$25 – 35K	16%	13%	13%
\$35 – 50K	19%	19%	19%
\$50 – 75K	17%	18%	21%
\$75 – 100K	5%	7%	9%
\$100 – 150K	2%	8%	8%
\$150K+	1%	4%	4%
Per Capita	\$17,500	\$23,959	\$22,761
Med. Household	\$35,316	\$44,111	\$49,249

Household incomes in the County are higher than those in the City of Grand Junction, which in turn are higher than those for the North Avenue immediate vicinity. Because household sizes are smaller in Grand Junction than the County overall, the City has slightly higher per capita incomes, however.

The map illustrates the geographical distribution of households by income in the area. Note that higher incomes are generally found toward the outer edges of the City, especially towards the north side.



- (i) Psychographics. Psychographics is a term used to describe characteristics of people and neighborhoods which, instead of being purely demographic, measure their attitudes, interests, opinions, and lifestyles. These more qualitative descriptions are increasingly used by marketers and planners to help tailor product offerings to suit the tastes of target market segments. Residential homebuilders and commercial retail developers, in particular, are interested in understanding a community’s psychographic profile, as this is an indication of its residents’ propensity to spend across select retail categories. Residential developers are also interested in understanding this profile as it tends to sug-

gest preferences for certain housing product types. The most widely used source of psychographic profiling is the Tapestry segmentation system offered by ESRI. In the Tapestry system, each neighborhood (census block group) in the United States is assigned to one of 64 distinct lifestyle/psychographic segments.

The top Tapestry segments in Grand Junction are shown in the table below, along with a count of households represented by each segment and an index indicating how prevalent that segment locally as compared to nationally (an index of 100 would be expected given the population, while an index of 400 would be four times the national level). The segments are described in the paragraphs that follow.

Segment	Trade Area Households	Index to U.S.
Midlife Junction	3,655	731%
Prosperous Empty Nesters	2,912	791%
Great Expectations	2,341	660%
Retirement Communities	1,663	557%
Simple Living	1,575	543%
Exurbanites	1,148	235%

- (1) **Midlife Junction** communities are found in suburbs across the country. Residents are phasing out of their child-rearing years. Nearly half of the households are comprised of married-couple families and 31 percent are singles, living alone. The median age is 40.5 years and the median household income is \$43,600. A third of households receive Social Security benefits. Nearly two-thirds of households are single-family structures, and the remaining dwellings are mainly apartments in multi-unit buildings. These residents live quiet, settled lives. They spend their money prudently and do not succumb to fads. They prefer to shop by mail or phone, from catalogs such as J.C. Penney, L.L. Bean, and Lands' End. They enjoy yoga, attending country music concerts and auto races, refinishing furniture, and reading romance novels.
- (2) **Prosperous Empty Nesters** neighborhoods are well established, located throughout the United States; approximately one-third are on the eastern seaboard. The median age is 47.2 years. More than half of the householders are aged 55 or older. Forty percent of household types are married couples with no children living at home. Educated and experienced, residents are enjoying the life stage transition from child rearing to retirement. The median household income is \$66,200.

Residents place a high value on their physical and financial well-being and take an active interest in their homes and communities. They travel extensively, both at home and abroad. Leisure activities include refinishing furniture, playing golf, attending sports events, and reading mysteries. Civic participation includes joining civic clubs, engaging in fund-raising, and working as volunteers.

- (3) **Great Expectations** neighborhoods are located throughout the country, with higher proportions in the Midwest and South. Young singles and married-couple families dominate. The median age is 33.0 years. Labor force participation is high. Manufacturing, retail, and service industries are the primary employers. About half of the households are occupied by owners in single-family dwellings, with a median value of \$100,600, and the other half are occupied by renters, mainly living in apartments in low-rise or mid-rise buildings. Most of the housing units in these older suburban neighborhoods were built before 1960. Residents enjoy a young and active lifestyle. They go out to dinner, to the movies, to bars, and to night clubs. They enjoy roller skating, roller blading, playing Frisbee, chess, and pool, and attending auto races. They read music magazines and listen to rock music on the radio.

- (4) **Retirement Communities** neighborhoods are found mostly in cities scattered across the United States. The majority of households are multi-unit dwellings. Congregate housing, which commonly includes meals and other services in the rent, is a trait of this segment dominated by singles who live alone. This educated, older market has a median age of 50.7 years. One-third of residents are aged 65 years or older. Although the median household income is a modest \$45,100, the median net worth is \$172,000.

Good health is a priority; residents visit their doctors regularly, diet and exercise, purchase low-sodium food, and take vitamins. They spend their leisure time working crossword puzzles, playing bingo, gardening indoors, canoeing, gambling, and traveling overseas. They like to spend time with their grandchildren and spoil them with toys. Home remodeling projects are usually in the works.

- (5) **Simple Living** neighborhoods are found in urban outskirts or suburban areas throughout the United States. Half of the households are singles who live alone or share housing, and 32 percent consist of married-couple families. The median age is 40.1 years. Approximately one-third of householders are aged 65 years or older; 19 percent are aged 75 years or older. Housing is a mix of single-family dwellings and multi-unit buildings of varying stories. Some seniors live in congregate housing (assisted living). Fifty-five percent of households are occupied by renters. Approximately 40 percent of households receive Social Security benefits.

Younger residents enjoy going out dancing, whereas seniors prefer going to bingo night. To stay fit, residents play softball and volleyball. Many households do not own a computer, cell phone, or DVD player. Residents watch hours of TV per day, especially sitcoms and science fiction shows.

Open areas with affluence define these neighborhoods. Empty nesters comprise 40 percent of these households; married couples with children occupy 32 percent. Half of the householders are between the ages of 45 and 64 years. The median age is 43.6 years. Approximately half of those who work hold professional or managerial positions. The median home value is approximately \$255,900; the median household income is \$83,200.

- (6) **Exurbanites.** Financial health is a priority for the Exurbanites market; they consult with financial planners and track their investments online. They own a diverse investment portfolio and hold long-term care and substantial life insurance policies. Residents work on their homes, lawns, and gardens. Leisure activities include boating, hiking, kayaking, playing Frisbee, photography, and bird-watching. Many are members of fraternal orders and participate in civic activities.

For North Avenue: Of the segments described above, Prosperous Empty Nesters and Retirement Communities indicate a particular opportunity for senior-oriented residential development along the North Avenue Corridor. Such development would not need to be age-restricted, but could capitalize on pedestrian-friendly amenities, opportunities for outdoor activities and proximity to convenience-good shopping and medical facilities. The Great Expectations segment, with its relatively high proportion of renters and young couples, would be a promising target for more dense mixed use residential and retail development along the corridor, particularly in the vicinity of Mesa State College.

(Res. 174-07 (Exh. A), 12-3-07)

32.12.060 Market demand estimates.

Critical to interpreting the North Avenue Corridor's competitive position within the region is an understanding of the characteristics of land uses within a defined trade area. In order to identify potential development opportunities among these uses (given the area's competitive position and prevailing market conditions), demand estimates were prepared.

As stated earlier, because the North Avenue Corridor may have the ability to draw from a larger trade area, demand estimates by land use type were prepared for the broader region. Because of the urban nature of the corridor, residential demand is assumed to be a function of household growth in the City of Grand Junction itself, while retail and office demand is a function of growth in the County as a whole (and beyond, in the case of certain retail types). What follows is a discussion of recent and projected demand conditions for residential, retail, and office uses, along with estimates of attainable capture for redevelopment parcels within the corridor itself.

- (a) Residential. With strong residential growth over the past several years, Mesa County is permitting an average of 1,430 units per year since 1999 and saw record construction of 1,589 units in 2005. There has been relatively little variation in level of construction in general, with the low point in 2001 seeing 1,253 permits issued. In part because of lower than average interest rates, multifamily construction has accounted for less than 10 percent of this total. Given that increases in energy-sector employment tends to be led by relatively itinerant single males, and that interest rates have been trending upwards, the share of rental units, especially in Grand Junction itself, should increase over time to closer to the existing overall rate of just over 30 percent.

Residential vacancy rates in Grand Junction and Mesa County are among the lowest in the State. Jim Coil Research and Consulting estimates January 2007 vacancy rates of 0.8 percent for ownership units and 2.5 percent for rental units – both well below equilibrium rates and indicative of housing shortages, especially at lower income points.

Demand for new residential units is primarily a factor of the growth in income-qualified households within a trade area. For parcels along North Avenue, this trade area is realistically restricted to growth within the municipal limits of Grand Junction. Projected trade area household growth was analyzed along with historical patterns of single- and multifamily development to arrive at an estimated average annual demand for housing in the City of Grand Junction of approximately 600 units per year over the next 10 years.

Residential Demand – Grand Junction Trade Area

Residential Demand Analysis
Primary Residential Trade Area
Ten-Year Demand Estimates

Households	2006	19,999		
	2011	22,627	Annual Growth Rate	2.50%
	2016	25,600		
	Household Growth (06-16)	5,601	Adjust for 2nd homes, demolition, vacancy	7.0%
	Adjusted Unit Requirement	5,994	Pct. Renters	31%

Annual Income Range (2006 dollars)	Approx. Rent Range	Approx. Home Price Range	Current HHS in Income Bracket	New HHS by Income Bracket	Trade Area Demand from New Households (10-yr)			
					Total Units	Est. Pct. Renters	Total Rental Units	Total Ownership Units
up to \$15K	up to \$375	up to \$75K	17%	15%	899	75%	674	225
\$15K – 25K	\$375 – \$625	\$75K to \$100K	15%	14%	839	65%	545	294
\$25K – 35K	\$625 – \$875	\$100K to \$150K	13%	13%	797	35%	279	518
\$35K – 50K	\$875 – \$1,000	\$150K to \$200K	18%	18%	1,049	20%	210	839
\$50K – 75K	\$1,000+	\$200K to \$250K	18%	19%	1,139	10%	114	1,025
\$75K – 100K	\$1,000+	\$250K to \$350K	7%	8%	479	5%	24	456
\$100K – 150K	\$1,000+	\$350K to \$500K	8%	9%	539	2%	11	529
\$150K and up	\$1,000+	\$500K and up	4%	4%	246	2%	5	241
<i>Totals</i>			<i>100%</i>	<i>100%</i>	5,987	<i>31%</i>	<i>1,862</i>	<i>4,127</i>

Approximately 1,862 units (or approximately 30 percent) of the trade area's 10-year demand could be in the form of rental units. Attached ownership housing (condominiums and townhomes) appears to be underrepresented in Grand Junction compared to other cities of its size. Of the 3,350 units of

ownership demand for those making \$15,000 and above, up to 20 percent could be delivered in the form of an attached product (assuming appropriate marketing) based on demographic and consumer preferences.

Assuming quality design effort, support from the City in assemblage, regulatory improvements and development incentives, the North Avenue Corridor could realistically absorb approximately 200 apartment units and 140 single-family attached (condo, loft, townhome, rowhome) units over the next 10 years, as shown in the following tables. Note that this represents a capture rate of roughly 17 percent of market rate (income \$15,000 and up) units in the City as a whole.

**Single-Family Ownership Attached (townhome, condo, etc.)
10-Year Demand and North Avenue Capture**

Annual Income Range	Approx. Home Price Range	Trade Area For-Sale Demand	Est. Pct. Townhome/Condo	Townhome/Condo Demand	Attainable Capture Rate (within attached)	Attainable Subject Capture (units)
\$15K – 25K	\$75K to \$100K	294	65%	191	15%	29
\$25K – 35K	\$100K to \$150K	518	50%	259	20%	52
\$35K – 50K	\$150K to \$200K	839	20%	168	20%	34
\$50K – 75K	\$200K to \$250K	1,025	10%	102	15%	15
\$75K – 100K	\$250K to \$350K	456	10%	46	15%	7
\$100K – 150K	\$350K to \$500K	529	5%	26	10%	3
\$150K and up	\$500K and up	241	5%	12	0%	0
<i>Totals</i>		3,902	20.6%	804	17.3%	140

**Multifamily Apartments
10-Year Demand and North Avenue Capture**

Annual Income Range	Approx. Rent Range	Trade Area Rental Demand	Attainable Capture Rate (within apartments)	Attainable Subject Capture (units)
\$15K – 25K	\$375 – \$625	545	15%	82
\$25K – 35K	\$625 to \$875	279	20%	56
\$35K – 50K	\$875 to \$1,000	210	20%	42
\$50K – 75K	\$1,000+	114	15%	17
\$75K – 100K	\$1,000+	24	15%	4
\$100K – 150K	\$1,000+	11	10%	1
\$150K and up	\$1,000+	5	0%	0
<i>Totals</i>		1,188	17.0%	202

- (b) Retail. Demand for new retail space is determined by future retail expenditures by new households. This demand was determined by multiplying growth in households with that portion of household income spent on general retail purchases. An additional adjustment was made to allow for demand from space turnover and obsolescence. Because of Grand Junction's role as a regional hub, its retail inventory is supported by rooftops well beyond Mesa County itself. We estimate that for 100 square feet of store space supported by Mesa County residents, an additional 80 square feet is supported by residents outside the County. As shown in the following table, Mesa County household growth alone would support approximately 900,000 square feet of new retail demand over 10 years. Adding in demand from outside the County (at varying rates depending on the category) and replacement of obsolete space (at a rate of one percent annually), Mesa County could see demand for a total of 1.6 million square feet of new retail space by 2017.

Assuming a 15 percent to 20 percent capture rate of Trade Area retail demand, the North Avenue Corridor could be expected to add approximately 240,000 to 325,000 square feet of new retail space (again, assuming quality design, marketing, and City support). This demand would likely take the form of neighborhood serving dining and specialty retail in the key nodes around the college and hospital, but could have a significant region-serving component in the area around the improved 29 Road intersection.

**Retail Trade Area (Mesa County)
Ten-Year Demand Estimates**

Category	Demand from Trade Area Household Growth (s.f.)	Regional Draw Factor (Existing Surplus Pct.)	Additional Regional Demand (s.f.)	Turnover/Obsolescence Demand (s.f.)	Total New Trade Area Demand (s.f.)
Auto Parts, Accessories, and Tire Stores	26,126	55%	14,369	11,164	51,659
Furniture and Home Furnishings Stores	52,694	50%	26,347	18,337	97,378
Electronics and Appliance Stores	22,463	20%	4,493	4,931	31,887
Bldg. Mater., Garden Equip. and Supply	43,601	55%	23,981	18,434	86,016
Food and Beverage Stores					
Grocery Stores	181,671	30%	54,501	47,431	283,603
Specialty Food Stores	4,579	25%	1,145	1,100	6,824
Beer, Wine, and Liquor Stores	18,090	65%	11,758	9,686	39,534
Health and Personal Care Stores	25,431	55%	13,987	10,611	50,030
Clothing and Clothing Accessories Stores	54,871	50%	27,435	21,119	103,424
Sporting Goods, Hobby, Books and Music	31,726	75%	23,794	23,239	78,759
General Merchandise Stores	144,546	45%	65,046	48,184	257,777
Miscellaneous Store Retailers	32,328	75%	24,246	22,891	79,465
Food Services and Drinking Places					
Full-Service Restaurants	55,470	15%	8,321	11,760	75,551
Limited-Service Eating Places	56,506	5%	2,825	11,002	70,334
Special Food Services	4,598	10%	460	955	6,012
Drinking Places	3,521	65%	2,289	1,890	7,700
New Demand in Selected Categories	758,221		304,997	262,734	1,325,953
Demand from Excluded Categories* (20%)	151,645	50%	75,822	52,547	280,013
Total New Locally Supported Demand	909,866		380,819	315,281	1,605,966

*e.g., entertainment, banking, professional/medical office, etc.

- (c) Office. Demand for new office space is derived from two primary sources: expansion of existing industry and the relocation of new companies into the market. Employment projections by industry classification for the Trade Area were used to estimate demand over the next 10 years. Assuming a 2.7 percent annual growth rate in overall employment, the analysis revealed demand for almost 1,000,000 square feet of new office space over this period. Assuming a 10 percent capture rate, the North Avenue Corridor could absorb approximately 95,000 square feet of new office space over the next 10 years.

This demand could take the form of medical, educational and other primarily professional office space at key nodes along the western portions of the corridor, and could be in the form of flex office basic employment space nearer to the 29 Road junction.

Office Demand – Grand Junction Trade Area

Summary of Office Space Demand from Employment Growth							
Trade Area							
Ten-Year Demand							
	Est. 2006 Jobs	Annual Job Growth Rate	10-Yr. Job Growth	Est. Pct. Office	10-Yr. Office Demand from Job Growth (s.f.)	Est. Office Demand from Turnover (10-Year)	Total New 10- Yr. Office Demand (s.f.)
Agriculture and Mining	733	5.0%	461	35%	36,312	3,208	39,520
Construction	2,377	1.0%	249	5%	2,798	1,486	4,284
Manufacturing	2,701	1.0%	283	5%	3,179	1,688	4,867
Transportation	1,584	2.5%	444	15%	14,973	2,970	17,943
Communication	505	2.5%	141	25%	7,959	1,579	9,538
Electric, Gas, Water, Sanitary	198	2.5%	55	20%	2,496	495	2,991
Wholesale Trade	1,928	1.0%	202	5%	2,270	1,205	3,475
Retail Trade	12,218	3.0%	4,202	5%	47,274	7,637	54,911
Finance, Insurance, Real Estate	3,839	2.5%	1,075	95%	229,822	45,586	275,408
Services (Non-Retail)							
Hotels and Lodging	862	3.0%	296	5%	3,334	539	3,873
Automotive Services	666	3.0%	229	5%	2,577	416	2,993
Entertainment and Recreation	664	3.0%	228	5%	2,568	415	2,983
Health Services	10,962	3.0%	3,770	25%	212,063	34,256	246,319
Legal Services	498	3.0%	171	95%	36,609	5,914	42,523
Educ. Institutions	1,894	3.0%	651	15%	21,979	3,551	25,530
Other Services	7,391	3.0%	2,542	30%	114,382	18,477	132,859
Government	3,774	3.0%	1,298	25%	73,009	11,794	84,803
Other	13	3.0%	5	30%	306	50	356
Totals	52,807		16,302		813,910	141,266	955,176

(Res. 174-07 (Exh. A), 12-3-07)

32.12.070 Market absorption.

- (a) Absorption Summary. The table below summarizes potential North Avenue Corridor absorption of land uses over the next 10 years.

Summary of Potential Absorption – North Avenue Corridor

10-Year Demand Summary for North Avenue Corridor			
	Level of Public Sector Support/Investment		
	none	moderate	high
Residential (units)			
Single-Family Attached	?	140	200
Multifamily Apartments	?	200	300
Retail (s.f.)	100,000	240,000	325,000
Office (s.f.)	25,000	95,000	150,000

- (b) Strategy Considerations. As market opportunities for residential, retail and office space in the North Avenue Corridor occur over the next 10 years, the following strategic implications should be considered:

(1) Residential.

- (i) Trend towards townhome/condo products in downtown neighborhoods.
- (ii) Appeals to buyers seeking amenities without maintenance hassles.
- (iii) Targets empty nesters, young professionals and single parents – the majority of downtown housing residents.
- (iv) Some more affluent students (and recent students) may have interest in ownership housing near the college.
- (v) As interest rates climb, the trend may shift towards apartments – less investment appeal, but greater flexibility and less commitment.
- (vi) Conversion of vacant downtown office space into apartment and condominium residential units has been very successful in many urbanizing markets.
- (vii) Open question as to whether Grand Junction has critical mass of residents with urban tastes to succeed with certain attached residential products.
- (viii) Will depend heavily on design quality, experience of developer and education of community to overcome any negative attitudes about downtown living.
- (ix) Investment in infrastructure, streetscape, and other pedestrian amenities also key – including investment in “soft spaces.”
- (x) College area near N. 12th Street represents a strong opportunity for vertical mixed use including both ownership and rental residential.
- (xi) Veterans hospital area near 23rd Street has opportunity (with relocation of some big box retail) for mixed use including senior-oriented housing and even extended stay lodging targeting hospital patients and their families.
- (xii) Workforce housing price points should be in strong demand throughout the corridor.

- (2) Retail.
 - (i) Levels of retail demand suggest support for a range of retail product types.
 - (ii) Greatly enhanced connectivity around 29 Road will lend support to some regional retail – not mall scale, but two to three medium to large box tenants with pads and in-line complements.
 - (iii) Neighborhood-supporting services, dining (both limited and full-service) and specialty retail – in a mixed use urban environment – could make sense over time around nodes to the west.
 - (iv) Ground-floor retail with office and attached residential above would add overall pedestrian appeal and be mutually supporting.
- (3) Office.
 - (i) Major office development anywhere in Grand Junction carries the boom-bust risk.
 - (ii) Professional, medical, education and other small floor-plate office tenants could be attracted to coordinated developments on the west side of the corridor.
 - (iii) Sites further east along the corridor are more amenable to flex office and other employment-generating uses.
- (4) Mixed Use. For new construction, three- to four-story densities (in appropriate locations), at a human scale, with streetscaping and a mix of uses, would create a more user-friendly experience for:
 - (i) Employees;
 - (ii) Prospective residents;
 - (iii) Visitors;
 - (iv) Shoppers.

(Res. 174-07 (Exh. A), 12-3-07)

32.12.080 Public comment summary.

- (a) In order to obtain the most information from the public during the open house, the following board and questionnaire were used. The EDAW team along with City staff collected commentary on the boards and concepts presented. The public was able to comment directly and was asked to also fill out the questionnaire in order to obtain the best guidance and direction for the project.

Community Goals / Vision North Avenue Corridor 9 March 2007

What uses are lacking in North Avenue corridor ?

What are the best / worst qualities of the corridor ?

What is (or should be) the character(s) of North Avenue ?

What words best describe this area ?

What is (or should be) the theme of the corridor ?

What would you like the city to implement and invest in ?

How do you use the corridor ?

- Shopping
- Entertainment
- Access

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(b) The open house served as a workshop where the public was able to discuss with the EDAW team and City staff items of concern as well as their desires for the improvement of the North Avenue Corridor. Subsections (c) through (f) of this section present the primary items expressed by the public:

(c) Neighborhood Concerns.

- (1) Aesthetics.
- (2) Safety.
- (3) Impact of development on neighborhood.
- (4) Homeless shelter.
- (5) Current lack of identity.
- (6) Financial impact to business.
- (7) Incentives.
- (8) Loss of neighborhood identity.
- (9) Illicit activity.
- (10) Dark sky/environmental practices.

(d) Issues.

- (1) Homeless shelter.
- (2) Trailer parks.
- (3) Undesirable residential homes/lots.
- (4) Cruising of large empty parking lots.
- (5) Fence height of golf park.
- (6) Bus stop locations.
- (7) North access to Patterson.
- (8) Right turns.
- (9) New medians.
- (10) ADA accessibility.

NORTH AVENUE CORRIDOR QUESTIONNAIRE

Please take a moment and fill out this survey regarding the North Avenue Corridor from 12th Street to I-70-BI.
Your valued thoughts and ideas will help shape the vision for this corridor.

8 March 2007

What is your biggest concern regarding this section of North Avenue?

Are there currently any safety issues you would like see addressed?



What would you like to see improved or changed?

What uses are lacking in the corridor that you would use (retail, commercial, services, housing)?

Why and how frequently do you come to this corridor?

What type of activities are missing in the corridor that you would like to see?

How do you access the corridor area?



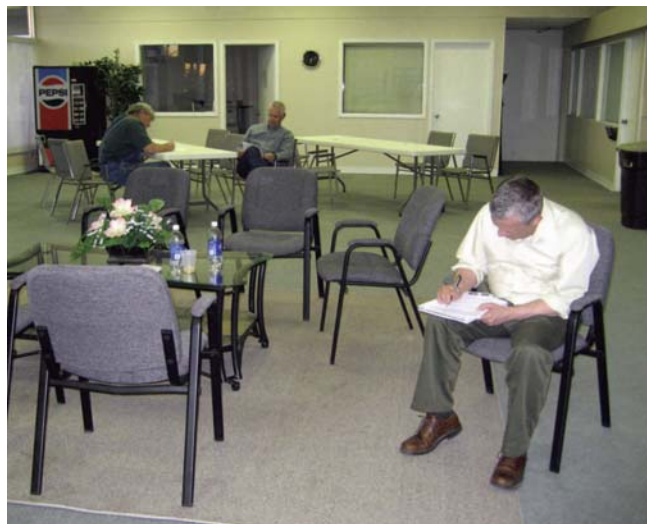
(e) Desired Improvements/Changes.

- (1) Sidewalks.
- (2) Landscaping.
- (3) Traffic/crossing at 12th Street.
- (4) Signage.
- (5) Ditches.
- (6) Overhead utilities.
- (7) Access to business (vehicular and pedestrian).
- (8) Bike paths.
- (9) Senior affordable housing.
- (10) Consolidate curb cuts.



(f) Uses Lacking.

- (1) Retail anchor.
- (2) Neighborhood serving retail.
- (3) Quality sit-down restaurants.
- (4) Affordable quality housing.
- (5) Mixed housing opportunities.
- (6) Quality senior housing near amenities.
- (7) Quality grocer.
- (8) Quality hotel.
- (9) Entertainment (after 5:00 p.m.) opportunities.



- (g) The following document reflects the summary information attained at the first open house workshop. It includes the summary information from all of the public commentary received verbally and written. All of this information will help guide the approach scenarios of the potential districts and implementation strategies that the North Avenue Corridor could take.

OPEN HOUSE

Initial Open Session at City Offices: Greg Palmer (Council Member), Kathy Portner, Scott Peterson, David Thornton, (City of Grand Junction), Ted Kamp (Leland), Steve Wilensky, Silvia Kjolseth (EDAW)

Date: March 8, 2007 Time: 1:00 PM

Project: Grand Junction, North Avenue Corridor Plan Project No.: 06180105.01

Subject: Open House

Council Session Comments

- Consistency in theme to consider for entire corridor.
- Maintain viable east – west traffic corridor use.
- Linkage of bike paths and sidewalks to the surrounding neighborhood to create a more walkable and bike friendly community.
- How is development initiated, what are the catalyst projects?
- Cultural aspect should be maintained along the corridor, ie: art, history of area, 1st – 12th original square mile.
- Identification of neighborhoods to the corridor and their presence and representation on the corridor needs to be strengthened.
- The 29th Street connection will change and affect the districts with a retail focus.
- Current zoning could lead to further heavy commercial uses unless identified and changed.
- Indian wash canal could potentially be a significant identity.

Public Open House 4:30pm - Compiled Comments

Public Attendance 44

Concern Regarding North Avenue

- 23 Aesthetics
- 20 Safety
- 16 Impact to Neighborhood (primarily related to the homeless shelter)
- 12 Lack of Identity
- 5 Financial Impact to Business (drive thru only – corridor not used for destination to local businesses)
- 5 Incentives
- 4 Illicit Activity
- 2 Loss of Identity
- 1 Dark Sky Compliance

Current Safety Issues to be addressed

- 15 Homeless Shelter
- 5 Trailer Parks
- 5 Infill
- 3 Large Assembly of Lots
- 3 Golf Fence Height (errant balls to R.O.W)
- 1 Undesirable Residential (mobile homes)
- 1 North Access to Patterson
- 1 Bus Stops
- 1 Right Turns
- 1 Pedestrian Crossings (primary concern at 12th intersection with students)
- 1 New Medians
- 1 ADA Access

Items to Improve or Change

- 30 Sidewalks (landscaping)
- 10 Traffic Congestion (specific to students crossing at 12th)
- 9 Signage
- 9 Bus Stops / Transportation
- 8 Traffic Lights
- 7 Ditch – Visual / Physical Hazard
- 6 Overhead Utilities
- 5 Violence
- 4 Access
- 4 Include Bike Paths
- 2 Remove Vacant Buildings
- 2 Drag / Cruise Street
- 1 Install Round-About
- 1 No Round-About
- 1 Senior Affordable Housing
- 1 Consolidate Curb Cuts
- Landscape
- Medians Improvements / Trees
- Remove Trailers / Mobile Homes

Uses Lacking

- 10 Retail Anchors
- 2 Commercial
- 10 Quality Sit-down Restaurants
- 2 Services
- 9 Affordable housing
- 2 Housing
- 1 Mixed Housing
- 5 Quality Hotels
- 4 Medical Office
- 4 Open Space / Civic Space
- 2 Car Wash
- 2 Entertainment
- 2 Quality Grocery
- 1 Human Services
- 1 Festivals
- 1 Water Feature
- 1 Parking

Current Use of Corridor by Open House Attendees

- 16 Shopping
- 14 Work
- 12 Services
- 5 Avoid Corridor
- 3 Transportation Only

Individual Access of Corridor by Open House Attendees

- 29 Private Vehicle
- 3 Walk
- 2 Bike
- 0 Bus

(Res. 174-07 (Exh. A), 12-3-07)

Chapter 32.16

APPROACH

Sections:

- 32.16.010 Alternative plans.
- 32.16.020 District alternative one.
- 32.16.030 District alternative two.
- 32.16.040 District alternative three.

32.16.010 Alternative plans.

- (a) The first open house provided the team with insight on the public priority goals and expectations for the project (see open house notes). The team proceeded with preparation of three alternative plans.

- (b) Common features carried through the alternative plans:

- (1) Senior housing.
- (2) Residential multi-family.
- (3) Grocer.
- (4) Big box retail.
- (5) Hotel.
- (6) Civic.



- (c) The unique features within each alternative include:

- (1) Student district.
- (2) Entertainment district.
- (3) Residential apartments.
- (4) Regional retail.
- (5) Neighborhood retail.
- (6) Lifestyle center.
- (7) Light industrial.

- (d) Following are three alternatives presented illustrating the proposed districts and their connections to the surrounding neighborhood. These boards depict potential uses (commercial, residential, office, etc.) in three alternative layouts along with character images to depict that portrayed potential building mass and architectural character style.



(Res. 174-07 (Exh. A), 12-3-07)

32.16.020 District alternative one.

The predominant elements of this alternative are:

- (a) An entertainment district in proximity to the students at Mesa College.
- (b) A public civic open space in correlation with senior housing, grocer and a hotel to create a focus at the intersection of 28 Road.
- (c) A high concentration of office acts as a transition to the regional retail uses.
- (d) The regional retail would be a focus for the intersection of 29 Road serving as a retail gateway for higher intensity big box retailer on the north and a light industrial park to the south.



(Res. 174-07 (Exh. A), 12-3-07)

32.16.030 District alternative two.

The predominant elements of alternative two are:

- (a) A neighborhood retail use in proximity to the students at Mesa College mixed with residential as it continues to the east.
- (b) The 28 Road intersection focuses on combining senior housing with retail and grocer along with a civic component.
- (c) Office and residential transition the neighborhood services to the primary focus of office and hotel with some lighter retail uses along the 29 Road intersection.
- (d) The far eastern edge of the corridor places residential uses to continue from the neighborhood on the north side and a big box retailer to take advantage of the southern large property area.



(Res. 174-07 (Exh. A), 12-3-07)

32.16.040 District alternative three.

The predominant elements of alternative three are:

- (a) A residential district near the Mesa College to transition to neighborhood retail uses.
- (b) The neighborhood retail uses would then be combined with senior housing, a grocer and hotel and minimal office at the 29 Road intersection.
- (c) A residential district would include a greater regional lifestyle center component transitioning to retail and civic uses to establish the 29 Road intersection.
- (d) From the 29 Road intersection eastward a large big box district would transition to the bypass connection.



(Res. 174-07 (Exh. A), 12-3-07)

Chapter 32.20

SECOND OPEN HOUSE

Sections:

32.20.010 Preferecing boards.

32.20.020 Additional public comment.

32.20.010 Preferecing boards.

During the second open house, the attending public was asked to place preferencing dots on those images which were preferred (green) and not preferred (red). These preferencing boards will help further guide the direction of one preferred alternative of districts to North Avenue.

- (a) **Alternative one** appeared to have greater preference of student housing, retail and entertainment district, as well as the senior housing and grocer. Districts not preferred in this alternative were the greater regional retail, big box and light industrial concepts.
- (b) **Alternative two** obtained greater preference for the more residential neighborhood and apartments rather than the larger big box and higher density apartments.
- (c) **Alternative three** again reiterates the desire from the public to have more neighborhood scale apartments rather than the larger scale apartment buildings. Again the desire for a retail and civic component that speaks to a neighborhood scale instead of a large retail component that is more regional in nature was evident.

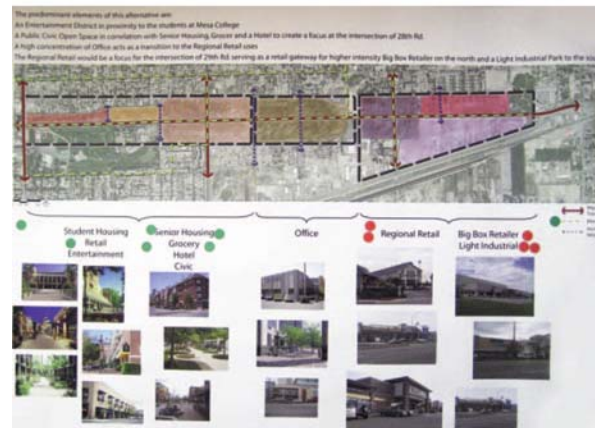
Based on this information obtained, a preferred district alternative plan was created to further guide the appropriate revitalization on the North Avenue Corridor. This preferred alternative is presented in the summary and recommendations portion of this report (Chapter 32.24 GJMC).

(Res. 174-07 (Exh. A), 12-3-07)

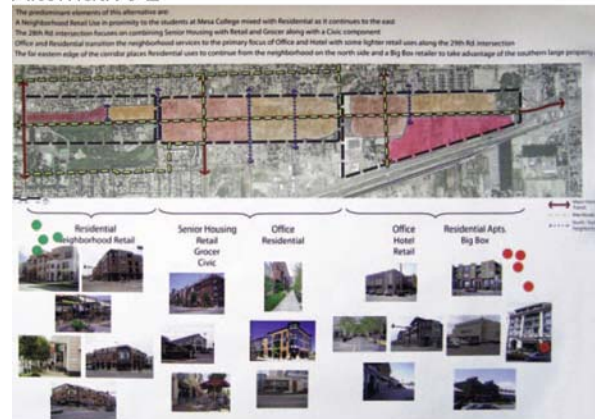
32.20.020 Additional public comment.

Public comment received during the open house was consistent with that heard at the first open house. Additional comments received included: the need and desire for more high quality restaurants, the need for quality senior housing in proximity to grocery amenities, improved streetscape and pedestrian realm. Additionally the proposed student housing and entertainment district was well received along with greater mixed use devel-

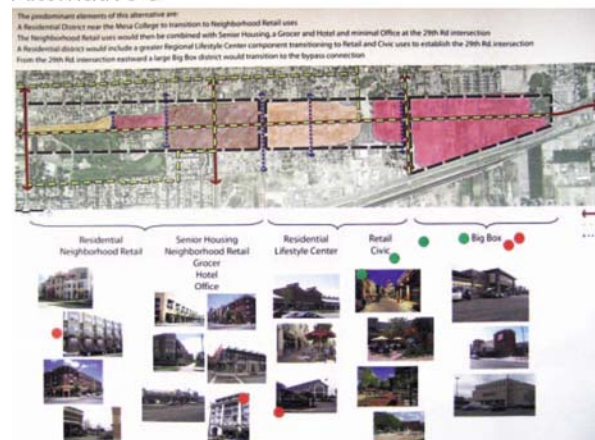
Alternative 1



Alternative 2



Alternative 3



opment that would promote a neighborhood and community district where amenities and services are in proximity to housing.

Public comments regarding the realization of improvements and redevelopment to North Avenue spoke of the need for the City to actively be involved in land assembly and incentives to propel any development. Incentives such as corridor-wide enterprise zone, tax rebates and mixed use zoning, were voiced. The investigation of current disincentives that prohibit residential on commercial properties was also noted.

(Res. 174-07 (Exh. A), 12-3-07)

Chapter 32.24

SUMMARY AND RECOMMENDATIONS

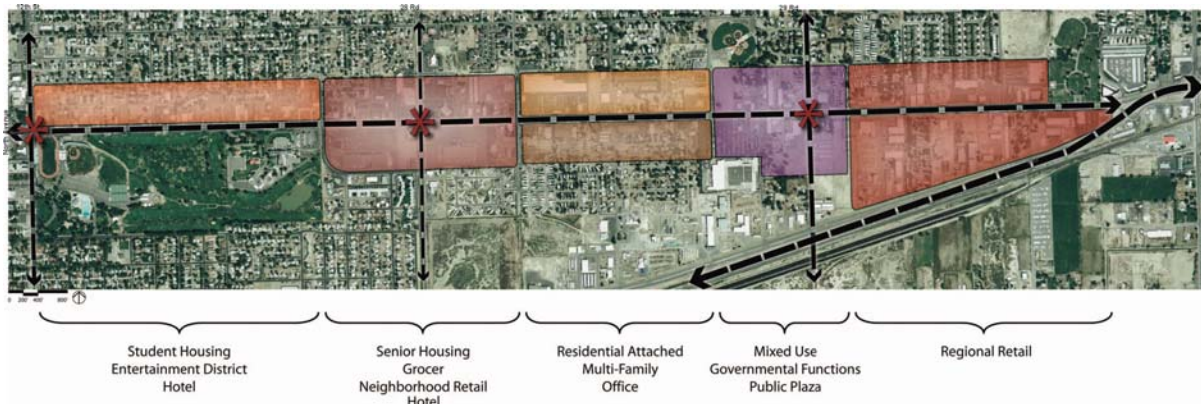
Sections:

- 32.24.010 Preferred alternative.
- 32.24.020 Key projects.
- 32.24.030 Phasing concept.
- 32.24.040 Transportation.
- 32.24.050 Recommendation for streetscape kit-of-parts.
- 32.24.060 Streetscape.
- 32.24.070 Streetscape new development.
- 32.24.080 Signage.
- 32.24.090 Summary of Grand Junction sign code strategies and recommended improvements.
- 32.24.100 Implementation strategies.

32.24.010 Preferred alternative.

The predominant elements of the preferred alternative are:

- (a) A student and entertainment district in proximity to Mesa College would also provide student housing, after 5:00 p.m. activities and the opportunity for a quality hotel to serve the area.
- (b) A neighborhood center where senior housing is located in proximity to a quality grocer, neighborhood retail, and the potential for a hotel to serve the hospital and surrounding neighborhood.
- (c) A multifamily and attached residential district connecting to the neighborhoods to the north, and potential for office space to the south.
- (d) A mixed use area with residential over retail incorporated with the governmental functions and public plazas to create a gateway for the 29 Road intersection.
- (e) Regional retail to anchor the east end of the corridor.



(Res. 174-07 (Exh. A), 12-3-07)

32.24.020 Key projects.

The key projects board presented the three catalytic areas identified that would provide the greatest results for improvement and attraction of the North Avenue Corridor. These key projects are the primary areas in which investment can best empower the revitalization of North Avenue.

Concentrated efforts in streetscape treatment, community identity, way finding, signage and architecture at the key intersections of 12th Street, 28 and 29 Roads would launch the future development of the corridor area.

The overall improvements of the streetscape, primarily around the community/development nodes, would set a foundation that is enticing for new development and improves the reputation and use of North Avenue.

Areas surrounding the key development nodes provide the greatest opportunity for land consolidation and large development projects that would create the greatest impact and results.

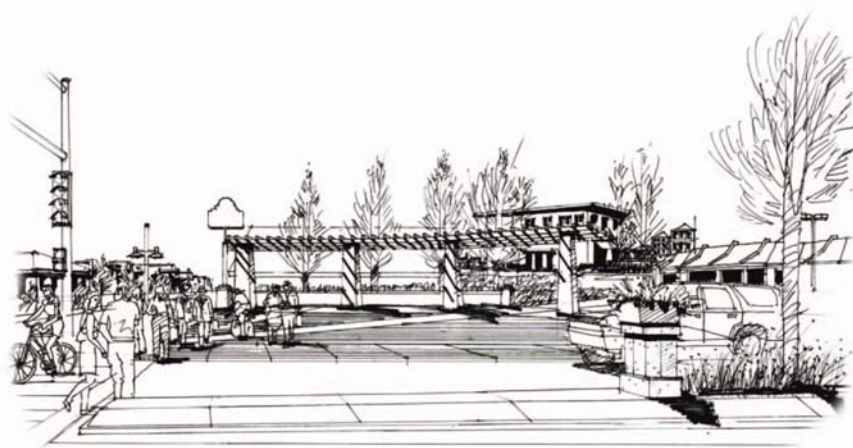
Artist renderings provide a visual character and feel for these key development concepts proposed.



- (a) The illustration above presents a vision of a civic plaza where the intersection treatments would provide for clear and safe pedestrian traffic movement. The civic space would serve as a gathering space and as an entry marker giving the North Avenue Corridor an identity. Existing restaurant spaces could be maintained while new residential development would be tucked around existing building pads.

Such projects could be realized at the intersection of North Avenue and 12th Street, where a student and entertainment district would create a marker and gathering space for students as well as the surrounding community. This potential project could serve the needs for higher quality restaurants, entertainment, and a student housing district.

This key project ultimately could serve as the catalyst to entice development and the further revitalization of the greater North Avenue Corridor.



- (b) Improvements to the streetscape are another key project that would further promote the revitalization of this corridor. A pedestrian-friendly environment using native, xeric plant materials that are easily maintained while yet providing an appealing and beautiful streetscape are important to attract pedestrian traffic.

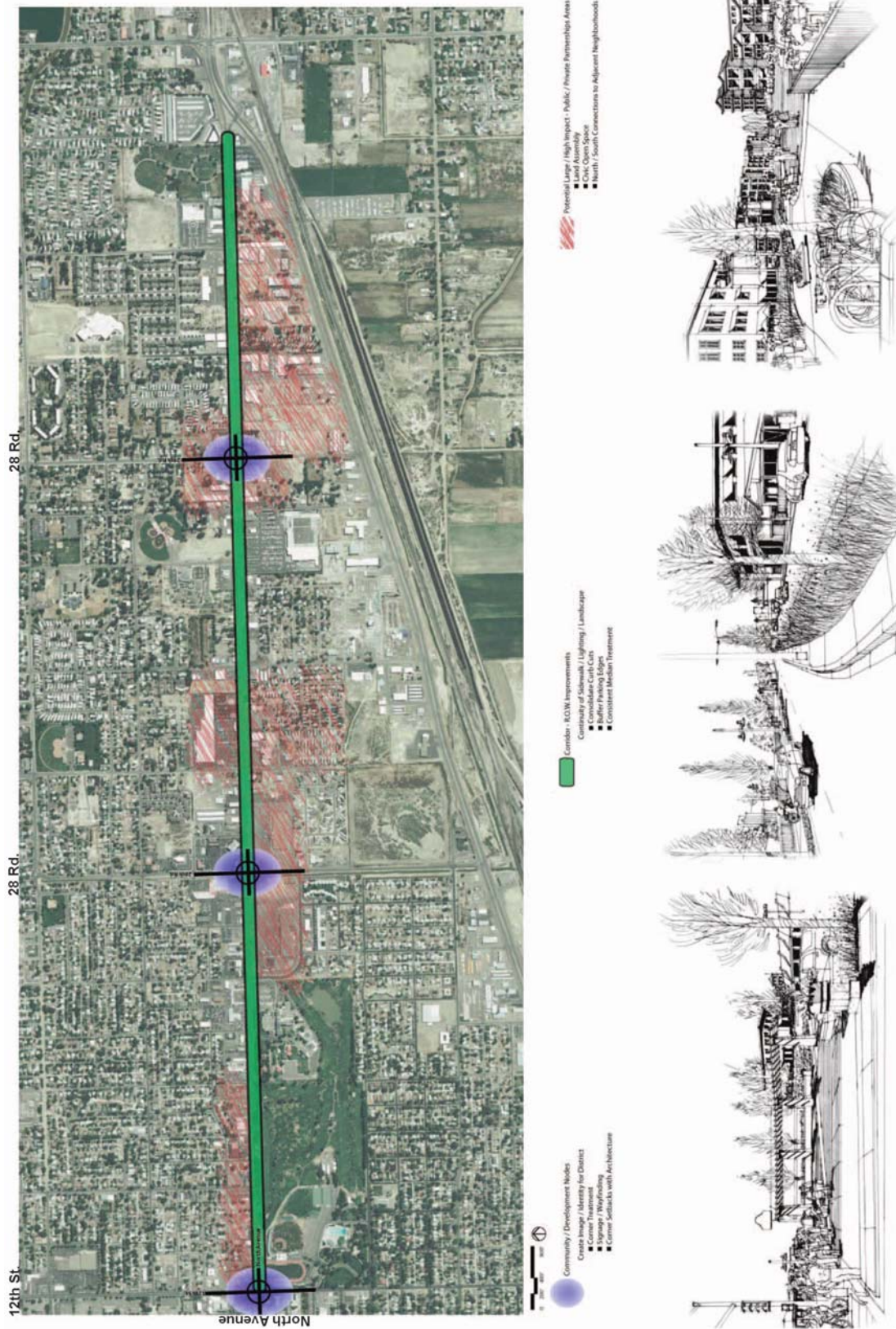
Median cuts and numerous parking lot accesses will be consolidated. Traffic level of service and access will not be impacted.

Intersections and medians would be improved while a cohesive kit-of-parts would bring character to the corridor. Improved sidewalks, lighting, street furniture and signage will improve the pedestrian, bike and vehicular access, allowing for retail and commercial to thrive in a safe environment.



- (c) Finally, the assembly of parcels of land where a large development can build momentum and entice greater investment would bring the vitality back to North Avenue. The illustration presents retail and commercial uses with residential above combined with a plaza and patios. Senior housing, a grocer and neighborhood retail provide an environment to attract individuals interested in living within a vibrant community. Surrounding neighborhoods would further sustain the community node.

Infill development such as this will assist in a neighborhood center as well as a regional destination promoting activity beyond 5:00 p.m. and on weekends.

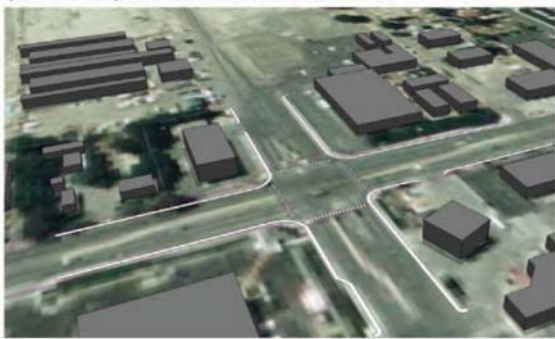







(Res. 174-07 (Exh. A), 12-3-07)

32.24.030 Phasing concept.

The phasing of development would allow for existing buildings and uses to slowly become integrated into the larger vision of the North Avenue Corridor.

Illustrated below is an example of how such phasing could occur:

<p>1 Existing Condition: Lacking a consistent streetscape and character to create a sense of place for pedestrians and vehicles.</p> 	<p>2 Streetscape Improvements: Sidewalk and landscaping with greater emphasis along the intersections of 28th and 29th roads.</p> 
<p>3 Phase 1: Corner developments that bring focus and attention to areas of higher impact. Potential for Civic spaces to activate the public realm.</p> 	<p>4 Phase 2: Further continuation of development of vacant land with residential uses for added activity and support the commercial area.</p> 
<p>5 Phase 3: Additional supporting commercial and mixed use development brought forward with civic space to create a gateway and sense of place.</p> 	<p>6 Phase 4: With further consolidation of parcels can provide opportunity for larger retail anchors (potential grocer).</p> 

- Mixed Use (Residential or Office Over Retail)
- Single Family Attached / Multi Family Residential
- Mid Box / Anchor Retail

(Res. 174-07 (Exh. A), 12-3-07)

32.24.040 Transportation.

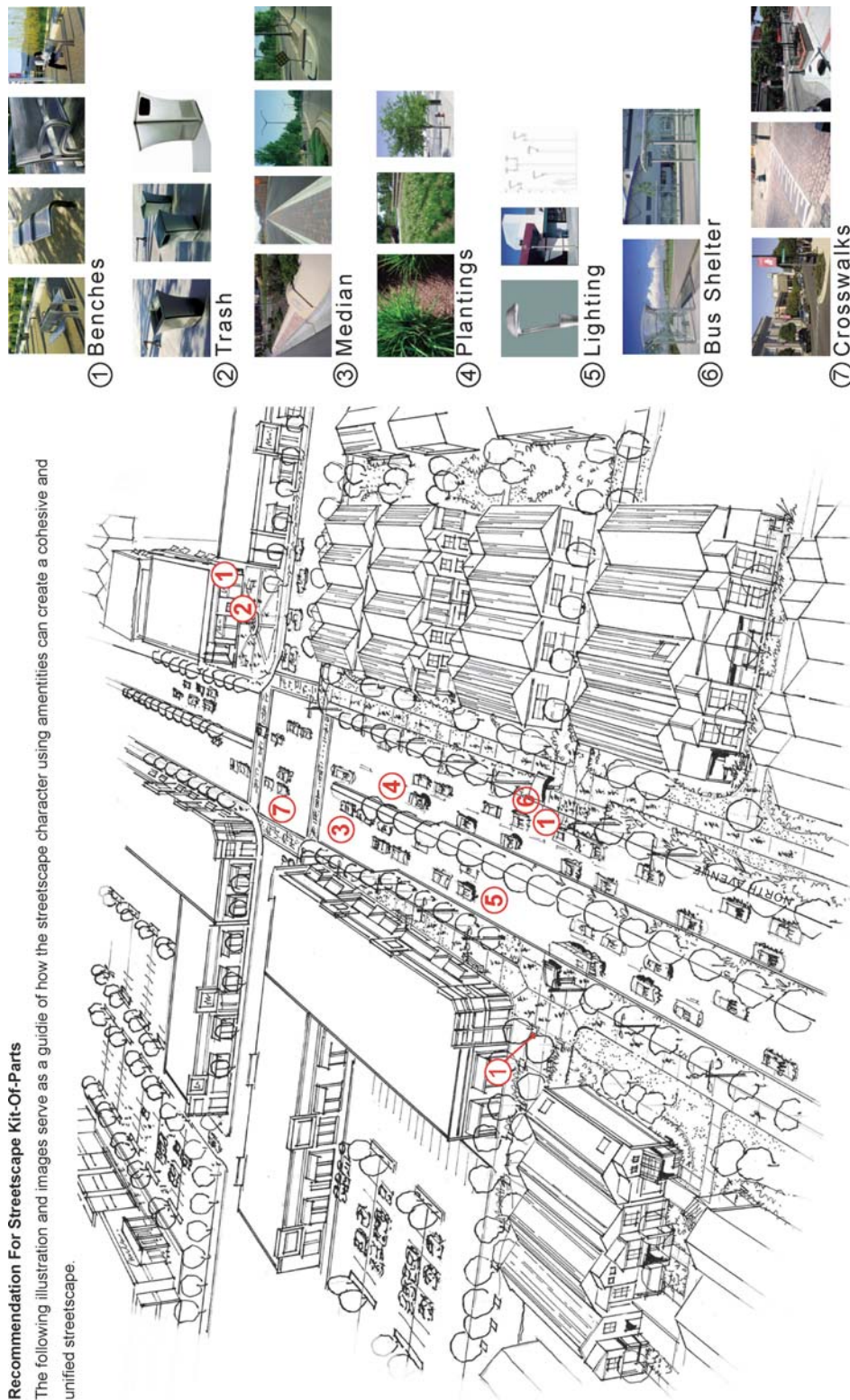
- (a) There are 25 intersections within the North Avenue study area, not including driveways to abutting property. Sixty percent are T-intersections (a three-leg intersection) and 40 percent are cross-intersections (a four-leg intersection). Intersections, by their very nature, create numerous conflicts between vehicles, bicycles, and pedestrians. For instance, there are 32 vehicle/vehicle conflict points and 16 vehicle/pedestrian conflict points at every four-leg intersection.
- (b) The design of an intersection requires a balance between the needs of vehicles, pedestrians, bicyclists, freight and transit. The following are attributes of good intersection design for pedestrians, as documented in AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities (2004).
- (1) Clarity – Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;
 - (2) Predictability – Drivers know where to expect pedestrians;
 - (3) Visibility – Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists;
 - (4) Short Wait – Providing reasonable wait times to cross the street at both unsignalized and signalized intersections;
 - (5) Adequate Crossing Time – The appropriate signal timing for all types of users to cross the street;
 - (6) Limited Exposure – Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and
 - (7) Clear Crossing – Eliminating barriers and ensuring accessibility for all users.
- (c) Signalized intersections typically have marked crosswalks, Walk/Don't Walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The study corridor currently has nine signalized intersections. Most of these signals are located at one-quarter-mile intervals. The most notable exception is between 12th Street and 23rd Street, where there is no signalized intersection for approximately three-quarters of a mile. In urban areas, pedestrians must be able to cross streets at regular intervals. They rarely will go more than 300 to 400 feet out of their way to take advantage of a controlled intersection. Consequently, the crossings at uncontrolled locations deserve serious consideration as urban arterial corridors redevelop. Treatments commonly used on higher-volume multilane streets throughout the United States include: high-visibility markings with double-posted pedestrian crossing signs; refuge islands; flags; and flashing beacons. Signals that are used just for pedestrian crossings are used primarily at midblock crossings.



(Res. 174-07 (Exh. A), 12-3-07)

32.24.050 Recommendation for streetscape kit-of-parts.

The following illustration and images serve as a guide of how the streetscape character using amenities can create a cohesive and unified streetscape.



Recommendation For Streetscape Kit-Of-Parts
The following illustration and images serve as a guide of how the streetscape character using amenities can create a cohesive and unified streetscape.

(Res. 174-07 (Exh. A), 12-3-07)

32.24.060 Streetscape.

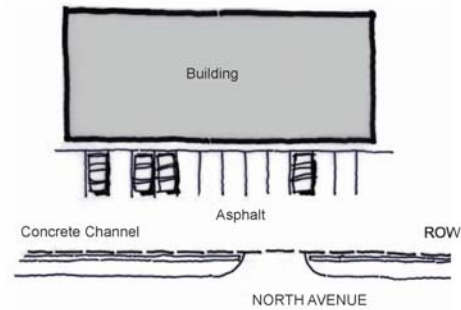
The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entry ways, and adding walks and plantings. The addition of pedestrian-scale street lights, trees, benches and other amenities will create a more pedestrian-friendly environment, and encourage local residents to walk or bike along the corridor. Most of these improvements can be made within the existing street right-of-way. Suggested improvements outside of the right-of-way can be made without the removal of existing structures.

- (a) **Drainage Way Adjacent to Street.** In areas where there are open concrete channels adjacent to the street, suggested improvements include the creation of a generous vegetated swale to collect, filter, and distribute stormwater, as well as provide an irrigation source for planted trees. The addition of an attached walk, defined curb cut entrances, and pedestrian light fixtures will also enhance and define the street edge.

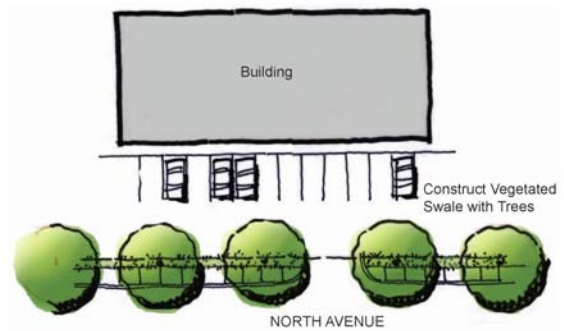
An alternative would be to provide a covered pipe to convey this drainage. This proves less advantageous relative to cost, construction caused delays to traffic and the loss of utilizing this runoff for future plantings.



Existing Condition

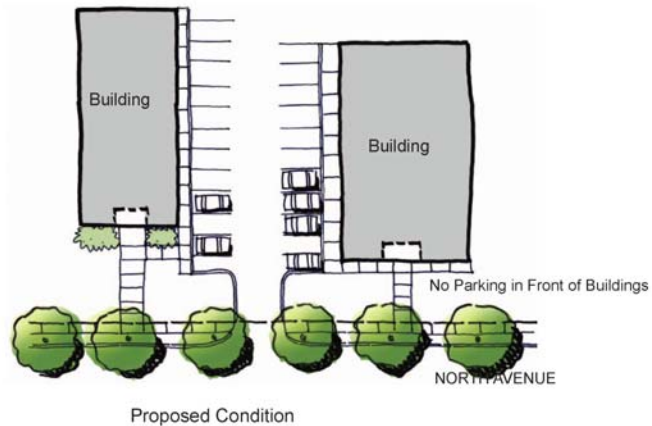
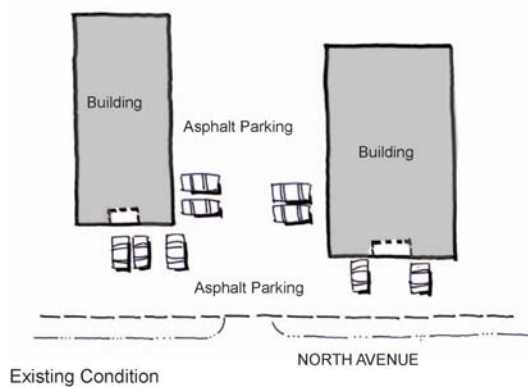
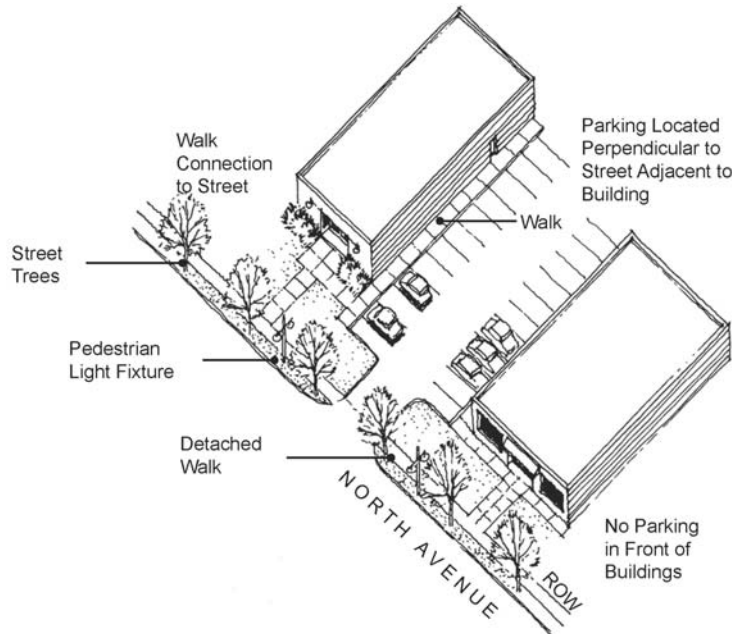


Existing Condition



Proposed Condition

(b) **Building Adjacent to Street.** In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to walks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked cars in front of building entrances, provide space for street tree plantings, and reduce the expanse of asphalt. This makes the buildings easier to see and identify from North Avenue. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.



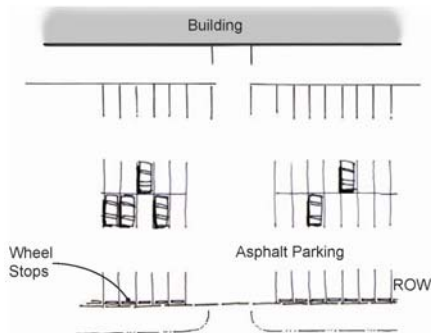
Existing Condition

Proposed Condition

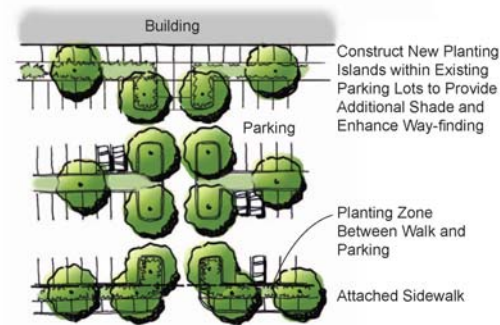
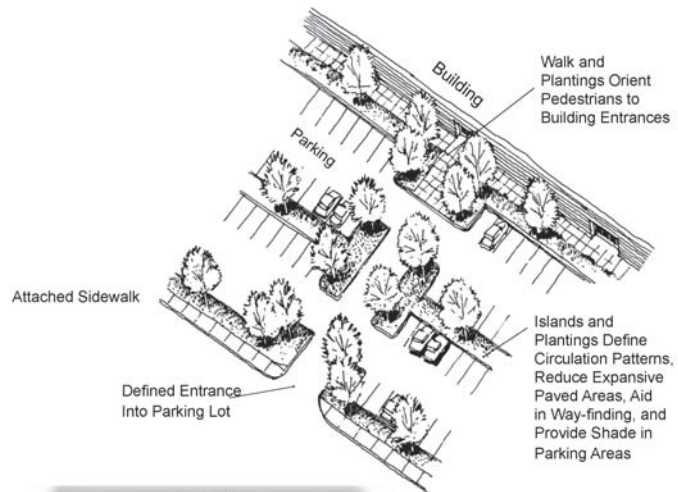
(c) **Parking Lot Adjacent to Street.** In areas where parking lots front the street, suggested improvements include defined curb cut entrances, added sidewalks, and additional plantings to define parking lot circulation and enhance way finding. Tree plantings can be added to existing parking lots by removing asphalt at the end of the parking bays, defining an entrance into the lot (Option B). Another option is to include planted islands between parking bays, which is especially effective in reducing the expanse of paved areas and urban heat islands often found in large parking lots (Option A). Attached or detached sidewalks can be added adjacent to North Avenue, depending on the specific condition and width of the right-of-way. Fencing, 42 inches tall, can also add positive streetscape character. The fencing should be steel and open, and may be an opportunity to incorporate art, static or kinetic, and color.



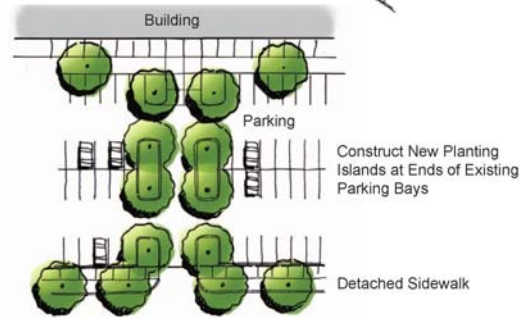
Existing Condition



Existing Condition

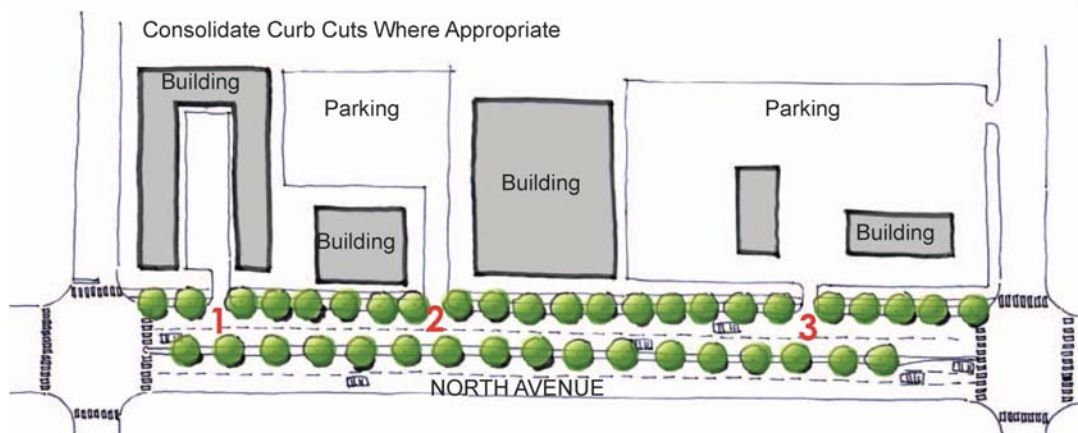
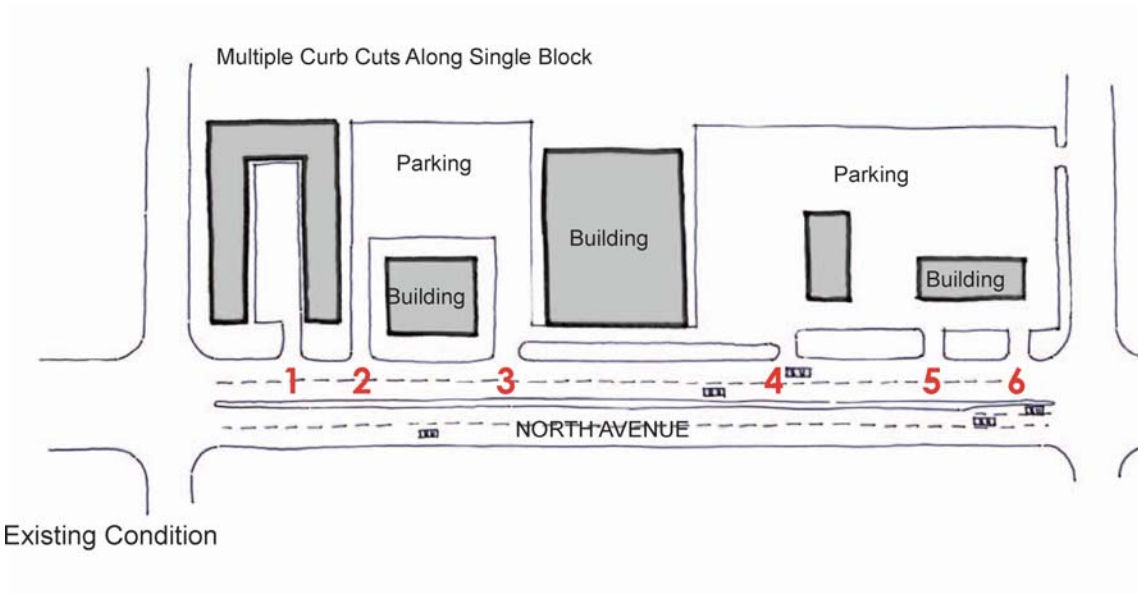


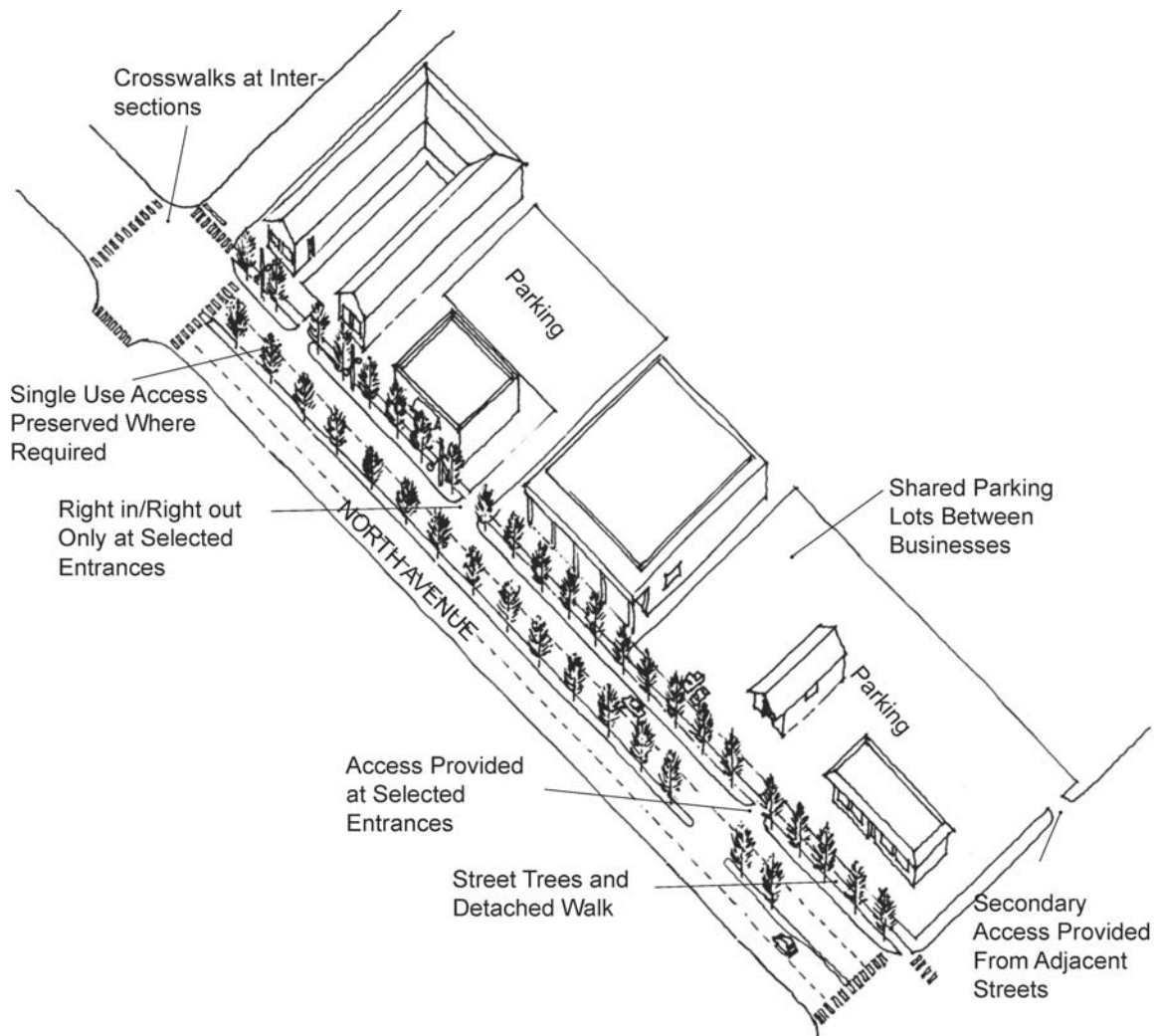
Proposed Condition - Option A



Proposed Condition - Option B

- (d) Curb Cut Consolidation. Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk.





(Res. 174-07 (Exh. A), 12-3-07)

32.24.070 Streetscape new development.

Areas identified for redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor, by creating pockets of redevelopment that will stimulate further improvements. As shown on the land use plans, these areas of redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new regional store developments.

In all cases, each undertaken project should provide connectivity to the pedestrian network and include public open space.

- (a) Residential. Clustered townhome developments adjacent to North Avenue will provide a distinct living option for residents along the corridor that is currently unavailable in the region. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, townhomes offer a very desirable alternative to single-family housing. A green corridor in a walking environment creates a pedestrian connection between the existing neighborhoods and North Avenue, providing convenient access to the street for existing residents. On-street parking provides parking for visitors.



Florence Square - Aurora, CO



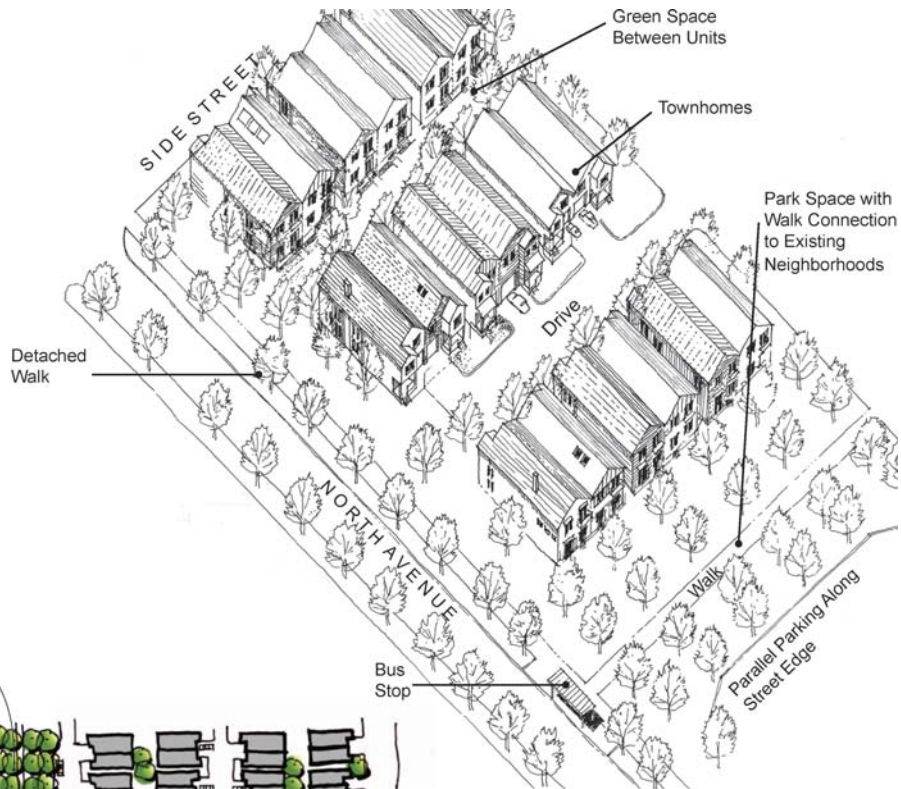
Florence Square - Aurora, CO



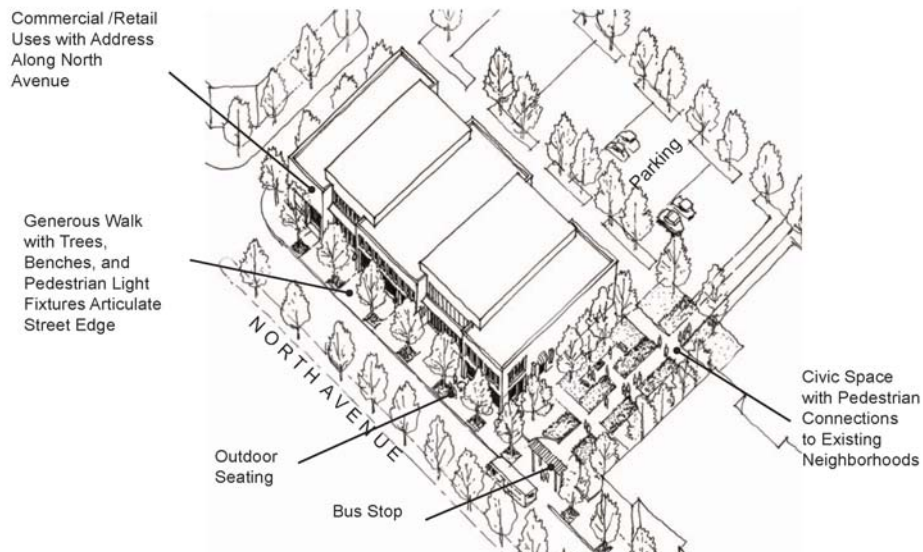
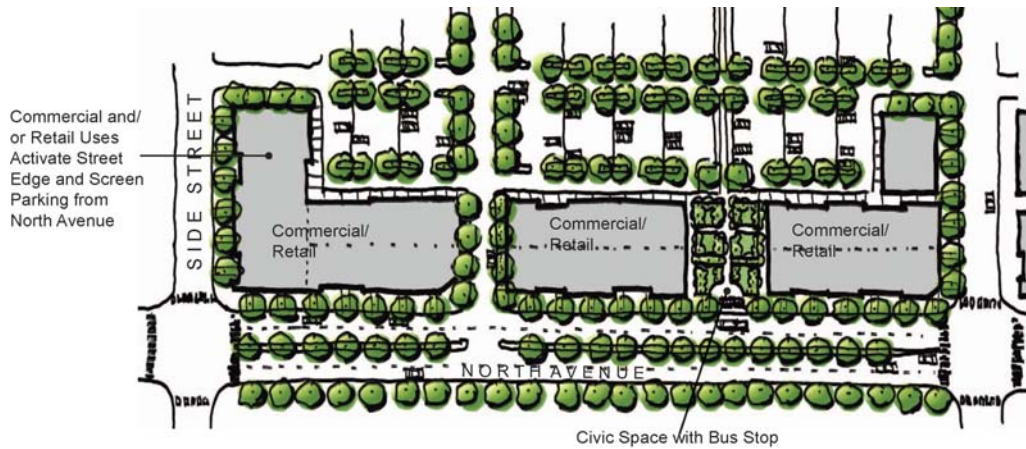
Florence Square - Aurora, CO



Stapleton - Denver, CO

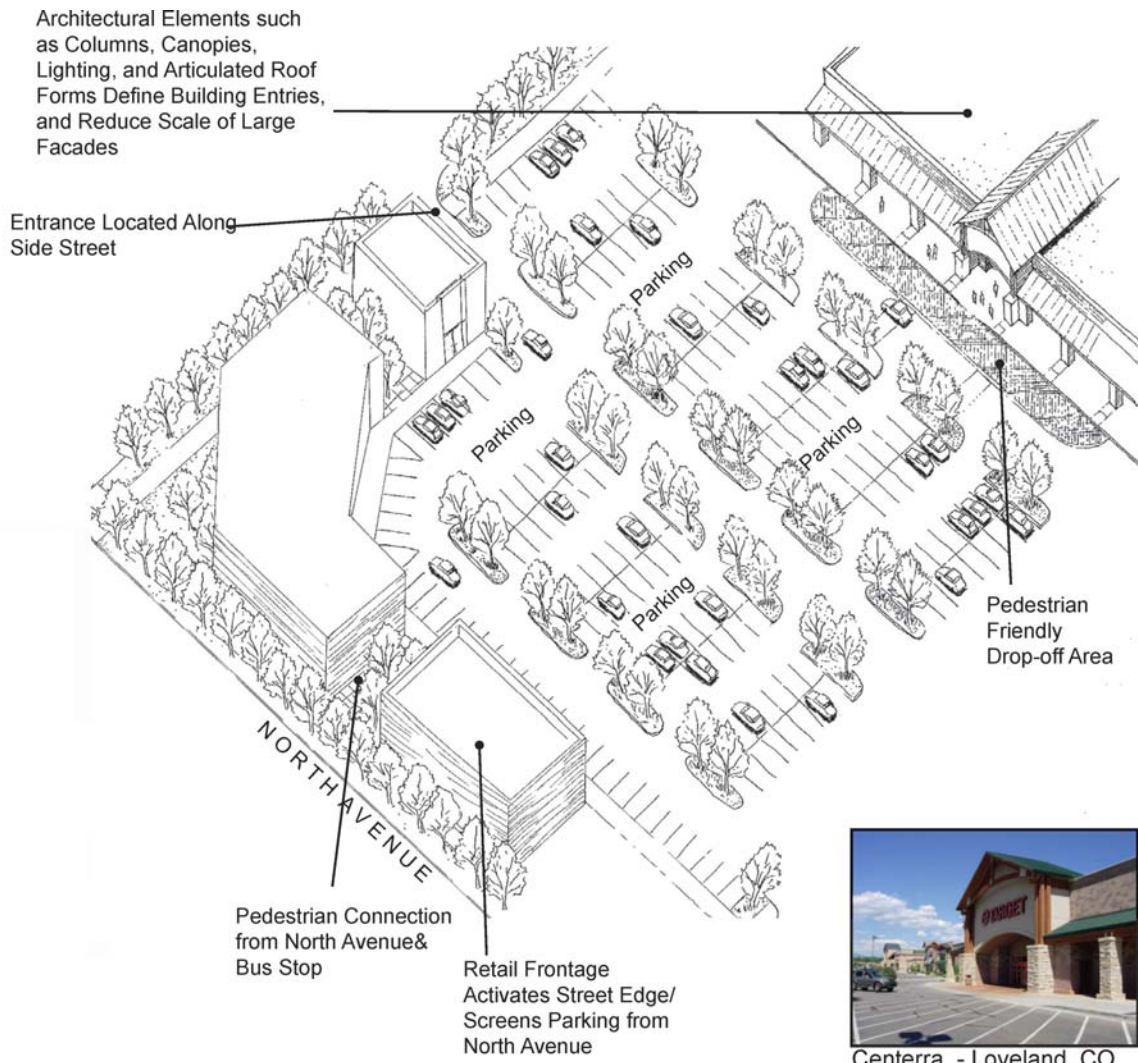


(b) Commercial/Retail. New commercial/retail uses along North Avenue are located close to the street, which helps to activate the street edge. Generous sidewalks with spaces for outdoor seating, active open space, pedestrian lights, and street trees enhance the character of the corridor. Building signage can be located directly on the face of the buildings, which can be readily identified from passersby on North Avenue. Front door access to retail/commercial uses is provided on the interior side, providing easy access from nearby parking, with back door service access provided along North Avenue. Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses.



- (c) **Regional Store.** New regional store developments, proposed as infill projects, along North Avenue can be designed to minimize the impacts of large expanses of asphalt parking. This can be accomplished by locating retail stores at the edge of North Avenue, which activates the street edge, and screens the expansive parking lots from view from North Avenue. Interior parking lots can be shared between the super store and retail uses. Architectural elements such as canopies, columns, and articulated roof forms help to define the building entries of the super store, and reduce the scale of large facades. This approach will provide a more pedestrian scaled environment for merchants, and create a more inviting facade. Entrances to the super store should be located from a side street, which will prevent excessive traffic build up along North Avenue.



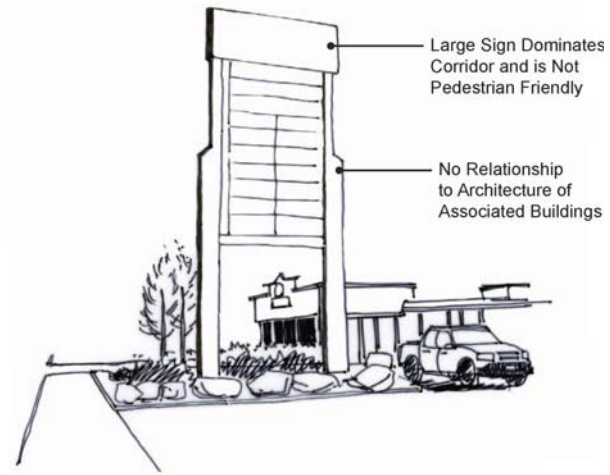


(Res. 174-07 (Exh. A), 12-3-07)

32.24.080 Signage.

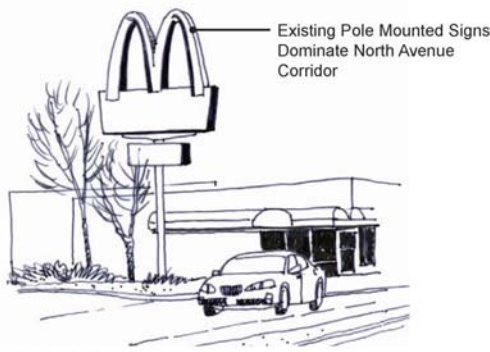
Improvements to signage along North Avenue can be accomplished by minimizing the quantity of pole-mounted signs and replacing them with monument signs. This will aid in reducing the visual clutter of the pole-mounted signs, and also provide an opportunity for street trees to be planted. Because monument signs are low, they are not in conflict with the larger canopy of the street trees, and can be readily seen from passing traffic. Further detail on signage and recommended adjustments to the Grand Junction sign code are provided.

This philosophy supports the neighborhood or district concept, in that distinctions are to areas and not individual pad development. This encourages the walking environment and provides for a group of retailers to engage the property as a whole.

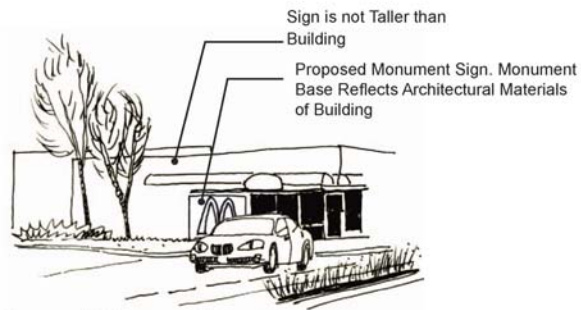


Existing Pole Sign

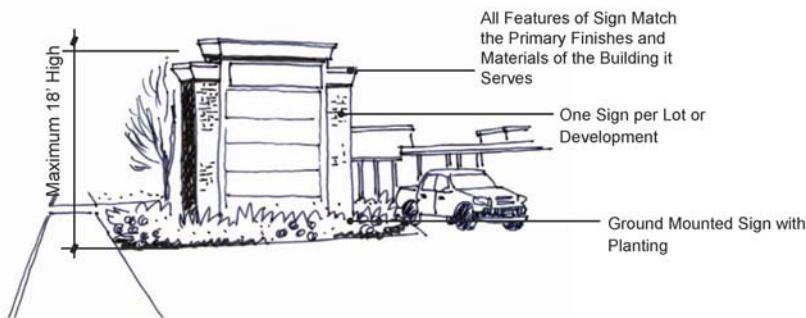
Low Monument Signs Reduce Visual Clutter Along Street Edge, and Allow Street Tree Plantings While Maintaining Sign Visibility



Existing Pole Sign



Proposed Monument Sign



Proposed Monument Sign



(Res. 174-07 (Exh. A), 12-3-07)

32.24.090 Summary of Grand Junction sign code strategies and recommended improvements.

Summaries of particular sections from the Grand Junction sign code are provided below, indicating where the current Grand Junction sign regulations could be strengthened or amended to improve the overall visual quality and pedestrian scale of North Avenue. Currently, the majority of signs along North Avenue fall within these existing regulations:

- (a) Sign Location (GJMC 21.36.070(c)(3)).
 - (1) Code Summary. Grand Junction's current sign regulation allows signs most anywhere on the property being advertised, and the total square footage allowed for a single sign is not to exceed 300 square feet.
 - (2) Recommended Improvements.
 - (i) No signs permitted at the right-of-way.
 - (ii) Establish setbacks from the right-of-way.
 - (iii) Limit square footage of signs based upon to-be-established criteria.
- (b) Building Mounted Signage (GJMC 21.36.070(c)(5)).
 - (1) Code Summary. There is no overall maximum square footage for wall-mounted signs, although the formula is similar to other sign code regulations. Each building will have its own maximum square footage, rather than a universal not-to-exceed size.

The language also allows for wall-mounted signs on any side of the building facing a street, thus a corner lot could have two signs, each with a different sign allowance.

The regulation allows for roof signs, up to 40 feet above grade in height. In addition, the regulation permits more than one building-mounted sign (wall-mounted, roof sign, or projecting) per structure as long as the maximum square footage is not exceeded.
 - (2) Recommended Improvements.
 - (i) Limit square footage for building-mounted signs based upon to-be-established criteria.
 - (ii) Limit number of signs to one per building or tenant.
 - (iii) Prohibit roof signs.
- (c) Projecting Signage (GJMC 21.36.070(c)(6)).
 - (1) Code Summary. A minimum size (12 square feet) is given for projecting signs rather than a maximum, if the projecting sign is the only sign on the building.
 - (2) Recommended Improvement.
 - (i) Limit square footage of projecting signs based upon to-be-established criteria.
- (d) Freestanding Signage (GJMC 21.36.070(c)(7)).
 - (1) Code Summary. The square footage and height limitations are calculated similar to other sign code regulations, but allow for greater height (25 feet for two traffic lanes and 40 feet for four traffic lanes) and maximum square footage than other regulations. The sign square footage is also calculated based upon property frontage rather than building face frontage.

Signs are allowed to be installed at the right-of-way, with no setback requirements.
 - (2) Recommended Improvements.
 - (i) Limit square footages and heights of signs based upon to-be-established criteria based upon building linear feet rather than property linear feet.
 - (ii) Lower heights of signs from what is now permitted.

- (iii) No signs permitted at the right-of-way.
 - (iv) Sign design reflects the associated building architecture.
 - (v) Signs shall be attached to the ground or with minimal space between the sign and the ground.
- (e) Off-Premises Signage (GJMC 21.36.070(d)).
- (1) Code Summary. Off-premises signage (building-mounted, freestanding, or roof signs) is allowed in C-2 (General Commercial) and I-1 and I-2 (Industrial) zones. Maximum height is 40 feet, and square footage must be between 15 square feet and 300 square feet. Some municipalities are not allowing any off-premises signs within the City limits.
 - (2) Recommended Improvement.
 - (i) Prohibit off-premises signage.
- (f) Recommended Sign Implementation Measures from Other Municipal Sign Codes. The following are representative regulations found within the sign codes from Denver, Fort Collins, Longmont, Greeley, and Loveland. Typically, it was found that heights and square footages were regulated, often based on a formula determined by the setback distance from the face of curb or edge of pavement and/or the linear feet of building facing the street. This summary does not provide that level of detail, but rather an overview of suggested strategies.
- (1) General.
 - (i) Existing on-premises signs which have become nonconforming because of subsequent Code amendments shall be brought into conformance within 15 years of the date of amendment.
 - (ii) All features of the sign, including illumination, sign cabinet, base, color, lettering, and materials shall match the primary finishes and colors of the associated building(s) which it serves.
 - (iii) All signs which are greater than four square feet in area, except ground signs or signs that replicate a business logo, must be comprised only of individual letters or cabinets where only the letters are illuminated.
 - (iv) Signs shall be professionally designed and fabricated from quality, durable materials.
 - (v) No roof signs.
 - (vi) Lighting shall be indirect.
 - (2) Maximum Size of Letters.

Use	Maximum Letter Height	Maximum Logo Height	Maximum Cabinet Height
Auto-related, roadside, and business services	12"	18"	18"
Convenience shopping center	18"	24"	24"
Neighborhood services center, neighborhood commercial district	24"	30"	30"

- (3) Sign Location.
- (i) Signs will be set back from the right-of-way based upon the sight distance triangle requirements, zoning district, or size of sign.
 - (ii) No signs allowed within the right-of-way, with the exception of projecting signs which meet all requirements set forth in the regulations.
 - (iii) No off-premises signs.
 - (iv) All freestanding signs shall be located to be compatible with required landscaping, including street trees at maturity, so that the public views of the sign will not be obstructed.
- (4) Freestanding/Ground Signage.
- (i) Freestanding or ground signs comply with the following requirements:

Use	Maximum Area per Sign Face	Maximum Number of Signs per Street Frontage	Maximum Height
Auto-related, roadside commercial, and business services	Primary – 32 SF	Primary – 1	Primary – 5 ft.
Convenience shopping center	Primary – 40 SF	Primary – 1	Primary – 8 ft.
Neighborhood services center, neighborhood commercial district	Primary – 55 SF	Primary – 1	Primary – 10 ft.
	Secondary – 32 SF	Secondary – 1	Secondary – 6 ft.

- (ii) Freestanding signs only permitted with a supporting sign structure, the width of which exceeds 70 percent of the width of the sign face.
 - (iii) Freestanding or ground signs shall have no more than two faces.
 - (iv) Maximum height for freestanding signs shall be 18 feet above grade; and for ground signs shall be 12 feet above grade. (Another code said maximum six-foot height for freestanding.)
 - (v) All freestanding signs shall be of a monument design including a monument base attached to the ground with no or minimal space between the sign cabinet and the monument base (no pole signs).
 - (vi) Monument bases shall be equal or greater (up to 20 percent greater) in width and length than the sign cabinet. Sign cabinets for freestanding signs shall not exceed 24 inches in width.
 - (vii) Multi-tenant buildings or developments are allowed one sign per lot or development parcel (no individual freestanding or ground signs).
- (5) Projecting Signage.
- (i) Not allowed to be located on the same street frontage as a freestanding sign.
 - (ii) Shall not exceed 30 square feet for all faces.
 - (iii) Shall not extend more than five feet from the building face nor extend beyond the curb-line of any street or parking area.

- (iv) Minimum of eight feet of clearance from the ground, and a maximum of 25 feet, and shall not extend beyond the roofline or parapet wall.
 - (v) Only one per building or tenant.
 - (vi) Not allowed on a wall that already has a wall-mounted sign.
- (6) Building-Mounted Signage.
- (i) No building-mounted sign shall exceed 100 square feet.
 - (ii) Multi-tenant buildings allowed one wall sign per street frontage of business.
 - (iii) Only one building mounted sign per building (single tenant). Shall not project above the roofline.
- (7) Awning Signage.
- (i) Signs on canopies or awnings are limited to the name of the building, business and/or address of the premises.
 - (ii) Shall not exceed 50 square feet per face in area.
 - (iii) Only allowed on first story of a building.
 - (iv) Minimum clearance shall be eight feet.
- (g) Suggested Steps to Implementing New Signage Approach Along North Avenue. The following steps are suggestions for implementing a new signage strategy along the North Avenue Corridor. This strategy will require amending the existing sign code to incorporate the appropriate level of restrictions within the corridor.
- (1) Determine Desired Signage Aesthetic. Determine the appropriate level of regulations for signage based upon other similar Colorado communities, as well as the desired aesthetic and scale of the signs within the corridor.
 - (2) Determine How to Approach Existing Nonconforming Signs. Decide whether to require existing nonconforming signs to be improved within an appropriate time frame, and/or require compliance to new sign code amendments at time of business transition or sale. For example, Fort Collins requires all existing signs to be in compliance with the updated sign code within 15 years.
 - (3) Amend the Sign Code Appropriately. Determine if this is a City-wide amendment, or limited to a special zoning district for North Avenue. Amend the City sign code with the desired adjustments, and begin transitioning out the old signs.

(Res. 174-07 (Exh. A), 12-3-07)

32.24.100 Implementation strategies.**Market**

	West	Central	East
Barriers	<ul style="list-style-type: none"> • Central GJ losing ground to fringe for commercial development • Retail and commercial uses too spread out – lacking critical mass 	<ul style="list-style-type: none"> • Central GJ losing ground to fringe for commercial development • Veterans hospital may not generate enough demand for spin-off medical office development • Retail and commercial uses too spread out – lacking critical mass 	<ul style="list-style-type: none"> • Central GJ losing ground to fringe for commercial development • Retail and commercial uses too spread out – lacking critical mass
Strategies	<ul style="list-style-type: none"> • Capitalize on proximity to college and downtown through marketing efforts, product mix and positioning • Educate Council about this market reality and prepare them for filling the gap of catalyst projects resulting from inflated land prices and other factors • Consider an urban renewal district to assist with on-site and off-site costs for qualifying elements 	<ul style="list-style-type: none"> • Capitalize on proximity to hospital and park through marketing, product mix and positioning (including actual physical connectivity) • Encourage hospital, or unrelated clinics, to explore partnership opportunities • Encourage mixed uses including affordable residential and multifamily 	<ul style="list-style-type: none"> • Capitalize on substantial infrastructure investment in north-south connection (along with presumably softer land assembly costs) to pursue regional retail opportunity

Financial

	West	Central	East
Barriers	<ul style="list-style-type: none"> • Fragmented ownership/difficulty in assembly • Unsupportable land costs 		
Strategies	<ul style="list-style-type: none"> • Work with private and nonprofit interests to assemble and hold opportunity sites • Share market opportunities with various audiences to encourage investment • Use range of mechanisms – land swaps, low-interest loans, acquisition/write-down • Consider establishing appropriate districts as holding entities 		<ul style="list-style-type: none"> • Problem is less severe near logical development node – probably can use traditional land assembly

Physical

	West	Central	East
Barriers	<ul style="list-style-type: none"> • Inadequate size and shape of lots for redevelopment • Building relationship to the street (inconsistent setbacks) • Balancing the role of the street (cars vs. pedestrians) 		
Strategies	<ul style="list-style-type: none"> • Maintain (City) flexible position on the use and width of alleys (if relevant) in select locations • Create street standards for building setbacks, sidewalk width, signage, awnings, etc. sensitive to the feasibility of the remaining building envelope • For stores that require surface parking in front, require heightened landscaping or pad site development with interior parking – remaining sensitive to sight-lines • Establish street standards – define the street’s role by district based on the vision and desired character • Update any transportation plans relative to desired district functions, including encouraging public transportation through increased comfort and security of stops • Link parking lots, minimize curb cuts and consolidate driveways – selectively – where feasible • Redesign intersections and access points within the nodes to simplify and coordinate signal sequences 		

Regulatory

	West	Central	East
Barriers	<ul style="list-style-type: none"> • Over-zoned for commercial – limiting development of housing 		
Strategies	<ul style="list-style-type: none"> • Consider overlay district that is more supportive/encouraging of mixed use • Revise regulations to eliminate barriers to investment in neighborhoods on the corridor; promote density and greater variety of residential products (i.e., density bonuses) • Encourage the introduction of residential development within nodes and at key locations; fill financial gaps, and support demonstration projects (look for institutional partners) • Where necessary, assist with assembling properties to accommodate a range of product types (workforce, student, senior, etc.) • Eliminate regulatory barriers which preclude or delay redevelopment buildings for residential use (building codes, limits on adjacency among uses, etc.) • Work with private and nonprofit interests to provide opportunity sites for residential development 		

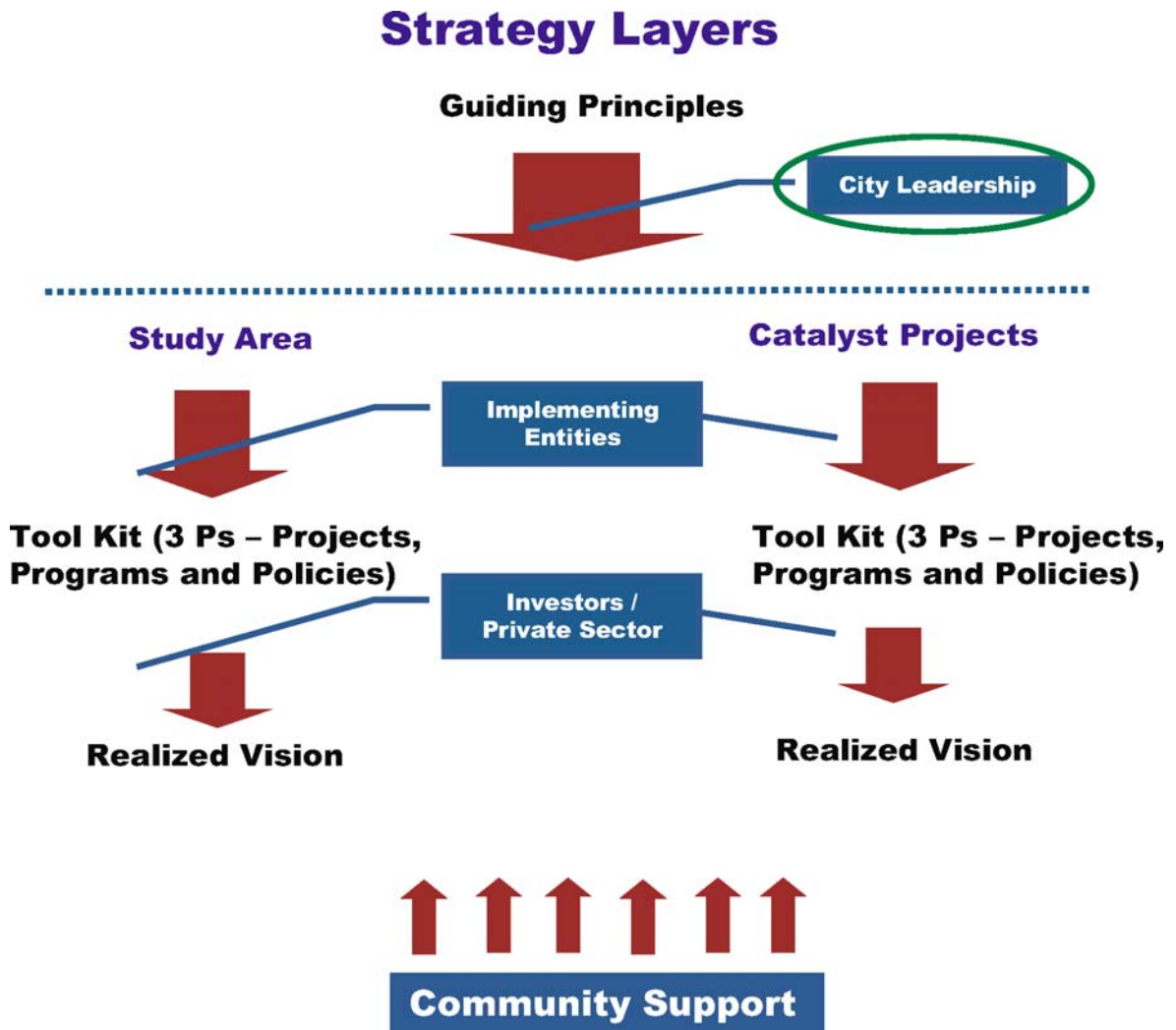
Political

	West	Central	East
Barriers	<ul style="list-style-type: none"> • Lack of committed “cheerleader” • Limited examples of creative financing strategies (lack of catalyst/demonstration projects) • Homeless shelter is a deterrent to redevelopment 		
Strategies	<ul style="list-style-type: none"> • Request Council support for participation in at least two demonstration projects – enlisting the participation of existing property owners (if feasible), identifying partners, soliciting lender support, and committing a range of tools to assist with filling the gap • Once a “tool box” of incentives has been assembled, publish a request for development, nonparcel specific to encourage investment • Through this corridor plan process, identify individuals and organizations which have the desire and resources to continue this effort and ensure the implementation strategy is implemented • Develop a range of “stories” which speak to the interests of different audiences – physical, fiscal, market, financial, etc. – educating about the opportunities and commitment to overcome barriers • Encourage transitional programs (e.g., job training, adult education) that provide positive daytime activities for homeless shelter population 		

(b) Implementation Priorities – Roles and Responsibilities.

City Leadership	<p>Support at least two demonstration projects (catalyst projects) – commit support for the use of a range of gap filling tools</p> <p>Once potential incentives are identified – publish a request for development</p> <p>Consider the range of district mechanisms which could potentially fund improvements in the corridor</p>
New Initiatives	
Implementing Entities (i.e., City Staff, Advocacy Entities, etc.)	<hr/> <p>Continue to monitor the market and development climate – establish benchmark database</p> <p>Develop targeted marketing materials – solicit regional retail opportunity</p> <p>Establish street standards</p> <p>Link parking lots, minimize curb cuts and consolidate driveways – within nodes</p> <p>Complete regulatory review – eliminate gaps and barriers</p>
Investors/Private Sector	<hr/> <p>Host developer/lender (“delivery system”) information meetings – progress updates</p> <p>Share development challenges – open book and open dialogue</p>
Community	<hr/> <p>Continue to participate – get educated</p> <p>Support leadership decisions which advance the vision</p>

(c) Implementation Framework.



(Res. 174-07 (Exh. A), 12-3-07)

Title 33

24 ROAD CORRIDOR SUBAREA PLAN

Chapters:

- 33.04 Introduction**
- 33.08 Planning Process**
- 33.12 Market Conditions**
- 33.16 Existing Physical Conditions**
- 33.20 Planning Alternatives**
- 33.24 “Preferred Plan” for the 24 Road Corridor**
- 33.28 Implementation**
- 33.32 Appendix A – Supplementary Illustrations**

Chapter 33.04

INTRODUCTION

Sections:

- 33.04.010 Executive summary.
- 33.04.020 Planning process.
- 33.04.030 Issues.
- 33.04.040 Market analysis.
- 33.04.050 Elements of the 24 Road Corridor “Preferred Plan.”
- 33.04.060 Implementation of the Subarea Plan.
- 33.04.070 Introduction.

33.04.010 Executive summary.

The 24 Road Corridor Subarea Plan (the “Subarea Plan”) has been developed to articulate a vision, plan and strategy for the future use and development of the project area, which comprises approximately 1,000 acres in the vicinity of 24 Road between Interstate 70 and the Mesa Regional Mall on Patterson Road. The Subarea Plan is intended to assist the City of Grand Junction, utility and service providers, and property owners in the project area as they plan for the future use and development of the area, including important infrastructure investments that will be necessary to serve future development. Figure ES-1 shows the location of the 24 Road Corridor Subarea.

(Res. 109-00, 11-1-00)

33.04.020 Planning process.

In September, 1999, the City of Grand Junction initiated a planning process for the 24 Road Corridor. The purpose of this study was to evaluate current and projected market conditions in the 24 Road Corridor, formulate and evaluate different land use and development alternatives for this area and identify a preferred pattern of development and to formulate an implementation strategy. BRW, Inc., of Denver, a multi-disciplinary planning and engineering firm, and Leland Consulting Group, an economics firm, were hired to prepare the study.

The consultant team worked with City staff and a 15-person Council-appointed Steering Committee, as well as property owners and their representatives, to examine the issues and options related to development along 24 Road. There were a total of seven workshops conducted by the consultants with the 24 Road Corridor Steering Committee. The findings, conclusions and recommendations of the planning process are presented in this report.

(Res. 109-00, 11-1-00)

33.04.030 Issues.

The 24 Road Corridor subarea planning process was in part an outgrowth of public reaction to the zoning proposed in the 1996 Grand Junction Growth Plan. The primary criticism was voiced by property owners, who suggested that the zoning proposal was in conflict with market forces shaping land uses and development patterns along 24 Road. This important issue was then incorporated into the project scope to evaluate various land uses and development patterns, including the City-proposed zoning plan, and their concurrence with regional market forces and community desires.

An additional concern of the property owners is the proposed expansion of 24 Road from two lanes to three lanes. Once again, the property owners believe that the expansion is not reflective of demand. They suggest that 24 Road be expanded to a five-lane boulevard or parkway, as a catalyst for the intensity of development they believe will occur in the area.

(Res. 109-00, 11-1-00)

33.04.040 Market analysis.

A market study was conducted to quantify demand for various land uses, including those proposed by the City and those proposed by the property owners. Growth trends, supported by traffic analysis, show continued growth, particularly in residential uses, in the northeast and southwest quadrants of the City. Traffic volumes east and west, along U.S. Highway 6/50, support commercial land use concentration along the Corridor.

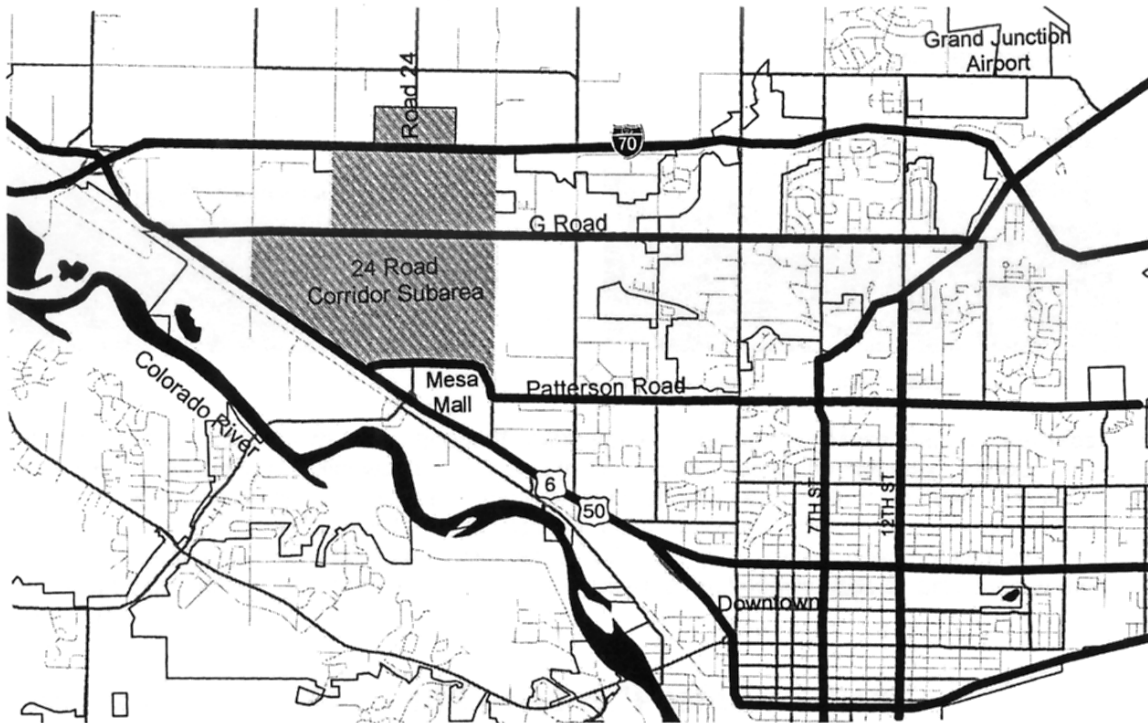


Figure ES-1: General Location Map



View to the Colorado Monument from 24 Road

The City's concern that large-scale commercial development might undermine existing activity centers is valid. There appears to be a sufficient supply of existing commercially zoned land and built space to meet projected demands over the next 10 years. The market study concluded that the corridor might receive as much as a 25 percent share of future nonresidential development, which could begin to compete with other locations in Grand Junction. To address this, an important element of the 24 Road Subarea Plan and implementation will be to limit the types of retail commercial uses in the area. This would avoid undermining existing regional retail centers while allowing for neighborhood retail uses and some regional employment/commercial uses for which there are suitable alternative sites (i.e., large acreage) in the Grand Junction area. There does not appear to be a conflict regarding office, industrial and other employment uses.



Canyon View Park



24 Road near the I-70 interchange

The market analysis supports the concept of commercial clustering near Mesa Mall with perhaps some expansion along U.S. Highway 6/50, due to traffic volumes along the highway. Although it is difficult to be extremely "location specific" in a market as small as Grand Junction, very little evidence was found to support the demand for a significant amount of commercial land uses along 24 Road north of Patterson. It should be noted, however, that the analysis likewise does not indicate a significant demand for the amount of land area dedicated to multifamily uses as proposed in the Growth Plan.

(Res. 109-00, 11-1-00)

33.04.050 Elements of the 24 Road Corridor “Preferred Plan.”

The Steering Committee reached a general consensus on the following features of the “Preferred Plan”:

- (a) Vision Statement.
 - (1) Achieve high quality development in the corridor in terms of land use, site planning and architectural design.
 - (2) Provide for market uses that complement existing and desired uses and benefit the Grand Junction community.
 - (3) Take advantage of and expand upon existing public facilities in the corridor to create a “civic” presence.
 - (4) Achieve a distinctive “parkway” character along the roadway that can serve as a gateway to the Grand Junction community.
 - (5) Encourage development that is consistent with the Growth Plan.
 - (6) Adjust and/or amend the Grand Junction Land Use Code and Growth Plan to achieve the 24 Road Corridor vision, concept and plan and to create a predictable environment for future development of the area.
- (b) Subarea Plan Concept. The Subarea Plan is to provide a land use and transportation framework for future development in the 24 Road Corridor project area that:
 - (1) Allows for flexibility in land use (type, intensity and density), while recognizing inherent differences between development on small parcels compared with larger parcels.
 - (2) Establishes a transportation network that interconnects to create a logical urban pattern.
 - (3) Establishes a high quality image through zoning, design standards and public improvements.
- (c) Subarea Plan Elements.
 - (1) Image. The Subarea Plan is intended to foster the development of a high quality environment within the corridor that reflects its importance as a gateway to Grand Junction. Public improvements should establish this quality within the public realm (road right-of-way and public open space) and create a “parkway” character. This overall theme and sense of quality should be carried over to private sites by applying design standards and guidelines. The Subarea Plan recognizes that a development “catalyst,” such as a golf course or recreational facility, would encourage high quality development as well as contribute positively to the area’s image.
 - (2) Open Space/Public Facilities. Canyon View Park already establishes a “civic” character for the area, as well as providing valuable open space and recreational facilities. This character should be continued through the development of 24 Road as a landscaped parkway, including regional trails connecting the park and the Colorado River. Future open space/public facilities may include a golf course or other recreational amenity, which could be developed as a public/private venture as part of a larger land holding, assemblage or cooperative venture among smaller landowners.
 - (3) Circulation. U.S. Highway 6/50, 24 Road, Patterson Road and G Road currently comprise the major road network for the area. Successful development in the future will depend upon the creation of a secondary road system that provides continuity of travel, access to sites and alternative routes north/south and east/west in the area. Future rights-of-way for public streets should be reserved.

Expansion of 24 Road as a five-lane landscaped parkway with a landscaped median is a key implementation element that should occur as soon as possible. It will “set the tone” for devel-

opment in the area and should be coordinated with Colorado Department of Transportation (CDOT) plans for the interchange.

- (4) Land Use. Identify the most appropriate uses for different areas in the 24 Road Corridor, according to the following categories:
- (i) Rural Residential. Rural residential land north of I-70 is consistent with the Growth Plan, including the current church site northwest of the I-70 interchange.
 - (ii) Residential. Low- and medium-density residential on individual parcels or as part of a planned development.
 - (iii) Commercial. Allow for a commercial node in the northeast corner of the I-70 interchange, as well as expansion of commercial uses adjacent to the Mesa Mall area.
 - (iv) Industrial. Continue industrial uses in the western sector between G Road and U.S. Highway 6/50.
 - (v) Park/Open Space. Existing open space includes the existing Canyon View Park. Future public open space will be along the Leach Creek corridor connecting to the Colorado River trail and open space corridor.
 - (vi) Planned Development. Planned development in the remaining areas should include a mixture of uses: employment, residential and open space. Retail commercial may be appropriate in the form of nodal development (such as 24 Road and G Road).

Although specific site development plans have not yet been approved for properties in this area, they will need to be approved as part of the City review process, which will rely in part on a comprehensive set of design standards and guidelines.

Owners of small parcels will be required to follow existing zoning or combine their property with others to take advantage of this designation. The expectation is that the development quality of the area will be high and will be an appropriate western gateway to Grand Junction.

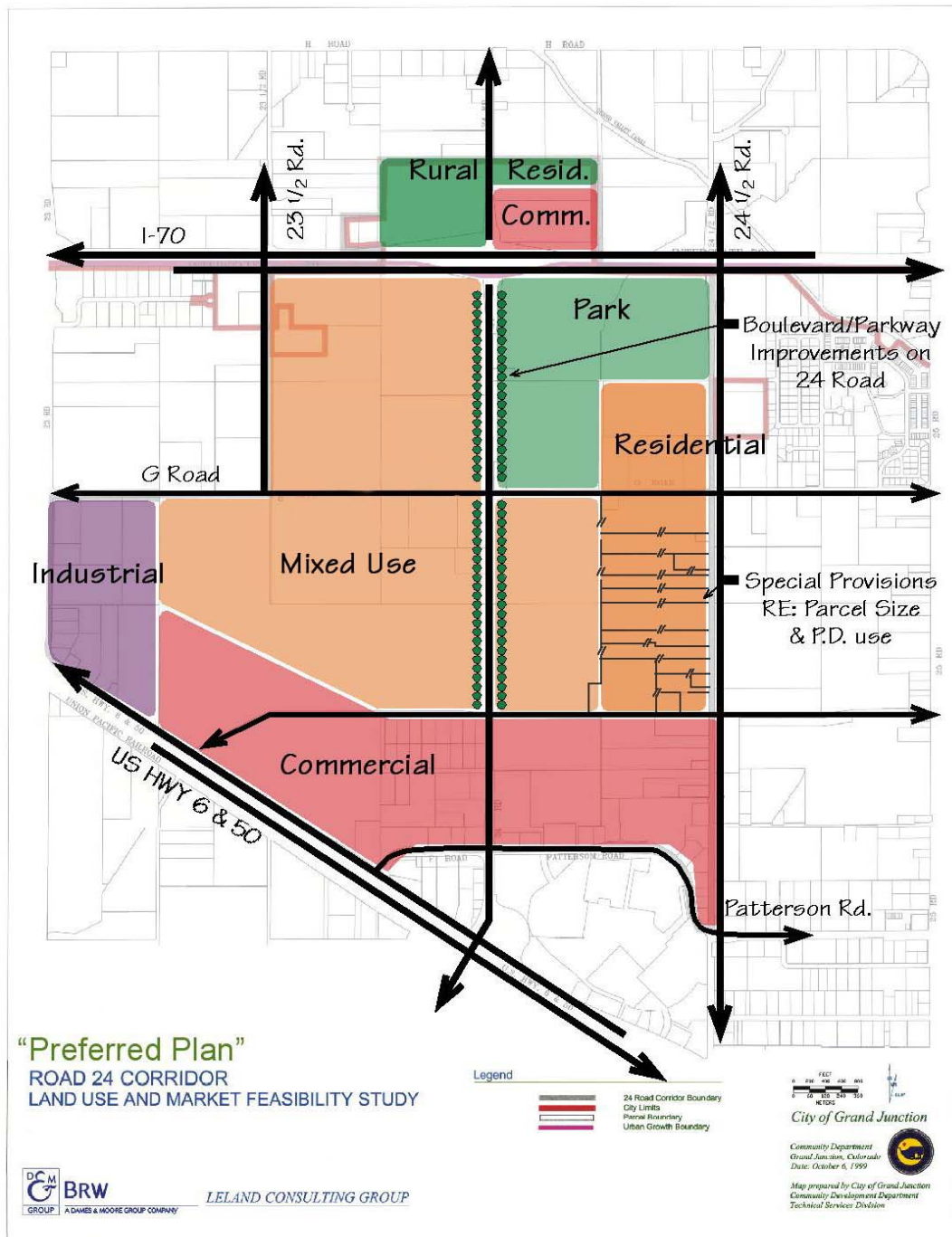


Figure ES-2: "Preferred Plan"



Existing agricultural lands west of 24 Road

(Res. 109-00, 11-1-00)

33.04.060 Implementation of the Subarea Plan.

- (a) The Steering Committee discussed how the Subarea Plan could be implemented, through both public and private means. These options fall into the general areas of policies, programs and capital investments.
 - (1) Implement 24 Road Improvements. Expand to five-lane parkway, with landscaped median, as soon as possible in order to meet transportation requirements as well as “set the tone” in the area for high-quality development.
 - (2) Adopt a Subarea Plan. Incorporate the recommendations of the Steering Committee into the Grand Junction Growth Plan by adopting a Subarea Plan for the 24 Road Corridor Subarea.
 - (3) Create a Mixed Use Zone for the Area. Current Grand Junction regulations provide for several planned development zones; however, they may not contain sufficient criteria to achieve the vision for 24 Road Corridor. A new mixed use zone could address issues and opportunities specific to the 24 Road Corridor.
 - (4) Adopt Design Standards and Guidelines. Develop design standards and guidelines to address the design and planning issues related to commercial development as well as larger land use, open space and transportation framework issues in the corridor.
 - (5) Develop a Secondary Road Network Master Plan. Establish the location, type and character of secondary roads within the project area, including key access points and interconnections.
- (b) In addition, the Steering Committee discussed two other potential options:
 - (1) The establishment of a public/private entity to provide for cost-sharing of “public” improvements, i.e., two additional lanes on 24 Road, boulevard landscaping, Leach Creek recreational improvements, a possible golf course, and gateway/entry designs.
 - (2) The potential to create an organization to represent property owners and plan, implement and maintain desired area improvements. This would “institutionalize” private sector involvement and create the means for agreement/cooperation among private sector interests and with the public sector.

Although landowners support the five elements described in subsection (a) of this section, including the concept of more rigorous design standards than the City has in place today, it remains to be seen whether they are willing to step forward to participate financially in exchange for more flexibility in land use and site design through the planned development (PD) process. The potential for cost-sharing between the City and landowners for improvements to a five-lane 24 Road was discussed, with no resolution at this time.

(Res. 109-00, 11-1-00)

33.04.070 Introduction.

The 24 Road Corridor Subarea Plan (the “Subarea Plan”) has been developed to articulate a vision, plan and strategy for the future use and development of the project area, which comprises approximately 1,000 acres in the vicinity of 24 Road between Interstate 70 and the Mesa Regional Mall on Patterson Road. The Subarea Plan is intended to assist the City of Grand Junction, utility and service providers, and property owners in the project area as they plan for the future use and development of the area, including important infrastructure investments that will be necessary to serve future development.

Impetus for the Corridor Subarea Plan was initiated by the City to refine the concepts in the 1996 City of Grand Junction Growth Plan and the different perspectives for development represented by the Growth Plan, property owners, and the community.

This report presents the resulting conclusions and implementation of the four-month planning effort, which included:

- (a) An extensive public participation program involving property owners in the corridor, as well as others in the community.
- (b) A market study of existing and future supply and demand for commercial and residential development for the entire urbanized area.
- (c) An analysis of available commercial lands within the urbanized area.
- (d) An analysis of environmental conditions within the corridor.
- (e) An analysis of infrastructure availability and capacity within the corridor.
- (f) Development of alternative land use plans for the corridor.
- (g) Evaluation of the alternatives.
- (h) Selection of a preferred plan.
- (i) Recommended implementation actions.



Existing agricultural land in the 24 Road Corridor Subarea

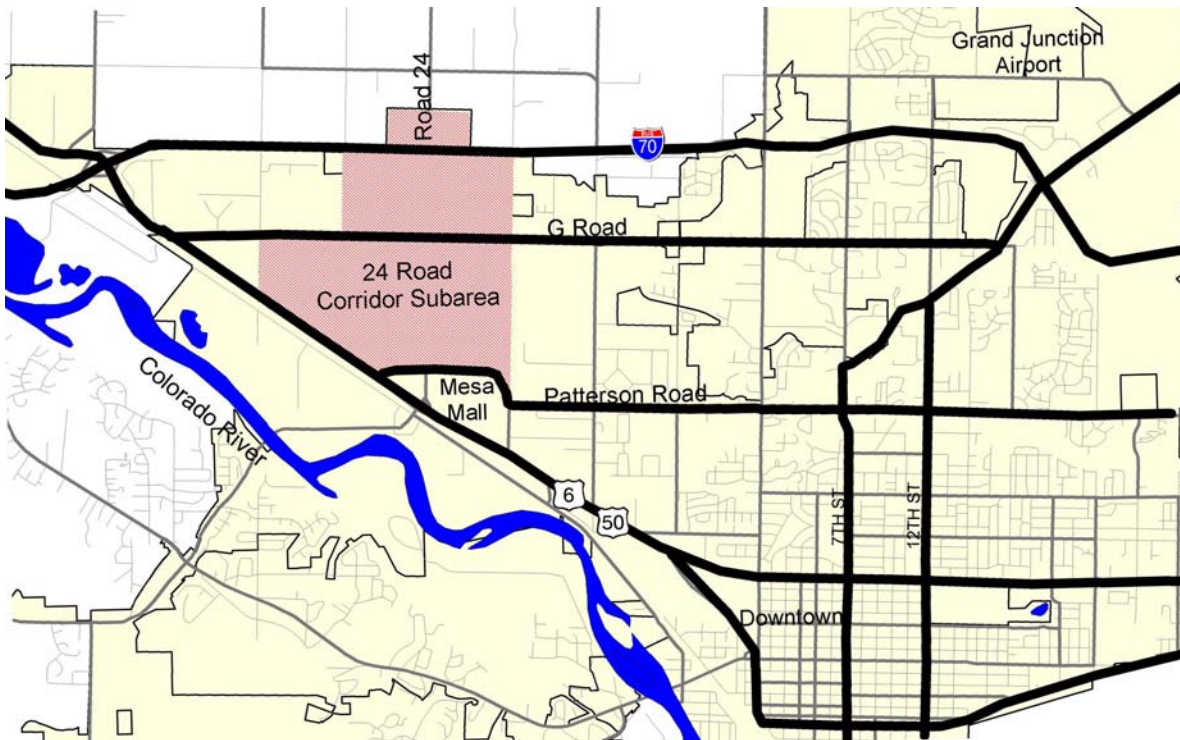


Figure 1: General Location Map

(Res. 109-00 § 1, 11-1-00)

Chapter 33.08

PLANNING PROCESS

Sections:

33.08.010 Planning process.

33.08.010 Planning process.

The Subarea Plan was developed with involvement primarily by the 24 Road Steering Committee, property owners in the corridor, representatives of Grand Junction and Mesa County departments, and members of the Grand Junction Planning Commission. The process for developing the Plan began in September, 1999, when the City of Grand Junction retained a team of consultants comprised of BRW, Inc., in association with Leland Consulting Group to organize and direct the public process to develop and evaluate various alternative development patterns or options.

The project focused on investigating economic, financial, and market conditions in Grand Junction and the project area, as well as the physical conditions of the site related to utilities, land use, transportation and environmental features.

During the planning process, which lasted approximately four months, the consultant team led a series of seven workshops with the 24 Road Corridor Steering Committee, to review assembled data, prepare and review alternative land use schemes, determine a preferred land use plan, and review actions required to implement the preferred plan for the corridor.

The findings, conclusions and recommendations for the Plan are presented in this report, which will be presented to the Grand Junction Planning Commission and City Council during the early part of the year 2000.

(Res. 109-00 § 2, 11-1-00)

Chapter 33.12

MARKET CONDITIONS

Sections:

- 33.12.010 Market conditions.
- 33.12.020 Economic and demographic indicators.
- 33.12.030 Population and household growth.
- 33.12.040 Median household income growth.
- 33.12.050 Employment growth.
- 33.12.060 Market indicators by land use.
- 33.12.070 Summary of market demand.
- 33.12.080 Development program implications.

33.12.010 Market conditions.

This chapter presents information regarding current and future market conditions in the Grand Junction/Mesa County area that would affect future development in the 24 Road Corridor. These include economic and demographic indicators, market indicators, and a summary of market opportunities relative to future development.

Leland Consulting Group conducted a thorough market analysis to identify opportunities for new development along the 24 Road Corridor. Since the corridor represents a sub-market within the City of Grand Junction (the City), and as such will likely compete with projects from a broader trade area, overall economic and demographic indicators, supply factors, and demand estimates were analyzed for both areas. The trade area consists of the Grand Junction Metropolitan Statistical Area (Mesa County), Delta County, Montrose County, and a portion of Garfield County. This trade area was determined considering the following factors:

- (a) Current and future development patterns in the Grand Junction area and surrounding communities.
- (b) Employment, residential and commercial development concentrations.
- (c) Influence of competitive projects/communities.

(Res. 109-00 § 3, 11-1-00)

33.12.020 Economic and demographic indicators.

Economic and demographic characteristics in the market are indicators of overall trends and economic health which may affect private and public sector development. The following summarizes economic and demographic trends which will affect development demand within the 24 Road Corridor over the next decade.

(Res. 109-00 § 3, 11-1-00)

33.12.030 Population and household growth.

The Grand Junction trade area population increased at a compound average annual rate of 2.7 percent between 1990 and 1999. In comparison, the City population grew at a slightly higher 3.0 percent rate. This trend is expected to reverse over the next decade, as the trade area population is expected to grow at a compound average annual rate of 2.0 percent, compared to a 1.4 percent growth rate for the City.

Household growth in the trade area and the City closely mirrors population trends, both in terms of historical and projected growth. Average household sizes in the trade area are significantly higher than those for the City, indicating a higher concentration of one- and two-person households and a lower concentration of families within the City.

These population and household growth patterns, projected to continue over the next 10 years, are indicative of regional trends that indicate an increasing number of single professionals and retired couples moving into Colorado.

Table 1: Population and Household Growth

City of Grand Junction		
	City	Trade Area*
1990 Population	32,893	153,535
1999 Population	43,100	195,600
2005 Population	47,100	221,600
2010 Population	50,300	243,800
1990 Households	14,300	59,660
1999 Households	18,700	77,900
2005 Households	20,700	89,300
2010 Households	22,200	98,700
1990 Average Household Size	2.15	2.51
1999 Average Household Size	2.08	2.45
2005 Average Household Size	2.04	2.42
2010 Average Household Size	2.02	2.41

Source: U.S. Census Bureau; Colorado Department of Local Affairs; Claritas, Inc.; and Leland Consulting Group.
*Trade area includes all of Mesa County, Delta County, Montrose County and one-half of Garfield County.

(Res. 109-00 § 3, 11-1-00)

33.12.040 Median household income growth.

The current median household income for the trade area is \$31,300 – significantly higher than that for the City (\$24,600). Over the past nine years, the trade area median household income increased at a compound average annual growth rate of 3.3 percent, while the City's grew at a slower annual rate of 2.8 percent. This trend is expected to continue over the next 10 years, as trade area household incomes are expected to grow at a rate faster than that for the City.

Table 2: Median Household Income Growth

City of Grand Junction		
	City	Trade Area
1990 Median Household Income	\$19,161	\$23,352
1999 Median Household Income	\$24,600	\$31,300
2005 Median Household Income	\$26,800	\$38,100
2010 Median Household Income	\$29,000	\$44,900

Source: U.S. Census Bureau; Claritas, Inc.; and Leland Consulting Group.

(Res. 109-00 § 3, 11-1-00)

33.12.050 Employment growth.

Trade area employment is currently estimated at approximately 95,200. The Grand Junction MSA (Mesa County) comprises over 60 percent of trade area total employment. Recent high job growth rates (five percent to six percent) in the trade area are expected to decline to steadier rates in the 2.5 percent to three percent range over the next decade.

Growth in trade area employment will likely continue to be dominated by the trade and services sectors, which comprise approximately 55 percent of the total economy. Another fast-growing industry is manufacturing, projected to grow at an average annual rate of 2.98 percent over the next five years. This is indicative of the national growth trend in small, independent service companies.

Table 3: Employment Growth

City of Grand Junction		
	City	Trade Area
1995 Employment	NA	83,500
1999 Employment	NA	95,200
2005 Employment	NA	113,700
2010 Employment	NA	128,600

Source: Colorado Department of Labor and Employment and Leland Consulting Group.

(Res. 109-00 § 3, 11-1-00)

33.12.060 Market indicators by land use.

Critical to interpreting the 24 Road Corridor's competitive position within the Grand Junction trade area market is an understanding of the supply characteristics of competitive developments and surrounding sub-markets. In order to identify potential market opportunities, given the corridor's potential competitive position and prevailing market conditions, demand estimates were also prepared. The following discussion presents an overview of existing supply conditions and estimates of future demand by land use type.

- (a) Retail. The Grand Junction MSA recently reached a population concentration level sufficient to attract the attention of national retailers, particularly "big-box" users. These large-scale discount retailers have accounted for the majority of new retail development in the Grand Junction area over the past two years. As with other mid-sized metropolitan areas, this "big-box" development activity has occurred in close proximity to a regional mall – in this case, the Mesa Mall. At the intersection of 24 Road and U.S. Highway 6/50, the Mesa Mall provides a regional shopping destination for Grand Junction, Mesa County and the entire Western Slope. The area developing around Mesa Mall currently consists of a mix of national and regional chains.
 - (1) Local retailers are generally concentrated within other commercial areas/corridors in the Grand Junction market area, such as the following:
 - (i) Downtown Grand Junction – primarily specialty retail.
 - (ii) North Avenue – older strip commercial.
 - (iii) Orchard Avenue – older strip commercial.
 - (iv) Horizon Drive – new strip commercial.
 - (v) U.S. Highway 6/50 – mix of strip commercial and highway-related retail.
 - (2) Supply characteristics for the Grand Junction retail market are summarized as follows:

- (i) There is an estimated 3,500,000 to 4,000,000 square feet of retail space in the Grand Junction market area, comprised primarily of regional retail and neighborhood commercial space.
- (ii) Current retail vacancy rates in Grand Junction appear to range between 10 percent and 20 percent, with older commercial areas (e.g., North and Orchard Avenues) experiencing the highest vacancy rates.
- (iii) Retail lease rates in the Grand Junction market generally range between \$6.00 and \$12.00 per square foot. Older commercial areas (e.g., Downtown, North and Orchard Avenues) are at the lower end of the rent range, while areas such as Horizon Drive and Mesa Mall are at the high end of the rent range.
- (iv) Overall, the Grand Junction retail market is experiencing market stability, with declining vacancy rates, steady absorption, and rent inflation.

Demand for retail space is determined by the potential level of retail expenditures in a given trade area. Existing and projected total household retail expenditures in the Grand Junction trade area were determined by multiplying growth in households with that portion of household income typically spent on general retail purchases. The results of this analysis (shown in Table 4) indicate demand for 100,000 to 150,000 square feet of additional retail space annually in the Grand Junction trade area over the next 10 years.

Table 4: Trade Area Retail Demand

1999 to 2010	
Household Expenditure Method	Trade Area
Total 1999 Households	77,900
Total 2010 Households	98,700
New Household Growth	20,800
Annual Per Household Expenditures for Select Retail Categories*	\$14,700
Aggregate Retail Sales Potential from Household Growth	\$305,760,000
Trade Area Supportable Retail Square Feet (@ \$200/SF)	1,528,800
Average Annual Demand for Retail Space (SF)	100,000 to 150,000

Source: U.S. Census Bureau; Colorado Department of Local Affairs; Claritas, Inc.; and Leland Consulting Group.
*Categories include those featured in a community and/or neighborhood center.

- (b) **Office.** The Grand Junction office market is concentrated in two primary areas: Downtown and Horizon Drive. Serving local professionals, Grand Junction's office inventory primarily consists of lower-cost Class B and C space. New office activity has been concentrated along Horizon Drive, which is developing as the primary commercial route connecting Walker Field (the regional airport) and Downtown Grand Junction.

Supply characteristics for the Grand Junction office market are summarized as follows:

- (1) There are an estimated 9,500,000 square feet of office space in the Grand Junction trade area, comprised primarily of local service space.
- (2) Current office vacancy rates in Grand Junction appear to range between 10 percent and 15 percent, with older office concentrations (e.g., Downtown, North Avenue) experiencing the highest vacancy rates. Newer office space along Horizon Drive appears to exhibit lower vacancy rates.
- (3) Office lease rates in the Grand Junction market generally range between \$6.00 and \$15.00 per square foot. Older commercial areas (e.g., Downtown, North and Orchard Avenues) are at the

lower end of the rent range, while newer areas such as Horizon Drive are at the high end of the rent range.

- (4) Overall, the Grand Junction office market is experiencing market stability, with declining vacancy rates, steady absorption, and rent inflation.

Demand for new office space is derived from two primary sources: expansion of existing industry and the relocation of new companies into the market. Employment projections by industry classification for the Grand Junction trade area were used to estimate an average annual demand of approximately 300,000 square feet of office space between 1999 and 2005 and an average annual demand of approximately 370,000 square feet of office space between 2006 and 2010 (shown in Table 5).

Table 5: Trade Area Office Demand, 1999 to 2010

	Average Annual Increase	Penetration Rate	Office Space Employees	Office Square Feet Per Employee	Total Demand
1999 – 2005					
Manufacturing	271	15.00%	41	200	8,140
Mining/Construction	237	15.00%	36	200	7,123
TCPU	173	45.00%	78	200	15,540
Trade	848	35.00%	297	200	59,354
FIRE	130	85.00%	110	200	22,015
Service	866	60.00%	520	200	103,970
Government	496	90.00%	447	200	89,355
Self-Employed	62	15.00%	9	200	1,850
Projected Annual Demand	3,083		1,537		307,347
2006 – 2010					
Manufacturing	326	15.00%	49	200	9,768
Mining/Construction	285	15.00%	43	200	8,547
TCPU	207	45.00%	93	200	18,648
Trade	1,018	35.00%	356	200	71,225
FIRE	155	85.00%	132	200	26,418
Service	1,040	60.00%	624	200	124,764
Government	596	90.00%	536	200	107,226
Self-Employed	74	15.00%	11	200	2,220
Projected Annual Demand	3,700		1,844		368,816

Source: Colorado Department of Labor and Employment and Leland Consulting Group.

- (c) Industrial. The Grand Junction industrial market is concentrated in two primary areas: near Walker Field and along U.S. Highway 6/50. Similar to office space, Grand Junction's industrial inventory primarily consists of lower-cost space serving small local users. New industrial activity has occurred in the two areas outlined above, locating in those areas primarily for their easy transportation access (air/highway).

Supply characteristics for the Grand Junction industrial market are summarized as follows:

- (1) There are an estimated 8,000,000 square feet of industrial space in the Grand Junction trade area, comprised primarily of local service space.
- (2) Current industrial vacancy rates in Grand Junction appear to range between five percent and 10 percent, with most industrial concentrations experiencing relatively low vacancy rates.
- (3) Industrial lease rates in the Grand Junction market generally range between \$2.00 and \$6.00 per square foot. Older industrial areas (e.g., U.S. Highway 6/50) are at the lower end of the rent range, while newer areas near Walker Field are at the high end of the rent range.
- (4) Overall, the Grand Junction industrial market is experiencing market stability, with declining vacancy rates, steady absorption, and rent inflation.

Demand for new industrial space is derived from two primary sources: expansion of existing industry and the relocation of new companies into the market. Employment projections by industry classification for the Grand Junction trade area were used to estimate an average annual demand of approximately 270,000 square feet of industrial space between 1999 and 2005 and an average annual demand of approximately 320,000 square feet of industrial space between 2006 and 2010 (shown in Table 6).

Table 6: Trade Area Industrial Demand

	Average Annual Increase	Penetration Rate	Industrial Space Employees	Industrial Square Feet Per Employee	Total Demand
1999 – 2005					
Manufacturing	271	65.00%	176	550	97,002
Mining/Construction	237	55.00%	131	350	45,703
TCPU	173	55.00%	95	350	33,238
Trade	848	20.00%	170	350	59,354
FIRE	130	5.00%	6	350	2,266
Service	866	5.00%	43	350	15,162
Government	496	5.00%	25	350	8,687
Self-Employed	62	25.00%	15	350	5,396
Projected Annual Demand	3,083		662		266,809
2006 – 2010					
Manufacturing	326	65.00%	212	550	116,402
Mining/Construction	285	55.00%	157	350	54,843
TCPU	207	55.00%	114	350	39,886
Trade	1,018	20.00%	204	350	71,225
FIRE	155	5.00%	8	350	2,720
Service	1,040	5.00%	52	350	18,195
Government	596	5.00%	30	350	10,425
Self-Employed	74	12.00%	19	350	6,475
Projected Annual Demand	3,700		1,844		320,170

Source: Colorado Department of Labor and Employment and Leland Consulting Group.

- (d) Multifamily Housing. Supply characteristics for the Grand Junction housing market are summarized as follows:
- (1) The average single-family home price in the Grand Junction market area was approximately \$128,000 in 1998 and the average condominium/townhouse price was \$88,000.
 - (2) Residential construction has recently averaged approximately 1,600 units annually. Multifamily construction represents a minimal share of new home construction.
 - (3) One-bedroom apartment rents in the Grand Junction market area currently range between \$350.00 and \$800.00, with the majority of units under \$400.00. Two-bedroom apartment rents currently range between \$425.00 and \$1,000, with the majority of units under \$500.00. Apartment vacancy rates in the Grand Junction market area generally range between five percent and 10 percent, with older projects experiencing vacancy rates between 10 percent and 20 percent.

Demand for new residential units is primarily a factor of the growth in households within a trade area. Projected Grand Junction trade area household growth was analyzed along with historical patterns of single-family and multifamily development trends to arrive at an estimated average annual demand for 650 to 700 multifamily units in the Grand Junction trade area over the next decade.

Table 7: Trade Area Multifamily Housing Demand

Demand Estimate	Trade Area
Total 1999 Households	77,900
Total 2010 Households	98,700
New Household Growth	20,800
Estimated Percent New Multifamily Units (Rental and For-Sale)	35%
Total Demand for New Multifamily Units (Rental and For-Sale)	7,280
Average Annual Demand for Multifamily Units (Rental and For-Sale)	650 to 700

Source: U.S. Census Bureau; Colorado Department of Local Affairs; Claritas, Inc.; and Leland Consulting Group.
(Res. 109-00 § 3, 11-1-00)

33.12.070 Summary of market demand.

Taking into consideration these market analysis conclusions, specific development opportunities were identified for the 24 Road Corridor. Table 8 presents a summary of these opportunities and their potential timing.

Table 8: 24 Road Corridor Market Opportunities

Land Uses	Short-Term 1 to 3 Years	Mid-Term 3 to 5 Years	Long-Term 5 to 10 Years
Retail			
Specialty Retail		X	
Entertainment Retail		X	
Neighborhood-Serving	X		
Big-Box Retail	X		
Office			
Class A High-Rise			X
Corporate Campus		X	
Class B Suburban	X		
Incubator Space	X		
Industrial			
“Flex” Office/Warehouse	X		
Light Industrial		X	
Office/R&D	X		
Housing			
Rental Apartments	X		
Affordable Housing		X	
High-Density Ownership		X	

Source: Leland Consulting Group.

(Res. 109-00 § 3, 11-1-00)

33.12.080 Development program implications.

Based on the specific development opportunities identified for the 24 Road Corridor, potential market capture rates were applied to arrive at supportable land utilization in the corridor over the next 10 years. The market capture rates were based on the following factors:

- (a) Market Factors.
 - (1) Ability to create theme/identity for corridor.
 - (2) Build on current development concentrations/activity in corridor (Mesa Mall).
- (b) Physical Factors.
 - (1) Proximity to major transportation corridors (I-70, U.S. Highway 6/50).
 - (2) Capacity of base infrastructure (roads, utilities).
 - (3) Proximity to corridor amenities (Canyon View Park).
- (c) Regulatory Factors.
 - (1) Subarea planning for land use, infrastructure, development regulations, and financing.
 - (2) Consistency with community vision.

- (d) Economic Factors.
- (1) Cost of base infrastructure (24 Road improvements, utilities).
 - (2) Cost of land assemblage.
 - (3) Development risk versus return.
 - (4) Levels of public/private participation.

Table 9 presents a summary of the market capture and land utilization analysis.

Table 9: 24 Road Corridor Development Summary

Land Use	Trade Area Average Annual Demand	Corridor Capture Rate	Annual Corridor Development	Total Corridor Development	Projected Bldg./Land Ratio	Total Acres Absorbed
Retail	125,000	20%	25,000	250,000	25%	23
Office	335,000	15%	50,250	502,500	30%	38
Industrial	300,000	15%	45,000	450,000	20%	52
Multifamily	675	20%	135	1,350	20%	68
				Total Development		181

Source: Leland Consulting Group.

(Res. 109-00 § 3, 11-1-00)

Chapter 33.16

EXISTING PHYSICAL CONDITIONS

Sections:

- 33.16.010 Existing physical conditions.
- 33.16.020 Existing land use.
- 33.16.030 Circulation.
- 33.16.040 Open space.
- 33.16.050 Utilities.
- 33.16.060 Environmental.
- 33.16.070 Proposed policies – Growth plan and future land use.
- 33.16.080 Zoning.
- 33.16.090 Property ownership.
- 33.16.100 Summary of constraints and opportunities.

33.16.010 Existing physical conditions.

This section summarizes existing physical conditions in the 24 Road Corridor study area, including land use, circulation, open space, utilities and environmental conditions. Existing zoning and patterns of property ownership are also discussed. This section includes a general summary of development constraints and opportunities.

The 24 Road Corridor study area is located in western Grand Junction, between I-70 on the north and U.S. 6/50 on the south. As defined for this study, the corridor includes approximately 1,000 acres on the east and west sides of 24 Road between 23 Road and 24 1/2 Road.



Commercial development along Road 24 1/2

(Res. 109-00 § 4, 11-1-00)

33.16.020 Existing land use.

The predominant character and use of land within the study area is agricultural. Much of this area remains in 40-acre parcels, typical of development patterns in rural communities. Commercial land uses are clustered near Mesa Mall and industrial uses are primarily located adjacent to or near U.S. Highway 6/50.

The study area and adjacent environs were annexed into the City in 1995 – one of the largest area annexations. The annexation of this area provided the City with control of the development of the western-most edge of the City as well as the area north of Mesa Mall. The study area and environs are shown on Figure 1. Existing land use is summarized in Table 10 and is illustrated in Figure 2.

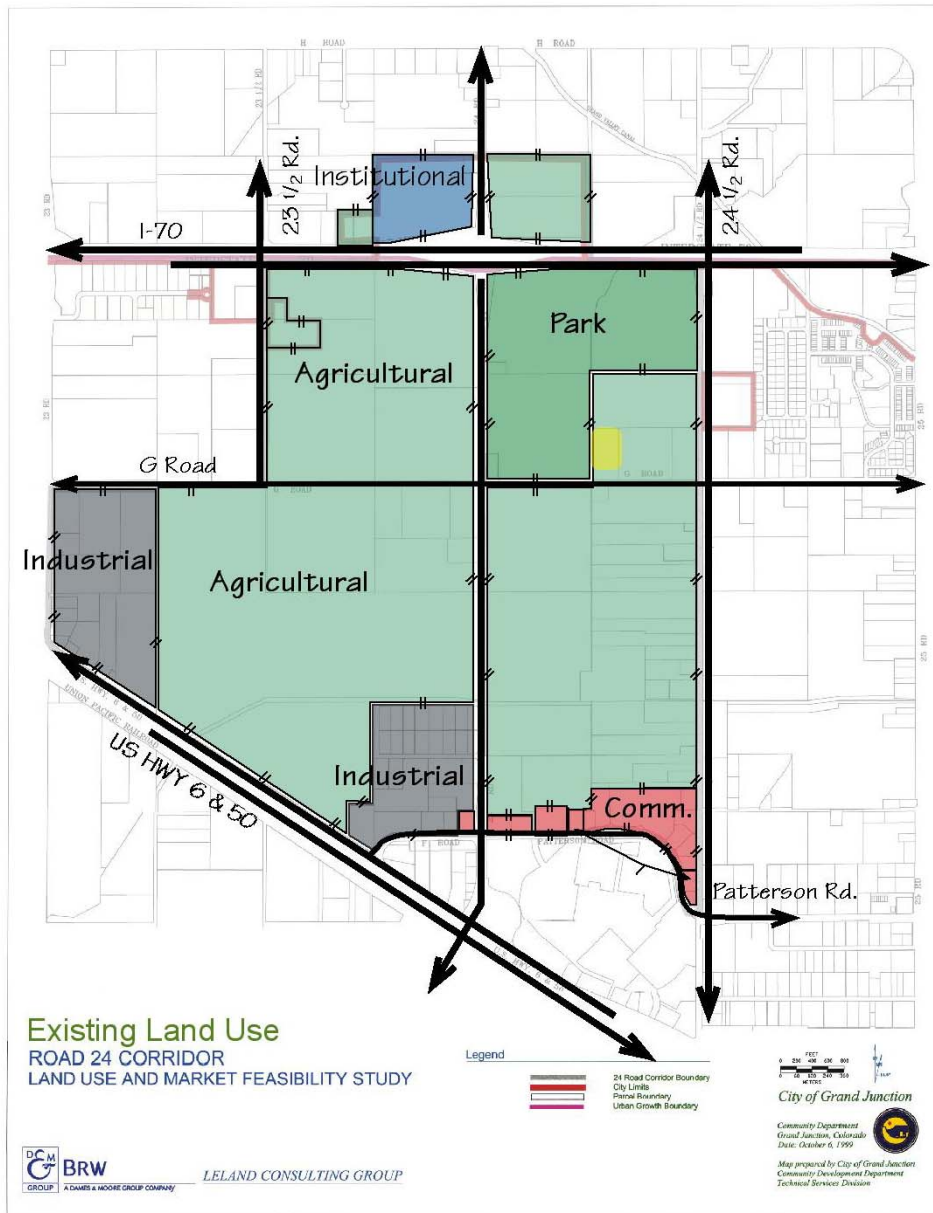


Figure 2: Existing Land Use

Table 10: 24 Road Corridor Existing Land Use

Category	Area (acres)
Residential	52.80
Commercial	9.57
Industrial	71.40
Agricultural	43.86
Institutional	26.70
Undeveloped	47.60
Undeveloped/Agricultural	651.27
Public	114.70
Total	1,018

Source: BRW, Inc., and the City of Grand Junction Community Development Department.



Existing commercial development near Patterson Road and 24 Road



Canyon View Park



*Leach Creek and undeveloped land east of 24 Road
(Res. 109-00 § 4, 11-1-00)*

33.16.030 Circulation.

- (a) The 24 Road Corridor is bordered on the north and south by major traffic routes in the Grand Junction area. Average daily trip volume along Interstate 70, where motorists are passing through Grand Junction, is approximately 7,000 ADT. Of the approximately 28,000 vehicles per day using U.S. Highway 6/50, most of these trips are predominately local in origin and generate the demand that has resulted in the commercial uses that line the roadway. There are approximately 4,000 vehicles per day using 24 Road between I-70 and Patterson Road. Patterson Road connects Mesa Mall with downtown and the eastern quadrant of Grand Junction and carries approximately 7,000 vehicles per day.
- (b) The Colorado River and the Burlington Northern Railroad tracks run parallel to and south of U.S. Highway 6/50. One of the two bridges connecting Grand Junction with the residential development south of the river aligns with 24 Road.
- (c) The area displays a hierarchy of existing streets to serve transportation regionally and within the area. The descending hierarchy of roads within the study area, based upon traffic volumes, is:
 - (1) U.S. Highway 6/50 is the major east/west corridor carrying inner-city and regional traffic.
 - (2) Patterson Road carries the majority of traffic from the Mall into the City.
 - (3) I-70 serves mostly pass-through traffic.
 - (4) G Road provides east/west access within the City.
 - (5) 24 Road provides north/south access between Redlands, the Mall and North Valley.

This data indicates that the highest traffic volumes are along the east-west streets and highlights a dilemma faced by the City's transportation engineers. Travel patterns created by and reinforcing the land use pattern place the greatest demand on the east-west street network. However, there are few east-west streets that are continuous across the City. F Road, which becomes Patterson Road east of 24 Road, and G Road are both east-west streets and carry large volumes of traffic through several residential neighborhoods. The impact upon the neighborhoods limits the effective capacity of these roadways.

- (d) An important public policy consideration is whether incentives should be created for motorists to use I-70 (which is significantly under-capacity) to travel east-west and then use the arterial and collector street network to travel north-south (e.g., 24 Road and other north-south arterial streets). Such an incentive could justify the expansion of 24 Road. The problem is that neither regional nor local land use patterns support that concept.
- (e) The City is in the process of expanding 24 Road from two lanes to three lanes, adding a center turn lane and median. The Steering Committee and property owners would like to see 24 Road expanded to a five-lane landscaped parkway. There are three constraints which restrict the five-lane expansion:
 - (1) The City is receiving 80 percent of the funding for the three-lane expansion from federal and State sources and funding is only available to construct three lanes.
 - (2) The proximity of Leach Creek would require that all of the additional rights-of-way for a five-lane roadway would be acquired from properties on the west side of 24 Road. Several west side property owners have already voiced their concern about such an approach. The relocation of Leach Creek is a possibility, but estimates indicate that it may be prohibitively expensive.
 - (3) Current and projected traffic volumes, based upon the proposed new zoning designations implementing the Growth Plan, do not warrant five lanes.

(Res. 109-00 § 4, 11-1-00)

33.16.040 Open space.

The City of Grand Junction has constructed regional park improvements in the 24 Road Corridor at the southeast corner of the I-70 interchange. Canyon View Park, a 120-acre regional park that provides ball fields and other recreational improvements, attracts users from throughout Mesa County. Two branches of Leach Creek flow from the north toward the Colorado River through the corridor. These include an open channel tributary on the east side of 24 Road south of I-70 as well as the main branch of Leach Creek which flows through the park to the west. As a result, there are two outfalls on the north side of G Road. The City is discussing the potential for using the Leach Creek drainage alignment as a route for a trail to connect the regional park with the extensive Colorado River trail system.

(Res. 109-00 § 4, 11-1-00)

33.16.050 Utilities.

The 24 Road Corridor is served by all major utilities, including water, sanitary sewer, electric, natural gas, cable television, and telephone. The City is currently involved in the process to upgrade and replace water and sanitary sewer lines in the area.

(Res. 109-00 § 4, 11-1-00)

33.16.060 Environmental.

There are limited environmental constraints to use or development land within the 24 Road Corridor. The land is gently sloped to the southwest, toward the Colorado River. Flows in Leach Creek are minimal, yet are increasing over time as runoff from development is added to the drainage basin. The Corps of Engineers has identified vegetation indicative of wetlands along Leach Creek, which may pose a constraint to filling and/or relocating this drainage.

(Res. 109-00 § 4, 11-1-00)

33.16.070 Proposed policies – Growth plan and future land use.

The land uses proposed in the Growth Plan within the 24 Road Corridor subarea are divided between approximately equal portions of commercial and residential uses. Residential densities would not exceed eight units per acre. Commercial and industrial uses would likely consist of a mix of strip retail, big-box discount retailers, and warehousing and distribution.

The vision and policies contained within the Growth Plan applicable to the area are:

- (a) To “encourage the conversion of heavy commercial and industrial uses along 24 Road, Patterson Road and U.S. Highway 6/50 near Mesa Mall to a mixture of retail/service commercial and multi-family uses.” (Policy 8.6)
- (b) To “support integrated commercial development using shared access points along 24 Road, Patterson Road and U.S. Highway 6/50 in areas designated for commercial use.” (Policy 8.7)
- (c) To “ensure that capital improvement and land use decisions are consistent with the development of 24 Road as an arterial parkway and community gateway.” (Policy 8.8)

Future land use in the Grand Junction Growth Plan is illustrated in Figure 3.

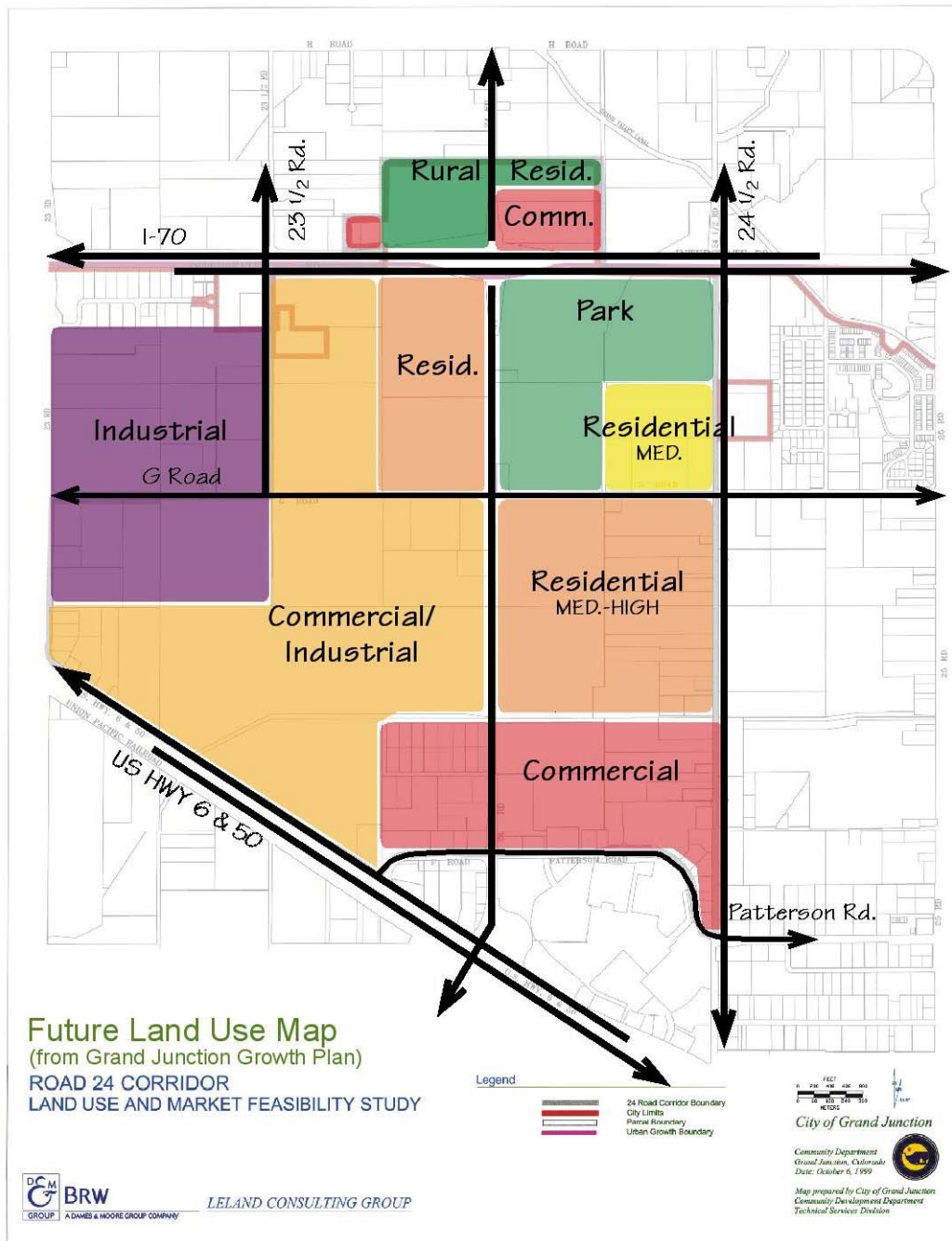


Figure 3: Future Land Use Map (from Grand Junction Growth Plan)

(Res. 109-00 § 4, 11-1-00)

33.16.080 Zoning.

Existing zoning in the area is comprised of several zoning districts including:

- (a) Commercial (C-2).
- (b) Highway Oriented (HO), which is primarily commercial uses.

- (c) Industrial (I-1), light industrial uses.
- (d) Residential Single-Family (RSR-F), not to exceed one dwelling unit per five acres.
- (e) Residential Single-Family (RSF-2), not to exceed two dwelling units per acre.
- (f) Planned Recreational Vehicle Resort (PRVR).
- (g) Planned Residential (PR).
- (h) Public Zone (PZ) (Canyon View Park).

The breakdown of the existing allocation of land area for each zoning designation in the subarea is shown below in Table 11. Existing zoning (September 1999) is shown in Figure 4.

Table 11: Existing Zoning

Category	Approximate Area (acres)
Commercial (C-2)	164
Highway Oriented (HO)	417
Industrial (I-1)	48
Residential Single-Family (RSR-F)	161
Residential Single-Family (RSF-2)	9
Planned Recreational Vehicle Resort (PRVR)	76
Planned Residential (PR)	29
Public Zone (PZ)	115
Total	+/-1,018

Source: BRW, Inc., and the City of Grand Junction Community Development Department.

As this table indicates, the predominate zoning classification is commercial zoning districts, C-2 and HO, which comprise more than 50 percent of the zoned land area. The City is facing some difficulty due to the fact that some of the property owners, under the proposed new zone designations derived from the Growth Plan process, would not be allowed the commercial uses they have today.

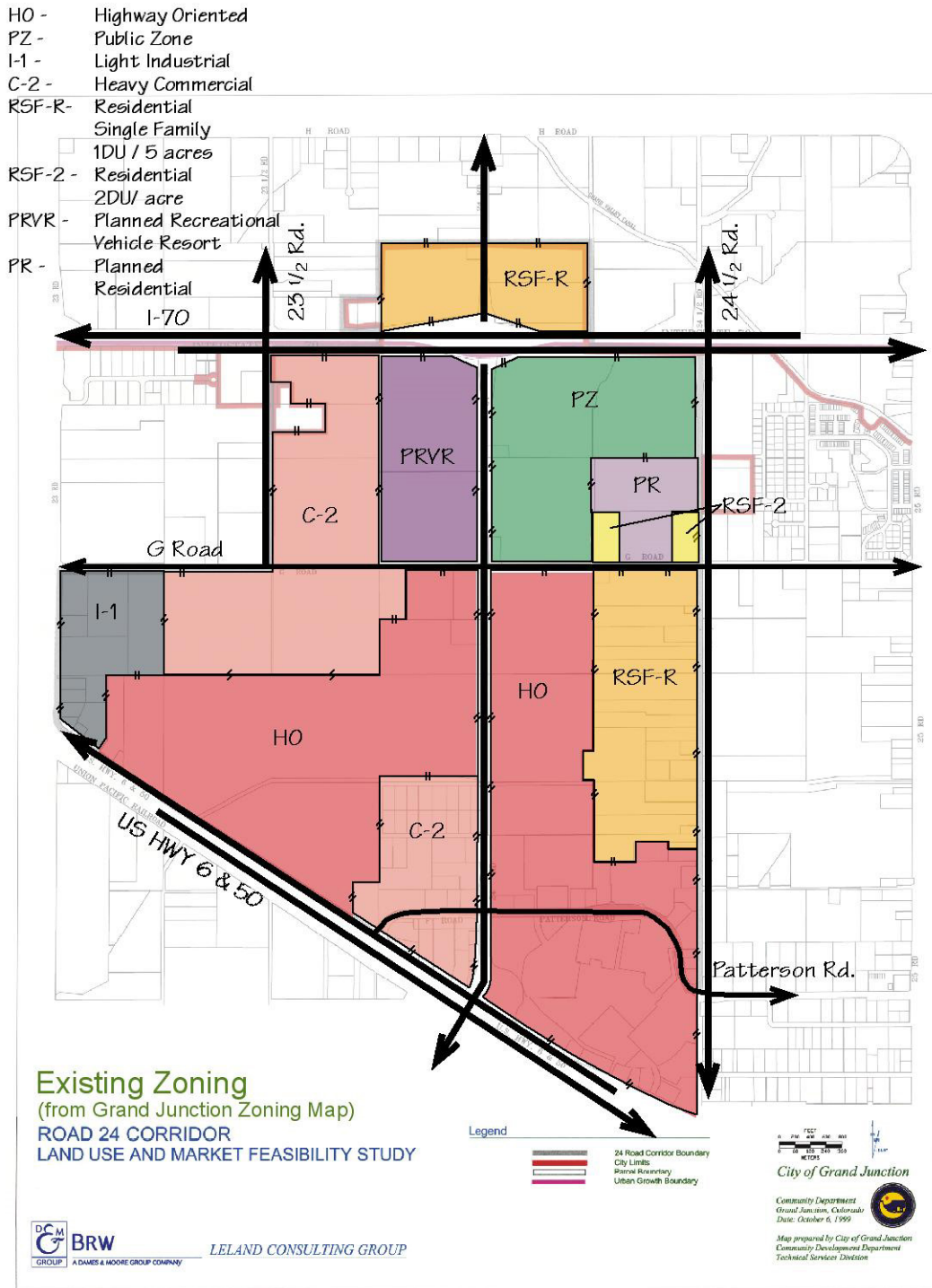


Figure 4: Existing Zoning

(Res. 109-00 § 4, 11-1-00)

33.16.090 Property ownership.

Property ownership patterns in the area reflect the existing agricultural land use pattern of large farms. Where (relatively) new development has occurred, the subdivision of property has resulted in a significantly smaller lot pattern. Although the largest parcel is almost 200 acres, the average parcel size is eight acres. Three private property owners control 41 percent or 420 acres of land within the study area. Publicly owned property, primarily Canyon View Park, comprises approximately 115 acres, making the City the third-largest land owner in the area.

(Res. 109-00 § 4, 11-1-00)

33.16.100 Summary of constraints and opportunities.

The following summarizes the general constraints and opportunities for the project area, relative to physical conditions and considering the import of market and demographic factors as discussed in Section 2. (See Figure 5.)

- (a) **Retail Synergism.** Mesa Mall, the regional retail center for Mesa County, will continue to offer a synergistic relationship for additional retail users who will want to locate near the Mall, as well as adjacent to U.S. Highway 6/50.
- (b) **Land Use Supply and Demand.** Based upon the market analysis, there is a greater supply of land in all categories than demand exists for the foreseeable future. Development will occur in a cyclical manner, e.g., a significant amount of development may occur over the next two years, but then no additional development may occur for the next eight years until the supply of space is absorbed.
- (c) **Development Cycles.** It is likely that a fairly typical cycle of development will occur in Grand Junction: leading with employment, followed by single-family residential, commercial, and multifamily residential.
- (d) **Population Trends.** According to the Growth Plan, since 1980, the population aged over 65 increased by over 30 percent, while at the same time the population aged 15 to 29 decreased by 30 percent. What this means is Grand Junction is a “graying” community. The increase in seniors can be attributed to climate, quality of life, health care facilities, and affordable housing. Therefore, recent population growth in Grand Junction has more to do with these factors than as a result of employment growth.
- (e) **Employment Trends.** According to the Growth Plan, the top 10 employers in Grand Valley are either public employers or in the health care sector. City Market is the only employer on the list of major employers that does not fit into one of these two categories. This trend is likely to continue in the future.
- (f) **Transportation Circulation Patterns.** The planned expansion of 24 Road from two lanes to three lanes (adding a center turn lane and median) will improve safety and increase capacity along the road corridor. The City’s plans for a secondary street system connecting to 24 Road is essential to properly serve the anticipated development.



Existing conditions along 24 Road, including Leach Creek on the right

- (g) Infrastructure Availability. Adequate infrastructure is available to serve development in the corridor. Utilities are in place and are being upgraded.

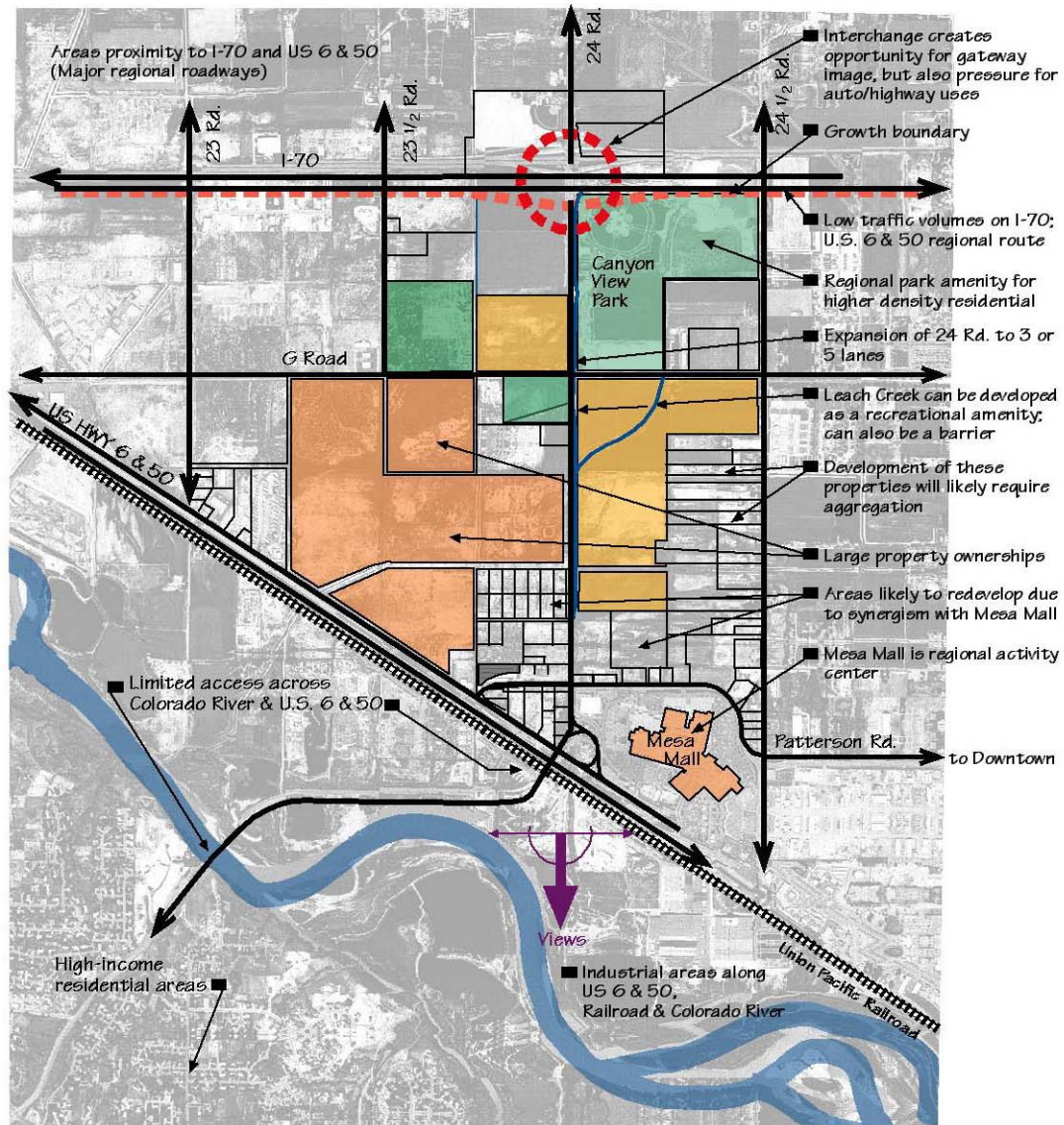


Leach Creek drainage structure near Canyon View Park

- (h) Environmental Conditions. There are few environmental constraints in the project area, other than Leach Creek and associated wetlands, which may impact development.



Leach Creek wetlands



Opportunities & Constraints
 ROAD 24 CORRIDOR
 LAND USE AND MARKET FEASIBILITY STUDY



LELAND CONSULTING GROUP

Community Department
 Grand Junction, Colorado
 Date: October 6, 1999
 Map prepared by City of Grand Junction
 Community Development Department
 Technical Services Division

Figure 5: Opportunities and Constraints Map

(Res. 109-00 § 4, 11-1-00)

Chapter 33.20

PLANNING ALTERNATIVES

Sections:

- 33.20.010 Planning alternatives.
- 33.20.020 Workshop compilation plan.
- 33.20.030 Consultant-developed concept plans.
- 33.20.040 Concept Plan 1.
- 33.20.050 Concept Plan 2.
- 33.20.060 Concept Plan 3.

33.20.010 Planning alternatives.

This chapter presents alternative concepts for the future development of the 24 Road Corridor which was discussed by the Steering Committee. These concepts incorporate various approaches to allocating land uses within the corridor and are depicted graphically as well as in narrative. They include a Workshop Compilation Plan and Concept Plans 1, 2, and 3, which were developed by the consultant team. These concepts were then used as a starting point for the “Preferred Plan” presented in Chapter 33.24 GJMC.

The purpose of creating several different land use and circulation options is to evaluate how the spatial relationships of land use and circulation patterns relate to the community’s goals and objectives. Each of the development options or scenarios will rely upon the application of the opportunities and constraints (to land development) as identified in the discussion of existing conditions in Section 4. The variable between each of the proposed alternatives is the spatial location of land uses, size (acreage), intensity of use, open space, and circulation patterns.

The land use categories in Table 12 were used in the formulation of the different concepts. They generally correspond to the land use categories in the 1995 Grand Junction Growth Plan, but are more generalized.

Table 12: Land Use Categories

Category: Growth Plan Land Use Concepts	Description	Concept Alternative Land Use Categories
Commercial	Wide range of commercial development – no outdoor storage. May allow mixed commercial and residential developments in some cases.	Retail/Commercial
Commercial Industrial	Heavy commercial, offices and light industrial uses – no outdoor operations. Some yard operations, provided they are screened. No residential uses.	Employment
Industrial	Heavy commercial and industrial operations – includes batch plants and manufacturing operations. No residential uses.	Industrial
Park	Active park and recreational sites with significant public access – public or private ownership.	Park
Residential: Estate	Single-family homes – two- to five-acre lots.	Estate
Residential: Low-Density	Single-family – lots from one-half to two acres. Generally have water and sewer.	Residential
Residential: Medium- to Low-Density	Two to four units/acre – urban services.	Residential

Table 12: Land Use Categories (Continued)

Category: Growth Plan Land Use Concepts	Description	Concept Alternative Land Use Categories
Residential: Medium-Density	Mix of residential units less than eight units/acre – urban services.	Residential
Residential: Medium- to High-Density	Mix of residential units less than 12 units/acre – urban services.	Residential
Residential: High-Density	Mix of residential units – between 12 and 24 units/acre – with urban services. Higher density may be allowed if compatible.	Residential

(Res. 109-00 § 5, 11-1-00)

33.20.020 Workshop compilation plan.

During the fourth Steering Committee workshop, participants including property owners and their representatives took part in an exercise to develop land use plans and visions for the study area. Divided into five small groups, each group developed a land use plan for the area; these five plans were compiled into one plan representing the concepts of the group.

The land use concept that resulted, referred to as the Workshop Compilation Plan (Figure 6), featured an expansion of commercial uses along Highway 6/50 and a commercial node at the 24 Road/Interstate 70 interchange to take advantage of the access and visibility from these roadways. The most significant element of this proposal is the designation of land adjacent to 24 Road as “employment.” This land use designation, which would include office uses, research and development, might take the form of either office and/or a combination of manufacturing and office uses in a campus setting. Hotels and service uses, restaurants, and convenience retail uses might also be included.

A major concept inherent in the Workshop Compilation Plan is to maintain flexibility to respond to the trends of the market place.

(a) Advantages.

- (1) Provides for commercial uses where market forces have traditionally demanded such uses.
- (2) “Employment” land use designation allows flexibility and is reflective of the mix of office, research, and assembly operations occurring in many parts of the country.

(b) Disadvantages.

- (1) Provides more commercially zoned land than market will support, possibly leading to lower quality development because of over-supply.
- (2) Flexibility requires more discretion in the public review process and therefore creates uncertainty for both public and private sectors.

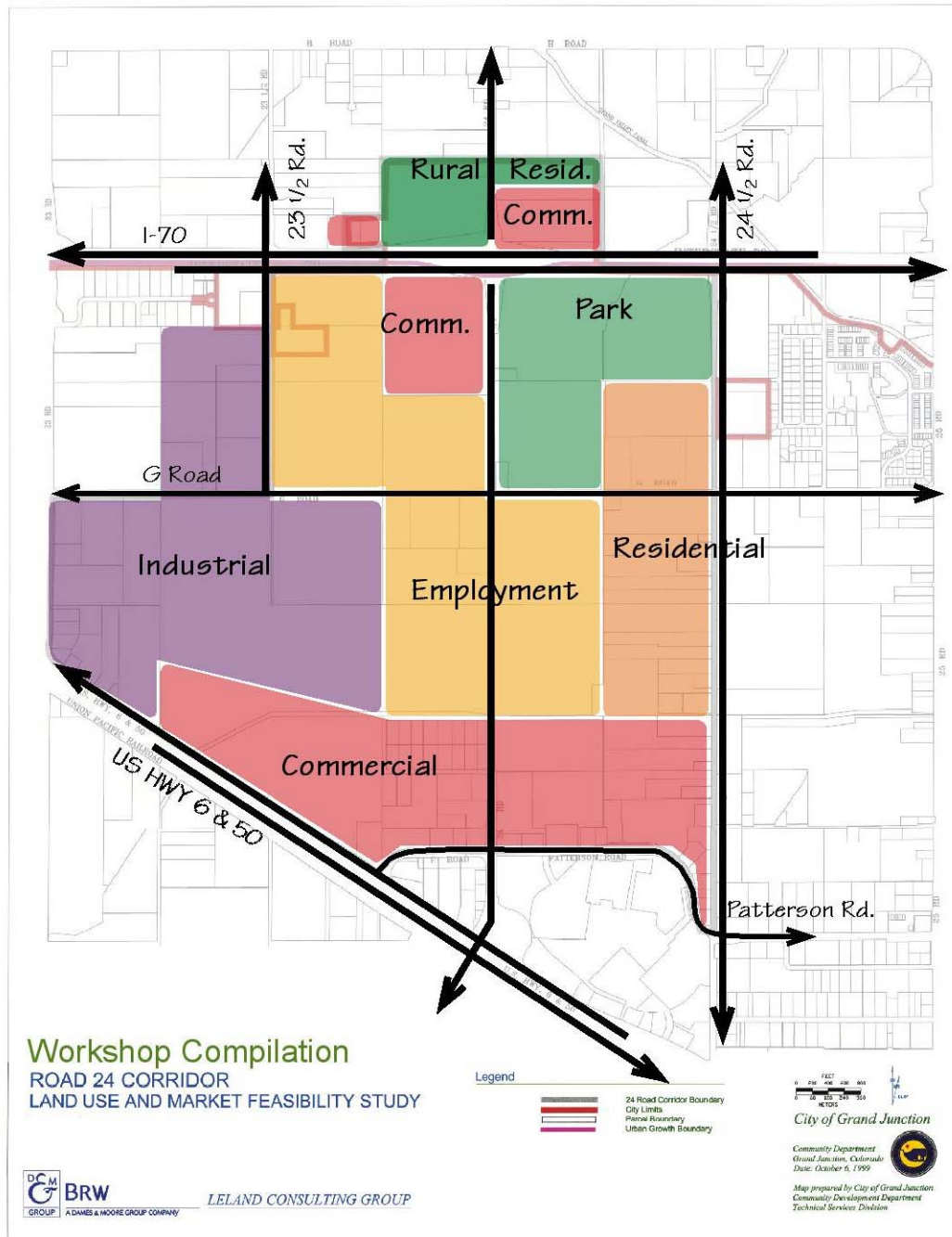


Figure 6: Workshop Compilation Plan

(Res. 109-00 § 5, 11-1-00)

33.20.030 Consultant-developed concept plans.

A common theme for the three concepts developed by the consultant team and discussed by the Steering Committee was to encourage residential, employment, commercial, and industrial uses in the corridor. Several issues underlie the development of Concept Plans 1, 2 and 3:

- (a) There is an over-supply of or lack of demand for land, either of which results in low land value.

- (b) The community desires to have high quality (design) development occur along the corridor, which is unlikely given the implications of subsection (a) of this section.
- (c) The socio-economic characteristics of the community (i.e., current growth being driven primarily by forces related to Grand Junction's role as a retirement community).

Although the consultants did not examine the market demand for a golf course, each of the three concepts includes the proposed development of approximately 120 acres as a golf course or significant open space amenity. Another sort of recreational activity could also be considered, as long as it serves the graying demographics of Grand Junction. Either way, the recreational amenity was intended to serve as a catalyst for high quality development by increasing the value of land on adjacent properties. In fact, one of several reasons for choosing a golf course is that it would provide positive impact on a wide variety of land use types, such as residential and office uses. The location of the golf course varies from concept to concept, so as not to imply that there is only one preferred location or desire to impact any one particular property owner.

(Res. 109-00 § 5, 11-1-00)

33.20.040 Concept Plan 1.

- (a) Concept. The overall concept provides for residential, employment, commercial, and industrial uses in the corridor, including development of 120 acres as a golf course/amenity. Concept Plan 1 illustrates the golf course east of 24 Road. Employment uses are shown west of 24 Road and residential uses to the east and north of the golf course. Commercial is shown along Highway 6/50, with industrial to the west. Concept Plan 1 is illustrated in Figure 7.
- (b) Commercial. Commercial nodal development is shown at the 24 Road/I-70 interchange and at the G and 24 Road intersection. Expansion of the existing commercial uses along and adjacent to U.S. Highway 6/50 is also shown. This area is intended to provide sites for large discount retailers (big-box/category killers) that are prevalent today. The G and 24 Road intersection commercial node is intended to provide neighborhood-oriented retail uses. Commercial development at the I-70 and 24 Road interchange is intended for the interstate traveler and regional market.
- (c) Rural Residential. Rural residential land north of I-70 is consistent with the Growth Plan.
- (d) Residential. Development density is not specified. Residential areas which wrap around land proposed for the golf course may vary from single-family to moderate-density multifamily development.
- (e) Park/Recreation. Concept Plan 1 provides for the use of Leach Creek as a trail corridor linking Canyon View Park and the Colorado River Trail, and accents natural features within the golf course.
- (f) Employment. Employment zones in this plan are intended to provide the opportunity for office, industrial flex-space and light industrial development with limited retail and residential uses.
- (g) Industrial. Industrial areas are illustrated as an extension of the existing industrial area south and east of the U.S. Highway 6/50 and I-70 interchange.
- (h) Advantages.
 - (1) Allows logical expansion of large-scale commercial users adjacent to the highway, providing access and visibility with minimal impacts.
 - (2) Creates a regional and site amenity (golf course) which increases land value and creates a "signature" image for the area.
- (i) Disadvantages.
 - (1) Market demand for all uses is weak and the market for a golf facility may not exist.

- (2) The commercial node at the interchange may draw demand from other less well-served areas of the City. If commercial development occurs at this location first, land values may not satisfy the community’s desire for high-quality development along other areas of the corridor.

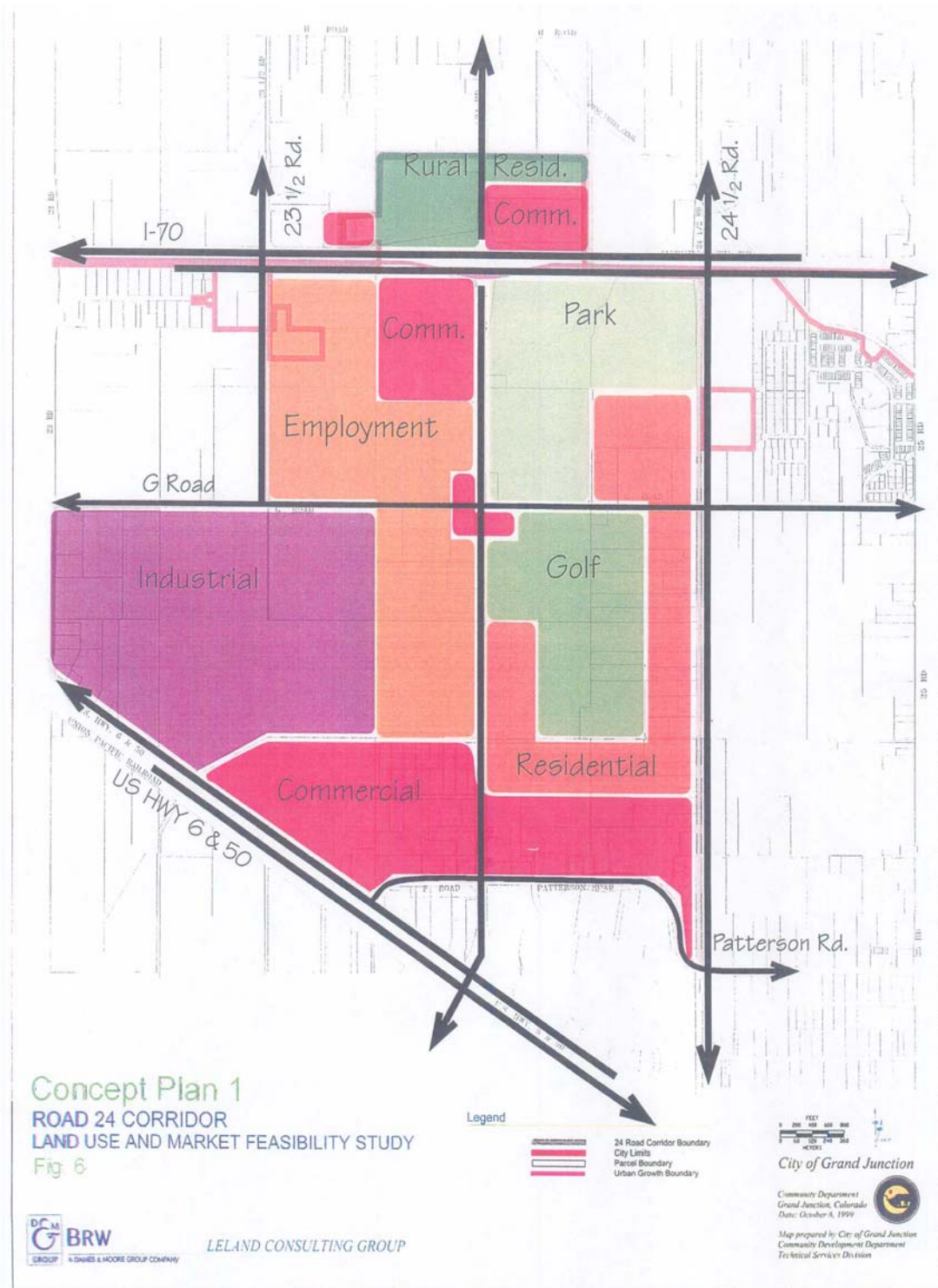


Figure 7: Concept Plan 1

(Res. 109-00 § 5, 11-1-00)

33.20.050 Concept Plan 2.

- (a) Concept. The overall concept provides for residential, employment, commercial, and industrial uses in the corridor, including development of 120 acres as a golf course/amenity. Concept Plan 2 illustrates the golf course west of 24 Road. Employment uses are shown east of 24 Road and residential uses to the west and north of the golf course. Concept Plan 2 is illustrated in Figure 8.
- (b) Key Elements.
 - (1) Commercial. Land along U.S. Highway 6/50 is suggested for commercial (big-box) development. Additional commercial uses are proposed for the south side of G Road and east and west of the 24 Road intersection as well as at the 24 Road and I-70 interchange.
 - (2) Employment. Employment uses include office, office warehouse, and light industrial uses. Three areas are proposed for employment use: in the southeast quarter of the G Road and 24 Road intersection; one-half mile west of the 24 Road and I-70 interchange; and between G Road and U.S. Highway 6/50, approximately one-half mile west of 24 Road.
 - (3) Residential. Residential use is illustrated along 24 1/2 Road, between the Mesa Mall area and the regional park, adjacent to existing residential use. Additional residential development is proposed west of 24 Road, north and south of G Road. The latter area is shown to wrap the proposed golf course. Development density is not specified.
 - (4) Rural Residential. Rural residential land is shown north of I-70, consistent with the Growth Plan.
 - (5) Industrial. Industrial zoning is illustrated as an extension of the existing industrial area south and east of the U.S. Highway 6/50 and I-70 interchange.
- (c) Advantages.
 - (1) Allows logical expansion of large-scale commercial users adjacent to the highway, providing access and visibility with minimal impacts.
 - (2) Creates a regional and site amenity (golf course) which increases land value and creates a “signature” image for the area.
- (d) Disadvantages.
 - (1) Market demand for all uses is weak and the market for a golf facility may not exist.
 - (2) The commercial node at the interchange may draw demand from other less well-served areas of the City. If commercial development occurs at this location first, land values may not satisfy the community’s desire for high-quality development.
 - (3) The location of residential uses adjacent to the golf course does not benefit from synergism of adjacency to other residential development along 24 1/2 Road.

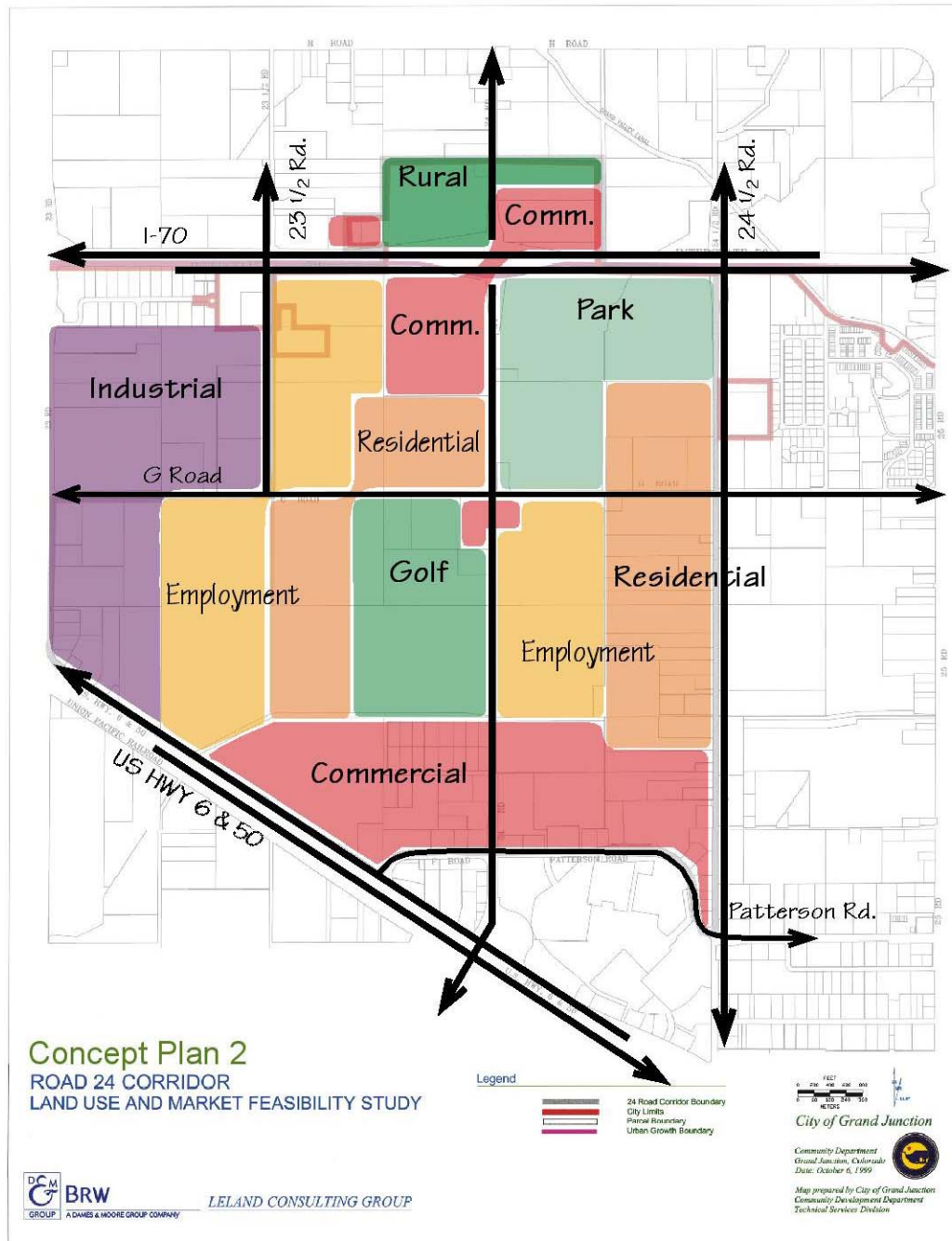


Figure 8: Concept Plan 2

(Res. 109-00 § 5, 11-1-00)

33.20.060 Concept Plan 3.

- (a) Concept. The overall concept of Plan 3 is to encourage residential, employment, commercial, and industrial uses in the corridor, including development of 120 acres as a golf course/amenity. This will serve as a catalyst for high-quality residential and employment development. Concept Plan 3 shows the golf course west of 24 Road and north and south of G Road and is illustrated in Figure 9.

(b) Key Elements.

- (1) Commercial. Commercial use is illustrated in three locations: at the northeast corner of the I-70 interchange, at the southeast corner of the G/24 Road intersection, and as expansion along U.S. Highway 6/50.
- (2) Industrial. The industrial area south of I-70 will be allowed to expand into the western portion of the study area.
- (3) Residential. There are two areas designated for residential use in this concept. One of the areas is located along 24 1/2 Road from the regional park on the north to the commercial area north of Mesa Mall on the south. The second area is located adjacent to the western and southern edges of the golf course.
- (4) Employment. Employment uses include office, office warehouse, and light industrial uses. Three areas proposed for employment use: in the southeast quarter of the G Road and 24 Road intersection encircled by the golf course, one-half mile west of the 24 Road and I-70 interchange, and between G Road and U.S. Highway 6/50, approximately one-half mile west of 24 Road.
- (5) Rural Residential. Rural residential land north of I-70 is consistent with the Growth Plan.

(c) Advantages.

- (1) Allows logical expansion of large-scale commercial users adjacent to the highway, providing access and visibility with minimal impacts.
- (2) Creates a regional and site amenity (golf course) which increases land value and creates a “signature” image for the area.

(d) Disadvantages.

- (1) Market demand for all uses is weak and the market for a golf facility may not exist.
- (2) The commercial node at the interchange may draw demand from other less well-served areas of the City. If commercial development occurs at this location first, land values may not satisfy the community’s desire for high-quality development.
- (3) The location of residential uses adjacent to the golf course does not benefit from synergism of adjacency to other residential development along 24 1/2 Road.

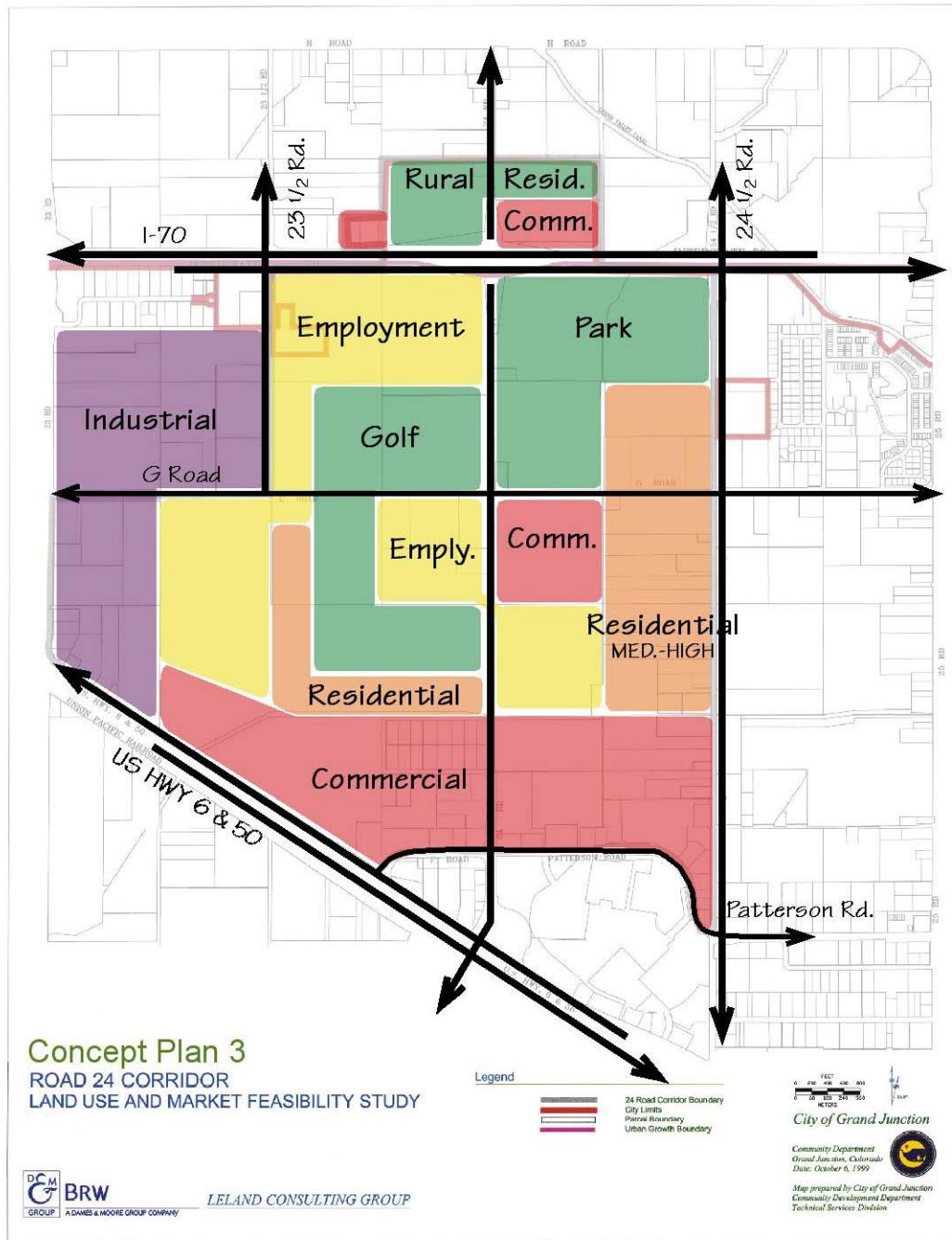


Figure 9: Concept Plan 3
(Res. 109-00 § 5, 11-1-00)

Chapter 33.24**“PREFERRED PLAN” FOR THE 24 ROAD CORRIDOR**

Sections:

- 33.24.010 “Preferred Plan” for the 24 Road Corridor.
- 33.24.020 Vision statement.
- 33.24.030 Subarea plan concept.
- 33.24.040 Image.
- 33.24.050 Open space/public facilities.
- 33.24.060 Circulation.
- 33.24.070 Land use.

33.24.010 “Preferred Plan” for the 24 Road Corridor.

This section presents the “Preferred Plan” for the 24 Road Corridor. It was formulated after the Steering Committee reviewed the concept alternatives and current City plan for the area as presented in the Grand Junction Growth Plan. The “Preferred Plan” is presented as a map and a written description. Implementation of the “Preferred Plan” is discussed in Chapter 33.28 GJMC.

(Res. 109-00 § 6, 11-1-00)

33.24.020 Vision statement.

- (a) Achieve high-quality development in the corridor in terms of land use, site planning and architectural design.
- (b) Provide market uses that complement existing and desired uses and benefit the Grand Junction community.
- (c) Take advantage of and expand upon existing public facilities in the corridor to create a “civic” presence.
- (d) Achieve a distinctive “parkway” character along the roadway that can serve as a gateway to the Grand Junction community.
- (e) Encourage development that is consistent with the Grand Junction Growth Plan.
- (f) Adjust and/or amend the Grand Junction Land Use Code and Growth Plan to achieve the Road 24 vision, concept, and plan and to create a predictable environment for future development of the area.

(Res. 109-00 § 6, 11-1-00)

33.24.030 Subarea plan concept.

Provide a land use and transportation framework for future development in the 24 Road Corridor that:

- (a) Allows for flexibility in land uses (type, intensity, and density) while recognizing inherent differences between development on small parcels compared with larger parcels.
- (b) Establishes a transportation network that interconnects to create a logical urban pattern.
- (c) Establishes a high-quality image through zoning, design standards, and public improvements.

Key components of the “preferred plan” are discussed in this chapter.

(Res. 109-00 § 6, 11-1-00)

33.24.040 Image.

The City of Grand Junction should develop a high-quality environment within the corridor that reflects its importance as a gateway to Grand Junction. In addition, the City must utilize public improvements to

establish this quality within the public realm (road right-of-way and public open space), building upon a “parkway” character. Design standards and guidelines on private sites should reinforce the overall theme and sense of quality. A development “catalyst,” such as a golf course or recreational facility, would encourage high-quality development as well as contribute positively to the area’s image.

(Res. 109-00 § 6, 11-1-00)

33.24.050 Open space/public facilities.

Canyon View Park already establishes a “civic” character for the area, as well as providing valuable open-space and recreational facilities. This character should be continued through the development of the 24 Road “parkway” and linear parks systems, including regional trails connecting the park and the Colorado River. Future open space/public facilities may include a golf course or other recreational amenity, which could be developed as a public/private venture as part of a larger land holding, assemblage, or cooperative venture among smaller landowners.

(Res. 109-00 § 6, 11-1-00)

33.24.060 Circulation.

U.S. Highway 6/50, 24 Road, Patterson Road and G Road currently comprise the major road network for the area. Successful development in the future will depend upon the creation of a secondary road system that provides continuity of travel, access to sites, and alternative routes north/south and east/west in the area.

Expansion of 24 Road as a five-lane landscape parkway with a median is a key feature that should occur as soon as possible to “set the tone” for development in the area. It should be coordinated with CDOT plans for the interchange.

A Secondary Road Network Master Plan should be developed for the subarea. Future rights-of-way for public streets should be reserved prior to development.

(Res. 109-00 § 6, 11-1-00)

33.24.070 Land use.

The following categories are deemed to be most appropriate for the 24 Road Corridor:

- (a) Rural Residential. Rural residential land north of I-70 consistent with the Growth Plan, including the current church site north west of the I-70 interchange.
- (b) Residential. Medium-density residential along 24 1/2 Road, or as part of a planned development.
- (c) Commercial. Commercial node in the north east corner of the I-70 interchange, as well as expansion of commercial uses along U.S. Highway 6/50.
- (d) Industrial. Continue industrial uses in the western sector between G Road and U.S. Highway 6/50.
- (e) Park/Open Space. Existing open space includes Canyon View Park. An open space corridor should be developed in the future along Leach Creek linking Canyon View Park and the Colorado River corridor.
- (f) Mixed Use Development. Mixed use development is encouraged in the remaining areas to include employment, residential and open space. Retail commercial may be appropriate as a secondary use, integral to other uses and structures or as a small (eight to 10 acres) nodal development at 24 Road and G Road intersection.

Although specific site development plans have not yet been approved for properties in this area, they will need to be approved as part of the City review process, which will rely in part on a comprehensive set of design standards and/or guidelines. Development in the area will be of a high quality and otherwise appropriate to Grand Junction’s “western gateway.”

Elements of the “Preferred Plan” are summarized below and presented in Figure 10. A summary of proposed land uses is proposed in Table 13.

Table 13: Proposed Land Uses

Preferred Plan	Area (acres)
Rural Residential	44
Commercial	260
Mixed Use	423
Community Recreation	114
Residential Multifamily Medium-High	116
Industrial	61
Total	1,018

Source: BRW, Inc.

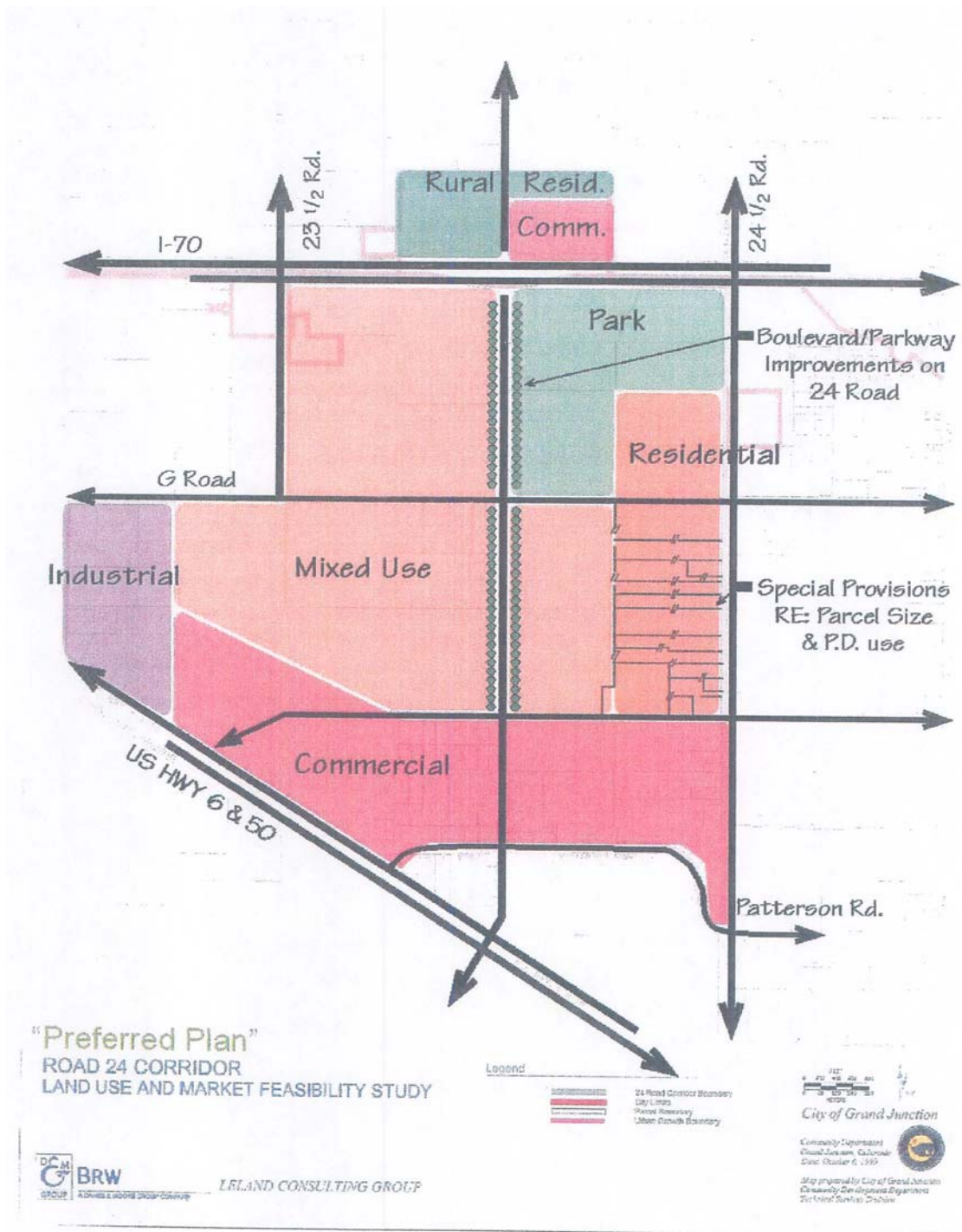


Figure 10: "Preferred Plan"

(Res. 109-00 § 6, 11-1-00)

Chapter 33.28

IMPLEMENTATION

Sections:

33.28.010 Implementation.

33.28.020 Background and assumptions.

33.28.030 Background on key implementation tools.

33.28.010 Implementation.

This chapter presents the recommendations of the Steering Committee regarding implementation of the 24 Road Corridor Subarea Plan. The Committee evaluated a variety of implementation plans which are summarized in this chapter. The chapter then concludes with implementation recommendations for the “Preferred Plan.”

(Res. 109-00 § 7, 11-1-00)

33.28.020 Background and assumptions.

Answering the basic questions of what (type of future do residents want), where (is the appropriate location within the community for these activities to take place), and who (is the primary responsible party) is obviously important. How these decisions are made and executed is equally important. If the decisions cannot be implemented for lack of funding or political support, then the grandest of visions will fail.

The recommended implementations actions are based on the following assumptions:

- (a) The public sector should provide the policy framework, regulations and programs which guide development in the public interest and to provide the infrastructure and basic services.
- (b) Development will be dependent primarily upon private investment in response to market forces and trends.
- (c) All land use and transportation decisions by their nature will create different opportunities and constraints for different properties.

The importance of these three assumptions is that they recognize the public sector has a limited ability to change or direct market trends, although they can direct or manage how and where these forces physically manifest themselves, and that inequities exist and will be created which benefit some properties and not others.

Table 14 summarizes the range of actions presented to and discussed by the 24 Road Steering Committee.

Table 14: Summary of Possible Implementation Actions

Action	Discussion	Responsibility
Revise Grand Junction Growth Plan or adopt 24 Road Corridor Subarea Plan.	Goal <ul style="list-style-type: none"> • Revise recommended land uses in the 24 Road Corridor. Implication <ul style="list-style-type: none"> • Requires City Council approval and then modifies Growth Plan. 	Public

Table 14: Summary of Possible Implementation Actions

Action	Discussion	Responsibility
<p>Revise existing Planned Development (PD) zone or establish a new mixed use zone for large-scale planned commercial, residential, and industrial developments.</p> <p>This zone would be applicable to the 24 Road Corridor and other areas where appropriate, subject to the following:</p> <ul style="list-style-type: none"> • Significant benefit to the City as a whole, based upon cost benefit analysis. • Minimizes or mitigates any potential adverse environmental and social impacts. <p>Other criteria.</p>	<p>Goals</p> <ul style="list-style-type: none"> • Complement or refine existing PD zone districts. • Allow flexibility in intensity and mix of land uses. • Concentrate commercial development in compact centers or districts (rather than letting it spread out in strips). • Encourage high-quality visual environment. • Phase development to allow rational expansion of infrastructure. <p>Implications</p> <ul style="list-style-type: none"> • Existing PD zone may presently provide land-use flexibility – no need to create new zone. • Design standards should be added to existing language. 	Public
<p>Create design standards for new development.</p>	<p>Goal</p> <ul style="list-style-type: none"> • Encourage high-quality visual environment (materials, site planning, signage, landscaping, architectural design). <p>Implications</p> <ul style="list-style-type: none"> • Adherence to “design standards” likely to increase cost of development. • Lack of guidelines or standards is likely to perpetuate existing type and quality of development. 	Public
<p>Prepare a Secondary Road Master Plan that establishes the location, standards for design, and construction of all area roads.</p>	<p>Goal</p> <ul style="list-style-type: none"> • Establish interconnecting, logical road network. <p>Implications</p> <ul style="list-style-type: none"> • Parties responsible for constructing minor roads likely to be individual developments unless other mechanism, e.g., an “improvement district,” is in place. • Requires coordination between land owners and City. 	Public

Table 14: Summary of Possible Implementation Actions

Action	Discussion	Responsibility
Establish a “general improvement district” to provide cost-sharing of “public improvements.”	<p>Goals</p> <ul style="list-style-type: none"> • Create amenities and enhancements that add land value and improve community image. • Plan, construct and maintain key image-giving visual elements, e.g., boulevard landscaping along 24 Road, Leach Creek recreational improvements, “gateway/entry design features,” golf course, etc. <p>Implications</p> <ul style="list-style-type: none"> • Without method for cost-sharing, improvements to public areas will require capital improvement funding from General Fund and be limited by availability of funds. • Individual property owners are unlikely to voluntarily finance perceived “area-wide” public or private improvements/amenities, e.g., golf course, trail system, etc. 	Public/Private
Create organization to represent property owners, plan, and implement desired area improvements.	<p>Goal</p> <ul style="list-style-type: none"> • Create institutionalized method to address goals and issues by encouraging cooperation, collaboration and high-quality visual environment. <p>Implications</p> <ul style="list-style-type: none"> • Requires cooperation for the benefit of the many, at perhaps the expense of the few. • Some improvements and actions may be impossible to implement without cooperation. 	Private

Following is a summary of background information relative to several of the development tools described above.

(Res. 109-00 § 7, 11-1-00)

33.28.030 Background on key implementation tools.

- (a) **Overlay Zone.** The use of overlay zoning is one way to create a more flexible and discretionary alternative to traditional Euclidean zoning. An overlay zone is defined as “a mapped overlay district superimposed on one or more established zoning districts which may be used to impose supplemental restrictions on uses in these districts, permit uses otherwise disallowed, or implement some form of density bonus or incentive bonus program.”

Overlay zones are distinct from “floating” zones because of several features, the most significant of which is that overlay zones are mapped and floating zones are not mapped.

An overlay zone supplements the underlying zone district with additional requirements or incentives. Underlying zoning regulations remain in place. Examples might include special requirements such as design standards or guidelines, additional setbacks or height limits. A parcel within the

overlay zone will thus be simultaneously subject to two sets of zoning regulations: the underlying and the overlay zoning requirements.

Overlay zone boundaries are also not restricted by the underlying zoning districts' boundaries. An overlay zone may or may not encompass the entire underlying zoning district. Likewise, an overlay zone can cover more than one zoning district, or even portions of several underlying zoning districts.

- (b) **Improvement Districts.** Improvement districts are a legal vehicle established by the City Council, or appropriate legislative body, whereby improvements to public property are financed by special tax assessments on affected private property.

Traditionally, improvement districts have accomplished street-oriented improvements, such as street paving, curb and gutter, sidewalks and drainage projects. Other types of improvements in public areas can be funded in this manner as long as they contribute to the public good.

The purpose of an improvement district is to provide financing and distribute costs over a specific area. It allows a city or county to construct and pay the entire cost of an extensive project within a very short time. The improvement also makes the improvements affordable to the benefited property since payment for improvements is usually carried over 10 years.

- (c) **Design Guidelines and Design Standards.** Design elements including architectural style, use of materials, landscaping, signage and site plan features and elements can be addressed in the guidelines and standards. Without strong political support for their application, guidelines and standards will be ineffective. Traditionally, these tools are used in areas where there is a unique development pattern or character, such as an historic district or where there is a particular type of development to be controlled, such as retail or commercial. There should also be a method for the review of projects subject to the guidelines, such as a design review board comprised of citizens and professionals in the design field.

Because guidelines are advisory and often voluntary, challenges to them can be successfully argued. Standards are regulations adopted by the City Council or other appropriate legislative body and become part of the land use "code." In either case, specificity in intent and language is desirable.

- (d) **Other Property Owners or Business Owners and Entities.** These are all examples of institutionalized or legally organized methods for collaboration and cost- and profit-sharing. Many downtown or other business districts have been modeled after shopping centers, where agreements governing the "Common Area Improvements" responsibilities, etc., are used. In situations where there may be many unequal interests, and therefore unequal benefits, contractual agreements establishing organizational structures may be of benefit.
- (e) **Implementation Recommendations.** The Steering Committee discussed how the 24 Road Corridor Subarea Plan could be implemented through both public and private means. These options fall into the general areas of policies, programs and capital investments.
- (1) **Implement 24 Road Improvements.** Expand 24 Road to a five-lane parkway, with landscaped median, as soon as possible in order to meet transportation requirements as well as "set the tone" in the area for high-quality development.
 - (2) **Adopt a Subarea Plan.** Incorporate the recommendations of the Steering Committee into the Grand Junction Growth Plan by adopting the 24 Road Corridor Subarea Plan.
 - (3) **Create a Mixed Use Zone for the Area.** Current Grand Junction regulations provide for several planned development zones; however, they do not contain sufficient criteria to achieve the vision for 24 Road Corridor. A new mixed use zone could address issues and opportunities specific to the 24 Road Corridor.
 - (4) **Adopt Design Standards and Guidelines.** Develop design standards and guidelines to address the design and planning issues related to commercial development as well as larger land use, open space, and transportation framework issues in the corridor.

- (5) Develop a Secondary Road Network Master Plan. Establish the location, type and character of secondary roads within the project area, including key access points and interconnections.
- (f) In addition, the Steering Committee discussed two other potential options:
 - (1) The establishment of a public/private entity to provide for cost-sharing of “public” improvements, i.e., two additional lanes on 24 Road, boulevard landscaping, Leach Creek recreational improvements, a possible golf course, and gateway/entry designs.
 - (2) The potential to create an organization to represent property owners and plan, implement and maintain desired area improvements. This would “institutionalize” private sector involvement and create the means for agreement/cooperation among private sector interests and with the public sector.

Although landowners support the five elements described above, including the concept of more rigorous design standards than the City has in place today, it remains to be seen whether they are willing to step forward to participate financially in exchange for more flexibility in land use and site design through the planned development (PD) process. The potential for cost-sharing between the City and landowners for improvements to a five-lane 24 Road was discussed, with no resolution at this time.

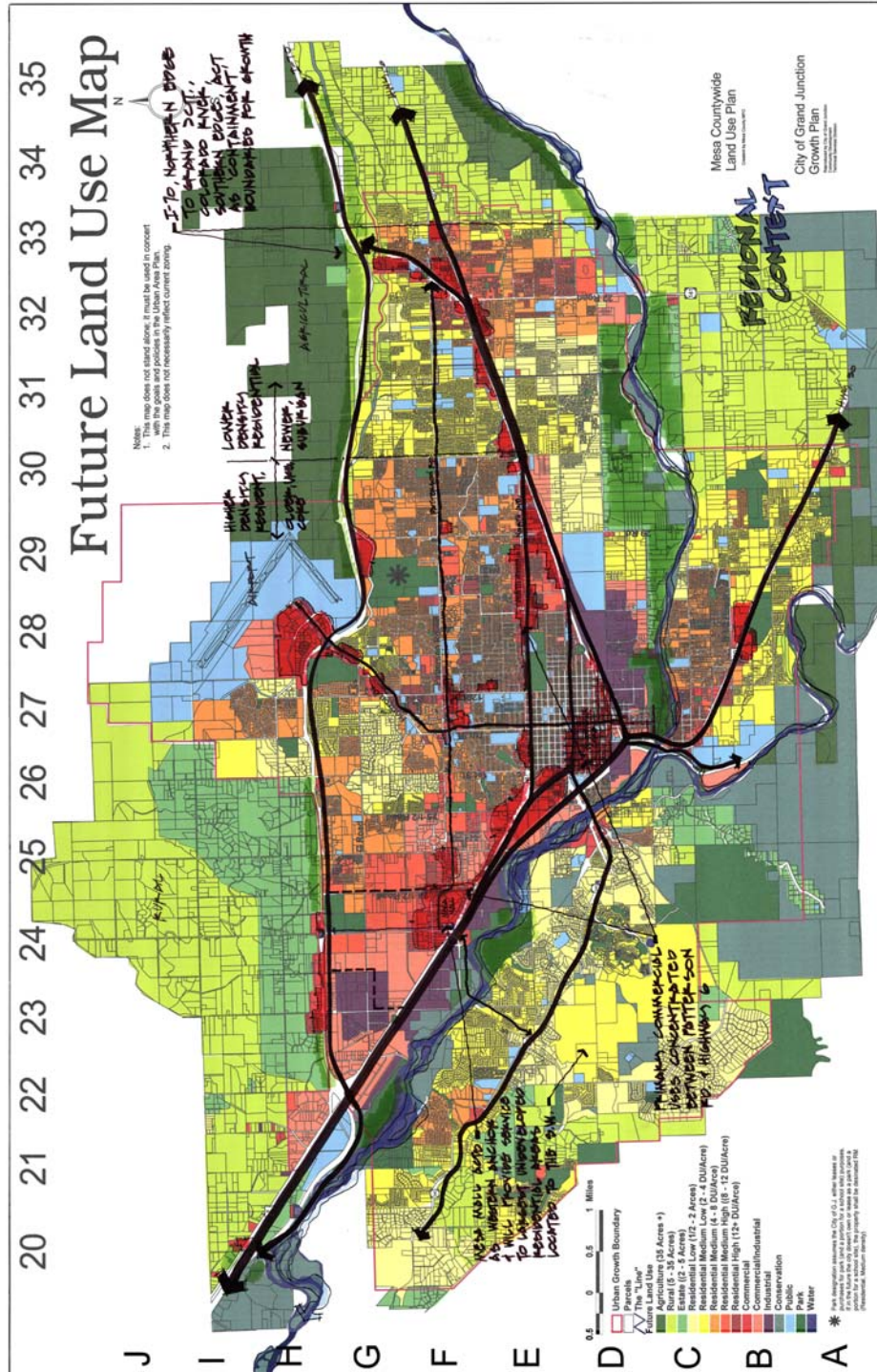
(Res. 109-00 § 7, 11-1-00)

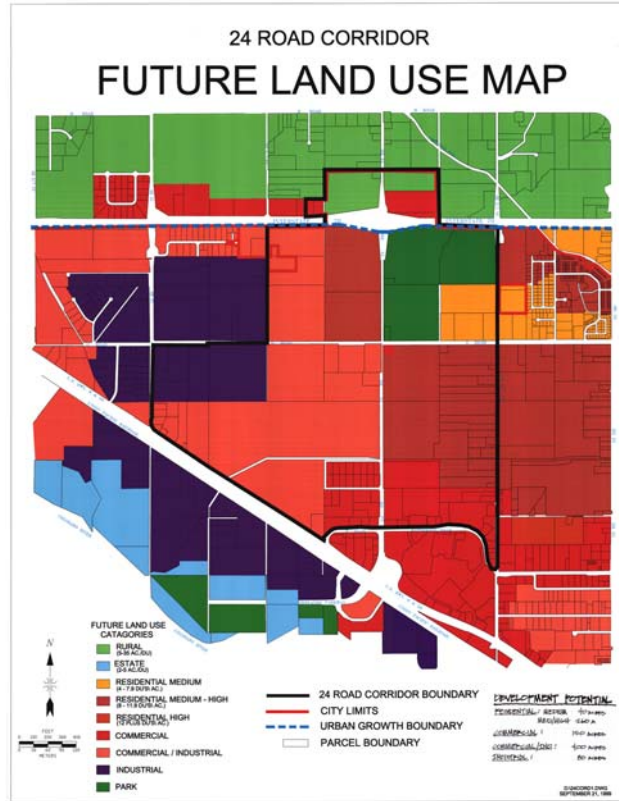
Chapter 33.32

APPENDIX A – SUPPLEMENTARY ILLUSTRATIONS

Sections:
33.32.010 Supplementary illustrations.

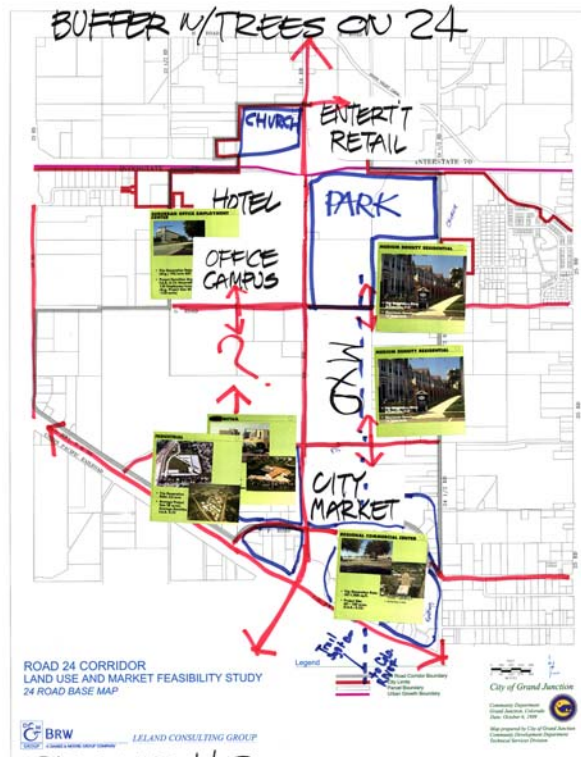
33.32.010 Supplementary illustrations.







GROUP #2



GROUP #3



(Res. 109-00 § 7, 11-1-00)

Title 34

REDLANDS AREA PLAN

Chapters:

- 34.04 Introduction**
- 34.08 Planning Process**
- 34.12 General Services Action Plan**
- 34.16 Community Image/Character Action Plan**
- 34.20 Land Use/Growth Management Action Plan**
- 34.24 Parks, Recreation and Open Space Action Plan**
- 34.28 Transportation Action Plan**
- 34.32 Housing Action Plan**
- 34.36 Historic Preservation Action Plan**
- 34.40 Mesa County, National and State Historic Register, Redlands Area**
- 34.44 City and County Noxious Weeds List**
- 34.48 Summary of Accomplishments**

Chapter 34.04**INTRODUCTION**

Sections:

34.04.010 Introduction.

34.04.010 Introduction.

The Redlands Planning Area is located south and west of the Colorado River from the Highway 340 Colorado River Bridge at Fruita on the Northwest, the Colorado National Monument on the south and the Gunnison River on the east (Figure 1).

The Redlands is named for the area's red soils and spectacular red cliffs and canyons of the Colorado National Monument, which rise as much as 2,000 feet from the floor of the Grand Valley.

In concert with the Redlands Area Transportation Study (RATS), Mesa County and the City of Grand Junction conducted a process to update the 1986 Redlands Goals and Policies Plan to reflect the specific needs of the Redlands. The Mesa Countywide Land Use Plan, the City of Grand Junction Growth Plan, adopted in 1996, and the Fruita Community Plan 2020 provide the basis for this more detailed neighborhood plan.

The purpose for updating the plan is to identify and articulate detailed needs of the area as they have changed over the last several years. The plan will help achieve community goals by providing specific policies and implementation strategies.

(Res. 62-02, 6-26-02)

Chapter 34.08

PLANNING PROCESS

Sections:

34.08.010 Planning process.

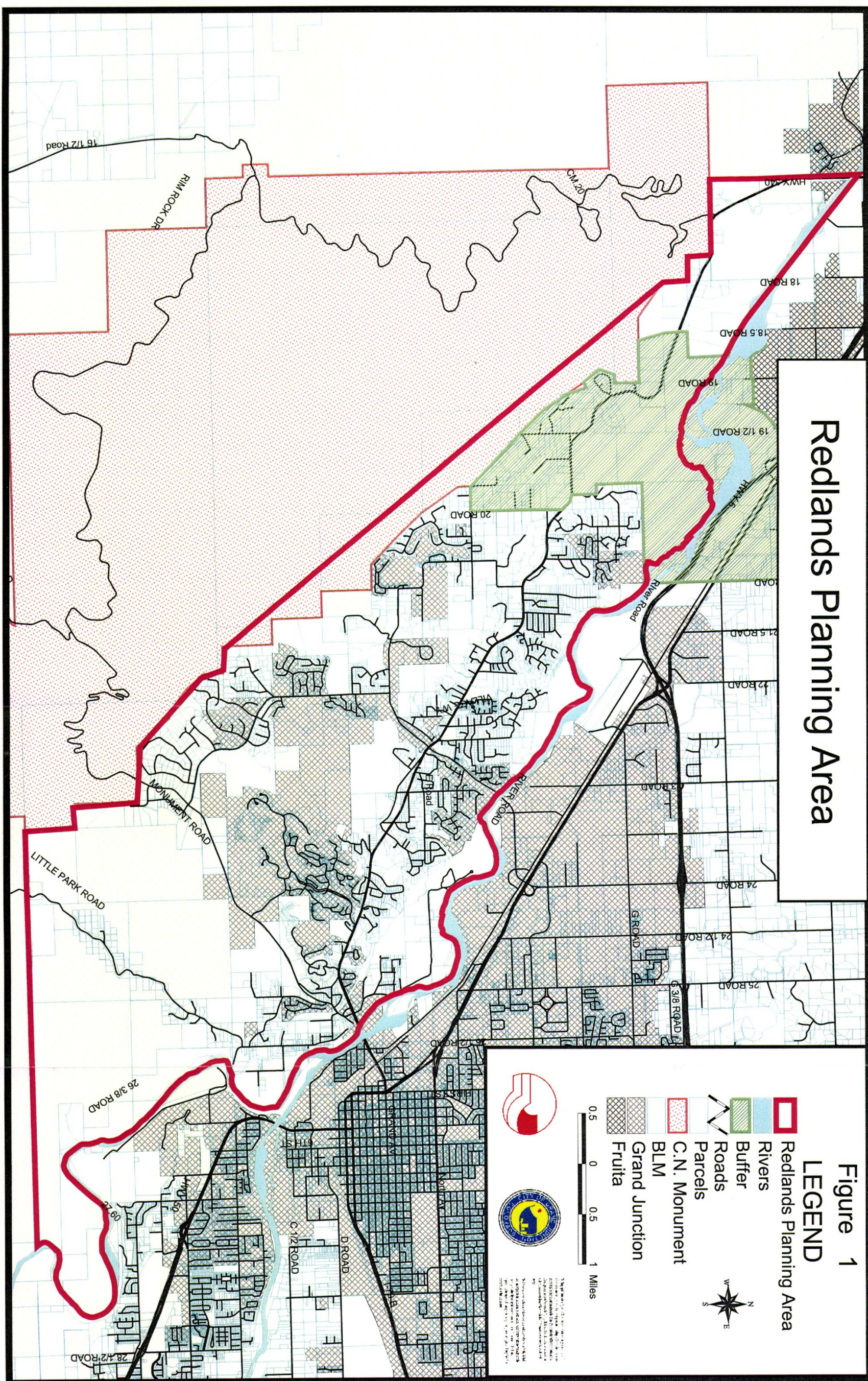
34.08.010 Planning process.

Public input was solicited at four public open houses/public forums and through written comments. Four newsletters were mailed to every property owner in the planning area announcing public forums soliciting input and comments. The newsletters contained phone numbers and addresses to which property owners could comment. Numerous written responses were received.

The Mesa County long-range planning internet website kept the public up-to-date on issues and progress of the plan through posted newsletters, meeting summaries and comment response logs.

(a) Schedule.

- (1) Spring 2001.
 - (i) Staff reviewed 1986 and 1996 Plans.
 - (ii) Identified accomplishments and outstanding issues.
- (2) June 2001.
 - (i) Open house in conjunction with Redlands Area Transportation Study.
 - (ii) Issue identification.
 - (iii) Joint Planning Commission workshop.
 - (iv) Review of issues to date.
- (3) August 2001.
 - (i) Newsletter No. 1.
- (4) October 2001.
 - (i) Open house in conjunction with Redlands Area Transportation Study.
 - (ii) Refined issues.
 - (iii) Newsletter No. 2.
- (5) November 2001.
 - (i) Open house and public forum.
 - (ii) Input on Future Land Use Map inconsistencies and future commercial development.
- (6) December 2001.
 - (i) Newsletter No. 3.
- (7) January 2002.
 - (i) Open house in conjunction with Redlands Area Transportation Study.
 - (ii) Input on additional proposed Future Land Use Map changes and design standards/guidelines.
- (8) February 2002.
 - (i) Newsletter No. 4.



Redlands Planning Area

Figure 1
LEGEND
Redlands Planning Area

- Rivers
- Buffer
- Roads
- Parcels
- C.N. Monument
- BLM
- Grand Junction
- Fruita

0.5 0 0.5 1 Miles



Map prepared by Grand Junction Water Conservancy District, 2011. All rights reserved. This map is for informational purposes only and does not constitute a warranty of accuracy. The District is not responsible for any errors or omissions on this map. For more information, contact the District at 970.243.2200.

- (ii) Draft plan available for review.
 - (iii) Joint Planning Commission workshop.
 - (iv) Review draft plan.
- (9) Spring 2002.
 - (i) Planning Commission public hearing(s).
 - (ii) City Council public hearing(s).
 - (iii) Present adopted plan to Board of County Commissioners.
- (b) Accomplishment Highlights. The following highlights some of the many accomplishments/activities that have taken place since adoption of the 1986 Redlands Goals and Policies Plan and 1996 Mesa Countywide Land Use Plan/Grand Junction Growth Plan. (See Chapter 34.48 GJMC, Summary of Accomplishments.)
- (c) Community Organization/General Services.
 - (1) Sewer service has been extended to many new and developed areas.
 - (2) In 1998, the “Persigo Sewer System Agreement between Mesa County and Grand Junction” was signed.
 - (3) Numerous local improvement districts have been and are being formed for sewer service.
 - (4) The 1996 Mesa Countywide Land Use Plan and Grand Junction Growth Plans were adopted.
 - (5) New City and County development codes adopted.
 - (6) The City and County adopted the Grand Valley Circulation Plan Functional Classification Map.
 - (7) City and County staff participate on a long-range planning committee of School District 51.
- (d) Irrigation. Development codes require use of nonpotable irrigation water for landscaping purposes where available.
- (e) Fire Protection and Emergency Medical Service. City and County continue to address the issues and needs of fire protection and emergency medical services on the Redlands. Both jurisdictions have money budgeted for 2002 to begin the process to acquire land and/or facilities.
- (f) Drainage.
 - (1) Development codes require minimum 100-foot setbacks from Colorado and Gunnison Rivers.
 - (2) The City and County maintain Geographic Information Systems with drainage and a geo-hazards map of the Redlands.
 - (3) Adopted the Storm Water Management Manual (SWMM).
- (g) Land Use and Urban Design.
 - (1) Connected Lakes area was rezoned to AFT (RSFR).
 - (2) Fruita, Grand Junction, and Mesa County signed an intergovernmental agreement establishing a Cooperative Planning Agreement, Buffer Area, as a community separator in 1998.
 - (3) Development codes establish new standards for new development.
 - (4) Development codes include standards for new development on ridgelines and steep slopes.
 - (5) 1998 Persigo Agreement requires annexation of certain new development.
 - (6) City of Fruita Community Plan 2020 adopted in 1994 and updated in 2001 includes:

- (i) A monument preservation area outside of the Persigo 201 – five-acre minimum lots; and
 - (ii) Removing most of the Redlands area east of Kings View Estates from the Fruita 201 Sewer Service Area.
- (h) Parks, Recreation, Historic Places.
- (1) Riggs Hill acquired by the Museum of Western Colorado and Dinosaur Hill is protected by the Bureau of Land Management.
 - (2) Audubon and Blue Heron trail sections of the Colorado River Trail System have been built and are very popular.
 - (3) Mesa County transferred ownership of the reclaimed Connected Lakes gravel pits to the State of Colorado as part of the Colorado River State Park system.
 - (4) Urban Trails Master Plan adopted.
 - (5) Tabeguache mountain bike trail established between Monument Road and Little Park Road.
 - (6) Land at the confluence of Gunnison and Colorado Rivers purchased by U.S. Government Bureau of Reclamation as a wildlife preserve.
 - (7) Redlands Middle School built.
 - (8) The Grand Junction Master Parks Plan was updated in 2001.
 - (9) Grand Junction Country Club (Redlands Community Club) designated on State Register of Historic Places in 1995.
 - (10) National Monument – designations of historic buildings and sites.

(Res. 62-02, 6-26-02)

Chapter 34.12**GENERAL SERVICES ACTION PLAN**

Sections:

34.12.010 Findings.

34.12.020 Goals, policies, implementation.

34.12.010 Findings.

- (a) General. Utility services in the area are provided as follows:
- (1) Domestic Water – Ute Water Conservancy District, Bruners Water System.
 - (2) Electricity – Excel Energy and Grand Valley Power.
 - (3) Irrigation – Redlands Water and Power Company.
 - (4) Sewage Collection – City of Grand Junction/Mesa County Joint Sewer System (Persigo).
 - (5) Sewage Treatment – City/County Persigo Wastewater Treatment Plant.
 - (6) Solid Waste Collection – Several private haulers in addition to the City of Grand Junction.
- (b) Domestic Water. Service provided by Ute Water has been interrupted several times in the recent past due to line breaks. Many existing waterlines do not meet current fire protection standards, particularly in terms of line size and looping requirements. There are issues with varying water pressure day to day. The various providers in the valley have adopted common water system construction standards.

Bruners Water System (Artesian Water Services), a private water provider, serves over 200 homes on the Redlands. These residences at some point may need to be integrated into the Ute Water system. Estimated costs of \$1,200,000 are needed to upgrade the existing water line infrastructure before Ute Water could serve these residences.

There are also several residences on wells. Over time, these residences may want or need to connect to Ute Water's facilities.

- (c) Irrigation/Drainage. Irrigation water is supplied to a majority of the Redlands via the Redlands Water and Power District. Irrigation water comes from a dam on the Gunnison River that diverts water for irrigation and the power plant. The Ridges/Redlands Mesa takes their water out after it passes through the power plant.

Redlands Water and Power is not responsible for handling drainage in the area. Mesa County has already compiled drainage information from the various private development studies that have been completed to date.

Drainage is a very high concern on the Redlands due to the large amount of steep, impervious land to the southwest of the Redlands within the Colorado National Monument. Runoff from most storm events starts southwest of the area and moves northeasterly, essentially "following" the drainages to the Colorado River. Because of the above factors, all of the washes and streams are subject to flash flooding and should be very closely analyzed when developing new drainage plans or siting structures.



*Redlands Power Canal
and Power Station*

- (d) Sewer. The Redlands area within the Grand Junction sewer service area is or will be served by sanitary sewer. Within the City of Fruita's sewer service area, much of the area is slated to be removed from the service area. The 2001 City of Fruita Community Plan 2020 recommends removing most of the Redlands area east of Kings View Estates from the Fruita 201 Sewer Service Area and utilizing individual sewage disposal systems.

Much of the existing housing in the Grand Junction Persigo 201 Sewer Service Area is not currently being served by sanitary sewer. It is estimated that 1,400 homes in the Redlands are served by on-site sewage disposal systems. Although septic tank and soil treatment of domestic wastewater is an effective and proven means of sewage treatment, the age of many systems in the area and the lack of adequate installation area for replacement fields have begun to produce complex and expensive repairs of existing systems. The proliferation of small parcels and the resulting high density has made many areas in the Redlands impractical for on-site wastewater disposal. The City of Grand Junction and Mesa County have recommended that new development within the urban boundary be constructed with provisions for sewer service.

The Septic System Elimination Program has been established to convert neighborhoods from individual septic systems to a public system where raw sewage will be treated at the Persigo Wastewater Treatment Plant. Under the program, the City/County sewer fund subsidizes the cost of constructing sewer infrastructure to the property lines by 30 percent. The subsidy is intended to bring the cost of sewer service down to approximately the same amount as replacement of a septic system.

Several neighborhood sewer improvement districts have been formed to provide sanitary sewer service and eliminate individual septic systems. The following list of neighborhood areas are completed, under construction, or are being planned:

- (1) Monument Meadows (12 homes/completed 2001);
- (2) Columbine Area (66 homes/completed 2001);
- (3) Manzana (eight homes/completed 2001);
- (4) Country Club Park No. 2/Mesa Vista (66 homes/2002 completion);
- (5) Redlands Village South (118 homes/2002 completion);
- (6) West Scenic Area (13 homes/under design);
- (7) Skyway (231 homes/under design);

- (8) Redlands Village North (205 homes/2002 construction);
- (9) 23 Road and Broadway Area (31 homes/under design).
- (e) Solid Waste Collection/Trash Pick-Up. There are several private haulers, in addition to the City of Grand Junction, that provide solid waste collection to the Redlands area. City ordinance requires residences within the City of Grand Junction to have their trash picked up by either the City or a private hauler.

With multiple private haulers, there are issues with noise, aesthetics and number of large trucks driving on neighborhood streets throughout the workweek. Consolidating services for individual neighborhoods would reduce the frequency of noisy refuse trucks, reduce the number of days that refuse containers are placed at the curb, and reduce the number of large trucks using the neighborhood streets.

- (f) Public Safety (Law Enforcement and Fire). Public safety services within the planning area include the following:
 - (1) Fire protection is provided by Grand Junction City/Rural Fire Districts Station No. 1 at Sixth Street and Pitkin Avenue. Many concerns have been expressed during this planning process as well as previous discussion at the City and County regarding the need for better fire protection in the Redlands area, including a new fire station. For wildfires, please see Chapter 34.20 GJMC, Land Use/Growth Management Action Plan.
 - (2) Emergency medical service is provided by the Grand Junction Fire Department and area ambulance services. As part of a new fire station, an emergency response facility may be constructed first. Currently nine out of 10 emergency calls on the Redlands are for medical needs only.
 - (3) Law enforcement is provided by the Mesa County Sheriff's Office, the Grand Junction Police Department and the Colorado State Highway Patrol. There are several active neighborhood watch programs throughout the Redlands area. The City Police Department and County Sheriff review development proposals for elements of crime prevention through design, e.g., limited access to properties [cul-de-sacs, and minimizing opportunities for criminals to hide (landscaping)]. Multiple access points to developments are often encouraged by the fire departments to ensure emergency vehicle access in case an access is blocked.
- (g) Schools. There are three elementary schools and one middle school located on the Redlands. Statistics show that the actual growth in the number of students attending School District 51 schools located on the Redlands has remained steady at around 1,600 students for K – 8 during the past four years.



*Redlands
Middle School*

School District 51's Long-Range Planning Committee has made recommendations to the School Board that in the short term, through 2010, the need for new schools within the District does not include any new schools in the Redlands (including a high school). In looking at the need for a new high school in the Redlands, the majority of current high school students living in the Redlands attend Fruita Monument High School in Fruita with a small number of students attending Grand Junction High School. Redlands Middle School, which feeds into these two high schools, has not increased in enrollment over the past four years. With little or no high school student growth coming from the Redlands area, the need for a new high school on the Redlands is not justified. Even though the number of new homes continues to increase in the Redlands, the demographics of those homes is changing. This trend shows the population is changing, with households having fewer or no school-aged children (Table 1).

Table 1

School Enrollment				
	October of each year			
	1998	1999	2000	2001
ELEMENTARY SCHOOLS				
Broadway	302	287	284	289
Scenic	235	230	240	261
Wingate	471	493	458	446
SECONDARY SCHOOLS				
Redlands Middle	598	593	599	598

Source: Mesa County School District 51.

(Res. 62-02, 6-26-02)

34.12.020 Goals, policies, implementation.

(a) Goals.

- (1) To make available at an urban level all utility, solid waste, drainage and emergency response services to all properties located within the urban boundaries on the Redlands.
- (2) To provide a rural level of services to properties outside of urban areas.
- (3) To promote the cost-effective provision of services for businesses and residents by all service providers.

(b) Policies.

- (1) Coordinate between public and private service providers to develop and maintain public improvements which efficiently serve existing and new development.
- (2) Provide an urban level of services, all utility, solid waste, drainage and emergency response services to all properties located within the urban boundaries on the Redlands and a rural level of services to properties outside of urban areas.
- (3) Design and construct water and sanitary sewer systems with adequate capacity to serve future populations.

- (4) Encourage service providers to participate in joint service ventures that reduce service costs while maintaining adequate levels of service.
 - (5) Encourage consolidations of services whenever such consolidations will result in improved service efficiencies while maintaining adopted level of service standards.
 - (6) Encourage the use of nonpotable water for irrigation.
- (c) Implementation.
- (1) The City and County shall coordinate with public and private service providers to develop and maintain public improvements which efficiently serve existing and new development.
 - (2) The City and County shall maintain and annually update 10-year capital improvements plans that identify specific improvements required to serve existing and approved development.
 - (3) The City and County shall limit urban development¹ outside of the urban growth boundary.
 - (4) The City and County shall ensure that water and sanitary sewer systems are designed and constructed with adequate capacity to serve proposed development.
 - (5) The City and County shall coordinate with other service providers to identify opportunities for improving operating efficiencies. The City and County will encourage service providers to participate in joint service ventures that reduce service costs while maintaining adequate levels of service.
 - (6) The City and County shall encourage consolidation of services whenever such consolidation will result in improved service efficiencies while maintaining adopted level of service standards.
 - (7) The City and County shall encourage the use of nonpotable water for irrigation, particularly for recreation areas, common areas and other public spaces.

(Res. 62-02, 6-26-02)

1. Urban development includes all projects of a sufficient intensity to require connection to an organized wastewater collection and treatment system or other urban services. Urban development includes residential development on lots smaller than two acres, and nonresidential development other than agricultural, mining or approved home occupations.

Chapter 34.16**COMMUNITY IMAGE/CHARACTER ACTION PLAN**

Sections:

- 34.16.010 Findings.
- 34.16.020 Goals, policies, implementation.
- 34.16.030 Visual character.
- 34.16.040 Visual character – Goals, policies, implementation.
- 34.16.050 Outdoor lighting.
- 34.16.060 Outdoor lighting – Goals, policies, implementation.
- 34.16.070 Code enforcement.

34.16.010 Findings.

- (a) Hills, Bluffs, and Other Visually Prominent Areas. The Grand Junction Zoning and Development Code (GJMC Title 21) identifies key ridgelines along Monument Road, South Camp Road and South Broadway on which new development must maintain sufficient setbacks as to not be visible on the horizon, or provide mitigation through design to minimize the visibility of development along the corridors. Mesa County's Land Development Code also identifies key corridors, including Highway 340, Monument Road, South Camp Road and South Broadway, along which views of new structures along ridgelines must be minimized. (Figure 2)

Development on steep slopes, including the bluffs overlooking the Colorado River, should be avoided or minimized and follow the requirements of the hillside development regulations in the City Zoning and Development Code, GJMC Title 21, and the slope conditions standards in the County's Land Development Code.

Monument Road has been identified as a visually important corridor on the Redlands, providing access to the Tabeguache trailhead and a gateway to the Colorado National Monument. In addition to the ridgeline views along the corridor, the views on either side of the roadway are also of importance to maintain the open vistas to the Monument. Similarly, the approach to the west entrance to the Monument along Highway 340 should maintain open unobstructed vistas.

(Res. 62-02, 6-26-02)

34.16.020 Goals, policies, implementation.

- (a) Goals.
 - (1) Protect the foreground, middleground, and background visual/aesthetic character of the Redlands Planning Area.
 - (2) Minimize the loss of life and property by avoiding inappropriate development in natural hazard areas.
- (b) Policies.
 - (1) Development on prominent ridgelines along the major corridors of Highway 340, South Broadway, South Camp Road and Monument Road shall be minimized to maintain the unobstructed view of the skyline.
 - (2) Development along Monument Road, as an access to the Tabeguache trailhead and gateway to the Colorado National Monument, and along Highway 340, as the west entrance into the Monument, shall be sufficiently set back from the corridors to maintain the open vistas of the Monument.
 - (3) Development in or near natural hazard areas shall be prohibited unless measures are taken to mitigate the risk of injury to persons and the loss of property.

- (4) The City and County will limit cut and fill work along hillsides. In areas where cut and fill is necessary to provide safe access to development, mitigation shall be required to reduce the visual impact of the work.
- (c) Implementation.
- (1) Revise the City's and County's development codes to have the same standards in the urban area for development of ridgelines and other visually prominent areas. Such standards should incorporate the use of colors, textures, and architecture to blend in with surrounding landscape.
 - (2) Create a Monument Road and Highway 340 corridor overlay to address setbacks and design standards for development along the Colorado National Monument access corridors.
 - (3) Create an overlay zone for the Colorado River bluffs area and other geologic hazard areas to minimize development of geological sensitive areas.
 - (4) Revise the City's and County's development codes to have the same standards in the urban area for development of steep slopes, minimizing the aesthetic and stability impacts of development.

(Res. 62-02, 6-26-02)

34.16.030 Visual character.

One of the goals of the Redlands Area Plan is to achieve high quality development on the Redlands in terms of site planning and architectural design, especially as it relates to commercial development. Public improvements should establish this quality within the public realm, including roadway design and open space areas. This high quality development should be carried over to private sites by establishing and applying design standards and guidelines.

The Redlands has a distinct character, with the varying topography, scenic vistas, and open and somewhat rural feel. Being a bedroom community, it's important that the identified commercial centers and convenience centers are designed to fit in with the residential nature of the Redlands. Design elements, including architectural style, use of materials, landscaping, signage and site plan features and elements can be addressed in guidelines and standards.

(Res. 62-02, 6-26-02)

34.16.040 Visual character – Goals, policies, implementation.

- (a) Goals.
- (1) Achieve high quality development on the Redlands in terms of public improvements, site planning and architectural design.
- (b) Policies.
- (1) Opportunities for creating gateway features on the Redlands through public improvements shall be considered.
 - (2) New commercial development on the Redlands shall maintain and enhance the character of the area through good design standards.
 - (3) Roadway and other public improvement design shall respect and enhance the character of the Redlands.
- (c) Implementation.
- (1) Establish design standards and guidelines for commercial development that address the following elements:
 - (i) Building massing, height and rooflines.

- (ii) Variation of materials, color and texture.
 - (iii) Placement of windows and other openings.
 - (iv) Types and quality of building materials.
 - (v) Building and parking lot location.
 - (vi) Landscaping, screening and buffering.
 - (vii) Site circulation and pedestrian connections.
 - (viii) Signage.
- (2) Establish roadway design standards for the major corridors that reflect the open, rural character of the Redlands.
 - (3) Establish design standards for key entry nodes to the Redlands, such as the intersection of Highway 340 and Redlands Parkway and Highway 340 and Monument Road.

(Res. 62-02, 6-26-02)

34.16.050 Outdoor lighting.

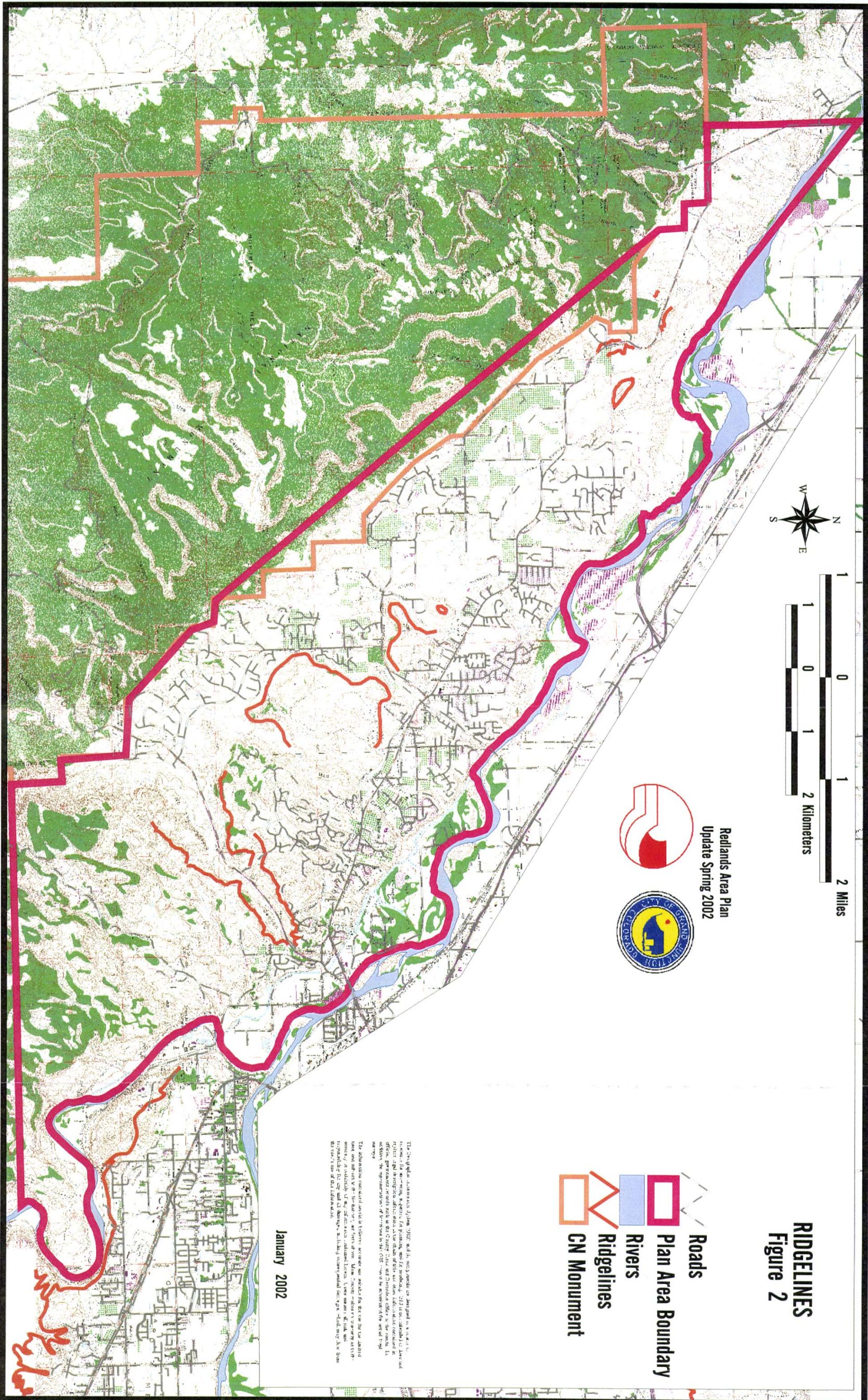
The enjoyment of the night sky is also a high priority for residents of the Redlands. Specific standards should be developed to address light pollution concerns. The varying topography and proximity to the Colorado National Monument makes it that much more important that the amount of lighting in certain areas of the Redlands be kept to a minimum. Generally, that area south of Highway 340 should have reduced requirements for street lighting and other public space lighting, allowing the lighting to be low level and spaced to provide the minimum light necessary to meet safety needs. (See also Chapter 34.20 GJMC, Land Use/Growth Management Action Plan.)

(Res. 62-02, 6-26-02)

34.16.060 Outdoor lighting – Goals, policies, implementation.

- (a) Goals.
 - (1) Enhance and maintain, to the greatest extent possible, the darkness of the night sky.
- (b) Policies.
 - (1) Minimize the number and intensity of street lighting and public space lighting.
 - (2) Encourage homeowners to minimize outdoor lighting.
- (c) Implementation.
 - (1) Establish street lighting standards for the Redlands, especially that area south of Highway 340 that minimizes the number and location of street lights and uses fixtures that reduce the upward glow of lighting.
 - (2) Strengthen the standards in the City's and County's codes to minimize light spillage outward and upward.
 - (3) Create informational materials for homeowners to minimize outdoor lighting while still maintaining needed security for their homes.

(Res. 62-02, 6-26-02)



34.16.070 Code enforcement.

The Grand Junction Code Enforcement Division strives to provide exceptional customer service, community education and outreach and support community vision for an outstanding quality of life. The main purpose is to ensure compliance with the provisions of the Zoning and Development and Municipal Codes. Types of violations the Division responds to include junk and trash, fences or signs constructed without permits, improper storage of recreational vehicles or other household goods, too many animals and questionable home occupations. Code Enforcement also administers a contract to provide free graffiti removal for any property in City limits to discourage repeat vandalism in neighborhoods.

The approach is to provide and explain code information and then partner with individuals, business groups or neighborhood groups to find solutions to problems. The Division is also willing to attend neighborhood meetings or business group meetings to establish ongoing relationships for better lines of communication.

It is the policy of Mesa County Code Enforcement to investigate all complaints for compliance with the Mesa County Land Development Code. Complaints in the County are similar to City complaints; however, the County has no weed ordinance or graffiti removal. As the urban area develops and expands, increasing pressures occur between existing and new uses. The aim of the Department is to balance rights of all property owners and tenants, and to maintain the quality of life for all residents.

(Res. 62-02, 6-26-02)

Chapter 34.20**LAND USE/GROWTH MANAGEMENT ACTION PLAN**

Sections:

- 34.20.010 Findings – Current land use summary.
- 34.20.020 Agriculture.
- 34.20.030 Agriculture – Goals, policies, implementation.
- 34.20.040 Future land use and zoning.
- 34.20.050 Persigo Wash agreement.
- 34.20.060 Persigo Wash agreement – Goals, policies, implementation.
- 34.20.070 Neighborhood shopping centers and neighborhood convenience centers.
- 34.20.080 Neighborhood shopping centers and neighborhood convenience centers – Goals, policies, implementation.
- 34.20.090 Buffer area – Community separator.
- 34.20.100 Buffer area – Community separator – Goals, policies, implementation.
- 34.20.110 Colorado National Monument.
- 34.20.120 Colorado National Monument – Goals, policies, implementation.
- 34.20.130 Environmental resources – Paleontological resources.
- 34.20.140 Environmental resources – Paleontological resources – Goals, policies, implementation.
- 34.20.150 Geologic hazards.
- 34.20.160 Faults.
- 34.20.170 Geologic hazards – Goals, policies, implementation.
- 34.20.180 Mineral resources.
- 34.20.190 Mineral resources – Goals, policies, implementation.
- 34.20.200 Stormwater management.
- 34.20.210 Stormwater management – Goals, policies, implementation.
- 34.20.220 Rivers/floodplains.
- 34.20.230 Rivers/floodplains – Goals, policies, implementation.
- 34.20.240 Wetlands.
- 34.20.250 Wetlands – Goals, policies, implementation.
- 34.20.260 Wildlife.
- 34.20.270 Wildlife – Goals, policies, implementation.
- 34.20.280 Weed management.
- 34.20.290 Weed management – Goals, policies, implementation.
- 34.20.300 Wildfire.
- 34.20.310 Wildfire – Goals, policies, implementation.

34.20.010 Findings – Current land use summary.

The Redlands Planning Area consists of a diverse mixture of land use, management, and ownership. An evaluation of the Mesa County Assessor's records reveal that agriculture, business, commercial, conservation, industrial, public/quasi-public, residential, and tourist land uses are widely distributed throughout the planning area (Figure 3). As of December 2001, there were approximately 6,686 tax parcels within the planning area. About 72.2 percent of the area is private and 27.8 percent is public or quasi-public. Residential land use is the most prevalent use in the planning area; it comprises about 46 percent of the area.

Lands with a primarily agricultural land use make up about 13 percent of the planning area. The uses include: lifestyle agriculture, orchards, pastures, roadside fruit stands, nursery, and some grazing (limited) on the west end of the planning area. The Redlands Water and Power Company supplies irrigation water to agricultural and residential properties.

More than one-half of the property taxed as agriculture lies in a district that is zoned for residential use. About 30 parcels on 295 acres lie in a zone that permits a density of two units per acre (Residential Single-Family 2 [RSF-2]). Another 25 parcels – 1,453 acres – lie in a zone district that allows a density up

to four units per acre (Residential Single-Family 4 [RSF-4]). As the area continues to develop, existing agricultural uses will experience increased conflicts with suburban residential lifestyles.

Business, commercial, industrial, and tourist land uses make up a small percent of the planning area – about two percent. The Redlands area is generally considered a bedroom community for the City of Grand Junction and contains little local employment. The largest employers in the area are Safeway, the schools, Albertson's, and Pepsi Bottling Company. There are, however, several small neighborhood retail businesses, generally located along Highway 340. They include a bank, convenience stores with gas stations, restaurants, mini-storage, water bottling, and a landscaping and nursery business. The potential for expanded commercial uses exists at the Redlands Marketplace, Monument Village, and neighborhood convenience centers. Industrial uses within the area are limited to gravel pits along the floodplains and terraces of the Colorado River.

There are numerous public/quasi-public/conservation lands within the planning area. These land uses account for a relatively large portion – 28 percent – of the planning area. Schools in the planning area include: Broadway, Scenic, and Wingate Elementaries; and Redlands Middle School. There are numerous churches throughout the planning area. City, County, and State agencies own/manage parks within the planning area. Parks range from passive recreation and open space (Grand Valley Audubon Society property, Connected Lakes State Park) to active recreation with playgrounds. There are two golf courses in the area – Tiara Rado and Redlands Mesa. Numerous trails and trail connections exist within the planning area. In 1997, Mesa County and the City of Grand Junction adopted the Urban Trails Master Plan as an updated plan of all pedestrian and bicycle routes in the Multi-Modal Transportation Study which includes the Redlands Area. Routes depicted on the Urban Trails Master Plan represent a concept of getting from one point to another, rather than the exact position of each route. The Bureau of Land Management and National Park Service manage lands within or adjacent to the planning area. The Redlands Power and Water Company operates a private water distribution system and hydro power plant.

Residential uses include condos, duplex/triplex, multifamily, and townhomes. Of the 6,686 parcels, 5,142 had structures assessed at \$10,000 or more with at least one bathroom on the first floor (a housing unit), (according to the Mesa County Assessor's records). The average tax parcel size (public and private) in the study area is about 2.5 acres (vacant tax parcels average 9.7 acres); and tax parcels with residential improvements average 1.4 acres. (Table 2, below) (Figure 3)

Table 2 – Land Use Summary

	# of Parcels/Units	Total # of Acres	% of Planning Area	Max. Size	Min. Size	Mean Size	Structures Over \$10K
Plan Area Summary	6,686	17,039	100%	919 (BLM)	.05	2.5	5,209
Agriculture	82	2,291	13.4%	558	.5	28	35
Exempt	145	4,748	27.8%	893	.05	32.6	–
Commercial	56	369	2.1%	87	.23	6.6	32
Industrial	1	65	0.38%	65	–	–	–
Residential	5,821	8,203	34.1%	192	.05	1.4	5,142
Condo	155	4.5	0.026%	–	–	–	–
Duplex/Triplex	74	53	0.31%	–	–	–	–
Multifamily 4-8	4	1.3	0.007%	–	–	–	–
Multifamily 9+	1	0.61	0.003%	–	–	–	–
Townhouse	227	16	0.09%	–	–	–	–
No Information	120	1,288	7.6%	–	–	–	–

Source: Mesa County Assessor – 2001.

(Res. 62-02, 6-26-02)

34.20.020 Agriculture.

Agricultural land uses make up about 13 percent of the planning area, and include lifestyle agriculture, orchards, pastures, roadside fruit stands, nursery, vineyards and some grazing (limited) on the west end of the planning area. While it is widely accepted that market economics have a large negative influence on agriculture operators and their willingness/ability to continue operations, the stresses and impacts created from urban influences also have a significant negative impact on agricultural operations (traffic, domestic pets, trespass, improper management of irrigation/tailwater and others). Fragmentation of land uses further complicates the viability of continuing traditional agriculture.

(Res. 62-02, 6-26-02)

34.20.030 Agriculture – Goals, policies, implementation.**(a) Goals.**

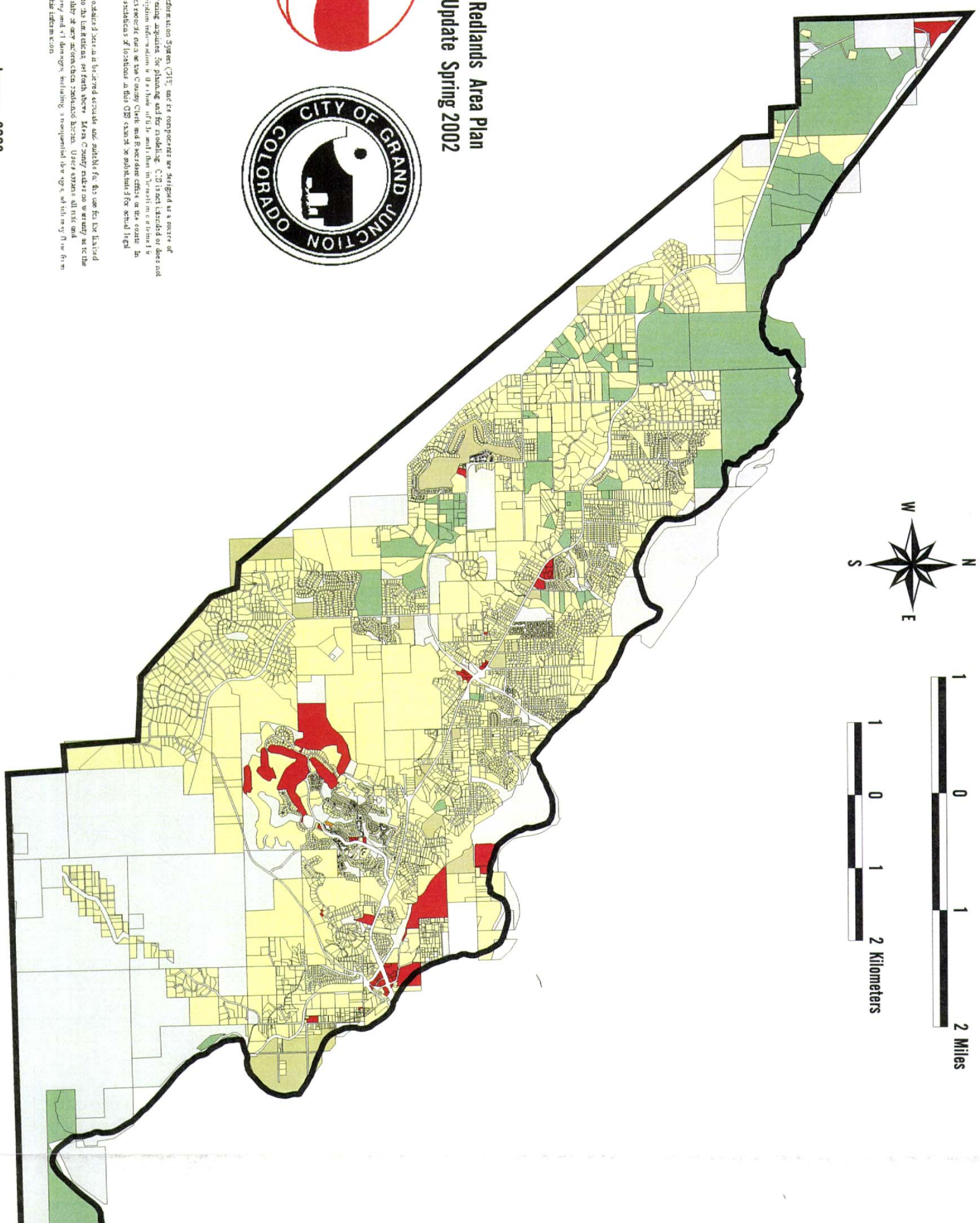
- (1) Encourage residential development patterns that preserve agricultural land, open space, sensitive natural areas, and the rural character.
- (2) Promote the use of land conservation tools and techniques that will protect agricultural land.
- (3) Encourage residential development on land that is unsuitable for agriculture and require sufficient buffering adjacent to prime agricultural land.
- (4) Conserve productive agricultural farmland designated prime per the Natural Resource Conservation Service.
- (5) Minimize conflicts between residential and agricultural uses.
- (6) Support local agricultural operations and products.
- (7) Protect irrigation water/infrastructure for future agricultural use.

(b) Policies.

- (1) New development is encouraged to locate on land least suitable for productive agricultural use (productive land in this area may include lands with dry land grazing having a history of grazing use).
- (2) Appropriate buffering of new developments is required adjacent to agricultural operations.
- (3) New development proposals which may result in conflicts with wildlife and/or agricultural uses will require consultation with the appropriate land and resource manager (e.g., Colorado Division of Wildlife – CDOW, Bureau of Land Management – BLM) and area residents to minimize and mitigate such conflicts.
- (4) Support farmers' markets and promote the purchase of local goods.
- (5) Support and encourage voluntary techniques to preserve agricultural lands.
- (6) Promote multiple/compatible uses of agricultural lands.
- (7) Approve rezone requests only if compatible with existing land use and consistent with the Future Land Use Map.

(c) Implementation.

- (1) Provide, to new subdivisions, model homeowners' association conditions, covenants, and restrictions that address agricultural protection efforts (control of domestic pets, setbacks, etc.).
- (2) Utilize the Mesa County Technical Resource Advisory Committee to share agricultural preservation options for landowners.



TAX STATUS
Figure 3

- Plan Area Boundary
- Commercial
- Residential
- Agriculture
- Vacant
- Tax Exempt

Redlands Area Plan
Update Spring 2002



The Geographic Information System (GIS) used for computer mapping is a source of accurate tax status information. The GIS data was derived from the GIS data maintained by the City of Grand Junction. The GIS data was updated in 2002. The GIS data was updated in 2002. The GIS data was updated in 2002.

January 2002

- (3) The County shall enforce the Mesa County Right to Farm and Ranch Policy by use of the Agricultural Advisory Panel to mediate conflicts.
- (4) The County will continue to distribute the Code of the New West.

(Res. 62-02, 6-26-02)

34.20.040 Future land use and zoning.

The Redlands area is a joint planning area of Mesa County, the City of Grand Junction, and the City of Fruita. Much of the planning area is located within the joint urban planning area as depicted in the Mesa Countywide Land Use Plan and the Grand Junction Growth Plan. (The western portion of the planning area includes the GJ/Fruita/Mesa County Cooperative Planning Area (buffer or community separator) and the City of Fruita's Community Planning area (three-mile radius from City limits). The area within the joint urban planning area has a more detailed land use classification system than the more rural areas of Mesa County because of the more intense urban pressures it experiences. The planning area has 16 future land use classifications. The City's and County's development codes implement these classifications. The City's and County's zoning districts are used to establish the conditions for the use and development of land in each of the future land use categories. Lands that lie within the Redlands Planning Area and within the joint urban planning area of the City and County use the same Future Land Use Map for reference. However, the City's interpretation of the map has a regulatory effect, while the County's interpretation of the map has an advisory effect.

Most of the future land use classifications in the planning area are not being changed from their current classifications. Some changes are being made because of inconsistencies with existing uses or zoning map conflicts. The following areas require changes to the Future Land Use Map. See Future Land Use Map Inconsistencies (Figure 4).

- (a) Scenic Area. Area currently has 362 parcels shown as Residential Low (lots size between one-half acre and two acres) and four parcels shown as Conservation. Changed this area to Residential Medium-Low (with densities between two and 3.9 units per acre), to more accurately reflect existing lot sizes and development trends in the area.
- (b) Rio Hondo Drive Area. Area currently has 10 parcels along the east side of Rio Hondo Drive shown as Residential Medium (with densities between four and 7.9 units per acre).

Changed to Residential Medium-Low (with densities between two and 3.9 units per acre), to more accurately reflect existing development pattern in the area.

- (c) Connected Lakes Area. Currently eight parcels located on the north side of Dike Road near the Colorado State Park were shown as Public and changed to Residential Low (with lot size between one-half acre and two acres). Also:
 - (1) Grand Valley Audubon Property – four parcels changed from Park, Public and Residential Low to Conservation.
 - (2) Whitewater Building Materials Property – two parcels from Public to Rural and one parcel from Residential Low to Rural.
 - (3) Colorado River Area – one parcel and the river portion of another parcel from Commercial to Conservation and one parcel changed from Park to Conservation.
- (d) Monument Village Shopping Center Area. Corrected to reflect the approved commercial and residential uses. One parcel currently shown as Residential Medium (with densities between four and 7.9 units per acre) changed to Commercial. This parcel is approved for commercial uses by Mesa County.

Two parcels shown as Commercial changed to Residential Medium (with densities between four and 7.9 units per acre). These two residential parcels are part of the Monument Village Subdivision.

- (e) Peony Drive Area. Twenty-four residential parcels on north end of subdivision were shown as Park and changed to Residential Medium-Low (with densities between two and 3.9 units per acre).

Changed from Park to Conservation for four parcels that largely encompass hillside and riverbank areas along river bluff.

- (f) Areas Shown as Conservation Areas on Map. Parcels of land that are designated as Conservation are generally properties that have limited development potential due to one or more of the following issues: floodplain, steep slopes, wetlands or major drainage issues. Properties that have such constraints with little buildable area are shown as conservation on the Future Land Use Map. Several properties previously shown as Conservation were identified as being in error and should be designated the same land use classification as other adjacent properties. These properties include:

- (1) One parcel located at 2067 E 1/2 Road from Conservation to Estate (Lots = two to five acres).
- (2) Two parcels located at 120 Mesa Grande Drive and 2336 S. Broadway respectively from Conservation to Residential Low (lots = one-half to two acres).
- (3) One parcel located at 2525 D Road from Conservation to Residential Medium-Low (two to four dwelling units per acre).

- (g) Other Errors on Existing Future Land Use Map. A commercial business property at 2245 3/4 Broadway changed to Commercial, that was shown as Public.

A single-family residence at 2458 Broadway which was shown as Water changed to be the same as surrounding properties shown as Residential Low (lots size between one-half acre and two acres).

Property at 363 South Redlands Road changed from Estate to Residential Low and 379 South Redlands Road changed from Residential Medium to Residential Low.

- (h) Fruita/Grand Junction/Mesa County Buffer Area. Designation as “Cooperative Planning Area (Community Separator)” to fully implement the intergovernmental agreement between Mesa County, City of Fruita and the City of Grand Junction.

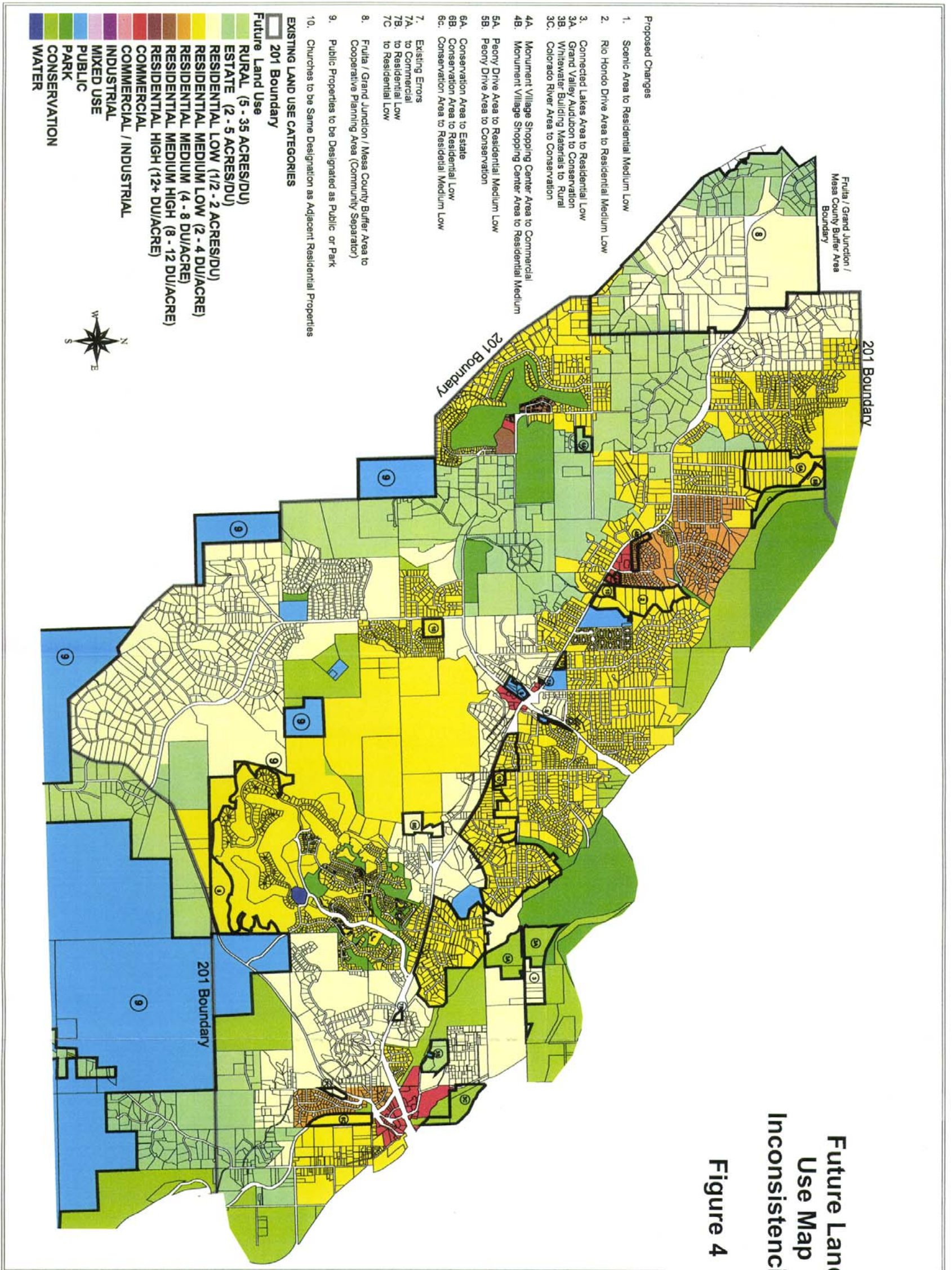
- (i) Public Properties to the Land Use Category of Public. All properties that are owned by “tax supported” public entities are shown as public on the Future Land Use Map with the exceptions as noted below. These include property owned by the following public entities:

- (1) BLM;
- (2) Bureau of Reclamation;
- (3) Colorado National Monument;
- (4) Mesa County;
- (5) School District 51;
- (6) Ute Water;
- (7) City of Grand Junction (except existing or future park sites which will be designated as Park).

- (j) Churches to Same Designation as Adjacent Residential Properties. There are four churches on the Redlands that were previously shown as Public. They changed from Public (see subsection (i) of this section) to the same land use category as adjacent properties which for all four properties is Residential Medium-Low.

- (1) Redlands United Methodist Church at 527 Village Way.
- (2) Liberty Baptist Church at 405 South Camp Road.
- (3) Church on the Rock at 2170 Broadway.
- (4) Monument Baptist Church at 486 23 Road.

Future Land Use Map Inconsistencies
Figure 4



- (k) Swan Lane Area. This neighborhood has 58 properties with 39 of them less than one-half acre in size. The area is bounded by Mockingbird Lane on the west, Highway 340 on the north, Reed Mesa Drive and 22 1/4 Road on the east, and Mudgett Avenue on the south. The 39 parcels are nonconforming to the Land Use category of “Residential Low.” Changing the Future Land Use Map to “Residential Medium-Low” will bring all properties into compliance with the Future Land Use Map and bring the area into conformance with Mesa County Zoning of Residential Single-Family with a maximum density of four units per acre (RSF-4).

Zoning in the planning area contains both unincorporated Mesa County land and areas within the City limits of Grand Junction. Land that is unincorporated Mesa County is zoned and regulated by the County, while land that is within the municipal boundaries of the City of Grand Junction is zoned and regulated by the City. The two governments have agreed to work together to create an orderly transition from County to City.

(Res. 62-02, 6-26-02)

34.20.050 Persigo Wash agreement.

The 1998 Intergovernmental Agreement between the City of Grand Junction and Mesa County relating to City growth and joint policy making for the Persigo Sewer System (the Persigo Agreement) affects land use and development in the area. Pursuant to the Persigo Agreement, certain new development within the Persigo 201 Sewer Service Area (which is the same as the urban growth boundary) must annex to the City of Grand Junction. Provision of sewer service does not automatically require annexation. Existing residential development connecting to sewer is not required to annex nor provide a power of attorney (POA) for annexation in the future. (Figures 5A and 5B)

(Res. 62-02, 6-26-02)

34.20.060 Persigo Wash agreement – Goals, policies, implementation.

(a) Goals.

- (1) New development will pay its fair, equitable, and proportionate share of the cost of providing necessary services, utilities, and facilities at the applicable service levels.

(b) Policies.

- (1) The City and County will use the Future Land Use Plan Map in conjunction with other policies to guide new development decisions. (Figures 5A and 5B)
- (2) Urban land uses will be encouraged to occur in municipalities and not outside municipal limits.
- (3) The City and County will place different priorities on growth, depending on where proposed growth is located within the joint planning area, as shown in the Future Land Use Map (Figures 5A and 5B). The City and County will limit urban development¹ in the joint planning area to locations within the urbanizing area with adequate public facilities as defined in the City and County codes.

(c) Implementation.

- (1) With voluntary bulk rezones to AF35, AFT, RSF-R, or RSF-E consistent with the plan. The County will initiate and assist property owners with voluntary bulk rezones to AF35 where consistent with the Plan.

1. Urban development includes all projects of a sufficient intensity to require connection to an organized wastewater collection and treatment system or other urban services. Urban development includes residential development on lots smaller than two acres and nonresidential development other than agricultural, mining, or approved home occupations.

(2) The City shall zone annexed properties consistent with this Plan.

(Res. 62-02, 6-26-02)

34.20.070 Neighborhood shopping centers and neighborhood convenience centers.

- (a) Neighborhood Shopping Centers. Neighborhood shopping centers are sites of 10 to 15 acres, designed to meet consumer needs from adjacent neighborhoods. Uses usually include a supermarket with associated mixed retail and personal services. These centers might also include employment uses, such as office. Examples of neighborhood shopping centers on the Redlands are Monument Village Shopping Center, with Safeway as the anchor, and Redlands Marketplace, with Albertson's as the anchor.



*Redlands
Market Place*

Monument Village Shopping Center and surrounding commercial property, located on Highway 340 and Monument Village Drive, consists of approximately 12 acres. Five acres are developed with approximately 45,000 square feet of retail, including a grocery store, liquor store, restaurant and gas station/convenience store. The remaining seven acres could develop as additional retail, or, more likely, office and service uses.

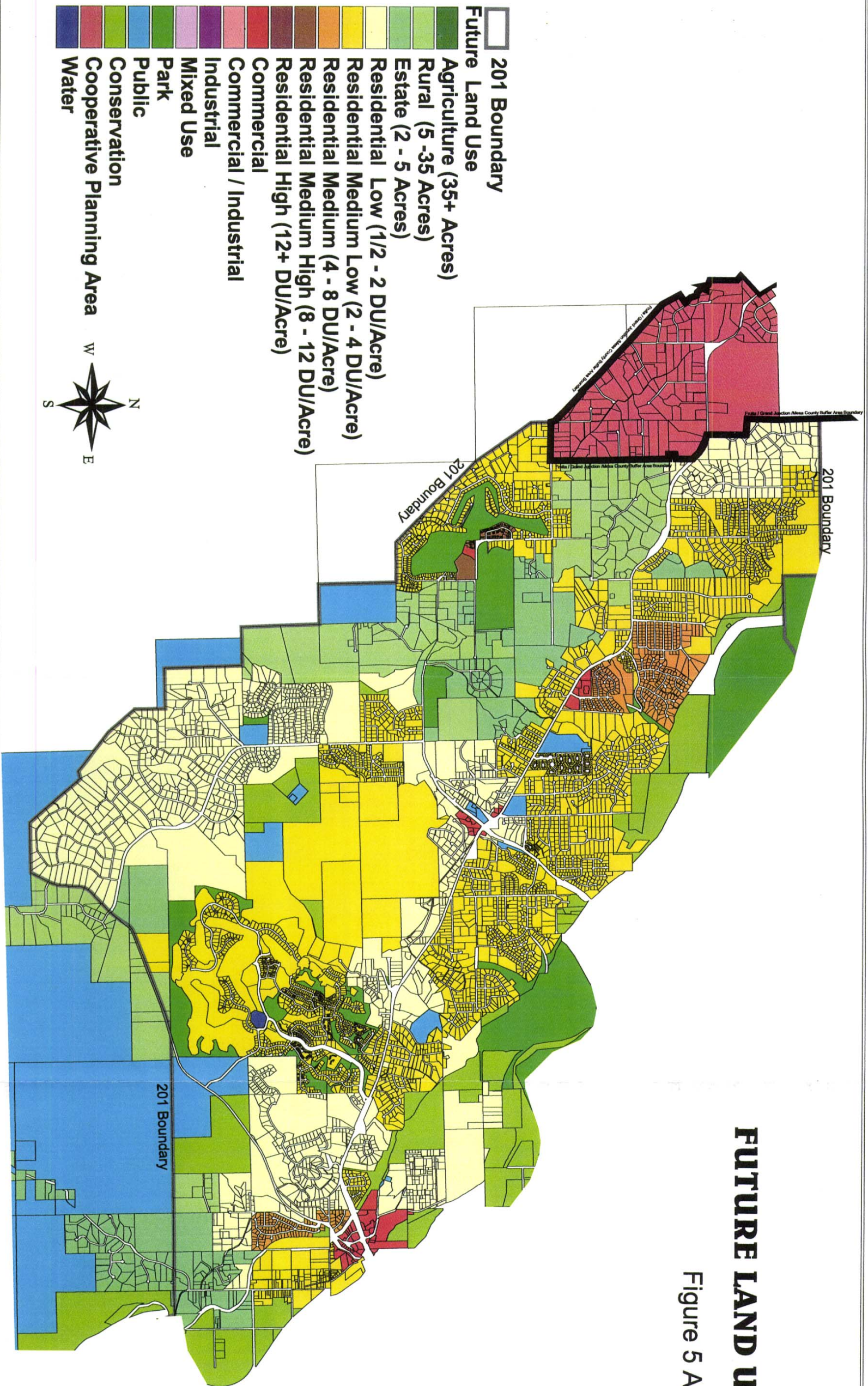
Redlands Marketplace, located on Highway 340 and Power Road, consists of approximately 10 acres with 66,000 square feet of retail, including a grocery store, liquor store, video store, packing and shipping outlet and beauty salon. There is another 20,000 square feet of retail planned for the site. The area also includes substantial commercial development on the remaining three corners of the intersection with the possibility for new development and redevelopment.

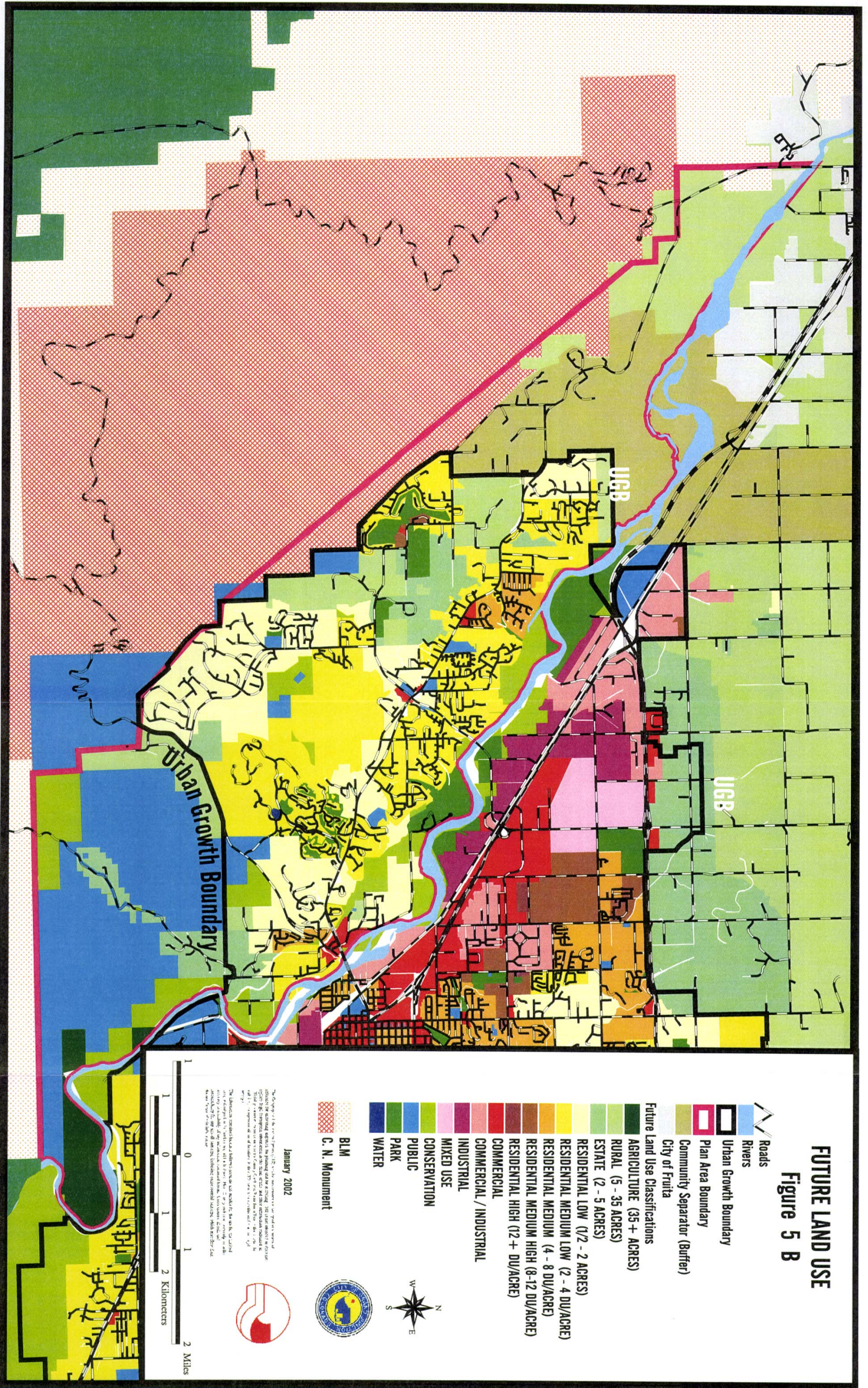
These two neighborhood shopping center areas on the Redlands are well located and will serve the needs of the Redlands into the foreseeable future.

- (b) Neighborhood Convenience Centers. Neighborhood convenience centers are sites of eight acres or less, with four or more business establishments located in a complex that is planned, developed and managed as a unit. Convenience centers are located within and intended to primarily serve the consumer demands of adjacent residential neighborhoods. Uses may include retail, personal services, convenience grocery stores (with accessory gas pumps), restaurants without drive-up windows, liquor sales, beauty or barber shops, dry cleaners, and equipment rental (indoor only). Secondary uses may include professional offices, limited banking services such as automated teller machines, multifamily dwellings, medical offices and clinics, small animal veterinary clinics and child care centers.

FUTURE LAND USE

Figure 5 A





The existing convenience centers on the Redlands are Meadowlark Gardens and Country Corner, located on Highway 340 and South Broadway, and the office service area of the Ridges, located on Ridges Boulevard and Ridge Circle Drive.

The Meadowlark Gardens development consists of five acres with 20,000 square feet developed as a bank and nursery and 23,000 square feet of future office/retail space. Country Corner includes 1.3 acres developed with 17,000 square feet of office/retail and just under an acre remaining for additional development. The Ridges commercial area consists of two acres with 14,000 square feet of office and service space, and very little area for additional commercial development.

There are two other sites on the Redlands recommended for future neighborhood convenience development. Those are the Seasons, on South Broadway, and the 23 Road area south of Highway 340. (Figure 6)

The “Beach” property, adjacent to the Seasons development, currently includes a clubhouse building of 8,500 square feet, a swimming pool, tennis courts and volleyball courts, as well as a parking lot. The property would be appropriate for a recreation/health club facility that could serve the Redlands area. Adjacent to the Beach property is a large tract of land that has an approval for residential and business uses. A maximum of 12,000 square feet of light business uses, as approved with the annexation of the Seasons development, would be appropriate. Development of this property should be in character, in terms of scale and architecture, with the surrounding residential development.

Likewise, neighborhood convenience uses may be appropriately integrated into future development of the 23 Road south area. Such commercial uses should be located on the north end nearer the South Camp and South Broadway corridors to benefit the existing development in the South Camp areas, as well as new development.

It is not anticipated that additional convenience centers will be needed on the Redlands to serve the projected population. (Figure 6)

(Res. 62-02, 6-26-02)

34.20.080 Neighborhood shopping centers and neighborhood convenience centers – Goals, policies, implementation.

(a) Goals.

- (1) Support the long-term vitality of existing neighborhood shopping centers and existing and proposed neighborhood convenience centers.
- (2) To enhance the ability of neighborhood centers to compatibly serve the neighborhoods in which they are located.

(b) Policies.

- (1) The City and County will limit commercial encroachment into stable residential neighborhoods. No new commercial development will be allowed in areas designated for residential development unless it has been identified as a neighborhood shopping center or neighborhood convenience center by this Plan.
- (2) The City and County will encourage the retention of small-scale neighborhood commercial centers that provide retail and service opportunities in a manner that is compatible with surrounding neighborhoods.
- (3) The City and County will protect stable residential neighborhoods from encroachment of incompatible residential and nonresidential development.

(c) Implementation.

- (1) Rezoning for commercial uses in areas other than those identified in this plan for neighborhood shopping centers and neighborhood convenience shall require a Plan amendment.

- (2) Design standards and guidelines shall be established for commercial development on the Redlands.

(Res. 62-02, 6-26-02)

34.20.090 Buffer area – Community separator.

The Mesa County/Fruita/Grand Junction Community Separator (Fruita/GJ buffer) was created in 1998 by an intergovernmental agreement (IGA) among the three entities of Grand Junction, Fruita, and Mesa County. The primary function of the buffer is to maintain distinct communities within Mesa County. It is implemented through a variety of voluntary techniques to ensure a physical separation between the cities of Fruita and Grand Junction. (Figure 7)

Approximately 1,716 acres of the buffer area lie in the Redlands Planning Area. There are 29 parcels taxed as agricultural that account for a total of 1,130 acres with the average parcel size being 47 acres. The number of residential lots in the area total 153 and account for 501.7 acres; the average residential lot size is 3.3 acres. Tax exempt lands account for 85 acres (public and quasi-public land uses).

The buffer landscape is varied and includes: highway corridors, the Colorado River and its floodplain, important agricultural land, wildlife habitat, scenic bluffs and canyons, and a patchwork of rural residential development. The Colorado National Monument abuts the south border of the buffer.

Currently, the three parties to the IGA are actively exploring, developing, and supporting options and seeking funding mechanisms to preserve open lands and enhancing the rural character of the buffer area. A wide variety of implementation tools is being explored to make the buffer agreement successful. The Future Land Use map depicts these IGAs, Persigo, Buffer and Future Land Use Designations. (Figures 5A and 5B)

(Res. 62-02, 6-26-02)

34.20.100 Buffer area – Community separator – Goals, policies, implementation.

(a) Goals.

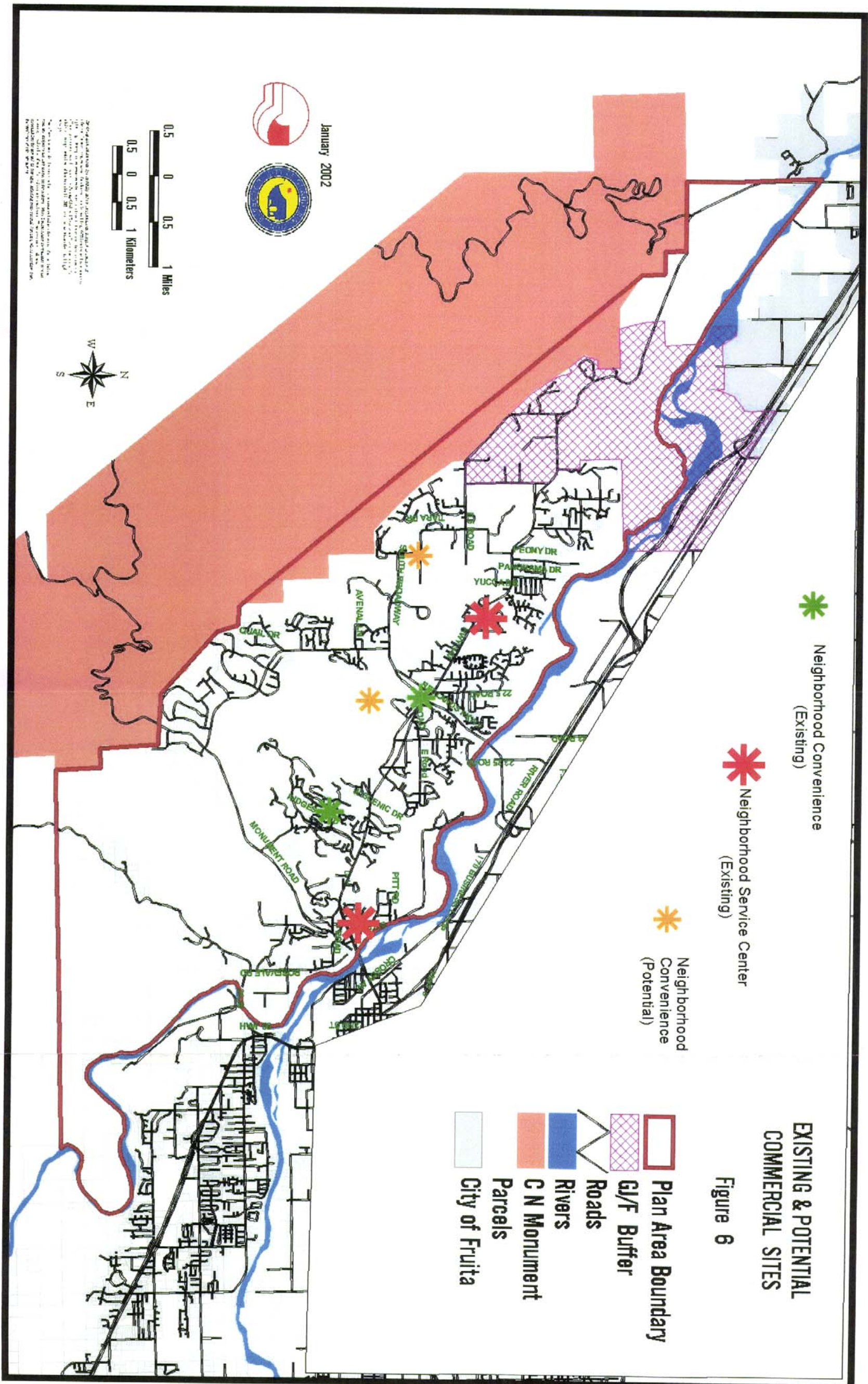
- (1) Preserve and protect the agricultural/rural character of the buffer area.
- (2) Promote and implement the intergovernmental agreement (IGA) between Fruita, Grand Junction, and Mesa County.
- (3) Approve rezone requests only if compatible with existing land use and consistent with the Future Land Use Map.

(b) Policies.

- (1) Seek funds to support the purchase of development rights (PDR) program for the buffer.
- (2) Development projects that are proposed in the buffer should be thoroughly evaluated for their individual and cumulative impact to the agriculture and rural character of the area.
- (3) PDR and transfer of development rights (TDR) projects should be expanded to protect more agricultural land in the buffer.

(c) Implementation.

- (1) The County will assist property owners to voluntarily rezone multiple properties to AFT and RSF-E where consistent with the objectives of the buffer agreement.
- (2) Assist area residents with education and implementation of land conservation tools and techniques.



**EXISTING & POTENTIAL
COMMERCIAL SITES**

Figure 6

- Plan Area Boundary
- G/F Buffer
- Roads
- Rivers
- C/N Monument
- Parcels
- City of Fruita

- Neighborhood Convenience (Existing)
- Neighborhood Service Center (Existing)
- Neighborhood Convenience (Potential)

January 2002

0.5 0 0.5 1 Miles

0.5 0 0.5 1 Kilometers

City of Fruita logo and Colorado Department of Transportation logo.



- (3) An overlay zone shall be created for the buffer area to include land use standards as well as design guidelines and standards to preserve the rural character that is contained in the buffer area within the planning area.

(Res. 62-02, 6-26-02)

34.20.110 Colorado National Monument.

The Colorado National Monument is a major tourist attraction of the Western Slope and the Grand Junction area. Each year approximately 300,000 people visit the Monument to see its spectacular scenery. Besides being an economic asset to the area, it contains a wealth of vegetation and wildlife resources. Development contiguous or adjacent to the Monument has a direct negative impact to its aesthetics and natural resources. Habitat loss, night lighting, domestic pets, nonnative nondesirable plants, fencing, and subdivision development detrimentally affect the resources of the Monument. Each new development adds to the cumulative impact of previous change. For example, cliff nesting raptors depend on canyon walls of the Monument for perching, roosting, and nest sites. Raptors forage for insects, rodents, and small birds that depend on agricultural fields and upland grasslands in the planning area. As the fields and open lands are converted to urban uses, reductions of available food occur throughout the entire food chain.



Monument Valley Estates with the Colorado National Monument looming in the backdrop

The following broad principles (landscape scale) are applicable as new development(s) occurs contiguous or adjacent to the Monument:

- (a) Maintain buffers between areas dominated by human activities and core areas of wildlife habitat in the Monument.
- (b) Facilitate wildlife movement across areas dominated by human activities.
- (c) Control domestic pets associated with human-dominated areas.
- (d) Mimic features of the natural landscape in developed areas.

In addition to the broad principles stated above, specific (site scale) efforts are necessary to avoid, minimize and mitigate impacts to the Monument. Such efforts include maintaining/mimicking natural landscape features, maintaining/enhancing movement corridors for wildlife, minimizing contact with domestic pets, avoiding night-time light pollution, and minimizing ridgeline/backdrop visual impacts from development. Area residents and developers have expressed interest in promoting/implementing architectural designs that complement the natural features of the area, including color, texture, materials, scale, and lighting.

The 1986 Redlands Plan states, “Densities along the border of the Colorado National Monument for new developments shall be limited to low density (one dwelling unit per five acres) and no structures except those within the five-acre density range will be allowed within 1,000 feet of the Monument boundary, if property lines of any parcel exceed that setback. (Planned unit developments that have received final approval and platted subdivisions would not be subject to this policy.) This setback area may be counted, however, as part of the open space requirement in a planned unit development and overall densities established as part of a planned unit development may be transferred from this area to other locations within the planned unit development (transfer of development rights).” While this policy has not been fully implemented over time, the policy is sound and should remain in effect for those parcels that do not have structures on them yet.

The City of Fruita also has identified some lands adjacent to the Colorado National Monument as a Monument Preservation District. The Fruita Community Plan 2020 describes the district and its recommended land uses more specifically.

In 1999 Mesa County and the National Park Service entered into a memorandum of understanding (MCA 99-48) that, among other things, requires both parties to share information and opportunities for input on land use and management. (See also Chapter 34.16 GJMC, Community Image/Character Action Plan.)

(Res. 62-02, 6-26-02)

34.20.120 Colorado National Monument – Goals, policies, implementation.

(a) Goals.

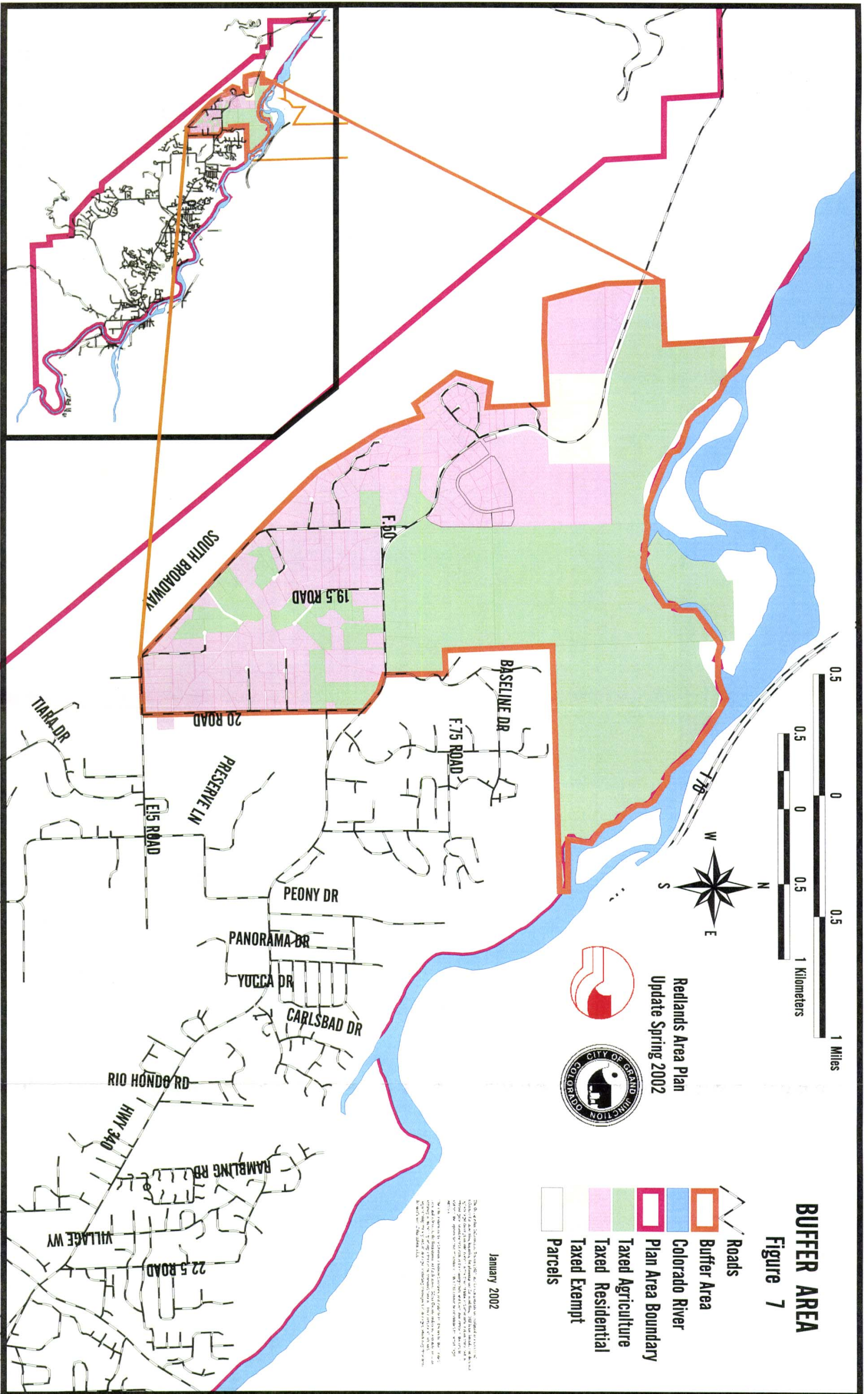
- (1) Protect the aesthetic and natural resource values of the Monument from the impacts of new development.

(b) Policies.

- (1) Minimize, avoid, and/or mitigate the impacts of development to the Monument.
- (2) Promote the use of native plants for landscaping new developments adjacent to the Monument and washes coming from the Monument.
- (3) Promote landowner and resident awareness about the impacts that domestic pets can have on wildlife.
- (4) Densities along the border of the Colorado National Monument for new developments shall be limited to low density (one dwelling unit per five acres) and no structures except those within the five-acre density range will be allowed within 1,000 feet of the Monument boundary, if property lines of any parcel exceed that setback.

(c) Implementation.

- (1) Develop night lighting (floodlight) standards within the City’s and County’s development codes for the planning area, to apply to existing and new lighting.
- (2) Create and distribute a list of locally available native plant materials that can be used for revegetation and landscaping of new developments.
- (3) Distribute information about the Mesa County noxious weed list.
- (4) Provide information to the public and homeowners’ associations (HOAs) about proper fencing techniques to protect wildlife (Division of Wildlife fencing pamphlet).
- (5) Utilities shall be placed underground for all new development.
- (6) Develop gateway aesthetic and architectural guidelines/standards for commercial and residential development for the entryways to the Monument.
- (7) Improve signing/trespass problems/issues for both landowners and the Monument in cooperation with public land and resource managers.



BUFFER AREA
Figure 7

- (8) Continue to implement the Memorandum of Understanding (MCA 99-48) between the Monument and Mesa County.
- (9) Create a Monument setback overlay district incorporating conservation design guidelines and standards.

(Res. 62-02, 6-26-02)

34.20.130 Environmental resources – Paleontological resources.

Paleontological resources are an irreplaceable element of the heritage of Mesa County, Colorado, and the United States. The resources are increasingly endangered because of their commercial attractiveness, ease of accessibility, and their rare or unique value. Paleontological resources are nonrenewable and have important heritage value. They offer significant educational opportunities to all citizens.

Over 100 years of paleontological work in Mesa County has produced many beautiful, exotic, and scientifically important fossils. The first specimen of Brachiosaurus, found at Riggs Hill in 1901, was taken to the Chicago Field Museum for display. It is still on display today. While the extent and significance of paleontologic resources in the planning area is not fully known, the area around Riggs Hill is recognized for its fossil resources. Other paleontologic sites and resources such as Little Park Road and Dinosaur Hill are located within the planning area and are irreplaceable. A comprehensive inventory of the resources is needed. Every effort shall be made to preserve and protect significant paleontologic resources whenever possible and reasonable. Any development or mineral extraction shall be discouraged in sensitive areas.



Museum of Western Colorado Riggs Hill

Colorado State law identifies the State Archaeologist as the administrator of historical, prehistorical, and archaeological resources in the State. The State Archaeologist is the individual ultimately responsible for permitting, controlling, and enforcing resource exploration and recovery on State, County, City, Town, District, or other political subdivision of the State (C.R.S. § 24-80-401).

(Res. 62-02, 6-26-02)

34.20.140 Environmental resources – Paleontological resources – Goals, policies, implementation.

- (a) Goals.
 - (1) Every effort shall be made to identify and protect paleontologic and prehistoric sites from destruction or harmful alteration.
- (b) Policies.
 - (1) Protect and interpret paleontologic resources of the planning area.
 - (2) The Museum of Western Colorado shall be a review agency for all land use proposals where a possible impact to a paleontologic/prehistoric or archaeological site has been identified.

(c) Implementation.

- (1) Conduct a comprehensive inventory of paleontologic resources in the planning area in conjunction with the Museum of Western Colorado.
- (2) Identify properties containing paleontologic resources or other sensitive resources that could be threatened by development or surface mineral extraction/development.
- (3) Encourage the Museum of Western Colorado to preserve and interpret sites to promote understanding and appreciation of paleontologic resources. The Mesa County Land Development Code and City of Grand Junction's Development Code along with applicable regulations shall be updated/amended to ensure that paleontologic, archaeological, and/or historic resources are protected (paleontological, archaeological, and historical resources shall be preserved as required/determined by the Board or Council).

(Res. 62-02, 6-26-02)

34.20.150 Geologic hazards.

Section 7.6.1 of the Mesa County Land Development Code, 2000 contains the following language about hazard areas: "Land subject to hazardous conditions such as wildfire, land slides, gamma radiation, mud flows, rock falls, snow avalanches, possible mine subsidence, shallow water table, open quarries, floods, and polluted or nonpotable water supply, shall be identified in all applications, and development shall not be permitted in these areas unless the application provides for the avoidance of the particular hazards. If avoidance is impossible or would require the construction to violate other development standards, then such hazards shall be minimized or mitigated. Land subject to severe wind and water erosion shall be identified on all plans and shall not be subdivided unless the problems are mitigated by density limitation or some other practical method."

Similarly, the City of Grand Junction's Zoning and Development Code sets forth specific criteria for land use and development activities in areas identified on the Geologic Hazards Map. The criteria is found in GJMC 21.140.100 GJMC.

The planning area contains numerous, and widespread geologic hazards according to Stephen Hart's 1976 "Geology for Planning in the Redlands Area, Mesa County, Colorado." Hart's report depicts and describes the following hazards (Figure 8):

- (a) Landslide Deposits. Areas of slope material that show geologic or physiographic evidence of past failure.
- (b) Potentially Unstable Slopes. Areas showing evidence of creep or past slope failure.
- (c) Rockfalls. Areas susceptible to nearly instantaneous downslope movement of large rock blocks.
- (d) Expansive Soil and Rock. Areas underlain by potentially swelling and/or shrinking soil and rock.
- (e) Corrosive Soil and Rock. Areas underlain by soil or rock that contains high concentrations of sulfate and/or sodium salts. These salts may produce corrosion of concrete or metal objects (floor slabs, pipes, etc.) in contact with the soil or rock.
- (f) Overbank Flooding. Areas along the Colorado River susceptible to overbank flooding and high water table.
- (g) Flash Flooding. Areas along minor drainages susceptible to flash flooding. (Note: Not all drainages are mapped and require consultation with the Army Corps of Engineers.)

Due to the extent and diversity of hazards in the planning area, and language in the Mesa County and City of Grand Junction land development codes, every effort should be made to avoid, minimize, and mitigate development in mapped hazard areas. Further, a detailed geologic and engineering investigation should be made at every building site before beginning design or construction.

Investigations shall be performed by a professional geologist pursuant to C.R.S. § 34-1-201(3).

Evidence of residential development built on unstable slopes, soil creep and slumping is easily seen along the bluffs of the Colorado River (south side), west of the Redlands Parkway. Numerous locations along the Colorado River bluffline show signs of soil movement and unstable slopes.



Unstable slopes along the bluffs south of the Colorado River, west of the Redlands Parkway

(Res. 62-02, 6-26-02)

34.20.160 Faults.

According to the Mineral Resources Survey of Mesa County (1978), the planning area contains part or all of the following three faults: Kodel Canyon Fault, Redlands Fault, and Jacobs Ladder Fault complex. The faults are primarily located on BLM lands and residents should be aware of their existence and location (Figure 8). Avoidance, minimization, and mitigation are strategies for dealing with development activity in fault areas. Mapping fault locations, zoning for low density development, classifying fault areas as recreation areas, utility corridors, open space, and establishing setbacks are specific tools used to protect individuals and communities from damage that can be caused by faulting and subsequent geologic hazards.

(Res. 62-02, 6-26-02)

34.20.170 Geologic hazards – Goals, policies, implementation.

(a) Goals.

- (1) Inappropriate development in hazard areas should be reduced as much as possible or eliminated in order to minimize potential harm to life, health and property.
- (2) Efforts to mitigate existing areas at risk to the impacts of natural hazards and disasters should be made to minimize the potential for harm to life, health, and property.
- (3) The costs (economic, environmental and social), associated with natural hazards should be reduced by avoiding potential hazard situations/areas; by mitigating activities that cannot be avoided; and by promoting prevention measures accompanied with education and incentives for mitigation.

(b) Policies.

- (1) The City and County shall strongly discourage intensive uses in hazard areas as identified on the geologic hazards areas map.
- (2) Educate residents of the planning area about the extensive geologic hazards in the area.

(c) Implementation.

- (1) Use the geologic hazards map to identify areas of concern and require detailed geologic and engineering reports (evaluation) for each site and development prior to design and development. Such evaluations shall be conducted by either a member of the American Institute of Professional Geologists, a member of the Association of Engineering Geologists, an individual registered as a geologist by a state, or a “professional geologist” as defined in C.R.S. § 34-1-201(3). Such evaluations should incorporate analytical methods representing current, generally accepted, professional principles and practice.
- (2) Develop setbacks from mapped geologic hazard areas.
- (3) Develop and adopt a hazardous lands overlay district for the Redlands area.

(Res. 62-02, 6-26-02)

34.20.180 Mineral resources.

- (a) Extraction Policies – Sand and Gravel. New development in unincorporated Mesa County must comply with State law, (C.R.S. § 34-1-301, 1973). The Mesa County Mineral Extraction Policies protect undeveloped, commercially valuable mineral resources from other types of development and require new extraction operations in residential areas to mitigate impacts on existing developments. As the Redlands area continues to develop, the potential for land use conflicts will increase between gravel operations and other development. The current Mesa County Agricultural Policies (Policy No. 17 of the Mesa County Land Use and Development Policies), which encourage the retention of large tracts of prime and unique agricultural lands, are often in conflict with the mineral extraction policies.

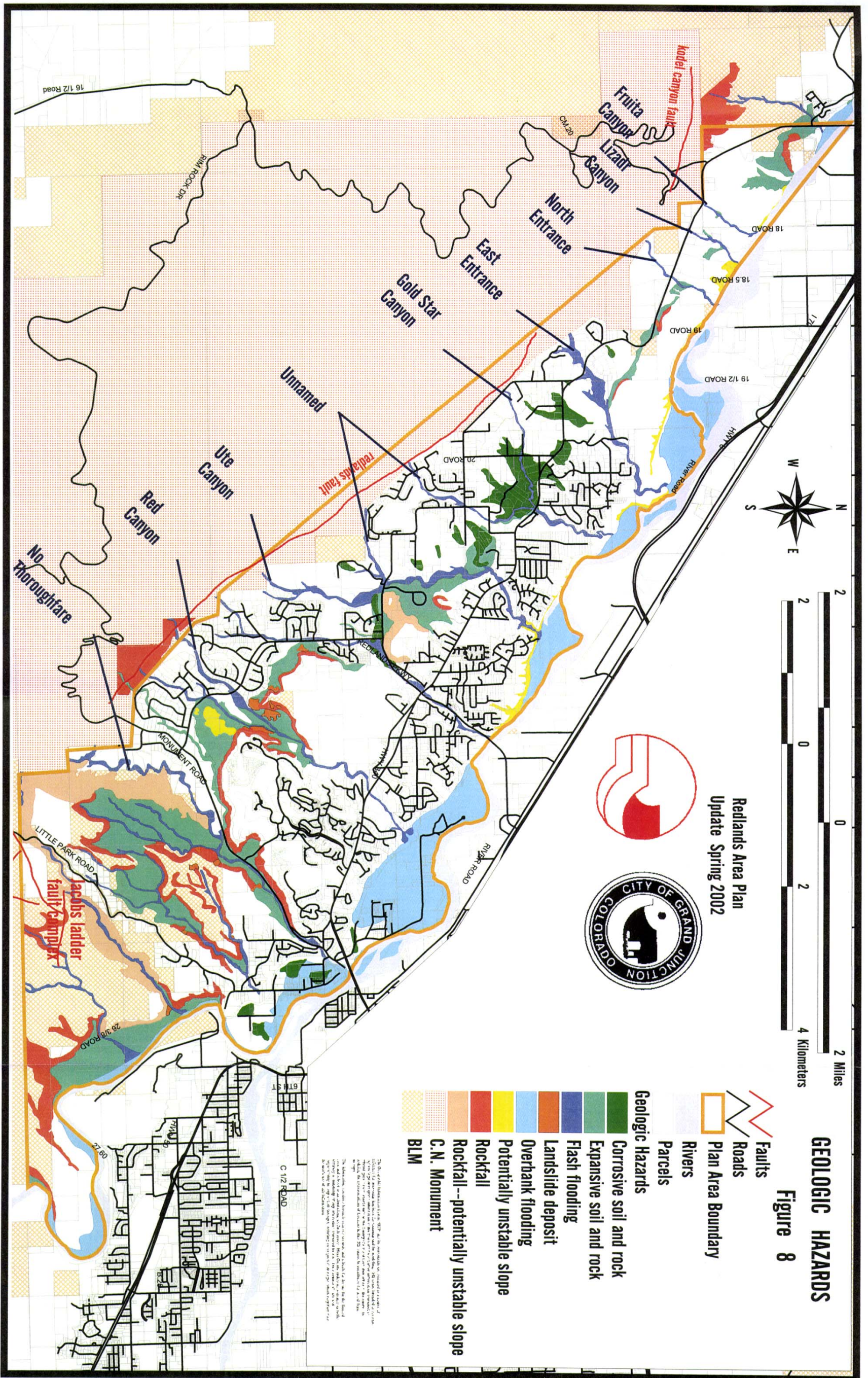
*Soaring Eagle Gravel Pit*

According to the Mineral Resources Survey of Mesa County (1978), “gravel deposits of the greatest economic importance in Mesa County lie along the Colorado River between the mouth of the canyon east of Palisade and the point near Loma at which the river enters canyon country of the Uncompahgre Plateau. Only a small portion exposed along the river can be considered economically viable.” (Figure 9)

“Colorado River terrace deposits exist on the Redlands. These deposits are about 12 to 22 feet thick with three to five feet of overburden.” Gravel extraction in the planning area occurs along either side of the river wherever access is available and practical. Bluffs on the south side of the river limit access to many resource sites. Most of the gravel is used for building materials and highway projects.

Mesa County requires a conditional use permit for gravel extraction and processing in the following zone districts: AFT, AF-35, RSF-4, and I-2. Specific criteria for the permit are found in Chapter 5, Section 5.2.13 of the Code.

The City of Grand Junction allows gravel extraction (after obtaining a conditional use permit (CUP)) in the RSFR, I-0, I-1, I-2, and CSR zone districts. The City’s Zoning and Development Code sets forth the specific criteria, which is found in GJMC 21.112.110.



- (b) Gas and Oil. The Mineral Resources Survey of Mesa County did not identify or map any gas fields in the planning area. There are no oil wells, and only one gas well was identified in the planning area.
- (c) Coal, Claystone, and Shale. Coal deposits are located throughout the planning area in relatively small amounts. Presently there are not any active mine sites in the planning area.

(Res. 62-02, 6-26-02)

34.20.190 Mineral resources – Goals, policies, implementation.

- (a) Goals.
 - (1) Utilize the mineral resources of the planning area while protecting residents of the area from the impacts of mineral/gravel extraction.
- (b) Policies.
 - (1) New development must comply with the Mesa County Mineral Extraction Policies which generally protect and preserve commercially valuable mineral resources from incompatible land uses.
 - (2) Allow sand and gravel extraction to occur in areas with minimal impact on other uses.
 - (3) Reclaim gravel pits for agricultural, residential, and/or other approved uses.
 - (4) Educate the public on mineral extraction policies and location of valuable resources.
- (c) Implementation.
 - (1) Gravel extraction areas along the Colorado River floodplain shall be reclaimed for agricultural, public open space, wildlife areas, or other permitted uses.
 - (2) Mesa County shall publish and distribute a Mesa County Mineral Resource and Extraction Policy brochure/handout. (Realtor offices, Assessor's office, etc.).
 - (3) Gravel operations shall continue to be regulated on a case-by-case basis using the conditional use permit process; however, in developed areas, limited impact mining operations in terms of surface disturbances, tonnages mined, and daily vehicular traffic will be encouraged and should be given preference over higher impact operations.

(Res. 62-02, 6-26-02)

34.20.200 Stormwater management.

- (a) The Mesa County Stormwater Management Manual was adopted May 1996 by the Board of County Commissioners (also adopted by the City of Grand Junction in 1994). The purpose of the Mesa County Stormwater Management Manual is to provide standards for sound drainage practices to maintain or enhance quality of life of the public, and protect the public from adverse stormwater effects that could potentially occur due to development. The manual establishes standards for all new development regarding drainage practices. The Grand Junction and Mesa County Public Works Departments administer the Stormwater Management Manual. There is not a drainage district in the Redlands Area.
- (b) Drainage/Washes. The 1986 Redlands Plan states that, "washes, stream beds, and water courses shall have a minimum setback of 100 feet from the top elevation of the stream bed." Recent riparian, wash/drainage studies indicate that buffers can vary from 10 to 300 feet either side of a wash/drainage depending on soil, vegetation, and topographic conditions. Setbacks for washes, stream beds, and water courses should be reevaluated and new setbacks established.

The following mapped drainages and washes provide important values and functions to the residents of the Redlands area and require the use of best management practices and protection (Figure 8):

No Thoroughfare, Red Canyon, Limekiln, Goldstar, Ute Canyon/Goat Wash, North Entrance, East Entrance, Lizard, and Fruita Canyon. There are numerous other smaller, unnamed washes that provide important drainage functions and values in the landscape and to the residents of the planning area. All of the prominent washes in the planning area have been impacted by development to some degree. Consultation with the Army Corp of Engineers is required for any new development. (Figure 8)

(Res. 62-02, 6-26-02)

34.20.210 Stormwater management – Goals, policies, implementation.

(a) Goals.

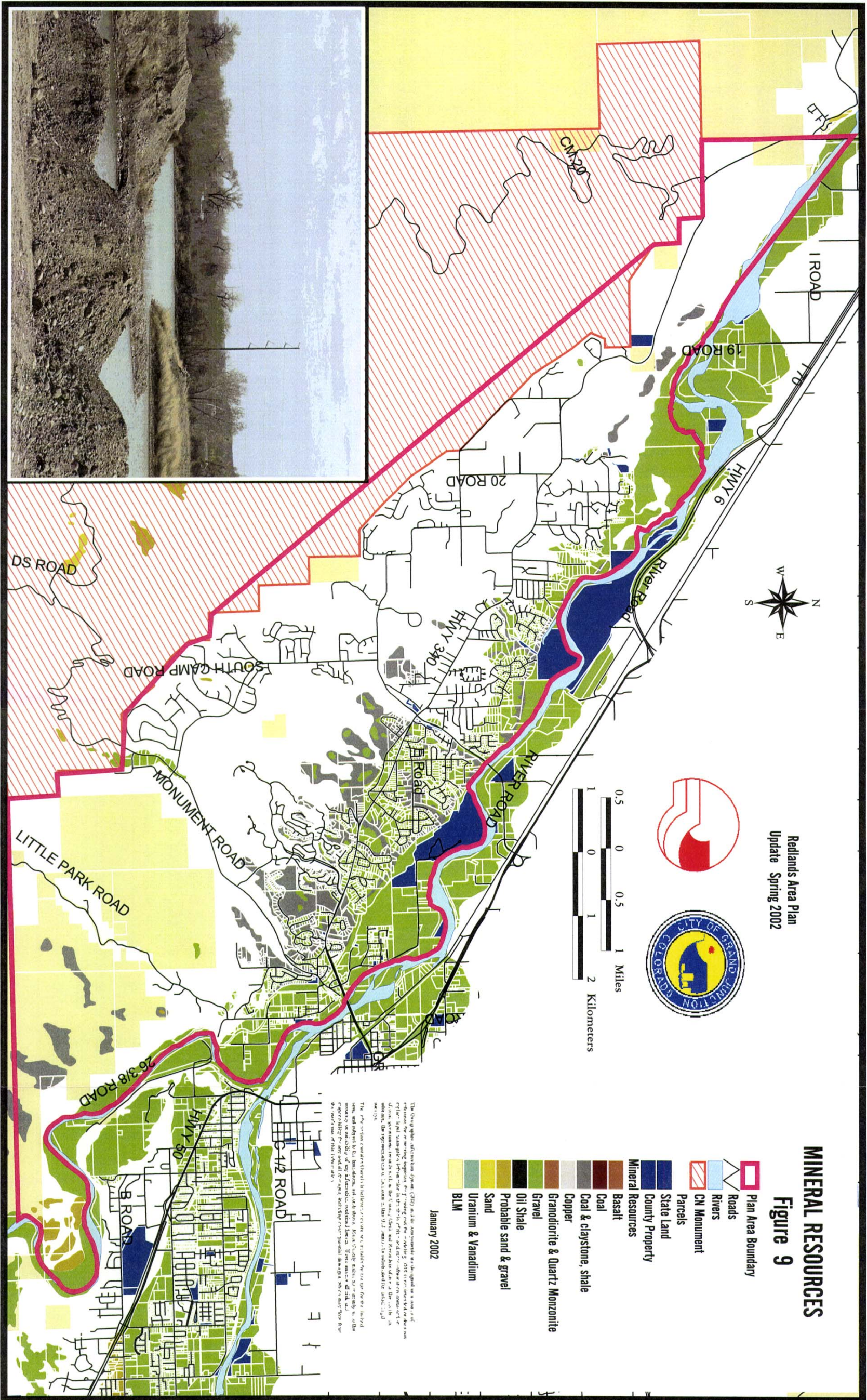
- (1) Conserve, protect, or restore the integrity of the values and functions that drainages/washes provide in the Redlands Planning Area.

(b) Policies.

- (1) Drainage from development or any alterations to historic drainage patterns shall not increase erosion either on-site or on adjacent properties.
- (2) Erosion from development and other land use activities should be minimized, and disturbed or exposed areas should be promptly restored to a stable, natural, and/or vegetated condition using native plants and natural materials.
- (3) The City and County shall work toward minimizing human impacts to riparian ecosystems of drainages/washes from development, roads and trails.
- (4) Disturbed drainages/washes should be restored to pre-disturbed condition as much as practicable.

(c) Implementation.

- (1) Management of riparian/wash/drainage areas shall encourage use or mimicry of natural processes, maintenance or reintroduction of native species, restoration of degraded plant communities, elimination of undesirable exotic species, and minimizing human impacts.
- (2) A citizen group shall be established to study and prepare wash/drainage buffer width setbacks and revegetation guidelines for the Redlands Planning Area.
- (3) The preferred reclamation/stabilization for drainage/washes is the use of tree stumps, boulders, soil and native vegetation; channelizing or hardening off with concrete or rip-rap is discouraged. The use of rip-rap should be kept to a minimum.



The City of Redlands (City) and the surrounding area depicted on this map are subject to various mineral rights. The City has a long history of mineral extraction and has been a major producer of oil, gas, and coal. The City's mineral resources are primarily located in the Redlands area and are managed by the City's Department of Public Works. The City's mineral resources are a valuable asset and are an important part of the City's economy. The City's mineral resources are also an important part of the State's mineral resources and are managed by the State's Department of Conservation and Forestry. The City's mineral resources are also an important part of the County's mineral resources and are managed by the County's Department of Public Works. The City's mineral resources are also an important part of the BLM's mineral resources and are managed by the BLM's Department of Conservation and Forestry.



*Near the Colorado National Monument
Source: The Daily Sentinel (August 4, 2001)*

(Res. 62-02, 6-26-02)

34.20.220 Rivers/floodplains.

The City of Grand Junction and Mesa County Floodplain Regulations are required for City/County residents to be eligible for federal floodplain insurance. The primary goals of the floodplain regulations include:

- (a) To help minimize property damage to Mesa County residents during flood events;
- (b) To ensure that life, property, or new improvements will be safe during flooding events;
- (c) To make sure that any structures or improvements in the floodplain will not cause additional drainage problems;
- (d) To protect the natural resource values of floodplain areas;
- (e) To guide development in the floodplain of any watercourse subject to flooding; and
- (f) To minimize the expense and inconvenience to property owners and the general public due to flooding.

The 100-year floodplains of the Gunnison and Colorado Rivers are designated as critical wildlife habitat by the U.S. Fish and Wildlife Service for several endangered fish species. They are: the Colorado pikeminnow, razorback sucker, bonytail chub, and humpback chub. The Mesa County Land Development Code and City's Zoning and Development Code require minimum setbacks from the Colorado and Gunnison Rivers. The County's requirements are depicted in Chapter 7, Section 7.6.4, while the City's criteria are found in Chapter 21.136 GJMC.

As new development occurs in unmapped floodplains, the developer is responsible for mapping and providing floodplain data to Mesa County. Development on five acres or more requires that construction runoff protection measures be used. A permit is required from the Water Quality Division of the Colorado

Department of Public Health and Environment, and best management practices (BMPs) must be used to mitigate erosion on the development site for up to 15 years.

(Res. 62-02, 6-26-02)

34.20.230 Rivers/floodplains – Goals, policies, implementation.

(a) Goals.

- (1) To ensure that life, property, or new improvements will be safe during flood events.
- (2) Conserve, protect or restore the integrity of the values and functions that rivers and floodplains provide.

(b) Policies.

- (1) Any proposed land use or development which may involve an identified natural hazard area will require an evaluation to determine the degree to which the proposed activity will:
 - (i) Expose any person, including occupants or users of the proposed use or development, to any undue natural hazard;
 - (ii) Create or increase the effects of natural hazard areas on other improvements, activities or lands.
- (2) Development in floodplains, drainage areas, steep slope areas, and other areas hazardous to life or property will be controlled through local land use regulatory tools.
- (3) The City and County shall strongly discourage and control land use development from locating in designated floodplains, as identified on the FEMA maps and other unmapped floodplains.
- (4) The City and County shall ensure, to the extent possible, that land use activities do not aggravate, accelerate, or increase the level of risk from natural hazards.

(c) Implementation.

- (1) Map unmapped floodplains.

(Res. 62-02, 6-26-02)

34.20.240 Wetlands.

- (a) Wetlands provide a variety of important functions and values that are important to the environment and the economic health of the County. Often they are impossible or costly to replace. They also serve as habitat for many species of plants and animals. Wetlands filter runoff and adjacent surface water to protect the quality of reservoirs, creeks, and drinking water. They are a natural flood control. They protect shorelines from erosion and retain floodwaters, thereby protecting against the loss of life and property. Wetland plants provide shelter for many animals and are the basis for complete natural food chains. Two tree species, Russian olive, *Elaeagnus angustifolia*; and tamarisk, *Tamarix parviflora*, pose a threat to wetlands because of their aggressive nature and prolific reproductive rate. They have the ability to eliminate native plant associations of a wetland which in turn destroy many of its functions and values.



*Grand Valley
Audubon Society
Nature Center*

The federal government recognizes the values of wetlands and has established wetland protection programs. The protection takes the form of regulation for certain types of activities and actions unless a permit is obtained first. Regulatory programs alone are not sufficient to protect important wetlands. Voluntary efforts by the City, County, and landowners can extend protection to these important areas. Wetlands should be recognized as part of a complex, interrelated, hydrologic system, as well as an integral component of a community's infrastructure just as roads, schools, etc., are.

- (b) Specific functions and values of wetlands are:
- (1) Flood storage/sediment trapping (within basin);
 - (2) Shoreline anchoring/aquifer recharge;
 - (3) Groundwater discharge;
 - (4) Nutrient retention, storage, and removal;
 - (5) Wildlife habitat:
 - (i) Food chain support;
 - (ii) Fish habitat;
 - (6) Passive recreation, heritage value, public education.

(Res. 62-02, 6-26-02)

34.20.250 Wetlands – Goals, policies, implementation.

- (a) Goals.
- (1) Preserve/conservate wetlands, minimize impacts to important ecological functions, and restore or enhance suitable wetland areas.
- (b) Policies.
- (1) Protect significant wetlands, minimize impacts to important ecological functions, and enhance or restore degraded wetlands caused by development.
 - (2) Work cooperatively with adjacent property owners to prevent/minimize land use activities adjacent to wetlands.

(c) Implementation.

- (1) Inventory and map wetlands in the planning area.
- (2) Develop best management practices for wetland protection in the Redlands Planning Area.
- (3) Promote and distribute best management practices information to the public and development community.
- (4) Encourage landowners of existing significant wetlands to seek assistance from the Natural Resource Conservation Service or USDA Farmland Protection Program for the purpose of formulating management plans to protect wetlands.
- (5) Require the use of best management practices to mitigate disturbed wetland areas.
- (6) Amend the codes to require utility companies to coordinate with the City, County, Engineers and Fish and Wildlife Service prior to conducting any activity in identified wetlands.
- (7) The City and County shall coordinate with the Corps of Engineers prior to conducting any activity in identified wetlands.
- (8) The City, County, and residents of the Redlands should continue to work with the Tamarisk Coalition to reduce/eliminate Russian olive and tamarisk from wetlands and riparian areas.

(Res. 62-02, 6-26-02)

34.20.260 Wildlife.

The planning area contains a unique mix of wildlife species. The uniqueness is due to the presence of the Colorado River riparian area, drainages and their associated vegetation, agricultural fields, and upland grasslands. Riparian areas, for instance, support more than 90 percent of birds in the west. They rely on riparian corridors for food, shelter, or breeding habitat during some portion of their lives. The Colorado River is critical habitat of the Colorado pikeminnow, *Ptychocheilus lucius*; razorback sucker, *Xyrauchen texanus*; bonytail chub, *Gila elegans*; and humpback chub, *Gila cypha* endangered fish.

Numerous ground-nesting birds rely on agricultural hayfields for breeding sites. Some birds return year after year. Upland grasslands provide habitat for numerous small rodents, amphibians, and invertebrates. Cliff-nesting raptors depend on canyon walls of the adjacent Colorado National Monument for perching, roosting, and nest sites. Raptors forage for insects, rodents, and small birds that depend on agricultural fields and upland grasslands in the planning area. In addition to birds species, many mammals including large and small predators (coyotes, bobcats and mountain lions) move back and forth between the Monument and adjacent private lands for food, cover, and reproduction. Small to mid-sized wildlife thrive in urban and semi-urban environments where nonnative food sources are available.

According to criteria set forth in the Mesa County Land Development Code 2000: “Any development that falls within a moderate, high, or very high potential for impact category on the 1995 Wildlife Composite Map for Mesa County, or an amended map approved by the Mesa County Planning Commission (Figure 10), shall require consultation with the Colorado Division of Wildlife to substantiate the basis for the potential impact and to address various, specific measures to avoid, minimize, or mitigate negative impacts to wildlife and its habitat.” Specific criteria is found in Section 7.6.4 of the Mesa County Land Development Code.

The City of Grand Junction Zoning and Development Code sets forth specific criteria for land use and development in areas mapped as moderate, high, or very high on the 1999 Wildlife Composite Map. The criteria is found in GJMC 21.140.050.

The Colorado Natural Heritage Program has identified several plant and animal species of concern in the planning area. They are found along the Colorado River riparian area. The riparian area is documented habitat for the corn snake, while the cliffs/bluffs above the river provide seasonal roosting for raptors, including peregrine falcons and bald eagles. Colorado Natural Heritage rarity ranks do not imply any legal designation or regulatory actions.

In the Redlands Area, there is a presence of medium and large native predators including coyotes, bobcats and mountain lions. Residents should educate themselves on best practices of living around such predators.

(Res. 62-02, 6-26-02)

34.20.270 Wildlife – Goals, policies, implementation.

(a) Goals.

- (1) Preserve/conservate Mesa County’s natural heritage of plants, animals, and biological conservation sites.

(b) Policies.

- (1) Preserve or mimic the native-natural landscape in disturbed, developed areas.
- (2) Maintain/create buffers between areas dominated by human activities and areas of wildlife habitat.
- (3) Minimize disturbance to wildlife from domestic pets.
- (4) Protect wildlife habitat by avoiding, minimizing, or mitigating impacts to identified habitat areas.
- (5) Preserve Mesa County’s natural heritage of plants, animals, and biological conservation sites identified in the Natural Heritage Inventory of Mesa County, Colorado.

(c) Implementation.

- (1) Coordinate with Colorado Division of Wildlife to identify site specific wildlife habitats in the planning area.
- (2) Restrict domestic pets from roaming freely (especially dogs and cats) by including fencing, leash, etc., language in homeowners’ association covenants, conditions and restrictions and through education and information.
- (3) Provide well-marked designated areas where domestic pets can run.
- (4) Control nonnative food sources (garbage) through model homeowners’ association conditions, covenants and restrictions.
- (5) Educate pet owners about the possibility of their pets being prey for medium and large native predators through model homeowners’ association conditions, covenants and restrictions.
- (6) Amend the codes to require consultation with Division of Wildlife for any development in “Bear/Lion/Human Conflict Area.”

(Res. 62-02, 6-26-02)

34.20.280 Weed management.

The aggressive nature of weeds (nonnative, undesirable plant species) and a lack of their control can present problems in agricultural areas and can have a negative impact on agriculture. According to the Governor’s Idaho Weed Summit, Boise, Idaho, 1998, “The Departments of Agriculture in 11 western states estimate that there are about 70,000,000 acres of weed seed being produced every year on private, State, and federal wildlands. Much of it is being carried to other wildlands by wind, water, wildlife, livestock, people, and equipment.” Infestations of nonnative plant species of concern threaten native and desirable nonnative plant communities and agricultural operations by displacing desirable species. Exotic plants are highly invasive and usually do not have natural pathogens and predators to keep their populations in check. As of 2000, there are 18 noxious weeds on the Mesa County noxious weed list that require control (see list in Chapter 34.44 GJMC). However, the primary nonnative undesirable species of concern in the planning area are: purple loosestrife, *Lythrum salicaria*; Russian knapweed, *Acroptilon repens*;

whitetop/hoary cress, *Cardaria draba*; yellow toadflax, *Linaria vulgaris*. These four plants are designated as undesirable plants in Mesa County and are being controlled/managed by policies set forth in the Mesa County Weed Management Plan.

While not on the County's noxious weed list, two tree species, Russian olive, *Elaeagnus angustifolia*, and tamarisk, *Tamarisk parviflora*, pose a threat to many native upland and wetland plant communities because of their aggressive nature and prolific reproductive rate. They have the ability to eliminate entire native plant communities. The Tamarisk Coalition in Mesa County has been active in efforts to remove tamarisk and Russian olive trees from areas along the Colorado River floodplain.

The City manages noxious weeds and utilizes integrated weed management planning/techniques to control/eradicate weeds and numerous nonnative, undesirable plant species. The City adopted five weed species identified by the State as weeds requiring management action. The five species are: Russian knapweed, *Centaurea repens*; diffuse knapweed, *Centaurea diffusa*; spotted knapweed, *Centaurea maculosa*; purple loosestrife, *Lythrum salicaria*; and leafy spurge, *Euphorbia esula*. Of these five plants, only Russian knapweed and purple loosestrife are of concern to the City.

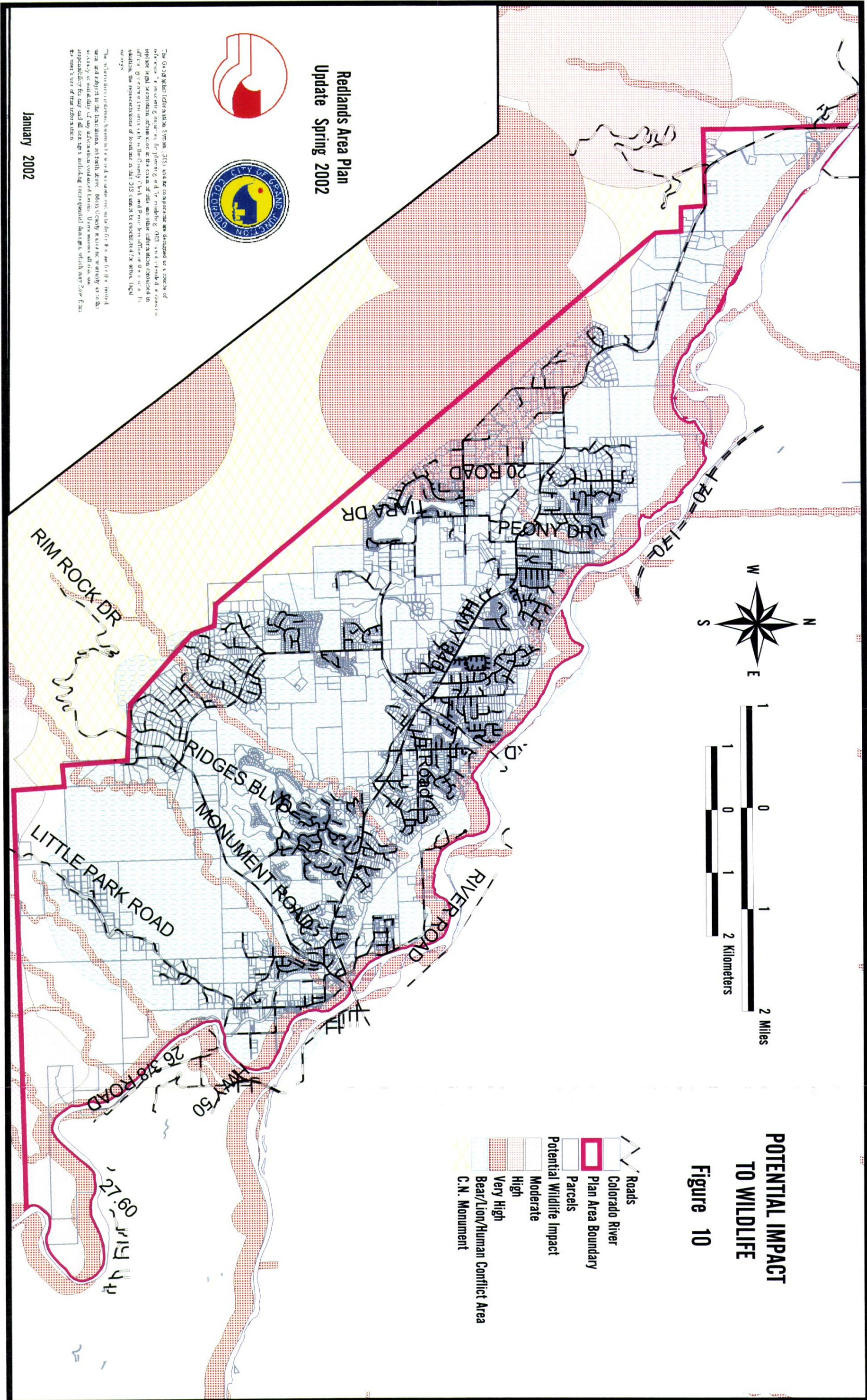
The City manages noxious weeds by:

- (a) Weed mapping (specifically Russian knapweed and purple loosestrife).
- (b) Working with landowners: requesting management plans for the control/eradication of the weeds from property owners who have the plants on their property.
- (c) Annual public outreach efforts: reminding owners of their responsibility to control/eradicate noxious weeds and nonnative, undesirable plants.
- (d) Providing technical expertise on integrated weed management planning techniques and implementation methods (mechanical, chemical, biological, and cultural).
- (e) Maintaining, updating, and identifying any recognized change in effective methods of control.
- (f) Working with other land management agencies: for control of the four undesirable noxious weeds in rights-of-way as identified by the County.

In addition to the five specific noxious weeds identified above, the City has an annual proactive weed abatement program from May through October. The program requires property owners to keep all weeds on their property and adjacent rights-of-way between curb and center of alley to a height below six inches. Undeveloped lands over one acre in size are required to cut a 20-foot perimeter along any roadway, and along any side of the property adjacent to a developed property. Agricultural lands (as defined in C.R.S. § 39-1-102(1.6)(a)) are required to keep weeds cut within 20 feet of any adjacent developed property.

Property owners are responsible for any cost of cutting and removing of weeds by City crews that are not removed within 10 days after notification of the violation (Chapter 8.04 GJMC).

(Res. 62-02, 6-26-02)



POTENTIAL IMPACT TO WILDLIFE
Figure 10

Redlands Area Plan
Update Spring 2002



The Grand Junction Information System (GIS) data developed and designed for a purpose of reference to measure and monitor the progress of the plan. The GIS data is intended to provide a visual representation of the plan's progress and to provide a means of monitoring the plan's progress. The GIS data is intended to provide a visual representation of the plan's progress and to provide a means of monitoring the plan's progress.

January 2002

34.20.290 Weed management – Goals, policies, implementation.

- (a) Goals.
 - (1) Prevent, reduce, or eradicate weeds and nonnative, nondesirable vegetation in Mesa County.
 - (2) Educate residents about the economic, biological, and social threat weeds pose to the County.
- (b) Policies.
 - (1) The City and County, through their weed management programs, shall discourage the introduction of exotic or nonnative, undesirable plants and shall work to eradicate existing infestations through the use of integrated weed management throughout the City and County on private and public lands.
 - (2) Weed control plans should be submitted to the Mesa County Pest and Weed Inspector for any projects causing disturbance in existing or new rights-of-way.
- (c) Implementation.
 - (1) Distribute the City and County’s noxious weed list to the public, development community, and nurseries.
 - (2) Continue to conduct weed mapping efforts in the planning area.
 - (3) Continue to work with other jurisdictions and agencies to map and implement weed reduction strategies.
 - (4) Straw or hay bales used for mulch or erosion control on disturbed areas shall be certified “weed free” to help prevent weed infestations.
 - (5) New development shall be reviewed by the appropriate City/County Pest and Weed Inspector to:
 - (i) Identify if weed problems exist and work with homeowners’ associations and landowners to develop integrated pest management strategies for common open spaces or open lands.
 - (ii) Review revegetation/reclamation projects (including but not limited to, new construction, utility easement, and telecommunication tower projects) to assure that best management practices are used to prevent weed infestations and properly revegetate disturbed sites.
 - (6) The City, County, and residents of the Redlands should continue to work with the Tamarisk Coalition to reduce/eliminate Russian olive and tamarisk trees from upland, wetlands, and riparian areas of the planning area.

(Res. 62-02, 6-26-02)

34.20.300 Wildfire.

Wildfire is recognized as a natural and/or human-caused occurrence resulting in certain benefits to the ecosystem, yet wildfires frequently burn structures resulting in a great economic loss to the landowner. In Mesa County, the potential for loss of life and property due to wildfire increases as more and more residents choose to live in areas of the County that have wildfire hazards. The area where human-built improvements intermix with wildland fuels is known as the wildland urban interface.

Colorado State law identifies the Sheriff as the “fire warden” for Mesa County and the individual ultimately responsible for controlling and extinguishing prairie and forest fires on private and State lands within Mesa County (C.R.S. § 30-10-513). The role of the Colorado State Forest Service (CSFS) is to aid and assist the Sheriff and County fire departments with this responsibility. The CSFS fulfills this role by providing training, equipment, technical assistance, and funding; and facilitating interagency mutual aid agreements and annual operating plans. However, for wildfires that start/burn within a fire protection dis-

trict, the fire protection district (not the Sheriff or State Forest Service) is the first responder and is responsible for controlling and extinguishing the fire.

The Redlands planning area lies within the Lower Valley Fire District and the Grand Junction City and Rural Fire Districts. The planning area has not been mapped by the Colorado State Forest Service for its wildfire hazard potential, so it is not known if the area can be described as being a wildland urban interface. However, the area contains natural vegetation communities that can generate wildfire fuels. Riparian forest galleries, washes containing thick growth of tamarisk, and fields of cheat grass are potential wildland fuel sources. These potential fuel sources are common throughout the planning area.

(Res. 62-02, 6-26-02)

34.20.310 Wildfire – Goals, policies, implementation.

(a) Goals.

- (1) Protect Mesa County residents from the loss of life or property due to wildfire.

(b) Policies.

- (1) Continue to encourage interjurisdictional and interagency cooperation to further the goals of protection of life and property from wildfires.
- (2) Recognize wildfire as a natural and/or human-caused occurrence that results in certain benefits to the ecosystem.

(c) Implementation.

- (1) The Redlands planning area shall be surveyed and mapped to locate the extent of wildfire hazards and areas at risk.
- (2) The County will continue to work in partnership with the local fire protection districts and departments in improving fire protection services to address the increasing concerns of wildfire and the increase in development in areas of the County with a mapped wildland fuel hazard.
- (3) The County shall encourage private and public landowners to manage their land to serve as a natural deterrent to fire outbreaks (defensible space).
- (4) The County shall implement measures to guard against the danger of fire in developments within and adjacent to forests or grasslands (defensible space).
- (5) Wildfire prevention measures shall be identified and reviewed for appropriate approvals in each new development. Groundcover and weed control as well as defensible space and general cleanup should be addressed in specific guidelines.
- (6) The County, City, Colorado State Forest Service, and fire protection districts shall continue to promote education and awareness of wildfire hazards in the planning area and Mesa County. A beneficial source of information is the website at www.firewise.org.

(Res. 62-02, 6-26-02)

Chapter 34.24

PARKS, RECREATION AND OPEN SPACE ACTION PLAN

Sections:

- 34.24.010 Findings.
- 34.24.020 Colorado River State Park – Connected Lakes section.
- 34.24.030 Public lands/trail heads.
- 34.24.040 Open space.
- 34.24.050 Goals, policies, implementation.

34.24.010 Findings.

- (a) 2001 City of Grand Junction Parks Master Plan. The City of Grand Junction adopted the 2001 Parks Master Plan on February 21, 2001. This Plan recommends several neighborhood parks located throughout the Redlands area.

The Parks Master Plan discusses that one of several measures of the adequacy of a park system is the location of facilities relative to users – whether the parks are convenient to the community. Distance to neighborhood parks has been identified as a “service area” which is represented by a desirable maximum distance that any home should be from the neighborhood park. The service area for a neighborhood park is a half-mile radius or a five- to 10-minute walk. Neighborhood parks are intended to be walk-to parks; therefore the service areas are truncated at major roads or natural barriers. It is assumed that parents or children who walk or ride bikes to a park should not have to cross arterial streets. Significant street barriers on the Redlands includes Broadway (Highway 340). Other conflicts include natural barriers such as the Colorado River. An assumption has been made that irrigation ditches can be crossed with pedestrian bridges at key points.

The Parks Master Plan identifies the Ridges School site and City land next to Wingate Elementary School as high priorities for development as the City already owns the land and neighborhoods have been waiting for these sites to develop for a number of years. (Figure 11)

A neighborhood park needs open turf, a children’s playground, picnic facilities, and court facilities. A neighborhood park also needs to be accessible to the residents without significant restrictions (i.e., access is not restricted during the school day). For this reason, school grounds are currently only considered as neighborhood parks where they serve an area that is otherwise difficult to serve. This is the case for the school site in the Redlands area along Broadway. The Parks Master Plan recommends that the City of Grand Junction pursue mutually beneficial agreements with the School District to allow public access and development of school grounds to meet neighborhood park standards. In 2000, Mesa County Planning Commission sunset 1984 and 1995 Parks Masterplans. In 2001, the Board of County Commissioners passed a resolution establishing a parks policy for Mesa County (MCM 2001-183).

(Res. 62-02, 6-26-02)

34.24.020 Colorado River State Park – Connected Lakes section.

Colorado River State Park is actually five sections of beautiful stops along the Colorado River as it flows through the Grand Junction area. From Island Acres on the east, the Colorado River State Park makes its way through Corn Lake, the Wildlife Area near 30 Road, then to Connected Lakes located in the north-central area of the Redlands and on down the river to Fruita. Connected Lakes Park has a trail system that winds through stands of tall trees and along the banks of the Colorado River. The park offers opportunities for visitors to enjoy great fishing and picnics in beautiful settings.



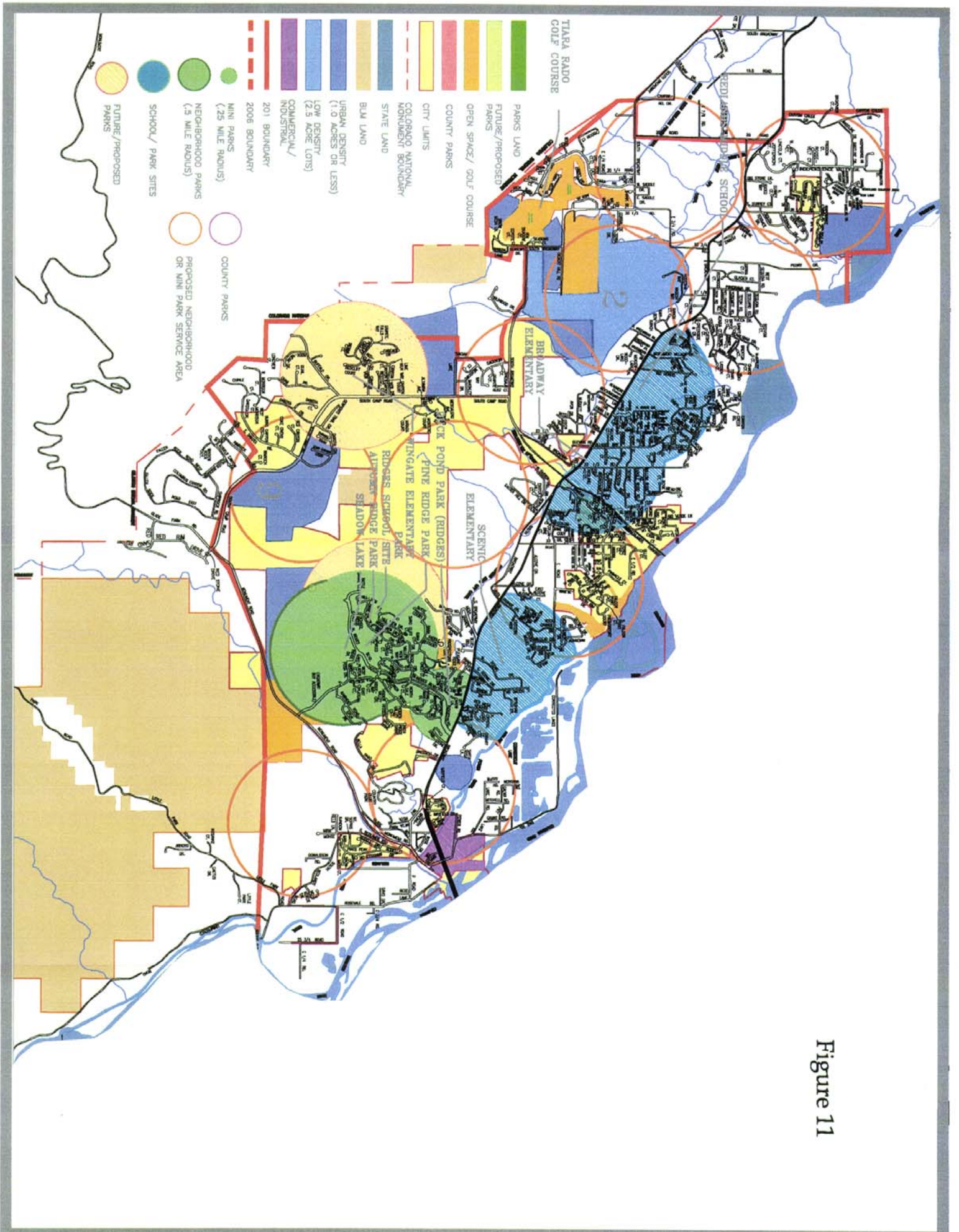
*Colorado River State Park
Connected Lakes Area*

(Res. 62-02, 6-26-02)

34.24.030 Public lands/trail heads.

There is an abundance of publicly owned land in and around the Redlands area. Much of this land is owned and managed by the National Park Service and the Bureau of Land Management. The State of Colorado, Mesa County, City of Grand Junction, nonprofit organizations such as the Audubon Society and Museum of Western Colorado, School District 51 and the Bureau of Reclamation own other public lands. Hiking and/or biking trails have been constructed throughout the area. The Redlands area has many trailheads for these hiking and biking routes. See Redlands Area Public Lands and TrailHead Access Map (Figure 12).

(Res. 62-02, 6-26-02)



- SCHOOLS
- HOSPITALS
- POLICE STATION
- FIRE STATIONS (7.5.4)

CITY OF GRAND JUNCTION
Mini/Neighborhood Parks



Figure 11

34.24.040 Open space.

In the Redlands area, there are many trails interwoven through passive open space. These include a trail network that is planned for the Redlands Mesa development, trails leading into the back country of the Colorado National Monument, as well as pedestrian/mountain bike trails like the Tabeguache Trail.



Tabeguache Trailhead

(Res. 62-02, 6-26-02)

34.24.050 Goals, policies, implementation.**(a) Goals.**

- (1) To develop and maintain an interconnected system of neighborhood and community parks, trails and other recreational facilities throughout the urban area.
- (2) To include open space corridors and areas throughout the Redlands area for recreational, transportation and environmental purposes.

(b) Policies.

- (1) Preserve areas of outstanding scenic and/or natural beauty.
- (2) Obtain adequate parkland needed to meet neighborhood park needs.
- (3) Pursue mutually beneficial agreements with the School District to allow public access and development of school grounds to meet neighborhood park standards.
- (4) Encourage the retention of lands that are not environmentally suitable for construction (i.e., steep grades, unstable soils, floodplains, etc.) for open space areas and, where appropriate development of recreational uses. Dedications of land required to meet recreational needs should not include these properties unless they are usable for active recreational purposes.
- (5) Encourage citizen groups to look at innovative ways to acquire open space areas.
- (6) Mitigate the impact of recreational use of open space on its environmental value.
- (7) Respect or replace historic trails and access to public lands with new development.

(c) Implementation.

- (1) The City and County will help preserve areas of outstanding scenic and/or natural beauty and, where possible, include these areas in the permanent open space system.
- (2) The City and County will obtain adequate parkland needed to meet neighborhood park needs, as urban development occurs, through the subdivision process and other appropriate mecha-

nisms. Other public, quasi-public and private interests will be encouraged to secure, develop and/or maintain parks.

- (3) The City and County will coordinate with the School District to achieve cost savings through joint development and recreational facilities. The City of Grand Junction will pursue mutually beneficial agreements with the School District to allow public access and development of school grounds to meet neighborhood park standards.
- (4) The City and County will encourage the retention of lands that are not environmentally suitable for construction (i.e., steep grades, unstable soils, floodplains, etc.) for open space areas and, where appropriate, development of recreational uses. Dedications of land required to meet recreational needs will not include these properties unless they are usable for active recreational purposes.
- (5) The City and County will coordinate with appropriate agencies to mitigate the impact of recreational use of open space on its environmental value.
- (6) The City and County will seek public and private partnerships in efforts to secure open space.
- (7) The City and County will require new development to respect or replace historic trails and access to public lands.
- (8) Enter into a Public Purpose Act lease with the Bureau of Land Management for the BLM parcel north of South Camp Road for open space.
- (9) Identify future trailhead locations.

(Res. 62-02, 6-26-02)

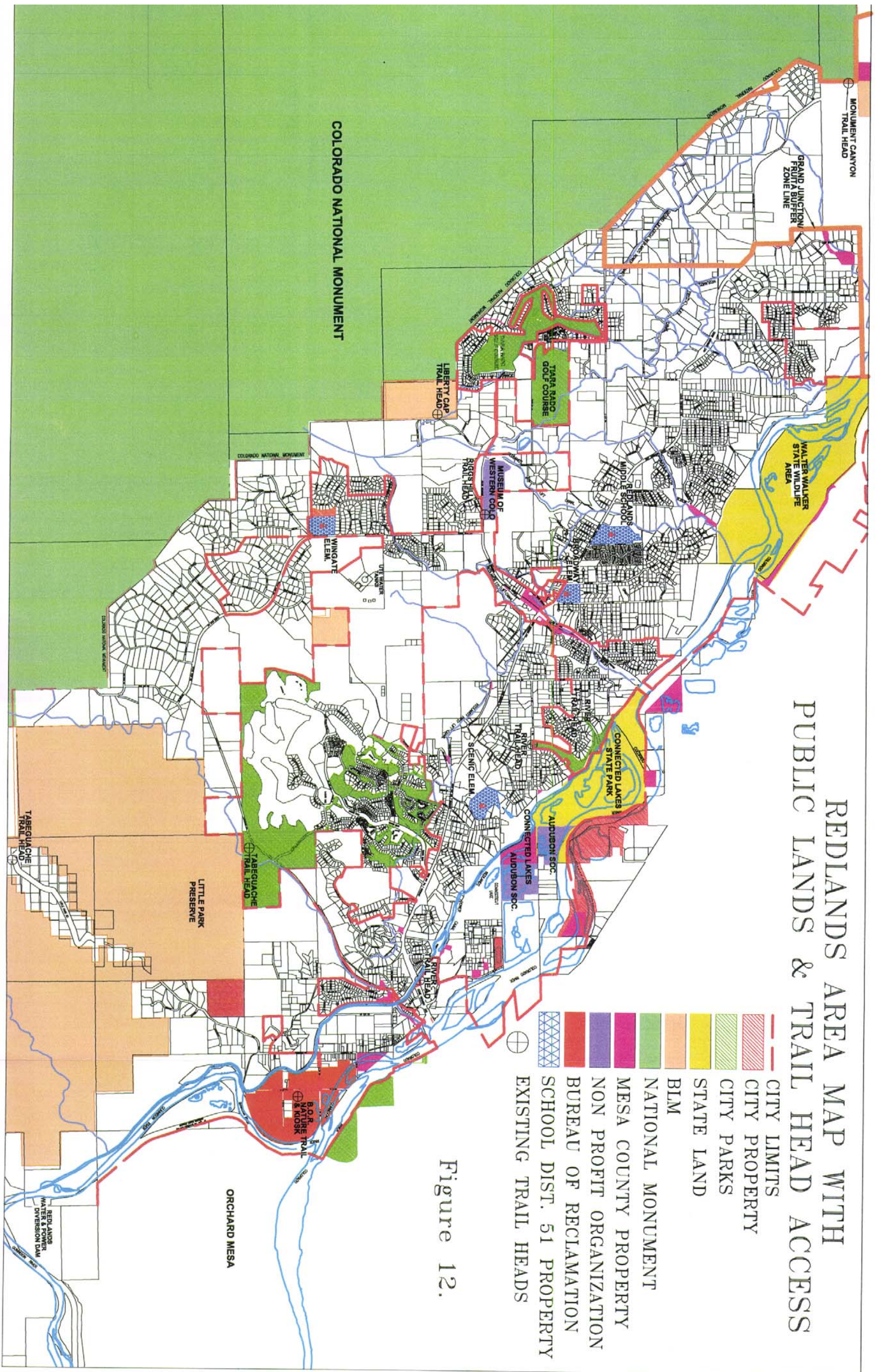


Figure 12.

Chapter 34.28**TRANSPORTATION ACTION PLAN**

Sections:

34.28.010 Redlands Area Transportation Plan 2002 (summary).

34.28.010 Redlands Area Transportation Plan 2002 (summary).

The transportation element of Redlands Area Plan was developed by Kimley-Horn, consultants to Mesa County's Regional Transportation Planning Office, in partnership with the Colorado Department of Transportation, the cities of Grand Junction and Fruita, Mesa County, and the citizens of the area. The transportation planning process has occurred over a yearlong time horizon – between May 2001 and adoption in June 2002. The process included three public forums, a design charrette, four technical Steering Committee meetings, and briefings with the elected officials of Grand Junction, Fruita, and Mesa County.

Numerous alternatives and options were proposed and reviewed as a result of the inventory and public participation process. The analysis produced four key elements that needed to be included as part of the plan. The four elements are: (1) State Highway 340 Access Control Plan, (2) capacity improvements on existing routes (3) new roadways and neighborhood connections, and (4) multi-modal accommodations.

The Redlands Area Transportation Study was adopted as an element of this Redlands Area Plan by the Grand Junction City Council on June 26, 2002, and by Mesa County Planning Commission on June 6, 2002. Please see the Redlands Transportation Study and any subsequent amendments for specific policies. In addition, the Urban Trails Master Plan and subsequent amendments as adopted by the Grand Junction City Council and the Mesa County Planning Commission is an element of this Plan. Please see the Urban Trails Master Plan for specific details.

(Res. 62-02, 6-26-02)

Chapter 34.32**HOUSING ACTION PLAN**

Sections:

- 34.32.010 Findings.
- 34.32.020 Changing neighborhoods.
- 34.32.030 Goals, policies, implementation.

34.32.010 Findings.

Residential uses on the Redlands include a mixture of housing types; however, the detached single-family house is predominant. According to the Mesa County Assessor's records in 2001, multifamily housing (condominiums, duplex/triplex, apartments and townhomes) comprised less than 10 percent (461 units) of the entire housing stock (5209 units) on the Redlands. (Figure 3)

According to the 1990 Census and the 2000 Census, the percentage of renter-occupied dwelling units in the Redlands study area has been and continues to be considerably lower than the Cities of Fruita and Grand Junction as well as Mesa County as a whole. (Table 3)

The issue of a lack of dispersed affordable housing types throughout the Joint Urban Area is identified in the 1996 Joint Urban Area Plan (in both the Mesa Countywide Land Use Plan and the Grand Junction Growth Plan). Specifically the plans state:

- (a) Higher density housing is needed and an adequate supply should be provided.
- (b) This housing should be located throughout the community rather than concentrated in a few small areas. Ideally it should be integrated into mixed density housing developments.
- (c) Design and compatibility standards are needed to ensure that higher density housing is a long-term asset to the community.
- (d) The Plan should support creation of affordable single-family homes as well as the higher density housing types. (Affordable housing does not have to mean attached units.)

Both City and County development codes provide density bonuses for projects which disperse compatible subsidized housing units within mixed residential development; however, to date this incentive has not been used in the Redlands. The codes also include review standards for clustered, zero lot line, and mixed density projects.

The Grand Junction Housing Authority is conducting a housing needs assessment for the Grand Valley urban area. A housing strategy is anticipated as an outcome of the study.

Table 3 – 1990/2000 Selected Demographics

	Year	Redlands	Grand Junction	Fruita	Mesa County
Population	1990	9,021	29,034	4,045	93,145
	2000	11,663	41,986	6,478	116,255
	% change	29.3%	44.6%	60.1%	24.8%
Housing Units	1990	3,551	13,689	1,583	39,911
	2000	4,726	18,784	2,610	48,427
	% change	33.1%	37.2%	64.9%	21.3%
Persons/Occupied Housing Unit	1990	2.64			2.52
	2000	2.55	2.23	2.55	2.47
% Vacant Units	1990	3.8%			7.5%
	2000	2.9%	4.9%	6.2%	5.4%
% Owner-Occupied	1990	83.4%			65.1%
	2000	89.1%	62.6%	73.8%	72.7%
% Renter-Occupied	1990	16.6%			34.9%
	2000	10.9%	37.4%	26.2%	27.3%
SOURCE: U.S. Census Bureau					
Notes: Redlands includes 2000 Census Tracts Nos. 14.02, 14.03 and 14.04. Redlands includes 1990 Census Tracts Nos. 1401 and 1402.					

(Res. 62-02, 6-26-02)

34.32.020 Changing neighborhoods.

Over the past decade, the Redlands has seen an increase in the number of large single-family homes. According to some local developers, the sale of second homes is also becoming more common. With this trend, the character of neighborhoods is likely to change as houses remain vacant for extended periods of time. A new development technique in similar communities to the Redlands is called the “scrape-off.” In order to build larger “trophy homes” in established neighborhoods, adjacent lots are purchased, the existing smaller homes are demolished, and new larger houses are built. Some of the older housing stock in the Redlands could experience this development trend in the future.

(Res. 62-02, 6-26-02)

34.32.030 Goals, policies, implementation.

(a) Goals. Directly from 1996 Joint Urban Area Plan:

- (1) Achieve a mix of compatible housing types and densities dispersed throughout the community.
- (2) Promote adequate affordable housing opportunities dispersed throughout the community.

(b) Policies. Directly from 1996 Joint Urban Area Plan:

- (1) The City and County shall encourage the development of residential projects that compatibly integrate a mix of housing types and densities with desired amenities.

- (2) The City and County may permit the owner of a parcel of property to shift density from one portion of a parcel to another portion of the parcel to compatibly provide for a variety of housing types within a development.
 - (3) The City and County shall facilitate development of a variety of housing types (e.g., clustered units, zero lot line units, and mixed density projects) without requiring the planned development process.
 - (4) The City and County shall partner with the State, other agencies, and the private sector to promote the development of adequate affordable housing opportunities for community residents.
 - (5) The City and County shall encourage the dispersion of subsidized housing throughout the community. Subsidized housing projects should be encouraged in areas with easy access to public facilities and both existing and future transit routes.
 - (6) The City and County shall monitor the status of substandard housing units and promote the rehabilitation or redevelopment of these units. Rehabilitation will be encouraged in stable single-family neighborhoods. Redevelopment will be encouraged in areas designated for medium-high density residential and high density residential uses.
 - (7) The City and County shall support affordable housing initiatives which result in high-quality developments that meet or exceed local standards for public facilities and amenities.
 - (8) The City and County shall encourage the rehabilitation of historic buildings for affordable housing.
- (c) Implementation.
- (1) Revise development codes to provide incentives for new commercial development to include and integrate a variety of housing.
 - (2) Participate in the Grand Junction Housing Authority's Housing Needs Assessment Study and incorporate appropriate strategies into City and County development codes and other work programs such as: contributing to low-interest loans and grant funds to assist moderate-, low- and very low-income households with improvements needed to maintain structures and improve energy efficiency.

(Res. 62-02, 6-26-02)

Chapter 34.36

HISTORIC PRESERVATION ACTION PLAN

Sections:

- 34.36.010 Findings.
- 34.36.020 Paleontological resources.
- 34.36.030 Goals, policies, implementation.

34.36.010 Findings.

The Redlands, like all of Mesa County, was Ute Indian territory until 1881 when the area was opened for immigrants. In that year, George Crawford, the founder of Grand Junction, first viewed the Grand Valley from a point above the Fifth Street Bridge on Orchard Mesa. It was from here that the junction of the Grand (Colorado) and the Gunnison Rivers was viewed and the location for a new townsite determined. The Redlands is located south and west of the confluence of the rivers.

Historic buildings and sites are scattered across the planning area. According to the “100-Year History of Mesa County,” the Redlands remained a desert rangeland until 1905 when the private Redlands Irrigation Company developed irrigation water from the Gunnison River and began promoting the area. The first peach orchards on the Redlands were established by 1907. In 1909, Henry L. Doherty, owner of the Interurban rail and streetcar lines, purchased large land holdings on the Redlands, and built a larger dam on the Gunnison River. As a result, a hydroelectric plant was added, and irrigation water was delivered to a wider area of the Redlands. The reorganized Redlands Company operated a home ranch, employee camps, and a canning kitchen until 1925 when ownership turned over to the shareholders and the non-profit organization changed its name to its current title of Redlands Water and Power Company.

Several bridges have spanned the Colorado and Gunnison Rivers to reach the Redlands. The first bridge to the Redlands was built in 1895. In 1912, the Grand Avenue Bridge was constructed and was later replaced by a four-lane bridge. The old Black Bridge across the Gunnison River, which was listed on the National Register of Historic Places, connected the Redlands with the Orchard Mesa. It was closed to traffic in 1983 due to damage to its stone foundations caused by flood waters and was taken down in September of 1988 by Mesa County. The Goat’s Drawbridge, part of the Redlands Parkway, opened in 1984. The Fruita Bridge was completed in 1907 and served the main highway south of Fruita until the road was realigned and the Highway 340 bridge replaced the bridge in 1970. The bridge is on the national and State registers of historic places. The City of Fruita and the Colorado Riverfront Commission have plans to rehabilitate the historic Fruita Bridge as a pedestrian bridge and part of the Riverfront trail system. Colorado Preservation Inc., a nonprofit organization, included the Fruita Bridge on their Year 2002 State’s Most Endangered List.

The first Redlands school was built in 1916 and now houses the Church of the Nativity Episcopal. The building is located at 2157 Broadway across from the Redlands Middle School. The Redlands Community Center (previously know as the Redlands Women’s Club) was built in 1920 as the Grand Junction Country Club. It was turned into a community center when the club closed in 1929, and has served the Redlands ever since. A relatively rare example of the Mission Style in the Grand Junction area, the Club was designated on the State Register of Historic Properties in 1995.

The Colorado National Monument has several sites on the National Register of Historic Places including the Devils Kitchen Picnic Shelter, Rim Rock Drive Historic District, Saddlehorn Caretaker’s House and Garage, Saddlehorn Comfort Station, Saddlehorn Utility Area Historic District and Serpents Trail. The sites, structures and districts on the Monument are significant for their engineering and development of automobile access and tourism and/or their association with the Civilian Conservation Corps (CCC) and Works Progress Administration (WPA) by whom they were constructed.

An early 1980s inventory of Mesa County sites and structures with potential for historic designation included several Redlands houses. While the inventory is dated, it still provides a good basis for a new inventory.

The City of Grand Junction established a Local Register of Historic Sites, Structures and Districts in 1994. To date, no properties on the Redlands have been included on the local register, but many are eligible for listing as noted in the inventory referenced above. The purpose of the local register is to protect and preserve Grand Junction's heritage, which is exemplified in its historic resources.

(Res. 62-02, 6-26-02)

34.36.020 Paleontological resources.

See the environmental resources section of the Land Use/Growth Management Action Plan of this Plan, GJMC 34.20.120 and 34.20.140.

(Res. 62-02, 6-26-02)

34.36.030 Goals, policies, implementation.

(a) Goals.

- (1) Protect and maintain the unique features and characteristics of the Redlands which are significant links to the past, present, and future.
- (2) Establish and promote the historical pride and heritage of the Redlands.
- (3) Complete an up-to-date inventory of historic structures and places as a means for listing properties on official historical registers (national, State and local).
- (4) Pursue official designation, preservation, adaptive reuse, restoration, or relocation of eligible historic structures and places.

(b) Policies.

- (1) New development should not remove or disrupt historic, traditional, or significant uses, structures, fences, or architectural elements insofar as practicable. Consultation with the Colorado Historical Society, Bureau of Land Management, National Park Service, City of Grand Junction Historic Preservation Board, Mesa County Historical Society, and the Museum of Western Colorado is valuable in this effort.

(c) Implementation.

- (1) In cooperation with the Colorado Historical Society, Bureau of Land Management, National Park Service, City of Grand Junction Historic Preservation Board, Mesa County Historical Society, and the Museum of Western Colorado, the City of Grand Junction Community Development Department and Mesa County Planning Department shall: complete and make available an up-to-date, comprehensive inventory of historic structures and places (reconnaissance survey), then complete an intensive level survey of potentially eligible properties for designation as historic places/structures/districts.
- (2) The City of Grand Junction Community Development Department and Mesa County Planning Department should provide technical assistance to parties interested in historic designation/preservation/interpretation.
- (3) Adopt compatibility requirements for new development to protect the historic use of existing and adjacent properties.
- (4) Adopt a resolution to establish a local Mesa County historic register system.

(Res. 62-02, 6-26-02)

Chapter 34.40**MESA COUNTY, NATIONAL AND STATE HISTORIC REGISTER, REDLANDS AREA**

Sections:

34.40.010 Mesa County, National and State Register – Properties located in the Redlands area.

34.40.010 Mesa County, National and State Register – Properties located in the Redlands area.

(a) Fruita Bridge.

County Road 17.50, over Colorado River

National Register 02/04/1985, 5ME4532

This three-span, pinned Parker through truss was completed in 1907 and served the main highway south of Fruita until the road was realigned in 1970. Since then, the bridge's beams and stringers have suffered fire damage, but the truss is still intact. It is one of the few spans left in the State associated with the engineer M. J. Patterson. Listed under Vehicular Bridges in Colorado Thematic Resource.

(b) Devils Kitchen Picnic Shelter.

Colorado National Monument

National Register 04/21/1994, 5ME1173

Constructed in 1941 with Emergency Conservation Works funding, the Rustic style shelter is significant for its association with the CCC and WPA. Built of locally quarried sandstone, to serve as a comfort station and picnic shelter, it is the only such structure in Colorado National Monument. Because of its size and unusual design, it is atypical when compared with picnic shelters found in other National Park Service properties. Listed under Colorado National Monument Multiple Property Submission.

(c) Grand Junction Country Club (Redlands Women's Club).

2463 Broadway

State Register 09/13/1995, 5ME7370

Also known as the Redlands Women's Club, the building has served as a gathering place for community groups and events for over 60 years. The 1920 clubhouse is an example of the relatively rare Mission Style in the Grand Junction area.

(d) Rim Rock Drive Historic District.

Colorado National Monument

National Register 04/21/1994, 5ME5944

Constructed between 1931 and 1950, the district is significant for its role in the development of automobile access and tourism in Colorado National Monument and its contribution to the local economy during the Great Depression. The district's contributing features are representative of National Park Service Rustic style architecture in its use of native building materials. Also significant for its engineering, Rim Rock Drive is considered to be the first modern road within the Monument and includes three stone tunnels blasted through solid rock that conform to the rugged terrain. Listed under Colorado National Monument Multiple Property Submission.

(e) Saddlehorn Caretaker's House and Garage.

Colorado National Monument

National Register 04/21/1994, 5ME1170

Built by the CCC in 1935 and 1936 as the first permanent buildings in Colorado National Monument, the caretaker's house and garage are significant for their association with public relief projects of the Great Depression. Constructed of sandstone blocks quarried locally, the buildings are excellent examples of National Park Service Rustic style architecture and reflect the craftsmanship of both CCC members and local workers, some of whom were reportedly stonemasons of Italian descent. Listed under Colorado National Monument Multiple Property Submission.

(f) Saddlehorn Comfort Station.

Colorado National Monument

National Register 04/21/1994, 5ME1174

Built by the CCC in 1937 to accommodate the recreational needs of visitors to Colorado National Monument, the station is significant for its association with CCC and WPA relief programs during the Great Depression. It is a strong example of National Park Service Rustic style architecture. Listed under Colorado National Monument Multiple Property Submission.

(g) Saddlehorn Utility Area Historic District.

Colorado National Monument

National Register 04/21/1994, 5ME7084

Significant for its association with the CCC and WPA, the district includes four good examples of National Park Service Rustic style architecture. The structures were constructed of locally quarried sandstone by the CCC with Emergency Conservation Works funding. The 1937 Roads and Trails Shop, 1938 Oil House, and 1941 Open Storage Building functioned as garages, warehouses, storage facilities, and maintenance buildings for the park. Completed in 1942, the Building and Utilities Shop housed the primary administrative offices for Colorado National Monument until 1963, when a Visitor Center was completed. Listed under Colorado National Monument Multiple Property Submission.

(h) Serpents Trail.

Colorado National Monument

National Register 04/21/1994, 5ME100

Constructed between 1912 and 1921, Serpents Trail provided the only automobile access to Colorado National Monument until 1937 when the Fruita Canyon portion of Rim Rock Drive opened. Serpents Trail reflects engineering techniques used in the construction of early automobile roads in difficult terrain and was specifically designed to optimize the scenery of the park. John Otto, the original booster of the park's scenic wonders and the custodian of Colorado National Monument from 1911 to 1927, designed the original route and was involved in its sporadic construction. The project also provided access to the Glade Park region, and local engineers and citizens contributed to its construction and funding. Serpents Trail now functions as a 1.6 mile foot trail. Listed under Colorado National Monument Multiple Property Submission.

(Res. 62-02, 6-26-02)

Chapter 34.44**CITY AND COUNTY NOXIOUS WEEDS LIST**

Sections:

34.44.010 Designated noxious weed list for Mesa County, 2000.

34.44.010 Designated noxious weed list for Mesa County, 2000.

Bull thistle (*Cirsium vulgare*)

Canada thistle (*Cirsium arvense*)

Dalmation toadflax (*Linaria dalmatica*)

Diffuse knapweed (*Centaurea diffusa*)

Dyers woad (*Isatis tinctoria*)

Hoary cress or whitetop (*Cardaria draba*)

Houndstongue (*Cynoglossum officinale*)

Leafy spurge (*Euphorbia esula*)

Musk thistle (*Carduus nutans*)

Oxeye daisy (*Chrysanthemum leucanthemum*)

Plumeless thistle (*Carduus acanthoides*)

Purple loosestrife (*Lythrum salicaria*)

Russian knapweed (*Acroptilon repens*)

Scotch thistle (*Onopordum acanthium*)

Spotted knapweed (*Centaurea maculosa*)

Tamarisk or salt cedar (*Tamarisk parviflora* and *T. ramosissima*)*

Yellow starthistle (*Centaurea solstitialis*)

Yellow toadflax (*Linaria vulgaris*)

*Tamarisk is preferred to be controlled in Mesa County, not mandatory.

(Res. 62-02, 6-26-02)

Chapter 34.48

SUMMARY OF ACCOMPLISHMENTS

Sections:

34.48.010 Summary of accomplishments.

34.48.010 Summary of accomplishments.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	POLICIES	RESPONSE/ACTION
Community Organization	<p>Mesa County will encourage the formation of special districts for the provision of urban services.</p> <p>A Redlands-based community organization should be formed to represent the Redlands.</p>	<p>Local improvement districts have been and are being formed for sewer service as a result of the 1998 "Persigo Sewer System Agreement" between Mesa County and Grand Junction.</p> <p>Various homeowners' associations and the Citizens for a Better Broadway are active.</p> <p>Numerous residents and businesses were involved in the planning process to revise/amend the 1986 and 1996 plans for the Redlands.</p>

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	POLICIES	RESPONSE/ACTION
<p>General Services</p>	<p>Mesa County and the City of Grand Junction will cooperatively develop a sewer program for the 201 area based on a phased program and serving existing developed areas identified on a map entitled Sewer Implementation Map.</p> <p>Costs for sewer extensions will be borne by residents under the local improvement district assessment procedure; initial engineering costs may be funded from the sewer improvement fund.</p>	<p>Concurrently working on a transportation study to establish a transportation impact fee for new development throughout the Grand Valley.</p> <p>Numerous local improvement districts have been and are being formed for sewer service as a result of the "1998 Persigo Sewer System Agreement" between Mesa County and Grand Junction.</p> <p>The Panorama Sewer District includes the Panorama Subdivision with 480 plus homes located north of Highway 340 in the Peony Drive area. Sewage lagoons were previously used, but as of October 2001, sewage is now treated at Persigo Waste Water Treatment Plant.</p> <p>City and County development codes address coordination of timing, location, and intensity of growth with provision of adequate public facilities.</p> <p>The City and County adopted the Major Street Plan Functional Classification Map in Spring 2000 and amended the plan in 2001 as the Grand Valley Circulation Plan.</p> <p>City and County staff participate on a long-range planning committee of School District 51.</p>

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	POLICIES	RESPONSE/ACTION
Irrigation	<p>Mesa County will require irrigation water management programs in new or revised subdivisions. Management programs should detail physical storage and distribution systems as well as organizational structures through covenants and restrictions.</p> <p>Proper rights-of-way for irrigation canals will be dedicated when development takes place.</p>	<p>Protection of irrigation water and practices is addressed in the Mesa Countywide Land Use Plan and Land Development Code.</p> <p>Development codes require use of nonpotable irrigation for landscaping purposes where available.</p>
Fire Protection and Rescue Service	<p>A cost/revenue analysis should be conducted for providing a fire station and associated operational costs on the Redlands.</p> <p>Mesa County encourages the Rural Fire District to establish a map indicating hydrants and whether or not they have adequate water pressure.</p> <p>The Redlands should be brought into compliance with Mesa County's current fire protection policies.</p>	<p>City and County continue to address the issues and needs of fire protection and emergency medical services on the Redlands. Both jurisdictions have money budgeted for 2002 and 2003 to begin process to acquire land and/or facilities.</p>

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	POLICIES	RESPONSE/ACTION
Drainage	<p>Developments should maintain at least a 50-foot setback from the edge of drainageways as identified on Map No. 4, "Geology for Planning in the Redlands Area, Mesa County, CO; Colorado Geological Survey."</p> <p>Site-specific analyses will be conducted for all new developments.</p> <p>The Mesa County Stormwater Runoff Management and Drainage Manual will be used in the review of all new subdivisions on the Redlands.</p> <p>Mesa County will work with the Grand Junction Drainage District and the Redlands area to consider the possible expansion of boundaries of that district to include the Redlands. This effort would assume that any expansion requires a petition signed by property owners.</p>	<p>Development codes require review of impacts on water quality and natural areas for all new development.</p> <p>Development codes require a minimum 100-foot setback from floodway from Colorado and Gunnison Rivers.</p> <p>The City and County require new development to follow the Stormwater Drainage Manual.</p>

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	POLICIES	RESPONSE/ACTION
<p>Land Use and Urban Design</p>	<p>General Land Use Policies The trunk sewer map and the Colorado Geologic Survey maps will be used as guidelines for growth and development in the Redlands.</p> <p>In planned developments, density will be encouraged within 2,000 feet of the Goat Wash, Tiara Rado, and Scenic Interceptor sewers and where such density does not conflict with geologic hazards as identified by the Colorado Geologic Survey, or require lift-stations.</p> <p>Colorado National Monument: Densities along the border of the Colorado National Monument for new developments shall be limited to low density (one du per five acres) and no structures except those within the five-acre density range will be allowed within 1,000 feet of the Monument boundary if property lines of any parcel exceed that setback. (Planned developments that have received final approval and platted subdivisions would not be subject to this policy.) This setback area may be counted, however, as part of the open space requirement in a planned unit development and overall densities established as part of a planned development may be transferred from this area to other locations within the planned development (transfer of development rights).</p>	<p>The trunk lines have been constructed and new development has connected to the system.</p> <p>Urban densities are allowed only where sewer is available.</p> <p>The City and County maintain Geographic Information System maps/databases with drainage coverage and flash flood hazard areas among other geo-hazards map of the Redlands.</p> <p>City of Fruita Community Plan adopted in 1994 and updated in 2001 includes:</p> <ul style="list-style-type: none"> • a Monument Preservation area outside of the Persigo 201 – five-acre minimum lots; and • removing most of the Redlands area east of Kings View Estates from the Fruita 201 Sewer Service Area. <p>Fruita, Grand Junction, and Mesa County signed an intergovernmental agreement establishing a Cooperative Planning Agreement, Buffer Area, as a community separator in 1998.</p> <p>Mesa County and the National Park Service entered into a Memorandum of Understanding in 1999 for cooperative planning efforts.</p>

Summary of Accomplishments		
	POLICIES	RESPONSE/ACTION
<p>1986 REDLANDS PLAN POLICY TOPIC</p> <p>Land Use and Urban Design, continued</p>	<p>Washes, Stream Beds and Water Courses: Washes, stream beds, and water courses shall have a minimum setback of 100 feet from the top elevation of the stream bed.</p> <p>Key Identity Nodes: Key identity nodes will be developed through a joint venture involving CSU Cooperative Extension Service and community resources (CSU: Colorado State University). <i>(Broadway/Redlands Pkwy; Broadway/Monument Road)</i></p> <p>River Bluff Development: New development along the bluffs overlooking the Colorado River should have the following setbacks:</p> <ul style="list-style-type: none"> • 500-foot minimum setback from the Public Service Powerline or areas west of the Redlands Parkway. • 150-foot minimum setback from the edge of the bluffline east of the Redlands Parkway. 	<p>These nodes have developed as commercial centers.</p> <p>These specific setbacks are not incorporated in adopted development codes.</p>

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	POLICIES	RESPONSE/ACTION
<p>Land Use and Urban Design, continued</p>	<p>Existing Zoning Existing zoning in the following areas shall be reviewed with the intention of possible rezoning:</p> <ul style="list-style-type: none"> • R-2 zoning in geologically sensitive areas (RSF4) • R-4 zoning in the 100-year floodplain of the Colorado and Gunnison Rivers (RMF8) • Zoning within the setback areas of bluff lines, drainages and the Colorado National Monument <p>Rosevale and Connected Lakes Densities in Rosevale and Connected Lakes shall be strictly limited in the future to no greater than one dwelling per 35 acres.</p> <p>A housing relocation program should be initiated.</p> <p>Commercial, Office Uses and Specialized Land Uses Commercial pockets or “village centers” similar to Redlands Country Corner will be allowed to continue and develop as neighborhood commercial centers at “Brach’s Market,” the Ridges, Tiara Rado, and Monument Village Shopping Center. Office park development with large blocks of open space in a campus type of setting will be encouraged at Monument Village Shopping Center. Diversified and specialized land uses, especially multifamily housing, day care, senior citizen centers, etc., will be encouraged at the five “village centers” – (1) Brach’s Market, (2) Redlands Parkway/Broadway, (3) Ridges, (4) Tiara Rado, and (5) Monument Village Shopping Center. In all cases buffering between incompatible uses will be a primary requirement.</p>	<p>This plan analyzed existing zoning with the adopted Future Land Use Map to note inconsistencies and recommends changes.</p> <p>Persigo Agreement requires annexation to the Grand Junction City limits of certain new development within the urban growth boundary. Development codes have established criteria for rezones and plan amendments. Instead, Connected Lakes area was rezoned to AFT (maximum of one dwelling per five acres) and sewer service has been extended to the Rosevale neighborhood.</p> <p>This plan addresses the need for development design standards/guidelines for the Redlands.</p> <p>Development codes establish standards for height/structure setbacks, landscaping/buffering, lighting and noise.</p> <p>“Brach’s Market” is now Redlands Marketplace.</p> <p>Adopted codes allow neighborhood services in any land use category. Development codes require a rezone to B-1 to allow neighborhood services.</p> <p>Development codes establish large retail/big-box commercial standards. No such developments are recommended for the Redlands.</p>

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	POLICIES	RESPONSE/ACTION
<p>Land Use and Urban Design, continued</p>	<p><i>Hills, Bluffs and Other Visually Prominent Areas</i> Developments that incorporate hilltops, bluff tops and other visually prominent areas should be designed with colors, textures, and architecture to blend in with surrounding landscape.</p>	<p>Development codes allow for clustering smaller lots and preserving open space in all residential zone districts.</p> <p>Development codes establish standards for ridgelines, hillsides and steep slopes.</p> <p>Development codes establish planned unit development regulations.</p>

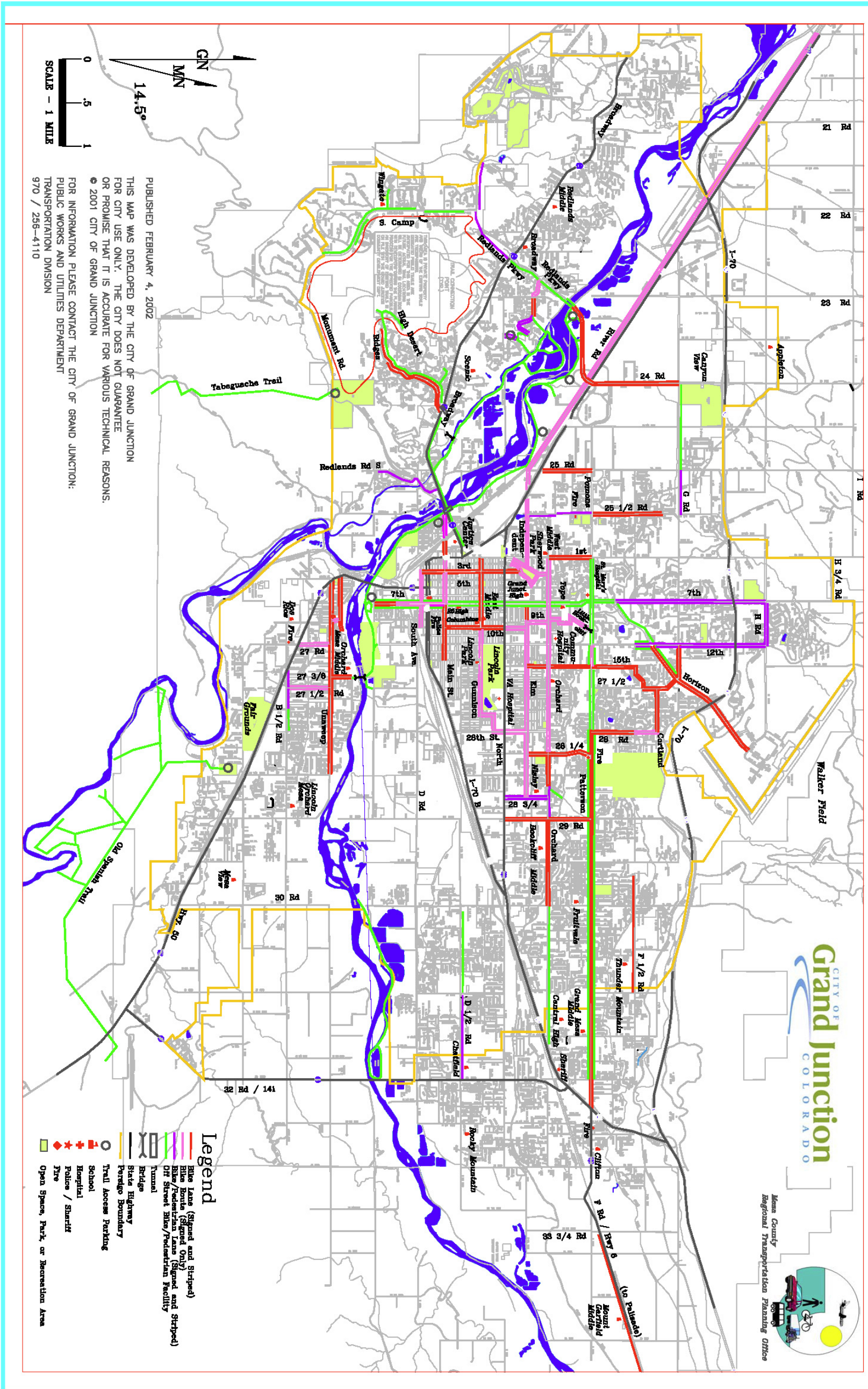
Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	POLICIES	RESPONSE/ACTION
<p>Parks, Recreation, Historic Places</p>	<p>Provide large blocks of open space (30 percent minimum) in all new planned developments in the Redlands. This open space should conform to the geologic hazards and design guidelines mentioned in this section including flash flood drainages, floodplain, bluffs above the river, buffer along the National Monument, hillsides and visually prominent areas.</p> <p>Preserve and protect Riggs Hill by purchasing it for permanent open space.</p> <p>Preserve and protect all other paleontological resources on the Redlands by incorporating them into open space in planned developments, through gifts or purchase by the Museum of Western Colorado.</p> <p>Designate the confluence of the Gunnison and Colorado Rivers as a proposed "Confluence Park" on the southwest riverbank for eventual acquisition as permanent open space to be maintained by a private nonprofit group such as the Audubon Society.</p> <p>Encourage the use of schools as sites for active recreation.</p> <p>Retain natural drainages and floodplain of the Colorado River in open space with the Audubon Society, Division of Wildlife and other private nonprofit groups retaining as much open space along the River as possible to carry out the Colorado River Greenbelt Concept found in the County Master Plan of Parks.</p>	<p>Development code requirements for open space do not treat the Redlands differently. (20 percent required in Mesa County.)</p> <p>Owned by Museum of Western Colorado.</p> <p>Dinosaur Hill is protected by the BLM as a paleo/cultural site.</p> <p>Owned by U.S. government (Bureau of Reclamation) as a wildlife preserve. Managed by the Mesa Land Trust.</p> <p>Schools provide this service. Few other parks (only private parks).</p> <p>Connected Lakes State Park developed as post gravel mining reclamation. Audubon Society owns/manages and is developing a wildlife center and refuge (Ela Refuge?) adjacent to Connected Lakes Park.</p>

Summary of Accomplishments		
	POLICIES	RESPONSE/ACTION
<p>1986 REDLANDS PLAN POLICY TOPIC</p> <p>Parks, Recreation, Historic Places, continued</p>	<p>Mesa County will cooperate with the Colorado National Monument to improve the trailheads at Monument Canyon and Gold Star Canyon trails. Included in this effort would be confirmation of public access to the Liberty Cap trailhead near Wildwood Drive, and clarification of access through Deer Park Subdivision.</p> <p>Maintain close cooperation with the Colorado National Monument and the State Air Quality Division of the Department of Health to ensure maintenance of a high standard of air quality.</p> <p>Encourage pedestrian/bicycle trail systems for trips to school, shopping, etc., that avoid the use of automobiles.</p> <p>Discourage more than one fireplace or wood-burning stove per four dwelling units in attached multifamily structures and no more than one in a single-family structure to discourage further air pollution near the Monument.</p>	<p>Trailheads have been established at Monument Canyon and Liberty Cap. Star Canyon is undeveloped. An access to the Monument is in the general vicinity of Star Canyon, but no parking area established.</p> <p>The Grand Valley Air Quality Planning Committee and the Mesa County Environmental Health Department are active.</p> <p>See adopted transportation plans, including: 2020 Transportation Plan, Grand Valley Circulation Plan, Urban Trails Plan.</p> <p>The Grand Valley Air Quality Planning Committee and the Mesa County Environmental Health Department are active.</p> <p>Grand Junction has a mandatory no burn ordinance and both Grand Junction and Mesa County have woodstove standards and support a replacement program annually.</p> <p>Grand Junction Country Club (Redlands Community Club) designated on State Register of Historic Places in 1995.</p> <p>National Monument – designations of historic buildings and site.</p>
<p>Roads and Transportation</p>	<p>Encourage development of a comprehensive trail system with the Redlands Water and Power Canal, the Connected Lakes Trail and the Redlands Parkway Trail as the major segments.</p> <p>The attached map will serve as the basis for new trail segments. (Exhibit No. 1 at the end of this section)</p>	<p>The Audubon (1987) and Connected Lakes sections of the Colorado River Trail follow the Redlands Power Canal. See adopted transportation plans, including: 2020 Transportation Plan, Grand Valley Circulation Plan, Urban Trails Plan. Redlands Water and Power has a new trails policy.</p>

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	POLICIES	RESPONSE/ACTION
<p>Redlands Parkway Corridor</p>	<p>Low-intensity development (agriculture, limited gravel mining and low density residential uses) will be encouraged within the Colorado River Floodplain (100-year flood boundary).</p> <p>Low-medium density residential development will be encouraged within the Redlands corridor of the Redlands Parkway. Planned Developments will be encouraged rather than conventional subdivision proposals.</p> <p>Limited neighborhood commercial development will be (southeast and northeast) considered at only one additional location south of the River; the intersection of the Redlands Parkway and Broadway.</p>	<p>Development codes and adopted mineral extraction policies protect commercially viable gravel resources and require conditional use permits in limited zone districts.</p> <p>See 1996 Growth Plan. Development codes do not encourage planned developments.</p> <p>Southeast corner recently developed (bank and nursery). See 1996 Growth Plan.</p>

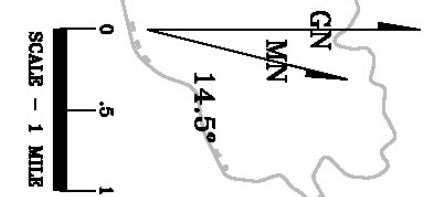
(Res. 62-02, 6-26-02)
 grandj34_13_ExistingUrbanTrails.pdf

EXISTING URBAN TRAILS MAP



CITY OF Grand Junction
COLORADO

Moore County
Regional Transportation Planning Office



PUBLISHED FEBRUARY 4, 2002

THIS MAP WAS DEVELOPED BY THE CITY OF GRAND JUNCTION FOR CITY USE ONLY. THE CITY DOES NOT GUARANTEE OR PROMISE THAT IT IS ACCURATE FOR VARIOUS TECHNICAL REASONS.

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FOR INFORMATION PLEASE CONTACT THE CITY OF GRAND JUNCTION: PUBLIC WORKS AND UTILITIES DEPARTMENT TRANSPORTATION DIVISION 970 / 256-4110

- Legend**
- Blue Lane (Signed and Striped)
 - Purple Lane (Signed Only)
 - Green Lane (Signed and Striped Off Street Bikes/Pedestrian Facility)
 - Yellow Area (Open Space, Park, or Recreation Area)
 - Circle with 'X' (Trail Access Parking)
 - Red Square (School)
 - Red Star (Hospital)
 - Red Diamond (Police / Sheriff)
 - Red Triangle (Fire)
 - Black Line (State Highway)
 - Black Line (Parade Boundary)
 - Black Line (Bridge)
 - Black Line (Tunnel)

Title 35
(Reserved)

Title 36

WESTSIDE DOWNTOWN REDEVELOPMENT PLAN

Chapters:

- 36.04 General Provisions**
- 36.08 Redevelopment Program Criteria**
- 36.12 Conceptual Alternatives**
- 36.16 Recommended Plans**
- 36.20 Traffic and Circulation**
- 36.24 Future Conditions and Future Roadway Improvements**
- 36.28 Summary**

Chapter 36.04

GENERAL PROVISIONS

Sections:

- 36.04.010 Executive summary.
- 36.04.020 Goals, policies and implementation steps.
- 36.04.030 Project vision and goals.
- 36.04.040 Opportunities and constraints.

36.04.010 Executive summary.

The following study had its origins in a grant received by Mesa County through the Great American Station Foundation to study the feasibility and design of the Grand Junction Historic Depot site as an Inter-modal Transportation Plaza ... a hub for Amtrak, Greyhound, and Grand Valley Transit. Both the City of Grand Junction and Mesa County wanted to explore the traffic issues associated with such a facility, and the City also saw an opportunity to encourage and enhance the redevelopment of the lower downtown area. Subsequently the scope of the project expanded to become the Westside Downtown Redevelopment Study.

The Westside Downtown Redevelopment study area is bounded on the north by Main Street, on the east by Fifth Street, on the south by South Avenue, and on the west by the Railroad (Exhibit 1). The area is anchored by the Historic Depot, the Mesa County Justice Center, the Two Rivers Convention Center, and the Museum of Western Colorado. Vacant land, zoning, existing uses, potential uses, transportation issues, roads, automobiles, parking, pedestrians, historic structures, existing buildings, structures in dis-repair, existing utilities ... these are many of the elements that have been examined while identifying the highest and best uses for this area.

Three initial Transportation Plaza area concepts focused on the facility needs that Greyhound Bus would have on the depot area, as well as additional circulation opportunities and constraints throughout the entire study area. It was apparent from the onset of the study that the Historic Depot area was “isolated” by the Pitkin – Ute transportation corridor and that there was a shortage of vacant real estate around the depot to expand transportation facilities. This, combined with public feedback and a reduced interest by Greyhound, resulted in the removal of Greyhound from the intermodal plaza program. Although the “transportation plaza” aspects of the study were impacted, this was offset by a greater understanding of the importance of a redevelopment study addressing multi-modal facilities and roadways, land use, and aesthetics.

Absent a true “transportation plaza” program element, three new concept plans were developed and presented to the public. Public feedback and team input resulted in two recommended plans. One recommendation, labeled “Preferred Plan – Short-Term,” is generally a minimal change alternative (Exhibit 2). This plan includes proposed zoning within the study area and minor modifications to the existing circulation system. Entry, streetscape, and architectural improvements could still be implemented. The second recommendation, labeled “Preferred Plan – Long-Term” represents the ultimate desires of the public and the team (Exhibit 3). This plan suggests significant changes to the existing circulation system and creates ripples that expand beyond the study area boundaries into adjacent downtown areas.

We believe this study provides a foundation and consensus towards the future development and redevelopment of the southwest area of downtown Grand Junction.

(Res. 06-04, 1-7-04)

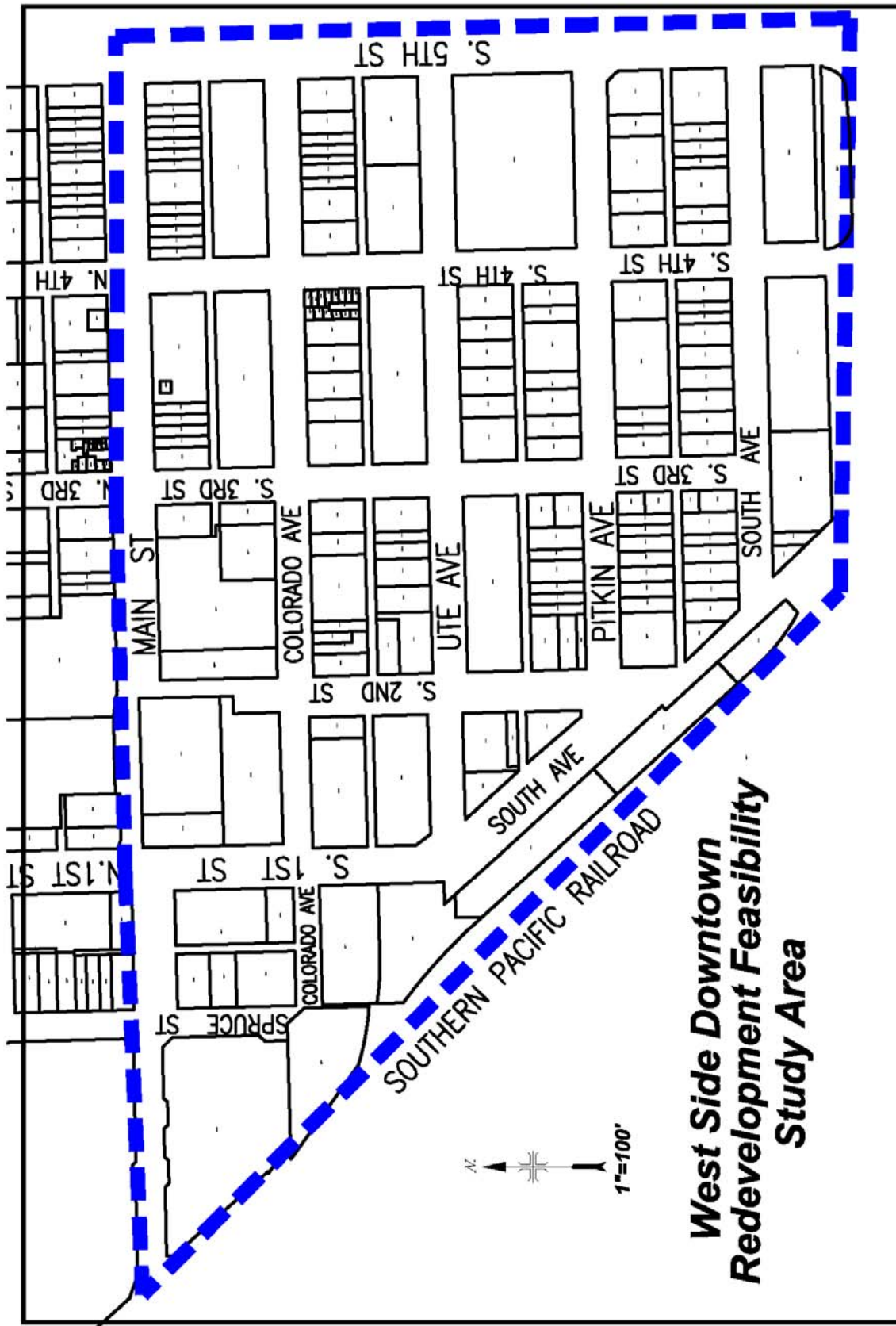
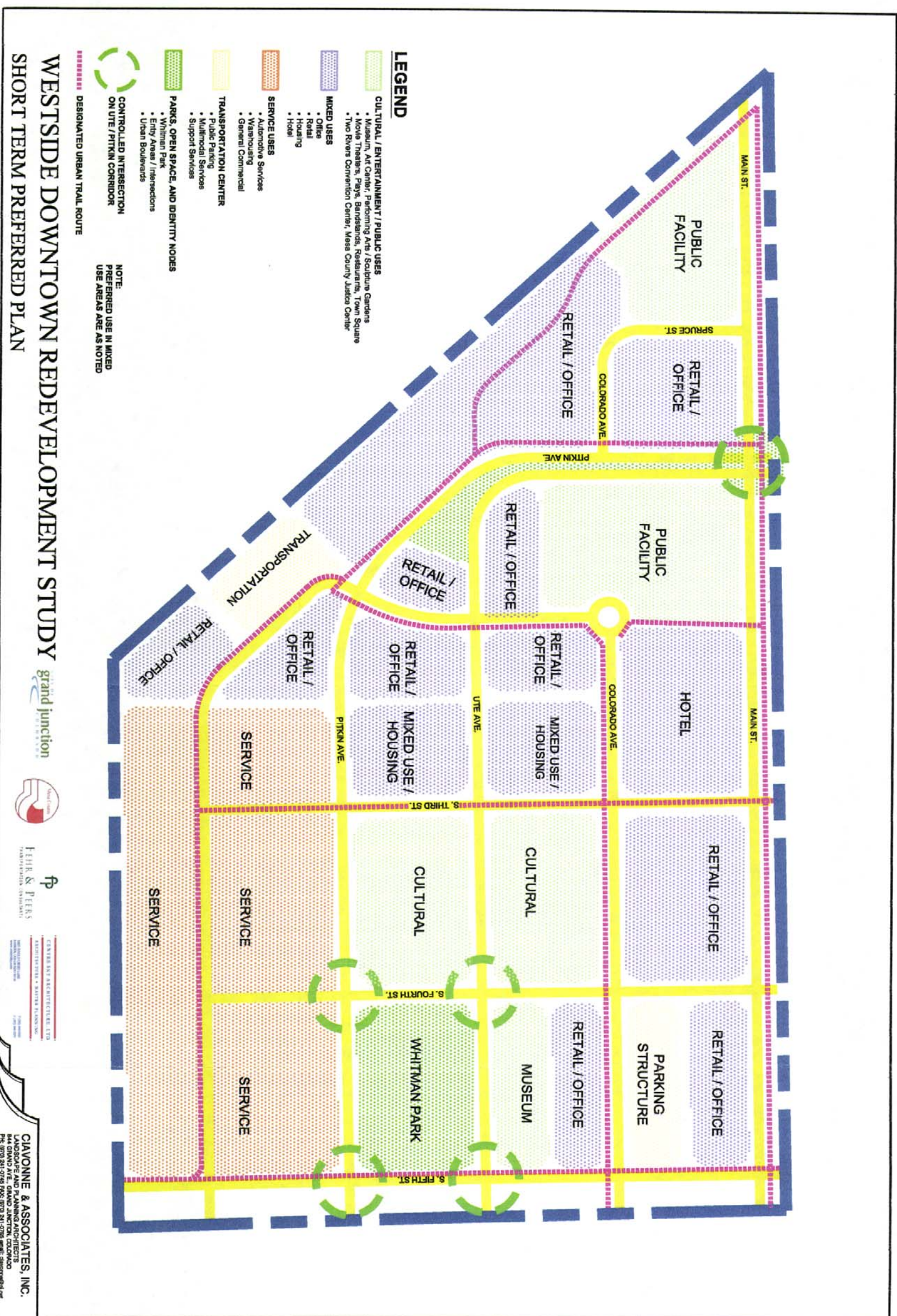


EXHIBIT # 1



LEGEND

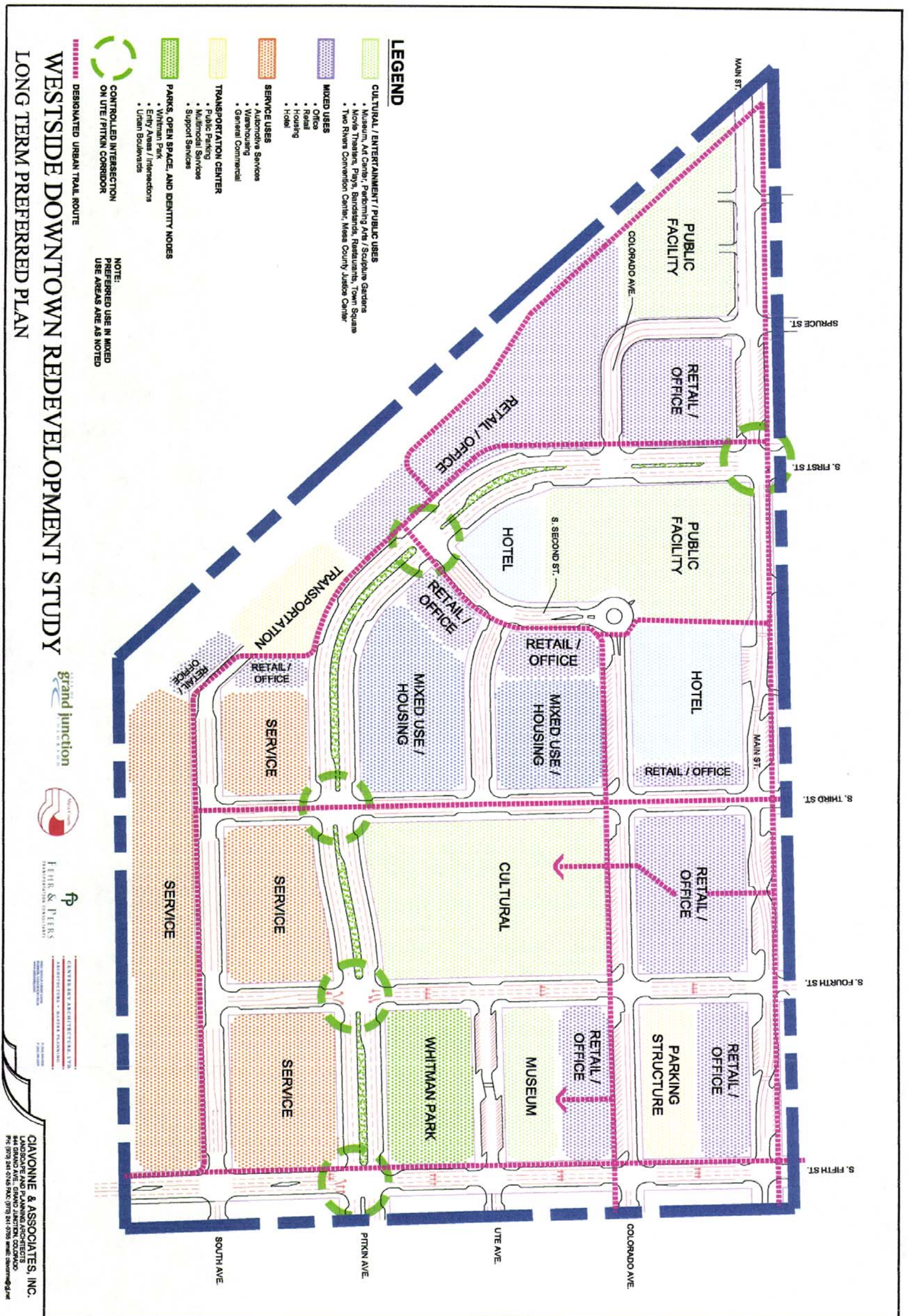
- CULTURAL / ENTERTAINMENT / PUBLIC USES**
 - Museum, Art Center, Performing Arts / Sculpture Gardens
 - Movie Theaters, Plays, Bandstands, Restaurants, Town Square
 - Two Rivers Convention Center, Mesa County Justice Center
- MIXED USES**
 - Office
 - Retail
 - Housing
 - Hotel
- SERVICE USES**
 - Automotive Services
 - Warehousing
 - General Commercial
- TRANSPORTATION CENTER**
 - Public Parking
 - Multimodal Services
 - Support Services
- PARKS, OPEN SPACE, AND IDENTITY NODES**
 - Whitman Park
 - Entry Areas / Intersections
 - Urban Boulevards
- CONTROLLED INTERSECTION ON UTE / PITKIN CORRIDOR**
- DESIGNATED URBAN TRAIL ROUTE**

NOTE:
PREFERRED USE IN MIXED
USE AREAS ARE AS NOTED

**WESTSIDE DOWNTOWN REDEVELOPMENT STUDY
SHORT TERM PREFERRED PLAN**



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1000 WEST MAIN STREET, COLORED
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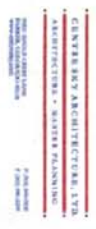


LEGEND

- CULTURAL / ENTERTAINMENT / PUBLIC USES**
 - Museum, Art Center, Performing Arts / Sculpture Gardens
 - Movie Theaters, Pubs, Brewpubs, Restaurants, Town Square
 - Two Rivers Convention Center, Mesa County Justice Center
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- PARKS, OPEN SPACE, AND IDENTITY NODES**
 - Whitman Park
 - Entry Areas / Intersections
 - Urban Boulevards
- CONTROLLED INTERSECTION ON UTE/PITKIN CORRIDOR**

NOTE:
PREFERRED USE IN MIXED USE AREAS ARE AS NOTED

**WESTSIDE DOWNTOWN REDEVELOPMENT STUDY
LONG TERM PREFERRED PLAN**



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36.04.020 Goals, policies and implementation steps.

(a) Transportation.

- (1) Goal. Accommodate the needs of all modes of transportation to and through the area, while respecting the importance of the area to the vitality of the urban core.
- (2) Policies.
 - (i) Policy: Street design will accommodate travel lanes, parking, bike lanes, medians, sidewalks, and street trees and will be appropriate to and complement the adjacent land use.
 - (ii) Policy: Street design will achieve a balance between travel mobility, land use access, and livability.
 - (iii) Policy: Street design will be pedestrian-friendly to provide a foundation for a safe, active and livable area, including sidewalks, off-street trail connections and safe crossings.
- (3) Implementation Steps.
 - (i) Provide traffic calming measures where appropriate, including pedestrian refuge areas, medians, landscaping and corner bulb-outs.
 - (ii) Conduct a more detailed traffic analysis of the area to determine needed intersection control and street cross-sections.
 - (iii) As opportunities arise, reconfigure the streets in accordance with the Plan.
 - (iv) Explore funding opportunities for combining Ute and Pitkin into one boulevard.

(b) Land Use.

- (1) Goal. Redefine the land use in the area to provide a mix that will offer the most opportunities for redevelopment and revitalization.
- (2) Policies.
 - (i) Policy: “Districts” will be defined for groupings of land uses that are complementary to the rest of the downtown area.
 - (ii) Policy: Mixed uses, including residential, will be encouraged.
 - (iii) Policy: Shared parking facilities, including structured parking, will be encouraged in the study area.
 - (iv) Policy: Designation of historic structures and districts will be encouraged.
- (3) Implementation Steps.
 - (i) Adopt an overlay zone for the area to identify land use groupings.
 - (ii) Adopt standards that allow for mixed uses and recognize the uniqueness of site design for this area of downtown.
 - (iii) Work with property owners on historic designations for individual structures and districts.
 - (iv) The Downtown Development Authority will coordinate with property owners, investors and developers to facilitate projects.

(c) Aesthetics.

- (1) Goal. Create architecture design and streetscapes with a unified theme for the Westside Downtown area, blending existing materials and patterns with new infill buildings and streetscape amenities to solidify a “sense of place.”

(2) Policies.

- (i) Policy: Building design, including material, scale, massing and detail, will be compatible with the identified historic character of the area.
- (ii) Policy: The City will encourage the preservation and enhancement of existing historic structures.
- (iii) Policy: The streetscape will be dominated by building facades with occasional breaks to allow for pedestrian pass-throughs, art displays and outdoor seating areas.
- (iv) Policy: The streetscape will include corner bulbs, boulevard strips, street trees, public art, furniture, lighting and signage that is consistent with the theme for the area or district.

(3) Implementation Steps.

- (i) Adopt design standards and guidelines for the Westside Downtown area.

(Res. 06-04, 1-7-04)

36.04.030 Project vision and goals.

In order to develop a strongly supported plan for the area as a proactive approach to redevelopment, the following goals were identified through public input and charettes with the team:

- (a) To answer questions as to the feasibility and practicality of this site as an appropriate location for an intermodal facility;
- (b) To provide a “map” for landowners, developers, and entrepreneurs wanting to proceed with development;
- (c) To provide a guide for potential future public investment in infrastructure and/or land;
- (d) To identify and support the highest and best use for the area;
- (e) To increase the value of the area and invigorate “life” through mixed use neighborhoods, linking commerce, residential, and cultural uses;
- (f) To reinforce an architectural and landscape theme throughout the area;
- (g) To support Grand Junction as the urban and cultural center for Western Colorado.

(Res. 06-04, 1-7-04)

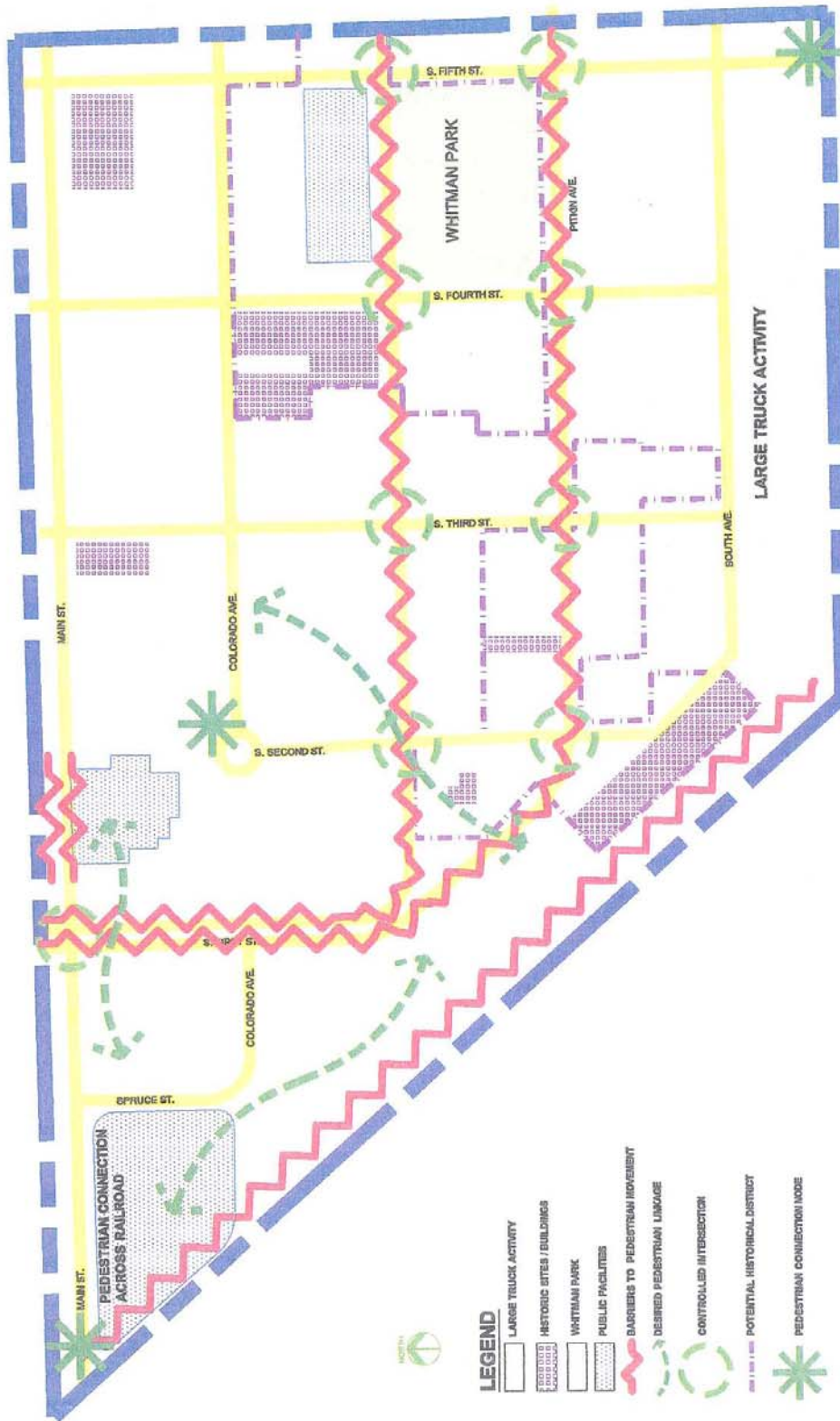
36.04.040 Opportunities and constraints.

Every constraint creates an opportunity, and the study area has a number of both (Exhibit 4). The single biggest “constraint” within the study area, repeatedly identified by the public and the team, was the double one-way street corridor comprising the Business Loop (Ute and Pitkin). Increasing “value” through the expansion and linking of commerce, residential, and cultural uses was the most heard “opportunity.”

Additional opportunities and constraints instrumental in the development of conceptual plans include:

- (a) (1) Constraint – Ute and Pitkin Avenues inhibit development of real estate between the two one-way streets.
- (2) Opportunity – Extend the four-lane corridor “concept” that presently occurs within the Business Loop north of Colorado Avenue and east of Fifteenth Street.
- (b) (1) Constraint – Traffic isolates real estate south of Ute Avenue.
- (2) Opportunity – Analyze current traffic and incorporate traffic reductions associated with the future Riverside Bypass and 29 Road Project.

- (c) (1) Constraint – The Ute – Pitkin corridor presents barriers to some pedestrian and bicycle movements.
- (2) Opportunity – Provide traffic calming measures within the corridor (medians, corner “bulbs”); identify and strengthen “urban trail” routes through the study area.
- (d) (1) Constraint – Current and future zoning designations generally “blanket” the study area, and are very broad in their allowed uses (Exhibits 5 and 6).
- (2) Opportunity – Change the future zoning to create a diversity of zones that encourage mixed use, cultural, residential, retail, and service.
- (e) (1) Constraint – Current land use is scattered and inconsistent (Exhibit 7).
- (2) Opportunity – Promote land use groupings that coordinate with zoning.
- (f) (1) Constraint – Significant established underground utilities are laced throughout the study area (Exhibit 8).
- (2) Opportunity – Focus proposed changes on corridors with minimal existing utilities, or utilities that are relatively easy to relocate.
- (g) (1) Constraint – Lack of human activity, night life.
- (2) Opportunity – Strengthen connections between existing historic, public, and quasi-public facilities; increase cultural and entertainment uses; incorporate residential uses.
- (h) (1) Constraint – Lack of aesthetics and/or sense of place.
- (2) Opportunity – Create a destination, define a “gateway” to this lower downtown area; provide landscaped entries and streetscapes.
- (i) (1) Constraint – Lack of space around the depot area for support facilities (parking, circulation), and difficult access.
- (2) Opportunity – Identify realistic options for the depot area. Create a focal point to attract users.
- (j) (1) Constraint – Historic district boundaries include a few “designated structures,” but numerous “eligible structures” that are in great disrepair.
- (2) Opportunity – Identify and incorporate designated and salvageable historic structures into the plan and redevelopment design guidelines.
- (k) (1) Constraint – Many existing buildings that are diverse, scattered, vacant, and/or dilapidated, and a “checkerboard” of vacant properties.
- (2) Opportunity – Create redevelopment design guidelines, specifically geared for new development of vacant and blighted areas.



- LEGEND**
- LARGE TRUCK ACTIVITY
 - HISTORIC SITES / BUILDINGS
 - WHITMAN PARK
 - PUBLIC FACILITIES
 - BARRIERS TO PEDESTRIAN MOVEMENT
 - DESIRED PEDESTRIAN LINKAGE
 - CONTROLLED INTERSECTION
 - POTENTIAL HISTORICAL DISTRICT
 - PEDESTRIAN CONNECTION NODE

**WESTSIDE DOWNTOWN REDEVELOPMENT STUDY
OPPORTUNITIES & CONSTRAINTS**

GRAND JUNCTION

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 PHONE: 970.243.1111

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 EXHIBIT #4



EXHIBIT #5

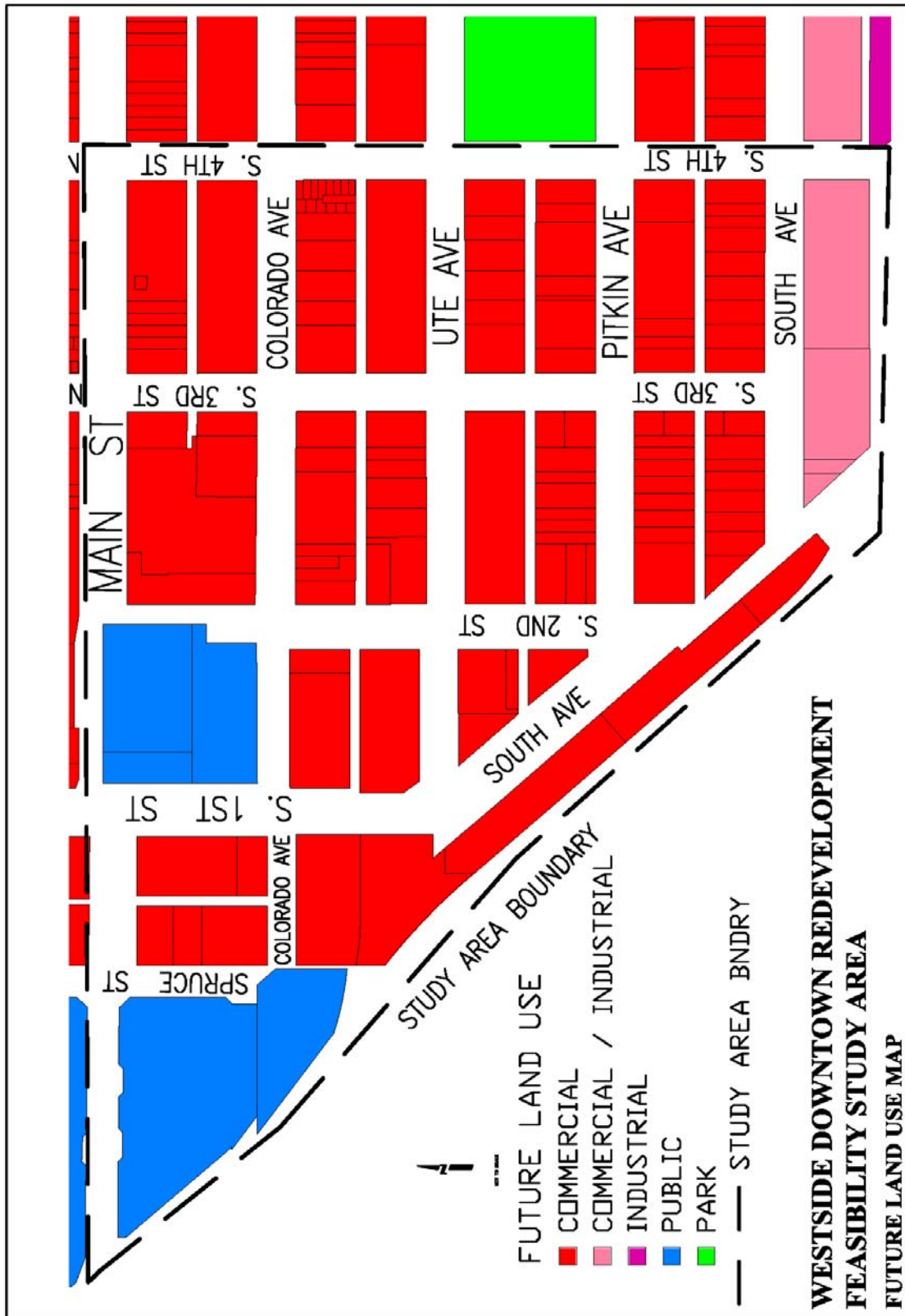
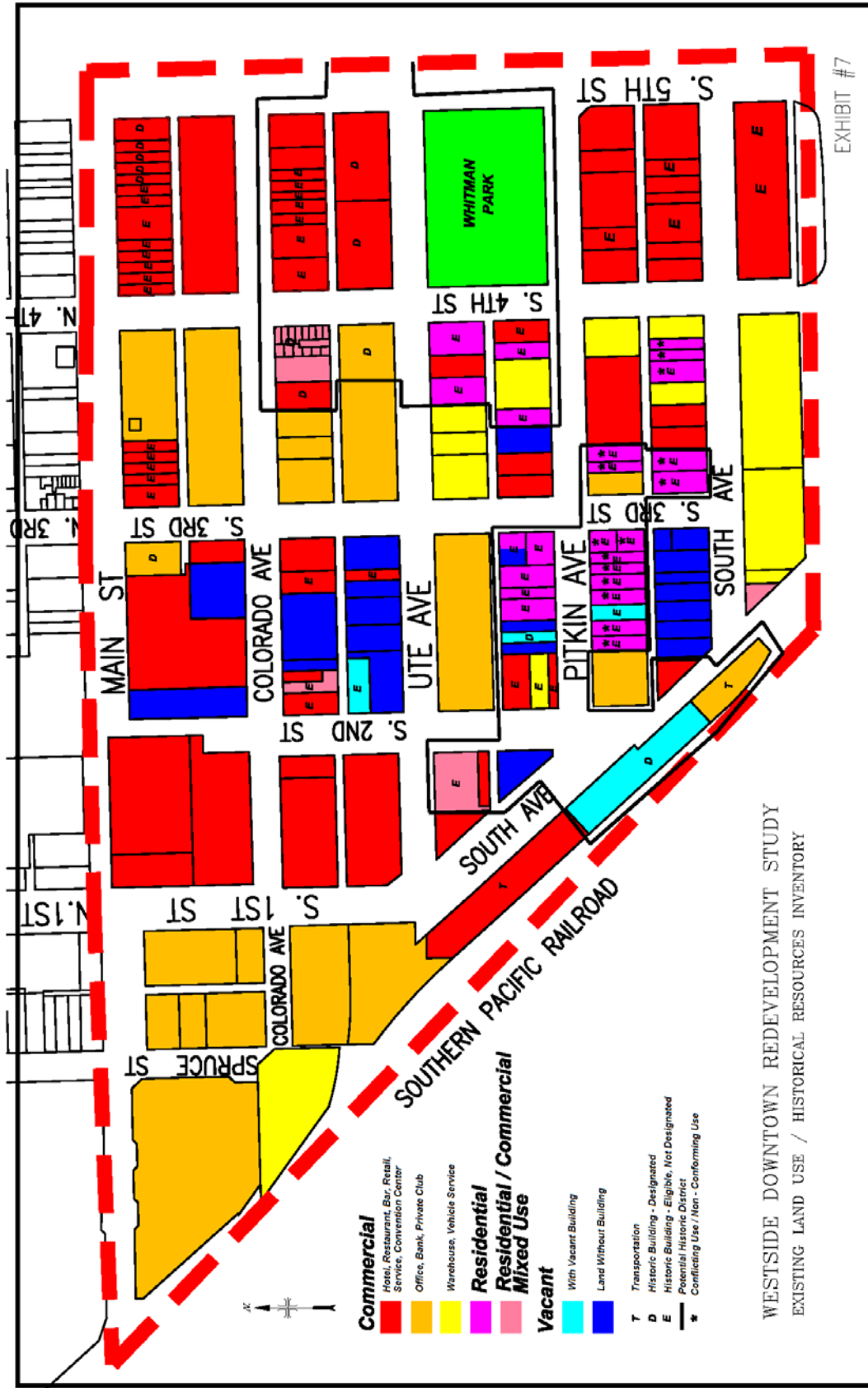


EXHIBIT #6



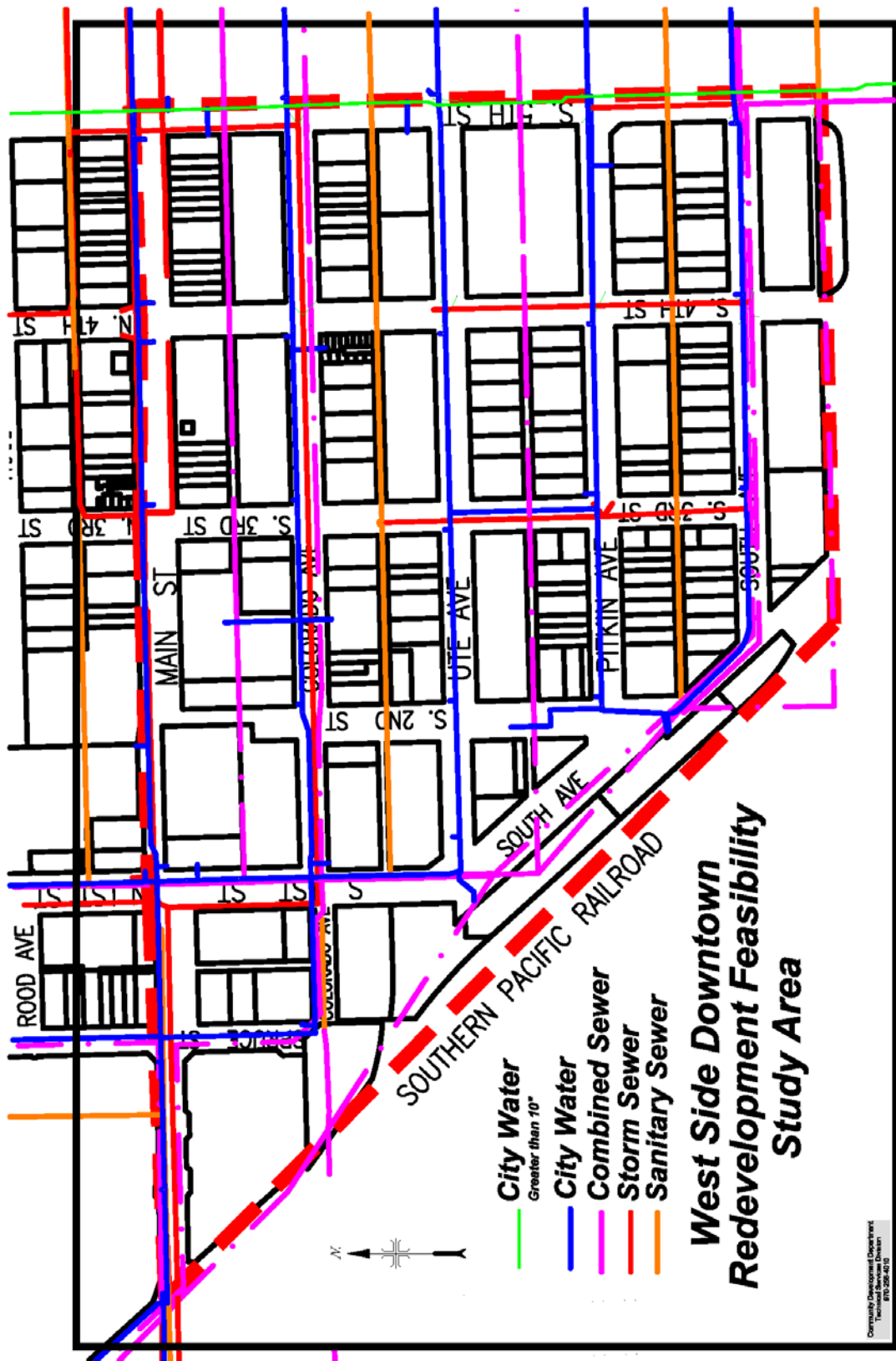


EXHIBIT #8

(Res. 06-04, 1-7-04)

Chapter 36.08

REDEVELOPMENT PROGRAM CRITERIA

Sections:

- 36.08.010 Redevelopment program criteria.
- 36.08.020 Multi-modal street design.
- 36.08.030 The travelway area.
- 36.08.040 The pedestrian area.
- 36.08.050 The land use and urban design area.
- 36.08.060 Land use.
- 36.08.070 The land use groupings.
- 36.08.080 Aesthetics.
- 36.08.090 The architecture.
- 36.08.100 The streetscape.

36.08.010 Redevelopment program criteria.

Redevelopment within the Westside Downtown study area encompasses a large spectrum of planning and design issues. The primary focus of this study is in the areas of transportation, land use, and aesthetics. Aesthetics, including architecture and streetscape, is the most apparent and tangible facet of redevelopment, but it does not function independent of transportation and land use. Each of these issues has its own set of parameters, yet they are remarkably integrated and need to support each other. With the foundations of this study in transportation, and with the primary constraint being the Ute – Pitkin barrier, the “street” became the first focus of the study.

(Res. 06-04, 1-7-04)

36.08.020 Multi-modal street design.

Traditionally, streets have been categorized primarily by a functional classification system. This approach classifies streets according to their position in the roadway network, the amount of access allowed from adjacent land uses (from driveways or intersecting streets), and the quantity of traffic carried. Generally, streets with maximum access to adjacent property (such as local residential streets) carry lower traffic volumes compared to streets that allow minimal access to adjacent properties (such as expressways). All streets can be classified according to these criteria – more vehicular mobility with less access versus less vehicular mobility with more access.

The Westside Downtown Redevelopment Study complements that approach, and defines streets (see GJMC 36.24.050, Street types for the Westside Downtown Redevelopment Plan) by how they function for vehicles, how they function for other types of transportation such as walking, mass transit and bicycling, and how the adjacent buildings are designed and used.

Streets are not considered in isolation from land use, but are defined in part by the buildings and land uses that are located next to them. Streets are comprised of the area where vehicles move, the area where pedestrians move, and the areas where buildings interface with the rest of the street.

Designing multi-modal street types ensures that the design of the entire right-of-way – travel lanes, parking, bike lanes, medians, sidewalks, and street trees – are appropriate to and complement the adjacent land use. Multi-modal street types and land use types become the primary components of integrated land use and transportation decisions.

All streets are multi-modal streets in that they accommodate multiple travel choices, trip purposes and travel lengths. Since streets provide the transportation backbone for all of Grand Junction, their design and operation substantially influence the extent that people will walk, bike, drive or use transit. Achieving a balance between travel mobility, land use access, and livability with the street system is critical to the implementation of the Westside Downtown Redevelopment Plan.

The primary challenge with multi-modal street design is that no two multi-modal streets are generally designed the same due to the difference between mobility, access, interface and travel modes associated with each street.

Street function designations encompass both the design characteristics of streets and the character of service or travel trips that the streets are intended to provide. Traditionally, categorizing street function forms a hierarchy of streets ranging from those that are primarily for travel mobility (such as Ute Avenue) to those that are primarily for access to property (such as South Avenue). These two primary concepts, mobility and access, relate to the ability to get from one location to another (mobility) and the ability to get into and out of a particular piece of property (access). The street function system recognizes that individual streets do not act independently of one another but instead form a network that works together to serve travel needs on a local, Citywide and regional level.

(Res. 06-04, 1-7-04)

36.08.030 The travelway area.

The travelway is the section of the street in which vehicles and bicycles travel. It includes bicycle lanes, travel lanes, turning lanes and medians. While the travelway is primarily for the movement of vehicles, it also is where pedestrians cross streets and access transit. The design of the travelway affects how much traffic a street can carry and how fast vehicles will travel.

Equally important, the design of the travelway affects how people perceive the street. Wide expanses of asphalt and concrete with barren landscaping are perceived as barriers to pedestrians – who often choose not to cross such streets even when their destination is directly across the street. The travelway connects with the pedestrian area along its length and connects with adjacent land use via driveways and intersections.

(Res. 06-04, 1-7-04)

36.08.040 The pedestrian area.

The pedestrian area is the section of the street needed to move people and transition people between land uses and between vehicles and land use. This environment includes on-street parking, curbs and gutters, tree lawns, sidewalks and bus stops. It is the interface between land use and the travelway. Often, amenities such as on-street parking and tree lawns achieve a dual purpose – they serve to slow down traffic in the travelway as well as provide a more attractive and safer pedestrian area. This will be particularly important on the reconfigured “Utekin Boulevard” (the combining of Ute and Pitkin into one boulevard), where traffic speeds and volumes will limit pedestrian mobility.

Pedestrian-friendly streets provide the foundation for safe, active and livable areas. Pedestrian amenities can result in sidewalk activity such as outdoor seating, encourage walking and bicycling, and contribute to quality of life. Attention to the pedestrian area and the design of connections to buildings and sites are critical to long-term transit viability. Every trip has a pedestrian component, but transit riders usually walk more than drivers do at both ends of each trip. If the connection from the transit stop to the destination is safe, comfortable, direct, and engaging, transit use becomes an attractive alternative to driving. If other needs can be met in the process, such as daily errands, the attraction becomes that much stronger.

In addition, pedestrian amenities make a critical difference in the safety, comfort, and mobility of those without the option of driving: the elderly, the disabled, children, and lower-income people. Given the civic and public uses in downtown Grand Junction, these considerations are particularly important.

(Res. 06-04, 1-7-04)

36.08.050 The land use and urban design area.

The land use and urban design area is where land uses meet the street (e.g., building faces, front yards), and it is fundamental to how the street looks and feels to its users. Urban design focuses on character and

aesthetics and includes building orientation and placement, streetscapes, lighting, landscaping themes and building architecture.

This area includes the land uses that line the street and how they relate to the street. It deals with the mix of uses as well as how they are accessed. It also deals with the appearance of the buildings, both from the standpoint of pedestrians in the pedestrian area and passengers in vehicles traveling through the travel-way area. The Westside Downtown Redevelopment Plan recognizes that success will be achieved through a careful coordination of both streetscape design and urban design.

(Res. 06-04, 1-7-04)

36.08.060 Land use.

The second focus of the study was land use. As noted in GJMC 36.08.050, land use starts where the street meets the building facade or building surrounds, but it is integral with the street. Project “vision and goals” spoke to “highest and best use” of the land, and the opportunities and constraints identified the desire for diversification of zoning, increased cultural, retail, and residential uses, and connectivity and continuity of uses.

The team originally identified 10 “concentrations” of land uses, reduced these to six groupings, ultimately combining them into the following five categories. Although the majority of these uses fall under the broad spectrum of “commercial,” the plan promotes the noted land use “centers,” or “districts,” with the understanding that their borders may expand or contract as per market demand.

(Res. 06-04, 1-7-04)

36.08.070 The land use groupings.

- (a) Cultural/Entertainment/Public Uses.
 - (1) Museum, art center, performing arts, sculpture gardens.
 - (2) Movie theaters, performing arts center, bandstands, restaurants, Doo Zoo, town square.
 - (3) Two Rivers Convention Center, Mesa County Justice Center, parking.
- (b) Mixed Uses.
 - (1) Typical office and retail uses.
 - (2) Housing (as a component of any).
 - (3) Hotels.
- (c) Service Uses.
 - (1) Automotive services.
 - (2) Warehousing.
 - (3) General commercial.
- (d) Transportation Center.
 - (1) Public parking.
 - (2) Multi-modal services.
 - (3) Support services.
- (e) Parks, Open Space, and Identity Nodes.
 - (1) Whitman Park.
 - (2) Entry areas/intersections.

(3) Urban boulevards.

In the evolution of the above “centers” it was realized that historic structures and districts are independent of land use and can occur anywhere. The study area contains a number of excellent historic structures which are scattered through every proposed land use area.

(Res. 06-04, 1-7-04)

36.08.080 Aesthetics.

Aesthetics is the last, but by no means the least, area of focus in the Westside Downtown Redevelopment Study. With the foundations of transportation and land use, the aesthetic goal is to create architecture and streetscapes with a unified theme, blending existing materials and patterns with new infill buildings and streetscape amenities in order to solidify a “sense of place.” The vitality and quality of experiences of businesses, residents, and patrons is enhanced by the nature and form of this urban fabric. Buildings, landscape, pedestrian areas, and streetscape elements all combine to reinforce the land use and transportation plan components to create the character of this area. The intent for each of these elements to compliment each other is met.

(Res. 06-04, 1-7-04)

36.08.090 The architecture.

When Grand Junction’s settlement began in 1881, there were not many materials available for permanent structures. Adobe and brick became the materials of choice once the first kilns were up and running. Within one year Colorado Avenue was home to several businesses made of brick and frame construction. Agriculture, retail, mining and commercial enterprises created a stimulus for growth in Grand Junction’s Downtown District. The downtown area of Grand Junction featured a multitude of architectural styles: Shack, Mission, Dutch Colonial, Colonial Revival, Greek Revival, Gothic Revival, Victorian Gothic, Italianate, and the highly used bungalow style for residential. Other commercial and retail styles included false fronts, railroad architecture and Main Street vernacular.

The existing buildings throughout the Westside Downtown Redevelopment study area have varied architectural styles, construction periods, histories and uses. This area has many positive architectural features, but numerous vacant lots and buildings are in disrepair.

Common architectural goals include:

- (a) Establish a cohesive character/theme that harmonizes new structures with the existing buildings. This is done through:
 - (1) Material selection,
 - (2) Building scale and massing,
 - (3) Building character/detail;
- (b) Promote high density, mixed use structures:
 - (1) Plaza/ground floor space is reserved for retail, restaurants, or offices,
 - (2) Second floor space is reserved for offices, restaurants, and residential uses,
 - (3) Third floor space is reserved for offices or residential uses;
- (c) Limit building heights/orientate to allow for solar access avoiding perennially shaded areas;
- (d) Preserve and restore significant historic structures;



- (e) Promote infill development;
- (f) Provide building breaks in key locations to facilitate pedestrian and bicycle transportation;
- (g) Discourage surface parking from dominating the streetscape view;
- (h) Retain flexibility implementing the architectural program; maintain the spirit and vitality of mixed use under ever-changing conditions;
- (i) Parking structure facades should blend with surrounding architecture; not just a blank wall or view of parked cars;
- (j) Encourage “street” businesses, such as sidewalk cafes, coffee shops, vendors, and newsstands that increase social interaction on the streets.

(Res. 06-04, 1-7-04)

36.08.100 The streetscape.

Streetscape opportunities occur in the travelway and pedestrian areas of the transportation corridor. It can be in the median of a street, but it primarily occurs in the area between destination and transportation. It is not only a transition space, but a place to be in and a place to be viewed by people in transit. It is the zone of social interaction. Streetscape items include such things as:

- (a) Entry nodes: landscaped medians, corner bulbs, monuments/gateway signage all serve as visual location makers;
- (b) Corner bulbs and boulevard strips: landscaped or hardscaped areas suitable for trees, lighting, benches;
- (c) Focal points such as water features, sculptures, kiosks;
- (d) Trees: provide shade, enclosure, visual relaxation, and provide scale;
- (e) Accent paving in key areas and/or at crosswalks;
- (f) Lighting: down-lit and of a historical nature;
- (g) Sitting/gathering areas such as plazas and periodic benches;
- (h) Bike racks;
- (i) Waste receptacles;
- (j) Signage: wood or metal mounted on the building; pictographs/logos; fabric banners.

(Res. 06-04, 1-7-04)



Chapter 36.12**CONCEPTUAL ALTERNATIVES**

Sections:

- 36.12.010 Conceptual alternatives.
- 36.12.020 Concept A – Improved existing (Exhibit 9).
- 36.12.030 Concept B – New diagonal (Exhibit 10).
- 36.12.040 Concept C – Pitkin alignment (Exhibit 11).

36.12.010 Conceptual alternatives.

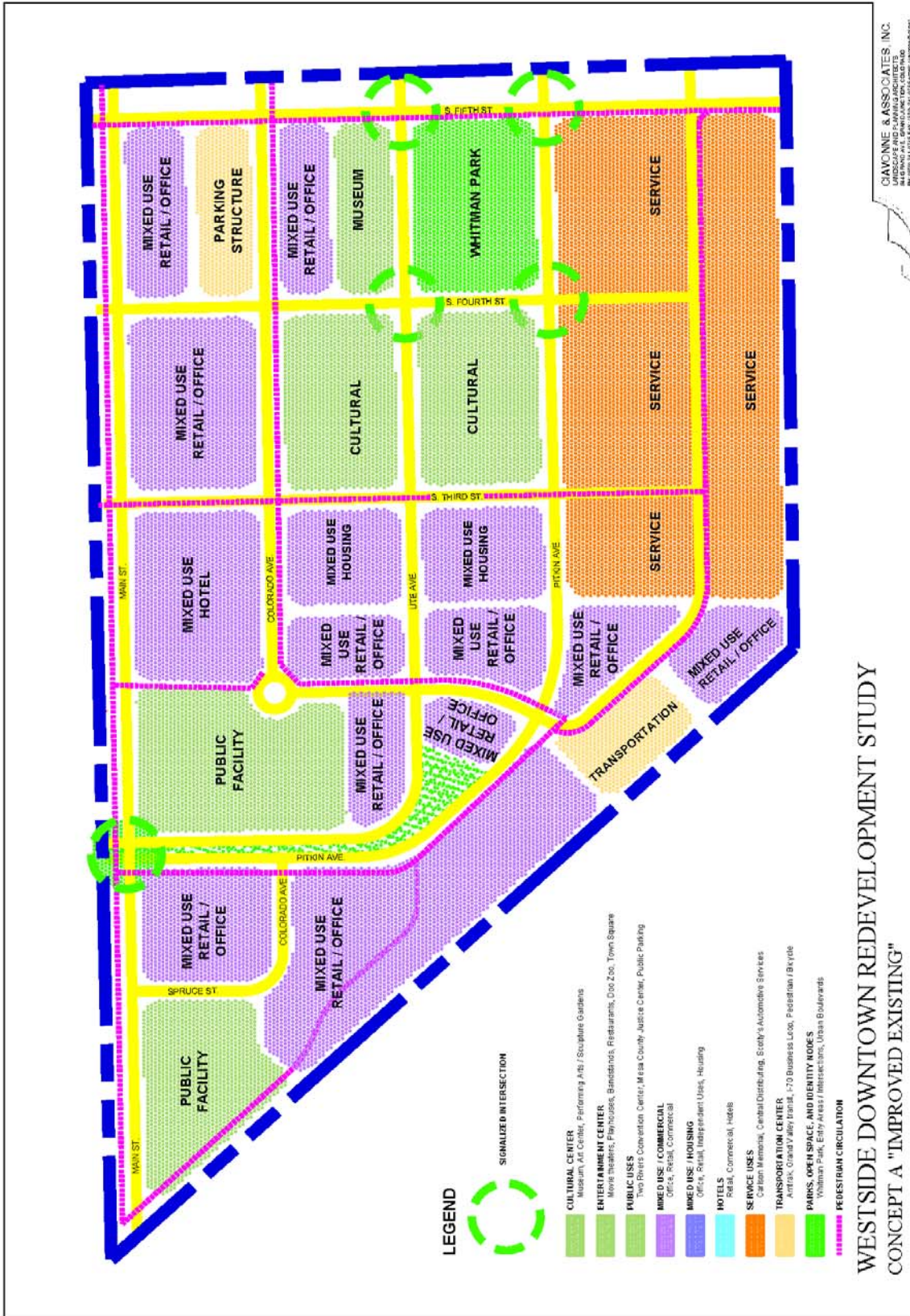
As noted in the GJMC 36.04.010, Executive summary, three initial intermodal transportation plaza area concepts were prepared that focused on the facility needs that Greyhound Bus would have on the depot area, as well as additional circulation opportunities and constraints throughout the entire study area. The space impacts of Greyhound were significant, public support for a Greyhound terminal was minimal, and Greyhound indicated they were interested in alternative locations closer to the Interstate. With the removal of Greyhound from the planning program the intermodal transportation plaza aspects of the study were abandoned.

However, these earlier plans were instrumental in identifying the traffic, land use, and aesthetic foundations of the redevelopment study, additionally identifying the need to expand the study area east to Fifth Street. These elements were considered in the preparation of three more concepts that were taken to the public for feedback. These are briefly described below.

(Res. 06-04, 1-7-04)

36.12.020 Concept A – Improved existing (Exhibit 9).

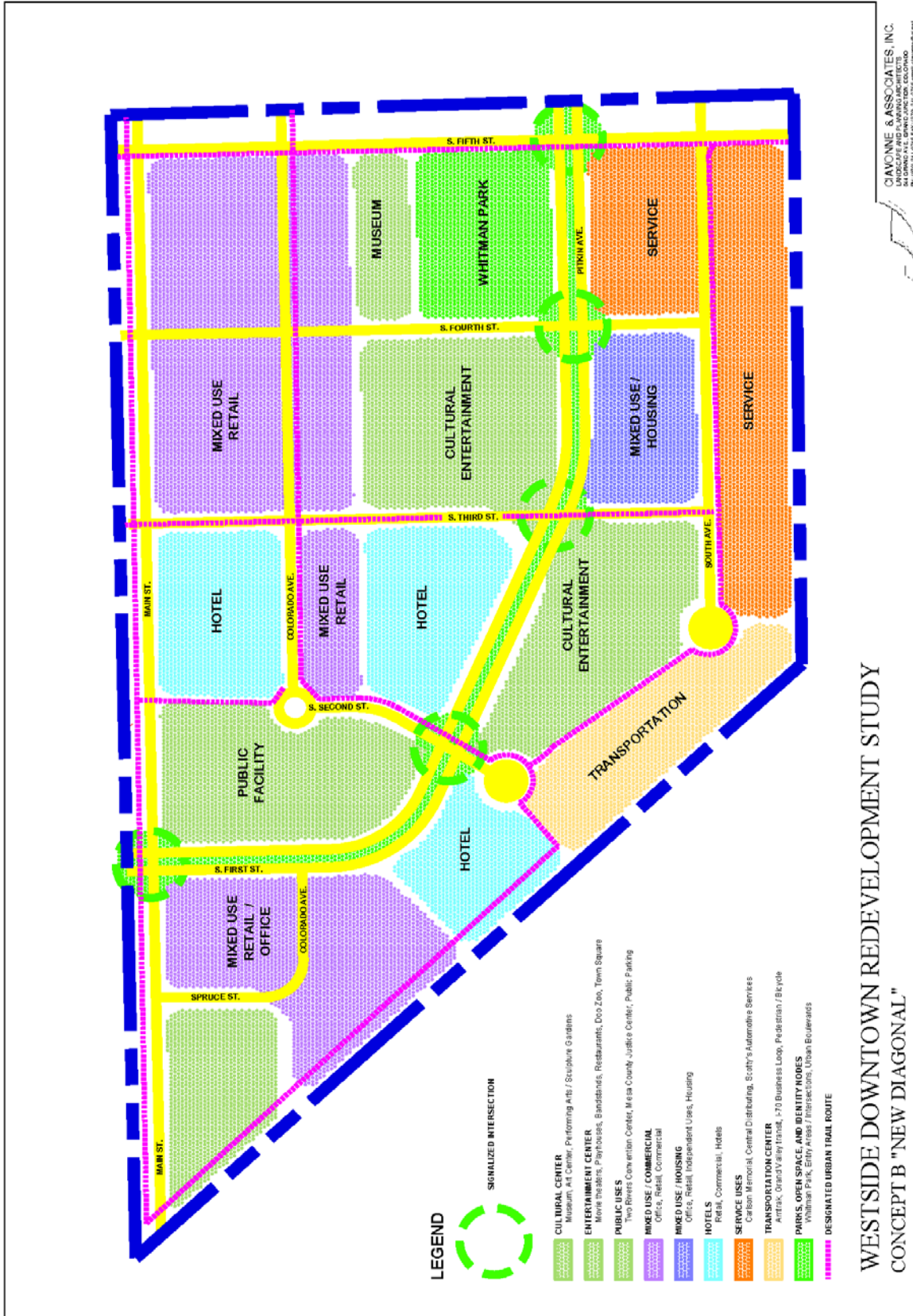
- (a) Maintain Ute and Pitkin as separated one-way streets, but improve the corner of Ute and First, and slightly shift the Pitkin diagonal to the east (at Pitkin and First). Improve the Second Street intersection at Pitkin and Ute with signalization;
- (b) Enhance pedestrian and bicycle circulation across the Pitkin/Ute corridor;
- (c) Encourage the noted land uses;
- (d) Provide for streetscape and boulevard treatments within and along Ute and Pitkin.



(Res. 06-04, 1-7-04)

36.12.030 Concept B – New diagonal (Exhibit 10).

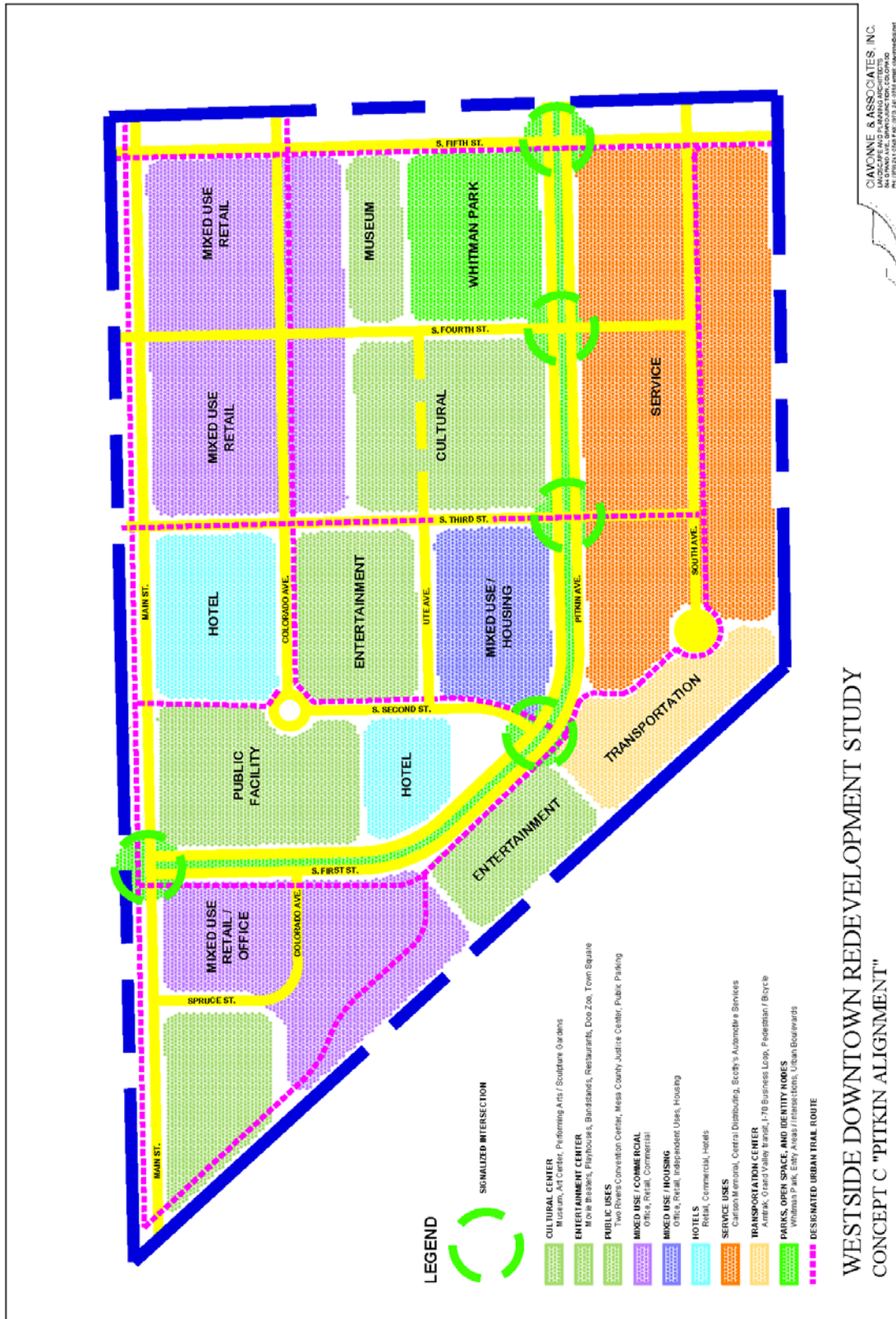
- (a) Realign Ute and Pitkin as a two-way separated road (similar to First Street but improved to a wide urban boulevard) and diagonal from First Street to the Pitkin corridor. Abandon the Ute corridor within the study area. Improve the Second Street intersection with signalization;
- (b) Enhance pedestrian and bicycle circulation across the Pitkin/Ute corridor;
- (c) The real estate that was between Ute and Pitkin is now north of the Business Loop;
- (d) Encourage the noted land uses. A significant “anchor” business would be desirable south of the Business Loop by the depot to attract people to this large area;
- (e) Provide for streetscape and boulevard treatments within and along Ute and Pitkin.



(Res. 06-04, 1-7-04)

36.12.040 Concept C – Pitkin alignment (Exhibit 11).

- (a) Realign Ute to the Pitkin corridor as a two-way separated road (similar to First Street, but improved to a wide urban boulevard). Abandon portions of the Ute corridor within the study area. Improve the Second Street and/or Third Street intersections with signalization;
- (b) Enhance pedestrian and bicycle circulation across the Pitkin/Ute corridor;
- (c) Encourage the noted land uses;
- (d) Provide for streetscape and boulevard treatments within and along the new “Utekin” Boulevard.



(Res. 06-04, 1-7-04)

Chapter 36.16

RECOMMENDED PLANS

Sections:

36.16.010 Recommended plans.

36.16.010 Recommended plans.

As noted, a second public workshop resulted in usable feedback and selection of “Concept C – Pitkin Alignment” (Exhibit 11) as the preferred plan. Although the team supported the selected plan, implementation seemed more plausible through the refinement of a “preferred short-term” and a “preferred long-term” plan. Therefore, two plans were carried forward for additional consideration and refinement: “Concept A – Improved Existing” (Exhibit 9) became the foundations of the preferred short-term plan, and “Concept C – Pitkin Alignment” (Exhibit 11) became the foundations of the preferred long-term plan. The team did not see a reason for carrying forward “Concept B – New Diagonal” plan, nor a “Do Nothing” plan.

(a) The short-term preferred plan received minor street and land use refinements (see Exhibit 12). The short-term preferred plan, which is recommended as a stepping stone to the long-term preferred plan, encourages:

- (1) Road curvature improvements where Pitkin, Ute, and First Street join (highly desired by CDOT);
- (2) Diversification in zoning;
- (3) Pedestrian and streetscape right-of-way (ROW) improvements on all existing roads;
- (4) Landscape and streetscape improvements at study area entries and along the existing medians in First Street and the improved corner;
- (5) Implementation of architectural redevelopment guidelines.

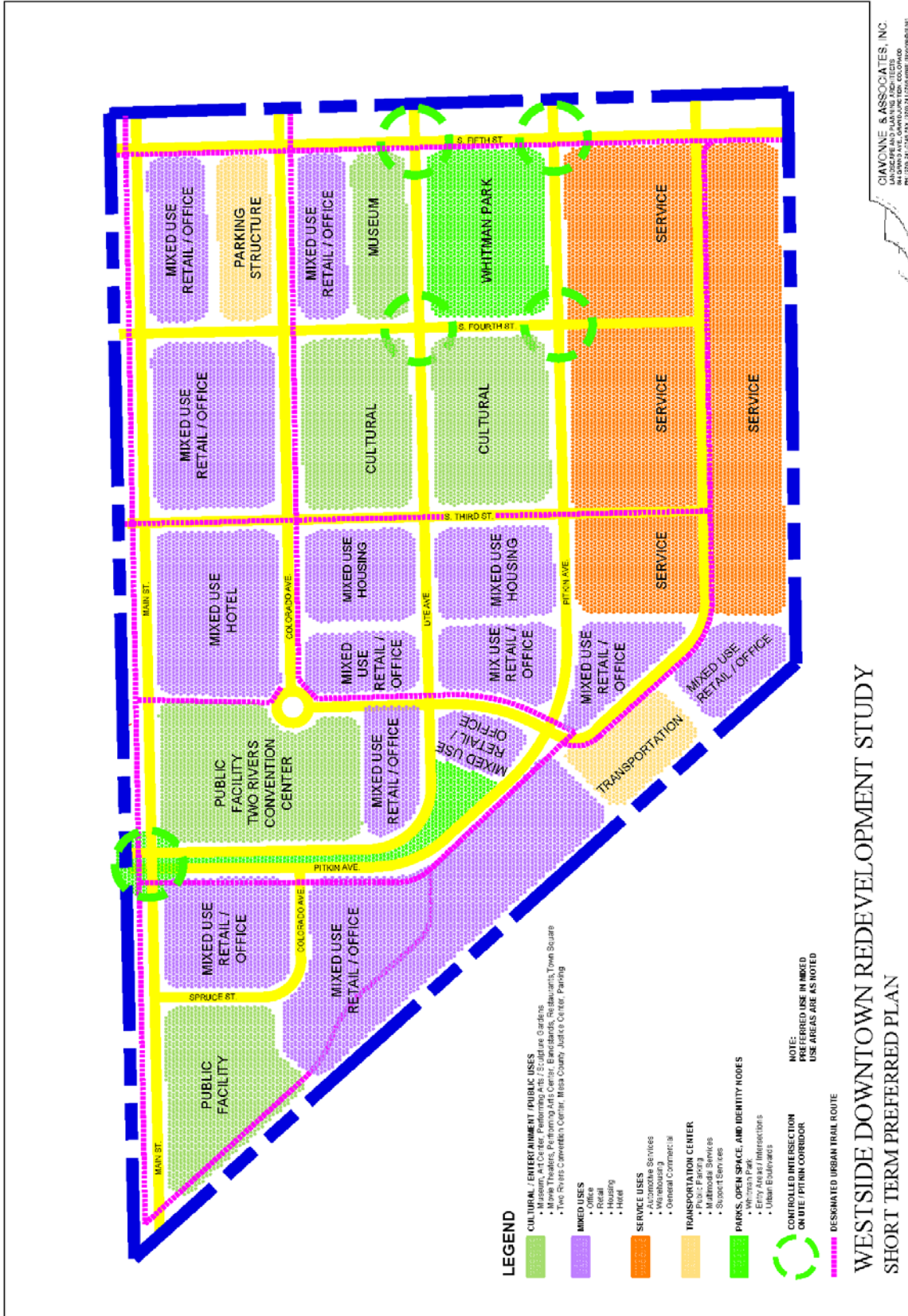
This plan was not studied in any further detail.

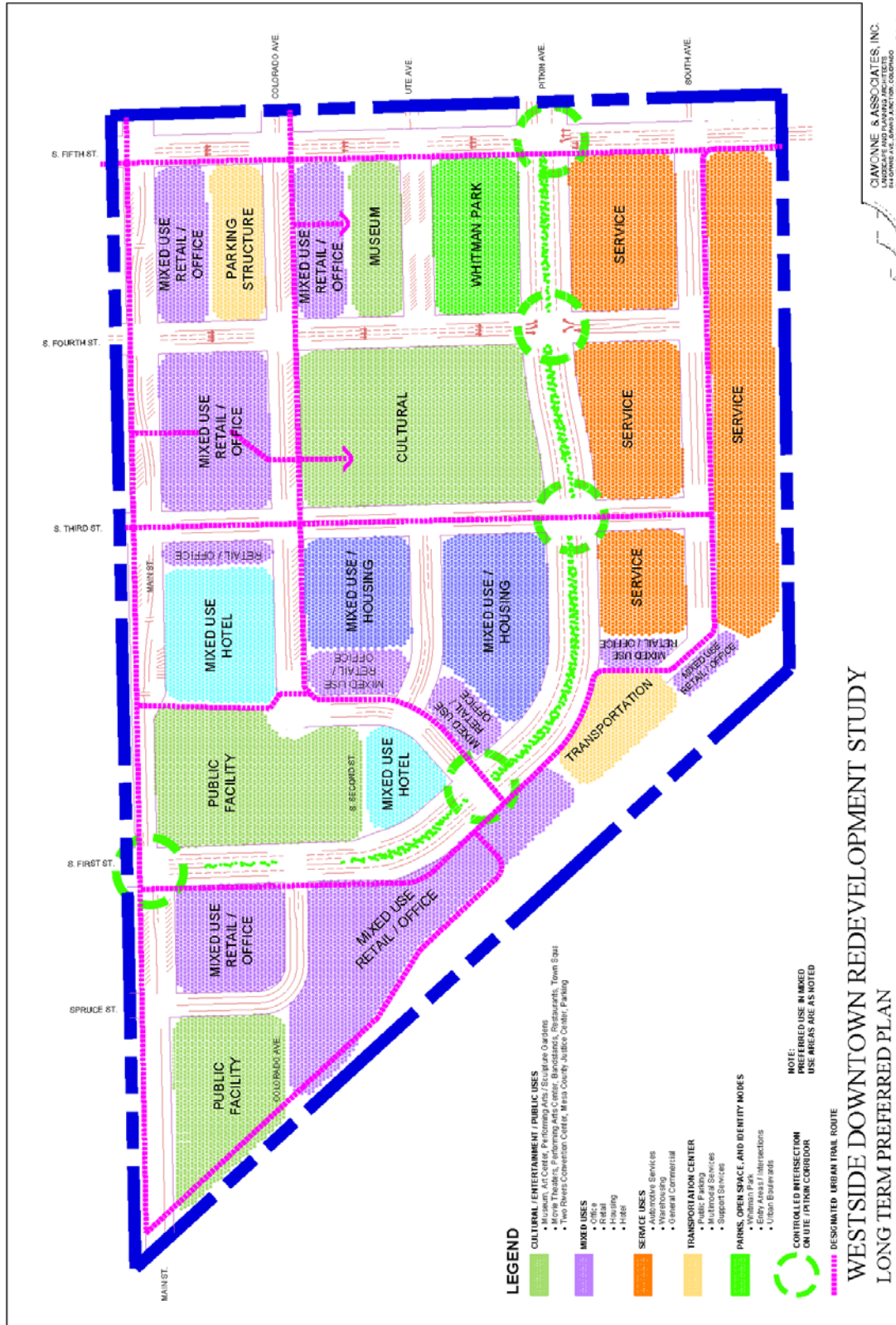
(b) The long-term preferred plan underwent street and land use refinements based on feedback from the public and the team, and was studied with greater detail towards right-of-way widths, pedestrian trails, and refined zoning (see Exhibit 13). The long-term preferred plan was supported by the public, the planning team, and planning staff for numerous reasons:

- (1) It consolidates Ute and Pitkin (aka “Utekin Boulevard”) into a single urban boulevard, while improving traffic and pedestrian circulation;
- (2) It maximizes the potential area of mixed use, cultural, and retail real estate on the north side of “Utekin Boulevard”;
- (3) It eliminates the risk of establishing an “anchor” use at the depot area;
- (4) It allows and promotes significant streetscape improvements;
- (5) It strengthens the ability to create architectural design guidelines and themes for “centers” within the plan (Loft District, Depot District, Cultural District).

The long-term preferred plan was embellished to show streetscape and landscape opportunities throughout the study area, labeled as long-term preferred plan with urban attributes (Exhibit 14).

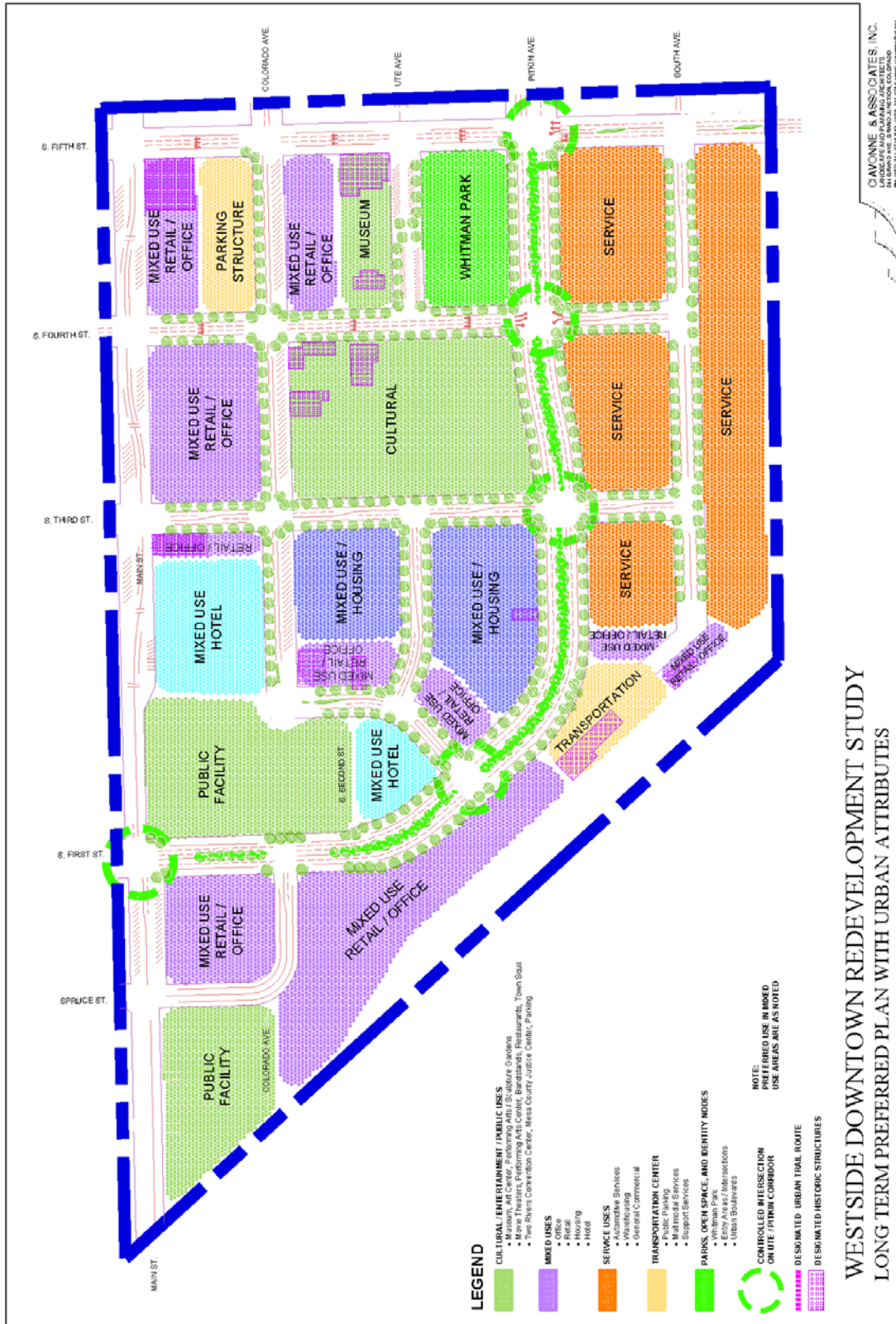
Up to this point in the development of the various concepts, traffic and circulation had only been considered in the context of a fatal flaw analysis. A concept would be considered to have a fatal flaw if the resulting impacts could not be reasonably accommodated or mitigated. With the identification and refinement of a long-term preferred plan, traffic, circulation, road sections, and parking could be studied in greater detail.





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EXHIBIT #13



(Res. 06-04, 1-7-04)

Chapter 36.20

TRAFFIC AND CIRCULATION

Sections:

- 36.20.010 Existing conditions.
- 36.20.020 Project description.

36.20.010 Existing conditions.

Exhibit 15 (Existing ADT) shows the existing study area, the existing roadway network, and existing daily traffic volumes. Primary circulation patterns are to and from the north and east, due to physical constraints to the west and the south (the railroad mainline).

The dominant circulation pattern within the study area consists of traffic utilizing the First Street/Ute Avenue/Pitkin Avenue route. Ute Avenue and Pitkin Avenue form a one-way couplet, carrying a combined average daily traffic volume of over 25,000 vehicles east of Fourth Street. First Street carries approximately 23,000 vehicles per day north of Colorado Avenue. A significant portion of the traffic on this route has origins and destinations outside the Westside study area.

Another key circulation component within the study area is the one-way couplet formed by Fourth Street and Fifth Street. These routes provide the primary north/south circulation to and from the study area. Fourth Street changes from southbound travel to two-way travel south of Pitkin Avenue, while Fifth Street changes from northbound travel to two-way travel south of Ute Avenue.

Current traffic levels of service are within acceptable limits for this geographic area. During peak a.m. and p.m. hours, delays are evident along Ute Avenue and Pitkin Avenue, but intersection queuing and stacking is within tolerable limits. Truck traffic is fairly heavy on the Ute Avenue/Pitkin Avenue couplet.

Pedestrian travel within the study area is provided by an extensive system of sidewalks, with the only notable gaps occurring on some segments of First Street between Colorado Avenue and Main Street. The Urban Trails Master Plan denotes Main Street, First Street, Third Street, Fifth Street, and South Avenue as “designated” pedestrian/bicycle routes. This study encourages expanding these designated routes within the study area, south from Main Street (east of the railroad tracks) to the Amtrak Station, between the Amtrak Station and Two Rivers Convention Center/Main Street along Second Street, and east along Colorado Avenue. Although the proposed long- and short-term preferred plans reflect the current Urban Trails Plan, segments along First Street and Fifth Street will be difficult to provide on-street bike lanes. Due to the proposed realignment of Second Street, some out-of-direction pedestrian travel is required to cross Pitkin Avenue and Ute Avenue to travel between the Amtrak station and downtown Grand Junction.



(Res. 06-04, 1-7-04)

36.20.020 Project description.

Table 1 provides a summary of daily trip generation associated with the preferred Westside redevelopment concept. The table is based upon the land uses summarized on Exhibit 13, “Long-Term Preferred Plan.” Only those parcels with future redevelopment potential are listed on Table 1, so the “Existing Daily Trip Generation” column excludes existing traffic from parcels not subject to redevelopment.

The trip generation summarized on Table 1 is based on a number of key assumptions:

- (a) A 1.5 floor-area-ratio for all land designated “Retail/Office”;
- (b) A 25 percent retail/75 percent office mix for all land designated “Retail/Office”; and
- (c) An overall 1.0 FAR for the cultural mega-block.

The most significant trip generation is attributable to the retail/office lands, where retail will generate 41 trips per thousand square feet per day, and office will generate 11 trips per thousand square feet per day. Another significant generate is the cultural mega-block, anticipated to generate over 4,200 trips per day.

**Table 1 – Grand Junction Westside Downtown Redevelopment
Trip Generation for Parcels with Proposed Land Use Changes**

Lot	Current Use	Proposed Use	Estimated Total S.F. of Structures Lost to Redevelopment	Developed Square Footage	Existing Use Daily Trip Generation Rate	Proposed Use Daily Trip Generation Rate	Existing Daily Trip Generation	Proposed Daily Trip Generation
2	Surface Parking	Retail/Office ¹	1,850	102,000	0.00	18.43	0	1,879
3	Retail/Office	Retail/Office ¹	10,000	15,000	18.43	18.25	184	274
5	Under Construction	Hotel	0	31,500	0.00	8.23	0	518
10	Surface Parking	Parking Structure	0		0.00	0.00	0	0
11	Surface Parking	Retail/Office ¹	0	79,500	0.00	18.43	0	1,465
12	Doo Zoo, Children's Indoor Play	New Surface Parking	15,000		22.88	0.00	343	0
13	Existing Warehouse, Retail/Office	Retail/Office ¹	67,900	310,500	4.96	18.43	337	5,721
14	Equipment Rental	Hotel	13,200	86,100	40.67	8.23	537	1,417
16	Bike Store	Mixed Use/Housing	4,800	109,200	40.67	6.63	195	724
17	Hotel and Office	Cultural Area	12,800	185,850	8.23	22.88	211	4,252
18	Surface Parking	Retail/Office ¹	0	19,500	0.00	18.43	0	359
23	Surface Parking	Retail/Office ¹	0	12,000	0.00	18.43	0	221
25	Boarding House (Historical)	Boarding House (Historical)	2,700	12,600	6.63	6.63	18	84
26	Seven Residences	Mixed Use/Housing	17,500	162,400	6.63	6.63	116	1,077
27	Retail/Office	Cultural Area	14,600	31,500	18.43	22.88	269	721
31	Six Residences	Service	7,800	19,600	6.63	6.97	52	127
32	Seven Residences	Service	8,000	11,760	6.63	6.97	53	82
33	Retail/Office	Retail/Office ¹	12,900	27,000	18.43	18.43	238	497
36	Service	Service	11,000	19,600	6.97	6.97	77	137
37	Minor Commercial	Service	4,700	20,720	6.97	6.97	33	144
			Total	1,256,330			2,662	19,709
								17,047
			Net Daily Trip Generation					

Notes:

¹ Daily trip generation rate for a 75 percent office/25 percent retail mix is 18.425 trips per day.

(Res. 06-04, 1-7-04)

Chapter 36.24**FUTURE CONDITIONS AND FUTURE ROADWAY IMPROVEMENTS**

Sections:

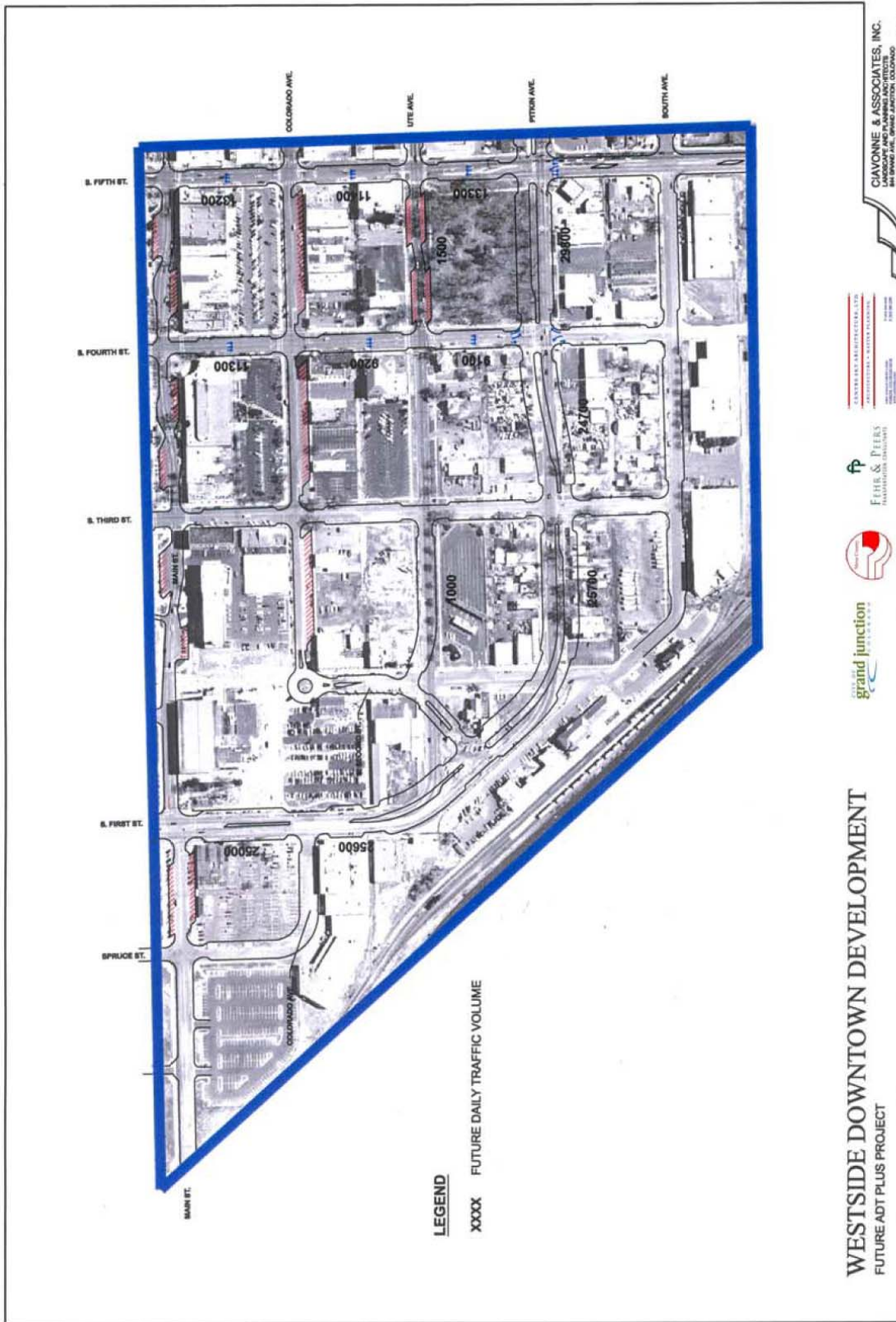
- 36.24.010 Traffic forecasts.
- 36.24.020 Roadway improvements.
- 36.24.030 Intersection improvements.
- 36.24.040 Roadway cross-sections.
- 36.24.050 Street types for the Westside Downtown Redevelopment Plan.
- 36.24.060 Main streets (Main Street, Colorado Avenue, Second Street, and Third Street).
- 36.24.070 Mixed use streets (First Street, Ute Avenue, Pitkin Avenue, South Avenue, “Utekin Boulevard,” Fourth Street, and Fifth Street).
- 36.24.080 Parking.

36.24.010 Traffic forecasts.

Exhibit 16 (Future ADT Plus Project) shows future traffic volumes attributable to the preferred Westside redevelopment concept. The daily volumes represent the sum of traffic generated within the study area, as well as background 2025 travel forecasts provided by the Mesa County Regional Transportation Planning Office.

Although not within the study area, the Riverside Parkway will result in a significant reduction in future traffic that would otherwise utilize Ute Avenue and Pitkin Avenue. Without the Riverside Parkway, east/west to north/south traffic patterns within the Westside study area would be measurably higher. The reconfiguration of Ute Avenue and Pitkin Avenue into “Utekin Boulevard,” described below, would not be feasible in the absence of the Riverside Parkway.

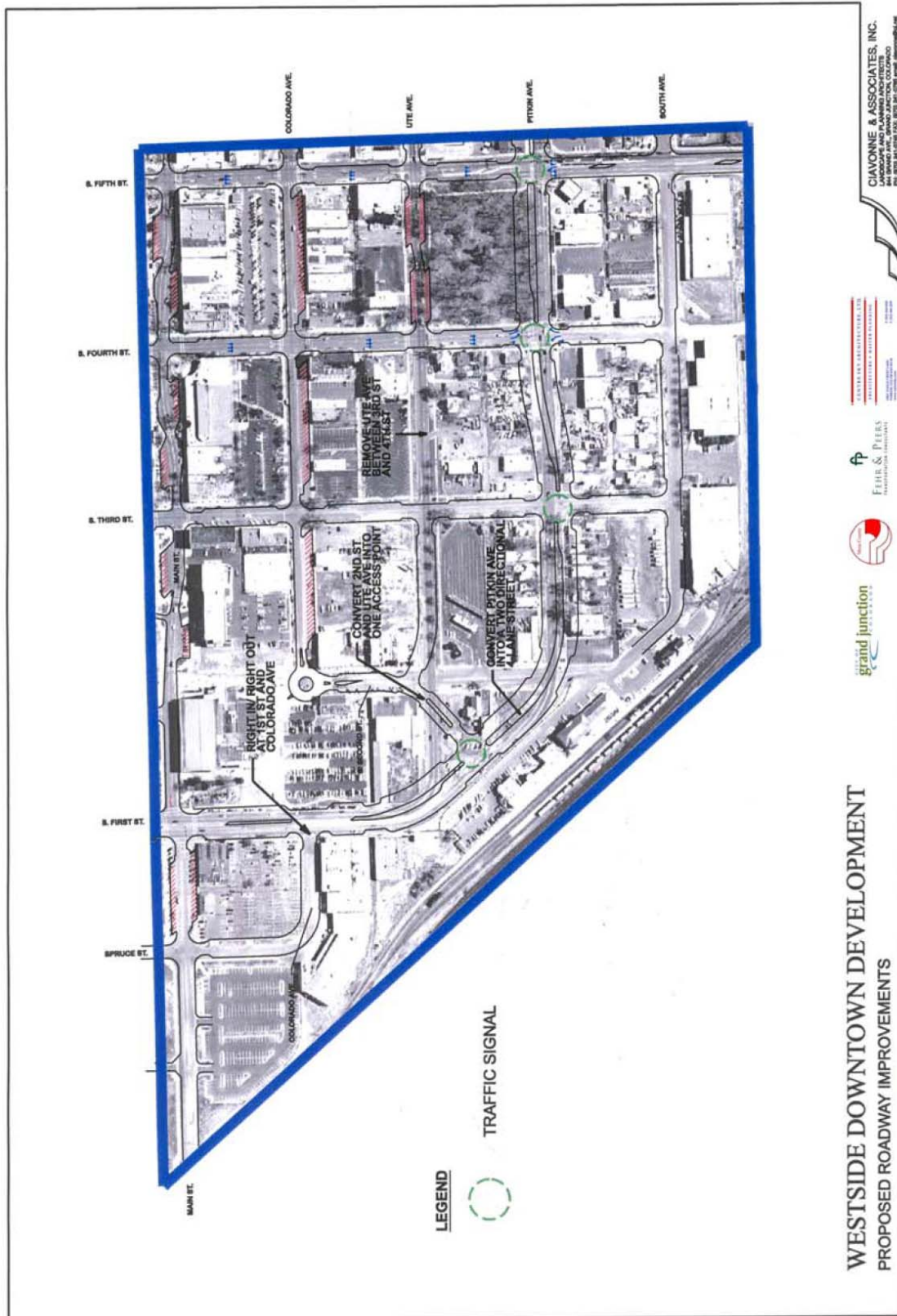
Exhibit 16 traffic volumes are anticipated to result in acceptable roadway segment levels of service, predicated on the implementation of a number of roadway and intersection improvements. These are discussed in GJMC 36.24.020 and 36.24.030.

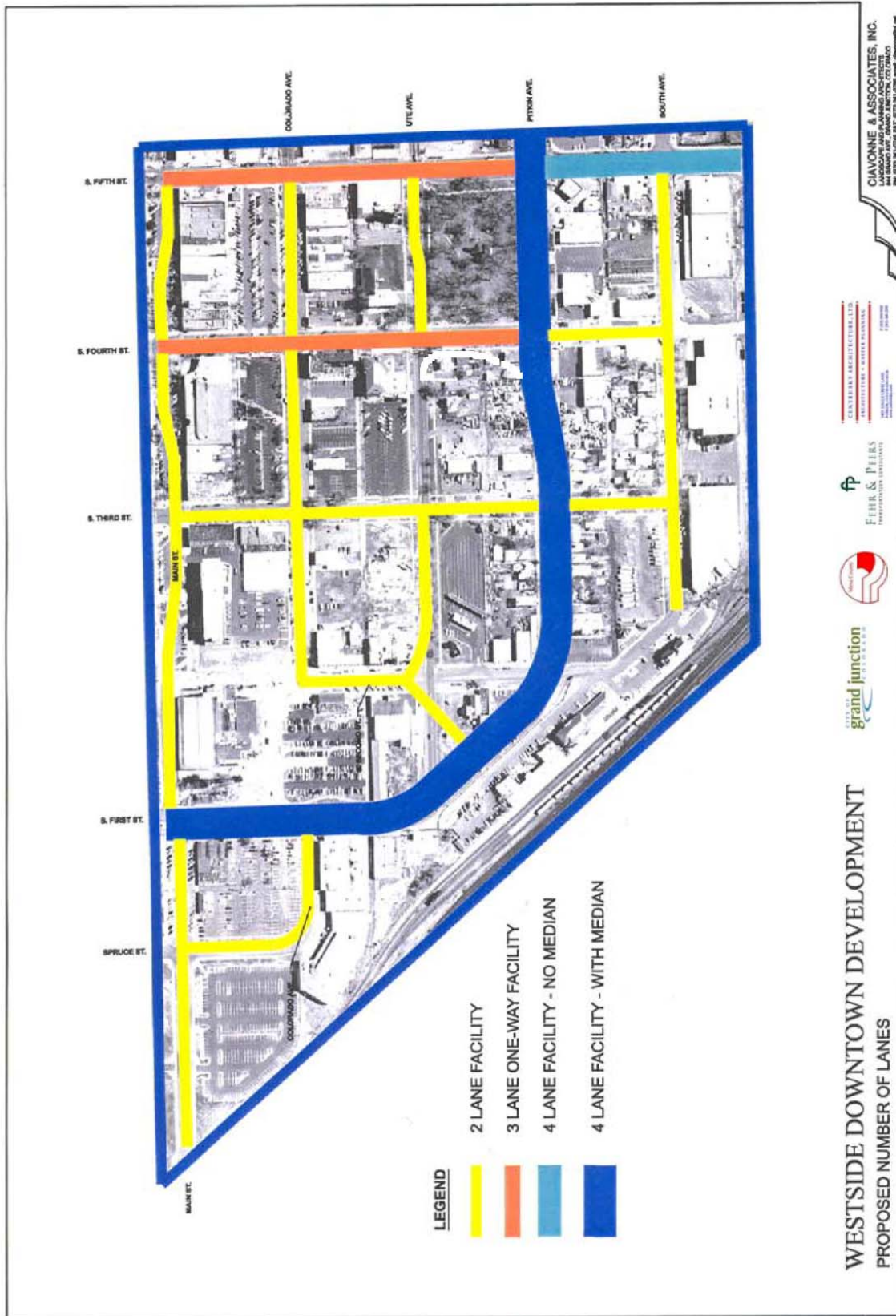


(Res. 06-04, 1-7-04)

36.24.020 Roadway improvements.

- (a) The single most significant roadway improvement assumed within the study area is the reconfiguration of the existing Ute Avenue/Pitkin Avenue one-way couplet. This improvement, shown on Exhibit 17 (Proposed Roadway Improvements), would relocate existing Ute Avenue, moving it adjacent to existing Pitkin Avenue.
- (b) There are significant circulation and other benefits related to the reconfigured Pitkin Avenue shown on Exhibit 17. A version of these improvements showing streetscapes is shown on Exhibit 14 – “Long-Term Preferred Plan with Urban Attributes.” These improvements include the following:
 - (1) Traffic circulation is focused on fewer roadway facilities, freeing up land for contiguous development opportunities;
 - (2) Pedestrian crossings are simplified by consolidating high-volume, high-speed roadways within the study area. These roadways have large landscape medians that function as pedestrian “refuge” areas; and
 - (3) The combined Ute Avenue/Pitkin Avenue facility is expected to function acceptably with four travel lanes, primarily due to construction of the proposed Riverside Parkway.
- (c) Since Ute Avenue and Pitkin Avenue represent a one-way couplet that extends from the study area eastward to Fifteenth Street, a transition will be required somewhere between Sixth Street and Fifteenth Street. Should the transition occur west of Fifteenth Street, the transition would occur through one of the existing City blocks. The two-way concept could also continue eastward from the study area all the way to Fifteenth Street, with no mid-block transition necessary. The primary conclusion is that due to roadway geometrics, signal spacing, lane requirements, and turning radii minimums, the transition cannot occur within the Westside study area.
- (d) Other significant roadway modifications include:
 - (1) Removal of Ute Avenue between Third Street and Fourth Street. This would allow the assemblage of land for the cultural mega-block;
 - (2) Modification of Second Street to swing south and west from the current Ute Avenue intersection, resulting in a relocated intersection with the new combined Pitkin Avenue; and
 - (3) Connection of South Avenue directly into the multi-modal transportation area.
- (e) Exhibit 18 (Proposed Number of Lanes) provides a diagram of the number of lanes assumed for existing and proposed roadways within the study area. The combined First Street/Pitkin Avenue facility is assumed to consist of four travel lanes with a landscaped median. Anticipated travel volumes approach 30,000 vehicle trips per day between Fourth Street and Fifth Street, which is the upper limit of level of service D operations for a four-lane divided arterial street. Recognizing that future travel demands could exceed the planned four-lane capacity, the proposed First Street/Pitkin Avenue facility has been designed as a six-lane ultimate facility, which would be achieved through removal of on-street parking.





(Res. 06-04, 1-7-04)

36.24.030 Intersection improvements.

Exhibit 17 also shows a number of proposed intersection improvements. These are summarized in the following subsections:

- (a) First Street/Colorado Avenue. This intersection is currently unsignalized, and there is an existing left turn pocket from First Street onto Colorado Avenue. The western leg currently functions as a curb cut to the nearby warehouses. The proposed circulation scheme would result in a connection between Spruce Street and Colorado Avenue. If all turning movements were allowed at First Street/Colorado Avenue in the future, a traffic signal should be considered. The volume of opposing through traffic on First Street may necessitate a protected left-turn phase for Colorado Avenue traffic to eliminate excessive queuing on Colorado Avenue.

If Colorado Avenue is constructed as a right in/right out only intersection (the median break would be closed), then the intersection should operate acceptably without a traffic signal. The existing northbound left turn pocket will need to be removed. This configuration will require careful monitoring of resulting intersection conditions at First Street/Main Street.

- (b) Second Street/Pitkin Avenue. One of the significant circulation challenges within the study area is the provision of pedestrian circulation between the Amtrak station and destinations such as Two Rivers Convention Center. The proposed Second Street/Pitkin Avenue intersection, which would be controlled by a traffic signal, would address this need by providing a more direct pedestrian path. In addition, it would reorganize the existing Second Street/Pitkin Avenue/South Avenue intersection, eliminating some nonstandard roadway geometrics.



- (c) Third, Fourth, and Fifth Streets/Pitkin Avenue. Each of these intersections will require signalization to achieve acceptable future (buildout) intersection operating conditions. This is primarily the result of heavy peak hour through volumes on Pitkin Avenue, noted in GJMC 36.24.020(e), as approaching 30,000 vehicles per day. Sufficient right-of-way is available on Third, Fourth, and Fifth Streets to accommodate signalization. The signal at Third Street will be important since motorists traveling to and from the multi-modal transportation area will utilize this intersection to access South Avenue, which will connect directly to the transportation facilities.

Note: It is anticipated that the construction of the Riverside Parkway will reduce the traffic volume growth along the Ute/Pitkin corridor through the study area. Future improvements to the transportation system in the area will require a more detailed traffic analysis to determine roadway configuration and needed intersection control.

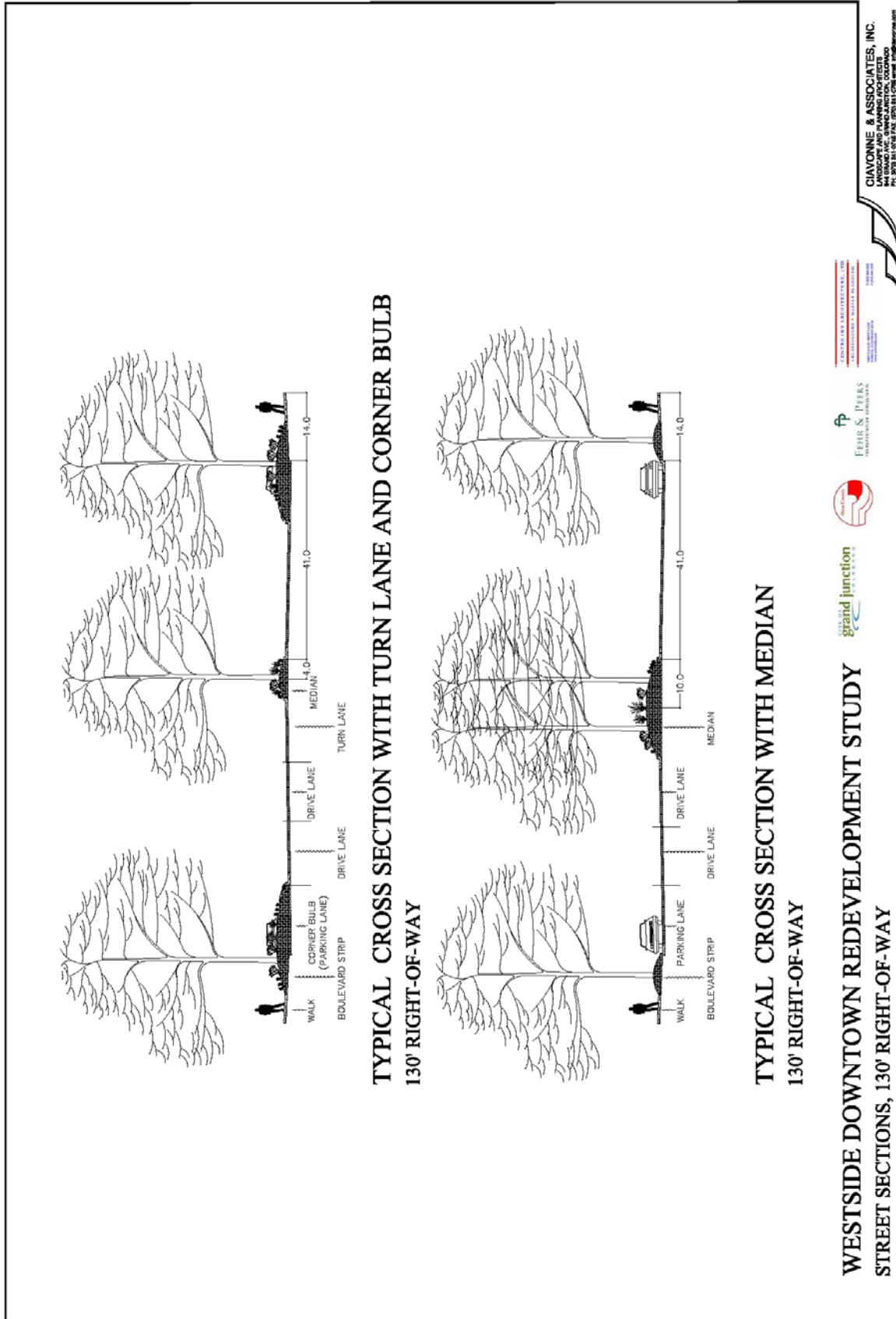
(Res. 06-04, 1-7-04)

36.24.040 Roadway cross-sections.

Cross-sections for the varying rights-of-way (ROW) within the study area are depicted in Exhibits 19, 20, and 21. These sections display the potential for ROW widths and streetscape improvements that

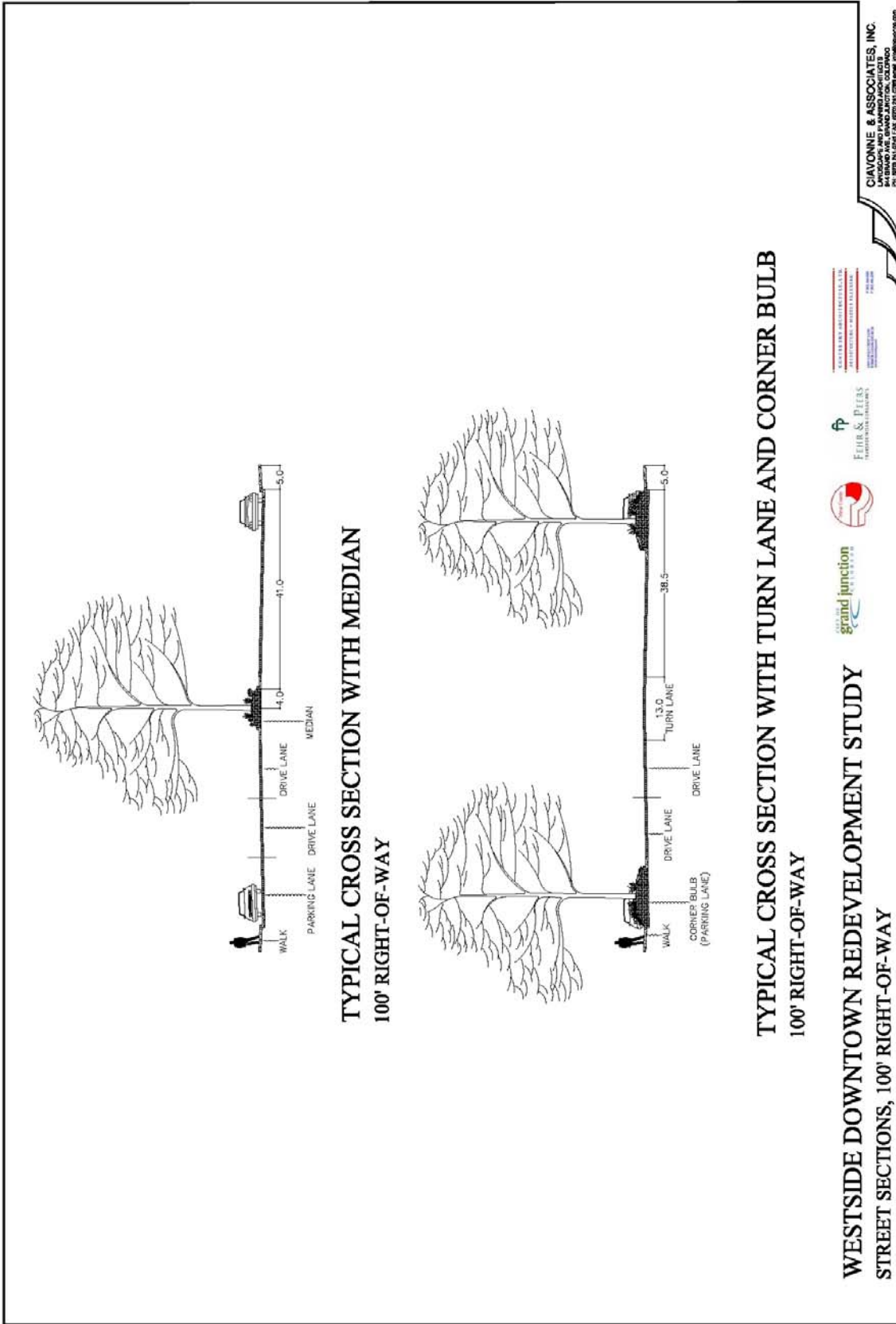
respect the traffic and pedestrian needs. The following summarizes the important ROW issues proposed within the study area:

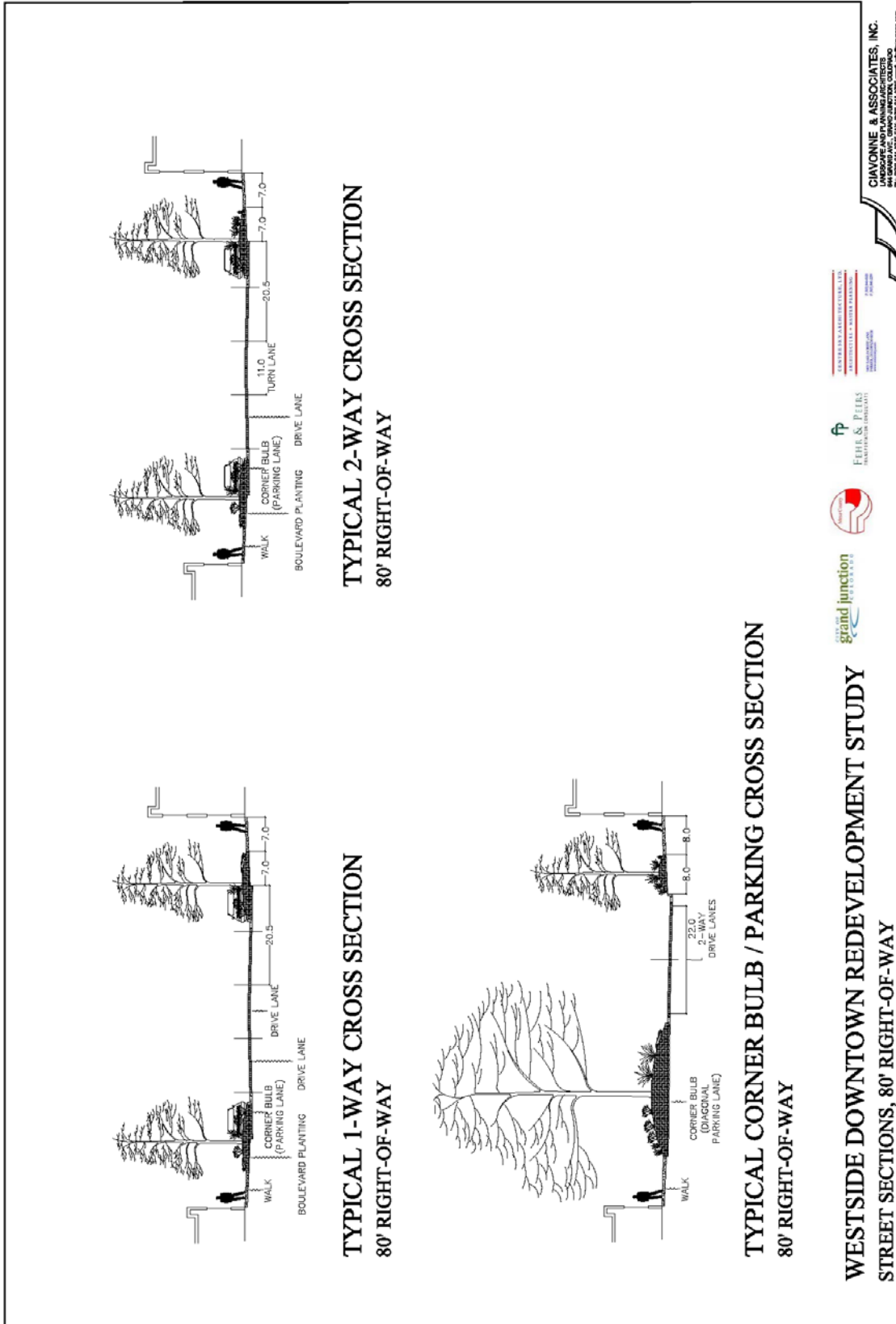
- (a) Many of the ROWs within the study area will remain at their existing 80-foot and 100-foot widths (minimizing land purchase), with three or four drive lanes, and with on-street parking;
- (b) The proposed “Utekin Boulevard” ROW width is 130 feet, with two drive lanes and one parking lane on either side of a 20-foot-wide landscaped median. “Utekin Boulevard” generally follows the Pitkin Avenue corridor, which is 100 feet wide. The proposed parking lanes can be converted to an additional drive lane in both directions if future traffic demands so dictate;
- (c) The 130-foot wide “Utekin” serpentines within the 100-foot wide Pitkin corridor, sometimes respecting the existing north ROW boundary (as shown in the 200 Block), sometimes transitioning across the ROW boundaries (as shown in the 300 Block), and sometimes respecting the existing south ROW boundary (as shown in the 400 Block). The expanded width of “Utekin Boulevard” will impact existing land uses on one or both sides of the Pitkin corridor;
- (d) Spruce Street may be expanded to the south to provide better access into the designated retail/office area.



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EXHIBIT #19





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EXHIBIT #21

(Res. 06-04, 1-7-04)

36.24.050 Street types for the Westside Downtown Redevelopment Plan.

Multi-modal, livable streets are categorized by “type” based on their adjacent land use. While such categorization is an essential step in defining a multi-modal system, most jurisdictions have not fully or uniformly adopted this convention. Therefore, two overlay street types are recommended for consideration by Grand Junction in conjunction with the Westside Downtown Redevelopment Plan:

- (a) Main street (Main Street, Colorado Avenue, Second Street, and Third Street);
- (b) Mixed use street (First Street, Ute Avenue, Pitkin Avenue, “Utekin Boulevard,” Fourth Street, and Fifth Street).

These designations would complement, not replace, the existing functional classifications for these facilities. As described in the previous section, the traditional designation of a street’s function broadly defines its design and operational characteristics related primarily to the movement of motor vehicles. The multi-modal, livable street types define streets by relating them to the adjacent land use and their function for pedestrians, bicyclists and transit. Street design often ignores, or de-emphasizes, other modes of travel when it is based solely on the traditional emphasis of street functional classification. The design of a street, its intersections, sidewalks, and transit stops should reflect the adjacent land uses since the type and intensity of the adjacent land use directly influences the level of use by other modes.

The street types attempt to strike a balance between street function, adjacent land use, and the competing travel needs. Each street type prioritizes various design elements by looking at factors related to both the adjacent land use and the appropriate balance of transportation modes. Of course, the improvements to each facility will depend upon the availability of public right-of-way and funding.

Where sufficient public right-of-way exists, all “initial priority design elements” are recommended and may be accommodated. If sufficient land and funding are available, secondary priority design elements could then be added. Within constrained public right-of-way and with limited transportation funding, however, trade-offs between design elements are required to balance the functions of the various travel modes and mobility and access needs. The general characteristics of the two recommended street types are described in GJMC 36.24.060 and 36.24.070.

(Res. 06-04, 1-7-04)

36.24.060 Main streets (Main Street, Colorado Avenue, Second Street, and Third Street).

These streets should have wide sidewalks, street furniture (benches, information kiosks, trash receptacles, etc.), outdoor cafes, plazas and other public spaces. On-street parking provides vitality for adjacent businesses, and has a calming effect on vehicular traffic.

- (a) Initial Priority Design Elements.
 - (1) Wide sidewalks with pedestrian plazas;
 - (2) Well-marked pedestrian crosswalks and signals;
 - (3) Bicycle lanes on designated bike routes (Colorado Avenue, Second Street, and Third Street);
 - (4) Bicycle facilities;
 - (5) Curb extensions;
 - (6) Tree lawns/amenity zones;
 - (7) On-street parking.
- (b) Secondary Priority Design Elements.
 - (1) Medians;
 - (2) Commercial loading zones.

(c) Examples of Potential Traffic Management Features.

- (1) Narrower travel lanes (minimum 11.5 feet);
- (2) Alternative paving material;
- (3) Tree planters in parking lane;
- (4) On-street parking;
- (5) Reduced pedestrian crossing distances at intersections, using curb extensions, traffic islands, and other measures;
- (6) Raised intersections;
- (7) High-visibility crosswalks.

(Res. 06-04, 1-7-04)

36.24.070 Mixed use streets (First Street, Ute Avenue, Pitkin Avenue, South Avenue, “Utekin Boulevard,” Fourth Street, and Fifth Street).

Achieving the vision of the Westside Downtown Redevelopment Plan will depend in part on the degree to which vehicular traffic flows are balanced with pedestrian safety and access. While First Street, Ute Avenue, Pitkin Avenue, South Avenue, Fourth Street, “Utekin Boulevard” and Fifth Street will continue to retain important traffic movement functions, they need to provide access for all users – pedestrians, shoppers, and downtown employees.

(a) Initial Priority Design Elements.

- (1) Wide sidewalks with transit access;
- (2) Well-marked pedestrian crossings and signals;
- (3) Bulb-outs at intersections;
- (4) Special pavement treatments at intersections;
- (5) Bicycle lanes on designated bike routes (First Street, South Avenue, Fourth Street, and Fifth Street);
- (6) Bicycle facilities;
- (7) Tree lawns;
- (8) On-street parking;
- (9) Landscaped median islands.

(b) Examples of Traffic Management Features.

- (1) Landscaped medians;
- (2) On-street parking;
- (3) Street trees;
- (4) Narrower travel lanes (11.5 foot minimum).

(Res. 06-04, 1-7-04)

36.24.080 Parking.

A parking survey and analysis of future parking needs based on build-out within the study area were conducted. It was determined that a total of over 5,400 new off-street parking spaces will be required, based on maximizing development of each lot and applying City of Grand Junction parking standards. Parking requirements for Amtrak and Grand Valley Transit (the uses planned for the “Transportation Center”) are

closely related to the level of activity associated with passenger rail service. Additional Amtrak parking would be necessary only if significant increases in passenger rail service are anticipated during the study time horizon, and this is currently not the case.

Provision of approximately 5,400 new parking spaces will be accomplished through a combination of public parking facilities (such as the existing facility adjacent to the Two Rivers Convention Center and the proposed parking structure located between Fourth Street and Fifth Street north of Colorado Avenue) and private parking required for each development application. In addition, study area streets have been designed to provide over 300 on-street parking spaces. These consist of both parallel spaces (such as those featured along Utekin Boulevard) as well angle spaces (shown along Colorado Avenue). Although on-street spaces are typically not credited against off-street parking requirements, these 300 spaces will comprise a key component of the future Westside parking supply. Utekin Boulevard on-street parking will require further evaluation, including consideration of CDOT's mobility objectives for this corridor.

The overall parking objective within the study area is two-fold: (1) ensure that there is adequate parking, proximate to parking demand, throughout the study area; and (2) maximize opportunities to pool parking resources, thereby achieving optimal site design and minimization of duplicative parking resources. This will be achieved through continual monitoring of conditions of approval, provision of on-street parking through streetscape improvements, and planning and construction of public parking lots and structures. While it would be ideal to reduce future per square foot parking requirements and thereby reduce the amount of Westside land dedicated to surface parking, the Westside Plan assumes that current Grand Junction parking ratios will be applied. The key will be maximizing opportunities to pool parking resources in a limited number of surface parking lots or parking structures.

(Res. 06-04, 1-7-04)

Chapter 36.28

SUMMARY

Sections:

36.28.010 Summary.

36.28.010 Summary.

The Westside Downtown Redevelopment Study is a “stepping stone” to the future development and redevelopment of the lower downtown area. While this study provides significant “direction” on the areas of transportation, land use, and aesthetics, it recognizes this “direction” as an evolving process. This is exemplified by the designation of the desired solutions as “Preferred Plan – Short-Term” and “Preferred Plan – Long-Term.”

The “Preferred Plan – Short-Term” recommendation is generally a “minimal change” alternative that includes proposed zoning within the study area and minor modifications to the existing circulation system. Within this Plan, proposed “land use” can be expedited and implemented, while entry treatments, streetscape, and architectural improvements must be implemented with regard to the “long-term” improvements. The “Preferred Plan – Long-Term” recommendation represents the ultimate desires of the public and the planning team. This Plan allowed traffic, circulation, road sections, streetscapes, and parking to be studied in greater detail.

The Westside Downtown Redevelopment Study notes “aesthetics” (including architecture and streetscape) as the most apparent and tangible facet of redevelopment, stressing that “aesthetics” does not function independent of “transportation” and “land use.” While each of these issues has its own set of parameters, they must support each other within any redevelopment study. The original foundations of this study were in “transportation” followed by “land use.” Subsequently, the “street” became the first focus of the study defining the boundaries for “land use.” As this study progressed, “aesthetics” was continually integrated in the development and refinement of “transportation” and “land use.” Realizing that “aesthetics” extends beyond the larger scale issues of “transportation” and “land use” (“the devil is in the detail”), the Westside Downtown Redevelopment Study provides a section on architectural guidelines that address a much greater arena of “detail.” These guidelines follow this summary, and are detailed enough to function as a “stand alone” document.

As a final note, the long term recommendations within the Westside Downtown Redevelopment Study propose significant changes to the existing circulation system. These changes create ripples that expand beyond the Westside Downtown study area boundaries into adjacent downtown areas. In particular, traffic and parking impacts will be better understood with considerations to a much larger study area. The Westside Downtown Redevelopment Study will hopefully provide the foundations for a larger, more comprehensive study of the entire downtown area.

(Res. 06-04, 1-7-04)

Title 37

PEAR PARK NEIGHBORHOOD PLAN

Chapters:

- 37.04 Introduction**
- 37.08 Pear Park History/Historic Preservation**
- 37.12 Transportation and Access Management**
- 37.16 Schools, Parks and Trails**
- 37.20 Community Image/Character**
- 37.24 Land Use and Growth**
- 37.28 General Services**
- 37.32 Public Safety**
- 37.36 Environmental Resources/River Corridor**
- Appendix A Planning Process**
- Appendix B Potential Historic Structures**
- Appendix C Pear Park Rural Sites**

Chapter 37.04

INTRODUCTION

Sections:

- 37.04.010 Introduction.
- 37.04.020 Location.
- 37.04.030 Purpose.
- 37.04.040 Demographics.

37.04.010 Introduction.

The Pear Park Planning effort began in the winter of 2004 as a joint effort between the City of Grand Junction and Mesa County, with the participation and involvement of School District 51. The planning area includes both City limits and unincorporated areas of Mesa County. The majority of the area lies within the boundary defined within the 1998 City/County Persigo Agreement which requires all new development to annex into the City of Grand Junction and submit any development requests to the City for review and approval.

(Res. 13-05, 1-5-05)

37.04.020 Location.

The Pear Park Neighborhood includes all properties located between 28 Road and 32 Road and between the railroad (I-70 B) and the Colorado River. Major entrances into the neighborhood currently include 30 Road, E Road, D 1/2 Road and D Road. In the future, 29 Road will play a major role in providing access into and out of the neighborhood. The neighborhood is comprised of 6.33 square miles of land area, with most of the area currently located within unincorporated Mesa County; however, the majority of the area will be annexed to the City as development occurs.

(Res. 13-05, 1-5-05)



30 Road and I-70 B

37.04.030 Purpose.

The Pear Park area is experiencing a great deal of growth with an ultimate projected population of approximately 22,000 people. With the opening of the 30 Road underpass and the future 29 Road connections to Orchard Mesa and Interstate 70, the Pear Park area is prime for development. Now is the time to plan for that growth and establish goals and guidelines that will help shape the Pear Park neighborhood.

The City of Grand Junction Growth Plan and the Mesa County Countywide Land Use Plan provide the general framework of the Pear Park Neighborhood Plan. The goals and policies of those plans remain in effect and apply to this neighborhood plan. The Pear Park Neighborhood Plan provides more specific guidance for both the public and private sectors in making decisions regarding development in the Pear Park area. The Plan will also be used by the City and County in developing annual work programs and budgets. Any recommended changes to regulations or ordinances will require additional review and public hearings for adoption.

(Res. 13-05, 1-5-05)

37.04.040 Demographics.

The Pear Park neighborhood experienced a 25 percent increase in population between the census years of 1990 and 2000. This compares to a 20 percent increase in population for all of Mesa County over the same decade. The area saw an increase of 2,141 people in the 1990s.

The current population of Pear Park is estimated to be 10,060. Since the 2000 U.S. Census, Pear Park has grown by an estimated 1,422 people living in 536 new homes (as of August 2004). Between 2000 and 2004, the City of Grand Junction and Mesa County approved 1,121 new residential home sites. The average housing density for new construction developed since the last census is 4.47 homes per acre.

Pear Park Population Statistics^a

	1990 Census	2000 Census	Growth Rate		2020 Projections	2030 Projections
Number of Homes	2,276	3,246	30%		6,570	8,305
Number of People	6,497	8,638	25%		17,449	21,926
Number of Persons Per Household	2.85	2.66	-7%		2.66	2.64

^aPopulation projections are based on the May 2003 Future Land Use Map densities using a midrange.

(Res. 13-05, 1-5-05)

Chapter 37.08

PEAR PARK HISTORY/HISTORIC PRESERVATION

Sections:

- 37.08.010 History of Pear Park.
- 37.08.020 Historic structures and sites.
- 37.08.030 Historic landmarks/cultural landscapes.
- 37.08.040 Goals.
- 37.08.050 Implementation strategies.

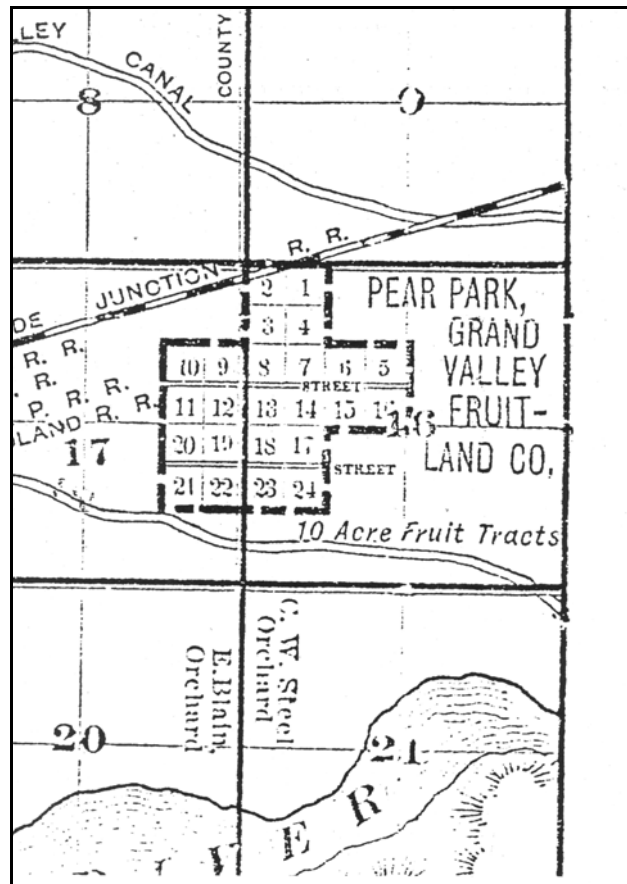
37.08.010 History of Pear Park.

When early settlers entered the Grand Valley, they saw sage, greasewood, and a few cottonwood trees. Orchards were planted within the first year. One of the first established in the valley was in 1883 by Elam Blain and sons along the Colorado River in the vicinity of where the State Regional Center is now located (approximately D and 27 1/2 Roads). These first orchards were apt to be haphazard, with varieties and types of trees mixed. Fruits grown in early 1890s orchards included strawberries, raspberries, gooseberries, blackberries, sweet and sour cherries, hard and soft shelled almonds, black walnuts, currants, quinces, nectarines, plums, pears, peaches, apples and apricots. As orchards became more single-crop, this area was aptly given the name Pear Park – the name it retains today.

The Grand Valley Fruit Land Company offered 10-acre tracts in the vicinity of 30 and D Roads specifically marketed for their orchard potential. An 1890 promotional brochure stated:

This tract of land contains 240 acres, lies three miles east of Grand Junction and is advantageously located for the purpose of subdivision into 10-acre tracts, having a good frontage on established county roads. The soil is a mixture of sand and adobe, easily worked and very rich. The surface of the ground is level: every foot of it can be irrigated without extra cost for leveling. Being just the proper distance from the main line of the Grand Valley Canal to obtain the fall necessary to cover all of the land with water, the expense of building laterals will be very small. There are no improvements on the land.

Adjoining farms are owned by C.W. Steele and E. Blain, prominent and successful farmers and horticulturists in Grand Valley for the past 7 years. What they have done on their land, proves what can be done on this and a standing advertisement for the property. Water for this tract can be rented at a cost of \$1.75 per acre per year.



1890 Promotional Brochure

Thus, an agricultural community grew up in this area very early in the settlement history of the Grand Valley. Several residences in the area date to the 1890s and other community uses such as churches and schools were established very early as well. The Pear Park School was constructed pre-1900 and replaced by a new building in 1929. The latter closed in 1969 but is still used as a day care center. The Pear Park Baptist Church began serving the community in 1895 and constructed its first building 1903. The church now occupies a new structure built in the 1950s and 60s located on the original site at the northeast corner of 31 and E Roads.



Pear Park School

One of the most memorable long-time residents and contributors to the Pear Park area was Minnie Chatfield. Miss Chatfield arrived in Mesa County in 1903 where she remained for 79 years until her death at age 101. She began teaching at the Pear Park School in 1906 and retired in 1951. For another half-dozen years, she substituted for District 51's absentee teachers. She was

also very active in the Pear Park Baptist Church. Chatfield Elementary, located at 32 and D-1/2 Roads, is named for Minnie Chatfield.

Valley-wide, two serious problems threatened fruit production following the first decade of the 20th century. First, unlined canals seeped because there was no runoff ditch system; water ran into the orchards and stayed around the trees, either drowning them or killing them with alkali. Hundreds of acres of orchards were uprooted. The second serious threat to fruit production was the codling moth. The mild weather in the Grand Valley and a lack of regulations requiring removal of orchard waste perpetuated the moth problem. In addition, present residents in Pear Park indicate that in the 1920s fruit trees were infested with a bacterial disease spread by insects (known as "fire blight") that depleted the orchards. Only a few scattered orchards remain in the area today.



Few Orchards Remain

The Pear Park area also grew up around the Grand Junction Indian School. The school, known as Teller Institute, was organized in 1885 to "materially aid in the civilization of the Utes" and named after Senator Henry M. Teller, then Secretary of the Interior. Grand Junction citizens donated 160 acres to the Department of the Interior. The first building was completed in the summer of 1886 and 30 Indians, mostly Utes, enrolled for the fall term. The student population soon grew to 144 boys representing nine tribes. The school was opened to girls in later years. The largest enrollment was 300 students in 1899. Academics were taught as well as other interests such as cooking and raising stock on the school's farm. The school

closed in 1911 when government policy decreed that Indian education would be better handled on reservations.



Teller Institute

The Indian School land remained idle or minimally used until World War I when local interest began in a State Home and Farm for Mental Defectives. Alkali had seeped throughout the acreage and the Bureau of Reclamation reworked the land before it could be farmed. The buildings had been well constructed for the school and did not require much renovation. The State approved the use in 1919 and it opened with 186 patients in 1920. It was operated as a central residence for the mentally handicapped until the 1980s; at that time many patients were moved to group homes. Today the old institute site is known as the Grand Junction Regional Center for Developmental Disabilities.

(Res. 13-05, 1-5-05)

37.08.020 Historic structures and sites.

Historic buildings and sites are scattered across the Pear Park planning area. These are primarily residential structures remaining on parcels of land that may have been farms or orchards in the past. Some of these have already been surrounded by new residential development and many have already been lost as the former agricultural properties have developed.

A windshield survey of historic resources in the Pear Park neighborhood was conducted as a part of this study. Many potentially eligible structures were noted and 13 structures/sites were identified that will be documented in greater detail by a 2004 – 2005 historic resources survey. These structures, listed below, represent the best remaining examples of the various types of historic structures and sites found within the Pear Park neighborhood. Photographs of each of these as well as a more comprehensive list of the potentially eligible structures are included in Appendix B.



LOCATION	YEAR BUILT
Teller Institute	Various
3070 D Road	1900
3178 D Road	1907
2990 D 1/2 Road	1905
3117 D 1/2 Road	1906
3080 D 1/2 Road	1900
3085 D 1/2 Road	1900
3095 D 1/2 Road	1895
3168 D 1/2 Road	1909
3170 D 1/2 Road	1955
3046 E Road	1914
3055 E Road	1900
350 30 Road	1897

The City of Grand Junction established a local Register of Historic Sites, Structures and Districts in 1994. To date, and since the majority of Pear Park is in unincorporated Mesa County, no properties in the area have been included on the local register; however, many are eligible for designation as noted in the inventory referenced to the left and included as Appendix B, most notably those documented in greater detail by the 2004 – 2005 historic resources survey.

(Res. 13-05, 1-5-05)

37.08.030 Historic landmarks/cultural landscapes.

The Old Spanish Trail was an important travel route from Santa Fe to California from the mid 1820s to the midpoint of the 19th century. The area that is now 28 1/4 Road and Unaweep Avenue is the historic site of the Old Spanish Trail crossing of the Colorado River. A historic marker at that location on the south bank depicts the steep slope where travelers crossed the river. The Old Spanish Trail is a designated National Historic Trail. The north side of the river in Pear Park has no such recognition of the significance of the crossing.



Spanish Trail Historic Marker

(Res. 13-05, 1-5-05)

37.08.040 Goals.

- (a) Protect and maintain the unique features and characteristics of Pear Park which are significant links to the past, present and future.

- (b) Establish and promote the historical pride and heritage of Pear Park.
- (c) Document potential historic sites and structures as a means for designating properties on local, State and/or national registers.
- (d) Work with property owners to pursue official designation, preservation, adaptive reuse restoration, or relocation of eligible, significant historic structures and sites.

(Res. 13-05, 1-5-05)

37.08.050 Implementation strategies.

- (a) In cooperation with appropriate local, State and national organizations, complete both reconnaissance and intensive level surveys of the Pear Park area to inventory historic sites, structures and districts and identify those that could potentially be designated on local, State and/or national historic registers.
- (b) Whenever possible, new development should not remove or disrupt significant historic or traditional uses, landscapes, structures, fences or architectural features. Consultation with the Colorado Historical Society, Bureau of Land Management, National Park Service, City of Grand Junction Historic Preservation Board, Mesa County Historical Society and the Museum of Western Colorado is valuable in this effort and should be done as early as possible in the development process.
- (c) Adopt compatibility requirements for new development to protect the historic use of existing and adjacent properties.
- (d) Adopt a resolution to establish a local Mesa County historic register.
- (e) The City and County will encourage the placement of an historical marker at the Old Spanish Trail crossing of Colorado River on the north side of the river to match the existing historical marker at 28 1/4 Road and Unaweep Avenue on the south side of the river.

(Res. 13-05, 1-5-05)

Chapter 37.12

TRANSPORTATION AND ACCESS MANAGEMENT

Sections:

- 37.12.010 Background.
- 37.12.020 Vehicular traffic – 2030 traffic modeling.
- 37.12.030 Transportation and access management plan.
- 37.12.040 Local streets.
- 37.12.050 Urban trails.
- 37.12.060 Public transportation (transit).
- 37.12.070 Capital improvements.
- 37.12.080 Goals.
- 37.12.090 Implementation strategies.

37.12.010 Background.



29 Road and D Road

The rapidly developing Pear Park area is outgrowing its transportation infrastructure. Providing a well-balanced transportation and access management plan and meeting the needs of all users including pedestrians, bicyclists, vehicles, and public transit is important for the overall mobility of the transportation system.

Public comments received at the March 30, 2004, open house reflected a concern that growth in the area is overwhelming the existing infrastructure. Concerns for adequate capacity were reflected in comments such as “not enough roads for peak hour traffic,” and requests for widening specific roads and intersections.

The lack of sidewalks was noted, especially for school-age children walking and bicycling to and from school. The need for street lighting, speed limit signs and traffic enforcement was also voiced.

A windshield survey of the existing street network showed that intermittent improvements have been constructed with some of the development, while the bulk of the major street network is a rural, two-lane cross-section. Simply stated, the current transportation system is not adequate.

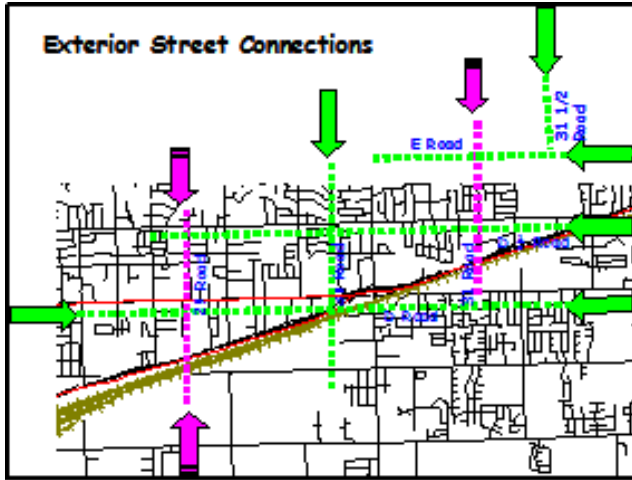
The adopted Grand Valley Circulation Plan, with its recent amendments, provides a basis for planning future streets in the Pear Park neighborhood. The Pear Park area circulation is constrained to the south by the Colorado River and to the north by the Union Pacific Railroad. D Road is the only direct connection coming from the west.

Until the 29 Road Colorado River Bridge is completed in 2006, there is no direct connection to the Pear Park neighborhood from the south. From the



D Road and 30 Road

north, 30 Road provides the best connection into the area because the recently constructed railroad underpass allows uninterrupted traffic flow. The 31 1/2 Road at-grade railroad crossing is disrupted by trains throughout each day. Mesa County has suggested the possibility of constructing a grade-separated crossing of the railroad at 31 Road and closing the 31 1/2 Road crossing. From the east, all three (D Road, D 1/2 Road, and E Road) major east-west streets provide easy access to the area.

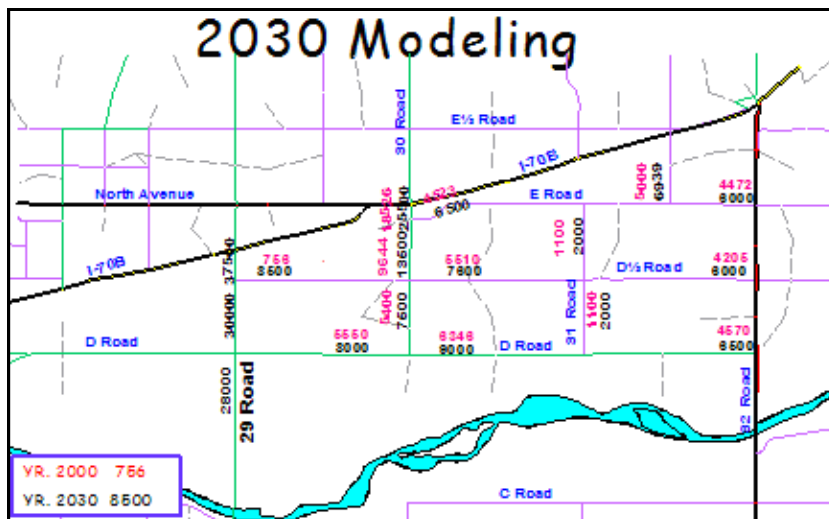


29 Road Bridge

(Res. 13-05, 1-5-05)

37.12.020 Vehicular traffic – 2030 traffic modeling.

The Mesa County/Grand Junction Regional Transportation Planning Office operates a traffic model that incorporates future projections of population and employment to project traffic volumes on the street network. Results of the modeling for the year 2030 indicate the three major east-west streets in Pear Park will carry nearly equal volumes of traffic in the future. Volumes on E Road are projected to grow to 6,000 to 6,500 vehicles per day; volumes on D 1/2 Road will be from 6,000 to 8,500 vehicles per day; and D Road is expected to carry 6,500 to 9,000 vehicles per day.



Modeling for the north-south streets indicates that the highest volumes of traffic will occur on 29 Road, with traffic volumes ranging from 28,000 to 37,500 vehicles per day. 30 Road is projected to carry volumes ranging from 7,500 to 25,500 vehicles per day. 31 Road is anticipated to carry 2,000 vehicles per day without a connection to or overpass over I-70 B.

(Res. 13-05, 1-5-05)

37.12.030 Transportation and access management plan.

Major streets in the Grand Junction urbanized area are classified according to their function in the transportation network. The two components of function are to provide access to homes and businesses and to carry traffic from point to point. In order to preserve safety and capacity and enhance the quality of living, the relation of these two components should be inversely proportionate, with the busier streets having limited access and the quieter streets providing access to businesses and homes. The names of the classifications of these streets (moving from busiest to quietest) are principal arterials, minor arterials, major and minor collectors, and local streets. The components of the major street system have been identified on a functional classification map, known as the Grand Valley Circulation Plan (GVCP), that has been adopted by the City of Grand Junction and accepted by Mesa County.

The Transportation Engineering Design Standards (TEDS) manual (GJMC Title 24) establishes requirements for the transportation system design within the City of Grand Junction. TEDS contains spacing requirements for access points and intersections, balancing traffic safety and circulation while allowing ample opportunity for access on existing street networks. The access point and intersection spacing should be managed for optimum spacing, greater than the TEDS minimum requirements.

Pear Park contains a mix of developed and rural areas. The area suffers from many instances of poorly planned/developed subdivisions with substandard connectivity and indiscriminate access to major thoroughfares. In order to provide for the safe and effective movement of people and vehicles, and to enhance the corridor for multiple modes of transportation, implementing careful and consistent access management is key to the Pear Park Transportation and Access Management Plan. High connectivity of the local street network and pedestrian-friendly block lengths are paramount.

The street classifications and proposed streets sections for the major corridors in the Pear Park area are listed below.

Street	Classification	Street Section
29 Road	Principal Arterial	5-lane street section
D Road	Minor Arterial	3-lane street section
D 1/4 Road (Proposed)	Major/Minor Collector Hybrid*	2-lane special street section
D 1/2 Road	Minor Arterial	3-lane street section
E Road	Major Collector	3-lane street section
31 Road	Minor Collector	2- or 3-lane street section
31 1/2 Road	Minor Collector	2- or 3-lane street section

* Major/Minor Collector Hybrid Section (see Street Cross Sections Map at the end of this chapter).

All street sections have detached sidewalks on both sides with the exception of E Road, 31 Road, and 31 1/2 Road which have attached walks on at least one side. Bike lanes will be provided on all of these streets (see Street Cross Sections Map at the end of this chapter). Different access controls and design standards apply to different street classifications. The purpose is to preserve or enhance safety and traffic flow.

Access management preserves the safety and efficiency of the transportation system. This is achieved through the systematic control of the location, spacing, design, and operation of driveways, median openings, street connection, and interchanges to a street. By responsibly managing access, public agencies extend the life of streets, increase public safety, reduce traffic congestion, and improve the appearance and quality of the constructed environment. Additionally, it helps preserve long-term property values and the economic viability of abutting properties and improved traffic flow translates into greater fuel efficiency and reduced vehicle emissions.

Most major corridors in the Pear Park Neighborhood are three-lane street sections. By implementing the access control measures shown on the Transportation and Access Management Plan Map, these street sections will serve the public needs for at least 30 years into the future.

The Pear Park Transportation and Access Management Plan (see the end of this chapter) shows access points for the street intersections using arrows and windows. The arrows indicate a single access point. The windows contain a “3” or “4” to indicate if the intersection will contain three or four legs (directions of access), and show the flexible location for the intersection. These locations will work with a local street network and are placed to maximize access to individual parcels. The intent is that access will only be allowed at these locations.

Strictly implemented, this plan will require many property owners to wait for others to develop before they can gain access for future development; however, a variety of tools may be used to implement the plan in phases. One tool is a temporary access, allowing a temporary street constructed on a platted lot until other access is constructed on adjacent parcels. The temporary street would then be removed and the platted lot sold for another house.

Major street crossings and primary school walking routes shall have pedestrian-friendly designs, incorporating principles of good design such as limited crossing distances, visual cues, pedestrian refuge islands, streetscape and traffic calming measures appropriate to the street’s operating characteristics.

The Pear Park Transportation and Access Management Plan Map, the Conceptual Local Street Network Plan Map and the Street Cross-Sections Map included in this Plan, amend the Grand Valley Circulation Plan (GVCP). They supersede and become a part of the adopted Grand Valley Circulation Plan for the Pear Park area. (See Pear Park 2004 Transportation and Access Management Plan, Conceptual Local Street Network Plan and the Street Cross-Sections Maps.)

A hybrid collector section was also developed specifically for and as a part of this Plan. This street section is to be used when design volumes are near 3,000 ADT (average daily traffic) and when an enhanced pedestrian corridor is desirable, such as at or near schools, parks and neighborhood commercial areas. This street designation limits single-family residential access to 100 feet between driveways (measured from center of drive to center of drive) including shared drive access, but excepting loop lane access. Loop lanes, alleys and other “new urbanist” concepts are encouraged in general in the Pear Park neighborhood and strongly encouraged on this corridor. (See Street Cross-Sections Map at the end of this chapter.)

(Res. 13-05, 1-5-05)

37.12.040 Local streets.

The local street network provides access to individual parcels and serves short length trips to and from collector and higher order streets. Trip lengths on local streets should be short with a lower volume of traffic along with slower speeds. Design of local streets occurs through the development process and will be in accordance with the adopted Transportation Engineering Design Standards (TEDS). It is important in the design process to provide connections to adjacent parcels and subdivisions for efficient vehicle travel and a safe network for pedestrians and bicyclists.

A Conceptual Local Street Network Plan is contained herein (see Conceptual Local Street Network Plan Map at the end of this chapter) to show how the local street network could be developed. It is not intended to be “cast in stone” but an example showing interconnectivity and logical design. It is also intended to be a working or living document, periodically updated to reflect change and an example of how the Transportation and Access Management Plan can work.

As parcels develop, serious contemplation and accommodation of the future development of adjacent and nearby properties must be given. Consideration of the parcel configuration and development pattern as well as implementation of the Transportation and Access Management Plan is required. Block length should be optimized at 600 feet or less.

(Res. 13-05, 1-5-05)

37.12.050 Urban trails.

The Urban Trails Master Plan is a planning document that shows the location of future bicycle facilities, trails and pedestrian paths. Implicit in the plan is the construction of sidewalks in accordance with the adopted street cross-sections. One of the major purposes of the City's Urban Trails Committee is facilitating linkages from the riverfront trail system to the urban area. As development occurs, construction of trails, paths, bike lanes and pedestrian facilities in accordance with the adopted plan either occurs with the development or the City constructs the same with the collection of the Transportation Capacity Payment (TCP) as part of a more comprehensive capital improvement project. Changes to the Urban Trails Master Plan for the Pear Park neighborhood are included in this Plan to accommodate the projected growth and will be adopted as a part of the Urban Trails Plan (see Pear Park Urban Trails Plan Map at the end of this chapter). Also see Chapter 37.16 GJMC, Schools, Parks and Trails.

*31 1/2 Road*

Sidewalks are lacking throughout the Pear Park neighborhood. Recent development has constructed sidewalk on the local street network but the connections to destinations such as schools, public spaces, shopping and the riverfront trail system are, for the most part, nonexistent or below standard.

*E Road**31 1/2 Road*

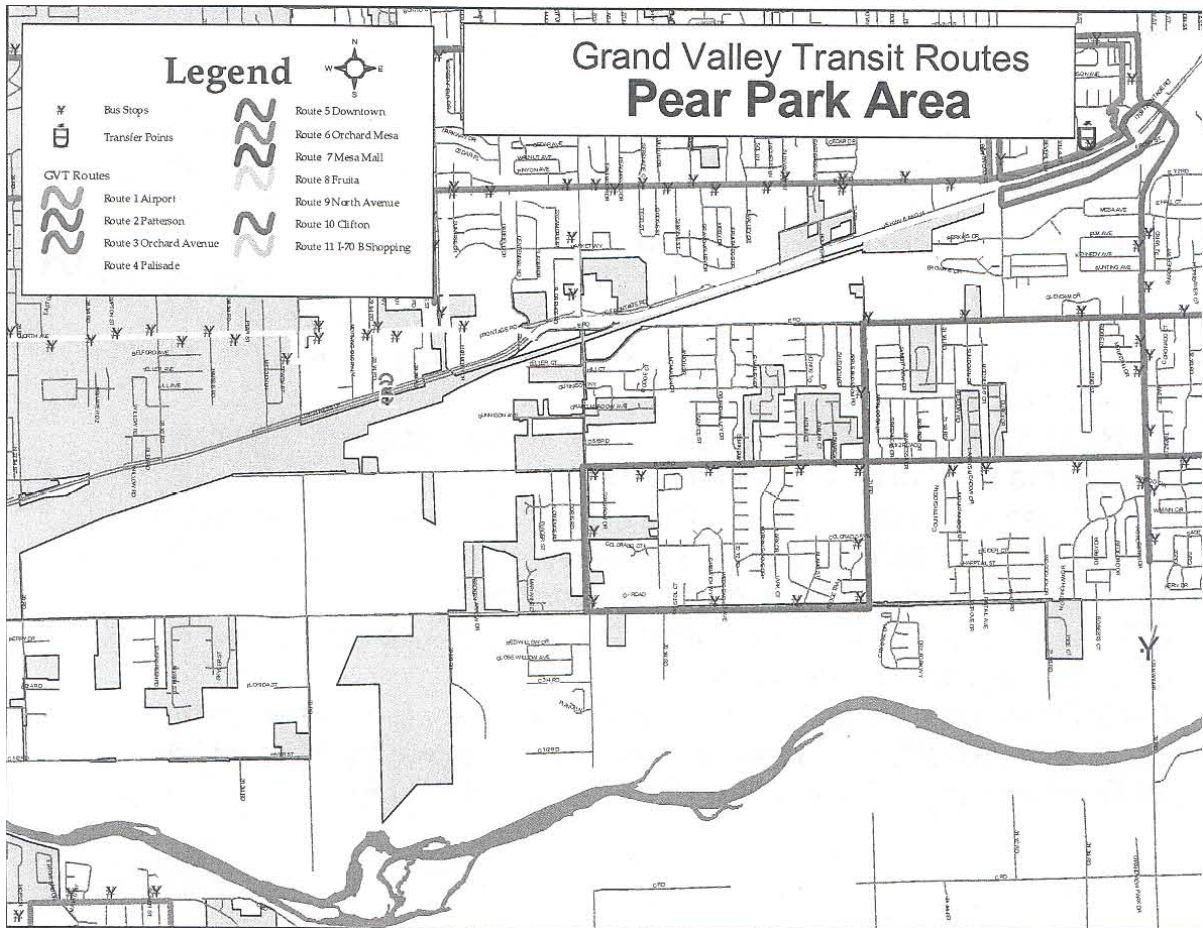
The intersection of I-70 B and 31 1/2 Road presents a challenge to pedestrians and cyclists and it is along one of the most heavily used routes of travel into and out of Pear Park. Both Central High School and Grand Mesa Middle School are located north of this intersection and attract many pedestrians and bicyclists from the Pear Park neighborhood. Field observations indicate numerous crossing violations by the pedestrians and cyclists. This problem is exacerbated by the marked crosswalk and pushbutton being located on the east side of the intersection when both schools are located on the west side.

(Res. 13-05, 1-5-05)

37.12.060 Public transportation (transit).

Grand Valley Transit serves the eastern portion of Pear Park today. The current bus routes traverse the area from 30 to 32 Road and D to E Road in a rectangular figure-eight pattern, allowing passengers to connect to the system at the transfer point at Coronado Center at I-70 B and 32 Road. Future transit needs

will likely expand to the west along D Road. Grand Valley Transit has indicated that bus pullouts along their routes will be needed. New development such as residential and commercial subdivisions, shopping centers, office buildings, etc., will be required to provide for transit access.



(Res. 13-05, 1-5-05)

37.12.070 Capital improvements.

- (a) The City of Grand Junction is expanding its boundaries into the Pear Park area as development occurs. Most of the area today is still in unincorporated Mesa County and the majority of the street network is under Mesa County's jurisdiction. Mesa County's Six-Year Capital Improvement Plan (CIP) has several projects programmed either in Pear Park and areas just outside of Pear Park or could be used for improvements in the neighborhood.
- (1) 31 1/2 and E Road improvements: \$2,500,000.
 - (2) North-South Corridor (29 Road): \$36,050,000.
 - (3) E Road improvements from 31 to 33 Road (drainage and pedestrian path): \$2,250,000.
 - (4) E 1/2 – Central High School entrance: \$500,000.
 - (5) Concrete repair and maintenance Countywide: \$450,000.
 - (6) Bike and pedestrian paths Countywide: \$425,000.
- (b) The City's CIP does not include specific projects for the Pear Park neighborhood, with the exception of the eastern portion of the Riverside Parkway along D Road to 29 Road, and the City's share

of the 29 Road improvements from D Road north; however, as part of this Pear Park Neighborhood Plan, the priority list of future capital improvements for Pear Park include the following:

- (1) D 1/2 Road (from 29 to 32). This corridor is clearly the highest priority. The completion of 29 Road and the Riverside Parkway will generate volumes and speeds on this corridor that will make the current two-lane County road unsafe (especially for bikes and pedestrians).
- (2) D Road (from 29 to 32). The completion of 29 Road and the Riverside Parkway will generate traffic volumes and speeds on this corridor that will make the current two-lane County road unsafe (especially for bikes and pedestrians).
- (3) 31 Road (from D to E 1/2). This will be especially important to upgrade when/if the I-70 B/31 Road overpass is built.
- (4) D 1/4 Road (from 29 to 29 1/2). This corridor is important to access the school that may be constructed in the area. If the school is not built in this area, this corridor can be built by development.
- (5) E Road (from 30 to 32). The primary need for this corridor is and will be bike and pedestrian improvements.
- (6) C 1/2 Road (from 28 to 29). This corridor will very likely need some traffic calming improvements to restrict truck traffic that will try to travel between 29 Road and the industrial area at the west end of D Road.

(Res. 13-05, 1-5-05)

37.12.080 Goals.

- (a) Provide a well-balanced transportation and access management plan meeting the needs of all users including pedestrians, bicyclists, vehicles and transit.
- (b) Provide good access to schools, shopping, recreation and residential areas.
- (c) Provide efficient circulation for emergency vehicles.
- (d) Plan for future street cross-sections, sidewalks, bike lanes and trails.
- (e) Recommend capital improvement projects that will help implement this plan.

(Res. 13-05, 1-5-05)

37.12.090 Implementation strategies.

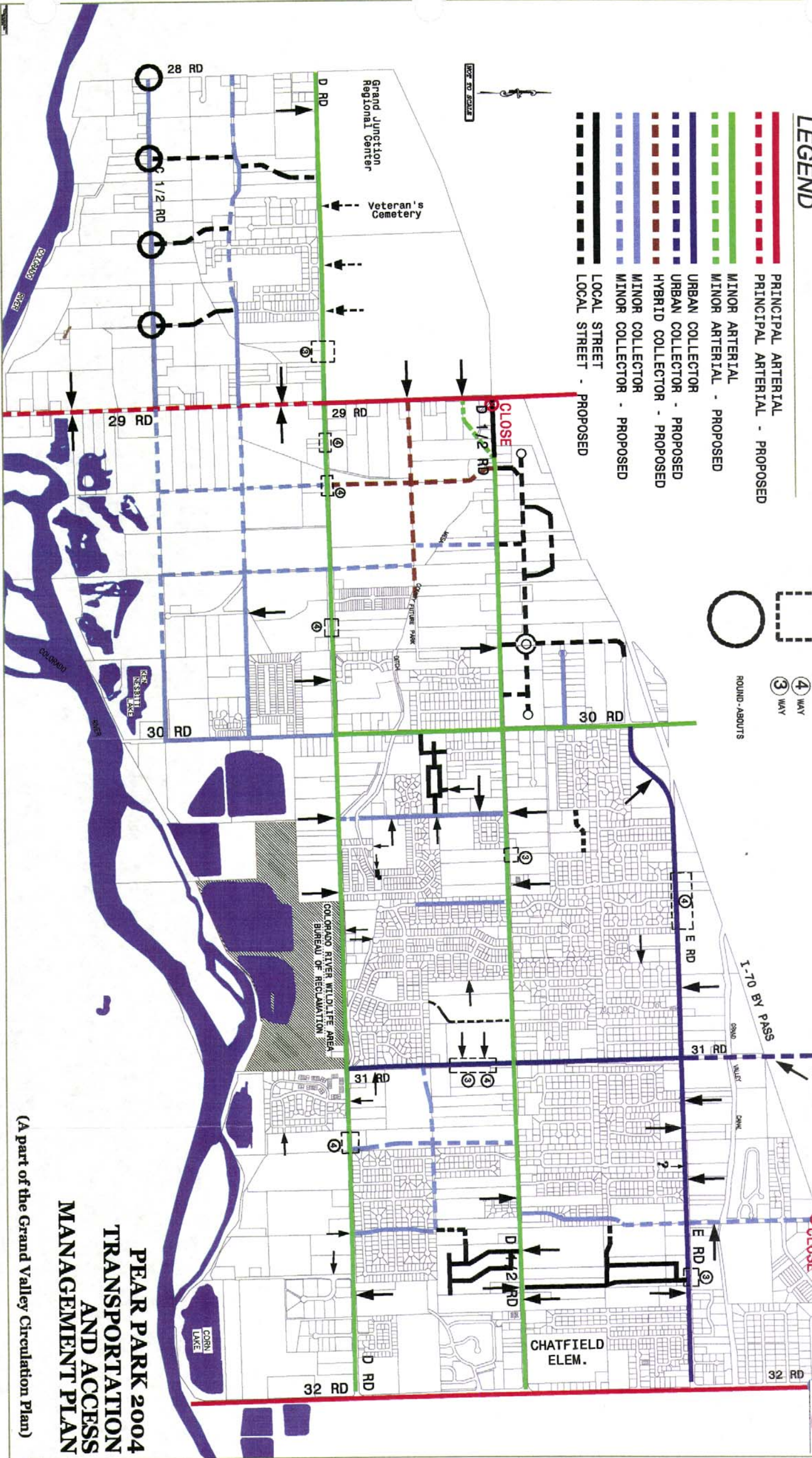
- (a) Adoption of this Pear Park Neighborhood Plan amends the Grand Valley Circulation Plan to include the Pear Park Neighborhood Transportation and Access Management Plan Map, Conceptual Local Street Network Plan Map and the Pear Park 2004 Street Cross Sections Map.
- (b) Adoption of this Pear Park Neighborhood Plan amends the Urban Trails Master Plan to include changes in the Pear Park area as adopted in this Plan as shown on the Pear Park 2004 Urban Trails Plan Map.
- (c) Amend the Urban Trails Master Plan (UTMP) as needed when school and park sites are identified and developed.
- (d) Implement the priority list of CIP projects for Pear Park.

(Res. 13-05, 1-5-05)

LEGEND

- PRINCIPAL ARTERIAL - PROPOSED
- MINOR ARTERIAL - PROPOSED
- URBAN COLLECTOR - PROPOSED
- HYBRID COLLECTOR - PROPOSED
- MINOR COLLECTOR - PROPOSED
- LOCAL STREET - PROPOSED

- FUTURE ACCESS LOCATION
- ACCESS WINDOWS
- 4 WAY
- 3 WAY
- ROUND-ABOUTS

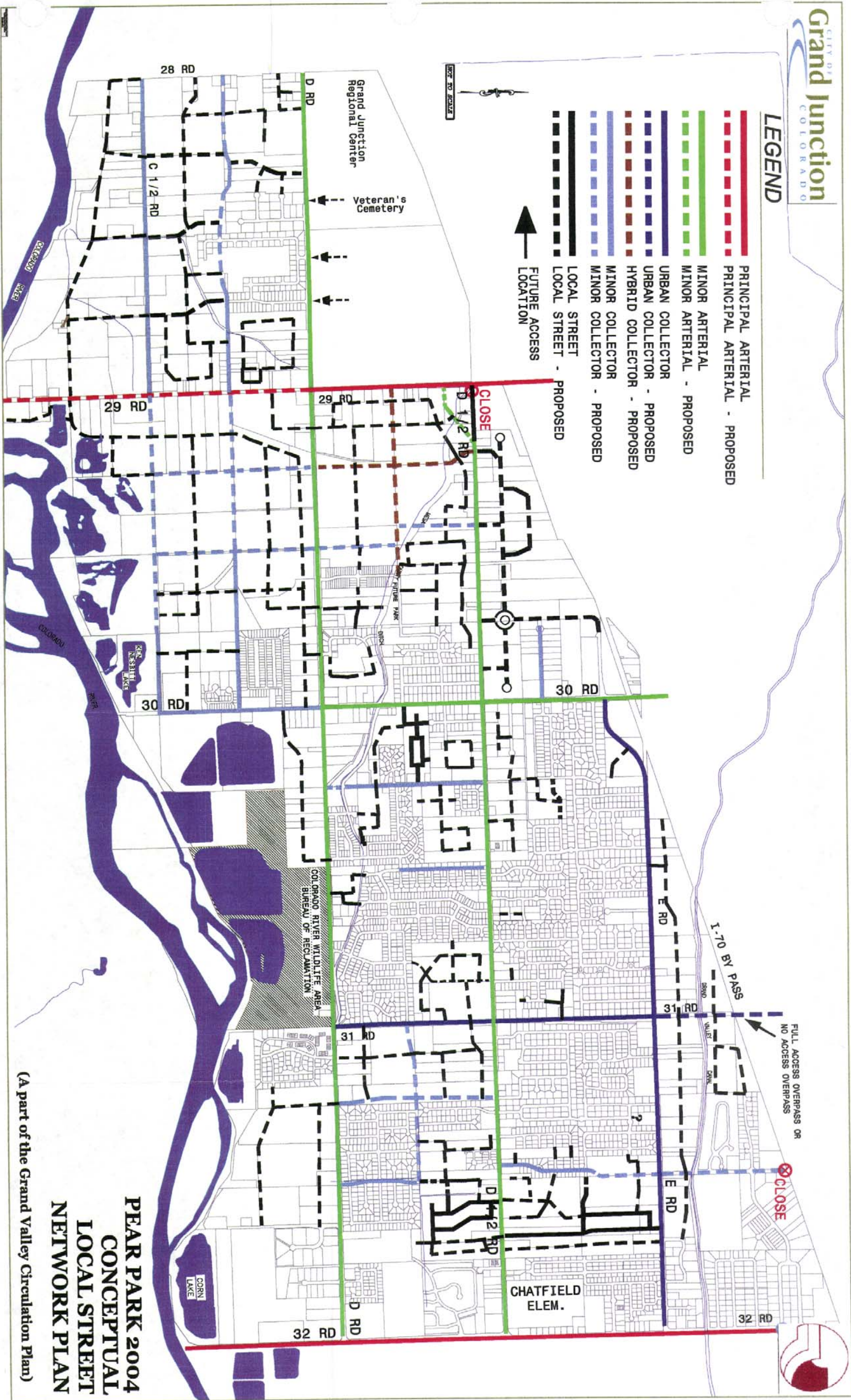


**PEAR PARK 2004
TRANSPORTATION
AND ACCESS
MANAGEMENT PLAN**
(A part of the Grand Valley Circulation Plan)

DATE: JANUARY 2004
REVISION DATE: 12/04

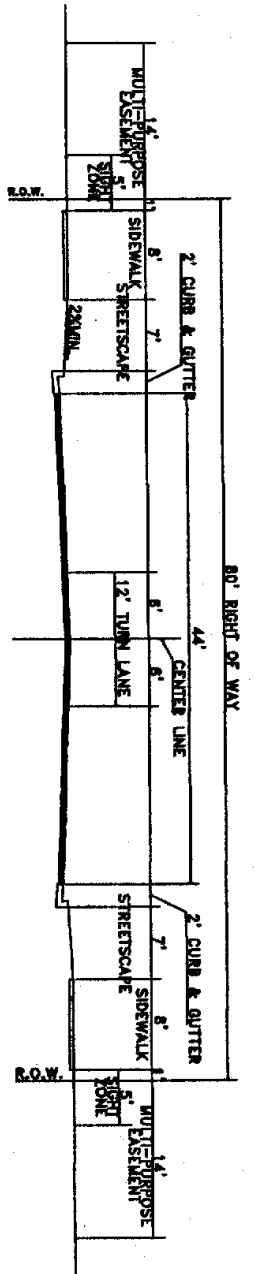
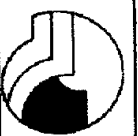
LEGEND

- PRINCIPAL ARTERIAL
- PRINCIPAL ARTERIAL - PROPOSED
- MINOR ARTERIAL
- MINOR ARTERIAL - PROPOSED
- URBAN COLLECTOR
- URBAN COLLECTOR - PROPOSED
- HYBRID COLLECTOR
- HYBRID COLLECTOR - PROPOSED
- MINOR COLLECTOR
- MINOR COLLECTOR - PROPOSED
- LOCAL STREET
- LOCAL STREET - PROPOSED
- FUTURE ACCESS LOCATION



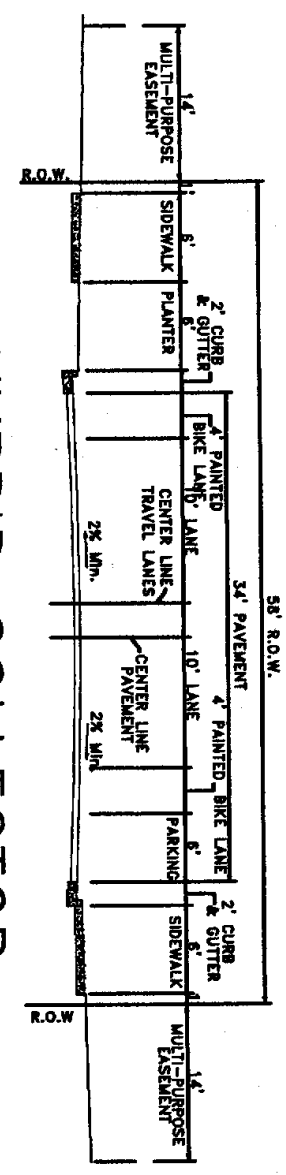
**PEAR PARK 2004
CONCEPTUAL
LOCAL STREET
NETWORK PLAN**
(A part of the Grand Valley Circulation Plan)

MAP ADAPTED FROM SECTION 10.1 OF THE GRAND VALLEY CIRCULATION PLAN
REVISION DATE 12/04/04



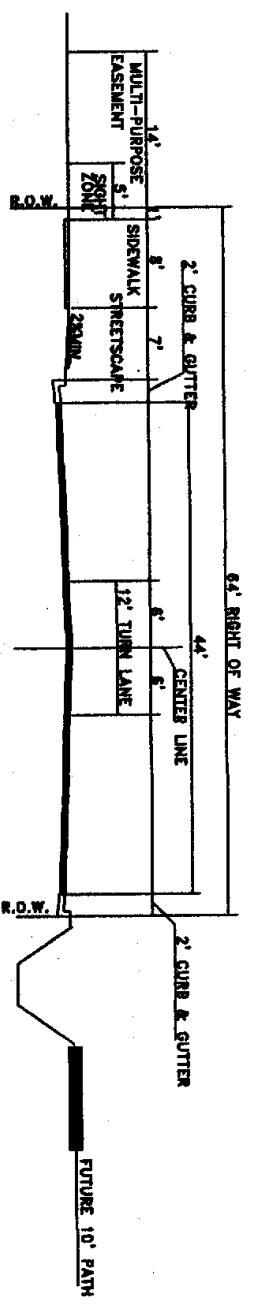
"D & D 1/2" ROAD SECTION

N.T.S.



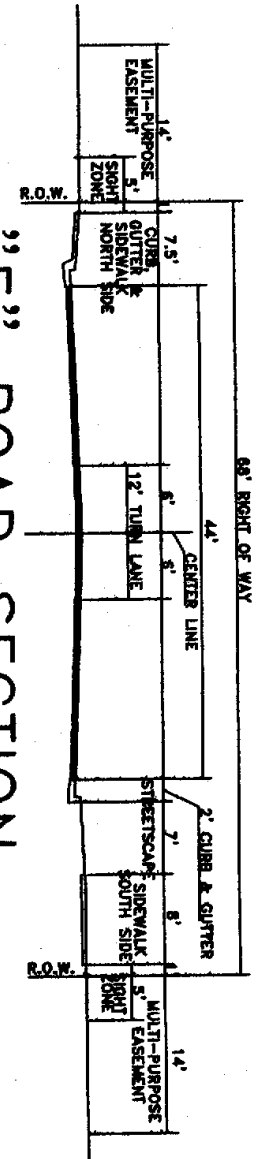
HYBRID COLLECTOR

NOTE:
ON-STREET PARKING AND DETACHED
WALK SHALL ALTERNATE EVERY BLOCK



31 ROAD SECTION

N.T.S.



"E" ROAD SECTION

N.T.S.

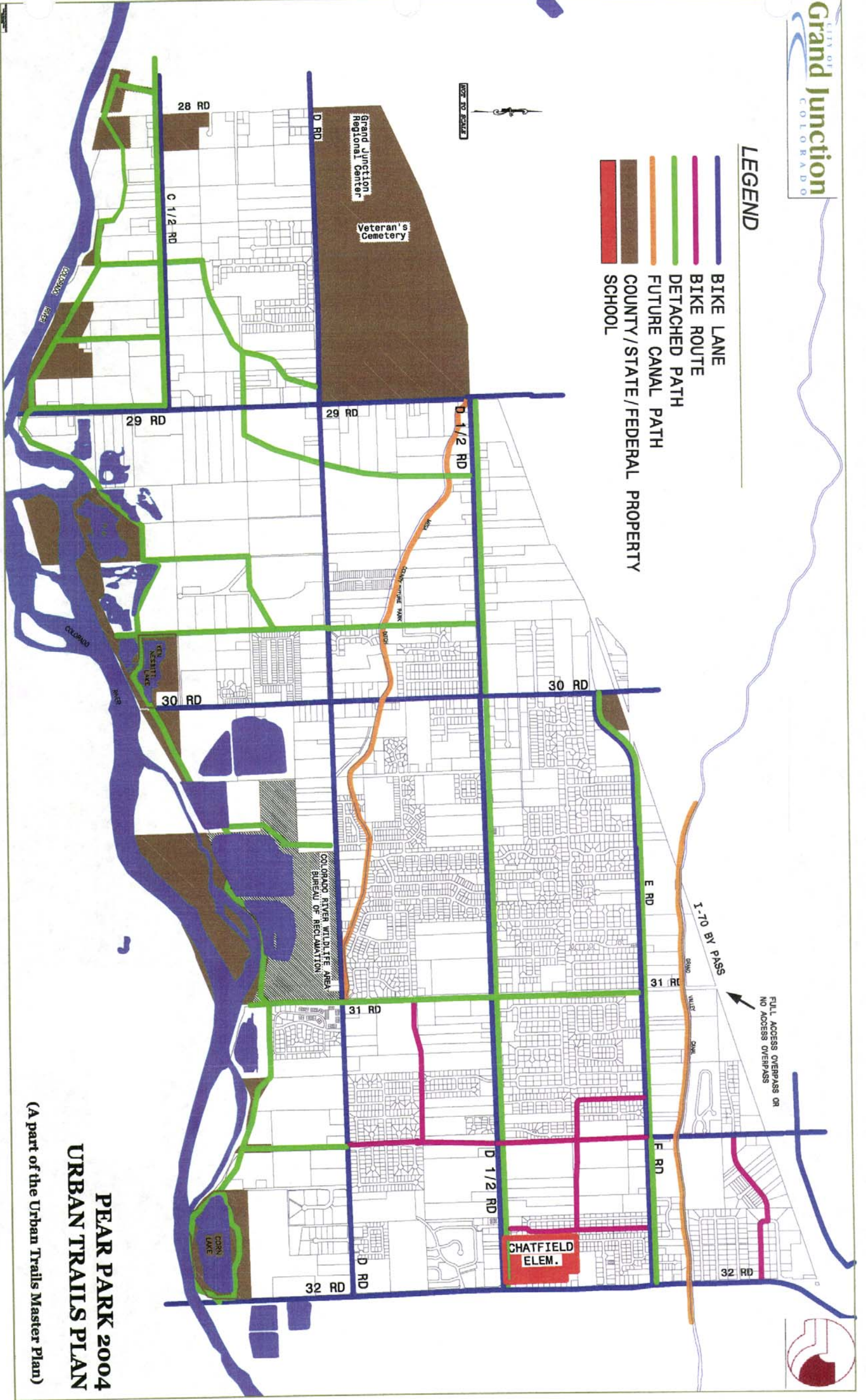
**PEAR PARK 2004
STREET CROSS SECTIONS**

(A part of the Grand Valley Circulation Plan)



LEGEND

- BIKE LANE
- BIKE ROUTE
- DETACHED PATH
- FUTURE CANAL PATH
- COUNTY/STATE/FEDERAL PROPERTY
- SCHOOL



**PEAR PARK 2004
URBAN TRAILS PLAN**
(A part of the Urban Trails Master Plan)

MAP DATE: 01/09/03; CITY OF GRAND JUNCTION, COLORADO

Chapter 37.16

SCHOOLS, PARKS AND TRAILS

Sections:

- 37.16.010 Background.
- 37.16.020 Existing parks and open space in Pear Park (public and private).
- 37.16.030 Existing parks and open space.
- 37.16.040 Neighborhood park and school service areas.
- 37.16.050 School site selection criteria.
- 37.16.060 Goals.
- 37.16.070 Implementation strategies.

37.16.010 Background.

Chatfield Elementary is the only public school in the Pear Park Planning Area. Chatfield serves residents east of 30 Road and south of E Road. The remainder of the area is within the Columbine and Fruitvale Elementary attendance areas. Students also attend East Middle School, Grand Mesa Middle School, Grand Junction High School and Central High School. Generally, Pear Park students are bussed to the schools, with the exception of those students within one mile of Chatfield Elementary. Statistics indicate the number of students attending these public schools has increased by about 275 students (five percent) for K – 12 during the past four years.



School (LRP Target Capacity)	Enrollment 2000 through 2004				% change
	2000/01	2001/02	2002/03	2003/04	
Chatfield Elementary (565)	519	537	555	578	11.4
Columbine Elementary (268)	224	221	263	244	8.9
Fruitvale Elementary (476)	529	565	520	515	(2.7)
Grand Mesa Middle (625)	643	661	666	732	13.8
East Middle (398)	436	453	450	446	2.3
Grand Junction High (1,676)	1,624	1,576	1,600	1,632	0.5
Central High (1,470)	1,544	1,596	1,652	1,650	1.7
TOTALS (5,478)	5,519	5,609	5,706	5,797	5.0

Source: Mesa Valley School District 51.

The 2003/2004 attendance was nearly six percent above the target capacity of the schools. Recent School District 51 projections indicate about 600 additional students will be in these attendance areas by the year 2013 which would be about 17 percent above the target capacity of the schools. Within the Pear Park planning area, the School District's Long-Range Planning Committee recommends that sites be identified for two additional elementary schools (10 acres each), one middle school (20 acres) and possibly one

high school (40 acres). The acreage of potential sites can be reduced by 25 to 30 percent if combined with a park/open space. For example, an elementary school and a park together could potentially fit on 15 acres. The City of Grand Junction Growth Plan and the Mesa Countywide Land Use Plan adopted in 1996 identified the desire to combine school and park sites to achieve cost savings and provide more recreational opportunities for the community. According to the Grand Junction Growth Plan and the Mesa Countywide Land Use Plan, elementary schools should be located within residential neighborhoods to minimize the need for children to cross arterial streets and to minimize the need for school busing.

The tremendous growth of the Pear Park area has left few parcels of land available to be developed for parks and schools. Developing public parks in conjunction with schools allows greater opportunity for recreational/physical activities and learning opportunities for school children.

Parks are an important quality of life aspect of a community as they provide open space for active and passive recreation, community gathering areas, accommodate athletic events and protect natural or scenic areas. Trails link residential areas with amenities in and around their immediate area.



Trails are an important component to parks as well as the overall transportation system of a community. Trails are typically defined as off-street nonmotorized routes with few road crossings that are open for bicycle and pedestrian use and sometimes equestrian use. Trails are also identified as on-street bike lanes. The City of Grand Junction and Mesa County have adopted an Urban Trails Master Plan that defines the type and locations of nonmotorized transportation corridors in the Grand Junction urban area, as well as on-street bicycle and pedestrian facilities (see Chapter 37.12 GJMC, Transportation and Access Management). Trails not only provide recreational opportunities to residents, but provide a needed transpor-

tation option for the nonmotorized public, providing connections between residential areas. Trails, along with sidewalks and bicycle lanes, should link residential subdivisions with parks and schools helping to provide safe routes to schools, reducing the need for busing children to school and lessening the need for parents to drive children to school.

(Res. 13-05, 1-5-05)

37.16.020 Existing parks and open space in Pear Park (public and private).

Name	Location	Type	Size	Owner	Amenities
Colorado River State Park – Corn Lake Section	32 Road and the Colorado River	State Park	41 acres	State of Colorado	Lake/picnic area/boat launch and landing/trails
Colorado River Wildlife Refuge Area	31 Road and D Road	State Park	141 acres	Federal (Bureau of Reclamation)	Limited public access. Wildlife view area/trails
Colorado River State Park River Trail	30 Road to 32 Road	State Park	20 acres	State of Colorado	Paved pedestrian/bike trail
Chatfield Sports Complex (operated by Grand Mesa Youth Soccer Association)	3188 D 1/2 Road	Soccer Complex	10 acres	School District 51	Soccer Fields (adjacent playground with elementary school)
Grove Creek HOA Park	North side of subd at D 1/2 Road	Homeowners' Association	1.5 acres	Homeowners' Association	Grass (open space)
Meadowvale Subdivision HOA Park	D Road and Alamo Street	Homeowners' Association	2.8 acres	Homeowners' Association	Picnic area, playground, grass (open space)
Midlands Village HOA Park	Nottingham Drive and 32 Road	Homeowners' Association	1 acre	Homeowners' Association	Trails, grass (open space)
Wedgewood Subdivision HOA Park	D Road and Wedgewood Avenue	Homeowners' Association	1.3 acres	Homeowners' Association	Picnic area, playground, basketball court, grass (open space)
Flint Ridge Neighborhood Park	D 1/4 Road and Marianne Drive	Neighborhood Park	3 acres	City of GJ	Undeveloped
Willowwood Mobile Home Park	30 Road and D Road	Homeowners' Association	3 acres	Homeowners' Association	trails, basketball court, grass (open space)
Cherokee Village	Seminole Court	Homeowners' Association	0.15 acre	Homeowners' Association	Picnic area, grass (open space)
Cimarron East	Margi Court	Homeowners' Association	0.5 acre	Homeowners' Association	Picnic shelter, grass (open space)
Orchard View	Alegre Court	Homeowners' Association	0.5 acre	Homeowners' Association	Undeveloped
Cherokee Village West	Osage Circle	Homeowners' Association	0.3 acres	Homeowners' Association	Open space
Parkwood Estates No. 3	Morning Dove	Homeowners' Association	1 acre	Homeowners' Association	Open space
Ironwood	30 1/4 Road and Colorado Ave.	Homeowners' Association	1.1 acres	Homeowners' Association	Open space

(Res. 13-05, 1-5-05)

37.16.030 Existing parks and open space.

Existing park facilities and trails include the Corn Lake section of Colorado River State Park at 32 Road, access points along the river, eight-foot wide concrete trails and equestrian paths along the stretch between 30 and 32 Roads, all owned and maintained by the State of Colorado State Parks. The current focus of State Parks is on gaining nonmotorized access along the river between 27 1/2 to 30 Road for additional trails and interconnectivity. Some property owners have indicated they are hesitant to allow trail access through their property. The State's response is that it will not condemn any land to gain access, but will work with property owners to find alternate routes in those areas along the river. Many of the exist-



Colorado River State Park

ing State Park facilities have been designed to accommodate a multitude of users including pedestrians, bicycles and horses. Future trails and paths would be designed to provide the same or similar amenities.



Wedgewood HOA Park

There are a few private parks owned by local homeowner associations. Some of these parks are simply open space grassy areas. Others, like Wedgewood Park, have playground equipment that was funded by Mesa County lottery funds.

Trails are very much needed throughout the planning area to link parks, schools and residential subdivisions. More connections to the riverfront trail, as well as links between other trails are needed. 28 3/4 Road was identified as a possible connection to the Colorado River trail. Parking areas for the river trail are also needed.

(Res. 13-05, 1-5-05)

37.16.040 Neighborhood park and school service areas.

This Plan provides for parks in the Pear Park neighborhood by identifying park service areas, establishing the type and size of parks needed, and identifying major urban trail corridors through and to these park service areas, other areas of Pear Park and other neighborhoods in Grand Junction and Mesa County. As land for parks and schools is identified and secured, trail linkages will need to be planned.

The Grand Junction Parks Master Plan and Mesa County's East Valley Parks Plan identified the need for four neighborhood parks (three to 10 acres) and one community park (10 to 20 acres) for the Pear Park neighborhood. The following table from the previous plans defines those types of parks as well as two other types of parks that may be privately or publicly built in the Pear Park neighborhood.

Park Type	Size Range	Service Area	Key Features: (May contain one or more of the following)
Mini	1/4 to 3 acres	1/4 mile radius	Open play area, playground, picnic tables, fronts on one or more streets
Neighborhood	3 to 10 acres	1/2 mile radius	Open turf area, picnic area/pavilion, playground, walking path, softball/baseball fields, tennis courts, basketball court
Community	10 to 20 acres	2 mile radius	Softball/baseball complex, restrooms, parking lot, open play fields, playground, tennis courts, basketball courts, picnic pavilion, walking paths, natural area, water feature, swimming pool, regional trail connections
Regional	40+ acres	10 mile radius	Lighted sport complexes, recreation/community center, and/or significant natural areas with natural recreation (hiking/biking trails), large complex

In addition, the School District 51 Long-Range Planning Committee identified the future need for two additional elementary schools, one middle school and possibly a high school in the Pear Park neighborhood. With the above information, the following needs were identified through a review of existing plans, an inventory of existing parks and trails, meetings with officials from the School District, State Parks, City and County planners and input from residents gathered from the Pear Park Open House held on March 30, 2004, at the Pear Park Baptist Church.

The Pear Park Neighborhood Parks and Schools Map at the end of this chapter identifies the parks and schools needs for each service area as listed below.

- (a) West Pear Park. The population density at build-out for this area is projected to be less than the other areas. West Pear is designated at a density of two to four units on the Growth Plan versus four to eight units in the other three areas, except the State property consisting of 151 acres which is designated as “public.” Generally school sites are most suitable east of 29 Road.

The need for an elementary school is not anticipated for this area; therefore a neighborhood park would be a stand-alone amenity in West Pear Park. In addition, there is the potential for passive recreation along the river, in conjunction with the Colorado State Park River Trail. A connection to the river trail is needed somewhere between 28 1/2 Road and 28 3/4 Road.

- (b) Flintridge Pear Park. The school needs in this area include an elementary school and middle school, both of which could be combined with needed park sites. It could also be an area for a high school.

The City owns a three-acre parcel in the Flintridge subdivision that could be expanded for a neighborhood park. The needed neighborhood park could also be combined with a future elementary school site. The gravel pits south of D Road could be a future location for a middle school and community park. A high school site could also be located in this area and could be combined with a park.



Flintridge Park Land

- (c) Central Pear Park. One neighborhood park and one elementary school are needed in this area and a middle school could also be located in this area if a large enough site is obtained. This area of Pear Park has very little vacant land remaining that could accommodate parks and schools. It is imperative that land be secured as soon as possible.
- (d) Chatfield Pear Park. Chatfield Elementary School is already serving this area, but providing the additional two elementary schools in the other service areas of Pear Park will relieve the enrollment pressures on Chatfield. A neighborhood park is still needed. Chatfield Elementary School could be expanded and further developed to provide more park land. A regional park has also been identified as optional for this area, but may not be needed with the current development of Long Park, a new regional park located near 31 Road and E 1/2 Road, next to Central High School.



Chatfield Soccer Complex

(Res. 13-05, 1-5-05)

37.16.050 School site selection criteria.

The following criteria should be used in the selection of sites for schools:

- (a) Central location – walkable for majority of students within the service areas, minimizing bussing;
- (b) Locate elementary schools on local streets with good connections to collector roads;
- (c) Combine school/park sites;
- (d) Maximize trails/sidewalk access;
- (e) Availability of public utilities;
- (f) Avoiding proximity to hazard areas, i.e., railroads, ditches, canals, etc.;
- (g) Appropriate surrounding zoning;
- (h) Analysis of existing site conditions for ease and efficient construction.

(Res. 13-05, 1-5-05)

37.16.060 Goals.

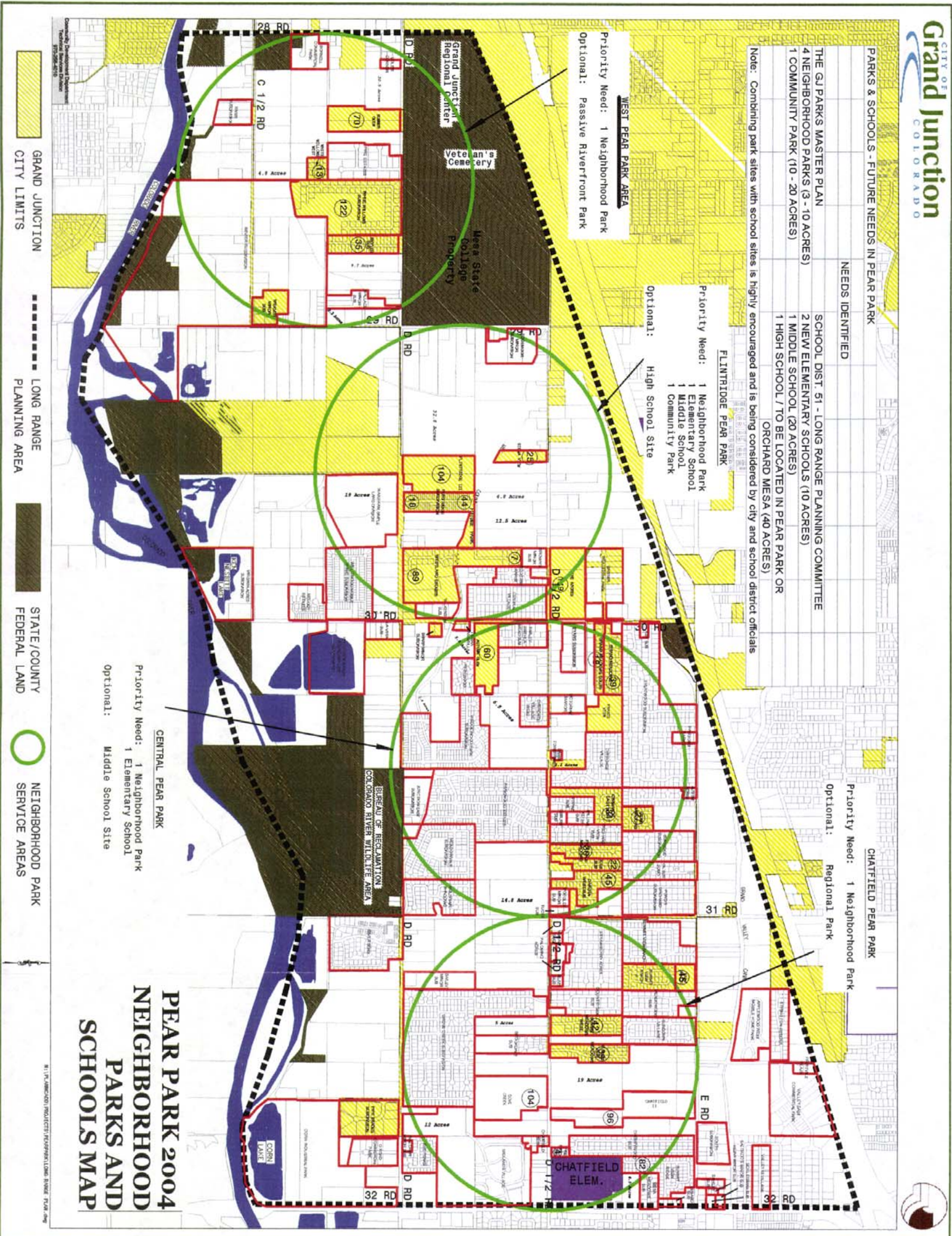
- (a) Provide adequate public school and park sites to serve the Pear Park residents as identified on the Pear Park Neighborhood Parks and Schools Map.
- (b) Schools and parks sites should be co-located and parks jointly developed by the City, County and School District for the benefit of all residents.
- (c) Provide off-street trail connections between residential areas, parks and schools.
- (d) Complete the Colorado River State Park Parks trail system through Pear Park.
- (e) Increase recreational opportunities in the Colorado River corridor.

(Res. 13-05, 1-5-05)

37.16.070 Implementation strategies.

- (a) The City and County will work with School District 51 to identify and purchase land for future school sites using the Pear Park Neighborhood Parks and Schools Map in this Plan and school site selection criteria. Options to purchase and/or rights of first refusal should be negotiated as soon as possible.
- (b) The School District will establish the priority of which area (Flintridge Pear Park or Central Pear Park) should have the next elementary school constructed.
- (c) Update the School Land Dedication fee collected by the City and County in lieu of land dedication and tie the fee to the Consumer Price Index.
- (d) New trail linkages will be planned and built to provide access to future park and school sites to implement the Urban Trails Master Plan.
- (e) The City of Grand Junction, Mesa County and/or State Parks should construct additional recreational facilities in the Colorado River Corridor.
- (f) The Colorado River State Parks trail system will be extended from 30 Road to 27 1/2 Road.
- (g) Construct trails as identified on the Urban Trails Plan to link the Colorado River Trail to residential areas within Pear Park.

(Res. 13-05, 1-5-05)



PARKS & SCHOOLS - FUTURE NEEDS IN PEAR PARK

- NEEDS IDENTIFIED**
- THE GJ PARKS MASTER PLAN
 - 4 NEIGHBORHOOD PARKS (3 - 10 ACRES)
 - 1 COMMUNITY PARK (10 - 20 ACRES)
- SCHOOL DIST. 51 - LONG RANGE PLANNING COMMITTEE**
- 2 NEW ELEMENTARY SCHOOLS (10 ACRES)
 - 1 MIDDLE SCHOOL (20 ACRES)
 - 1 HIGH SCHOOL / TO BE LOCATED IN PEAR PARK OR ORCHARD MESA (40 ACRES)

Note: Combining park sites with school sites is highly encouraged and is being considered by city and school district officials

WEST PEAR PARK AREA

Priority Need: 1 Neighborhood Park
Optional: Passive Riverfront Park

FLINTRIDGE PEAR PARK

Priority Need: 1 Neighborhood Park
1 Elementary School
1 Middle School
1 Community Park
Optional: High School Site

Priority Need: 1 Neighborhood Park
Optional: Regional Park

CENTRAL PEAR PARK

Priority Need: 1 Neighborhood Park
1 Elementary School
Optional: Middle School Site

**PEAR PARK 2004
NEIGHBORHOOD
PARKS AND
SCHOOLS MAP**

- GRAND JUNCTION CITY LIMITS
- LONG RANGE PLANNING AREA
- STATE/COUNTY FEDERAL LAND
- NEIGHBORHOOD PARK SERVICE AREAS

8.11.04 (AMENDED) PROJECT REVISIONS/ISSUE TRACKING SHEET

Chapter 37.20

COMMUNITY IMAGE/CHARACTER

Sections:

- 37.20.010 Background.
- 37.20.020 Goals.
- 37.20.030 Implementation strategies.

37.20.010 Background.



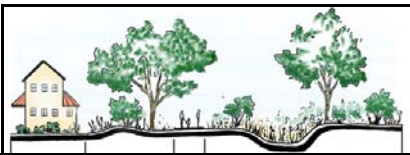
The Pear Park neighborhood heritage includes the original fruit tracts that were marketed in the 1890s and the resulting farmsteads. It also contains the Old Spanish Trail north bank crossing of the Colorado River and the former home of the Teller Institute, also known as the Indian School. Historic structures, as well as the landscape itself, create a unique image for Pear Park.

As this area urbanizes, it is important to retain some elements of the historic architecture and landscape. Also important is creating high quality development in terms of site planning and architectural design for both residential and commercial projects. Public comments regarding residential design included suggestions to implement design standards for residential development that would allow for diversity in design, require higher quality, require some minimal landscaping and minimize the “garage-scape” appearance that is common in many subdivisions.



Commercial signage should be allowed in a way that does not detract from surrounding residential areas. Comments received from the public at an open house included the preference that signage be less obtrusive, such as monument signs rather than pole signs and billboards.

The presence of cell towers and related technologies need to be sized and sited in a way that is respectful of a neighborhood environment. Night lighting was not expressed as a concern by the public; people were more concerned about having enough lighting for security. Ditch corridors can be a special feature and amenity of the neighborhood and can help to improve the quality of stormwater runoff in the area.



In addition, public improvements should establish this quality within the public realm, including roadway design and open space areas. High-quality development should be carried over to private sites by establishing and applying design standards and guidelines.

(Res. 13-05, 1-5-05)

37.20.020 Goals.

- (a) Establish drainage facilities to be a special feature/amenity of the neighborhood and to improve the quality of stormwater runoff.



- (b) Achieve high quality development in Pear Park in terms of public improvements, site planning and architectural design.
- (c) Minimize visual clutter along corridors.
- (d) Celebrate the heritage of the Pear Park area with the use of historic design elements.
- (e) Create an identity for the Pear Park neighborhood through the use of gateway treatments.

(Res. 13-05, 1-5-05)

37.20.030 Implementation strategies.

- (a) Adopt an overlay zone district for the business and commercial zone districts that minimizes the number and size of signs and includes architectural and site design standards that heighten the requirements for quality and compatibility.
- (b) Adopt design standards for residential development that encourage mixed densities and innovative designs that minimize “garage-scape” streets.
- (c) Identify key architectural and landscape elements that define the historic aspects of Pear Park and integrate those elements into the design standards and guidelines for residential, business/commercial and institutional uses.
- (d) Encourage the preservation and adaptive re-use of historic structures.
- (e) Prohibit billboards (off-premise signs) in the Pear Park neighborhood.
- (f) Adopt street sections that provide safe access for all modes of transportation and incorporate medians and tree lawns wherever possible.
- (g) Maintain and enhance ditches, canals and drainage facilities to be special features and amenities of the neighborhood and to improve the quality of stormwater runoff.
- (h) Design and install “gateway” features at D Road and 28 Road, 29 Road and the river, 29 Road and the proposed viaduct, 30 Road and the underpass, and 32 Road and D, D 1/2 and E Roads.
- (i) Reduce the height of the existing cell tower, located at C 1/2 Road east of 28 Road, in accordance with the requirements of the existing Mesa County Conditional Use Permit.

(Res. 13-05, 1-5-05)

Chapter 37.24

LAND USE AND GROWTH

Sections:

- 37.24.010 Background.
- 37.24.020 Existing agricultural uses/nonconforming uses.
- 37.24.030 Annexation.
- 37.24.040 Changes to the Future Land Use Map.
- 37.24.050 Regional Center/Mesa State College property.
- 37.24.060 Goals.
- 37.24.070 Implementation strategies.
- 37.24.080 Pear Park neighborhood special study areas, 2005 – Planning process.

37.24.010 Background.

Since the original adoption of the Future Land Use Map in 1996 by the City of Grand Junction and Mesa County, various changes to the map have occurred in Pear Park with the latest changes occurring in 2003. Because the map was updated just a year ago, this neighborhood planning process studied only a few select areas for possible changes. These areas were identified by the City of Grand Junction and Mesa County Planning Commissions at the 2003 Future Land Use Map update.

Sewer, water, and all other utilities and urban services are planned for or are available in the Pear Park area. As a result, the entire Pear Park neighborhood has been designated for urban uses except that area located near the Colorado River where potential flooding and other environmental issues limit development potential.

A majority of the Pear Park neighborhood is recommended for residential uses. Much of the area is designated “Residential Medium” with densities between four to eight dwelling units per acre and “Residential Medium Low” with densities of two to four units per acre. South of C 1/2 Road and south of D Road, east of 30 Road in an area generally located within the 100-year floodplain zone, the Future Land Use Map shows an “Estate” classification which provides for much lower residential density of two-acre lots or larger; and the “Conservation” land use classification, which requires a minimum of five acres per residential lot. “Commercial/Industrial” uses are recommended for the areas north of Corn Lake along 32 Road, the east side of 28 Road and the Perkins Drive area (east of 31 1/2 Road) located in the northeast section of Pear Park. A large Neighborhood Commercial area approximately 20 acres in size is designated at the southeast corner of 29 Road and D Road. For all land use categories and locations, refer to the Future Land Use Study Area Map.

(Res. 13-05, 1-5-05)

37.24.020 Existing agricultural uses/nonconforming uses.

The Future Land Use Map does not always reflect current zoning or existing land uses. For example, there are many agricultural uses in the Pear Park area on land currently zoned for residential uses. These agricultural operations are permitted to continue. Land uses deemed legal when they were established are allowed to continue as long as they are not discontinued for a period of time or significantly changed or expanded as defined in City and County codes.

(Res. 13-05, 1-5-05)



Agricultural Lands

37.24.030 Annexation.

The 1998 Persigo Agreement between the City of Grand Junction and Mesa County defines how and when the City annexes new areas into the City limits generally west of the Clifton Sanitation boundary (between 31 and 32 Roads). Annexation of unincorporated areas of Mesa County into the City of Grand Junction only occurs under circumstances as described in the inset to the right.

The City and County have agreed to jointly develop incentives to encourage annexation. Examples of these incentives once they are fully developed, funded and implemented may include parks, fire stations and/or road improvements.

(Res. 13-05, 1-5-05)

WHEN IS A PROPERTY ANNEXED INTO THE CITY OF GRAND JUNCTION?

- An existing subdivision where a majority of property owners are requesting the annexation. In this case, the entire subdivision is annexed.
- A development is proposed requiring annexation under the terms of the 1998 Persigo Agreement (i.e., major subdivision, new commercial development, etc.).
- An area is entirely enclaved by other parcels (not road right-of-way) that are annexed into the City of Grand Junction. In this case, the area within the enclave will be annexed within five years of the enclave being formed and no sooner than three years under Colorado State law.

37.24.040 Changes to the Future Land Use Map.

In 2003, four of the following areas (Areas 1 through 4) in the Pear Park neighborhood were identified as requiring further study for potential changes to the Future Land Use Map. The various options listed and identified as part of this planning process were derived from a focus group, an advisory committee of various service providers in the Pear Park area and City and County Staff. Area 5 is an area identified by the Bureau of Reclamation, needing a land use map change from “Park” to “Conservation.”

- (a) Area 1. North side of D 1/2 Road between 29 and 30 Roads. The objective of Area 1 is to eliminate split land use classifications on individual properties north of D 1/2 Road between 29 Road and 30 Road. Currently, many of the properties have a Commercial/Industrial land use classification on the northern portion of the properties and a residential land use classification on the southern portion. The study area also includes other properties within this area that would be directly affected by any changes to the Future Land Use Map. A majority of the affected landowners have stated they would prefer the western portion and along D 1/2 Road in the study area be designated as residential. There were no changes considered for the northeast corner of Area 1.

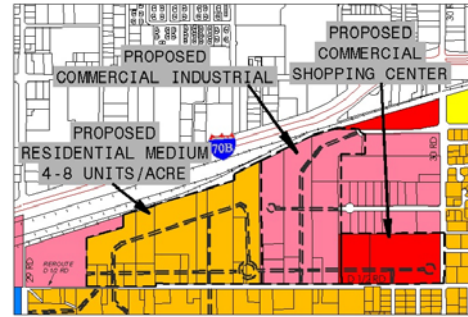
- (1) Option 1 – Includes proposed residential four to eight units per acre along the north side of D 1/2 Road, with commercial/industrial north of the residential.
- (2) Option 2 – Includes proposed residential four to eight units per acre north of D 1/2 Road and west of 29 1/2 Road and commercial/industrial east of 29 1/2 Road and north of D 1/2 Road with neighborhood commercial at the northwest corner of D 1/2 and 30 Roads.



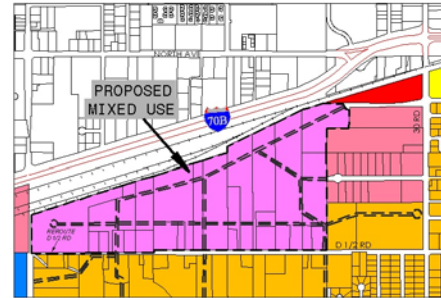
- (3) Option 3 – Includes residential four to eight units per acre west of 29 1/2 Road and south of the railroad tracks. The area east of 29 1/2 Road and north of the residential remain commercial/industrial. **Option 3 is the preferred alternative and is being recommended for adoption.** (See Future Land Use Changes Map at the end of this chapter.)
- (4) Option 4 – Includes proposed mixed use from 29 Road to 29 3/4 Road, north of D 1/2 Road. This option would make the area mixed use, allowing for various residential and commercial uses. Standards for the mixed use category would have to be proposed and adopted through a separate rezoning process.

- (b) Area 2. Southeast Corner of D and 29 Roads. Area 2 is being considered for additional commercial and higher density residential adjacent to the existing commercial area. The City's Growth Plan and the Mesa Countywide Land Use Plan recommend providing for a variety of densities and housing types dispersed throughout the City and the urban area.

There is currently only one small area along 32 Road and Hill Avenue that is designated higher density in Pear Park. In addition, this area would be a logical transitional area between low density residential to the east and the commercial area to the west. Creating a commercial area too large will have regional economic implications. Creating a mixed use district for this area may be difficult due to the size and shape of existing parcels. A Residential Medium-High designation (eight to 12 units per acre) would allow for Residential Office (RO) zoning to be considered. RO zoning allows small scale office uses that have strict architectural control.



OPTION 2



OPTION 4

- (1) Option 1 – Commercial and mixed use for the entire area between C 1/2 Road and D 1/2 Road, both sides of 29 Road.
- (2) Option 2 – Increase commercial designation for the area east and south of the commercial area.
- (3) Option 3 – Increase density from residential medium (four to eight units per acre) to residential medium high (eight to 12 units per acre) for the area east and south of the commercial area. **Option 3 is the preferred alternative and is being recommended for adoption.** (See Future Land Use Changes Map at the end of this chapter for this option.)

- (c) Area 3. South of E Road and east of 30 Road. The two vacant parcels at the northeast corner of E Road and 30 Road are separated from the rest of the area by major roadways and the railroad. The isolation of these two parcels and proximity to the railroad tracks makes the current land use designation of two to four dwelling units per acre (Residential Medium Low) not desirable. The three parcels on the south side of E Road are also being considered for change.



- (1) Option 1 – Commercial on the northeast corner of E and 30 Roads. **Option 1 is the preferred alternative and is being recommended for adoption.** (See Future Land Use Changes Map at the end of this chapter for this option.)
- (2) Option 2 – Increase commercial area to include both sides of E Road east of 30 Road.

- (d) Area 4. South of D 1/2 Road and West of 31 Road.

This neighborhood plan also examined the need for adequate neighborhood shopping areas that will serve Pear Park. Two areas were considered. The first area is located at the northwest corner of 30 Road and D 1/2 Road and the second area is at the southeast corner of 31 Road and E Road. **This second area is the preferred alternative and is being recommended for adoption.** (See Future Land Use Study Area Map at the end of this chapter for this option.)



- (e) Area 5. The Colorado River Wildlife Area. The Colorado River Wildlife Area and the Orchard Mesa Wildlife Area are located north and south of the Colorado River between 30 and 31 Roads and immediately south of D Road (see Chapter 37.36 GJMC, Environmental Resources River Corridor). This land owned by the Bureau of Reclamation is developed and managed for the preservation of permanent wildlife habitat along the Colorado River. The majority of the property is closed to the public year-round for wildlife protection. The use on the property is “conservation,” therefore

the current “Park” land use designation as shown on the Future land Use Map is not appropriate. **The change to “Conservation” for the wildlife area is being recommended for adoption.** (See Future Land Use Changes Map at the end of this chapter for this option.)

(Res. 13-05, 1-5-05)

37.24.050 Regional Center/Mesa State College property.

Mesa State College owns a large area of undeveloped land at the northwest corner of 29 Road and D Road. At this time there are no public plans for this site. The Grand Junction Regional Center, owned and operated by the State of Colorado, has some surplus property immediately west of the Mesa State College property.

(Res. 13-05, 1-5-05)

37.24.060 Goals.

- (a) Eliminate split land use categories on individual properties along the north side of D 1/2 Road.
- (b) Provide for adequate neighborhood commercial areas that will serve the Pear Park neighborhood.
- (c) Establish areas of higher density to allow for a mix in housing options.

(Res. 13-05, 1-5-05)

37.24.070 Implementation strategies.

- (a) Adopt the recommended Future Land Use Map changes as shown on the Future Land Use Study Area Map.

Area 1	Option 3
Area 2	Option 3
Area 3	Option 1
Area 4	Designate SE corner of 31 and E Roads Commercial.

- (b) Adoption of this Pear Park Neighborhood Plan amends the Future Land Use Map land use designation from “Park” to “Conservation” for the Bureau of Reclamation property preserved for the Colorado River Wildlife Area and the Orchard Mesa Wildlife Area.
- (c) Based on the adoption of the Pear Park Neighborhood Plan by the Mesa County Planning Commission and the recommendation for adoption by the City Planning Commission, future study of two areas for potential changes to the Future Land Use Map shall be conducted in the first quarter of 2005 and brought back to both Planning Commissions by April/May 2005. The areas to be further studied are:
 - (1) Teller Court Area – located west of 30 Road.
 - (2) D Road Area – located south of D Road to the river, between 30 Road and 32 Road.

(Res. 13-05, 1-5-05)

37.24.080 Pear Park neighborhood special study areas, 2005 – Planning process.

The special areas planning process (see GJMC 37.24.070(c)) began in January 2005. Public input was solicited at two focus group meetings, a public open house, individual meetings with property owners upon request and written comments, phone calls, e-mail and personal communications. The public open house held February 22, 2005, was well attended by approximately 120 people. Notice of the open house was mailed to every property owner in the planning area (approximately 4,600) announcing the topic

areas of discussion. On March 31, 2005, a joint City County Planning Commission public hearing was held for consideration of the special study areas adoption.

On April 20, 2005, Grand Junction City Council adopted changes to the Future Land Use Map for the two study areas as noted below (see map at the end of this chapter):

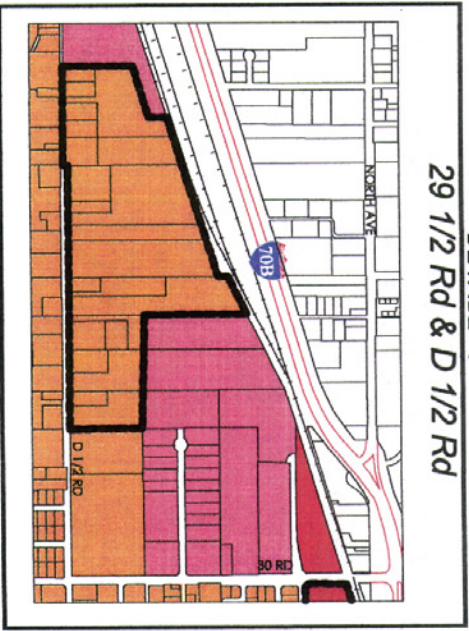
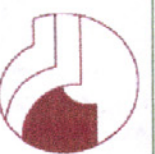
- (a) Teller Court Special Study Area Future Land Use Map. Approved changes to the Future Land Use Map to reflect the following:

Changing the Future Land Use Map to Industrial for the entire parcel located at 489 30 Road and for only that area located within the study area for the following two parcels, the northern approximate half of the parcel at 2968 D 1/2 Road and the northern approximate three quarters of the parcel at 2991 Teller Court.

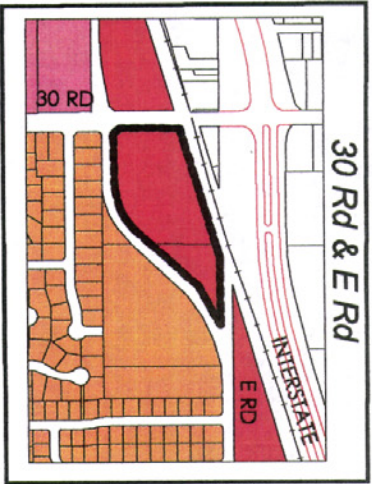
- (b) D Road (Between 30 and 32 Roads, South Side) Special Study Area Future Land Use Map. Approved changes to the Future Land Use Map to reflect the following for subareas A, B, C, D, E and F:

- (1) Subarea A. From "Estate" to "Residential Medium."
- (2) Subarea B. From "Estate" to "Residential Low" (Note: The Mesa County Planning Commission approved this area as "Residential Medium").
- (3) Subarea C. From "Estate" to "Residential Medium."
- (4) Subarea D. From "Conservation" and "Estate" to "Residential Medium-Low."
- (5) Subarea E. From "Estate" and "Park" to "Conservation."
- (6) Subarea F. From "Estate" and "Park" to "Conservation."

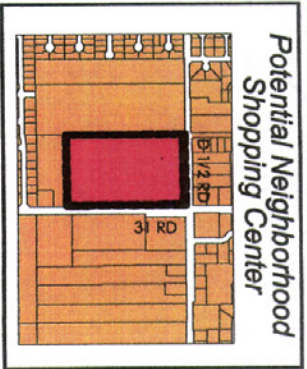
(Res. 71-05, 4-20-05)



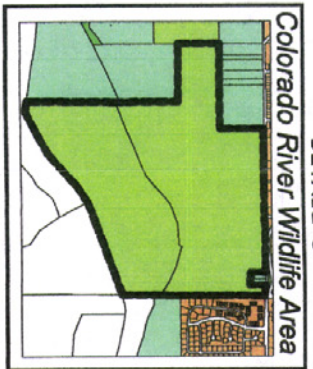
DETAIL 1
29 1/2 Rd & D 1/2 Rd



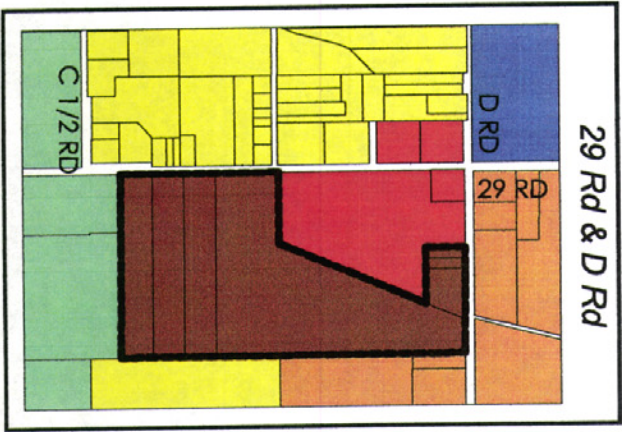
DETAIL 3
30 Rd & E Rd



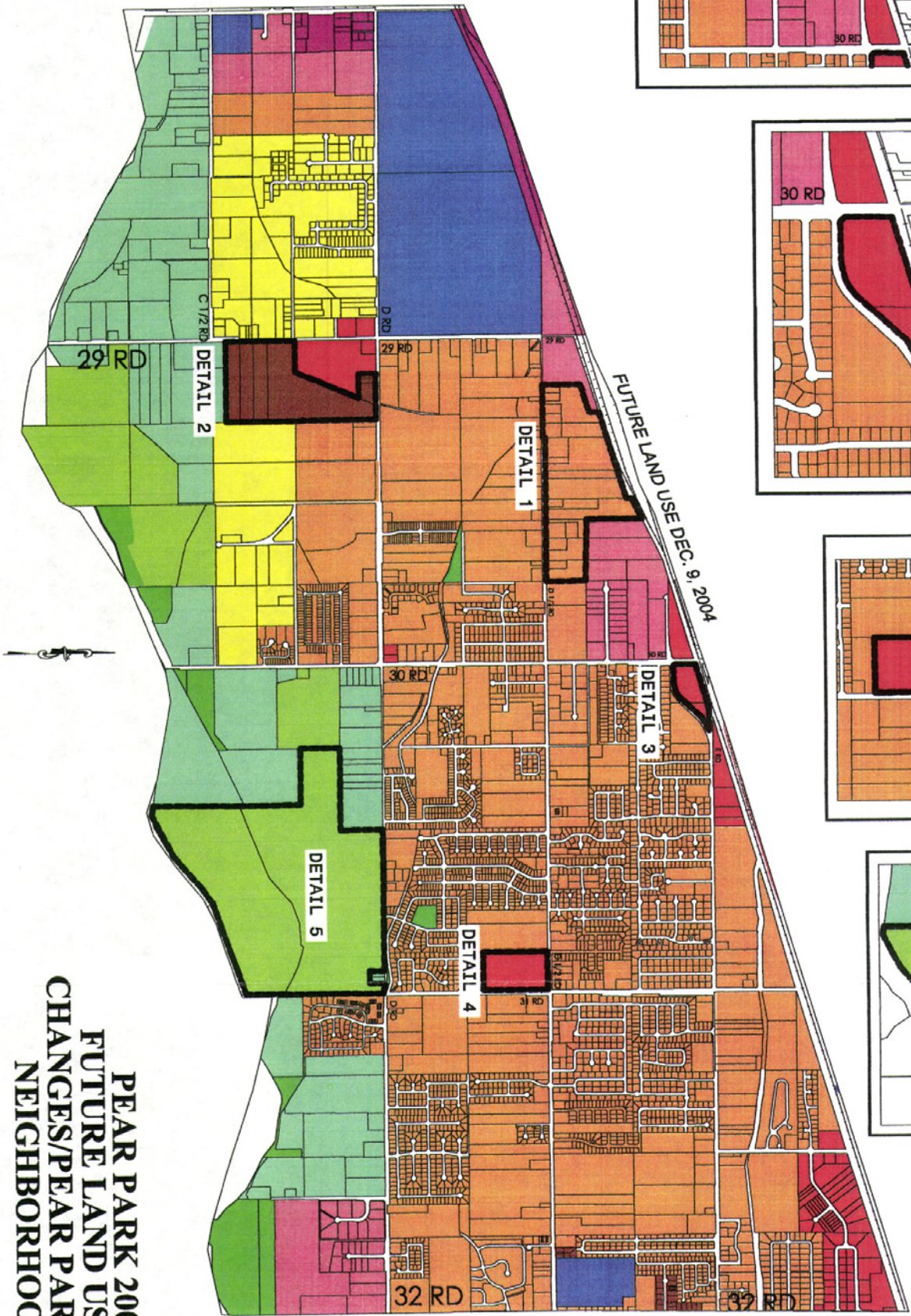
DETAIL 4
Potential Neighborhood
Shopping Center



DETAIL 5
Colorado River Wildlife Area



DETAIL 2
29 Rd & D Rd



**PEAR PARK 2004
FUTURE LAND USE
CHANGES/PEAR PARK
NEIGHBORHOOD**

LEGEND

- Estate
- Residential Med. Low
- Residential Med. High
- Commercial
- Commercial/Industrial
- Industrial
- Conservation
- Public
- Park
- Mixed Use
- Detail Area



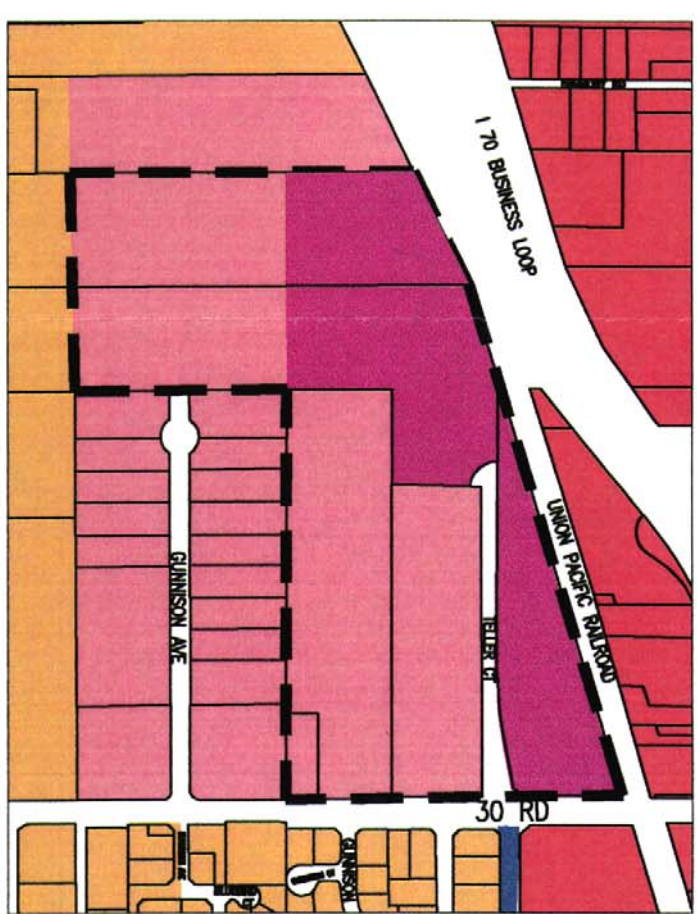
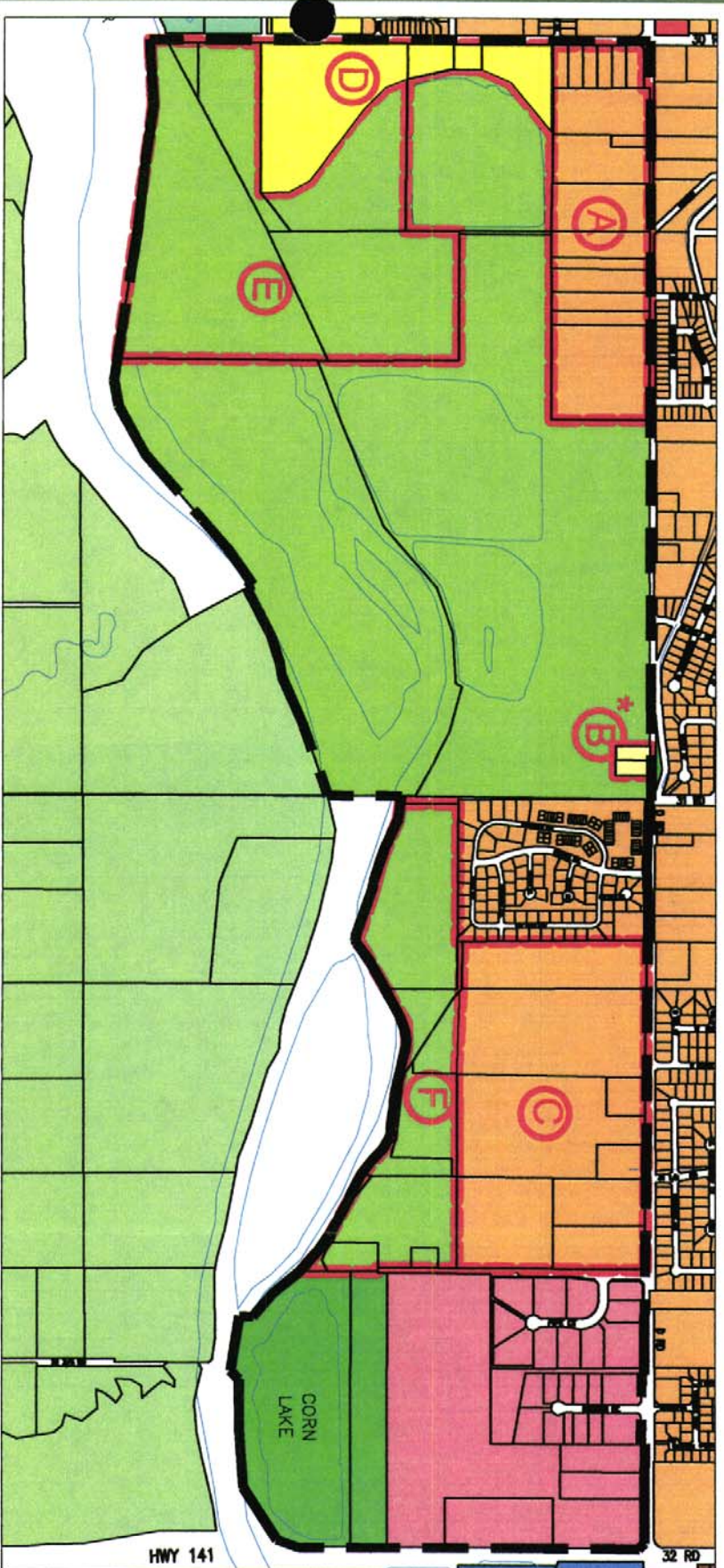
Adopted Future Land Use Map

April 20, 2005



South Side of D Road (between 30 & 32 Rd)

Teller Court



- Residential Low
 - Residential Med.
 - Residential Med. Low
 - Industrial
 - Commercial
 - Commercial/Industrial
 - Park
 - Conservation
 - Estate
 - Study Area
- * NOTE: Mesa County Planning Commission Approved Sub-Area B as Residential Medium on March 31, 2005



Chapter 37.28

GENERAL SERVICES

Sections:

- 37.28.010 General services.
- 37.28.020 Domestic water.
- 37.28.030 Irrigation/drainage.
- 37.28.040 Stormwater management.
- 37.28.050 Sanitary sewer.
- 37.28.060 Solid waste collection/trash pick-up.
- 37.28.070 Summary.

37.28.010 General services.

The essential services of sewer, waste collection, potable water and irrigation water are critical components of the health, welfare, and safety of the Pear Park neighborhood.

(Res. 13-05, 1-5-05)

37.28.020 Domestic water.

Clifton Water District and Ute Water Conservancy District provide domestic water service to residents of the planning area. Typically, customer demand is from 100 to 120 gallons per day per person. There are also several residences using wells for domestic water supply. Clifton Water provides service to residents of the area living east of 30 Road. The water supply comes entirely from the Colorado River and the treatment facility is located just east of the Pear Park area. The water delivery system is principally gravity fed with an occasional pump or booster station.

Ute Water serves the area west of 30 Road. The water supply comes from snowmelt on the Grand Mesa which is stored and diverted through a series of reservoirs, ditches and pipes. The treatment facility is located on Rapid Creek. The water delivery system is principally gravity fed. Water delivery within the Pear Park area is predominately made through an 18-inch water line which is fed by a 24-inch main located to the south of Pear Park.

Issues facing both Clifton Water and Ute Water are line sizes. The current policy of both districts is to upgrade as development occurs with the upgrades primarily paid for by the developer. Both water providers have adequate capacity to serve the planning area as it develops to its build-out potential.

Because of the Grand Junction area's desert environment, xeriscaping and the use of xeric (low water use) plants works very well. The table to the right lists seven things that can be done to obtain good xeric design.

(Res. 13-05, 1-5-05)

Seven Basic Principles to Good Xeriscape Designs	
1.	Comprehensive planning and design for low water use;
2.	Creating practical turf areas;
3.	Selecting low water plants and organizing plants by water usage;
4.	Using adequate soil preparation;
5.	Using water-conserving mulches;
6.	Irrigating efficiently; and
7.	Maintaining landscaping appropriately.
<small>(Source: Denver Water Board)</small>	

37.28.030 Irrigation/drainage.

Historically, irrigation delivery systems were designed for farming. Today, those systems are largely incompatible with residential subdivision development, creating problems for end user delivery and tail water drainage. Irrigation water is supplied to many residents living in the Pear Park neighborhood through a series of ditches, laterals and drains that are part of the Grand Valley Irrigation Company system. Water is diverted from the Colorado River at Palisade. The irrigation company's mainline delivery lateral for Pear Park runs along E Road. A small (northeast corner) part of Pear Park is served by the Palisade Irrigation District on the north side of the Grand Valley Canal.

Grand Valley Irrigation Company is a private non-profit supplier of irrigation water; however, the responsibility for the operation and maintenance of all lateral ditches or pipelines belongs to the individual water user. This also applies to the ditches and pipelines that carry water away from each property until that “waste irrigation water,” or tail water, is returned to the Colorado River or a natural drainageway such as Lewis Wash. Often subdivision homeowner associations (HOAs) are responsible for maintenance of laterals. The irrigation managers prefer that irrigation systems serving new subdivisions be piped resulting in a more efficient and manageable delivery system.



Mesa County Ditch

Grand Junction Drainage District operates multiple drainage facilities designed for the purpose of collecting subsurface waters. Historically, when tail water reaches an existing drainage facility, that facility has the capacity to carry additional waters which can be accepted into the system the Grand Junction Drainage District operates and maintains.

(Res. 13-05, 1-5-05)

37.28.040 Stormwater management.

Stormwater management in the Pear Park neighborhood is the responsibility of Mesa County, City of Grand Junction and the Grand Junction Drainage District. The planning area is located in the Indian Wash and Lewis Wash drainage basins. Generally, stormwater flows do not follow jurisdictional boundaries and thus multi-jurisdictional solutions are needed.

In June of 2004, Mesa County, Grand Junction, Fruita, Palisade and Grand Junction Drainage District formed the “5-2-1 Drainage Authority” to provide multi-jurisdictional drainage facilities for stormwater and to manage stormwater quality as mandated under the Clean Water Act and the Colorado Department of Public Health and Environment/Water Quality Control District (Regulation No. 61). Pear Park is a good example for the need of the Authority. Three different agencies are charged with responsibility for stormwater, which can lead to confusion for the residents on who to call when they have a drainage problem.

Mapping of the drainage facilities in Pear Park is underway by the City of Grand Junction, Mesa County and the Grand Junction Drainage District. Mesa County has also compiled drainage information from the various private development studies completed to date.

Stormwater management facilities generally include a means of conveying stormwater runoff from individual lots and streets downstream to an acceptable point of discharge. In some cases, runoff is routed through a detention pond to slow the rate of discharge before being released into downstream facilities. Eventually all runoff ends up in a lake or the Colorado River. The least intrusive method to deal with water quality and stormwater management is to adopt and use best management practices (BMPs) that avoid, minimize and mitigate water runoff activities. The issue of stormwater management is also related to floodplain management (see Chapter 37.36 GJMC, Environmental Resources/River Corridor).



Lewis Wash

In urban areas, the high percentage of impervious surfaces greatly increases the amount of stormwater runoff from individual lots. Urban stormwater management services require highly technical information and analysis to be effective. As with other urban-level services, municipal governments are better able to provide the more technical level of service required for effective stormwater management in urban areas; however, simple efforts like street sweeping, catch basins, cleanouts and cleaning of underground pipes can improve the quality of runoff without a lot of capital investment.

Stormwater management facilities are also an essential part of new development. New development is required to provide adequate facilities for stormwater runoff. Maintenance of those facilities is the responsibility of the property owners.

(Res. 13-05, 1-5-05)

37.28.050 Sanitary sewer.

The Central Grand Valley Sanitation District and Clifton Sanitation District II provide sewer service to residents of the Pear Park neighborhood. Central Grand Valley collects wastewater and transports it to the Persigo Wastewater Treatment Facility.

The City of Grand Junction and Mesa County jointly own and operate the Persigo Wastewater Treatment Facility. Clifton Sanitation District II collects and currently treats wastewater in a lagoon system in Clifton. The Clifton Sanitation District II plans to build a new treatment facility in the near future. The operation and treatment of sewage treatment facilities are regulated by State statutes and regulations administered by the Colorado Department of Public Health and Environment's Water Quality Control Division. Sewer line sizes are upgraded as development occurs, with improvements paid for by the developer.

Only a small number of the existing homes in the planning area are not currently being served by sanitary sewer. These homes are served by on-site individual sewage disposal systems, regulated by Mesa County Department of Environmental Health. Failing systems are required to connect to the public sewer system.

(Res. 13-05, 1-5-05)

37.28.060 Solid waste collection/trash pick-up.

City ordinance requires residences within the City of Grand Junction to have their trash picked up by either the City or a private hauler. Residents living within unincorporated Mesa County are not required to have their trash picked up, however many do. Others choose to haul their own garbage to the Mesa County Landfill. There are several private haulers that provide solid waste collection to the Pear Park Neighborhood.

With multiple refuse haulers, there are issues with noise, aesthetics and the number of large trucks driving on neighborhood streets. Consolidating services for individual neighborhoods would reduce:

- (a) The frequency of refuse trucks;
- (b) The number of days refuse containers are placed at the curb; and
- (c) The number of large trucks using the neighborhood streets.

(Res. 13-05, 1-5-05)

37.28.070 Summary.

The background information in this chapter depicts the current conditions in the Pear Park planning area. Throughout the course of researching and writing this chapter, staff did not uncover any new service issues specific to the Pear Park planning area. As a result, the goals and implementation section of this chapter was omitted; however, the goals, policies and implementation items of the City's Growth Plan and the County's Joint Urban Planning Area chapter of the Mesa Countywide Land Use Plan continue to

apply. City and County staff will continue to implement and refine policies and codes that address the following:

- (a) Water conservation, xeriscape and low water use landscaping in new and existing residential subdivisions.
- (b) Work with developers of new subdivisions to plan for and use irrigation water in closed/piped delivery systems for its most efficient use.
- (c) Work with developers of new subdivisions to incorporate their ditches and delivery systems in accordance with State statutes.
- (d) Coordinate public works projects with service providers to eliminate or avoid duplication or redundancy in construction efforts.

(Res. 13-05, 1-5-05)

Chapter 37.32

PUBLIC SAFETY

Sections:

- 37.32.010 Law enforcement.
- 37.32.020 Fire protection.
- 37.32.030 Goals.
- 37.32.040 Implementation strategies.

37.32.010 Law enforcement.

The essential services of fire, police, sheriff and emergency medical services are critical components of the health, welfare and safety of the Pear Park area. Law enforcement is provided by the Mesa County Sheriff's Office, the Grand Junction Police Department and the Colorado State Highway Patrol. The Mesa County Sheriff's Department is the primary law enforcement agency for the planning area. At present the area is served by two deputies. The City of Grand Junction Police Department responds to calls within the incorporated limits of the City. The department assigns one officer to the area as part of the community policing program. As the City of Grand Junction continues to annex, additional officers will need to be added. The number of Colorado State Troopers in the Pear Park neighborhood varies depending on calls for service in other areas of the County. The Colorado State Patrol responds to all vehicular accidents in unincorporated areas of Mesa County.

Annexation patterns have created challenges for law enforcement. Overall, 80 percent of the Pear Park area is still in unincorporated Mesa County. Access to the Pear Park neighborhood from Ninth Street can be blocked by a train, affecting response times. These problems should diminish when the 29 Road Bridge and viaduct are completed. The lack of lighting in parks, on trails and neighborhood streets in unincorporated areas of the County has been a challenge for the Sheriff's Department. Existing parks are patrolled by foot because they are not lighted.

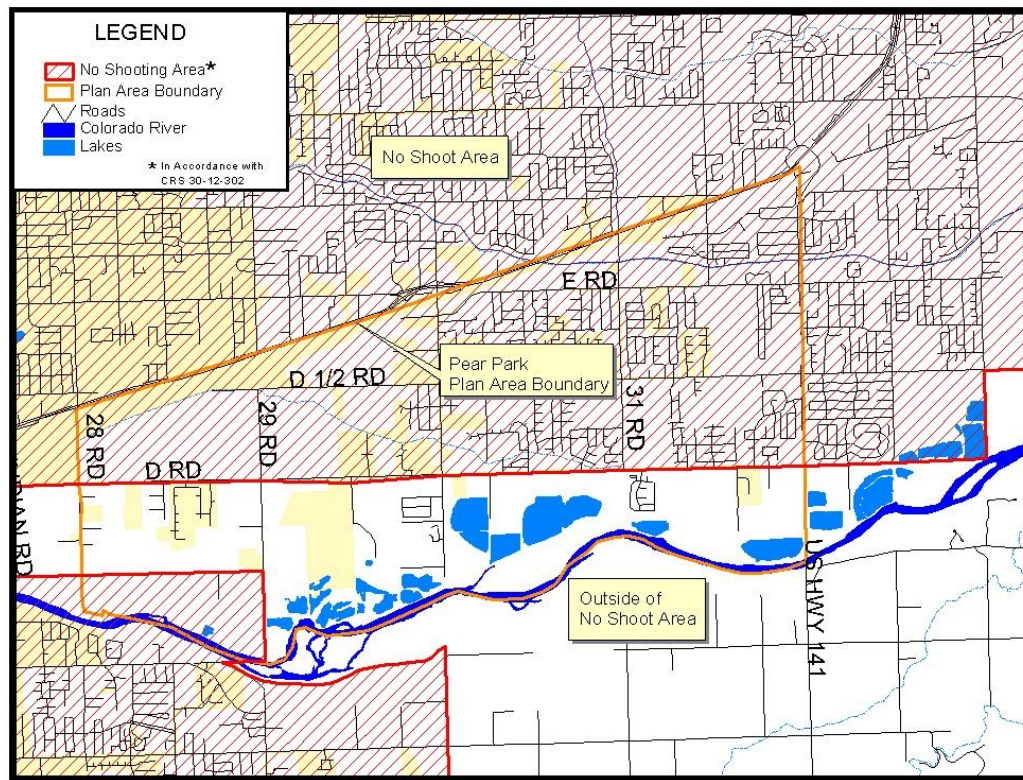
The Sheriff's Department averages 10 service calls per day in the Pear Park neighborhood and the City of Grand Junction Police Department averages 1.5 calls per day. It is estimated that 65 percent of those calls are assistance related and the other 35 percent are enforcement related.

Both the Sheriff's Department and the City Police Department encourage neighborhood watch programs; however, the City currently does not have an active neighborhood watch program in this area. Both the City and the County provide officer assistance and provide area representatives with tools to coordinate and implement an enforcement program for the neighborhood.

A few transient camps exist along the Colorado River near 28 1/2 Road. They are not currently reported as a problem; however, transient camps are usually not an issue until parks, trails or other uses are developed around them and the public begins to utilize them. As the area is annexed into the City, "Trail Host Programs" coordinated through the Police Department will expand to serve those areas.

The Colorado Division of Wildlife (CDOW) regulates hunting along the Colorado River. CDOW owns one property that consists of two islands adjacent to Corn Lake. They are in the process of developing hunting access on these islands. The Colorado River Wildlife Area and the Orchard Mesa Wildlife Area along the Colorado River, between the 29 1/2 and 30 3/4 Road corridors, are cooperatively managed by the Bureau of Reclamation and Western Colorado Wildlife Habitat Association.

The Colorado River corridor consists of a combination of shooting closure areas (no shooting areas) as adopted by the Mesa County Board of County Commissioners, legal hunting areas on private property outside those areas, as well as the established hunting areas on federal- and State-owned lands. There is no hunting allowed within the City limits. As the area continues to develop, there will be increased pressure to further regulate hunting along the Colorado River; however, this plan's Future Land Use Map maintains lower densities of two acres or more per residence along much of the Pear Park side of the Colorado River.



Mesa County Shooting Closure

(Res. 13-05, 1-5-05)

37.32.020 Fire protection.

Fire protection for Pear Park is provided by two fire districts; the Grand Junction Rural Fire Protection District (GJRFPD) serves the area primarily located west of 30 Road; and the Clifton Fire District serves the eastern half of Pear Park. Fire protection west of 30 Road, but within the City limits is provided by the City Fire Department. The two nearest fire stations for the City and Rural Fire District are located at 330 South Sixth Street (Station No. 1) and 2827 Patterson (F) Road (Station No. 2). The Clifton Fire District has a fire station located at 3254 1/2 F Road.

The City and Rural District average approximately 37 calls per month in this area; 72 percent are emergency medical service calls. Currently 30 percent of all calls for Clifton Fire are from the Pear Park area. The foremost impediment faced by fire officials in serving this area is poor access from existing fire stations. Timely access via Ninth Street and 30 Road is unpredictable. Planned improvements to 29 Road should decrease response time; but, as the area continues to develop, the existing service level will be impacted.

Hazardous material spills in the Pear Park neighborhood are an uncommon occurrence. Locations that have been problematic in the past are the railroad tracks near 32 Road and an area known as the railroad hump yard in the 28 Road area.

The City is currently identifying some preferred sites for a fire station in Pear Park. A new fire station could be located and built in conjunction with a community-wide public safety training facility.

Properties located within both the City limits and the Clifton Fire District that are not excluded from the District are currently being double taxed. The City has reimbursed those homeowners on an annual basis for their property taxes paid for City fire service. This issue may be resolved by an agreement between

the City of Grand Junction and Clifton Fire District. Clifton Fire District has no long-range plans for expansion.

Another issue for the Clifton Fire Department is the residential setbacks required by the City of Grand Junction and Mesa County. Both the City and County codes allow between 10 feet and 30 feet between principal structures, depending upon zoning, measured at the foundation and even a smaller distance for accessory structures like sheds. For fire safety, the Clifton Fire District staff would like to see a separation between residential uses of no less than 15 feet between structures measured from the closest point of one structure to the closest point of the adjacent structure.

Emergency medical response is an important part of the service provided by fire protection districts and authorities. Both of the service providers in the planning area have trained staff to provide medical response. Mesa County Emergency Management (MCEM) recently hired a consultant to review current services and to develop standards for services and response times. MCEM's goal is to provide "wall-to-wall" coverage Countywide. In addition, the consultant will be giving recommendations for funding sources for emergency services and appropriate response times. The study has preliminarily mapped emergency response times throughout the valley. Most of Pear Park is located outside of the five-minute response time service area. The national average for response times is eight minutes.

(Res. 13-05, 1-5-05)

37.32.030 Goals.

- (a) Provide excellent emergency services within acceptable response times.
- (b) Provide for public safety in the design of parks and trails and other public facilities.

(Res. 13-05, 1-5-05)

37.32.040 Implementation strategies.

- (a) The City and County will improve night lighting of pedestrian trails and trail connections to subdivisions and in parks to provide a better deterrent to crime and illegal activities.
- (b) The City and County will establish appropriate measures to ensure emergency services access during construction of the Riverside Parkway and the 29 Road corridors (bridge and viaduct) projects.
- (c) The City will identify preferred site(s) for a law enforcement substation and/or fire station/training facility.
- (d) Develop a plan to resolve the double taxation in annexed areas within Clifton Fire District.
- (e) Public safety agencies, through the coordination of the Mesa County Emergency Management Department, will develop a plan for "wall-to-wall" coverage for fire and EMS.

(Res. 13-05, 1-5-05)

Chapter 37.36**ENVIRONMENTAL RESOURCES/RIVER CORRIDOR**

Sections:

- 37.36.010 Public and private values.
- 37.36.020 Wildlife.
- 37.36.030 Noxious weeds.
- 37.36.040 Wetlands.
- 37.36.050 Mineral extraction/reclamation.
- 37.36.060 Goals.
- 37.36.070 Implementation strategies.

37.36.010 Public and private values.

The Colorado River Corridor is just one of many parts within a functioning ecological unit that also includes the natural and built environment. Many important, and sometimes conflicting, public and private values must be maintained and managed inside the corridor. One big challenge is working to help development and wildlife coexist.

(a) Public values include:

- (1) Natural areas, wildlife habitat, environmental and water quality.
- (2) Recreation, parks, trails and designated public access areas.
- (3) Rural character and agricultural use.
- (4) Floodplain and flood hazard management.
- (5) Scenic and aesthetic resources.
- (6) Education and interpretation.
- (7) Historic landmarks and cultural landscapes.



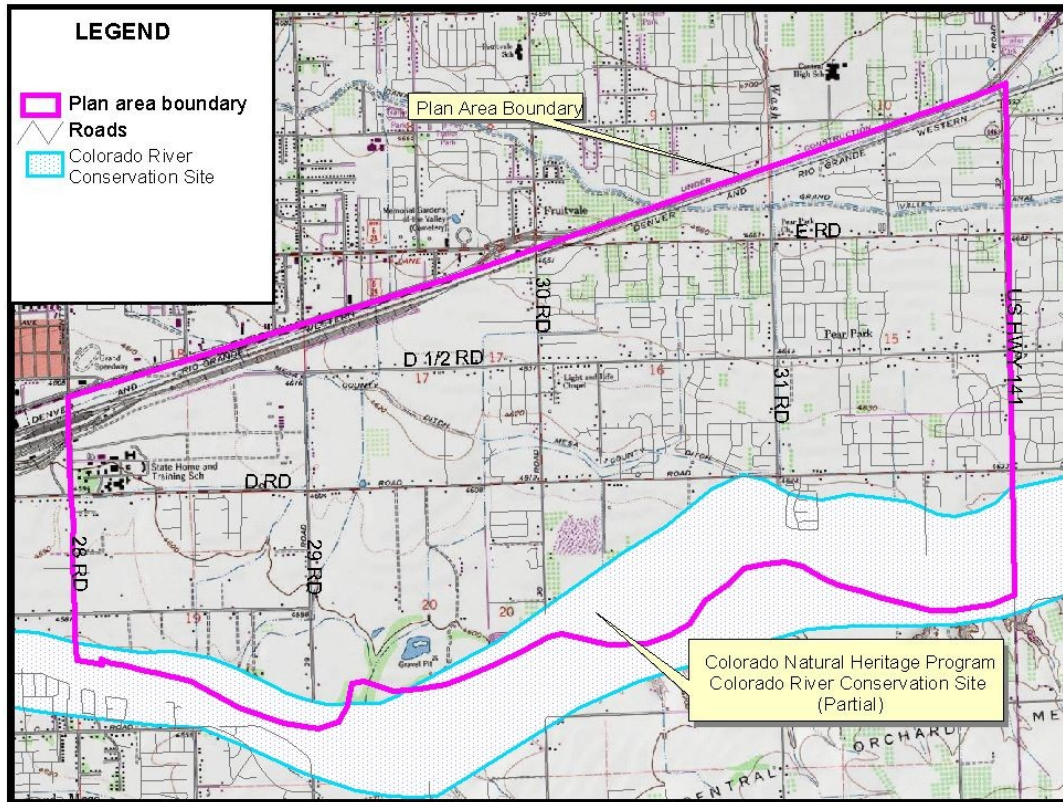
Colorado River State Park

(b) Private values include:

- (1) Agriculture.
- (2) Gravel extraction and reclamation.
- (3) Residential, cultural, commercial and business development.

(Res. 13-05, 1-5-05)

37.36.020 Wildlife.



The Colorado Natural Heritage Program (CNHP) has mapped plant and animal communities of State and National Importance within Mesa County. The information from this program includes recommendations for resource management and stewardship plans to protect resources of the area. The river corridor through the Pear Park neighborhood lies within the Colorado River at Grand Junction conservation site as identified in the Natural Heritage Inventory of Mesa County, Colorado (Lyon, P., Pague, C., Rondeau, R., et. al. 1996). The site is classified as B1 (outstanding significance). Several rare and endangered species are listed in the report. Colorado Natural Heritage rarity ranks do not imply any legal designation or regulatory actions. The entire Colorado River Corridor, one of three “Colorado Important Bird Areas” (Partners in Flight, an International Cooperative) in the State, is home to an estimated 140 avian species, 15 of which are listed as rare or imperiled.

The Colorado Division of Wildlife (CDOW) is responsible for all wildlife management in Colorado with the exception of migratory and federally listed endangered species. The CDOW composite map for Mesa County of important areas of wildlife/human interactions, called “Potential Impact to Wildlife Map,” depicts areas with six levels of impact to wildlife. Three locations in Pear Park are identified as very high in potential impact: Indian Wash, Lewis Wash and the Colorado River Corridor.

RARE AND ENDANGERED SPECIES

- Colorado pikeminnow, *Ptychocheilus lucius*;
- Razorback sucker, *Xyrauchen texanus*;
- Roundtail chub, *Gila robusta*;
- Great egret, *Casmerodius albus*;
- Snowy egret, *Egretta thula*;
- Corn snake, *Elaphe guttata*;
- Southwestern blackhead snake, *Tantilla hobartsmithi*; and
- Western yellowbelly racer, *Coluber constrictor mormon*.



In an effort to protect wildlife habitat, Mesa County requires any development that falls within a moderate, high or very high potential for impact category to consult with the CDOW to substantiate the basis for the potential impact and to address various, specific measures to avoid, minimize or mitigate negative impacts to wildlife and its habitat. Regulations of the City of Grand Junction Zoning and Development Code do not allow



new structures within 100 feet of the floodway of the river as defined by the Federal Emergency Management Act (FEMA). The Mesa County Land Development Code does not allow new structures within 100 feet of the floodway of the Colorado River or as recommended by the CDOW.

Colorado Division of Wildlife allows waterfowl hunting along the Colorado River within the Pear Park area (see Chapter 37.32 GJMC, Public Safety). Hunting is an important tool for wildlife management and stewardship.

The Colorado River Wildlife Area (CRWA) is located north of the Colorado River between 30 and 31 Roads and immediately south of D Road. The entrance road and parking lot (including the public restroom) is managed by Colorado State Parks. The short north/south trail which connects the parking lot to the Colorado River Trail is also managed by Colorado State Parks. The portion of the Colorado River Trail which parallels the Colorado River is owned and managed by Colorado State Parks. The remaining portion of the CRWA is managed by Western Colorado Wildlife Habitat Association (WCWHA). The CRWA, with the exception of the trail and parking area, is closed to the public year-round for wildlife protection.

The Orchard Mesa Wildlife Area located on the south side of CRWA directly across the River is solely managed by WCWHA. While some hunting is allowed on this property, public access is greatly limited and seasonal closure exists from March 15th through July 15th. These properties were acquired and developed to mitigate/replace the incidental fish and wildlife values/habitat lost as a result of the construction to improve canal and lateral systems associated with the Grand Valley Unit in Mesa County. To compensate, the Bureau of Reclamation worked with the U.S. Fish and Wildlife Service and the Colorado Division of Wildlife to acquire, develop and preserve permanent wildlife habitats along the Colorado River.

(Res. 13-05, 1-5-05)

37.36.030 Noxious weeds.

Aggressive weeds (nonnative, invasive, undesirable plant species) and a lack of their control can present significant problems. As of 2004, there are 19 noxious weeds on the Mesa County Noxious Weeds list that require control (see list in GJMC 34.44.010); however, the primary nonnative undesirable species of concern in the planning area are: purple loosestrife, *Lythrum salicaria*; Russian knapweed, *Acroptilon repens*; whitetop/hoary cress, *Cardaria draba*; and yellow toadflax, *Linaria vulgaris*. These four plants are designated as undesirable plants in Mesa County and are being controlled/managed by policies set forth in the Mesa County Weed Management Plan. In addition, tamarisk species are on the list, but control is not mandatory. The Russian olive, *Elaeagnus angustifolia*, and tamarisk, *Tamarisk parviflora* and *ramosissima*, pose a threat to many native upland and wetland plant communities because of their aggressive nature and prolific reproductive rate, although the Russian olive is not on the list. They both have the ability to eliminate entire native plant communities. The Tamarisk Coalition in Mesa County has been active in efforts to remove tamarisk and Russian olive trees from areas along the Colorado River floodplain.

The County is committed to weed management and has created a cost share program for landowners. The cost share program makes funding available to help defray the cost of control efforts.

The City manages noxious weeds inside of the City limits and utilizes integrated weed management planning/techniques to control/eradicate weeds and numerous nonnative, undesirable plant species. The City requires eradication of five weed species: Russian knapweed, *Centaurea repens*; diffuse knapweed, Cen-

taurea diffusa; spotted knapweed, *Centaurea maculosa*; purple loosestrife, *Lythrum salicaria*; and leafy spurge, *Euphorbia esula*.

The City manages noxious weeds by:

- (a) Weed mapping (specifically Russian knapweed and purple loosestrife).
- (b) Working with landowners: requesting management plans for the control/eradication of the weeds from property owners with the plants on their property.
- (c) Annual public outreach efforts: reminding owners of their responsibility to control/eradicate noxious weeds and nonnative, undesirable plants.
- (d) Providing technical expertise on integrated weed management planning techniques and implementation methods (mechanical, chemical, biological and cultural).
- (e) Maintaining, updating, and identifying any recognized change in effective methods of control.
- (f) Working with other land management agencies for control of the four undesirable noxious weeds in rights-of-way as identified by the County.

In addition to the five specific noxious weeds identified above, the City has an annual proactive weed abatement program from May through October. The program requires property owners to keep all weeds on their property and adjacent rights-of-way between curb and center of alley to a height below six inches. Undeveloped lands over one acre in size are required to cut a 20-foot perimeter along any roadway, and along any side of the property adjacent to a developed property. Agricultural lands (as defined in C.R.S. § 39-1-102(1.6)(a)) are required to keep weeds cut within 20 feet of any adjacent developed property. Property owners are responsible for any cost of cutting and removing of weeds by City crews that are not removed within 10 days after notification of the violation.

(Res. 13-05, 1-5-05)

37.36.040 Wetlands.



Wetlands Area

Wetlands in the planning area are among the most environmentally important ecosystems in the County and also the most vulnerable to development pressures. Mapped wetlands of Mesa County by the Colorado Natural Heritage Program (CNHP) identifies the Colorado River Corridor as an important wetland area. Wetland habitat has been created on the Colorado River Wildlife Area as part of the mitigation requirements associated with the loss of wildlife values/habitat which resulted from improvements to canal and lateral systems for salinity control. The principal method of protecting wetlands and riparian areas is through existing City and County floodplain regulations.

(Res. 13-05, 1-5-05)

37.36.050 Mineral extraction/reclamation.

Gravel is a necessary resource for a community. It is needed for construction projects to serve a growing population and essential to the local economy. Gravel deposits should be extracted according to a rational plan that avoids waste of the minerals and causes the least practicable disruption of the ecology and quality of life of the citizens of affected areas.

With input from the Pear Park area gravel industry and using the 1978 Mineral Resources Survey of Mesa County, a Pear Park Neighborhood Plan Mineral Resources Map was created and is included as part of this Plan (see Mineral Resource Map at the end of this chapter). Nothing in the designation of aggregate resource areas is intended to preclude approval of applications for extractive uses outside the designated areas which meet development requirements.

The 1978 Mineral Resources Survey of Mesa County states that the “Colorado River terrace deposits exist in the Pear Park area and these deposits are about 12 to 22 feet thick with 10 to 15 feet of overburden.” Gravel extraction in the planning area occurs along the north side of the river wherever access is available and practical. Much of the gravel is used for building materials and highway projects.



Elam Gravel Pit on D Road

Issues facing the gravel industry include:

- (a) Impacts of gravel extraction and processing operations adjacent to or nearby existing residential land uses.
- (b) Existing residential uses limiting gravel extraction and processing operations.
- (c) Lack of general knowledge by the public of the mineral extraction policies and location of resources.
- (d) Reclamation and future use of mined-out gravel pits.
- (e) Visual/ecological impacts along the Colorado River.

A mineral extraction plan is intended to facilitate protection of the area’s commercial mineral deposits from encroachment by incompatible land uses that would limit the options of future decision-makers in considering the demand for aggregate resources; however, applicants applying for a permit for gravel or other extractive use in an aggregate gravel or resource area must address all environmental and compatibility issues.

Mesa County and the City of Grand Junction are very interested in the reclamation of sites after the resources are removed. The State Mined Land Reclamation Board has developed standards and procedures for reclamation plans. Within their authority, the County and City work with mining permit applicants to identify appropriate uses and landscape forms for the reclamation plan. Preferred uses are those consistent with this adopted land use plan or providing quality recreation or open space and wildlife habitat opportunities.

(Res. 13-05, 1-5-05)

37.36.060 Goals.

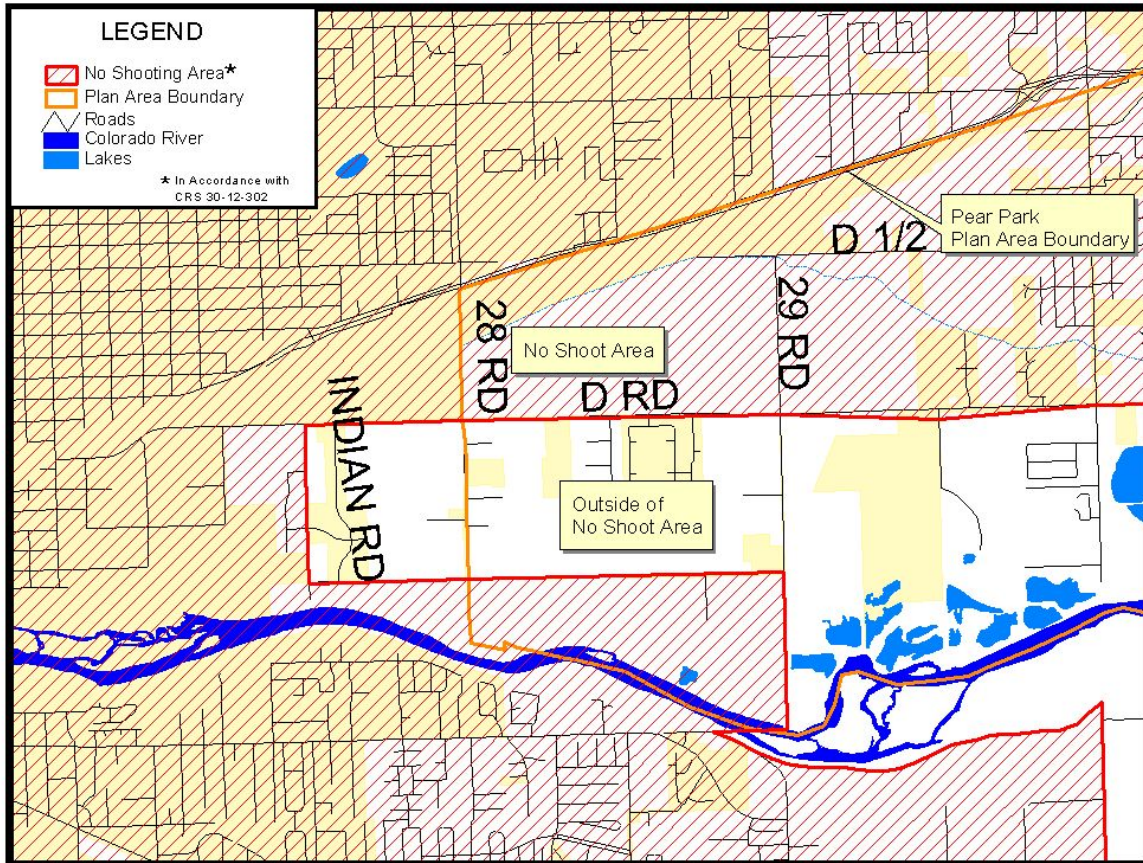
- (a) Protect the river corridor from adverse impacts of development and land use activities in Pear Park.
- (b) Maintain a multi-use corridor in which the river and surrounding lands are carefully managed to protect and enhance a diverse set of public values while allowing appropriate private uses within the corridor.

(Res. 13-05, 1-5-05)

37.36.070 Implementation strategies.

- (a) The City, County, and 5-2-1 Drainage Authority will work together to develop stormwater best management practices for the Colorado River floodplain.
- (b) The City, County, Federal, State, and private agencies and organizations with an interest in the Colorado River will work together to protect and enhance the Colorado River Corridor and promote environmental education opportunities.
- (c) Develop and adopt code language (Mesa County Land Development Code and City of Grand Junction's Zoning and Development Code) that establishes a Pear Park Colorado River Corridor overlay zone district addressing:
 - (1) Channel stability to assure adequate setbacks are provided to account for the inherent instability of the channel and recognize that river movement across the landscape is a natural process that may be accelerated by development.
 - (2) Scenic views of the river, its natural setting and features, Grand Mesa, Mount Garfield, the Book Cliffs, and the Uncompahgre Plateau.
 - (3) The CNHP report as a guiding document for the protection of sensitive species.
 - (4) Recreational features located and designed to avoid or minimize impacts to unique vegetation, wildlife habitats, water quality and other environmental values.
 - (5) Multiple implementation tools such as conservation easements, land acquisition, enforcement of existing floodplain regulations and other conservation techniques, to protect the Colorado River 100-year floodplain.
 - (6) Best management practices for resource protection that considers both on- and off-site impacts from development.
 - (7) Specific, identified high-priority resources and long-term plans for management and protection.
- (d) Gravel extraction areas along the Colorado River floodplain shall be reclaimed for agricultural, residential, recreational or other permitted uses.
- (e) Gravel extraction shall occur as shown on the Pear Park Neighborhood Plan Mineral Resources Map.

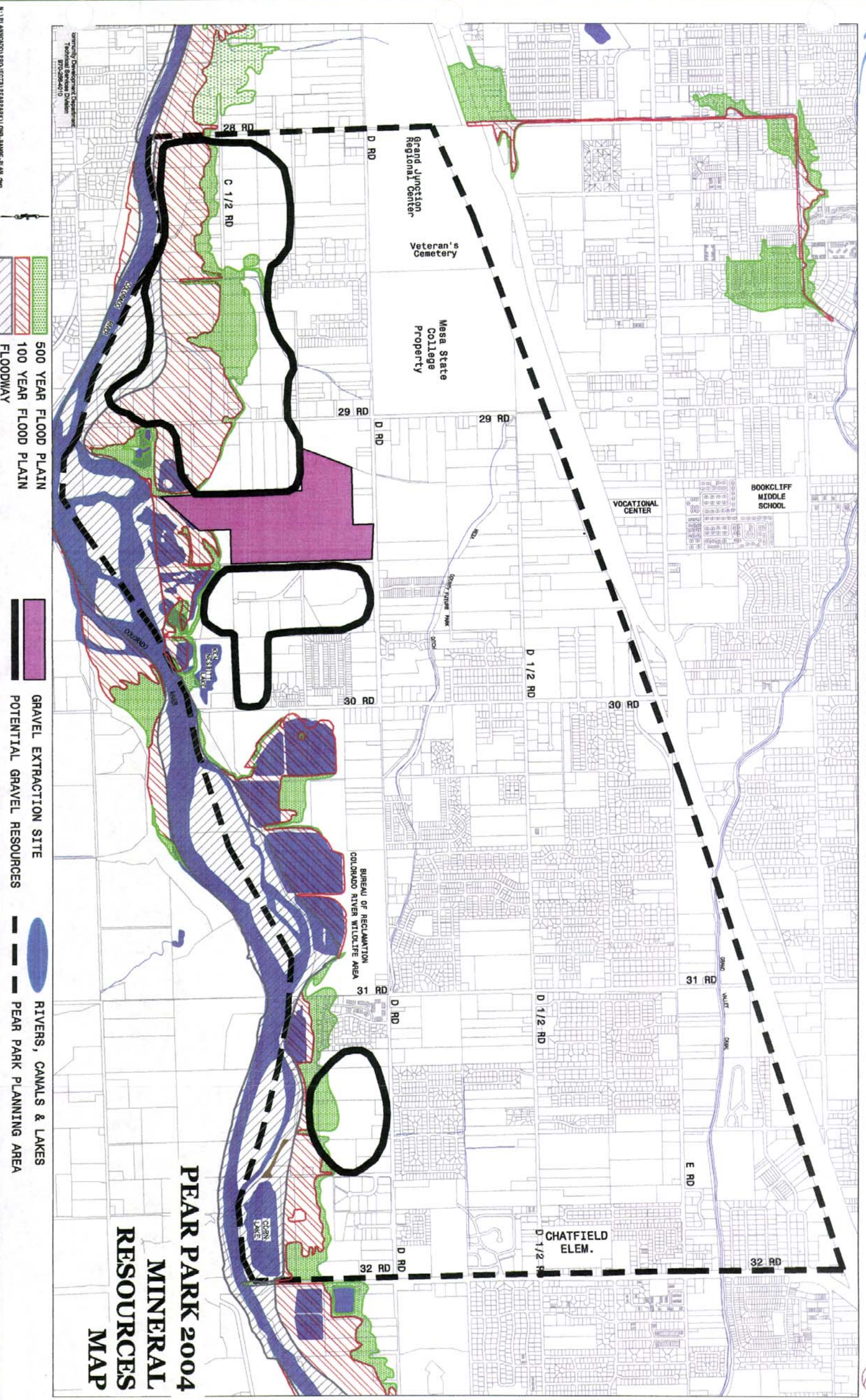
- (f) Revise the “no shoot” boundary along the Colorado River. Specifically: move the existing west boundary which is just west of Indian Road east to 29 Road. Move the existing north boundary (D Road) south to C 1/2 Road. See figure below.



Mesa County Shooting Closure (2004)

(Res. 13-05, 1-5-05)

PEAR PARK NEIGHBORHOOD



City of Grand Junction
Department of Planning
1000 Grand Avenue
Grand Junction, CO 81505

500 YEAR FLOOD PLAIN
100 YEAR FLOOD PLAIN
FLOODWAY

GRAVEL EXTRACTION SITE
POTENTIAL GRAVEL RESOURCES

RIVERS, CANALS & LAKES
PEAR PARK PLANNING AREA

PEAR PARK 2004 MINERAL RESOURCES MAP

APPENDIX A

PLANNING PROCESS

The City of Grand Junction and Mesa County used the following public participation techniques to facilitate the Pear Park neighborhood planning process:

- Letters/notices to property owners, residents and affected interests.
- Information on City/County websites.
- Newsletters.
- Public open houses (held in Pear Park).
- Briefings with City Council, County Commissioners and School Board.
- Focus groups made up of citizens and service providers to discuss specific issues.
- “Public Institutional Advisory Group” (PIAG) made up of service providers serving as an advisory committee.
- Public notices/advertisements in the Daily Sentinel.
- Public hearings before Joint City/County Planning Commission and City Council.
- Press releases to various media.

The planning process includes the following timeline history and schedule:

January 9, 2004	Kick-off meeting with City/County Planning
January 20, 2004	City staff planning meeting (plan overview with City Manager)
February 6, 2004	Sent invitation letter for February 25th PIAG meeting
February 18, 2004	Kick-off meeting with City Council/School Board
February 19, 2004	Kick-off meeting with County Commissioners
February 25, 2004	First PIAG meeting at Two Rivers (plan overview)
February 27, 2004	Article published in City Page in Daily Sentinel and the Free Press
March 4, 2004	12:30 p.m. Joint City/County Planning Commission Workshop at City Hall Lunchroom (includes lunch)
March 11, 2004	March 30th Open House invitation letter mailed to all property owners
March 24, 2004	Press release advertising Open House and Planning Process
March 25, 2004	Free Press article on Open House and Planning Process
March 26, 2004	City/County staff planning meeting
March 28, 2004	Display ad in Daily Sentinel announcing first Open House
March 30, 2004	First Public Open House from 4:00 – 7:00 p.m. at Pear Park Baptist Church
March 31, 2004	Second PIAG meeting at Two Rivers (workplan: schools/parks and trails)
April 21, 2004	Third meeting with PIAG at Two Rivers (workplan: schools/parks and trails)
May 5, 2004	City/County staff planning meeting
May 7, 2004	City staff planning meeting (topic: schools and parks (with City Manager))
May 18, 2004	Focus group meeting – mineral extraction (gravel industry)
May 20, 2004	Focus group meeting – utility services (gas, electric, water, sewer, telephone, etc.)
May 21, 2004	Mail-out first Pear Park Plan Newsletter
May 26, 2004	Fourth PIAG meeting (workplan: emergency services)
June 14, 2004	City/County staff planning meeting

June 17, 2004	Joint City/County Planning Commission Workshop
June 23, 2004	Fifth PIAG meeting (workplan: transportation)
June 24, 2004	Focus group meeting – future land use issues
July 7, 2004	City/County staff transportation meeting
July 13, 2004	City/County staff planning meeting
July 14, 2004	Focus group meeting – Colorado River Corridor/Environmental Resources
July 21, 2004	Sixth PIAG meeting (workplan: transportation/report on focus groups)
July 21, 2004	Focus group meeting – State property at northwest corner of 29 and D Roads
August 13, 2004	August 31st Open House invitation letter mailed to all property owners and residents
August 16, 2004	First draft of plan due to Dave
August 19, 2004	City/County staff planning meeting
August 25, 2004	Seventh PIAG meeting (workplan: community image/land use – includes cell towers)
August 31, 2004	Second Public Open House from 4:00 – 7:00 p.m. at Pear Park Baptist Church
September 22, 2004	Eighth PIAG meeting (workplan: community image/land use continued)
October 13, 2004	City/County staff planning meeting
October 21, 2004	Joint City/County Planning Commission workshop
October 29, 2004	Mail-out second Pear Park Plan Newsletter
November 1, 2004	Final draft plan available to public (three-week review period begins)
November 9, 2004	Public hearing legal ad for Joint PC Hearing published
November 9, 2004	City/County staff met with Urban Trails Committee
November 15, 2004	Plan update briefing – City Council – Mesa County Board of County Commissioners – School District 51 Board
November 22, 2004	Deadline for public comments on final draft plan
November 22, 2004	Property owner notification of public hearing (postcards) – sent out
December 5, 2004	Display ad for Joint PC Hearing published
December 9, 2004	Joint City/County Planning Commissions Public Hearing
January 5, 2005	City Council Public Hearing
Jan/Feb 2005	Presentation of Plan to Board of County Commissioners

APPENDIX B

POTENTIAL HISTORIC STRUCTURES

C 1/2 ROAD

2867
2875
2877

C 3/4 ROAD

2808
2812
2813
2845

D ROAD

2883
2889
2899
2911
2952
2961
2997
3029
3029.5
3102
3174
3177

32 ROAD

437
449

31 1/2 ROAD

537

31 ROAD

413
519
431

30 1/4 ROAD

415

D 1/2 ROAD

2963
2971
2972
2973
2985
3001
3005
3007
3037
3038
3041
3064
3102
3108
3127
3134
3138
3139
3149
3153
3156
3167
3175
3181
3182
3187

30 ROAD

378
398
438
444
477
485
492

29 ROAD

319
343
436
432

28 ROAD

390

E ROAD

3025
3039
3061
3069
3098
3118
3121
3131
3145
3147
3153
3163
3172
3174
3176
3178.5
3180
3199

C 1/2 ROAD

2819
2855
2875
2886

FLORIDA STREET

2890

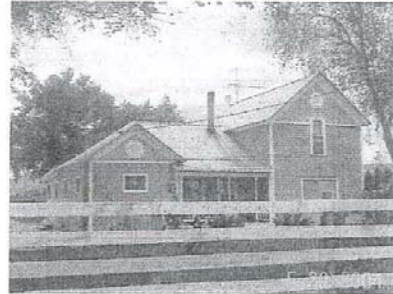
APPENDIX C

PEAR PARK RURAL SITES



3070.D
5ME.2839
1900

3070 D Road



3080.D5
1900

3080 D.5 Road



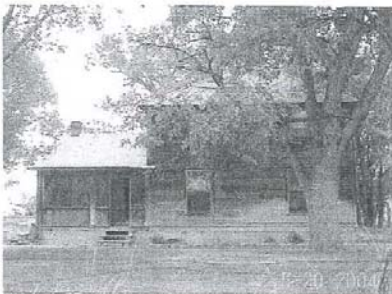
3178.D
1907

3178 D Road



3085.D5
5ME.2841
1900

3085 D.5 Road



2990.D5
5ME.1895
1905

2990 D.5 Road



3095.D5
5ME.2838
1895

3095 D.5 Road



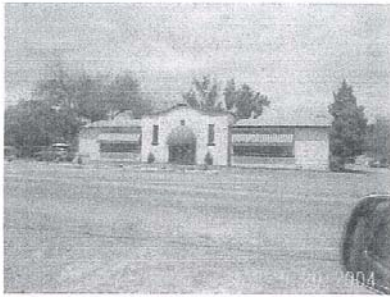
3117.D5
5ME.2792
1906

3117 D.5 Road



3168.D5
5ME.2776
1909

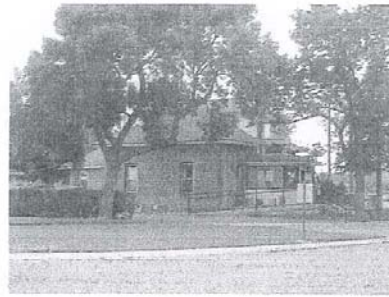
3168 D.5 Road



3170.D5

1955

3170 D.5 Road



TEL.D
5ME.761

Teller Institute



3046.E

1914

3046 E Road



3055.E

1900

3055 E Road



350.30R
5ME.1922

1897

350 30 Road

