CITY OF GRAND JUNCTION

MUNICIPAL CODE

Volume III

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of the City of Grand Junction, Colorado

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Title 31

COMPREHENSIVE PLAN

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COMPREHENSIVE PLAN

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31.04.010 Adoption.

The 2020 One 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. 4986, 3-17-21; Ord. 4971, 12-16-20)

Chapter 31.08

GRAND JUNCTION CIRCULATION PLAN



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Article I. General Provisions

31.08.010 Adoption.

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

(Ord. 4808, 7-18-18)

31.08.020 Vision.

The community envisions a safe, balanced and environmentally sensitive multi-modal, urban transportation system that supports greater social interaction, facilitates the movement of people and goods, and encourages active living, mobility independence, and convenient access to goods and services for all users.

A multi-modal transportation system should accommodate pedestrians, bicyclists, motorists, movers of goods, and transit; and should be safe and navigable for all users. It must provide transportation options to all users including those with limited mobility such as children, seniors, and persons with disabilities.

(Ord. 4808, 7-18-18)

31.08.030 Purpose.

(a) The Grand Junction Circulation Plan ("Circulation Plan") is a strategic document adopted by both the City of Grand Junction and Mesa County. This document moves forward the transportation principles, strategies and vision to create an urban area-wide multi-modal circulation plan as identified in: the Grand Junction Comprehensive Plan adopted in 2010; the 2010 Circulation Plan; and the 2001 Urban Trails Plan.

(b) It supports the Grand Valley 2040 Regional Transportation Plan's sound planning principles and best practices including:

  (1) Reducing congestion;

  (2) Easing commutes;

  (3) Improving roadway safety;

  (4) Enhancing sidewalks, bike, and multi-use trails; and

  (5) Maintaining an efficient and effective transportation system.

(c) It builds on the transportation goals found in the Grand Junction Comprehensive Plan, including:

  (1) Designing streets and walkways as attractive public spaces;

  (2) Constructing streets to include enhanced pedestrian amenities; and

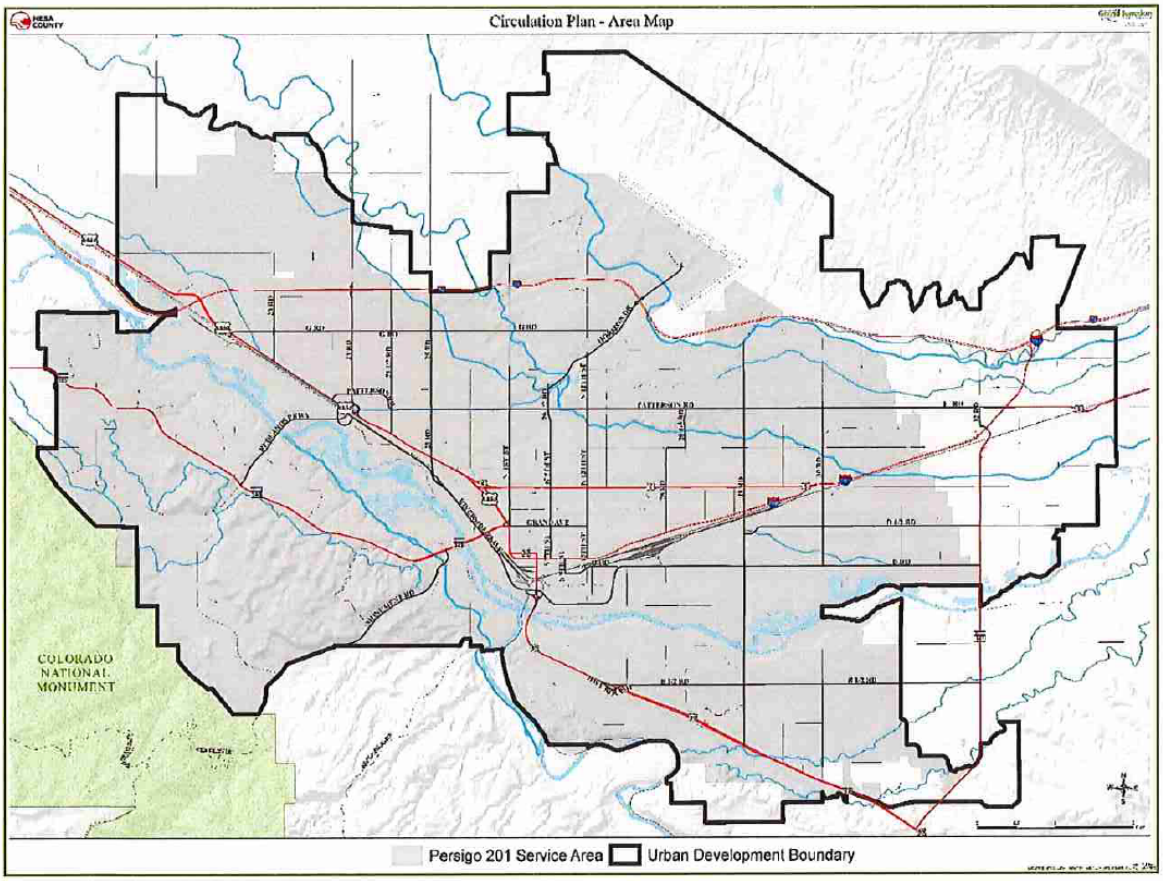
(3) Developing a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, and freight movement while protecting environmental conditions of air, water and natural resources.

(d) The Circulation Plan will be used by elected officials and staff to guide the assignment of financial resources for infrastructure construction, future development and dedication of other funds for transportation purposes.

(Ord. 4808, 7-18-18)

31.08.040 Planning area.

This Circulation Plan is applicable to transportation corridors within the Urban Development Boundary as defined by the Grand Junction Comprehensive Plan Future Land Use Map. Minor exceptions occur where a particular corridor falls both within and outside of the Urban Development Boundary and whereby consistency of standards along the length of the corridor would be beneficial to the traveling public.



(Ord. 4808, 7-18-18)

31.08.050 Executive summary.

The Circulation Plan establishes a comprehensive approach to transportation planning through the following four sections (Plan Elements). Conceptual and corridor maps have been created to aid decision makers and City and County staff to improve the transportation systems. See GJMC 31.08.150, Appendix A – Maps, for full-page maps.

(Ord. 4808, 7-18-18)

31.08.060 Plan elements.

(a) The Network Map identifies important corridors and linkages connecting centers, neighborhoods and community attractions.

(b) The Street Functional Classification Map identifies the functional classification of the roadway corridors that connect neighborhoods, employment centers and local attractions and amenities. Many of these corridors are also major truck routes providing heavy truck movement and access to the Grand Junction community. There are over 50 proposed changes since the map was last adopted by City Council and Mesa County Board of County Commissioners in 2010. These changes include adding road segments, reclassifying some existing road segments and removing others from the map.

(c) The Active Transportation Corridors Map replaces the Urban Trails Master Plan/Map and identifies major corridors important for nonmotorized travel by providing critical, continuous and convenient connections for bicyclists and pedestrians. The corridors are broadly defined and could accommodate active transportation as part of the road network or as separated paths. This Circulation Plan identifies corridors important for active transportation and does not attempt to identify trails that are predominately recreational in nature. In the city limits, it proposes using trails on, along, adjacent to or near canals, ditches and drainages for nonmotorized route connections only where there is not another safe or better alternative for nonmotorized transportation on the road network.

(d) Specific Strategies and Policies. Goals and policies identified in the Grand Junction Comprehensive Plan and strategies and policies identified in the Circulation Plan will help the community achieve its vision of becoming the most livable city west of the Rockies. A balanced transportation system will be achieved through the following strategies and policies that are further described in the Circulation Plan.

(1) Adopt a Complete Streets Policy for Grand Junction and develop and adopt a Complete Streets Policy for Mesa County.

(2) Develop or revise policies for support of an integrated transportation system.

(3) Provide conceptual and corridor maps that will be used by decision makers and staff to improve transportation systems.

(4) Improve interconnectivity between Grand Valley Transit and centers, neighborhoods and community attractions.

(5) Improve the Urban Trails System on and connecting to active transportation corridors.

(i) Provide guidance on incentives for trail construction;

(ii) Provide guidance on standards for trail construction;

(iii) Provide guidance on ownership and maintenance of trail system;

(iv) Maintain or improve multi-purpose trails;

(v) Provide wayfinding to attract visitors to the trail system and improve the ability of residents and visitors to find area attractions.

(6) Maintain or improve circulation of vehicles on road system.

(Ord. 4808, 7-18-18)

31.08.070 Background.

(a) The 2010 Circulation Plan was adopted as an element of the Grand Junction Comprehensive Plan. It is limited to a brief description of the planning area and the principle that development should support an integrated transportation system. It also includes a functional classification street net-

work map, of future, general vehicular circulation patterns for collector and arterial streets and highways to accommodate the ultimate buildout of the urban area.

(b) The 2001 Urban Trails Plan was developed as a strategic tool to guide the future course of trail development in the Grand Valley. The Plan identifies the locations for new nonmotorized facilities and serves as a guide for the development, protection, management, operations and use of a trail system that meets the demands of the growing community. The Plan identifies the opportunity to utilize the natural waterways, drainages and canals to create an interconnected system of safe and efficient means of nonmotorized travel.

(c) This Circulation Plan acknowledges the planning that was previously completed and incorporates the previous findings into a broader framework for transportation to include more than a functional classification of streets. The Circulation Plan works to combine urban trails planning with street planning and establish goals and policies with a multi-modal approach to transportation within the Urban Development Boundary established in the Comprehensive Plan. In addition to these two plans, the City and County also have adopted transportation plans for specific neighborhoods and geographic areas (see GJMC 31.08.150, Appendix A – Maps).

(d) The following adopted plans have shaped the transportation planning in the community and have been adopted by one or both, the City of Grand Junction and Mesa County, and can be found at www.mesacounty.us/planning and/or at http://www.gjcity.org. These plans serve as the foundation for the updated Circulation Plan.

(1) 2010 Grand Junction Comprehensive Plan (GJMC Title 31);

(2) Grand Valley 2040 Regional Transportation Plan;

(3) 2001 Urban Trails Master Plan;

(4) 2002 Redlands Area Transportation Plan (Chapter 34.28 GJMC);

(5) 2004 Pear Park Neighborhood Plan (GJMC Title 37);

(6) 2014 Orchard Mesa Neighborhood Plan (GJMC Title 39);

(7) 2011 Clifton/Fruitvale Community Plan;

(8) 2007/2011 North Avenue Corridor Plans and Zoning Overlay (GJMC Title 32);

(9) 24 Road Subarea Plan and Overlay (GJMC Title 33).

(e) Access Management Policies and Access Control Plans. The City, County and CDOT have various access management plans and policies. This Circulation Plan update has been developed to work in conjunction with these policies, which can be found in the following documents:

(1) Mesa County Standard Specifications for Road and Bridge Construction (RB Spec) – www.mesacounty.us/publicworks/roads/specifications.aspx;

(2) Mesa County Road Access Policy – www.mesacounty.us/RoadAccessPolicy.aspx;

(3) City of Grand Junction Transportation Engineering Design Standards (TEDS) (GJMC Title 29);

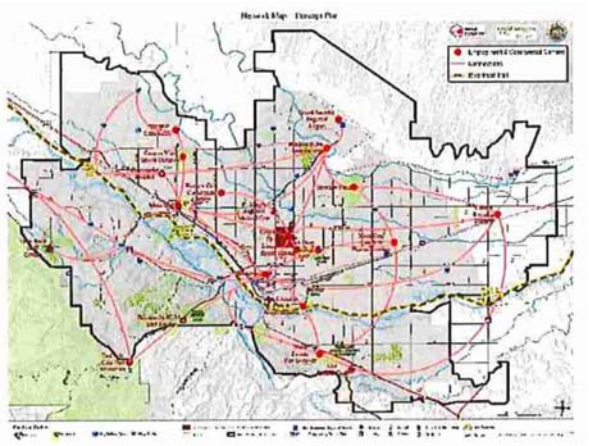
(4) Access Control Plans with the Colorado Department of Transportation (CDOT). Some corridors fall under the ownership and jurisdiction of CDOT. CDOT has specific "Access Control Plans" that are implemented through intergovernmental agreements with Mesa County and/or Grand Junction for the State Highway system which affects driveways, street intersections and signalization spacing on these roads. The roads include Interstate-70, I-70 Business Loop, State Highway 141, State Highway 340, U.S. Highway 6 (North Avenue), and U.S. Highway 50, all of which run through the Grand Junction community.

(Ord. 4808, 7-18-18)

Article II. Plan Elements

31.08.080 Section A: Maps.

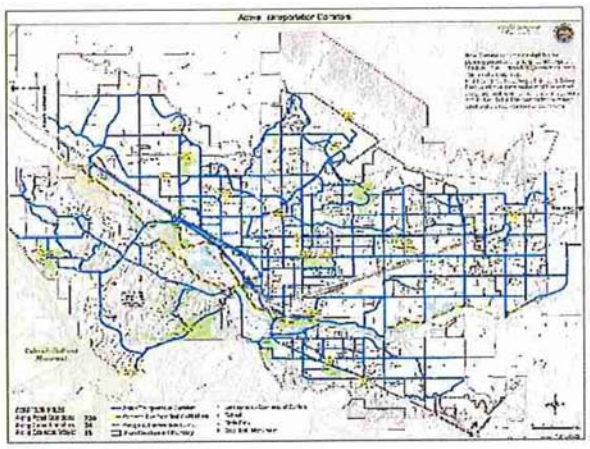
(a) The Network Map. The Network Map is a conceptual view of the community from an overall "30,000 foot" vantage point that identifies important corridors and linkages connecting centers, neighborhoods and community attractions. It is used to support more detailed planning, such as the Active Transportation Corridors Map. It is implemented through capital construction of streets, sidewalks and trail infrastructure. A full-page map is included in GJMC 31.08.150, Appendix A – Maps, as Figure 1.



(b) The Active Transportation Corridors Map (Nonmotorized Transportation Map). This Circulation Plan establishes the Active Transportation Corridors Map, to create a network of critical, continuous, safe, and convenient connections for nonmotorized transportation (bicycles, pedestrians, motorized wheelchairs, e-bikes where permitted by law, etc.). While it may be used for recreation or connect to the Colorado River and other trails, the active transportation corridors are intended to provide a complete alternative network of nonmotorized traffic routes. This includes using existing streets and future trails along waterways (canals, ditches and drainages) to connect neighborhood, schools, parks and other open space areas, as well as commercial and business districts with each other. It further identifies specific corridors that follow and support the Network Map and links important centers identified in the Comprehensive Plan's Future Land Use Map with neighborhoods and other attractions and local amenities.

Active transportation corridors will include some canal, ditch and drainageway alignments where they provide the safest and best connections between neighborhoods and area attractions. This focused approach limits the use of canals, ditches and drainageways to only those routes that are most viable and critical for the active transportation network. During the planning, design and construction of these corridors the best route can be established which may include a combination of canals, ditches, drainageways, roads or other properties to locate the actual active transportation nonmotorized corridor on. Final location of these routes may be located on, along, adjacent to or near the canals, ditches and drainageways, but will be constructed to respect canal and drainage companies' operations.

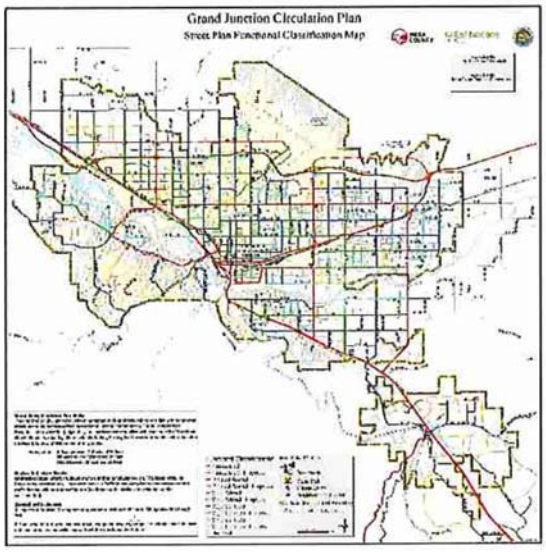
The Active Transportation Corridors Map will be used to support more detailed planning and implementation, including capital construction of sidewalks, bike lanes and trail infrastructure. Active transportation corridors can be improved during new development projects or through capital improvement projects and through the development of drainageways as identified in the Grand Junction Comprehensive Plan.



As property develops there may be situations where trails may be a desired amenity but a route is not shown on the map. An example of this may be providing a connection from an internal subdivision street to

an outside collector or arterial street. Constructing these types of site and development specific improvements will provide connectivity that helps the overall transportation system work. See also GJMC 31.08.130, Section B: Strategies/Policies – Improve the Urban Trails System both on and connecting to active transportation corridors (Strategy). A full-page map of the active transportation corridors is included in GJMC 31.08.150, Appendix A – Maps, as Figure 2.

(c) The Street Plan Functional Classification Map. The Street Plan Map identifies major corridors for general circulation of motorized traffic within the Urban Development Boundary. Roadway classifications include collectors and arterial streets that move more traffic than local subdivision streets. Subdivision and other local streets connect to collector streets that connect to arterial streets. Collector and arterial streets connect community attractions including neighborhood centers, village centers, and downtown together. The map also shows unclassified roads which are important for neighborhood circulation. They establish general locations for these important future local streets in undeveloped areas. The classification of these will be determined via a traffic impact analysis that demonstrates vehicular traffic demand within the area of interest.



There are over 50 changes to the Street Plan Map in this Circulation Plan since the map was adopted by City Council and Mesa County in 2010. These revisions are incorporated into the map and are the result of new development or improved traffic data. A full-page map is included in GJMC 31.08.150, Appendix A – Maps, as Figure 3.

(d) Horizon Drive Business Improvement District Trail Network Plan. The Horizon Drive BID Trail Network Plan identifies a series of proposed multimodal trail connections within the Horizon Drive corridor area to provide safe, convenient and functional nonmotorized linkages to amenities within the District and to the surrounding area. A full-page map of the Horizon Drive Business Improvement District Trail Network Pan is included in GJMC 31.08.150, Appendix A – Maps, as Figure 6.

(Ord. 4851, 5-1-19; Ord. 4808, 7-18-18)

31.08.090 Section B: Strategies/Policies – Complete streets policies (Policy).

(a) Grand Junction – Adopt a Complete Streets Policy. The complete streets policy will support the City of Grand Junction Comprehensive Plan goal to "develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources." A complete streets approach integrates the needs of people and places in the planning, design, construction, operation and maintenance of transportation networks, making streets safer for people of all ages and abilities and thereby supporting overall public and economic health. At the heart of a complete streets policy is the intent for communities to build streets that safely accommodate all modes of transportation.

While the City has historically incorporated complete streets concepts in the design of transportation corridors, this policy memorializes that commitment for all transportation related projects. The Grand Junction complete streets policy recognizes the importance of all modes of transportation and is established for the areas under the jurisdiction of the City of Grand Junction.

The City established the Urban Trails Committee to advise City Council on matters pertaining to the safe, convenient and efficient movement of pedestrians and bicyclists of all ages and abilities.

It has been a long-standing goal and desire of the Urban Trails Committee, whose planning jurisdiction is limited to the Persigo 201 service area, to develop and adopt a complete streets policy. That goal was incorporated into the 2017 City Council Strategic Plan as a Key Initiative.

(b) Mesa County – Develop and Adopt a "Complete Streets" Policy. For Mesa County, an urban area complete streets policy limited to the urban development boundary will be developed that is appropriate to its jurisdiction and supports the Grand Junction Comprehensive Plan by fostering community values of transportation connections, attractive corridors and safe routes for all modes of travel. This policy will be part of the Mesa County Road and Bridge Standards and separate from the complete streets policy adopted by the City of Grand Junction.

(Ord. 4808, 7-18-18)

31.08.100 Section B: Strategies/Policies – Apply the principles of an integrated transportation system (Strategy).

(a) An integrated transportation system is defined as a system that provides transportation options and needs for all mobility types. New development shall be designed to continue or create an integrated system of streets and trails that provides for efficient movement of pedestrians, bicycles, and automobiles to and from adjacent development, while also encouraging the use of transit. Design shall allow for through movement of general traffic utilizing connectivity, thus avoiding isolation of residential areas and over-reliance on arterial streets.

(b) Another aspect of an integrated transportation system is the concept of complete networks. There are limited number of corridor segments that cannot serve all mobility types due to a variety of restrictions such as constrained rights-of-way or an exclusive facility type. Some corridors, like off-street trails, are intended exclusively for bicycles and pedestrians and a small number of corridors can serve vehicles only. However, in all instances the transportation system as a whole should provide effective connections for all modes of travel. The individual corridors, when combined, work together to form an integrated transportation system or "complete network." This Circulation Plan update was prepared with this concept in mind. The Street Functional Classification Map and the Active Transportation Corridors Map have been developed to work together with the complete network concept in mind.

(c) Implementation Actions.

(1) Amend development codes to include requirements for building street networks and identify construction/reconstruction responsibility.

(2) Amend development codes to establish construction responsibility, design guidelines, and ownership guidance for bicycle and pedestrian facilities.

(3) Develop methods to incentivize construction of bicycle and pedestrian facilities.

(4) Revise the City of Grand Junction Transportation Engineering and Development Standards (TEDS) Manual (GJMC Title 29), specifically relating to street and trail design guidelines and cross sections and transit requirements, to support the concepts presented in this plan.

(5) Revise the City's Zoning and Development Code to create best practices for street and intersection design alternatives based on anticipated travel patterns and multi-modal demand.

(6) Update the Mesa County Road and Bridge Standards to include additional options for implementation of the strategies/policies presented in this plan.

(7) Revise the Mesa County Development Standards to provide the necessary criteria to promote an integrated transportation system.

(Ord. 4808, 7-18-18)

31.08.110 Section B: Strategies/Policies – Incorporate sub-area maps (Strategy).

(a) Various plans have been developed for some areas (sub-areas) within the urban development boundary while many other areas still need specific plans. The following list recognizes planning efforts to date that are incorporated into this Circulation Plan.

(1) Safe Routes to Schools. Studies to improve safety for children between existing neighborhoods and schools continue with projects planned, funded and constructed for Nisley Elementary, Clifton Elementary and West Middle School. Other planning has occurred and will continue to occur for all schools in School District 51.

(2) Clifton Pedestrian Plan – refer to Clifton/Fruitvale Community Plan.

(3) Orchard Mesa Pedestrian Plan at the Fairgrounds/Meridian Park Neighborhood Center – refer to Orchard Mesa Neighborhood Plan (GJMC Title 39).

(4) Redlands area – refer to the Redlands Area Plan (GJMC Title 34).

(5) North Avenue Corridor Plans (GJMC Title 32).

(6) Pear Park – refer to the Pear Park Neighborhood Plan (GJMC Title 37).

(7) Horizon Business District – refer to (future) Horizon Business District Overlay.

(8) Mesa Mall Environs – (future).

(9) Safe Routes to Parks and Open Space – (future).

(b) Implementation Actions.

(1) Revisit each sub-area plan regularly and update when needed.

(2) Add to the list as new sub-areas are planned and mapped.

(Ord. 4808, 7-18-18)

31.08.120 Section B: Strategies/Policies – Improve interconnectivity with Grand Valley Transit (GVT) (Strategy).

(a) The vision for GVT is to provide a viable transportation choice for all populations that connects communities, neighborhoods, and destinations while improving quality of life and supporting economic vitality in the region. GVT strives to provide an affordable, connected, efficient, and easy to use transit system that attracts all rider types, integrates all modes of transportation and that provides a transportation system that supports jobs, recreation and overall community well-being. Additional statistical information for GVT can be found in GJMC 31.08.160, Appendix B – Background on previous adopted transportation plans.

(b) To achieve GVT's vision, the transit system must provide improved interconnectivity and accessibility including first and last mile connections. Many of the improvements will rely on coordination with both Mesa County and City of Grand Junction for implementation.

(c) Implementation Actions.

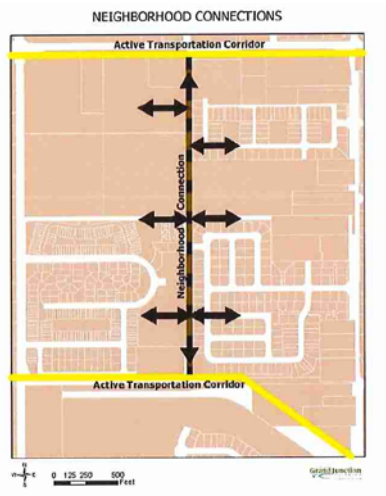
(1) Access. In coordination with its partners, GVT will improve sidewalks, curb ramps, and bike lanes and provide bike racks at bus stops in an ongoing effort to improve access for riders.

(2) Collaboration. GVT will collaborate and be a strong community partner that works with public, private, and non-governmental organizations to provide transit service options within the transportation system and look to emerging trends and technologies to bring this to fruition.

(Ord. 4808, 7-18-18)

31.08.130 Section B: Strategies/Policies – Improve the Urban Trails System both on and connecting to active transportation corridors (Strategy).

Creating neighborhood and community connections that are safe, convenient and efficient are very important to providing transportation options. These can include active transportation routes to parks, schools, commercial and employment areas that are off the major, highly traveled ways. Efforts should look at planning at a one-quarter mile radius from a proposed development as well as the entire transportation corridor between major attractions.



Access between neighborhoods and subdivisions and connecting them and other attractions to the active transportation corridors can be accomplished in a variety of ways. Using drainageways and open space areas is deemed the highest priority to make these connections work. See the four examples below.

The City has a history of working with development to create safe and convenient connectors between not only similar land uses, like residential neighborhoods, but also between unlike land uses.

Example 1: Lincoln Park Connection from North Avenue. Creating a safe community connection from collector and arterial streets allows good public access to major attractions and is important in encouraging nonmotorized transportation including transit. A bus stop exists on North Avenue at the entrance of this trail connection.



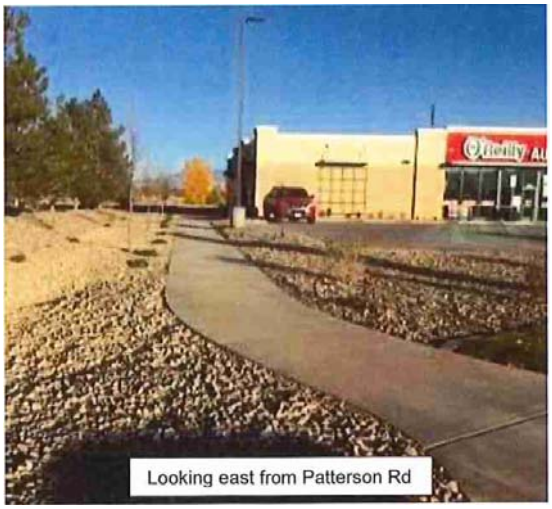
Example 2: Leach Creek Trail. The Estates and Blue Heron residential subdivisions and development of the Leach Creek bike/pedestrian concrete trail.

Leach Creek Drainage Trail – Connecting G Road and G ½ Rd

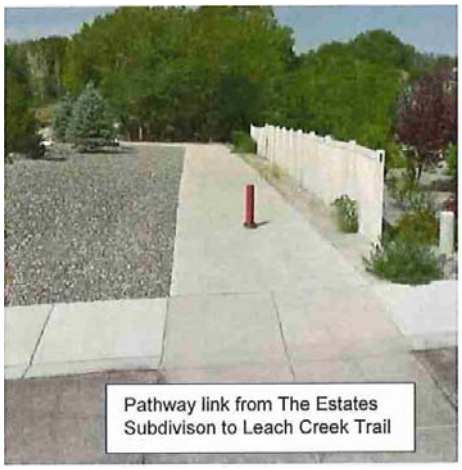




Example 3: Connection with Patterson Road. Trail across O'Reilly Auto Parts store property connects GVT Transfer Station with Patterson Road via a crosswalk at 24 ½ Road.



Example 4: Neighborhood connections to active transportation corridors. These "neighborhood connections" provide individual subdivisions with access to the larger transportation system and link them with neighborhood subdivisions and other areas of the community. A "pathway" from a subdivision which leads to an active transportation corridor will provide residents with an optional mode of transportation, while providing them access to major attractions in the urban area.



(a) Incentives for Trail Construction.

(1) Trails and public streets are part of the transportation network. They provide transportation corridors for commuting purposes; serve as an amenity to the community, new developments, and neighborhoods. Trails have been shown to improve public health, strengthen community social connections and lead to increased property values.[1]

(2) Implementation Actions.

(i) The City or County will seek funding for off-site trail construction to connect development-required trail(s) to the existing trail network (active transportation corridors).

(A) Revise the City's Zoning and Development Code (Z&D) and County's Land Development Code (LDC) to establish responsibility of new development and incentives for constructing trails shown on the Active Transportation Corridors Map and associated connections within their project limits.

(b) Standards for Trail Design and Construction. All trails should be hard surface, preferably concrete and constructed to meet the American with Disabilities Act (ADA) requirements, follow specific regulations found in the Grand Junction Development Code and Transportation Engineering Design Standards (TEDS) Manual (GJMC Title 29), and be designed according to the latest industry standard.

The type of facility to be constructed for on-street trails shown on the Active Transportation Corridors Map will generally be specified by the standard street cross-sections in the TEDS Manual (GJMC Title 29). However, the flexibility to choose a facility type that exceeds the minimum standards should be allowed and encouraged. Additionally, consideration should be given to implementing innovative pedestrian and bicycle facilities, in accordance with the latest industry standards, when the context of the corridor makes it feasible. Careful selection of the appropriate facility type is particularly important along the CDOT State Highway segments identified as active transportation corridors. For example, because of a corridor's context, a detached multi-use path or a separated two-way path could be preferred instead of on-street bike lanes. The designs for all projects on State Highway corridors are subject to the review and approval of CDOT staff.

(1) Standards for trail design and construction must also account for crossings. Trail crossings occur when on-street or off-street trails intersect with another street. Crossings should be designed according to the latest industry standards and guidelines and prioritize the safety of vulnerable road users, pedestrians, and bicyclists.

(i) The majority of trail crossings will occur at existing street intersections. Design standards pertaining to the application of pedestrian crosswalks will apply.

(ii) Current design standards and guidelines should be utilized to determine which of the various trail and pedestrian crossing treatments to select. For new crossing locations, an engineering study including a warrant analysis should be performed. The various trail and pedestrian crossing treatments that could be warranted by engineering study include crosswalk signage and markings, flashing warning beacons, pedestrian hybrid beacons, conventional traffic signals with pedestrian signal heads, or a grade separated crossing.

(iii) When off-street trails cross streets, such as trails along drainageways or trails along canals, the preferred crossing treatment should be a grade separated facility. Ideally this would utilize a structure that accommodates both the trail and the necessary drainage conveyance. If a grade separated crossing cannot be reasonably accommodated, then an engineering study should be performed to select the appropriate at-grade crossing treatment. Ideally all at-grade crossings should occur at signalized intersections.

[1]CMU Study: "The Impact of Natural Amenities on Home Values in the Greater Grand Junction Area" by Nathan Perry, Tammy Parece, Cory Casteneda and Tim Casey – updated June 2017.

(iv) When on-street trails cross CDOT State Highways or City/County arterials, the preferred crossing treatment should be a signalized intersection. A grade separated facility should be provided when it can be accomplished in combination with primarily vehicular bridge structures; such as the 29 Road overpass crossing the I-70 Business Loop. Grade separated trail crossings may also be possible by reallocating space on existing bridge structures; such as the B ½ Road Overpass crossing Highway 50. The designs for all projects crossing State Highway corridors are subject to the review and approval of CDOT staff.

(2) Implementation Actions.

(i) Revise the City's Zoning and Development Code (Z&D) and County's Land Development Code (LDC) to reflect the intent of the following:

(A) Off-street trails shown on the Active Transportation Corridors Map shall be 10 feet wide, designed and constructed per the Transportation Engineering Design Standards (TEDS) (GJMC Title 29).

(B) Minimum standards for on-street trails shown on the Active Transportation Corridors Map shall consist of on-street bike lanes in accordance with standard street cross sections and a detached sidewalk.

(C) In some cases, because of topography or other concerns, it may be impossible to meet ADA requirements. Soft trails may be acceptable in those instances.

(D) Per the Stormwater Management Manual (SWMM) (GJMC Title 28), most drainage channels require at least one 12-foot-wide service road. All drainage channel service roads shall also be designed to function as soft trails. If a trail is shown on the Active Transportation Corridors Map along a drainage channel, the service road must be constructed of a hard surface. To achieve the required 12-foot service road width, it can be 10 feet of concrete with compacted road base shoulders.

(c) Ownership and Maintenance of Trail System.

(1) This policy is as follows and is different within the jurisdiction of Grand Junction than it is in the unincorporated areas of Mesa County.

(2) City of Grand Junction Implementation Actions. Revise the Zoning and Development Code to reflect the intent of the following:

(i) If the trail is shown on the Active Transportation Corridors Map it must be in a tract or easement dedicated to the City of Grand Junction. If the trail is not shown on the Active Transportation Corridors Map the developer shall dedicate an appropriately sized tract or easement to accommodate the trail to the appropriate entity in the following order of descending priority: the City of Grand Junction, the Canal Company/Drainage District, or the Homeowners Association (HOA) per the following:

(A) When the trail is located adjacent to a drainage channel maintained by the City of Grand Junction, it shall be dedicated to the City. If the Grand Valley Drainage District (GVDD) maintains the channel, dedication shall be to the City and/or the GVDD.

(B) If the trail is located adjacent to a canal, dedication shall be to the City and/or the canal company.

(C) Trails connecting internal subdivision streets or trails to external streets or trails shall be dedicated to the City or the HOA.

(D) Trail connections between neighborhoods shall be dedicated to the City or the HOA.

(3) Unincorporated Areas of Mesa County Implementation Actions. Establish the following language in the Mesa County Land Development Code and/or Transportation and Engineering Design Standards (TEDS) for developing property:

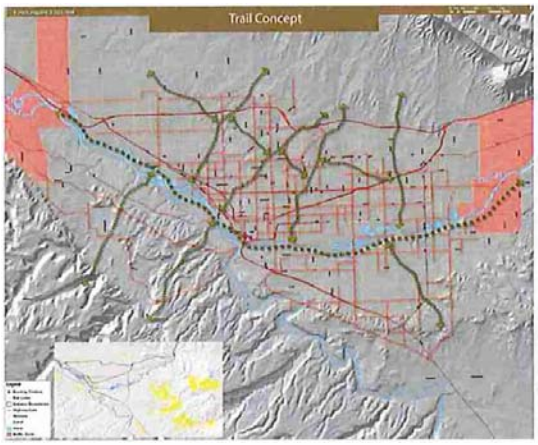
(i) Trails connecting internal subdivision streets or trails to external streets or trails shall be dedicated to the HOA, but available for public use with appropriate easements.

(ii) Trail connections between neighborhoods shall be dedicated to the HOA of which they are a part, but available for public use with appropriate easements.

(iii) Sidewalks along streets shall be in the Mesa County right-of-way.

(d) Active Transportation Corridors along Drainageways, Canals and Ditches. As shown in the 2010 Comprehensive Plan, the Colorado River Regional Trail envisioned by Grand Junction, Mesa County and many other partners establishes a regional trail running the length of the Colorado River from the Town of Palisade to the City of Fruita and beyond. Today parts of this trail are already built and more segments will be constructed through the combined efforts of various partners including Colorado Parks and Wildlife, the Colorado Riverfront Commission (One Riverfront), partner municipalities and the Urban Trails Committee.

(1) Trails along Drainage Ways. North of the Colorado River, drainageways generally orient in a northeast/southwest direction as they drain toward the river. These drainageways create a grid system separate from the grid of the street system and can provide necessary connections for a trail network from many existing and future residential neighborhoods and the Colorado River. In the Redlands, drainageways generally orient from southeast to northwest. Trails can be located within some of the broader drainageways, but may have to be aligned along the edge of narrower drainage corridors.



(2) Trails along Canals and Ditches. Canals are part of the secondary water system of the valley and generally run along contour lines in a northwest/southeast alignment, following the terrain of the valley. These canals are owned and operated by the U.S. Bureau of Reclamation (BOR) and private irrigation companies, and are located on lands owned by the BOR, in rights-of-way or easements across private land. Using a combination of limited drainageway trails (discussed above) and limited canal trails can create a part of the active transportation corridor grid system.

(3) The concept of accessing the Colorado River Trail system through these nonmotorized active transportation corridors takes advantage of existing road corridors, greenways, drainages, and a few canal and ditch segments as identified on the Active Transportation Corridors Map to tie most of Grand Junction to the Colorado River Regional Trail.

(4) City of Grand Junction Implementation Actions. Revise the Zoning and Development Code to reflect the intent of the following:

(i) Trails along canals and drainages are shown on the Active Transportation Corridors Map for certain segments needed to make essential trail system connections. Utilizing these segments for trail connections will require:

(A) Cooperation and allowance of public access from the irrigation and drainage providers to ensure public safety along the canal.

(B) Providing canal and drainage operators the ability to maintain their infrastructure.

(C) Permission from the underlying landowners and provisions to minimize public impacts on private land (such as fencing).

(D) Establishment of memorandums of understanding (MOUs) to address liability.

(5) Unincorporated Areas of Mesa County Implementation Actions. It is Mesa County's policy to not require trails along drainageways or canals.

(e) Develop Wayfinding and Marketing for Trails System.

(1) A wayfinding system for bicyclists and pedestrians consists of comprehensive signing and/or pavement markings to guide bicyclists and pedestrians to their destinations along "active transportation corridors" and other preferred routes. Signs are normally placed at decision points along routes – typically at the intersection of two or more routes, trails, or bikeways, and at other key locations leading to and along bike and pedestrian routes.[1]

(2) Implementation Actions for All Transportation Providers/Partners.

(i) Make trail maps available on key websites including at a minimum: Mesa County, City of Grand Junction, Grand Junction Economic Partners, Chamber of Commerce, Colorado Mesa University, and "Visit Grand Junction."

(ii) Distribute hard copy maps/brochures at visitors' centers/mobile visitor centers/hotels/libraries/schools and other locations that serve as visitor and user destinations.

(iii) Distribute and/or post full-sized maps at various locations including downtown, the CMU campus, GVT transit centers and at important transit stops showing the multi-modal transportation network (GVT routes, trails, and roads, etc.).

(iv) Develop a phone app showing different forms of circulation using different modes including photos. A mobile app could also be used to show history or points of interest as well as include the ability to report problems or suggestions.

(Ord. 4808, 7-18-18)

31.08.140 Section B: Strategies/Policies – Maintain/improve vehicular and nonvehicular circulation (Policy).

In less developed sections of the urban area there is a need for local (subdivision) streets to be constructed in specific locations for better connectivity and access to the collector and arterial street network. These streets have been identified as "Unclassified" on the Street Functional Classification Map and may be reclassified in the future when actual traffic demand is determined with development proposals.

[1]Adopted from *Urban Bikeway Design Guide*, Second Edition, National Association of City Transportation Officials, March 2014.

(a) Stub Streets. Local circulation systems and land development patterns must not detract from the efficiency of adjacent higher order streets nor limit access to undeveloped property within a neighborhood. Requiring stub streets is necessary to provide access and connectivity within a neighborhood. 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.



Jamison Avenue is stubbed on both the east and west sides of this undeveloped area in Fruitvale

(b) Implementation Actions. Revise the Z&D and LDC to reflect the following:

(1) Unclassified "future" streets are required to be built during development. 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 development under consideration).

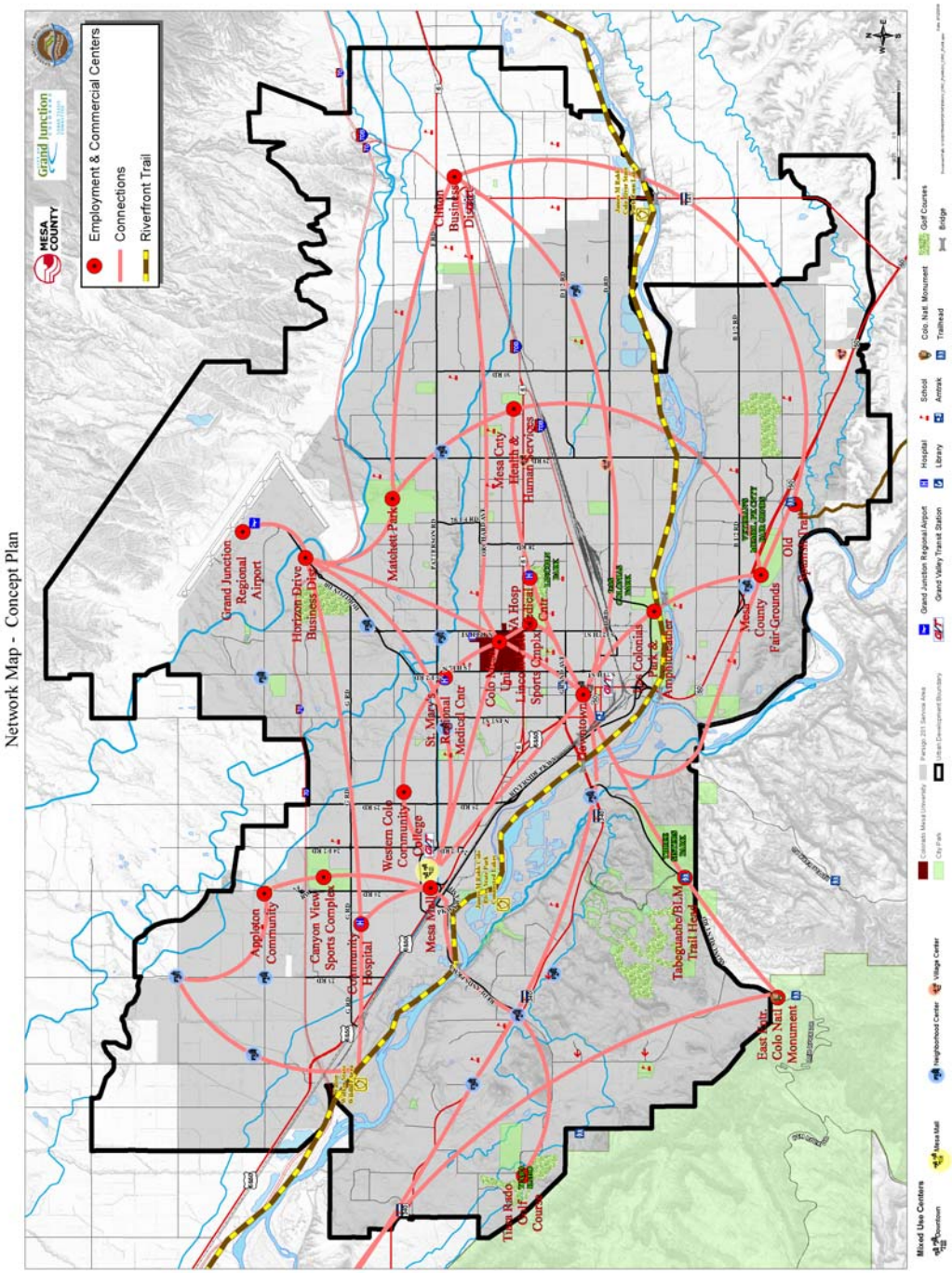
(2) Developments are required to stub streets to adjacent properties in logical locations, based on the circulation plan and each jurisdiction's access management policies. This will allow for an interconnected local street system while minimizing the number of points required for access to the general street system. Stub streets may be required for any functional classification street including local streets.

(Ord. 4808, 7-18-18)

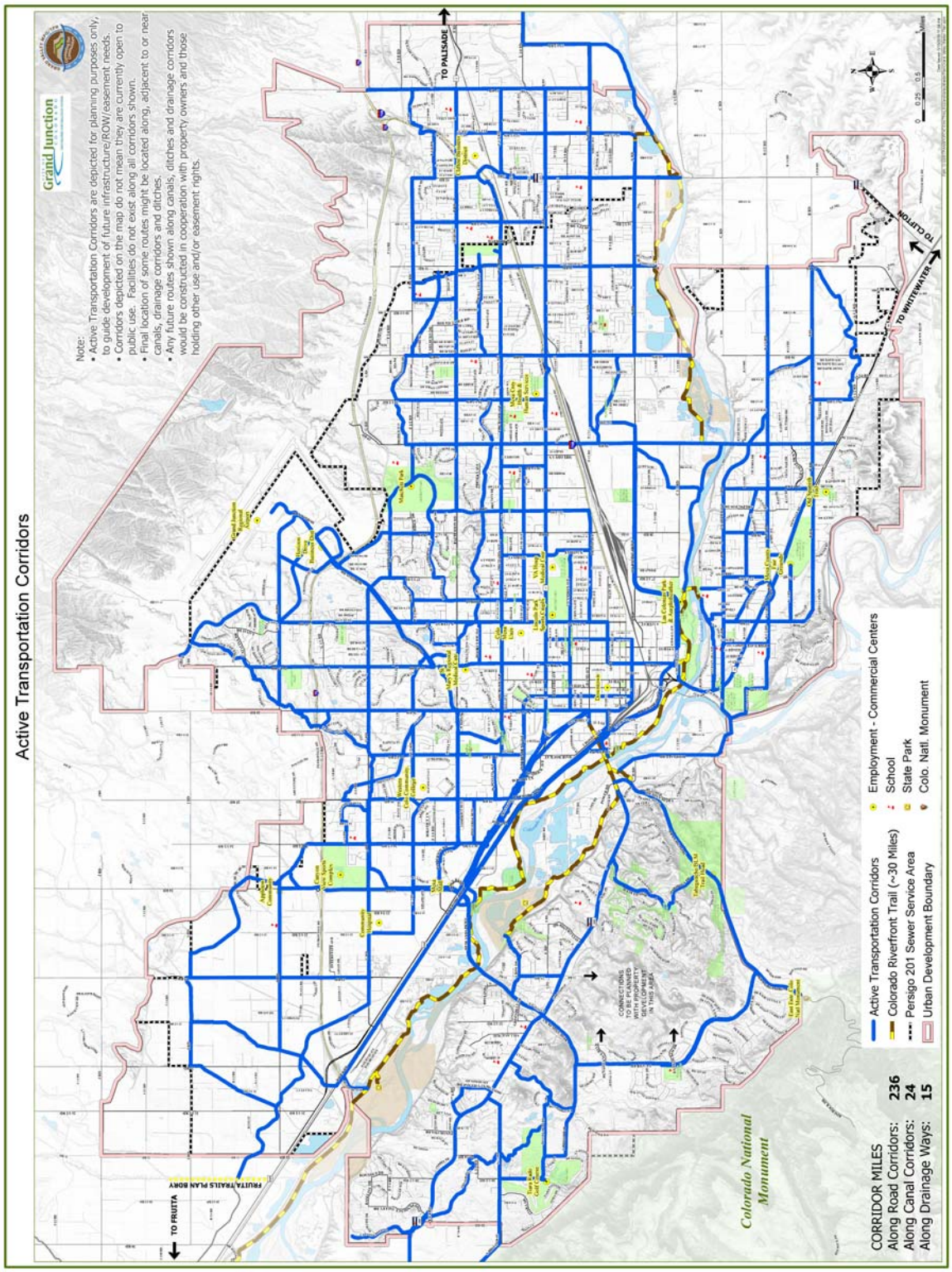
Article III. Appendices

31.08.150 Appendix A – Maps.

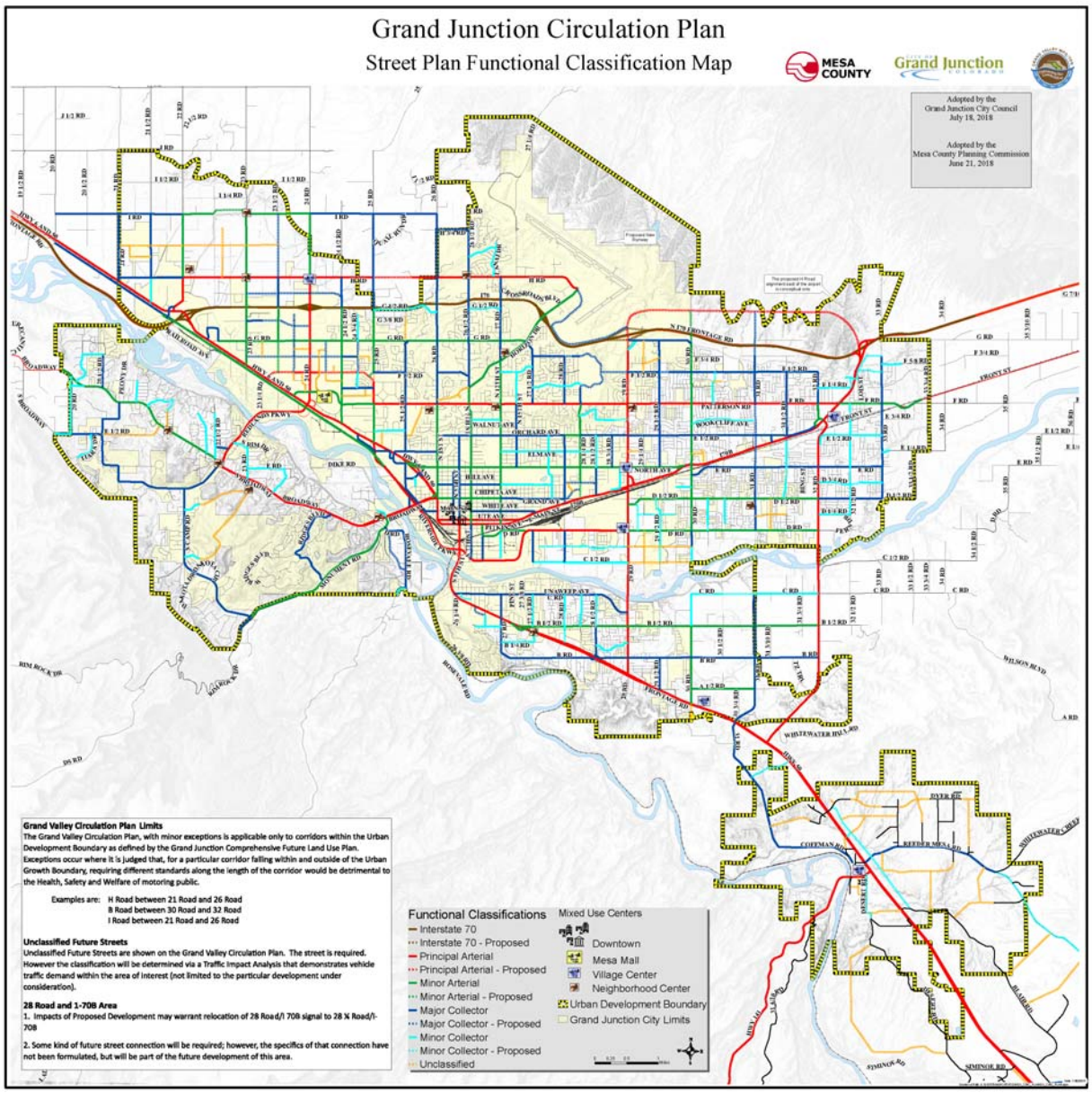
(a) Figure 1 – Network Map.



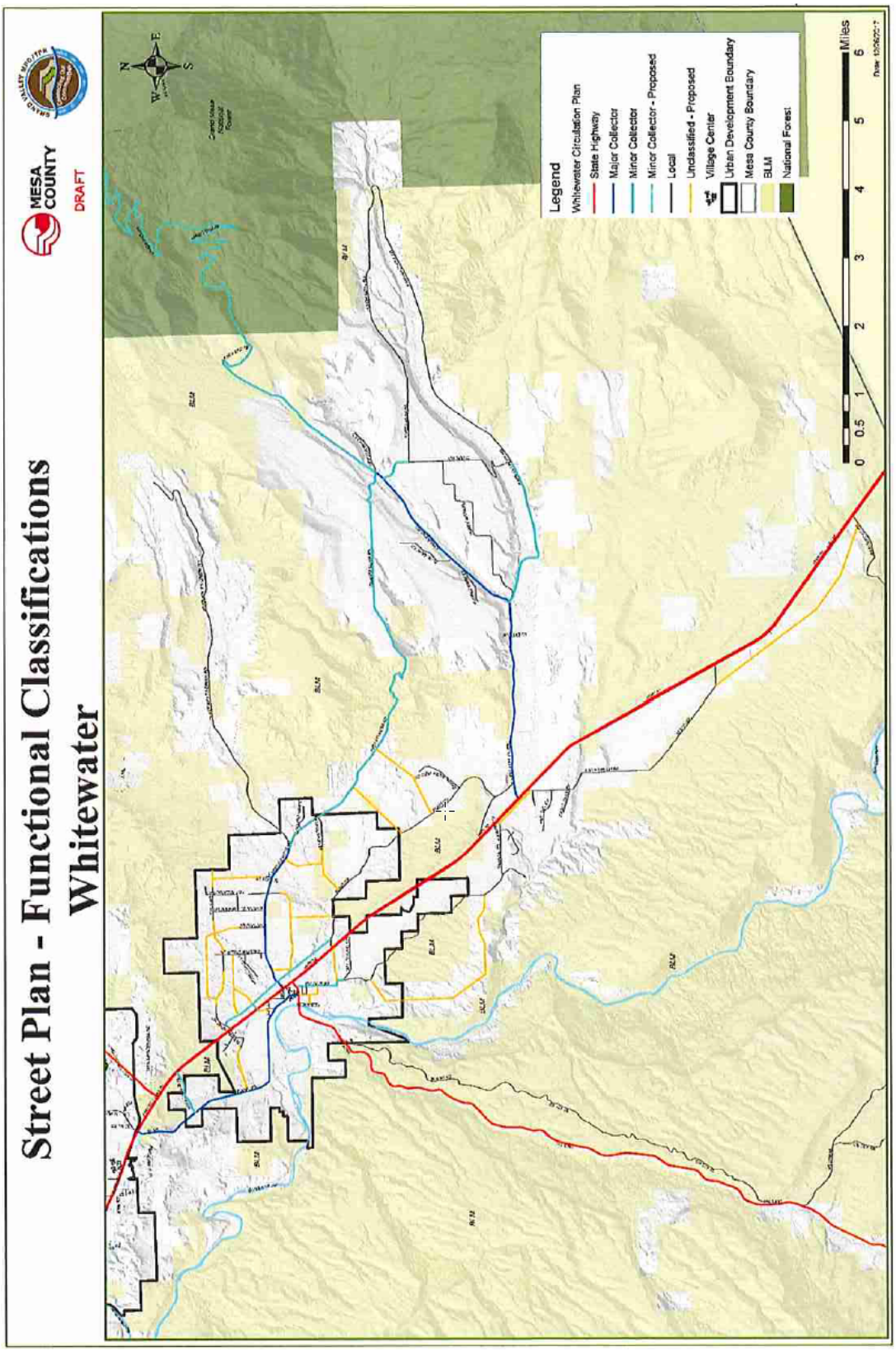
(b) Figure 2 – Active Transportation Corridors Map.



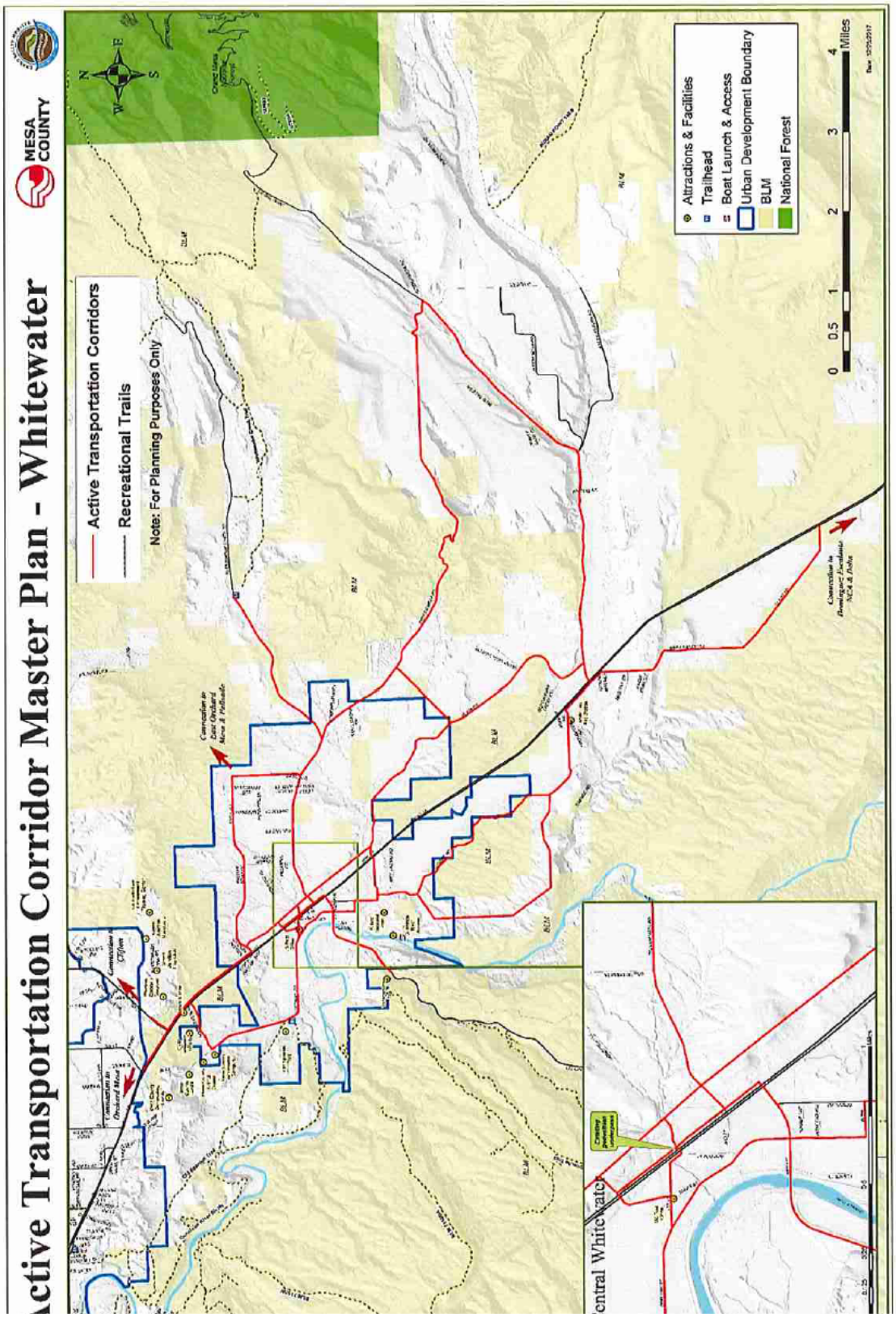
(c) Figure 3 – Street Plan – Functional Classification Map.



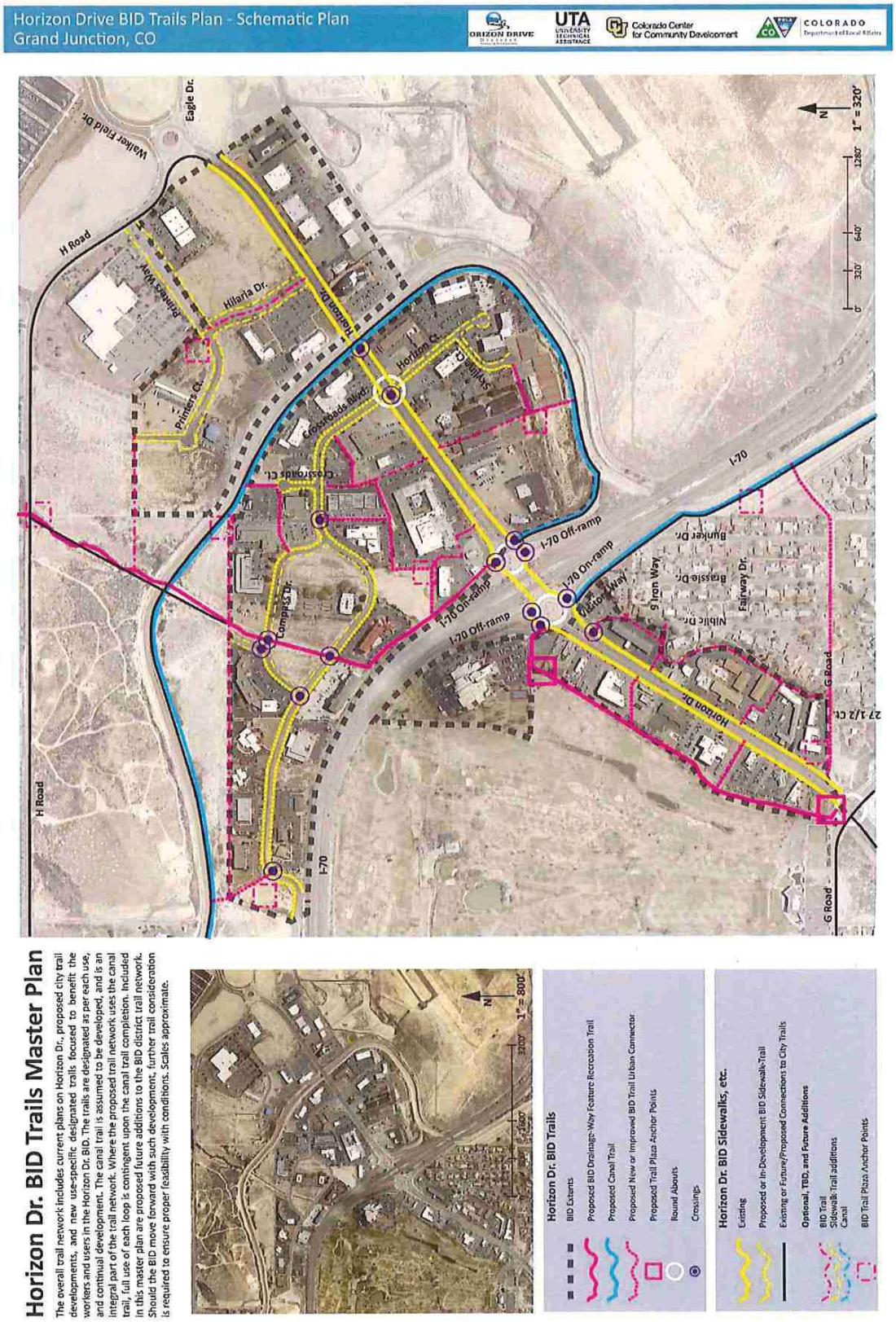
(d) Figure 4 – Whitewater – Street Plan – Functional Classification Map.



(e) Figure 5 – Whitewater – Active Transportation Corridor Map.



(f) Figure 6 – Horizon Drive Business Improvement District Trail Network Plan.



(Ord. 4851, 5-1-19; Ord. 4808, 7-18-18)

31.08.160 Appendix B – Background on previous adopted transportation plans.

The following adopted plans have shaped the transportation planning in the community and have been adopted by one or both the City of Grand Junction and Mesa County, and can be found at www.mesacounty.us/planning and/or at http://www.gjcity.org. These plans serve as the foundation for the updated Circulation Plan.

(a) 2010 Grand Junction Comprehensive Plan. The Grand Junction Comprehensive Plan was adopted in 2010 by both the City Council of Grand Junction and the Mesa County Planning Commission. The Comprehensive Plan provides the vision and the goal of "Becoming the Most Livable Community West of the Rockies." Creating a community with an excellent transportation system is essential to achieving this vision. The goals and policies of the Comprehensive Plan are further discussed in this Circulation Plan.

(b) Grand Valley 2040 Regional Transportation Plan (see gv2040rpt.org). The 2040 Plan was adopted by the Grand Valley Regional Transportation Commission in 2015. To maintain the region's transportation system, ensure the efficient movement of people and goods, and support future growth and development, transportation services and infrastructure are planned and coordinated through a regional transportation planning process carried out by the Grand Valley Metropolitan Planning Organization (GVMPO). The GVMPO is the federally designated transportation planning organization for the Grand Junction urbanized area and all of Mesa County. The long-term guidance developed in the regional Long Range Regional Transportation Plan (RTP) informs a short-term capital improvement plan, or the Transportation Improvement Program (TIP), and prioritize projects to make the best use of limited funding. The regional plan covers all of Mesa County, including incorporated Grand Junction. The Grand Valley 2040 Regional Transportation Plan (RTP) is the most recent update to the region's overall vision for future transportation infrastructure and investment and identifies the types of investments and strategies needed to address transportation mobility needs in the region. The plan guides future investments in the region's transportation system to reduce congestion; ease commutes; improve roadway safety; enhance sidewalks, bike, and multi-use trails; and maintain an efficient and effective transportation system that supports the regional economy. It is scheduled to be updated in 2019 by a 2045 Plan.

(c) 2001 Urban Trails Master Plan. The City of Grand Junction last adopted an Urban Trails Master Plan in 2001 and the Mesa County Board of County Commissioners retired it in April 2014, leaving a plan that is limited, outdated and only implemented within the city limits of Grand Junction. The Urban Trails Master Plan defines the type and locations of nonmotorized transportation corridors in the Grand Junction urban area, as well as on-street bicycle and pedestrian facilities. Rather than update the Urban Trails Master Plan, it is being incorporated into this Plan, which will provide more direction, priorities, policies and implementation strategies.

(d) 2002 Redlands Area Transportation Plan. Includes a transportation section that was adopted as part of the Circulation Plan in 2002. There were four key elements of the planning effort: (1) State Highway 340 Access Control Plan; (2) capacity improvements on existing routes; (3) new roadways and neighborhood connections; and (4) multi-modal accommodations.

(e) 2004 Pear Park Neighborhood Plan. Includes a Transportation and Access Management Plan for the Pear Park neighborhood and was adopted as part of the Circulation Plan in 2004. It remains a part of the Circulation Plan today and its detail at a neighborhood level guides development access and street cross sections for major corridors in Pear Park.

(f) 2014 Orchard Mesa Neighborhood Plan. Includes a transportation planning section supporting complete street improvements, multi-modal enhancements for all major corridors on Orchard Mesa including US Highway 50, establishing nonmotorized crossings of U.S. Highway 50 (including the eastbound conversion of the B ½ Road overpass to a pedestrian/bicycle path), and creating safe nonmotorized routes to area attractions, schools, the riverfront, and centers.

(g) 2011 Clifton/Fruitvale Community Plan. Includes the Clifton Transportation Study and Clifton Pedestrian Circulation Study. Adopted in 2006 and amended in 2011, it specifically looks at pedestrian and bicycle improvements to U.S. Highway 6 that runs through Clifton on the way to Palisade.

(h) 2007/2011 North Avenue Corridor Plans and Zoning Overlay. Includes transportation requirements that reinforce a "complete street" infrastructure that support this Circulation Plan.

(i) 24 Road Subarea Plan and Overlay. Adopted in 2000 and updated in 2017, it includes transportation requirements that reinforce a "complete street" infrastructure and support this Circulation Plan.

(Ord. 4808, 7-18-18)

31.08.170 Appendix C – GVT Transit.

(a) GVT Transit Summary, Service Areas and Major Corridors. Based on onboard passenger surveys conducted between 2008 to 2016, the two major destinations for Grand Valley Transit (GVT) passengers while riding the bus are home followed by work. Therefore, GVT focuses the system around densities of residential development and centers of employment. Determining factors for route alignments and stop placement focus on transit-dependent populations that include older adult, persons with ambulatory disabilities, low-income, and zero-vehicle populations. Much of this information comes from Census tract data, while the Grand Junction Housing Coalition is another resource.

(b) GVT Focuses on Specific Corridors. Since the inception of fixed routes in 2000, GVT has focused on particular corridors including the following within the City of Grand Junction: North Avenue, Patterson Road, Orchard Avenue, Horizon Drive, Unaweep Avenue, D ½ Road, D Road, 4th and 5th Street couplets, 7th Street, 12th Street, 29 Road, and 32 Road.

(c) GVT Daily Boardings and Alightings.

(1) The busiest stops in 2016 for passenger boardings include the following (in order):

(i) Downtown Transfer Facility;

(ii) Clifton Transfer Facility;

(iii) West Transfer Facility;

(iv) North Avenue and East of 28 ¾ Road – Walmart;

(v) 1st Street and North of Rood Avenue – City Market;

(vi) North Avenue and West of 28 ¾ Rd – Texas Road House – North Avenue and East of 28 ½ Rd – Homeward Bound.

(2) The busiest stops in 2016 for passengers' alightings include the following:

(i) Downtown Transfer Facility;

(ii) Clifton Transfer Facility;

(iii) West Transfer Facility;

(iv) North Avenue and Orchard Avenue – West of 29 ¼ Road;

(v) North Avenue and East of 28 ½ Road – Homeward Bound;

(vi) North Avenue and West of 29 ½ Road – Career Center;

(vii) East of 28 ¾ Road – Walmart.

(d) GVT Seeks Economic and Community Vitality. Provide a transit system that supports jobs, recreation, and overall community well-being.

(e) GVT Seeks System Preservation. Maintain a financially sustainable transit system operating in a state of good repair.

(f) GVT Seeks Education and Outreach. Strive to inform and educate the public about transit services and the mobility options they provide for all trip types and populations.

Municipalities and educational institutions can partner with GVT to leverage grant funding for capital improvements.

(g) Examples of recent successes include:

(1) Pedestrian and bicycle facilities (crossing beacons, sidewalks, ADA ramps, etc.);

(2) Buildings (County Fleet addition in Whitewater, park-and-ride facilities);

(3) Compressed Natural Gas (CNG) fueling facilities;

(4) Litter vacuum for Mesa County Facilities Department;

(5) CMU coach bus, District 51 and GVT bus pullout on 7th and Elm at new engineering building;

(6) Connecting the GVT West Transfer Station on 24 ½ Road, to Patterson Road, a "Neighborhood Connection" a trail that was built by O'Reilly Auto Parts providing pedestrian access from 24 ½ Road to Patterson Road.



CMU (7th St) – GVT Bus Pullout



GVT Bus Transfer Station across street



Looking west from 24 ½ Rd

(Ord. 4808, 7-18-18)

31.08.180 Appendix D – Resources.

(a) City of Grand Junction.

(1) www.gjcity.org.

(2) Grand Junction Comprehensive Plan (GJMC Title 31).

(3) Transportation Engineering Design Standards Manual (TEDS) (GJMC Title 29).

(4) Urban Trails Committee.

Additional plans can be found at http://www.gjcity.org/residents/community-development/long-range-planning/.

(b) Mesa County.

(1) www.mesacounty.us/planning.

(2) Mesa County Road Access Policy.

(3) Mesa County Road and Bridge Specifications.

Additional plans can be found at http://www.mesacounty.us/planning/master-plan.aspx.

(c) Grand Valley Metropolitan Planning Organization.

(1) www.rtpo.mesacounty.us.

(2) 2040 Regional Transportation Plan.

(3) Safe Routes to School.

Additional plans, reports and studies can be found at http://rtpo.mesacounty.us/plans-reports-studies.aspx.

(d) Colorado Mesa University Natural Resource Center.

(1) http://www.coloradomesa.edu/natural-resource-center/NRC%20Reports/socioeconomic-studies.html.

(2) Studies include:

(i) Grand Valley Public Trail Systems Socio-Economic Study, 2018.

(ii) Rural Colorado Migration Study, 2018.

(iii) Mesa County Hedonic House Price Study, 2017.

(Ord. 4808, 7-18-18)

Article IV. City of Grand Junction Complete Streets Policy

31.08.190 Vision.

The complete streets vision is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the City of Grand Junction (City) to equitably serve all users and all modes of transportation. Complete streets will provide residents improved access, safety, health and environment—helping Grand Junction to become the most livable community west of the Rockies.

The Comprehensive Plan established specific strategies to implement its vision, guiding principles, goals and policies. In Chapter 5, Balanced Transportation, there are strategies to provide alternatives to getting around the community, increasing connectivity between neighborhoods, schools, parks, shopping and employment areas. It is through the buildout of neighborhood and village centers, along with strategies identified in the Comprehensive Plan and this Circulation Plan that will help the community achieve its vision of becoming the most livable city west of the Rockies.

Grand Junction streets will be designed and maintained to be safe, attractive, accessible, convenient and comfortable for users of all ages and abilities and transportation modes. Complete streets will make the City of Grand Junction more walkable and bikeable, support transit, foster community engagement, and support the local economy and property values. Complete streets will strengthen quality of life by improving public health and safety, advancing mobility, enhancing livability and long-term sustainability to achieve the vision "to become the most livable community west of the Rockies."

(Res. 48-18, 7-18-18)

31.08.200 Purpose.

The City of Grand Junction commits to improvements that are planned, designed, constructed, operated, and maintained to support safe, efficient and convenient mobility for all roadway users—pedestrians, bicyclists, people who use mobility devices, transit riders, freight traffic, emergency response vehicles, and motorists—regardless of age or ability. Complete streets are necessary to expand everyone's mobility choices for safe and convenient travel by different modes between destinations throughout Grand Junction and are designed, appropriate to the context, to balance safety and convenience for everyone using the road.

Safety, including a reduction in hazards for pedestrians and bicyclists on Grand Junction roadways, is a fundamental consideration of this complete streets policy. Complete streets also encourage people to more easily make active transportation choices (walking and bicycling), which are associated with improved health outcomes at all stages of life and provide the added benefit of improved air quality.

The City of Grand Junction recognizes that the planning and design of streets and regional roadways should include the entire right-of-way and public realm. A complete streets approach provides a unique opportunity to thoughtfully integrate and advance multiple objectives for the community, now and into the future, while delivering maximum benefits from both public and private investments. A complete street includes an array of integral facilities, including, but not limited to street and sidewalk lighting, pedestrian and bicycle safety improvements, access improvements, compliance with the Americans with Disabilities Act, public transit facilities and access thereto, landscaping, drainage, and street amenities such as street furniture and shade.

(Res. 48-18, 7-18-18)

31.08.210 Complete streets principles/context sensitive design standards.

(a) Complete Streets Serve All Users and Modes. The City of Grand Junction shall design, operate and maintain the communities' streets and rights-of-way to reasonably enable safe, comfortable and convenient access and travel for users of all ages, abilities and income levels. Complete streets equitably considers the needs of motorists, pedestrians, people with disabilities, transit users, bicyclists, and commercial and emergency vehicles, consistent with this policy. The City will strive to prioritize complete street improvements that impact vulnerable and underserved areas and users.

(b) Complete Streets Design Criteria. The City shall take an innovative approach to develop complete streets that meet or exceed national best-practice design guidelines by thoughtfully applying engineering, architectural, and urban design principles.

(c) Complete Streets Require Connected Travel Networks. The City of Grand Junction shall prioritize opportunities to create a complete transportation network that provides connected facilities to serve all people and modes of travel, now and into the future. Streets shall be connected to create complete networks that provide travelers with multiple choices of travel routes and that help to reduce congestion on major roadways. The network shall include off-street hard-surface trails for biking and walking where necessary to improve safety and convenience. All roadways and routes need not be optimized for all modes; however, the network shall provide safe, efficient and convenient travel routes for each mode throughout the City, connecting services, schools, parks, civic uses, major centers of activity and attractions.

(d) Complete Streets Are Attractive, Interesting and Comfortable Places for People. Grand Junction's streets shall be designed as public amenities and include aesthetic elements such as street trees, landscaping, pedestrian lighting, street furniture, and wayfinding signage wherever possible.

(e) Complete Streets Require Context-Sensitive Approaches. The City will align land use and transportation goals, policies and code provisions to create complete streets solutions that are flexible and appropriate to the unique circumstances of the surrounding neighborhood, land use patterns and street classification to maximize travel.

(f) Complete Streets Include All Roadways and All Projects and Phases. The City shall apply this policy, to the greatest extent practicable given budget constraints, to all street projects, including new construction, reconstruction, resurfacing, and maintenance. In addition, safe and efficient travel access for all modes of transportation shall be maintained during construction.

(g) Complete Streets Require Education, Outreach and Engagement. The City will foster education and outreach on the complete streets policy to City departments and other agencies and will encourage community engagement. Ongoing implementation and monitoring will be communicated to the community.

(Res. 48-18, 7-18-18)

31.08.220 Exceptions.

(a) Any exception to this policy, including for eligible private projects, must be reviewed and approved by the Transportation Engineering Design Standards (TEDS) Exception Committee, comprised of the Public Works Director, Transportation Engineer, Community Development Director, and the Fire Marshal.

(b) The following will be considered by the Committee for exceptions to the policy:

(1) An accommodation is not necessary on the corridors where specific user groups are prohibited;

(2) Costs of accommodation are excessively disproportionate to the need or probable use, when factoring in both current economic conditions and economic benefits of initial capital cost;

(3) A clear, documented absence of current and future need exists;

(4) Transit accommodations that may be excluded where there is no existing or planned transit service;

(5) Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, spot repair, pothole filling or when interim measures are implemented on temporary detour or haul routes;

(6) A reasonable and equivalent project existing along the same corridor that is already programmed to provide facilities exempted from the project at hand; or

(7) The cost of providing accommodations is excessive compared to reasonable access to alternative facilities existing within one-quarter mile of the surrounding network of complete streets to the site.

(Res. 48-18, 7-18-18)

31.08.230 Applicability.

The policy is applicable to all development and redevelopment in the public realm within the City of Grand Junction. It applies to the work of all City departments and other entities working within the public right-of-way. In addition, it is intended to guide all private development that affects streets, the transportation system, and the public realm.

Where new streets and subdivisions are subject to the City of Grand Junction Zoning and Development Code and/or Transportation Engineering Design Standards, the City shall fully and consistently refer to this policy for guidance.

In the existing developed areas of the City, roadway improvements that implement this policy shall be achieved as individual projects advance, as sites and corridors are developed and improved, and as needs and travel-mode balance evolve over time.

(Res. 48-18, 7-18-18)

31.08.240 Performance measures.

Complete streets require appropriate performance measures. The City will track and report performance measures for the transportation system that measure how well the City is conforming to this policy. Indicators shall reflect safe and efficient mobility for all users—pedestrians, bicyclists, transit riders, motorists and freight. The City shall measure the success of this policy using, but not being limited to, the following performance measures:

Performance Measure	Unit/Quantity	Goal
Safety:		
Crashes for all modes	Number	Decrease
Injuries and fatalities for all modes*	Number	Decrease towards zero
1. Number of Fatalities		
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)		
3. Number of Serious Injuries		
4. Rate of Serious Injuries per 100 Million VMT		
5. Number of Nonmotorized Fatalities and Nonmotorized Serious Injuries		
Countdown signals	Number	Increase
Audible traffic signals	Number	Increase
Crosswalk and intersection improvements	Number	Increase
Access:		
ADA compliant curb ramps	Number	Increase
ADA compliant accessible routes	Miles	Increase
On-street bike lanes	Miles	Increase
Signal approaches with bike friendly detection	Number	Increase
On-time arrivals for GVT	%	Increase
Bus stops that provide weather protection	%	Increase
Sidewalks	Miles	Increase
Off-street hard-surface trails	Miles	Increase
Health and Environment:		
Students who walk or bike to school	%	Increase
Mode share: walk, bike and transit	%	Increase
Vehicle miles traveled (VMT) per capita	Number	Decrease

Notes:

(1) *The U.S. Department of Transportation (USDOT) Safety Performance Management Final Rule establishes five performance measures as the five-year rolling averages. The GVCP goal or target for 1 – 5 above will be to decrease towards zero.

(2) As the Safety Performance Rule and other transportation system performance management rules required by the USDOT are implemented, these complete streets performance measures will be updated as applicable.

(Res. 48-18, 7-18-18)

31.08.250 Implementation strategies.

(a) Policy Integration. The City shall make the complete streets practices a routine part of everyday operations, approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and work in coordination with other departments, agencies and jurisdictions.

The City will review and revise, as needed, all plans, guidelines, regulations, procedures, and programs to integrate the complete streets principles in all street projects, as feasible.

(b) Interagency Coordination. Implementation of the complete streets policy will be carried out cooperatively and consistently among all departments in the City of Grand Junction, outside agencies, and, to the greatest extent possible, private developers.

(c) Training. The City will train pertinent staff on the content of complete streets principles and best practices for implementing this policy.

(d) Project Selection Criteria (3).

The City will maintain a comprehensive inventory of pedestrian and bicycle infrastructure and will prioritize improvement projects that eliminate gaps in the sidewalk and bikeway network and serves the needs of underserved and vulnerable communities.

The City will utilize interdepartment coordination to promote the most responsible and efficient use of resources for activities within the public way and will seek out appropriate sources of funding and grants for implementation of complete streets policies.

(e) Oversight Responsibility.The Department of Public Works and the Community Development Department will monitor and implement the complete streets policy, with input and recommendation from the Urban Trails Committee.

(f) Public Engagement Plan. The City will produce an annual report detailing progress made on the performance measures and implementation of the complete streets policy.

(Res. 48-18, 7-18-18)

Chapter 31.12

WIRELESS MASTER PLAN





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31.12.010 Acknowledgements.

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City of Grand Junction

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(Ord. 4703, 6-1-16)

31.12.020 Preface.

(a) Purpose. The following is an excerpt from the Request For Proposal (RFP-3890-14-NJ):

> In May of 2014, the Grand Junction City Council adopted a three to five years Economic Development Plan (EDP) for the purpose of creating a clear plan of action for improving business conditions and attracting and retaining employers. Section 1.4 of the EDP focuses on providing technology infrastructure that enables and supports private investment. Expanding broadband capabilities and improving wireless and/or cell coverage to underserved areas are key objectives of the EDP. The City has determined that the development of a Wireless Telecommunications Master Plan (WTMP) for eventual inclusion in the City's Comprehensive Plan would be a positive step toward accomplishing those objectives.

A request for proposal (RFP) was issued by the City of Grand Junction and Mesa County which specifies several geographic study areas of interest for the WTMP.

> The goal of the WTMP is to facilitate the creation of an optimized wireless telecommunications environment that is efficient, capable, and meets the long-term forecasted user requirements of the businesses, residents and visitors in the City of Grand Junction and Mesa County.

CityScape Consultants, Inc. (CityScape) was awarded the contract to develop a WTMP (hereafter referred to as a Wireless Master Plan or WMP) for the City of Grand Junction (City), Mesa County (County) and the Grand Junction Regional Communication Center (GJRCC). The WMP will serve as a general planning tool for the City, County and GJRCC. CityScape works exclusively for public agencies to address these identified concerns. CityScape specializes in developing land use strate-

gies to control the proliferation of wireless infrastructure, affording the maximum control for local governments, while maintaining compliance with State statutes, the Telecommunications Act of 1996, Middle Class Tax Relief and Job Creation Act of 2012 and subsequent federal regulations.

The WMP is intended to balance the goals of providing good wireless network services throughout the defined study areas while minimizing the visual impacts of the telecommunications infrastructure. It is an illustrative planning tool and guide for developing planning policies for future wireless communications infrastructure. The WMP includes a framework for maximizing network coverage while minimizing the future number of new telecommunication facilities; and suggestions for design standards that will guide decisions about the siting of future communication facilities.

The WMP provides a short history on wireless telecommunications technology, an overview on network deployment practices, an inventory of existing wireless infrastructure throughout the City and County, theoretical propagation mapping, 10-year projection maps of potential future network deployment patterns and recommendations for meeting future network deployment objectives over the next 10 to 15 years.

(b) WMP Study Areas and Tasks. There are nine geographic regions identified as study areas:

- The City of Grand Junction (the 201 Service Boundary was used to approximate the boundaries of the City because of the irregular boundary created by noncontiguous annexations of property into the City limits)
- Study Area A: City of Fruita (Lower Valley), Town of Palisade, Town of DeBeque
- Study Area B: Glade Park, Gateway, Whitewater, Town of Collbran
- Study Area C: Corridors (Interstate 70 and Highway 50)

The scope of services includes the following six tasks:

- Task A: Preliminary research and data assessments.
- Task B: Infrastructure assessments; kick-off meeting; and theoretical root mean square (RMS) mapping.
- Task C: Theoretical propagation mapping based on participant responses at kick-off meeting.
- Task D: Design and development of draft master plan; draft ordinance review and amendment recommendations; and technical meeting.
- Task E: Public meetings and presentations of draft documents.
- Task F: Final documents.

(Ord. 4703, 6-1-16)

Article I. The Telecommunications Industry

31.12.030 Introduction.

Telecommunications is the transmission and/or reception of radio signals, whether it is in the form of voice communications, data, digital images, sound bites or other information, via wires or space on radio frequencies, using satellites, microwaves, or other electromagnetic systems. Telecommunications includes the transmission of voice, video, data, broadband, wireless and satellite technologies and others.

Traditional landline telephone service utilized an extensive network of copper lines to transmit and receive a phone call between parties. As the communications industry evolved, modified copper wire circuit or T-carrier (T-1) lines were developed to add capacity, bandwidth and speed to the standard copper wire line. However, copper-based technology, in any form, is insufficient to support the ever increasing service demands. With today's technology, the only methods available to achieve the necessary bandwidth and speed for data transfer is to utilize fiber optic or microwave technology for backhaul. Backhaul

is the network interconnection that links individual network nodes together through the core network backbone. The lack of fiber or microwave currently is a limiting factor for true high-speed telecommunications.

Wireless telephony, also known as wireless communications, includes mobile phones, pagers, and two-way enhanced radio systems. It relies on the combination of landlines, cable and an extensive network of elevated antennas – most typically found on communication towers to transmit voice and data information. The evolution of this technology has progressed through advances referred to as first, second, third and fourth generations (1G through 4G) of wireless deployment. Fifth generation (5G) wireless is expected to exponentially expand wireless network capacity by incorporating new transmission technologies and a wide range of frequency spectrum between 600 megahertz (MHz) and 24 gigahertz (GHz). Advanced technologies with 5G will result in much quicker download speeds for smartphones and other smart devices, and machine-to-machine (M2M) data transmission between automotive vehicles and between pieces of equipment in industries such as transportation and logistics, home health care, manufacturing and public safety.

(Ord. 4703, 6-1-16)

31.12.040 Wireless handset evolution.



1G, 1984 Mobria Cell Phone
(Image: J Bundy)

During the early 1980s, the first generation, consisting of 850 megahertz (MHz) band cellular systems, was launched nationwide. The 1G portable cell phones were boxy in shape and operated much like a small AM or FM radio station. The 850 MHz frequency (i.e., low band) allows the radio signal from the antenna on the tower to travel beyond five miles, depending on topography and line-of-sight conditions between the towers. Customers using a cell phone knew when they traveled outside of the service area because they would hear a static sound on the phone similar to the sound of a weak AM or FM radio station. The signal either faded or remained crackling until the subscriber was within range of another facility.

Originally, the 850 MHz band only supported an analog radio signal. By 2010, 1G had been phased out of network design in most urban markets, but still serves as a platform of initial coverage in remote and undeveloped areas – including large areas identified in Study Area B of Mesa County.

The 1990s marked the deployment of second generation technologies, consisting of the 1,900 MHz band (i.e., high band) Personal Communication Systems (PCS) and Enhanced Specialized Mobile Radio (ESMR) commonly referred to as Nextel, that operated in the 800 MHz band. Nextel and 2G cellular wireless technology was developed primarily to allow for simultaneous phone calls over a digital signal, on both 850 and 1,900 MHz, that were audibly clearer than those made with an analog signal. The handsets were much smaller than the 1G cellular phones and the first handsets provided low speed data services such as paging and limited text messaging through the handheld unit. However, 2G had some network functionality trade-offs. The technology offered a static free signal but with a higher rate of disconnects or dropped calls. The network solution to reduce the number and frequency of dropped calls required significantly more base stations and towers for several reasons: First, the propagation signal in the high band does not travel as far as the low band signal. Thus, the number of required facilities almost tripled just to provide basic 2G coverage in the same geographic area as a 1G service area. Second, the industry was reluctant to share tower space with a competitor and many service providers resisted co-locating on the same tower. And third, subscriber base and usage grew rapidly so the industry needed more sites to improve network coverage demands by their customers.



2G Phone (left)
4G Phone (right)
(Image: Answers.com)

Third generation (3G) wireless was launched in the early 2000s and offered improved mobile download speeds and increased penetration of signal strength for indoor environments. This technology also permits multimedia messaging (MMS) which increased the character limit on text messaging, allowed photo transfer and provided elementary video conferencing.

Fourth generation (4G) wireless handsets were introduced in 2010 and offered a wide variety of new tools and services that provided access to email, news, music and videos. Newer technologies incorporated better cameras for still photos and video, global positioning services (GPS), Internet commerce, and millions of downloadable applications for just about any use.

Advancing technologies in 2015 resulted in new smartphones and tablets that support video streaming and remote access to Internet-based cloud data storage both of which require large amounts of bandwidth. Service providers continue to upgrade existing networks by: 1) adding additional base stations and towers to improve and increase network capacity; 2) purchasing additional licenses in the 700, 1,700 – 1,800, and 2,100 – 2,400 MHz frequencies; 3) upgrading equipment at the towers and base stations and adding more antennas and feed lines; and 4) adding remote radio heads (RRH) on towers to increase signal strength and capacity.

One of 4Gs greatest advancements is the transition to Long Term Evolution (LTE) services as the global cellular network operating standard. Network operating platforms nationally and internationally were fractured during the implementation of 3G networks because of the adoption of Time Division Multiple Access (TDMA) and Code Division Multiple Access (CDMA) as competing operating platforms. The universal LTE and LTE-Advanced platforms will promote efficient use of spectrum, faster download speeds and continued use of smart devices across the United States and throughout the world. The need for additional 4G infrastructure is significant nationwide and the continued deployment of new towers and base stations will be necessary as the industry transitions to fifth generation (5G) networks sometime around 2019-2020.

In summary, 1G and 2G provided the initial launch of personal wireless service. Third generation improved data transfer with the addition of MMS, 4G increased speeds and capacity and 5G deployments will focus on implementation of full broadband service. Fourth generation network technology (the platform for smartphones) emphasized improving network capacity and maximizing the use of bandwidth for faster and more efficient transfers of data. Fifth generation standards are in the design phase and will be implemented when gigahertz spectrum is available and backhaul systems utilizing fiber optic networks are available. The improved network speeds and bandwidth of 5G are anticipated to be sufficient to compete directly with computer networks with average Internet download speeds at or above the 100 Megabits per second (Mbps) range. Fifth and sixth generation (5G and 6G) advancements over the next 30 years will allow all forms of communications and entertainment to be streamed resulting in the eventual elimination of digital subscriber lines (DSL) and cable/satellite TV; and will provide the underlying communication technology that will allow vehicles to drive themselves. Like all previous generations, 5G and 6G will require more wireless infrastructure.

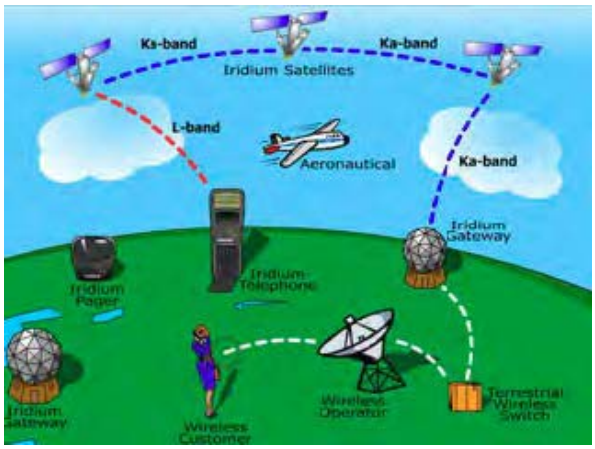
(Ord. 4703, 6-1-16)

31.12.050 Satellite technologies.

The growth of satellite usage has surpassed the highest expectations of only a few years ago. The reason is simply lower cost. Previously, relaying information, data, and other related materials was cumbersome and required many relay stations in very specific locations and in relatively close proximity. Initially satellite use was expensive because of the limited amount of airtime that was available. Satellite airtime has become more affordable with the deployment of additional satellites, increased competition and advanced technologies that allow more usage of the same amount of bandwidth. In addition, satellite ser-

vice providers are in the early stages of increasing the number of localized networks which will contribute to the already rapid growth.

Several licensees of satellite services such as Sirius XM Radio and a number of satellite telephone service providers successfully petitioned the Federal Communications Commission (FCC) to allow deployment of additional land-based supplemental transmission relay stations so that they can compete more aggressively with existing ground-based services and overcome the obstacles typical to satellite technology. Subscribers found the delay, fade and signal dropout between interactive devices to be unacceptable. Sirius XM Radio has been successful in obtaining ground-based supplemental transmitter rights and has become one of the alternative subscribers of ground-based transmitter networks.



Iridium Satellite Routing System
(Image: wcclp.com)

(Ord. 4703, 6-1-16)

31.12.060 Transmission equipment.

(a) On May 18, 2015, the Federal Communication Commission (FCC) announced and published notice of "The Wireless Infrastructure Report and Order", which defines transmission equipment to be:

> any equipment used in connection with any Commission-authorized wireless transmission, licensed or unlicensed, terrestrial or satellite including commercial mobile, private mobile, broadcast, and public safety services, as well as fixed wireless services such as microwave backhaul or fixed broadband.

(b) Wireless transmission equipment is comprised of four main apparatus:

(1) An electronic equipment cabinet;

(2) Feed lines;

(3) Antenna or antenna array; and

(4) An antenna support facility such as a tower or base station.

(Ord. 4703, 6-1-16)

31.12.070 Equipment cabinet and feed lines.

Electronic equipment used to transmit and receive the radio signals from the antenna is installed within an equipment facility including, but not limited to, cabinets, shelters, pedestals or other similar enclosures. Copper coaxial cable (coax) or fiber optic (fiber) feed lines are used to connect the antenna with the ground-based equipment. The equipment cabinets and feed lines shown in Figure 1 are typical for

service providers operating in the high band frequencies and ground space requirement for this equipment is around 10 square feet.



Figure 1: Example of High Band Wireless Infrastructure Ground Equipment

The electronics equipment used with low band systems generates substantial heat, so the shelters which house the ground equipment are much larger and generally need a minimum of 400 square feet. The only noise that would typically be generated in the vicinity of any tower or base station would be from an air conditioner or a backup generator that automatically starts in the event of a power failure. Figure 2 shows a typical configuration for low band ground equipment.



Figure 2: Example of Low Band Wireless Infrastructure Ground Equipment

(Ord. 4703, 6-1-16)

31.12.080 Antennas and antenna arrays.

Antennas are used for both transmitting and receiving signals. Examples as shown in Figure 3 include: a single omni-directional (whip) antenna that can be used to transmit and/or receive two-way radio, ESMR, cellular, Personal Communications Service (PCS), or Specialized Mobile Radio (SMR) signals. A sectionalized panel antenna array can be used for transmitting and receiving cellular, digital or ESMR wireless telecommunication signals. Each antenna or antenna array is connected to the ground equipment cabinet via a feed line.

Microwave dish antennas and fiber optics cable are used for backhaul. Backhaul is used by service providers to send the signal received by the antenna to the supporting network and vice versa. Point-to-point microwave antennas are used to provide backhaul capabilities over greater distances than are possible between the primary antennas on towers and base stations. Microwave is frequently used as backhaul throughout Mesa County to connect the towers in the urban areas like Grand Junction to towers in remote locations such as Gateway and Palisade Point.

Most service providers are now mounting a power amplifier unit on the tower close to the antenna. The top mounted amplifiers (TMA) and remote radio units (RRU) provide greater efficiencies and better ser-

vice in both transmitting and receiving modes. However, these improvements come at the cost of higher visual impacts caused by the increased amount of tower-mounted equipment mounted high on the towers.



Figure 3: Examples of Panel, Directional and Microwave Antennas

(Ord. 4703, 6-1-16)

31.12.090 Transmission equipment, towers and base stations.

Antennas can be mounted on a variety of structures referred to as wireless towers or base stations. As defined in the FCC Report and Order, a wireless tower is "a structure built for the sole or primary purpose of supporting any Commission-licensed or authorized antennas and their associated facilities". Examples of nonconcealed towers are monopoles, lattice and guy towers and shown in Figure 4.

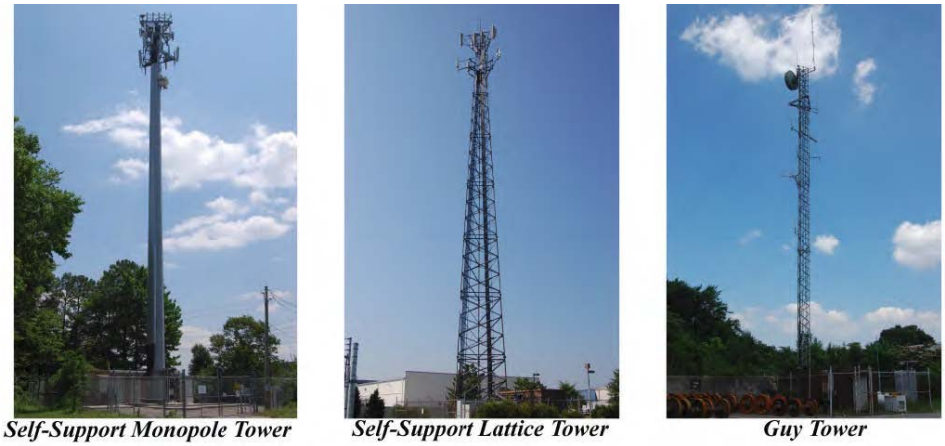


Figure 4: Examples of Nonconcealed Antenna Support Facilities

As defined in the FCC Report and Order, a base station is "equipment and non-tower supporting structure at a fixed location that enable Commission-licensed or authorized wireless communications between user equipment and a communications network". Examples of base stations are buildings, water tanks, tall signage and light poles; provided, that (1) the structure is structurally capable of supporting the antenna and

the feed lines; and (2) there is sufficient ground space to accommodate the base station and accessory equipment used in operating the network. Examples of nonconcealed base stations are shown in Figure 5.



Figure 5: Examples of Nonconcealed Base Stations

(Ord. 4703, 6-1-16)

31.12.100 Concealment options.

Base stations and towers can be concealed. Antenna concealment techniques include faux dormers and chimneys, elevator shafts encasing the antenna feed lines and equipment cabinet, and painted antenna and feed lines to match the color of a building or structure. Example of base station concealment techniques are shown in Figure 6.



Figure 6: Examples of Antenna Concealment Techniques

A concealed tower is not readily identifiable as a wireless facility. In slick sticks, banners and flagpoles and three-legged poles the antennas are covered by fiberglass shields; and on faux trees the monopole and antennas are painted and surrounded by faux branches. Partially concealed towers include modified braces and brackets on the lattice towers and painted monopoles. Dual purpose towers include light stanchions and poles added within an existing utility tower. Figure 7 provides examples of this type of concealed infrastructure.

CityScape conducted a WMP kick-off meeting on June 30, 2015, and participants were asked for feedback on their preference for different types of infrastructure. Participants voted on the type of infrastructure they preferred to see in both rural and urban areas. The kick-off meeting presentation was made available on the City and County's web sites and citizenry who could not attend the meeting could vote on infrastructure preferences online.

The results of the voting are shown in Table 1. In both the urban and rural areas the monopole was chosen as the most preferred nonconcealed tower type; concealed base stations are preferred over nonconcealed equipment and the use of utility poles is preferred over building a new free standing tower. Concealed

dual purpose types of towers are preferred in the urban areas and slick sticks, faux trees and tower wrapping is preferred for the rural and undeveloped study areas.

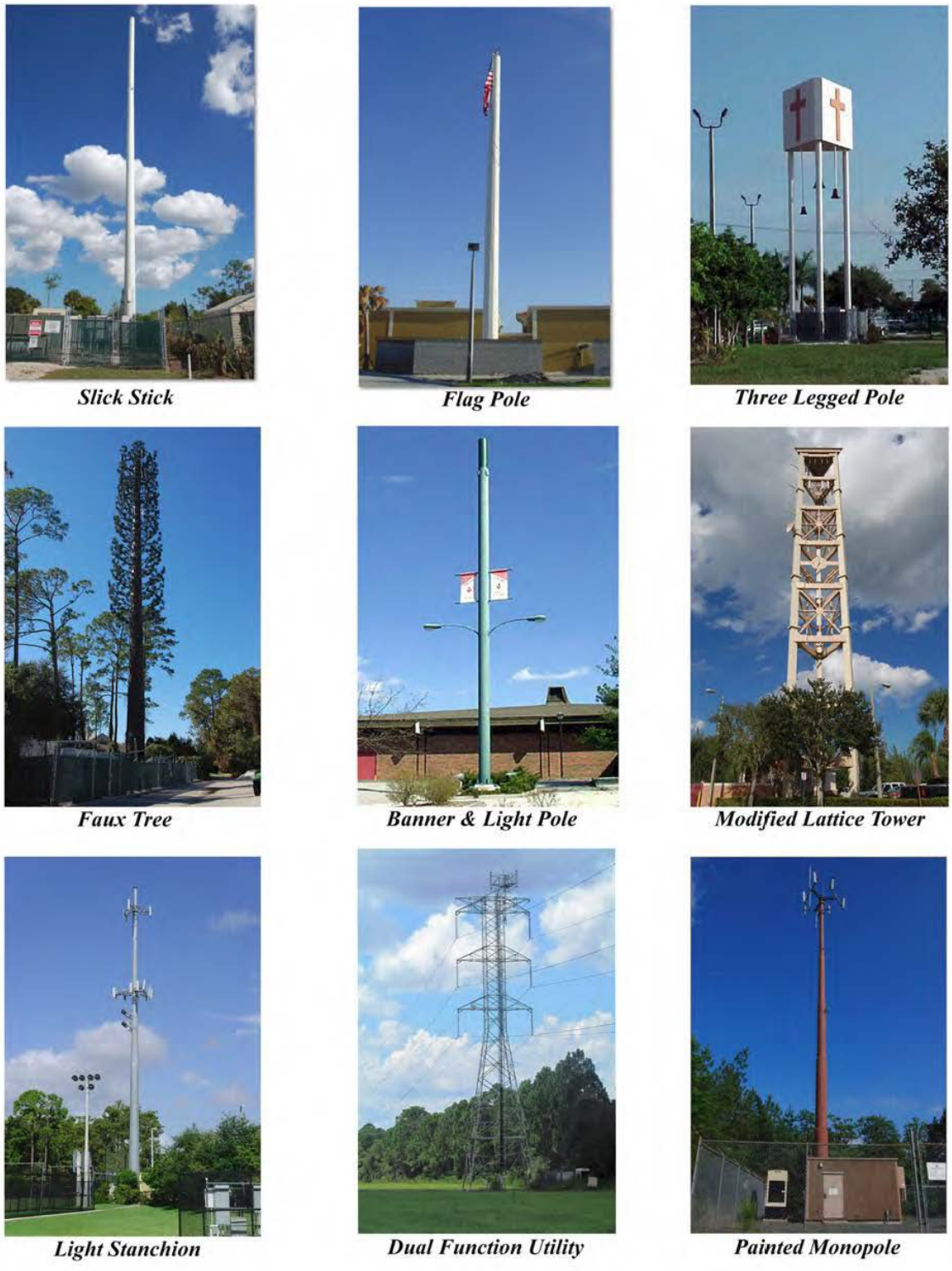


Figure 7: Examples of Concealed, Partially Concealed and Dual Purpose Towers

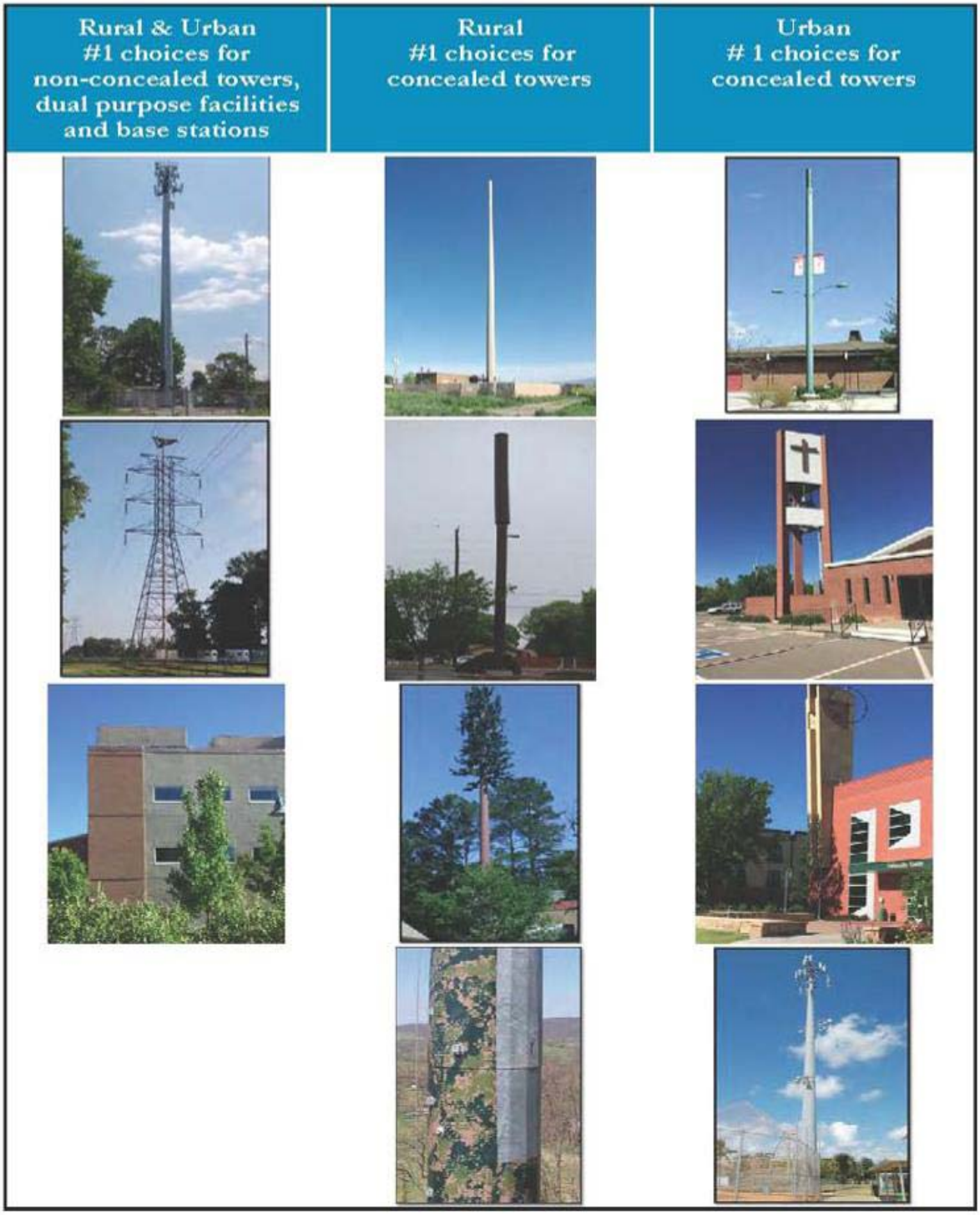
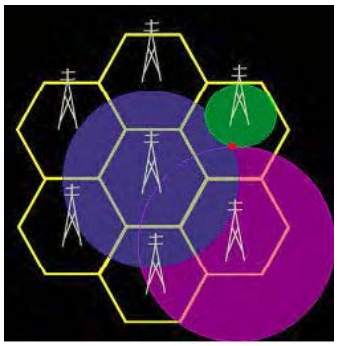


Table 1: Preferences of Types of Infrastructure

(Ord. 4703, 6-1-16)

31.12.110 Wireless infrastructure.



Hexagonal Grid with Circular Coverage from a Tower or Base Station
(Image: 5freshminutes.IT)

To design the wireless networks, radio frequency (RF) engineers overlay hexagonal cells representing circles on a map to create a grid system. These hexagons represent an area equal to the proposed tower or base station coverage area. The center of the hexagon pinpoints the theoretical "perfect location" for a tower or base station (antenna support facility). Next, coverage predictions are added from the tower or base station within the hexagon. The propagation pattern is generally circular and the size of the coverage area is affected by many variables such as antenna mounting elevation, topography, land cover, and size of the immediate subscriber base. The illustration shows a smaller coverage area in green and the largest coverage area in purple. The difference in coverage areas could be caused by the antenna mounting elevations at each site (i.e., a lower antenna mounting elevation on the tower in the green circle and a higher mounting elevation on the tower in the purple shaded circle; or differences in cell type (macro, micro, pico, distributed antenna system (DAS etc.) network capacity or topography. The grid system models are unique to each service provider and maintained by each individual wireless provider's engineering department.

(Ord. 4703, 6-1-16)

31.12.120 Antenna network capacity.

The number of towers and/or base station sites located in a network grid not only determines the extent of geographic area covered, but also determines the number of subscribers (customers) the system can support at any given time. Each provider is different, but a given provider can only process or turn over a certain number of calls per minute and only a certain number of calls can occur simultaneously. These limits on service availability are referred to as network capacity. As local wireless customers, tourists and other users of applications increase, so does the need for network capacity. When the network capacity reaches its limit, a customer will usually experience a degradation of service such as a dropped call, a delayed text message or prolonged timeframe to access the results of an application request.

As the wireless network reaches design network capacity, it causes the service coverage area to shrink, further impacting wireless service objectives. Network capacity can be increased several ways. The service provider can shift channels from an adjacent site, or the provider can add additional towers and base stations with additional infrastructure.

A tower added to provide additional capacity in an area that already has network coverage is referred to as a "capacity tower." A capacity tower or base station provides additional calling resources that enhance the network's ability to serve more wireless phone customers within a specific geographic area. An assumption behind the capacity tower or base station concept is that an area already has plenty of radio signal propagation from existing coverage towers or base stations and the signals are clear. Too many calls sent or received through the existing towers or base stations result in "no service" indicators for subscribers who attempt to place a call.

According to a CTIA-The Wireless Association® indices report dated June 2014, the number of wireless devices deployed now exceeds the population of the United States. This does not mean that every person has a cell phone; rather, many people will have more than one wireless device. For example, many people have both a smartphone and a tablet. Subscriber density for 3G and 4G coverage areas determines how far apart towers and base stations can be without impacting service. Current network design standards, based on local wireless penetration rates and usage, say that each site should handle between 1,750 and 2,500 devices. As the number of wireless devices increases in a given service area and as the amount of high bandwidth applications (i.e., streaming video) usage increases, coverage areas shrink and the number of subscribers must also be reduced by service providers to avoid overloading their systems.

Wireless broadband is the transmission of high-speed wireless data over the same medium that was previously only intended for voice communications. It is not limited to smartphones and tablets. It can also be for computers, laptops and other wireless devices. The FCC recently revised the definition of "broadband" to mean Internet access with download speeds of at least 25 Mbps and upload speeds of at least three Mbps. Because of this revised standard there are few wireless service providers that can effectively meet these speeds today. Many wireless broadband providers today do not meet this revised standard. For purposes of this discussion, the term "broadband" will also encompass current technologies that do not quite meet the new standard today. The 3G and 4G wireless deployments added the capability of wireless data networks, now including the 700 and 2,400 MHz frequencies, but many service providers are using their designated voice channels for broadband.

Wireless services are in a rapidly changing industry. Newer wireless handsets (smartphones) can communicate via voice (phone) and via the Internet using Voice over Long Term Evolution (VoLTE). Some service providers such as Clearwire and other smaller regional companies provide wireless data/Internet, but not traditional voice service to its subscriber base as an alternative.

The infrastructure for wireless broadband is similar to that used for wireless phone service: a separate elevated antenna for each service provider. The area covered by one antenna shrinks in order to maintain an acceptable download speed for customers in the area resulting in the need for more wireless infrastructure to cover the same geographic area. For example, the number of tower sites needed to cover an area of approximately five square miles in Mesa County depending on the network technology used and during maximum usage periods is:

- 1G – Analog (1 site)
- 2G – Digital TDMA (3 sites)
- 3G – CDMA/Email/MMS (5 sites)
- 4G – Smartphones/LTE/AWS (8 sites)

(Ord. 4703, 6-1-16)

31.12.130 Conclusions.

Wireless handsets used for personal wireless services have changed significantly from the initial launch of cellular phones in the 1980s. The traditional infrastructure that serves as the network backbone for these handsets has not changed nearly as much from a visual perspective. The wireless networks still need elevated antennas that are above tree lines, rooftops and any manmade or natural obstructions to transmit and receive communication signals between wired and wireless devices. Moisture contained within foliage absorbs and refracts the signal and creates an unpredictable propagation variable. This will always be a factor when designing wireless systems as the propagation characteristics do not change within the current transmission standard. Wireless antennas can function below the tree line but not at the same performance level when compared to antennas placed above the tree line at the same location. For this reason, the industry will continue to prefer placement of their antenna arrays above the tree line or in a favorable location with few manmade obstructions to achieve optimal propagation from the infrastructure and maximize their investment in the communities they are servicing. The antenna sizes used have changed minimally over the years. Recent inclusion of remote radio heads and tower-mounted amplifiers on the antenna mounting structure will generally result in larger and more complex antenna arrays as compared to the earlier 2G and 3G installations.

The structures on which the antennas are mounted have changed very little, other than generally becoming shorter. The monopole and lattice towers remain the most widely used tower infrastructure nationwide. Concealment techniques continue to be used to mitigate the visual impact of towers in areas identified by local governments as a concern.

Mergers and acquisitions (such as Cingular and AT&T, Sprint and Nextel, T-Mobile and MetroPCS) bring about a temporary downsizing and consolidation of infrastructure by combining electronic

resources at existing sites and by enabling the reuse of the same frequencies more efficiently. Overall the industry will continue to need more infrastructure for the transition to 5G and beyond.

(Ord. 4703, 6-1-16)

Article II. Master Plan Development

31.12.140 WMP design process.

The WMP evaluates wireless coverage throughout the nine study areas by:

- Identifying, assessing, cataloguing and mapping exiting transmission equipment; and
- Designing an engineered search radii template and applying it over the jurisdictional boundary of the City and County to evaluate theoretical build-out conditions; and
- Forecasting future infrastructure needs based on the status of the existing deployments' population trends and gaps in network coverage.

(Ord. 4703, 6-1-16)

31.12.150 Existing transmission equipment, stakeholders and inventory.

Prior to the granting of the cellular licenses in 1980 for the first phase of deployment, the United States was divided into 51 regions by Rand McNally and Company. These regions are described as Metropolitan Trading Areas (MTA). The spectrum auction conducted by the Federal Government for the 1,900 MHz bands for 2G (PCS) further divided the United States into 493 geographic areas called Basic Trading Areas (BTA). Mesa County (including all incorporated and unincorporated areas) is located in the "Denver" MTA (a.k.a. MTA 22) and the "Grand Junction, CO" BTA (a.k.a. BTA 168). Service providers acquire the rights to deploy their networks by service area and range of spectrum frequency.

Per Section 704 of the Telecommunications Act of 1996, all service providers will require uninterrupted and continuous handoff service throughout the City and County. There are 11 known service providers that will each want to compete for the subscriber base in and around the City of Grand Junction and Mesa County. Each of these wireless voice and data providers will need towers and/or elevated antenna mounting locations to improve network coverage and capacity that will result in an ongoing need to deploy more infrastructure, especially in areas of greater residential density.

The following service providers have purchased licenses to serve all incorporated and unincorporated areas of Mesa County in the lower frequency ranges of 700 – 900 MHz: AT&T; Access 700, LLC, Dish, T-Mobile, Union Telephone (Union Cellular) and Verizon Wireless. Personal Communications Services (PCS) licensees and service providers for wireless phone and broadband operating in the higher frequencies of 1,700 – 2,700 MHz bands include: AT&T Wireless, Atlantic Wireless, Cleartalk, Clearwire Spectrum Holdings III, LLC, Commnet Wireless, LLC, Leaco Rural Telephone Cooperative, Inc., Sprint, T-Mobile and Verizon Wireless.

Most network service providers do not own the antenna mounting structure on which they attach their equipment. Tower companies typically construct and own the monopole, lattice or guyed towers and lease space on the towers to service providers. A service provider may also contract with a tower builder to construct a tower in a particular location and once the facility is constructed lease space on the newly constructed tower from the tower owner. Throughout Mesa County there are a number of tower companies who own and lease their vertical real estate to the service providers including American Tower Corporation (ATC), Crown Castle International (CCI), The Leasing Company, SBA and others.

(Ord. 4703, 6-1-16)

31.12.160 Existing antenna locations.

(a) Tasks A and B of the scope of services include research to gather antenna and tower location data in order to develop initial transmission equipment location base maps. The City and County GIS

Departments provided some existing facility locations to CityScape. Additional infrastructure locations were obtained by CityScape from tower owners and various databases including the FCC's database. Once the sites were mapped, each site was individually assessed and validated for:

(1) Physical location of existing telecommunications facilities currently within the defined study areas;

(2) Type of infrastructure;

(3) Ownership of the infrastructure; and

(4) Potential for future provider equipment co-location on the existing structures.

(b) The assessment included an in-person visit to each of the transmission equipment locations. While there are many types of antennas used for a variety of communication purposes throughout the defined study areas (dispatch, wifi hot spots, broadcast etc.), CityScape generally only included infrastructure sites in the inventory that met the following criteria:

(1) Towers and base stations that currently support wireless and/or cell coverage and broadband infrastructure as referenced in the EDP;

(i) Personal wireless service facilities (PWSF) meaning any staffed or unstaffed location for the transmission and/or reception of radio frequency signals or other wireless communications, including commercial mobile services, unlicensed wireless services, wireless broadband services, and common carrier wireless exchange access services as defined in the Telecommunications Act of 1996, and usually consisting of an antenna or group of antennas, transmission cables, feed lines, equipment cabinets or shelters, and may include a tower. The following developments shall be deemed a PWSF: new, replacement, or existing towers, public towers, replacement towers, co-location on existing towers, base station attached concealed and nonconcealed antenna, concealed towers, and nonconcealed towers (monopoles, lattice and guyed);

(2) Towers and base stations with microwave dish antenna because of their potential to promote co-location;

(3) Broadcast towers because of their potential to promote co-location; and

(4) Towers in remote locations because of their potential to either promote co-location or to be reconstructed to accommodate future co-locations.

(c) The wireless infrastructure assessment identified 142 existing transmission equipment sites that meet the prescribed criteria within the nine study areas. Also included in the assessment are 10 sites within a 1.5 mile perimeter of the County boundary. These locations were included because their signals may affect service within the defined study area. *Fifteen sites contain multiple towers so the number of towers exceeds the total number of sites.*

(d) Table 2 provides a summary of the total number of types of antenna mounting structures found throughout the study areas and Table 3 identifies the ownership of the infrastructure as of January 2016.

Table 2: Type of Infrastructure Summary

TYPE OF INFRASTRUCTURE	TOTAL
Lattice Tower	69
Guyed Tower (includes 2 guyed monopoles)	47
Base Station (rooftop or water tank)	16
Monopole Tower	14
Concealed	6

Table 2: Type of Infrastructure Summary (Continued)

TYPE OF INFRASTRUCTURE	TOTAL
Self Support	5
Wood Pole	4
Approved But Not Constructed	4
TOTAL	**165**

Table 3: Owner of Infrastructure

INFRASTRUCTURE OWNER	TOTAL
Others (independent tower owners and/or local businesses)	46
Other Government Agencies (City, County, State, BLM, DOI)	17
Broadcast Companies	20
SBA	19
Unknown	19
American Tower Corporation	7
Crown Castle International	5
Verizon Wireless	5
The Leasing Company	3
AT&T	2
TOTAL	**142**

(Ord. 4703, 6-1-16)

31.12.170 Search area within proposed coverage areas.

Wireless location search rings are usually calculated to be circles approximately one-quarter of the radius of the proposed cell. In practice it is fairly simple to determine whether the calculated search ring radius is reasonable. The distance from the closest existing site is determined then halved and a handoff overlap of about 20 percent is added. One fourth of this distance is the search ring radius. Generally, in areas where signal coverage is the objective, taller towers allow the antenna to service a larger geographic coverage area and provide more potential for equipment co-locations by other service providers. Shorter tower heights limit the geographic coverage area and reduce the number of possible co-locations resulting in a greater number of towers required within each search ring.

The search area or search ring for new wireless infrastructure is part of a package provided to a site search consultant who looks for property that can be leased to accommodate the required wireless antenna and related infrastructure, whether that be a new tower, a rooftop or other existing structure. From an engineering perspective, any location within the search ring is considered to be acceptable to the provider after considerations are made for terrain and sometimes population distribution. The relative location of the selected property to the ideal location within the search ring will dictate the required antenna height.

(Ord. 4703, 6-1-16)

31.12.180 Search area radii.

Search ring calculations for the low and high band frequencies are shown in Tables 4 and 5. The tables utilize the “Okumura-Hata” propagation path loss formula for low band, and the “COST-231” formula

for high band. Maximum coverage radii for typical in-vehicle coverage is calculated for various tower heights, reduced by 20 percent to account for a reasonable handoff zone, then divided by four to obtain a search ring radius for each tower height. For example, according to the information in the following tables, a low band antenna mounted at the 100-foot elevation would have a search ring radius of 0.72 miles, and a radius of 0.36 miles for high band antennas.

Table 4: Okumura-Hata Coverage Predictions for 700 – 900 MHz

ANTENNA MOUNTING HEIGHT	50'	100'	115'	150'
Radius, miles	2.53	3.6	3.88	3.91
Allow for handoff	2.03	2.88	3.1	3.6
Search ring, miles	0.51	0.72	0.78	0.9

Table 5: COST 231 Coverage Predictions for 1,700 – 2,100 MHz

ANTENNA MOUNTING HEIGHT	50'	100'	115'	150'
Radius, miles	1.33	1.82	1.95	2.32
Allow for handoff	1.07	1.46	1.56	1.79
Search ring, miles	0.27	0.36	0.39	0.45

*Tables 4 and 5 represent theoretical predictions and each facility will vary somewhat from these estimates.

(Ord. 4703, 6-1-16)

31.12.190 Tower height and antenna mounting elevation considerations.

Taller structures (towers, rooftops, and water tanks) may offer more opportunity for co-location which could theoretically decrease the number of additional towers and antennas required in an area, but capacity issues may overcome the advantage of the taller structure. Each potential structure must be subjected to a radio frequency (RF) engineering review to determine the extent to which height will increase co-location opportunities. In geographic areas where there is a large wireless phone subscriber base or terrain concerns, build-out plans may require lower antenna mounting elevations. Antennas located at higher points on the support facility are more common in rural areas. In some cases, wireless providers limit the antenna placement height in more populous geographic areas because they need multiple antennas installed at differing heights on a single tower to target specific locations or to reduce the potential for interference with other equipment on the structure.

CityScape is often asked to estimate how many towers and base stations it will take to cover a particular geographic area. Because of the number of factors that might affect the coverage for a given service provider, CityScape uses theoretical root mean square (RMS) maps to help the client visualize the number of antenna locations that may be necessary to provide wireless communications coverage for a given geographic study area. This hypothetical network identifies the minimum number of tower or base station locations required for one service provider to provide complete coverage without any considerations for terrain, vegetative cover or subscriber base.

One of the key variables affecting the theoretical coverage analysis is the assumed height of the antenna on the tower or structure. CityScape reviewed the existing tower inventory and applicable height regulations for the City and County and determined the average tower height of the towers used for wireless telecommunications purposes to be around 118 feet. Therefore, the antenna mounting elevation of 118 feet was chosen for the development of the theoretical RMS coverage maps.

According to the Okumura-Hata propagation path loss formula coverage for low frequency (i.e, 800 MHz), a reasonable coverage area for an antenna mounted for cellular deployment at 118 feet on flat terrain is about 3.88 miles from the antenna. Referring to the “COST-231” formula for 1,900 MHz a rea-

sonable coverage area for an antenna mounted at 118 feet for a high band site on flat terrain is approximately 1.95 miles. The coverage reduction from 3.88 miles to 1.95 miles reflects the variable change from low to high band frequency.

Figures containing the theoretical maps for both low and high band frequencies, for each study area, can be found in Article III of this chapter, Study Areas.

(Ord. 4703, 6-1-16)

31.12.200 Inventory mapping.

Mapping the existing antenna sites creates a base map from which observations and analysis can be derived relative to current and future deployment patterns. Generally, most of the wireless infrastructure in Mesa County is located within and around the more urban study areas, particularly the City of Grand Junction, Lower Valley, Palisade, DeBeque and the I-70 corridor. Whitewater is the only rural study area with a larger concentration of infrastructure because of the Highway 50 corridor and the larger subscriber base in that area. Minimal or no wireless network coverage was found for the undeveloped areas within the County's zoning jurisdiction.

Maps of the existing and proposed tower infrastructure and a site data table are provided in Article III of this chapter, Study Areas, for each individual study area. A complete listing including photographs of the verified infrastructure is provided in the January 16, 2016, inventory document.

(Ord. 4703, 6-1-16)

31.12.210 Theoretical composite coverage from existing antenna locations.

The next step in the network evaluation process is to examine the coverage from all known antenna locations to identify gaps in network coverage. For the purposes of this WMP, CityScape has chosen to use theoretical composite propagation modeling.

Propagation modeling is a process that uses mapping techniques to illustrate the expected level of cellular coverage theoretically provided from one or more antenna sites, based on reliable service factor most of the time. Relative signal strength is displayed in color bands to illustrate the anticipated coverage provided by each antenna. Signal strength, in this application, is a term used to approximate the level of operability and quality of service of a wireless device. The stronger the signal at the mobile device the better functionality it will have. A reduced signal lessens the quality of the call or data usage and can result in dropped calls, lack of or slow connectivity or frozen video. Distance between the mobile device and facility, intervening obstructions such as trees or buildings, and whether or not the subscriber is indoors or outside are all significant factors that affect signal strength and quality of service.

The level of propagation signal strength is shown for low band services in yellow and high band services in blue. These colors represent a generally acceptable and reliable signal level for indoor use for both low and high bands of service. Indoor usage is used as the lowest acceptable service threshold due to the signal loss that occurs from building penetration when compared to in-vehicle or outdoor pedestrian usage. Generally, the closer the mobile device is to the antenna, the more reliable and acceptable the service. The further the mobile device is from the antenna, and the closer it is to the edge of coverage, the more prone it is to service degradation when cellular usage on the tower becomes saturated or environmental conditions vary.

Theoretical composite propagation maps include terrain, vegetative cover, and current population density variables in the coverage calculations. The antenna mounting elevation is assumed to be at the highest mounting elevation of towers and base stations where the heights are known and at the average height of 118 feet for structures of unknown height. The resulting composite maps are included in the analysis provided in Article III of this chapter, Study Areas.

(Ord. 4703, 6-1-16)

31.12.220 Network capacity, wireless network planning and future tower site projections.

Service providers use base population estimates and subscriber data to design their network, to decide how many antennas are needed and to determine how far apart antennas should be located. Depending on the number of wireless subscribers connected to a given antenna (i.e., the local wireless penetration rate) and each device's usage, a given site has the capacity to provide service to between 1,750 and 2,500 devices. As the number of wireless devices increases and/or usage increases (particularly for more data intensive applications like social media, music and video streaming), the geographic area covered by the antenna decreases and the number of subscribers served by the facility must be reduced into order to avoid overloading the system and impacting data transfer speeds. Based on the expected increases to both subscriber rates and usage over the next 10 years, the current facility design model of 1,750 to 2,500 devices per site will shrink to between 500 to 1,200 devices per site, depending on the provider, services offered, and the number of overall subscribers. Because of this shrinkage, the number of towers and base stations needed to provide coverage to the same geographic area will increase dramatically over the 10-year period covered by this study.

The shrinkage in propagation signal pattern resulting from projected technology changes, increases in subscribers, and the usage demand caused by new applications is shown in a second set of composite maps included in Article III of this chapter, Study Areas. These maps illustrate how the network coverage patterns for a single high frequency service provider are expected to shrink over the next 10 to 15 years.

The resulting areas with no service, gaps in service, and average/acceptable service are also areas of particular planning interest in the coming years. Comparing the current coverage maps with the 10-year projection in undeveloped areas shows minimal change in future demand. However, comparing maps in more urban areas shows that coverage gaps will become larger if the network infrastructure is not expanded. The resulting geographic areas with marginal to no service are of particular planning concern over the next 10 to 15 years.

(Ord. 4703, 6-1-16)

31.12.230 Estimation of future antenna sites.

CityScape has estimated, by study area, the number of sites that may be needed for planning purposes over the next 10 to 15 years. The estimates are based on calculations taking into account expected changes in population density, subscriber base and usage, daily transient movement through the given study area and how many calls a tower or base station may simultaneously serve at any given time. The projections include coverage, capacity, and broadband network objectives and take into account the variables of terrain, population and proposed maximum infrastructure height variables. The projection model includes all known existing antenna support structure locations (towers, rooftops, tanks and broadcast towers) for maximum co-location efficiency that reduces the number of new towers required within a given geographic area. These projection maps are also provided in Article III of this chapter, Study Areas.

While the launch date of 5G is unknown, it will happen within the next 10 years and will provide true high-speed data transfer rates in excess of today's broadband download standard of 25 Mbps. With wireless broadband speeds available on 5G networks, most all types of communications (from voice to computer data) and entertainment (from cable/satellite TV and radio to first run motion pictures) will be available over wireless systems. Few new sites will be built to provide new coverage but to resolve over-capacity issues in an area currently served. Since 5G networks will utilize frequencies much higher than today's 4G networks, coverage areas will be more compressed around the antenna source. Most new towers will be built to place antennas close enough to the end user to deliver the high frequency and high bandwidth speeds needed to meet broadband demands.

Construction of the new sites needed to keep up with advancing technologies and customer demand is not expected to happen evenly throughout the study area. However, over the next 10 to 15 years the cities and County should anticipate that up to 40 new tower or base station sites will be needed. The more populated areas will likely see the development of "small cell" sites. Small cells are individual "nodes" that typically consist of concealed antennas located relatively close together on shorter tower or support struc-

tures. For example, small cells can be added to existing light posts and placed every few hundred feet, or may be concealed on shorter buildings. There are many options for small cell design that allow this infrastructure to be connected to form a "mini network" that can handle the high capacity required in the more urban areas.

The cities and County can easily anticipate five to eight co-locations, upgrades or antenna modifications (in any combination) per year over the next 10 years based on expected changes in population density, subscriber base and usage, transient movement through the City and County and how many calls a tower or base station can simultaneously serve at any given time.

(Ord. 4703, 6-1-16)

Article III. Study Areas

31.12.240 Study areas.

(a) The City of Grand Junction and Mesa County, on behalf of the Grand Junction Regional Communication Center (GJRCC), entered into an agreement with CityScape Consultants in May, 2015 to develop a Countywide WMP. CityScape used a three-step process to evaluate wireless coverage and develop a plan.

(1) Identify, assess, catalogue and map existing transmission equipment; and

(2) Design an engineered search radii template and apply it over the jurisdictional boundary of the cities and County to evaluate theoretical build-out conditions; and

(3) Forecast future infrastructure needs based on the status of the existing deployments, population trends, and network coverage gaps.

(b) Nine study areas were identified across the County and detailed analysis was completed for each area creating, in effect, nine mini WMPs which are presented in this article. The nine study areas are shown in Figure 8 and defined and grouped as follows:

(1) Study Area A includes the population centers and surrounding areas of the County:

(i) City of Grand Junction/Persigo 201 Boundary (City of Grand Junction, Appleton, Horizon, Northwest, Orchard Mesa, Pear Park and Redlands);

(ii) Lower Valley (City of Fruita, Fruita Buffer, Loma, Mack, and Lower Valley);

(iii) Palisade (Town of Palisade, Clifton, Palisade Buffer/East OM);

(iv) DeBeque.

(2) Study Area B includes four large, mostly unincorporated areas that receive significant tourists and local traffic:

(i) Glade Park;

(ii) Gateway;

(iii) Whitewater;

(iv) Collbran (Collbran, Plateau Valley, Mesa, Powderhorn).

(3) Study Area C includes the major highway corridors:

(i) I-70 Highways;

(ii) Highway 50;

(iii) Highway 330;

(iv) Highway 65;

(v) Highway 141;

(vi) Unaweep/Uncompahgre.

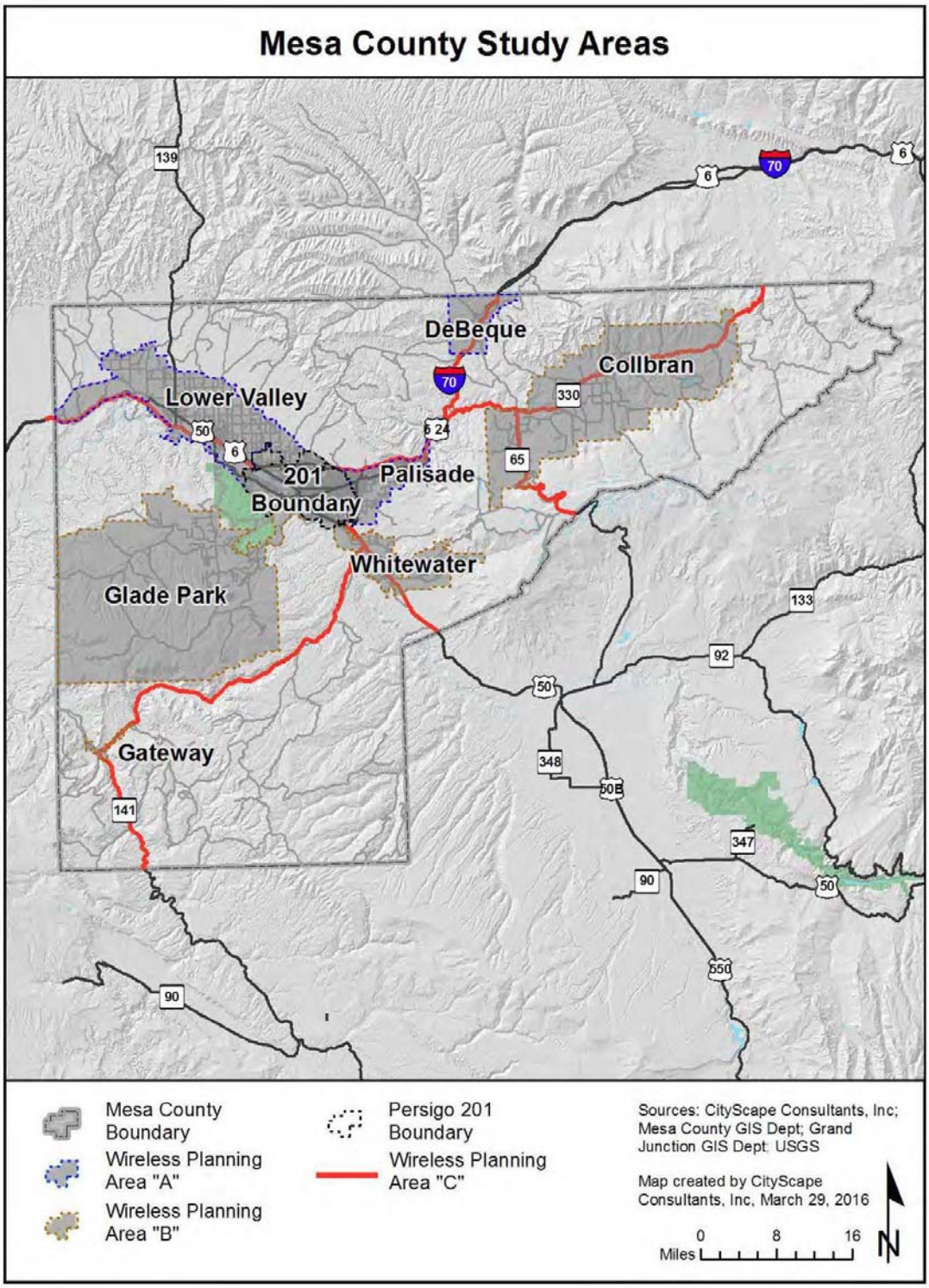


Figure 8: Study Areas

(Ord. 4703, 6-1-16)

31.12.250 PWSF inventory, analysis and mapping by study area.

Countywide, CityScape identified 142 existing transmission equipment sites and 165 towers or base stations that either currently support PWSF installations (i.e., cellular services) or have the potential for supporting PWSF in the future. Some sites have more than one facility. The Wireless Infrastructure Inventory is included as an appendix to the Master Plan. CityScape recommends that the inventory be updated as facilities are added or modified.

Most of the current wireless infrastructure is located within and around the more urban areas of the County; Grand Junction, Palisade, Fruita and the Interstate corridor have the largest concentrations of infrastructure because of the larger subscriber bases in those areas. The more rural and undeveloped areas have minimal or no infrastructure. Table 6 identifies the number of sites that are located within each study area, plus sites within 1.5 miles outside (out) of the study area that may also provide coverage. The "Projected Fill-In" column indicates the number of additional sites that would be needed in each study area to provide best-case coverage, while the "Estimated Build-Out" column shows the number of sites that are more realistically predicted to be built.

Table 6: Inventory Analysis by Study Area

Study Area	Existing Sites		Projected Fill-In (10-15 Years)	Estimated Build-Out (Including Public Safety)
	In	Out		
City of Grand Junction/ 201 Boundary	50	5	11 – 18	11 – 18
Lower Valley	10	11	7	4
Palisade	4	8	6	6
DeBeque	2	0	3	1 – 3
Glade Park	0	29	9	1 – 4
Gateway	0	3	3	1
Whitewater	5	1	4	2 – 4
Collbran	4	39	15	2 – 4

The current infrastructure inventory and theoretical coverage mapping is provided for each study area in this article. Theoretical composite propagation modeling was used to determine the potential coverage of all existing antenna locations. Then, Geographic Information Systems (GIS) mapping techniques were used to factor in terrain, vegetative cover, and population density to create a more realistic coverage model. Next, CityScape used current and projected population data through 2030 (from the 2010 U.S. Census; Colorado State Demography Office; Regional Transportation Planning Office; and Mesa County) to illustrate the impact that future growth would have on network coverage. Finally, by adding in projected changes related to technology improvements and population growth, CityScape was able to estimate future infrastructure needs for each study area over the next 10 to 15 years. The following pages include the "mini master plans" for each study area.

(Ord. 4703, 6-1-16)

31.12.260 City of Grand Junction characteristics.

(a) Urban.

(b) 63.79 square miles.

(c) 2010 population estimate 102,277.

(d) 2030 population estimate 137,145.

(Ord. 4703, 6-1-16)

31.12.270 City of Grand Junction theoretical root mean square maps.

Given the checkerboard effect on the city limits created when noncontiguous properties are annexed from the County into the City of Grand Junction, the Persigo 201 Boundary area was selected as the study area that best reflects the geographic area for the City. Throughout this document, the Persigo 201 Boundary is used interchangeably with the City of Grand Junction to identify the area generally corresponding to the City of Grand Junction.

Figures 9 and 10 represent a theoretical build-out of equally distributed antennas, mounted at a tower height of 118 feet, in a perfect radio frequency environment for a single service provider that excludes topographic, vegetative cover and population density considerations. The black dot within each larger circle indicates the ideal antenna location. The smaller circle within the larger circle represents the acceptable search ring for locating the tower and antennas.

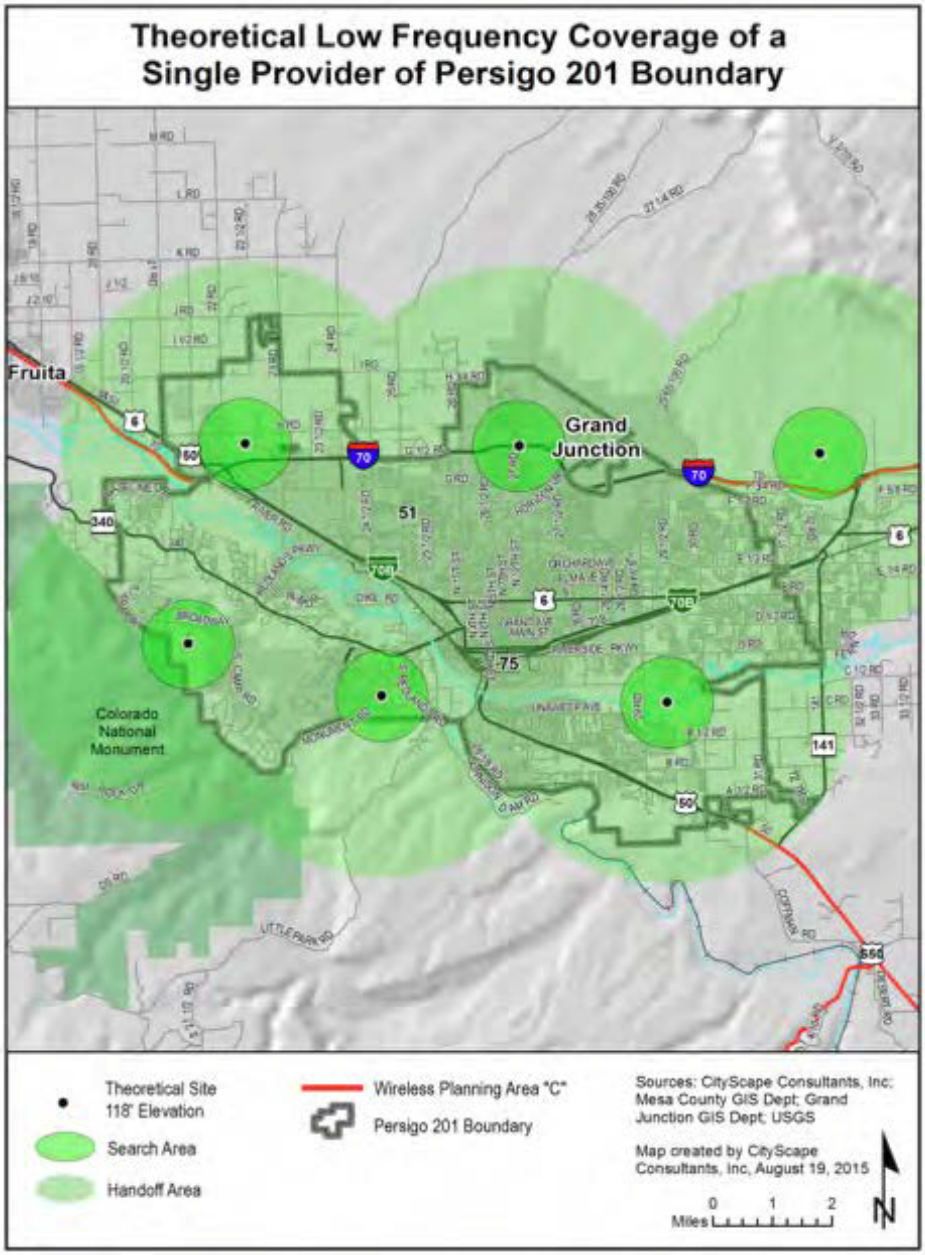


Figure 9: Theoretical Low Frequency Coverage

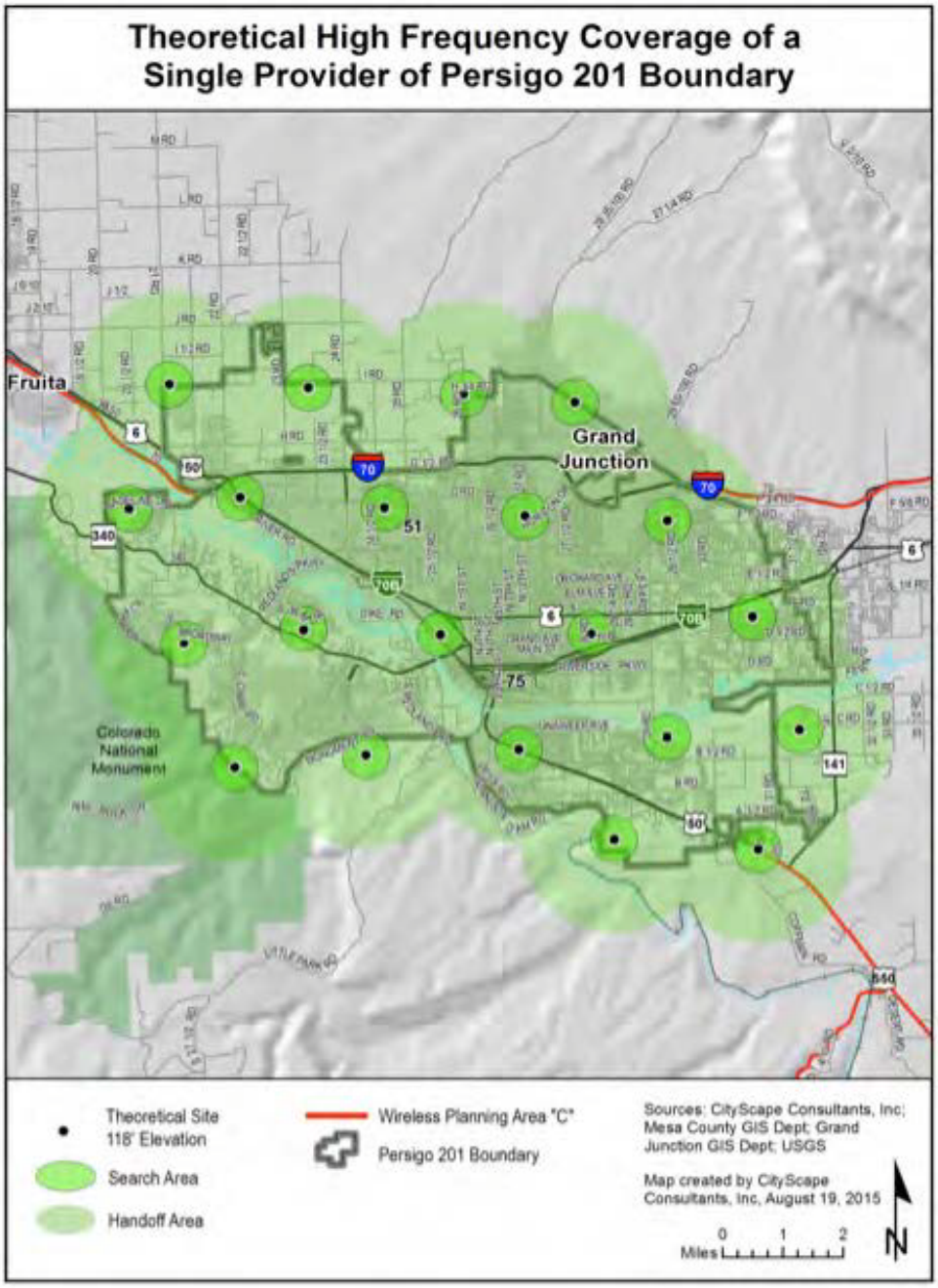


Figure 10: Theoretical High Frequency Coverage

Figure 9 illustrates that six towers or base stations equally distributed throughout the 201 Boundary would provide complete low frequency coverage to the defined study area. Figure 10 illustrates that 21 locations would be needed to provide complete high frequency coverage to the same geographic area.

(Ord. 4703, 6-1-16)

31.12.280 Persigo 201 Boundary existing antenna locations.

Most of the 50 wireless transmission equipment sites considered as part of the 201 Boundary study area are located south of I-70 and north of I-70B and Highway 6. This corresponds with where most of the commercial and industrial land use zones are located. Individual and small clusters of towers and base stations are located outside the triangular boundary created by the interstate and highway network in areas of larger residential land use zones and generally at higher ground elevations. Five of the sites are located just outside the 201 Boundary and are included in the study area because their signal affects coverage within the 201 Boundary. Two sites contain both a tower and a base station which explains why the number of towers is two greater than the number of sites.

Table 7: Summary of Existing and Proposed Transmission Equipment

Existing Total Number of Towers	In	Out	Existing Total Number of Base Stations	In	Out
Eligible Tower with PWSF	17	3	Eligible Base Station with PWSF	2	0
Noneligible Tower with PWSF	2	1	Noneligible Base Station with PWSF	3	0
Eligible Tower with no PWSF	3	0	Eligible Base Station with no PWSF	1	0
Noneligible Tower with no PWSF	11	0	Noneligible Base Station with no PWSF	9	0
Proposed Eligible Tower	2	1	Proposed Eligible Base Station	0	0
Total	**35**	**5**	**Total**	**15**	**0**
Site numbers in the 201 Boundary: 40 – 48, 50 – 59, 61 – 76, 78 – 85, 126, 127, 129					
Site numbers within 1.5 mile perimeter of the 201 Boundary: 60, 77, 86, 87, 128					

Figure 11 identifies the location of the sites listed in Table 7 above and are represented as follows:

- Black dot – Eligible towers or base stations with PWSF which have been approved through a prescribed process by the underlying zoning district.
- Red dot – Noneligible towers or base stations (meaning infrastructure built without prior approval for construction by the underlying zoning agency).
- Orange dot – Tower or base station that has either been approved and not yet built; or is undergoing review at the time of this publication.

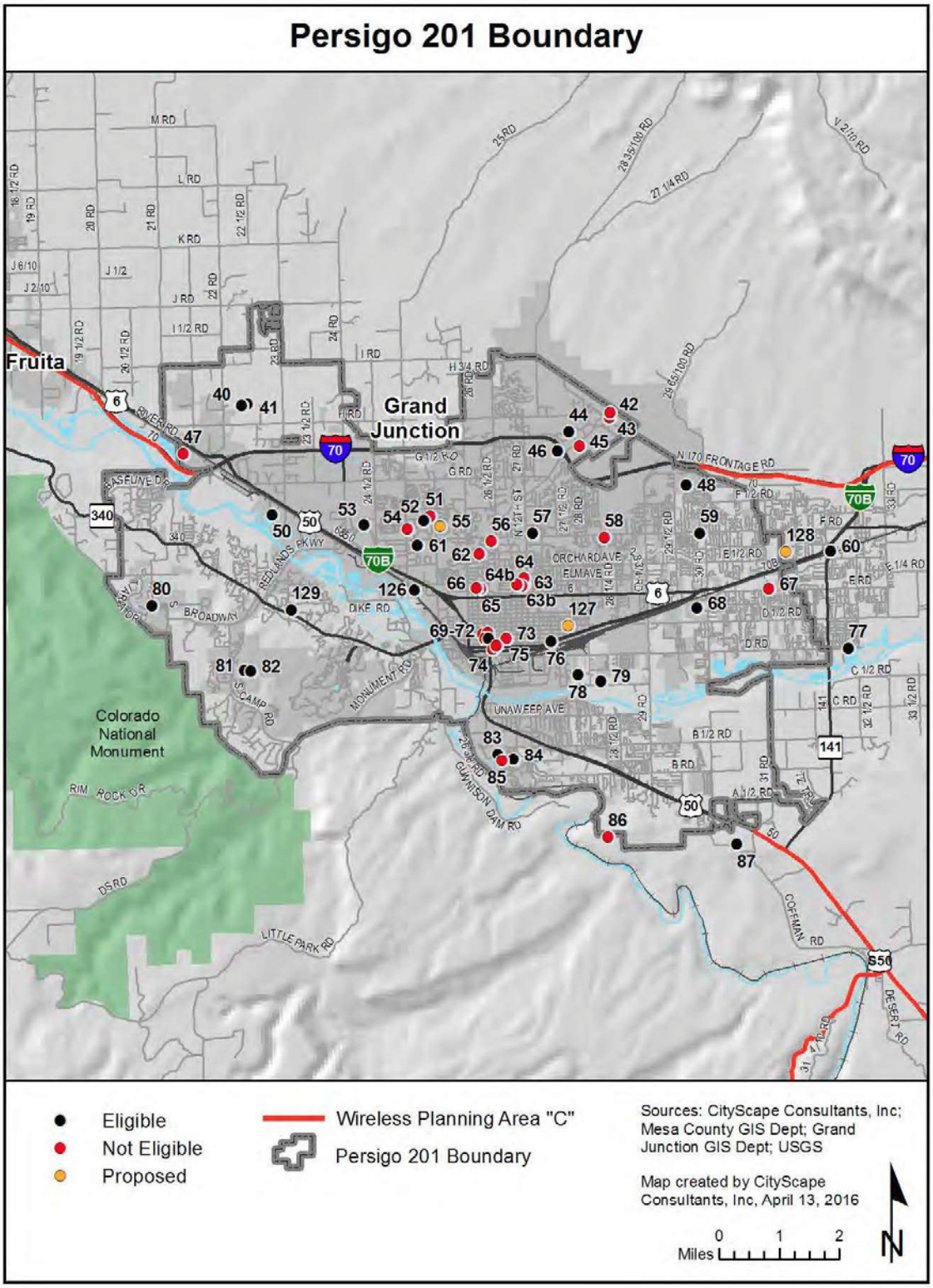


Figure 11: Existing Antenna Locations

(Ord. 4703, 6-1-16)

31.12.290 Persigo 201 Boundary composite maps.

The service area coverage based on propagation signal strength modeling is shown for both low band frequency in yellow and high band frequency in blue on the following composite maps. The highlighted areas represent where a generally reliable signal level should be available for indoor use for both low and high bands of service.

Indoor usage is the service threshold utilized for composite modeling because it represents the lowest signal strength acceptable after considering the signal loss that occurs from building penetration. Outdoor signal strength in the same area will usually be higher than indoor signal strength. Generally the closer the subscriber is to the facility, the more reliable the service. A subscriber further from the facility will have less reliable service. As the subscriber gets closer to the edge of the yellow or blue area, the signal strength becomes more prone to degradation, particularly as usage in the area increases or environmental conditions worsen. Areas of gray on the map indicate where the subscriber will experience weak, unpredictable levels of signal strength, or no service at all. Filling in these coverage gaps would require the installation of additional antennas and corresponding construction of more towers or the identification of buildings that would serve as base stations.

Figure 12 illustrates current theoretical coverage for one service provider operating in the low or high band frequency assuming they had equipment on each site in the facility inventory. Figure 13 shows how population growth and technology changes will affect the current coverage model shown in Figure 12.

Both composite maps include the expected effects of terrain, vegetative cover, and current population density variables. The antenna mounting elevation in both figures is assumed to be at the top of the towers and base stations where the height is known or at 118 feet where unknown.

Figures 12 and 13 identify the location of the inventoried sites categorized as follows:

- Black dot – Eligible towers or base stations with PWSF
- ★ Black star – Noneligible towers or base stations without PWSF

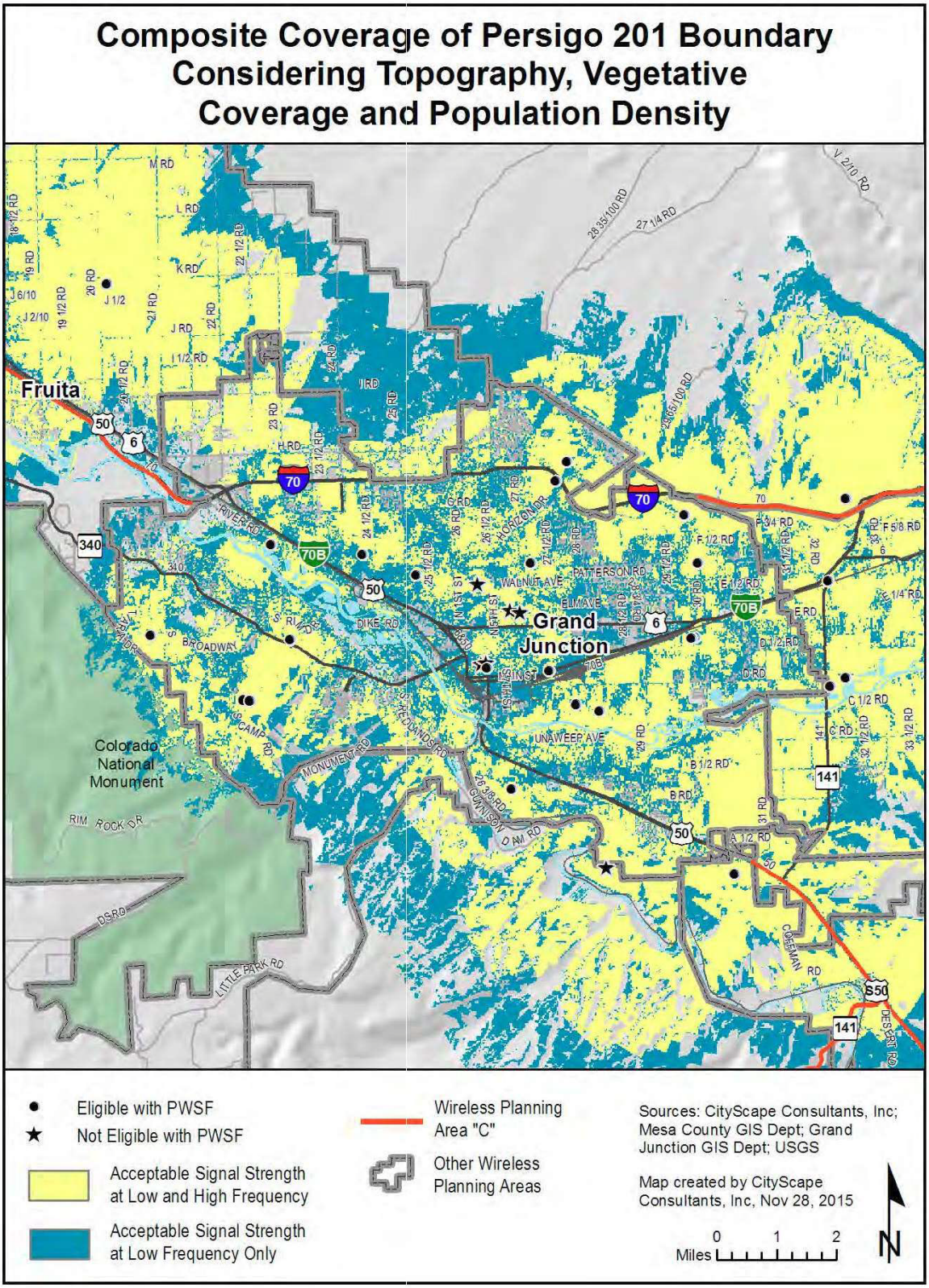


Figure 12: Current Potential Coverage

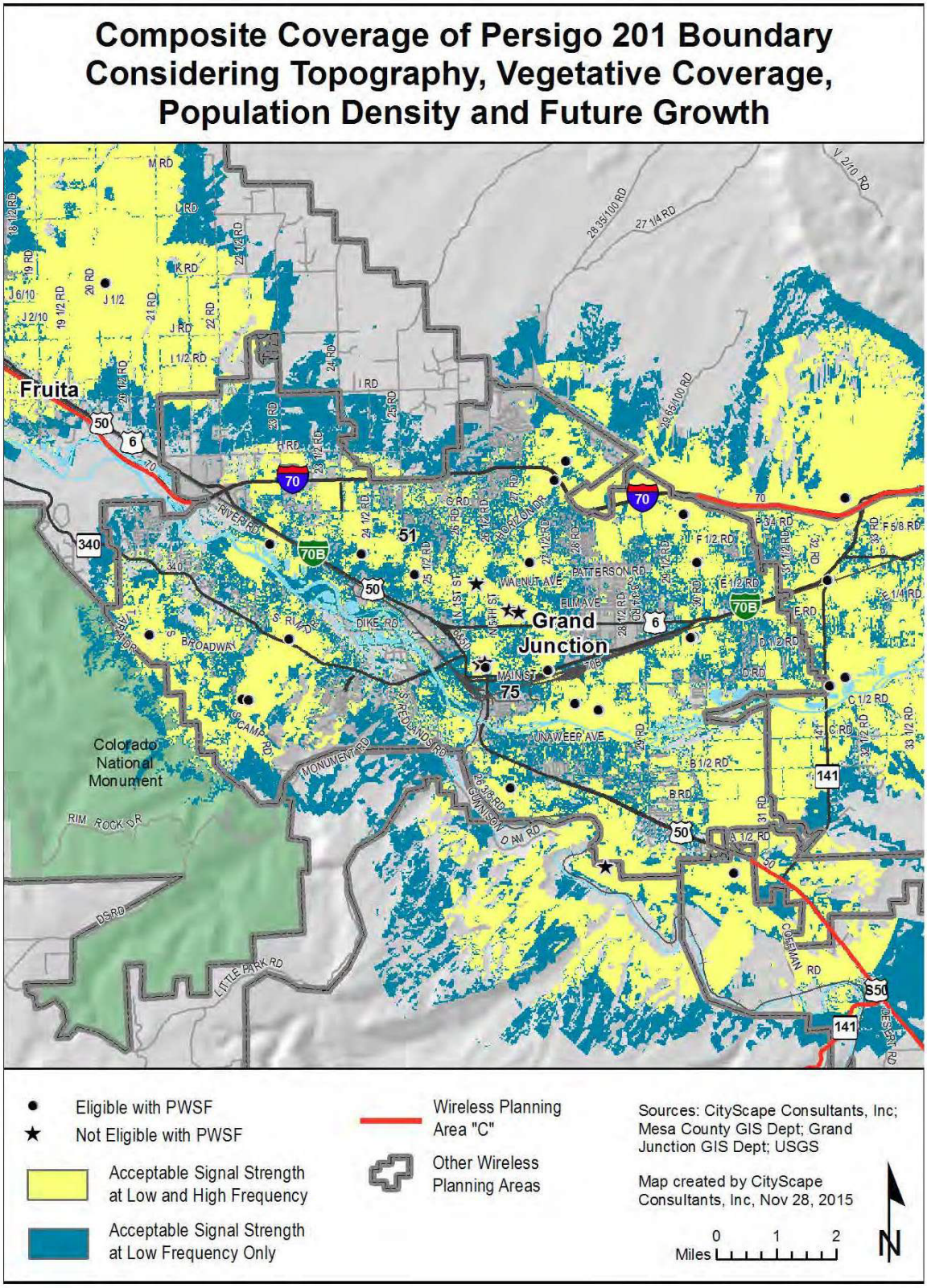


Figure 13: Current Potential Coverage Including Future Growth

(Ord. 4703, 6-1-16)

31.12.300 Persigo 201 Boundary propagation mapping.

In propagation mapping the gradation of colors from yellow to blue indicates the level of propagation signal strength. The geographic areas in yellow identify superior signal strength; green equates to areas with average signal strength; shades of blue symbolize acceptable signal strength; and gray shades show marginal or no signal strength.

Generally, the closer the proximity to the antenna the brighter the shades of yellow within the geographic service area which means the better quality of wireless communications between the elevated antenna and the wireless handset. As distance increases between the handset and the antenna, the green, blue, and gray shades appear, indicating geographic service areas with average, acceptable, and no signal strength respectively. Table 8 provides further explanation of the color coding relative to propagation signals.

Table 8: Signal Strength

SIGNAL STRENGTH		
COLOR	**TITLE**	**DESCRIPTION**
Yellow	Superior	Signal strength strong enough to receive signal in many buildings
Green	Average	Signal strength strong enough to receive signal in a car, but not inside most buildings
Blue	Acceptable	Signal strength strong enough to receive signal outside for many handsets, but no expectation of receiving a signal in a car or building
Gray	No Service	Signal strength is marginal or no service

Figure 14 illustrates various levels of propagation signal coverage including terrain, network capacity and environmental variables. While the industry standards identify green and blue shades as “average” and “acceptable” coverage, customers tend to find otherwise. Most 21st century wireless subscribers demand superior signal strength (yellow) in their residences, schools, offices, and places frequented for shopping and entertainment. As consumers continue the trend of terminating traditional landline phone services and using the wireless handset as the primary mode of communication, having superior signal strength inside buildings becomes paramount to meeting their expectations. Therefore the industry’s “average” and “acceptable” coverage variables do not meet customer demands and expectations.

Figure 14 shows that significant gaps in coverage can be expected over the next 10 to 15 years with the existing infrastructure in the Persigo 201 Boundary. More than 50 percent of the projected signal coverage quality from existing infrastructure will be marginalized or eliminated based on technology changes anticipated with 5G networks. A significant amount of additional infrastructure will be needed to improve the quality of network coverage shown in areas with hues of green to blue and in all gray areas.

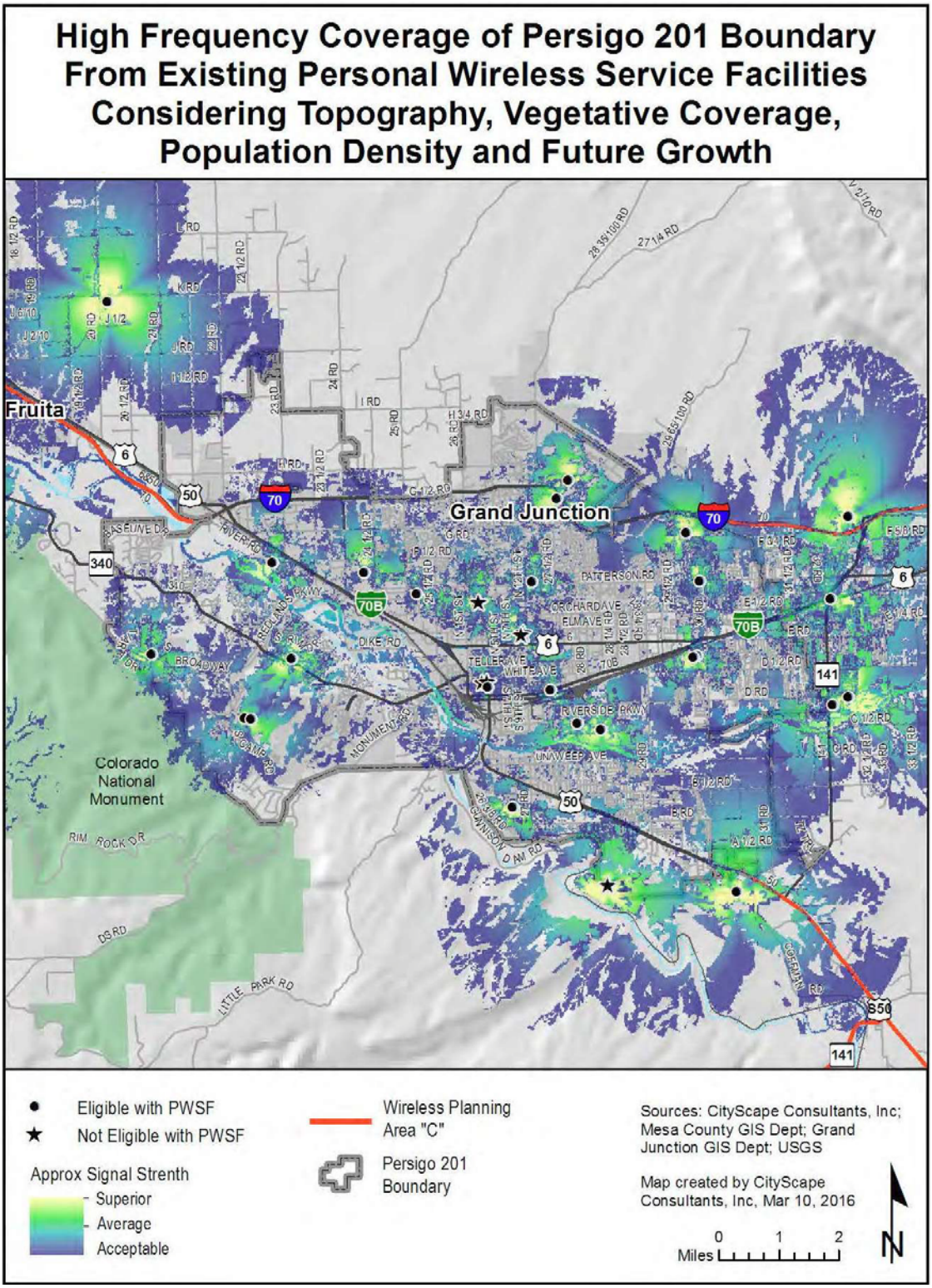


Figure 14: Propagation Map

(Ord. 4703, 6-1-16)

31.12.310 Persigo 201 Boundary estimation of future antenna sites.

Due to the urban characteristics of the City of Grand Junction, CityScape estimates that the largest number of new sites constructed over the next 10 to 15 years will be built in and around the Persigo 201 Study Area. Approximately 11 to 19 new towers or base stations will be needed to fill in the anticipated coverage gaps. These estimates are based on the expected changes in population density, subscriber base and usage, daily transient movement through the study area and the number of calls a facility can service at any given time. The projections consider coverage, capacity, and broadband network objectives and take into consideration terrain, population and proposed maximum infrastructure height variables. The projection model that CityScape designed assumes that all existing tower and base station locations will be used for maximum co-location opportunities in an effort to reduce the number of new towers and base stations required within a given geographic area. Should the industry not maximize the use of existing facilities, a greater number of towers will need to be constructed over this same time period. It should also be noted that even with this increase in new facilities, some areas within the study area will still be underserved due to the terrain and rural characteristics around the periphery of the study area.

(Ord. 4703, 6-1-16)

31.12.320 Public properties as fill-in sites for network gaps.

(a) When publicly owned property is used for new tower or base station construction, the community, represented by their local government agency, is assured that their preferences for tower types and concealment technology are followed. As public properties are developed, the infrastructure installed becomes the precedent for how future sites should be developed on both public and private land. For example, many slick sticks and flagpole towers are available to the industry as are other creative concealment techniques. Some are more aesthetically pleasing and more practical than other types. As the local government adopts preferred products on publicly owned property, their application becomes the standard for future tower sites developed on public and private land within their zoning jurisdiction. Leasing public properties to tower builders and tenant carriers for new wireless infrastructure can also create new sources of public revenue. Additionally, having a tower on public property results in an asset for the local government that is available for emergency services radio and wireless broadband equipment use.

(b) The City of Grand Junction has affirmed their interest in the use of City owned properties within the Persigo 201 Boundary and has established the following minimal criteria for each property:

(1) The property shall be located within the Grand Junction Persigo 201 Boundary or can be included in the Grand Junction Persigo 201 Boundary.

(2) The property shall be one acre minimum in lot size.

(3) The property shall have vehicular access to an improved public right-of-way.

(4) The property shall have access to utilities.

(5) The property shall be outside the 100-year floodplain.

(6) The cellular facility shall meet all City development standards and be subject to all regulations of the zoning code including but not limited to, “in residential zoning districts and in mixed use zoning districts that include residential uses, new concealed towers shall not be permitted on lots where the primary use or principal structure is single-family or two-family residential, group living, day care, or a multifamily structure of fewer than three stories. Examples of land uses/structure types in residential areas where the site may include a concealed tower are: school, religious assembly, fire station, stadium tower or stand, or other similar institutional/civic uses/structures.”

(7) Concealment is required and the owner of the property must identify the type of concealment proposed with the understanding that if accepted by the City, then any type of concealment

aside from what is proposed and accepted at the time of the Master Plan vetting process would require a conditional use permit (CUP).

(c) The City has reviewed and qualified a total of 15 of the 19 fill-in locations. The City has identified site-specific concealment infrastructure required on each property. These properties are referenced as public priority site locations and if developed according to the recommendations in Table 9 and the City's zoning codes, are entitled to a streamlined administrative approval process.

(d) Additionally, the City invited private property owners to submit their land as potential priority site locations; provided, that the properties met the same criteria as the City-owned priority sites. Private property owners seeking inclusion of their property as a priority site in the Master Plan submitted an application to the City of Grand Junction for review. The selected nonpublic priority sites, which includes property that is not for profit, are also listed in Table 9. During the vetting process, the Orchard Mesa Irrigation District, a public property land owner, requested that three of their properties be reviewed and added to the public priority site list. All three properties are included in Table 9 as sites Q, R and S. Additionally, The Museum of Western Colorado vetted two properties and they are listed as sites T and U in Table 9 under Non Public Priority heading.

(e) Public properties not owned by the City of Grand Junction but which could potentially be used as fill-in sites are listed in Table 9. These properties have not been vetted since they are not owned by the City of Grand Junction. However, as potential fill-in sites they are listed in Table 9 with a not determined recommendation. Use of these public fill-in sites is encouraged and promoted in the City's ordinance, but will require conditional use approval.

Table 9: Grand Junction Potential Fill-In Public and Nonpublic Properties

Public Priority Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
I1	City of Grand Junction	Grand Junction City Limits	727 24 1/2 Road	2701-333-00-941 Zoned CRS	35.595	Canyon View Park Entry or Art Feature; Slick Stick
I2	City of Grand Junction	Grand Junction City Limits	728 24 Road	2701-333-00-942 Zoned CSR	39.741	Canyon View Park Entry or Art Feature; Slick Stick
I4	City of Grand Junction	Grand Junction City Limits	730 24 Road	2701-333-00-948 Zoned CSR	36.793	Canyon View Park Entry or Art Feature; Slick Stick
J1	City of Grand Junction	Grand Junction City Limits	773 Old Orchard Street	2701-352-51-945 Zoned CSR	31.653	Saccomanno Park Slick Stick; Concealed 3-Legged Pole
J2	City of Grand Junction	Grand Junction City Limits	822 Lanai Drive	2701-264-14-941 Zoned CSR	2.817	Paradise Hills Park Banner Pole
J3	City of Grand Junction	Grand Junction City Limits	731 27 Road	2701-354-00-949 Zoned CSR	12.643	Horizon Park Banner Pole
K1	City of Grand Junction	Grand Junction City Limits	2155 Broadway	2947-231-17-944 Zoned CSR	3.269	Fire Station 5 Slick Stick; Flagpole; Concealed 3-Legged Pole

Table 9: Grand Junction Potential Fill-In Public and Nonpublic Properties (Continued)

Public Priority Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
L	City of Grand Junction	Grand Junction City Limits	2400 Blue Heron Road	2945-093-00-945 Zoned CSR	46.519	Colorado Riverfront Trail Slick Stick; Banner Pole
N1	City of Grand Junction	Grand Junction City Limits	405 Ridges Boulevard	2945-174-24-944 Zoned PD	1.926	Open Space Banner Pole
N2	City of Grand Junction	Grand Junction City Limits	407 Saddle Court	2945-174-29-941 Zoned PD	28.041	Open Space Banner Pole
N3	City of Grand Junction	Grand Junction City Limits	406 Ridges Boulevard #F1	2945-212-13-944 Zoned PD	3.207	Open Space Banner Pole
N4	City of Grand Junction	Grand Junction City Limits	585 Hidden Valley Court	2945-212-14-944 Zoned PD	7.028	Open Space Banner Pole
Q	Orchard Mesa Irrigation District (OMID)	Mesa County	158 29 1/2 Road	2943-321-00-946 Zoned RSF-R	1.672	Slick Stick; Flagpole; Concealed 3-Legged Pole
R	USA c/o OMID	Grand Junction City Limits	2962 A 1/2 Road	2943-321-00-913; 2943-321-00-175* Zoned RSF-4	4.725	Slick Stick; Flagpole; Concealed 3-Legged Pole
S	USA c/o OMID	Mesa County	121 31 Road	2943-334-00-948 Zoned AFT	19.89	Slick Stick; Flagpole; Concealed 3-Legged Pole

*Code reviser's note: The reference to parcel number 2943-321-00-914 has been updated to be to 2943-321-00-175.

Other Public Priority Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
H1	Mesa County	GJ 201 Boundary	651 Railhead Circle	2945-062-16-938	9.194	Not Determined
H2	State of Colorado	GJ 201 Boundary	Walter Walker Wildlife Area	2947-142-00-922	470.112	Not Determined
I3	Caprock Bldg Association	Grand Junction City Limits	Caprock Elementary	2701-334-00-940 Zoned R-5	7.683	Not Determined
K2	District 51 Master Lease Association	GJ 201 Boundary	Redlands Middle School	2947-231-00-949	20.239	Not Determined

Other Public Priority Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
M	Colorado Game Fish and Parks Department	Grand Junction City Limits	711 Independent Avenue	2945-104-00-922	9.88	Not Determined
O	State Highway Department	Grand Junction City Limits	606 S 9th Street	2945-231-03-928	5.085	Not Determined
P	Mesa County	GJ 201 Boundary	275 1/2 Coulson Drive #B	2943-302-47-935	7.495	Not Determined

Nonpublic Priority Site ID*	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
T	Museum of Western Colorado	Grand Junction City Limits	462 Ute Avenue	2945-143-28-992 Zoned B-2	1.15	Concealed Base Station on Observation Station
U	Museum of Western Colorado	Mesa County	3065 Patterson Road	2943-091-00-993 Zoned RSF-4	22.34	Farm Entry; Art Feature; Slick Stick; Flagpole; Concealed 3-Legged Pole

*Nonpublic also includes property that is not for profit

Figure 15 illustrates the potential solutions that will need to be considered to fill in the gaps identified in Figure 14. The area colored with yellow to green gradients shows the theoretical coverage from existing towers and base stations with PWSF. The areas colored with light to dark shades of red gradients show the projected theoretical coverage from existing towers and base stations without current PWSF that could be utilized or upgraded for co-locations. The areas colored with light to dark orange gradient would be filled with new infrastructure that has already been submitted for review. The areas colored with pink gradient represent areas where new fill-in sites would need to be located to provide the required coverage.

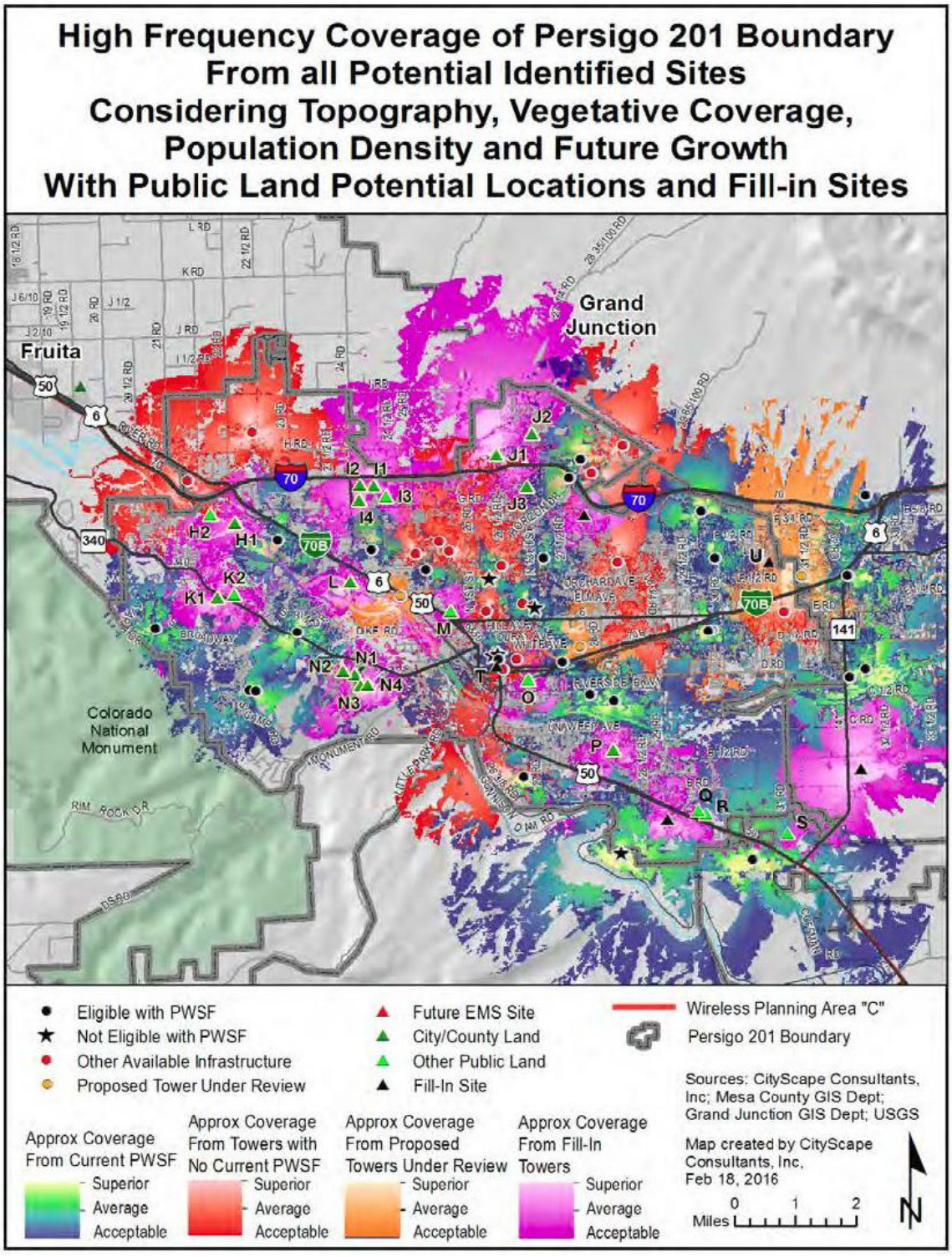


Figure 15: High Frequency Coverage with Future Fill-in

(Ord. 4703, 6-1-16)

31.12.330 Lower Valley characteristics.

(a) Rural;

(b) 139.85 square miles;

(c) 2010 population estimate 18,437;

(d) 2030 population estimate 26,900.

(Ord. 4703, 6-1-16)

31.12.340 Lower Valley theoretical root mean square maps.

The following maps represent a theoretical build-out of equally distributed antennas, mounted at a tower height of 118 feet, in a perfect radio frequency environment for a single service provider that excludes topographic, vegetative cover and population density considerations. The black dot within each larger circle indicates the ideal antenna location. The smaller circle within the larger circle represents the acceptable search ring for locating the tower and antennas.

Figure 16 illustrates that 14 towers or base stations equally distributed throughout the Lower Valley would provide complete low frequency coverage to the defined study area. Figure 17 illustrates that 40 locations would be needed to provide complete high frequency coverage to the same geographic area.

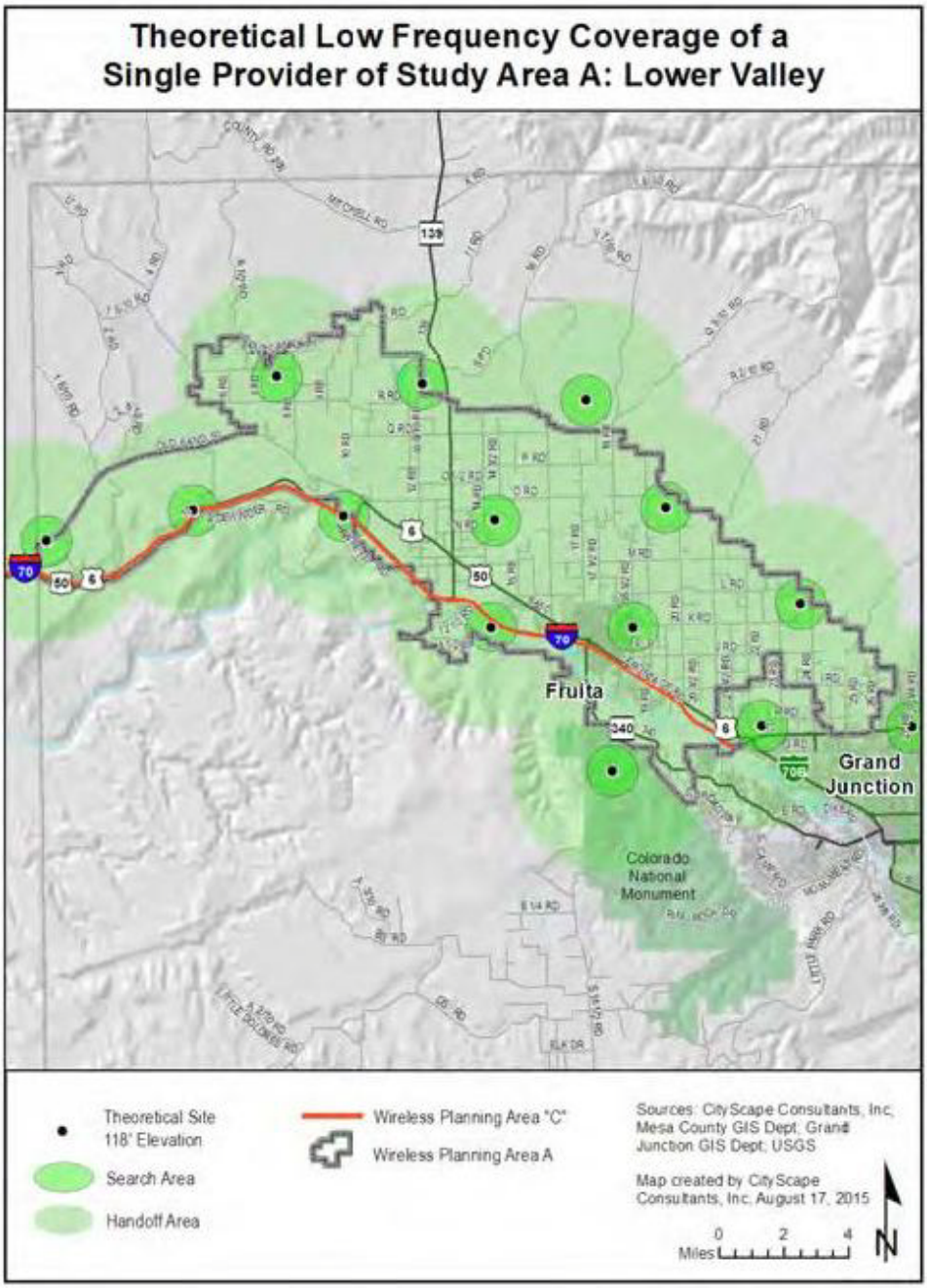


Figure 16: Theoretical Low Frequency

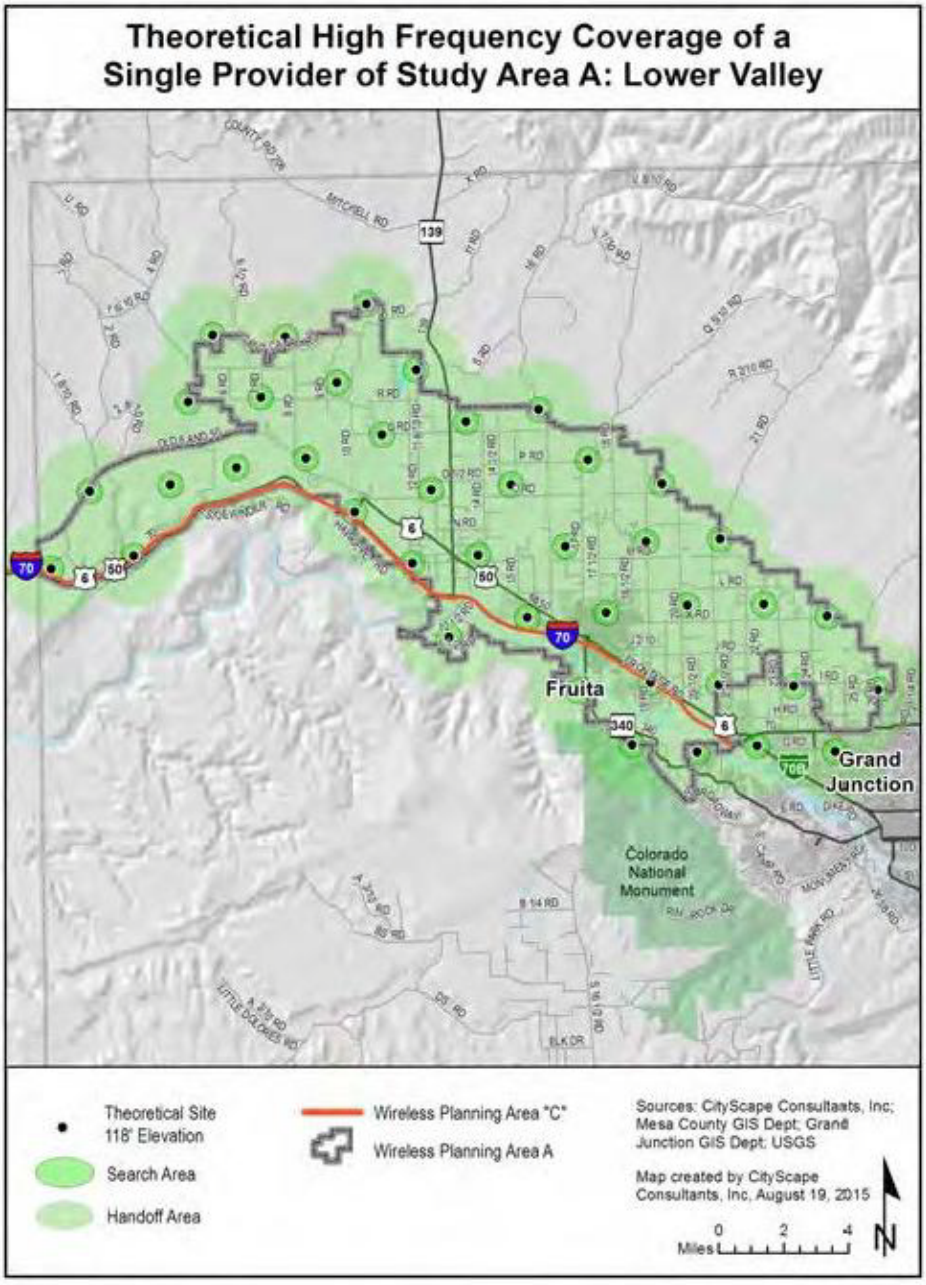


Figure 17: Theoretical High Frequency

(Ord. 4703, 6-1-16)

31.12.350 Lower Valley existing antenna locations.

Almost half of the 21 total sites in and around the Lower Valley are located within a 1.5 mile perimeter of the actual study area and nine of those 10 sites are within the Persigo 201 Boundary. Of the 10 sites within the Lower Valley study area only four currently have PWSF on them. Three of the sites (35, 36 and 37) are located parallel to I-70 and two of the sites (39 and 131) are located in the eastern half of the Lower Valley. Sites 136 through 139 all support wireless Internet facilities. This pattern of deployment

is very common for the industry. The greatest concentration of towers and base stations is closer to the urban area along the major transportation networks.

Table 10: Summary of Existing and Proposed Transmission Equipment

Existing Total Number of Towers	In	Out	Existing Total Number of Base Stations	In	Out
Eligible Tower with PWSF	4	3	Eligible Base Station with PWSF	0	1
Noneligible Tower with PWSF	0	0	Noneligible Base Station with PWSF	0	0
Eligible Tower with no PWSF	0	2	Eligible Base Station with no PWSF	0	0
Noneligible Tower with no PWSF	6	2	Noneligible Base Station with no PWSF	0	2
Proposed Eligible Tower	0	1	Proposed Eligible Base Station	0	0
Total	**10**	**8**	**Total**	**0**	**3**
Site numbers in the Lower Valley: 34 – 39, 136 – 139					
Site numbers within 1.5 mile perimeter of the Lower Valley: 40, 41, 47, 50 – 55, 80, 131					

Figure 18 identifies the location of the sites listed in Table 10 above and are represented as follows:

- Black dot – Eligible towers or base stations with PWSF which have been approved through a prescribed process by the appropriate local government agency.
- Red dot – Noneligible towers or base stations (meaning infrastructure built without prior approval for construction by the appropriate local government agency).
- Orange dot – Tower or base station that has either been approved but not yet built; or is undergoing review at the time of this publication.

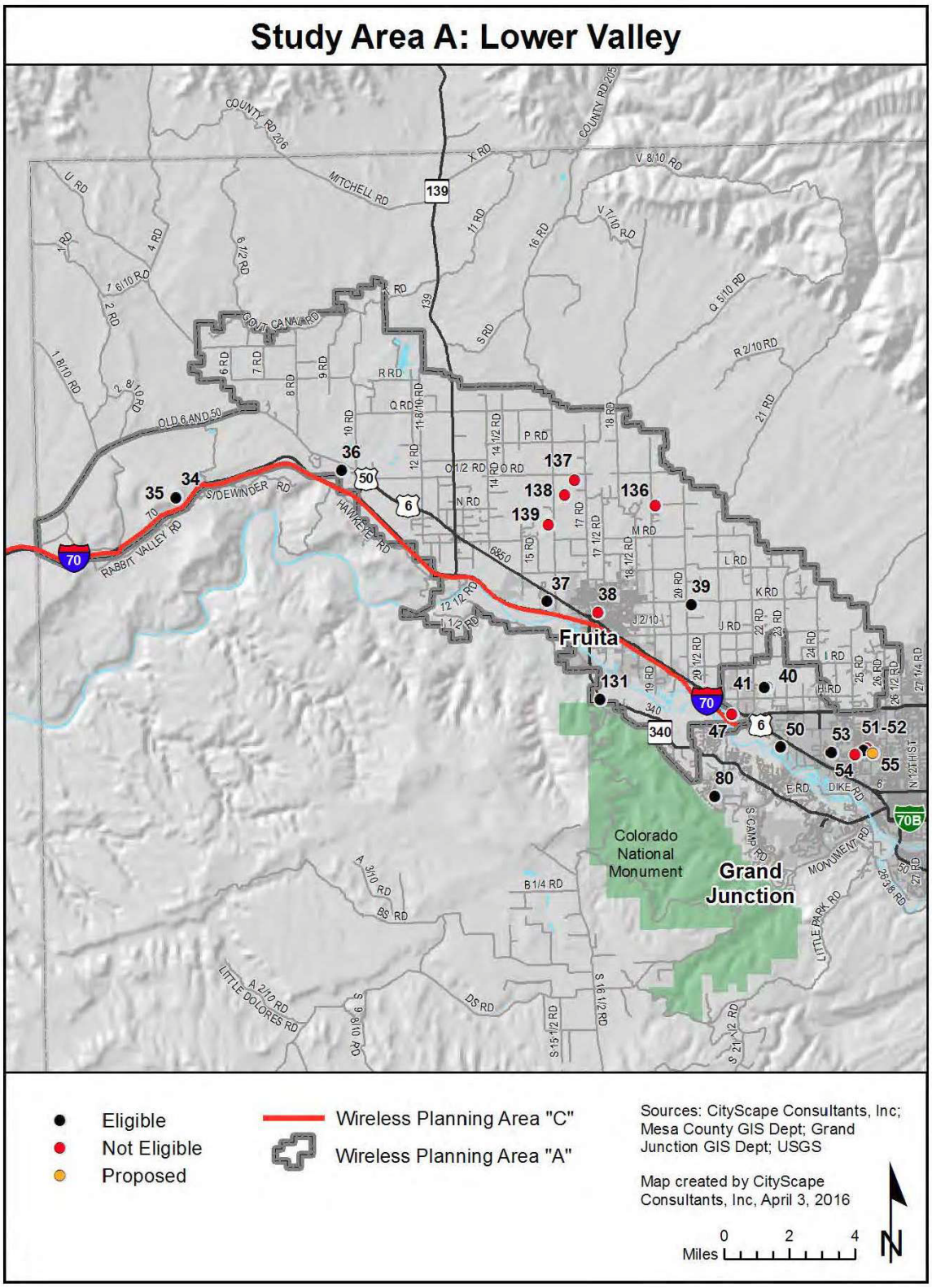


Figure 18: Existing Antenna Locations

(Ord. 4703, 6-1-16)

31.12.360 Lower Valley composite maps.

The service area coverage based on propagation signal strength modeling is shown for both low band frequency in yellow and high band frequency in blue on the following composite maps. The highlighted areas represent where a generally reliable signal level should be available for indoor use for both low and high bands of service.

Indoor usage is the service threshold utilized for composite modeling because it represents the lowest signal strength acceptable after considering the signal loss that occurs from building penetration. Outdoor signal strength in the same area will usually be higher than indoor signal strength. Generally the closer the subscriber is to the facility the more reliable the service. A subscriber further from the facility will have less reliable service. As the subscriber gets closer to the edge of the yellow or blue area, the signal strength becomes more prone to degradation, particularly as usage in the area increases or environmental conditions worsen. Areas of gray on the map indicate where the subscriber will experience weak, unpredictable levels of signal strength, or no service at all. Filling in these coverage gaps would require the installation of additional antennas and corresponding construction of more towers or the identification of buildings that would serve as base stations.

Figure 19 illustrates current theoretical coverage for one service provider operating in the low or high band frequency assuming they had equipment on each site in the facility inventory. Figure 20 shows how population growth and technology changes will affect the current coverage model shown in Figure 19.

Both composite maps include the expected effects of terrain, vegetative cover, and current population density variables. The antenna mounting elevation in both figures is assumed to be at the top of the towers and base stations where the height is known or at 118 feet where unknown.

Figures 19 and 20 identify the location of the inventory sites categorized as follows:

- Black dot – Eligible towers or base stations with PWSF
- ★ Black star – Noneligible towers or base stations without PWSF

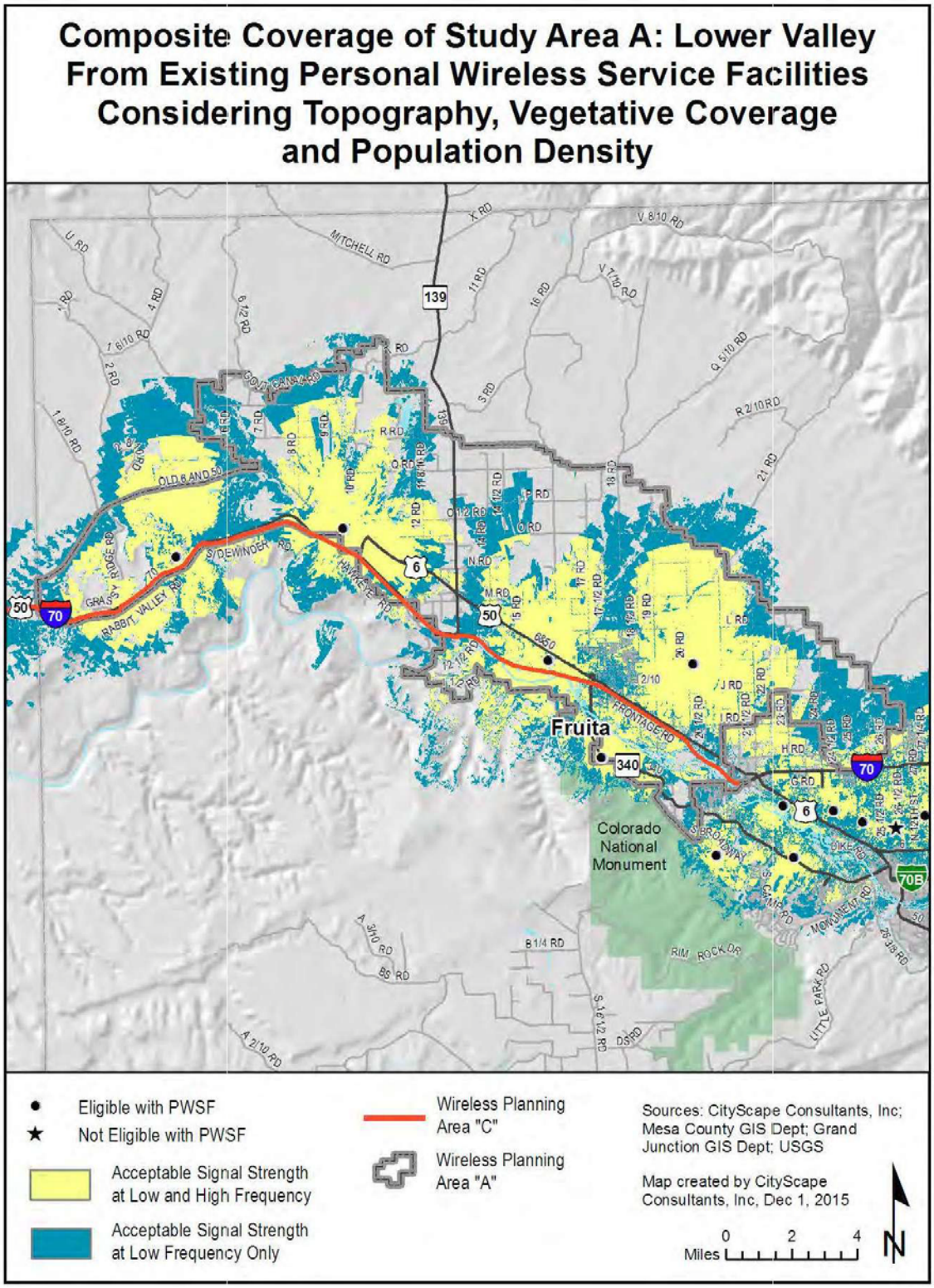


Figure 19: Current Potential Coverage

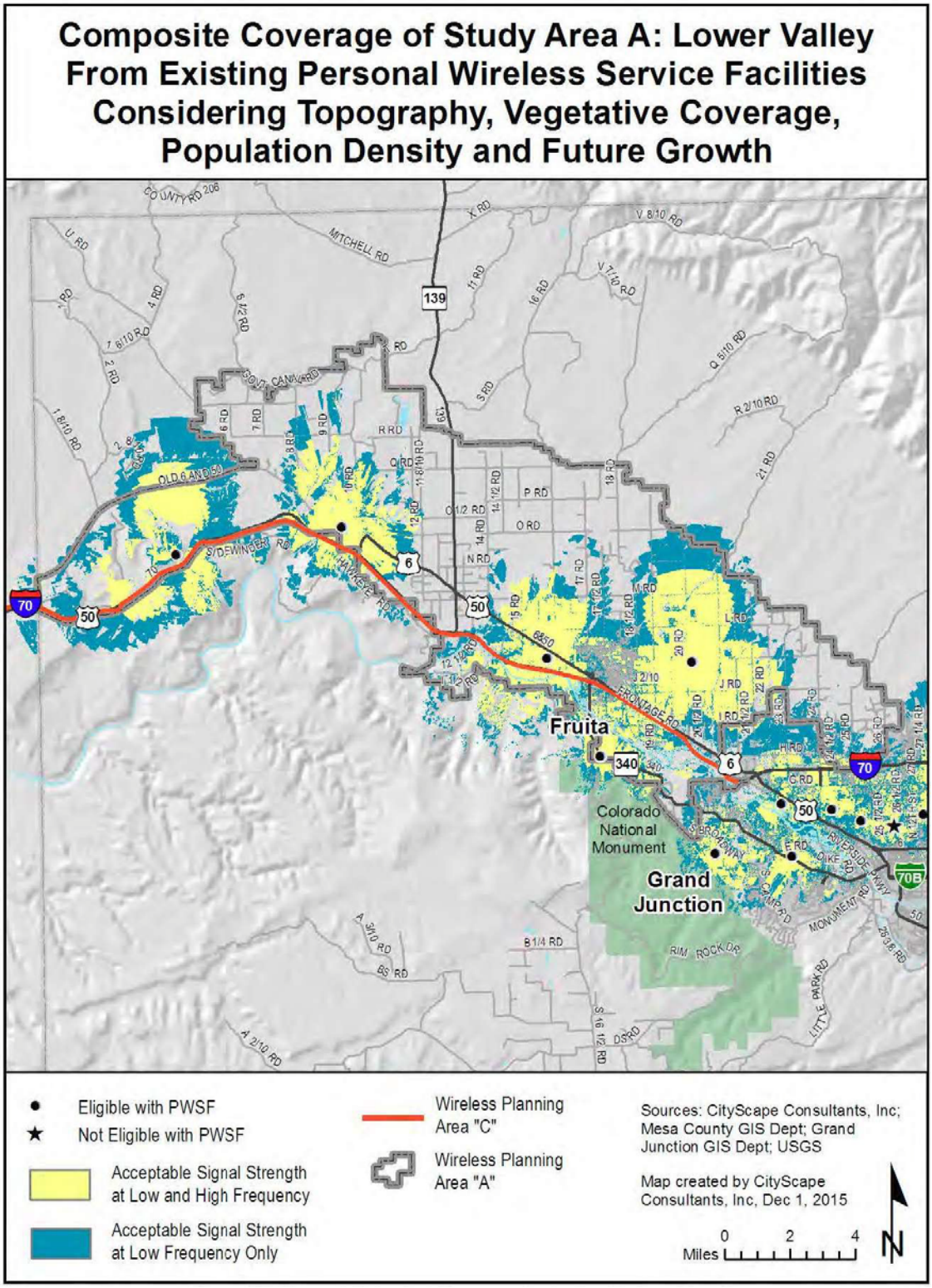


Figure 20: Current Potential Coverage Including Future Growth

(Ord. 4703, 6-1-16)

31.12.370 Lower Valley estimation of future antenna sites.

Due to the rural characteristics of the Lower Valley, CityScape estimates that the largest number of new sites constructed over the next 10 to 15 years will be built along the I-70 corridor. Approximately seven new towers or base stations will be needed to fill in anticipated coverage gaps. However, only four of the seven sites have been turned on in the gap analysis map in Figure 20 because CityScape believes it is unlikely that the industry will add all seven facilities over the next 10 to 12 years.

These estimates are based on the expected changes in population density, subscriber base and usage, daily transient movement throughout the study area and the number of calls a facility can service at any given time. The projections consider coverage, capacity, and broadband network objectives and take into consideration terrain, population and proposed maximum infrastructure height variables. The projection model that CityScape designed assumes that all existing tower and base station locations will be used for maximum co-location opportunities in an effort to reduce the number of new towers and base stations required within a given geographic area. Should the industry not maximize the use of existing facilities, a greater number of towers will need to be constructed over this same time period. It should also be noted that even with this increase in new facilities, some areas within the study area will still be underserved due to the terrain and to the rural characteristics of portions of the study area.

CityScape has reviewed the gaps in network coverage in comparison to the location of publicly owned properties and considered the impact that placing a tower on those properties would have on network and public safety coverage. When publicly owned property is used for new tower or base station construction, the community, represented by their local government agency, is assured that their preferences for tower types and concealment technology are followed. As public properties are developed, the infrastructure installed becomes the precedent for how future sites should be developed on both public and private land. For example, many slick sticks and flagpole towers are available to the industry as are other creative concealment techniques. Some are more aesthetically pleasing and more practical than other types. As the local government adopts preferred products on publicly owned property, their application becomes the standard for future tower sites developed on public and private land within their zoning jurisdiction. Leasing public properties to tower builders and tenant carriers for new wireless infrastructure can also create new sources of public revenue. Additionally, having a tower on public property results in an asset for the local government that is available for emergency services radio and wireless broadband equipment use.

Figure 21 indicates how certain geographic areas would benefit with improved network coverage from the addition of the publicly owned properties. Table 11 identifies potential public property fill-in sites. Tower type preferences are not provided in the recommendation column because the property has not been vetted by the local planning agency.

Table 11: Lower Valley Potential Fill-In Public Property

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
D	State of Colorado		Highline State Park	2691-053-00-922	325.442	Not Determined
E1	Lower Valley Protection District	Loma	1341 13 Road	2691-334-04-498	0.79	Not Determined
E2	State Department of Highways	Loma	1346 13 3/10 Road	2691-342-00-924	9.762	Not Determined
F1	City of Fruita	Fruita	324 N Coulson Street	2697-172-00-940	1.398	Not Determined
F2	City of Fruita	Fruita	300 W Ottley Avenue	2697-172-00-946	6.04	Not Determined

Table 11: Lower Valley Potential Fill-In Public Property (Continued)

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
F3	Lower Valley Protection District	Fruita	168 N Mesa Street	2697-172-53-944	0.675	Not Determined
F4	District 51	Fruita	Fruita Middle School	2697-172-28-942	12.725	Not Determined
F5	City of Fruita	Fruita	210 Frontage Road	2697-173-09-945	3.51	Not Determined
G	Mesa County	Fruita	916 19 1/2 Road	2697-224-00-939	5.281	Not Determined

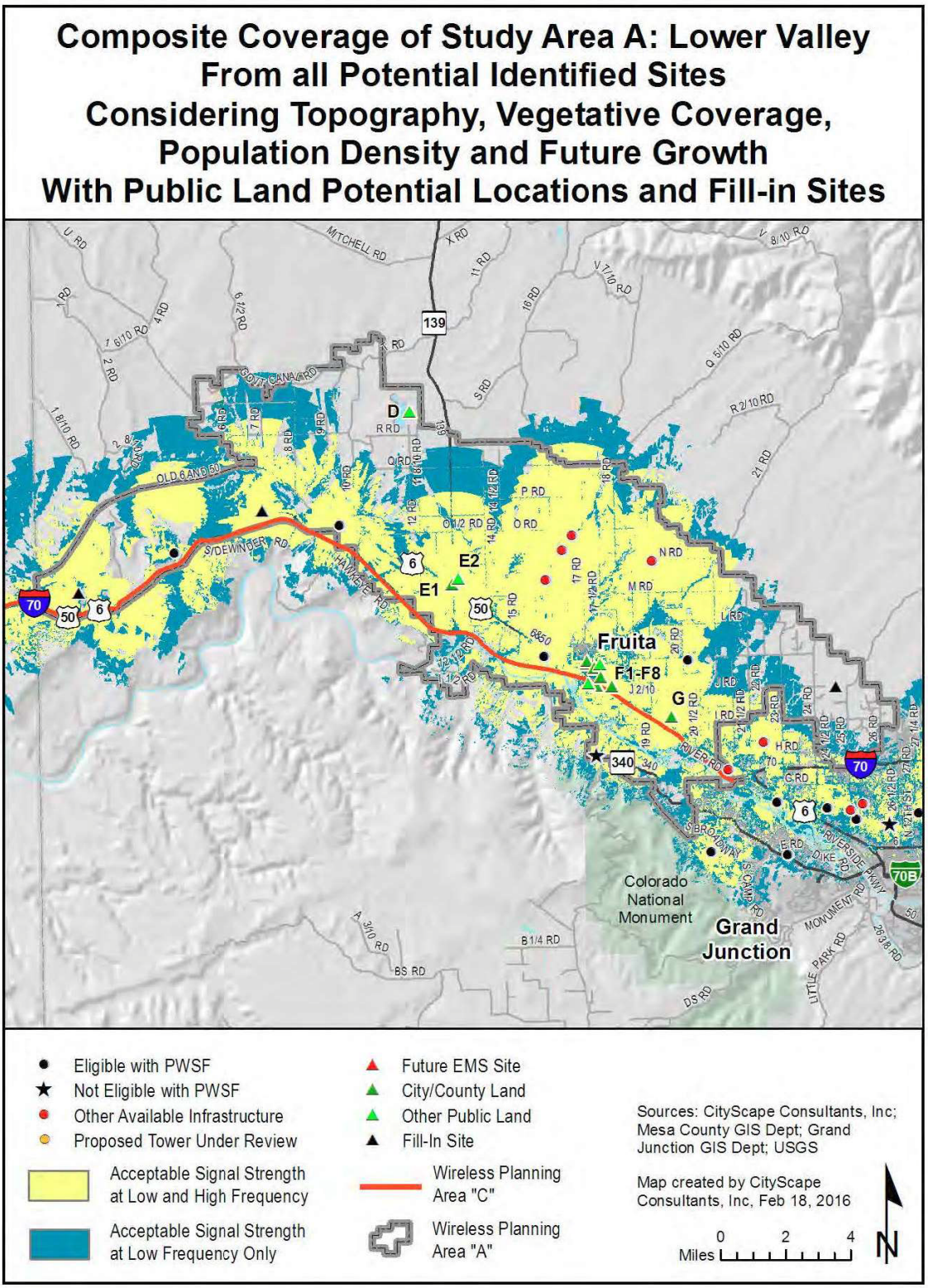


Figure 21: Coverage with Future Fill-In

(Ord. 4703, 6-1-16)

31.12.380 Palisade characteristics.

(a) Rural;

(b) 35.21 square miles;

(c) 2010 population estimate 18,642;

(d) 2030 population estimate 24,247.

(Ord. 4703, 6-1-16)

31.12.390 Palisade theoretical root mean square maps.

The following maps represent a theoretical build-out of equally distributed antennas, mounted at a tower height of 118 feet, in a perfect radio frequency environment for a single service provider that excludes topographic, vegetative cover and population density considerations. The black dot within each larger circle indicates the ideal antenna location. The smaller circle within the larger circle represents the acceptable search ring for locating the tower and antennas. Figure 22 illustrates that six towers or base stations equally distributed throughout the Palisade area would provide complete low frequency coverage to the defined study area. Figure 23 illustrates that 15 locations would be needed to provide complete high frequency coverage to the same geographic area.

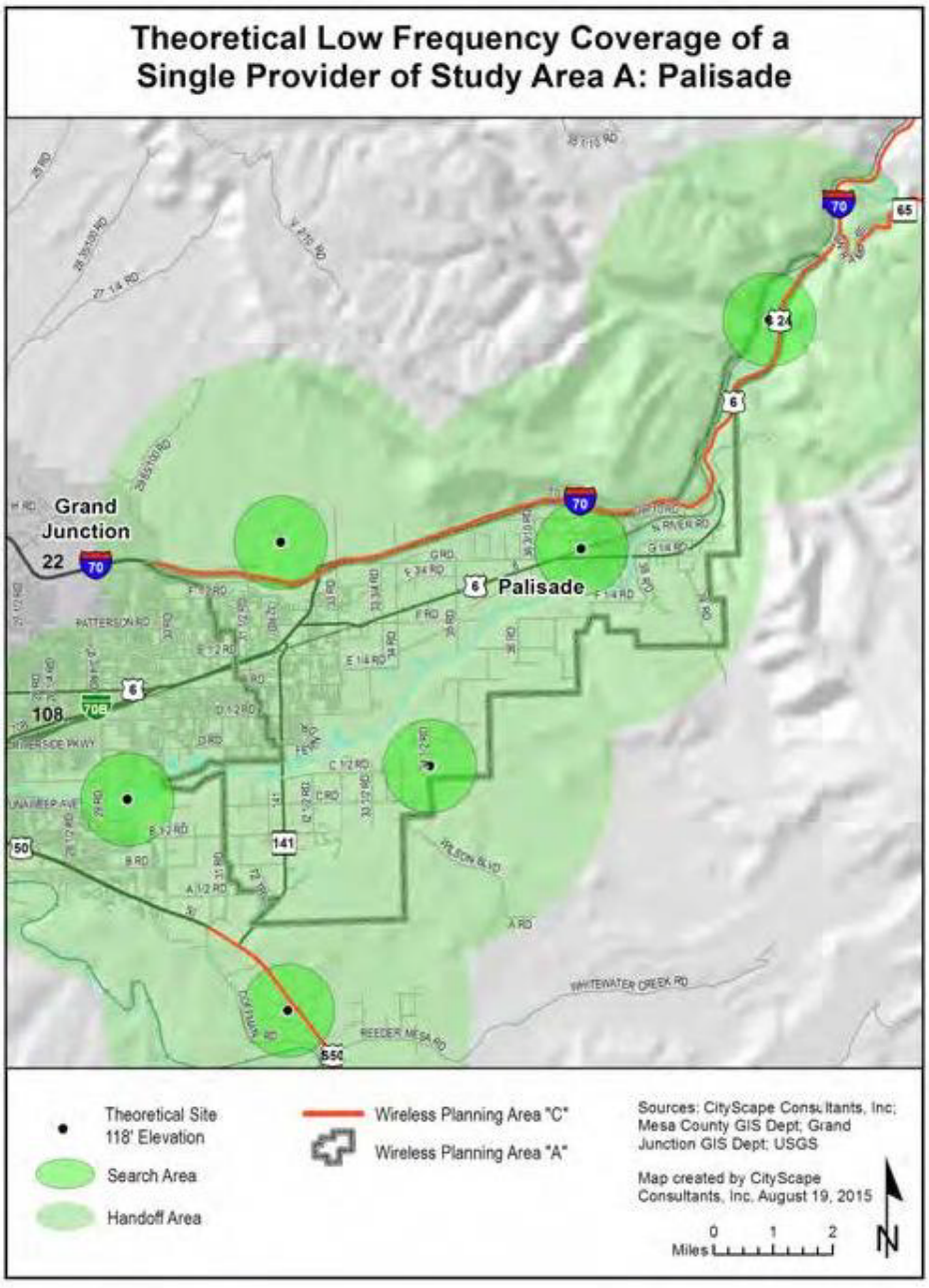


Figure 22: Theoretical Low Frequency Coverage

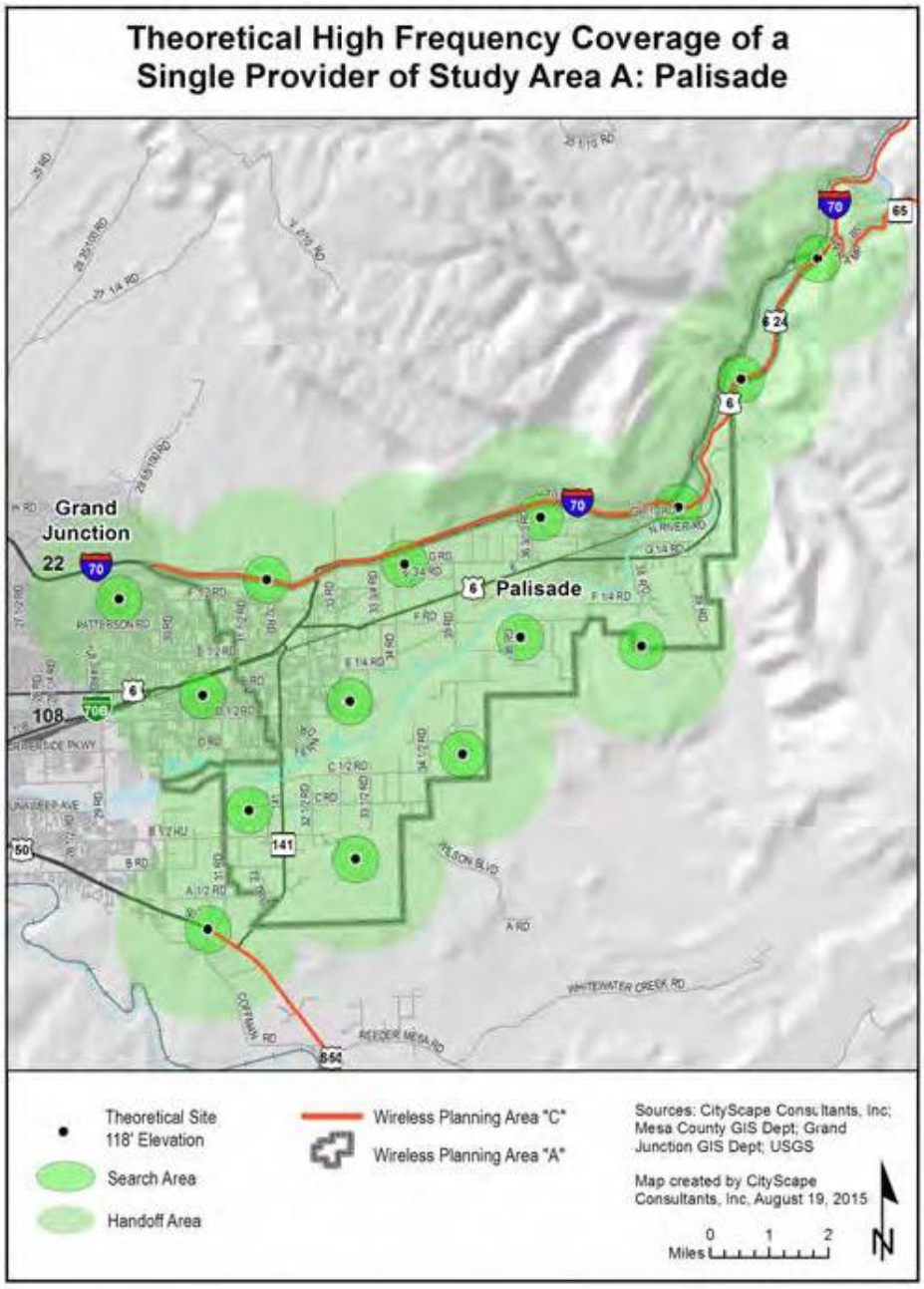


Figure 23: Theoretical High Frequency Coverage

(Ord. 4703, 6-1-16)

31.12.400 Palisade existing antenna locations.

There are 12 transmission equipment facilities in and around the Palisade Study Area. Two-thirds of these are located within a 1.5 mile perimeter of the actual study area. These outlying sites are either in the 201 Persigo Boundary or along I-70, Highway 6 or Highway 50. Three of the four sites within the Palisade Study Area are near the western boundary in close proximity to the 201 Boundary. Only one site (site 6) is not in either of these vicinities. This pattern of deployment is very common for the industry. The great-

est concentration of towers and base stations are closer to the urban area along the major transportation networks.

Table 12: Summary of Existing and Proposed Transmission Equipment

Existing Total Number of Towers	In	Out	Existing Total Number of Base Stations	In	Out
Eligible Tower with PWSF	3	5	Eligible Base Station with PWSF	0	1
Noneligible Tower with PWSF	0	0	Noneligible Base Station with PWSF	0	0
Eligible Tower with no PWSF	0	0	Eligible Base Station with no PWSF	0	0
Noneligible Tower with no PWSF	0	1	Noneligible Base Station with no PWSF	0	1
Proposed Eligible Tower	1	0	Proposed Eligible Base Station	0	0
Total	**4**	**6**	**Total**	**0**	**2**
Site Numbers in the Palisade Study Area: 6, 60, 77, 128					
Site Numbers within the 1.5 mile perimeter of the Palisade Study Area: 5, 48, 49, 59, 67, 68, 87, 132					

Figure 24 identifies the location of the sites listed in Table 12 above and are represented by:

- Black dot – Eligible towers or base stations with PWSF which have been approved through a prescribed process by the appropriate local government agency.
- Red dot – Noneligible towers or base stations (meaning infrastructure built without prior approval for construction by the appropriate local government agency).
- Orange dot – Tower or base station that has either been approved but not yet built; or is undergoing review at the time of this publication.

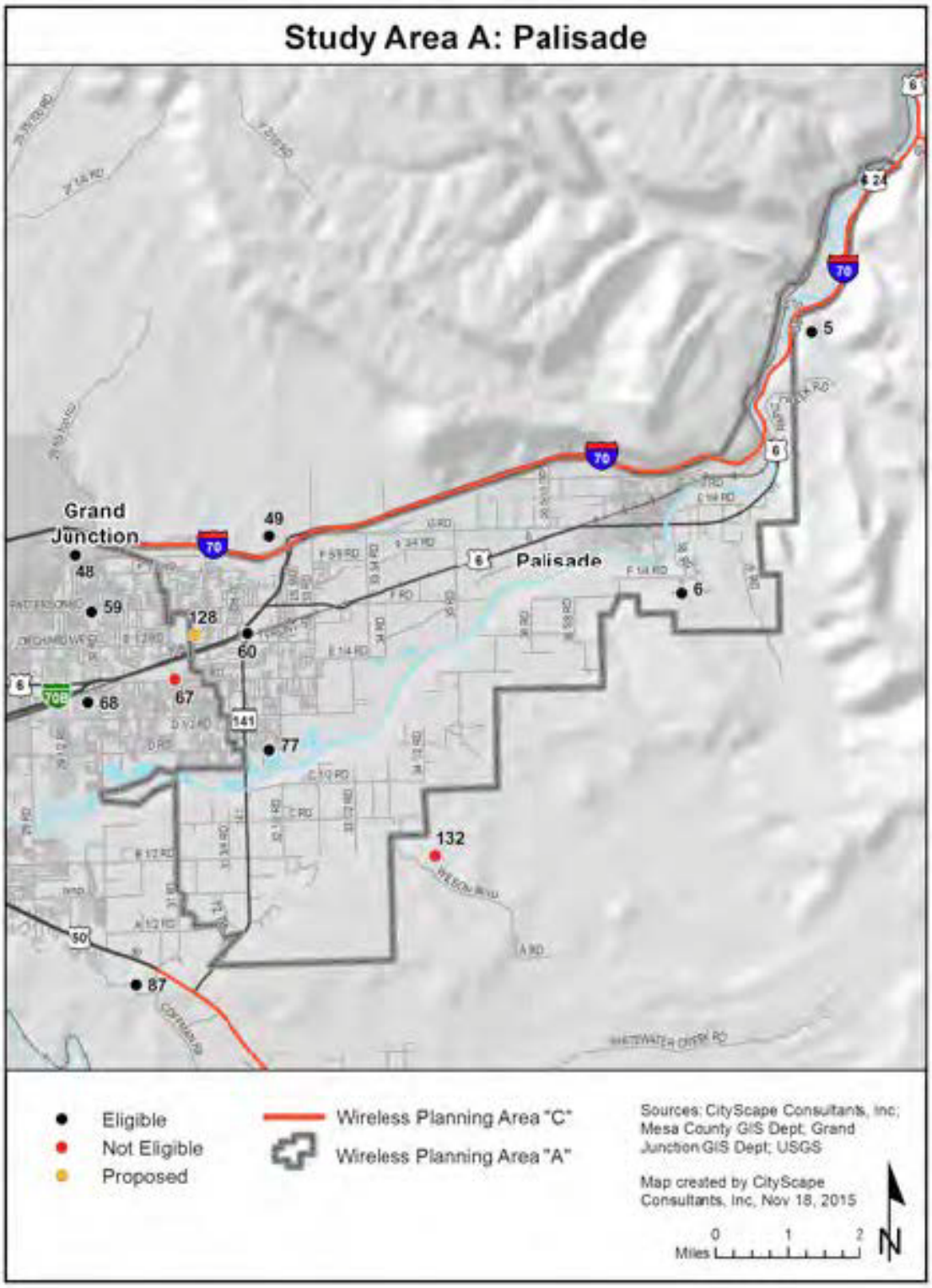


Figure 24: Existing Antenna Locations

(Ord. 4703, 6-1-16)

31.12.410 Palisade composite maps.

The service area coverage based on propagation signal strength modeling is shown for both low band frequency in yellow and high band frequency in blue on the following composite maps. The highlighted areas represent where a generally reliable signal level should be available for indoor use for both low and high bands of service.

Indoor usage is the service threshold utilized for composite modeling because it represents the lowest signal strength acceptable after considering the signal loss that occurs from building penetration. Outdoor signal strength in the same area will usually be higher than indoor signal strength. Generally the closer the subscriber is to the facility the more reliable the service. A subscriber further from the facility will have less reliable service. As the subscriber gets closer to the edge of the yellow or blue area, the signal strength becomes more prone to degradation, particularly as usage in the area increases or environmental conditions worsen. Areas of gray on the map indicate where the subscriber will experience weak, unpredictable levels of signal strength, or no service at all. Filling in these coverage gaps would require the installation of additional antennas and corresponding construction of more towers or the identification of buildings that would serve as base stations.

Figure 25 illustrates current theoretical coverage for one service provider operating in the low or high frequency assuming they had equipment on each inventoried facility. Figure 26 shows how population growth and technology changes will affect the current coverage model shown in Figure 25.

Both composite maps have included the expected effects of terrain, vegetative cover, and current population density variables. The antenna mounting elevation in both figures is assumed to be at the top of the towers and base stations where the height is known or at 118 feet where unknown.

Figures 25 and 26 identify the location of the inventory sites categorized as follows:

- Black dot – Eligible towers or base stations with PWSF
- ★ Black star – Noneligible towers or base stations without PWSF

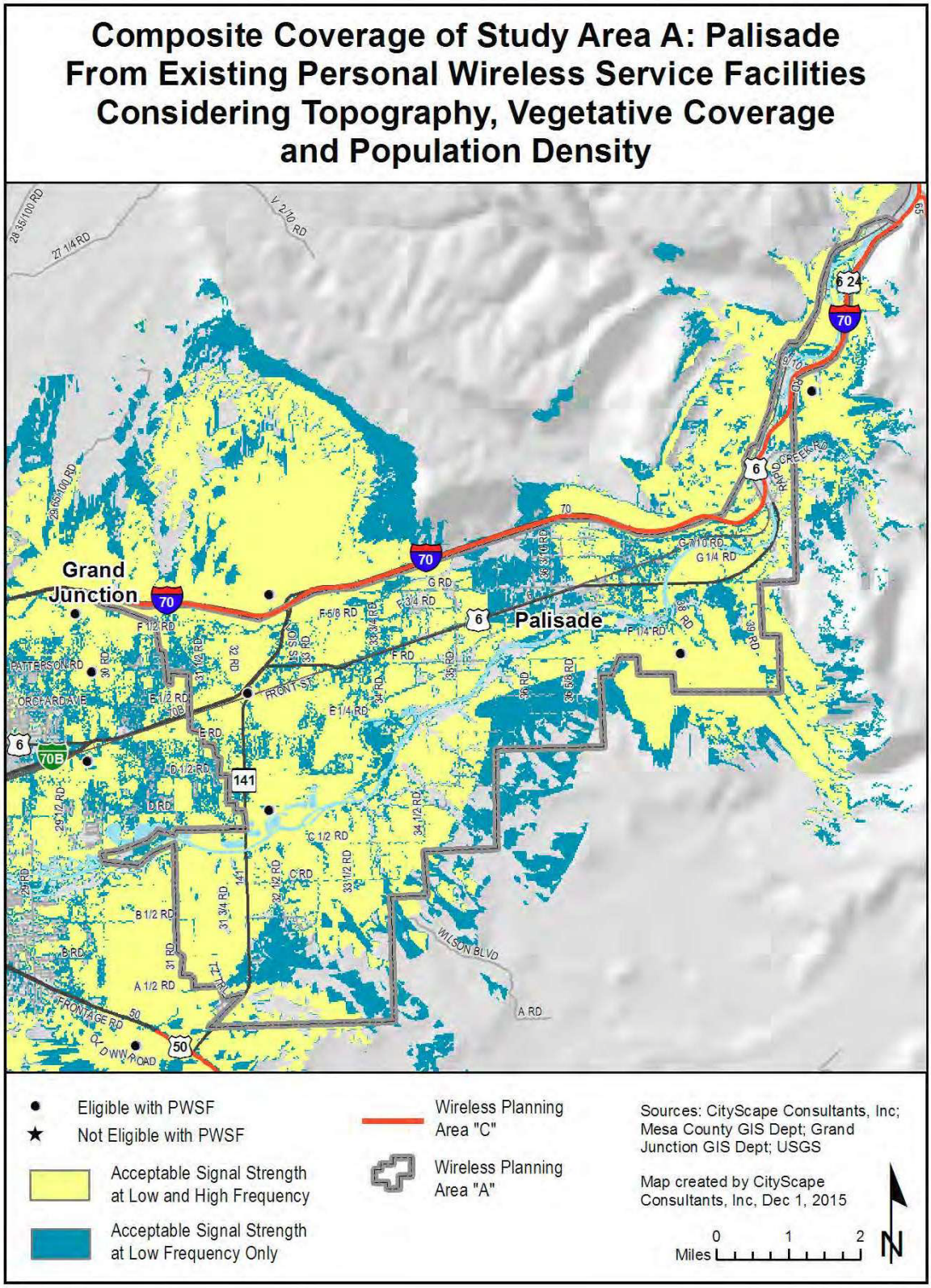


Figure 25: Current Potential Coverage

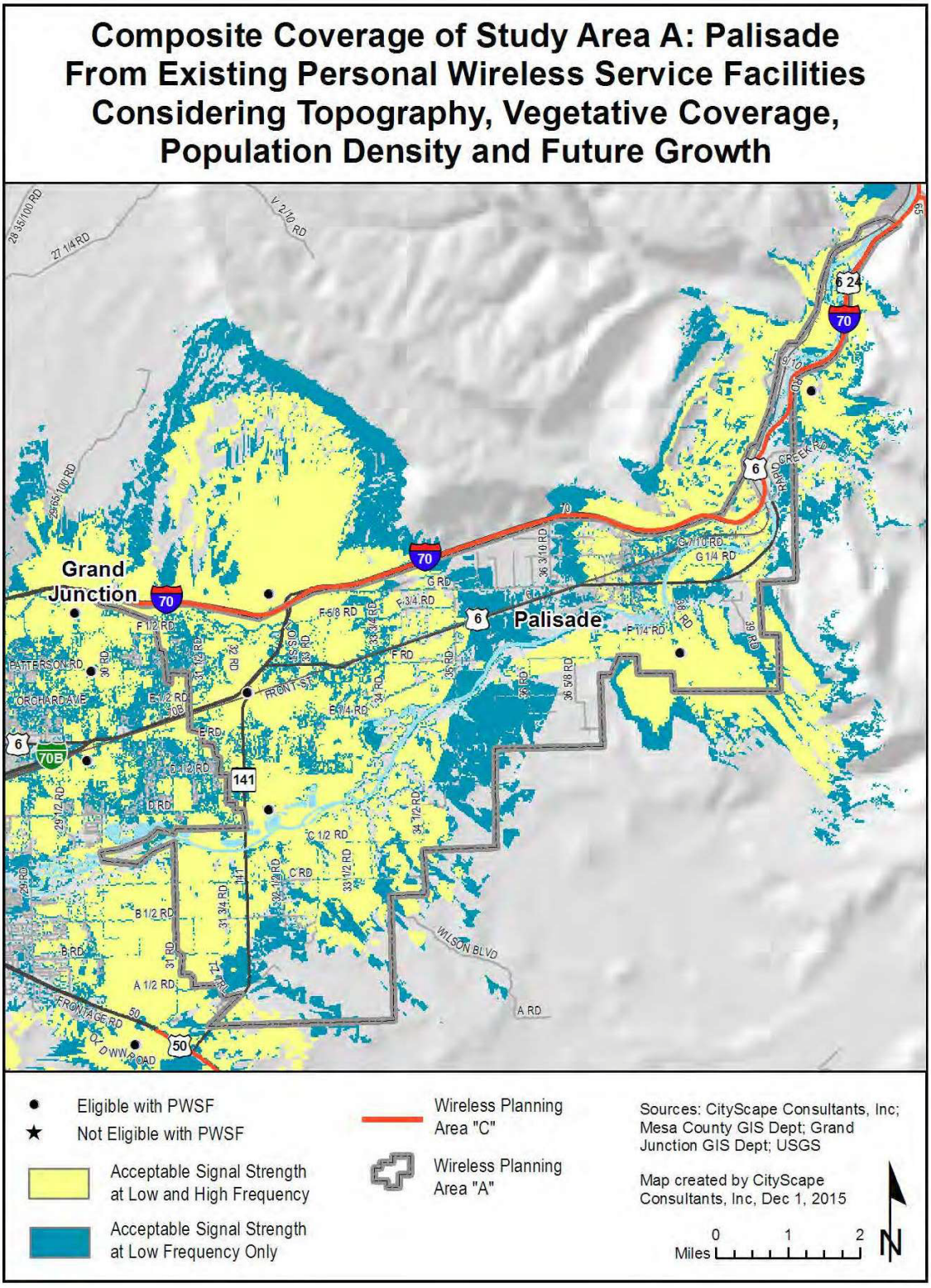


Figure 26: Current Potential Coverage Including Future Growth

(Ord. 4703, 6-1-16)

31.12.420 Palisade estimation of future antenna sites.

Due to the rural characteristics of the Palisade Study Area, CityScape estimates that about six new towers or base stations will be needed over the next 10 to 15 years located along the corridors of I-70, Highway 141 and Highway 50. The fill-in map, shown in Figure 27, includes the six new sites which will provide almost complete coverage for the Palisade Study Area.

These estimates are based on the expected changes in population density, subscriber base and usage, daily transient movement throughout the study area and the number of calls a facility can service at any given time. The projections consider coverage, capacity, and broadband network objectives and take into consideration terrain, population and proposed maximum infrastructure height variables. The projection model that CityScape designed assumes that all existing tower and base station locations will be used for maximum co-location opportunities in an effort to reduce the number of new towers and base stations required within a given geographic area. Should the industry not maximize the use of existing facilities, a greater number of towers will need to be constructed over this same time period. It should also be noted that even with this increase in new facilities, some areas within the study area will still be underserved due to the terrain and to the rural characteristics of portions of the study area.

CityScape has reviewed the gaps in network coverage in comparison to the location of publicly owned properties and considered the impact that placing a tower on those properties would have on network and public safety coverage. When publicly owned property is used for new tower or base station construction, the community, represented by their local government agency, is assured that their preferences for tower types and concealment technology are followed. As public properties are developed, the infrastructure installed becomes the precedent for how future sites should be developed on both public and private land. For example, many slick sticks and flagpole towers are available to the industry as are other creative concealment techniques. Some are more aesthetically pleasing and more practical than other types. As the local government adopts preferred products on publicly owned property, their application become the standard for future tower sites developed on public and private land within their zoning jurisdiction. Leasing public properties to tower builders and tenant carriers for new wireless infrastructure can also create new sources of public revenue. Additionally, having a tower on public property results in an asset for the local government that is available for emergency services radio and wireless broadband equipment use.

Figure 27 indicates how certain geographic areas would benefit with improved network coverage from the addition of the publicly owned properties. Table 13 identifies potential public property fill-in sites. Tower type preferences are not provided in the recommendation column because the property has not been vetted by the local planning agency.

Table 13: Palisade Potential Fill-In Public Properties

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
Q	Colorado Department of Highways	Palisade	816 35 8/10 Road	2937-063-00-924	10.241	Not Determined
R1	Town of Palisade	Palisade	175 E Third Street	2937-091-04-941	0.95	Not Determined
R2	Town of Palisade	Palisade	120 W Eighth Street	2937-093-36-941	2.476	Not Determined
R3	Town of Palisade	Palisade	571 W Fifth Street	2937-093-00-940	2.875	Not Determined
R4	Town of Palisade	Palisade	711 Iowa Avenue	2937-093-37-943	3.189	Not Determined
S	East Orchard Fire Protection District	Palisade	544 35 1/2 Road	2941-084-00-944	1.108	Not Determined

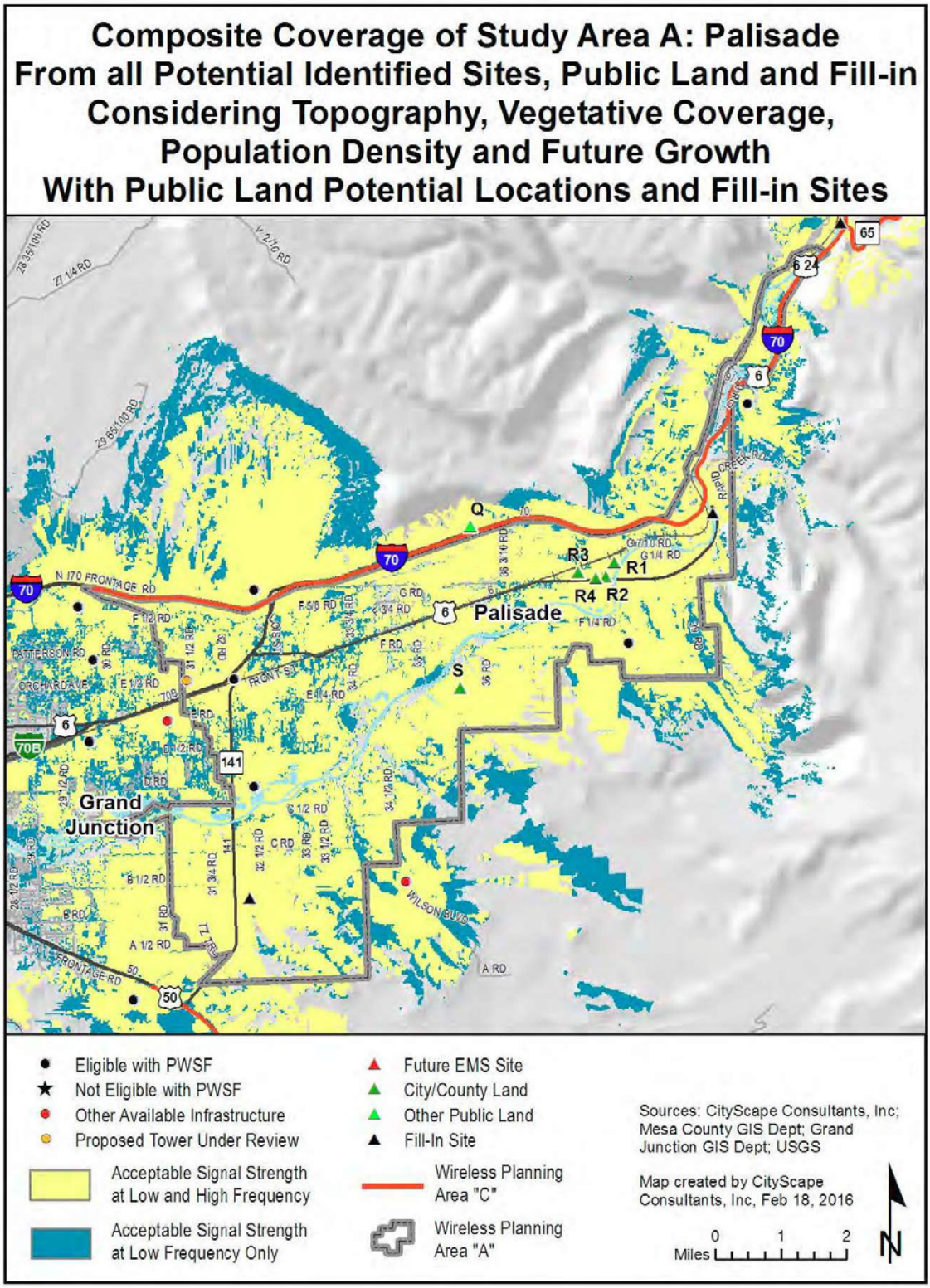


Figure 27: Coverage with Future Fill-In

(Ord. 4703, 6-1-16)

31.12.430 DeBeque characteristics.

(a) Rural.

(b) 30.34 square miles.

(c) 2010 population estimate 808.

(d) 2030 population estimate 1,096.

(Ord. 4703, 6-1-16)

31.12.440 DeBeque theoretical root mean square maps.

The following maps represent a theoretical build-out of equally distributed antennas, mounted at a tower height of 118 feet, in a perfect radio frequency environment for a single service provider that excludes topographic, vegetative cover and population density considerations. The black dot within each larger circle indicates the ideal antenna location. The smaller circle within the larger circle represents the acceptable search ring for locating the tower and antennas. Figure 28 illustrates that three towers or base stations equally distributed throughout the DeBeque Study Area would provide complete low frequency coverage to the defined study area. Figure 29 illustrates nine locations would be needed to provide complete high frequency coverage to the same geographic area.

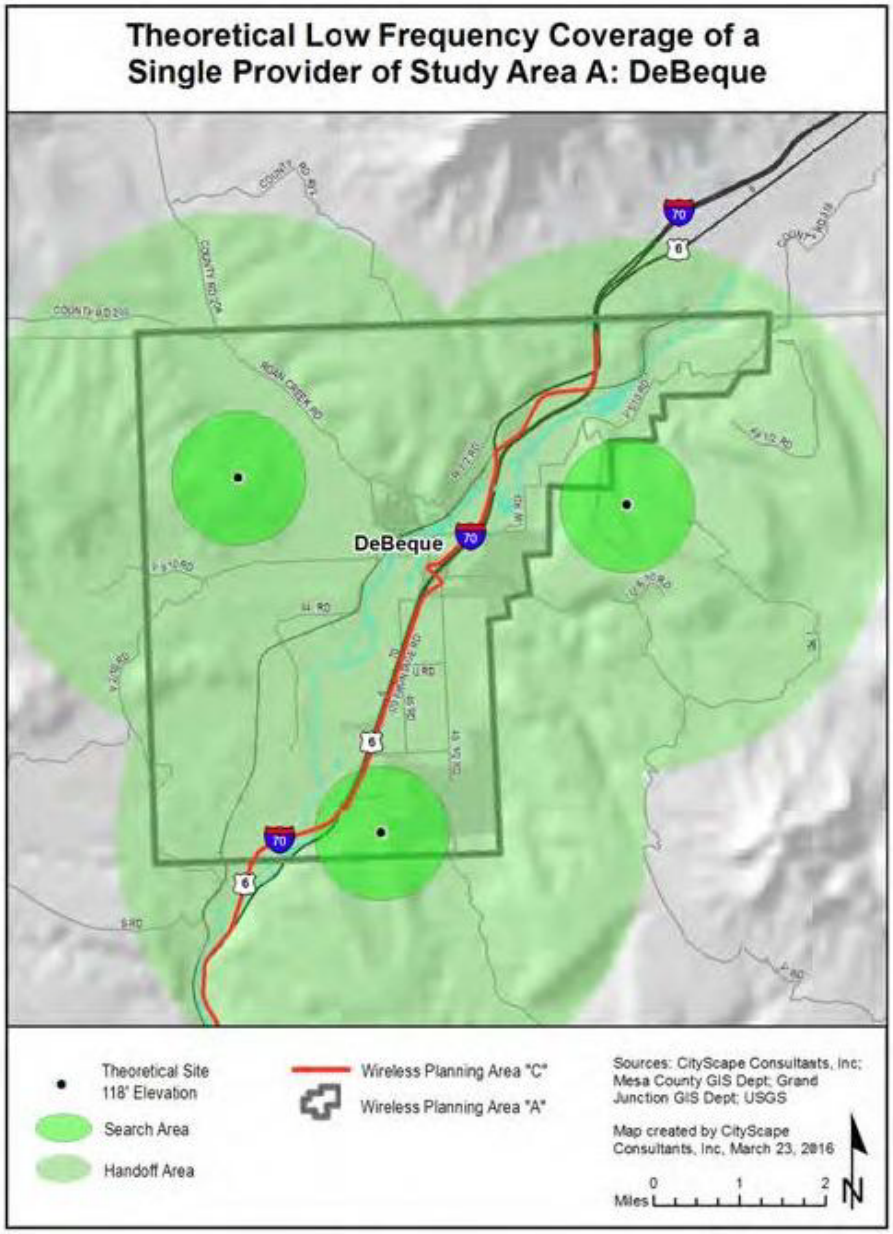


Figure 28: Theoretical Low Frequency Coverage

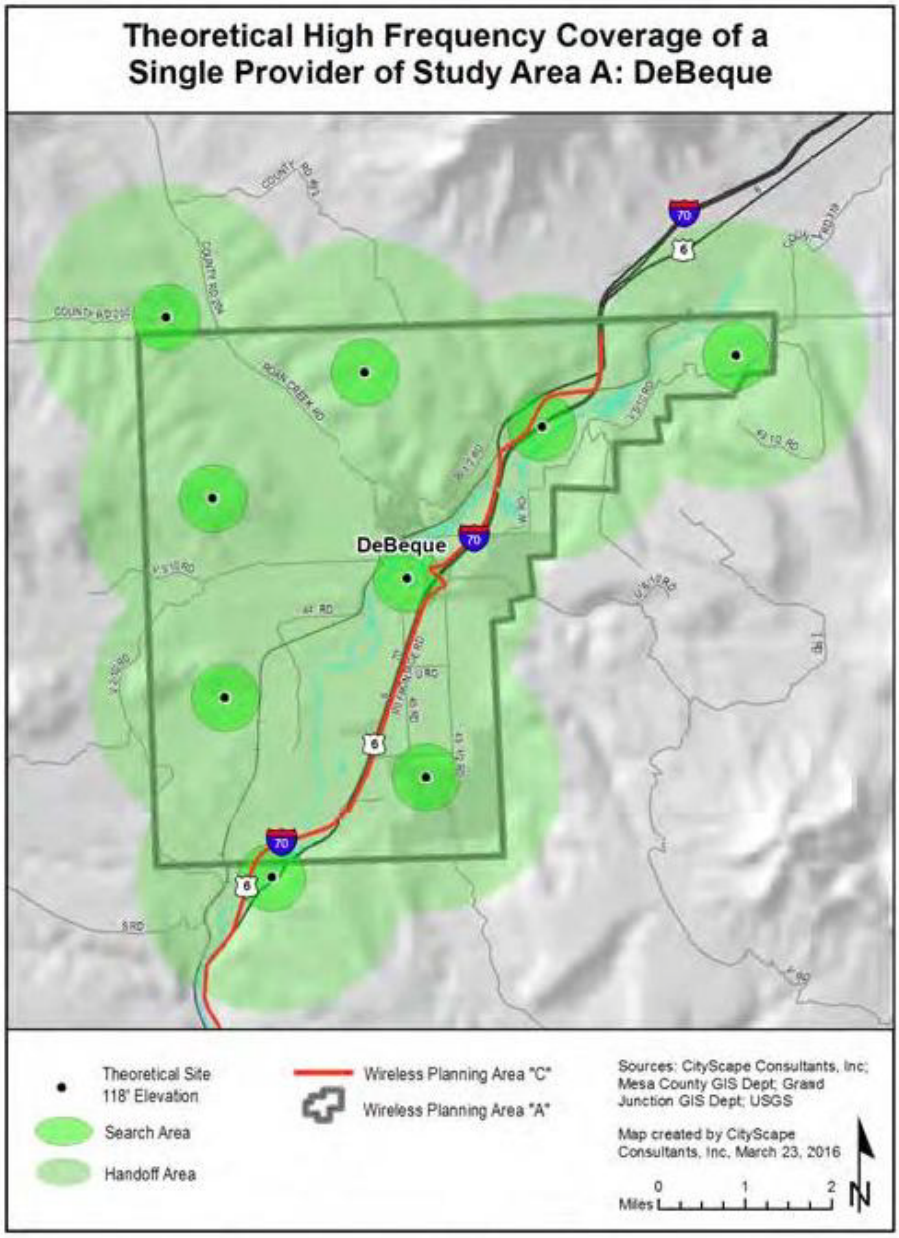


Figure 29: Theoretical High Frequency Coverage

(Ord. 4703, 6-1-16)

31.12.450 DeBeque existing antenna locations.

Of the three geographic regions included in Study Area A, the DeBeque Study Area is the least populated. There are two equipment communication facilities within the DeBeque Study Area and both of the towers are equipped with PWSF. Both towers are located parallel to I-70 with the intent of serving that corridor.

Table 14: Summary of Existing and Proposed Transmission Equipment

Existing Total Number of Towers	In	Out	Existing Total Number of Base Stations	In	Out
Eligible Tower with PWSF	2	0	Eligible Base Station with PWSF	0	0
Noneligible Tower with PWSF	0	0	Noneligible Base Station with PWSF	0	0
Eligible Tower with no PWSF	0	0	Eligible Base Station with no PWSF	0	0
Noneligible Tower with no PWSF	0	0	Noneligible Base Station with no PWSF	0	0
Proposed Eligible Tower	0	0	Proposed Eligible Base Station	0	0
Total	**2**	**0**	**Total**	**0**	**0**
Site Numbers in the DeBeque Study Area: 1, 2					
Site numbers within the 1.5 mile perimeter of the DeBeque Study Area: None					

Figure 30 identifies the location of the sites listed in Table 14 above and are represented by:

- Black dot – Eligible towers or base stations with PWSF which have been approved through a prescribed process by the appropriate local government agency.
- Red dot – Noneligible towers or base stations (meaning infrastructure built without prior approval for construction by the appropriate local government agency).
- Orange dot – Tower or base station that has either been approved but not yet built; or is undergoing review at the time of this publication.

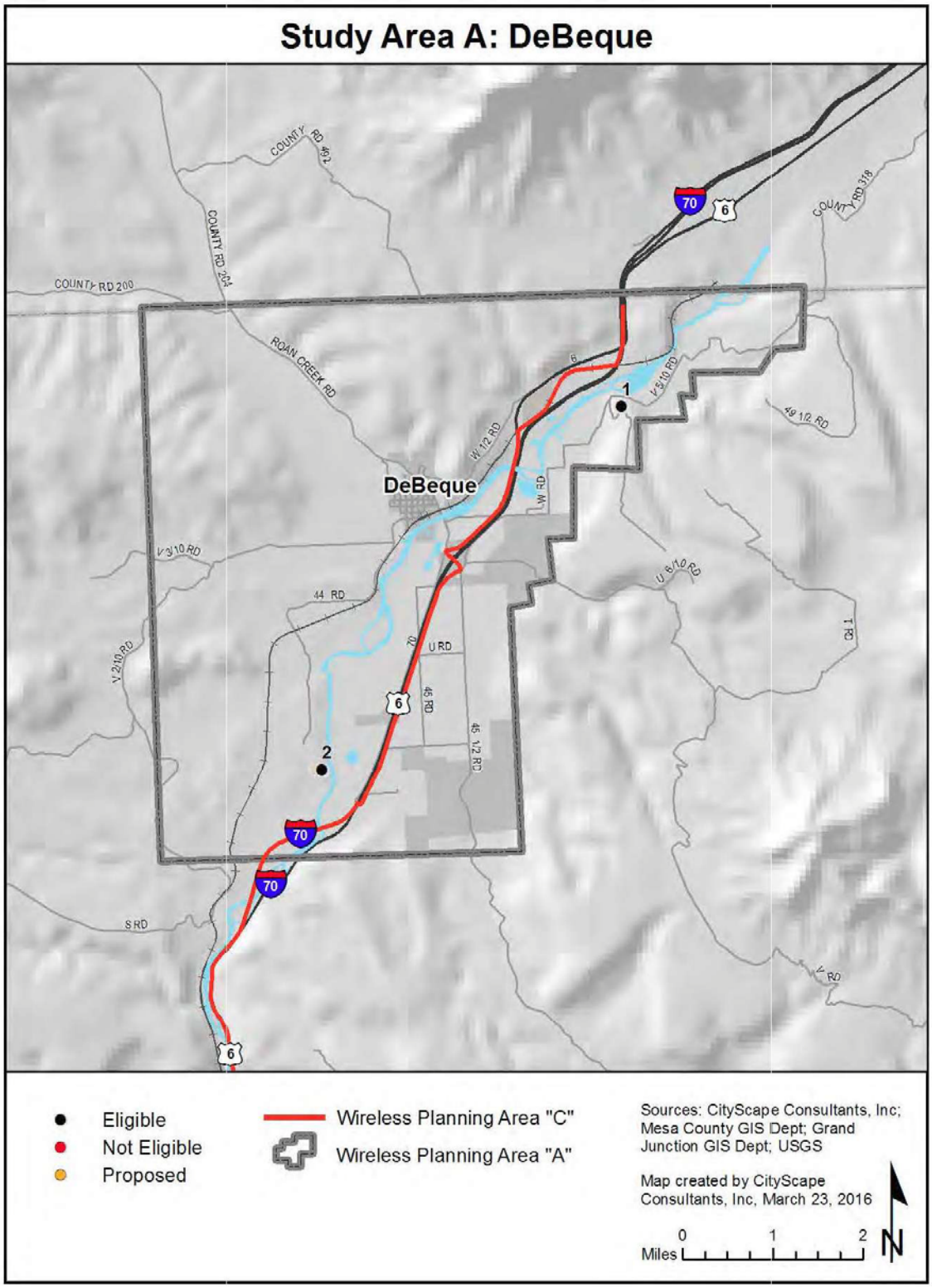


Figure 30: Existing Antenna Locations

(Ord. 4703, 6-1-16)

31.12.460 DeBeque composite maps.

The service area coverage based on propagation signal strength modeling is shown for both low band frequency in yellow and high band frequency in blue on the following composite maps. The highlighted areas represent where a generally reliable signal level should be available for indoor use for both low and high bands of service.

Indoor usage is the service threshold utilized for composite modeling because it represents the lowest signal strength acceptable after considering the signal loss that occurs from building penetration. Outdoor signal strength in the same area will usually be higher than indoor signal strength. Generally the closer the subscriber is to the facility the more reliable the service. A subscriber further from the facility will have less reliable service. As the subscriber gets closer to the edge of the yellow or blue area, the signal strength becomes more prone to degradation, particularly as usage in the area increases or environmental conditions worsen. Areas of gray on the map indicate where the subscriber will experience weak, unpredictable levels of signal strength, or no service at all. Filling in these coverage gaps would require the installation of additional antennas and corresponding construction of more towers or the identification of buildings that would serve as base stations.

Figure 31 illustrates current theoretical coverage for one service provider operating in the low or high band frequency assuming they had equipment on each facility. Figure 32 shows how population growth and technology changes will affect the current coverage model shown in Figure 31.

Both composite maps have included the expected effects of terrain, vegetative cover, and current population density variables. The antenna mounting elevation in both figures is assumed to be at the top of the towers and base stations where the height is known or at 118 feet where unknown.

Figures 31 and 32 identify the location of the inventory sites categorized as follows:

- Black dot – Eligible towers or base stations with PWSF
- ★ Black star – Noneligible towers or base stations without PWSF

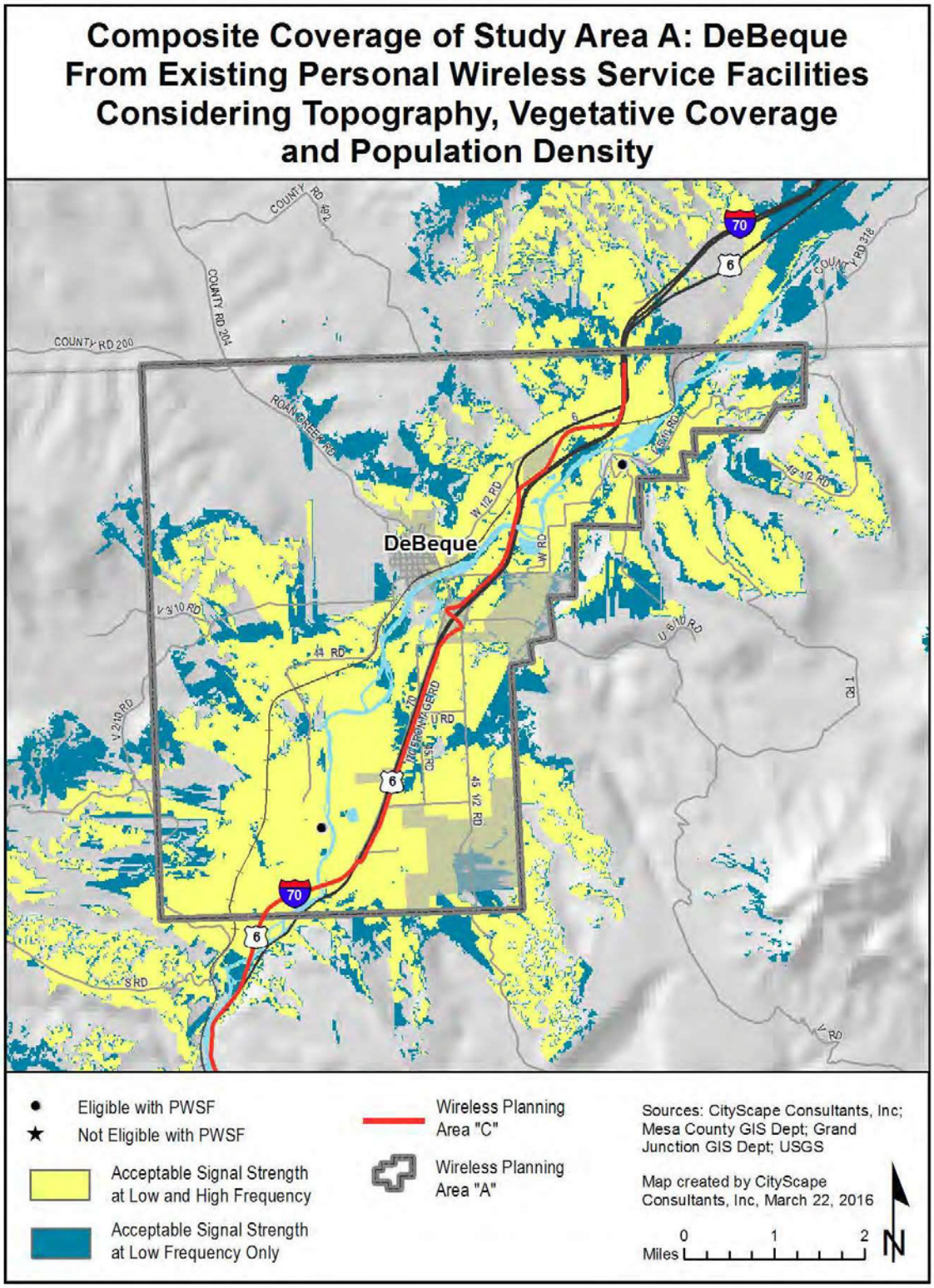


Figure 31: Current Potential Coverage

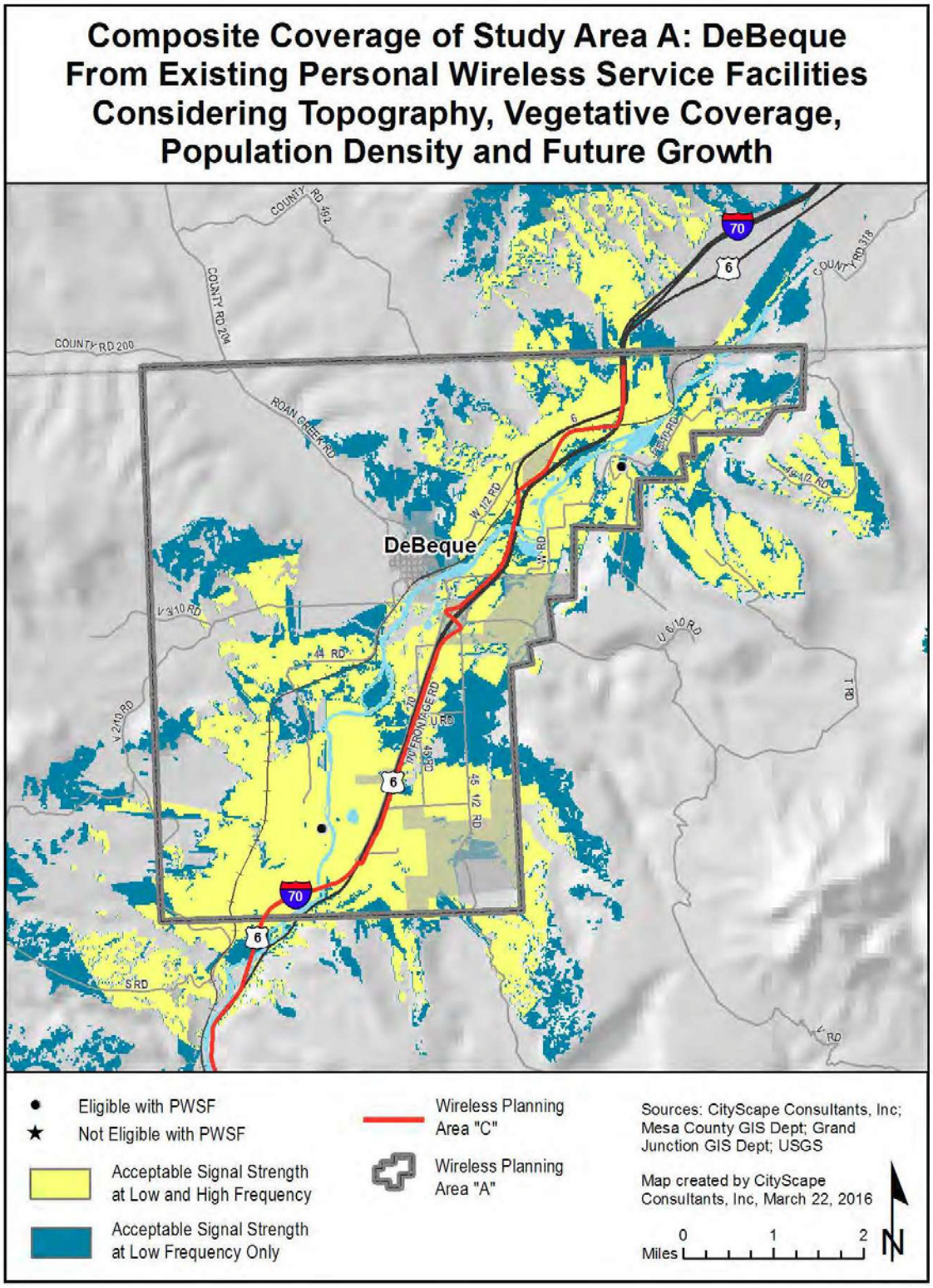


Figure 32: Current Potential Coverage Including Future Growth

(Ord. 4703, 6-1-16)

31.12.470 DeBeque estimation of future antenna sites.

Due to the rural characteristics of the DeBeque Study Area, CityScape estimates that approximately three new sites will be needed in the next 10 to 15 years: one along the I-70 corridor, one in the town of DeBeque and one in the northwest quadrant of the study area. It is likely that the I-70 site will be constructed first, with the other two sites possibly being added in the distant future. The fill-in map in Figure 33 illustrates great improvement to the I-70 corridor coverage with one new site and almost complete coverage for the study area with the construction of all three sites.

These estimates are based on the expected changes in population density, subscriber base and usage, daily transient movement throughout the study area and the number of calls a facility can service at any given time. The projections consider coverage, capacity, and broadband network objectives and take into consideration terrain, population and proposed maximum infrastructure height variables. The projection model that CityScape designed assumes that all existing tower and base station locations will be used for maximum co-location opportunities in an effort to reduce the number of new towers and base stations required within a given geographic area. Should the industry not maximize the use of existing facilities, a greater number of towers will need to be constructed over this same time period. It should also be noted that even with this increase in new facilities, some areas within the study area will still be underserved due to the terrain and to the rural characteristics of the study area.

CityScape has reviewed the gaps in network coverage in comparison to the location of publicly owned properties and considered the impact that placing a tower on those properties would have on network and public safety coverage. When publicly owned property is used for new tower or base station construction, the community, represented by their local government agency, is assured that their preferences for tower types and concealment technology are followed. As public properties are developed, the infrastructure installed becomes the precedent for how future sites should be developed on both public and private land. For example, many slick sticks and flagpole towers are available to the industry as are other creative concealment techniques. Some are more aesthetically pleasing and more practical than other types. As the local government adopts preferred products on publicly owned property, their application becomes the standard for future tower sites developed on public and private land within their zoning jurisdiction. Leasing public properties to tower builders and tenant carriers for new wireless infrastructure can also create new sources of public revenue. Additionally, having a tower on public property results in an asset for the local government that is available for emergency services radio and wireless broadband equipment use.

Figure 33 indicates how certain geographic areas would benefit with improved network coverage from the addition of the publicly owned properties. Table 15 identifies potential public property fill-in sites. Tower type preferences are not provided in the recommendation column because the property has not been vetted by the local planning agency.

Table 15: DeBeque Potential Fill-In Public Properties

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
A	Joint School District 49	DeBeque		2445-213-00-942	20.575	Not Determined
B1	DeBeque Fire Protection District	DeBeque	4580 I70 Frontage Road	2445-274-00-944	5.86	Not Determined
B2	Town of DeBeque	DeBeque	414 Rouse Avenue	2445-272-00-943	61.767	Not Determined

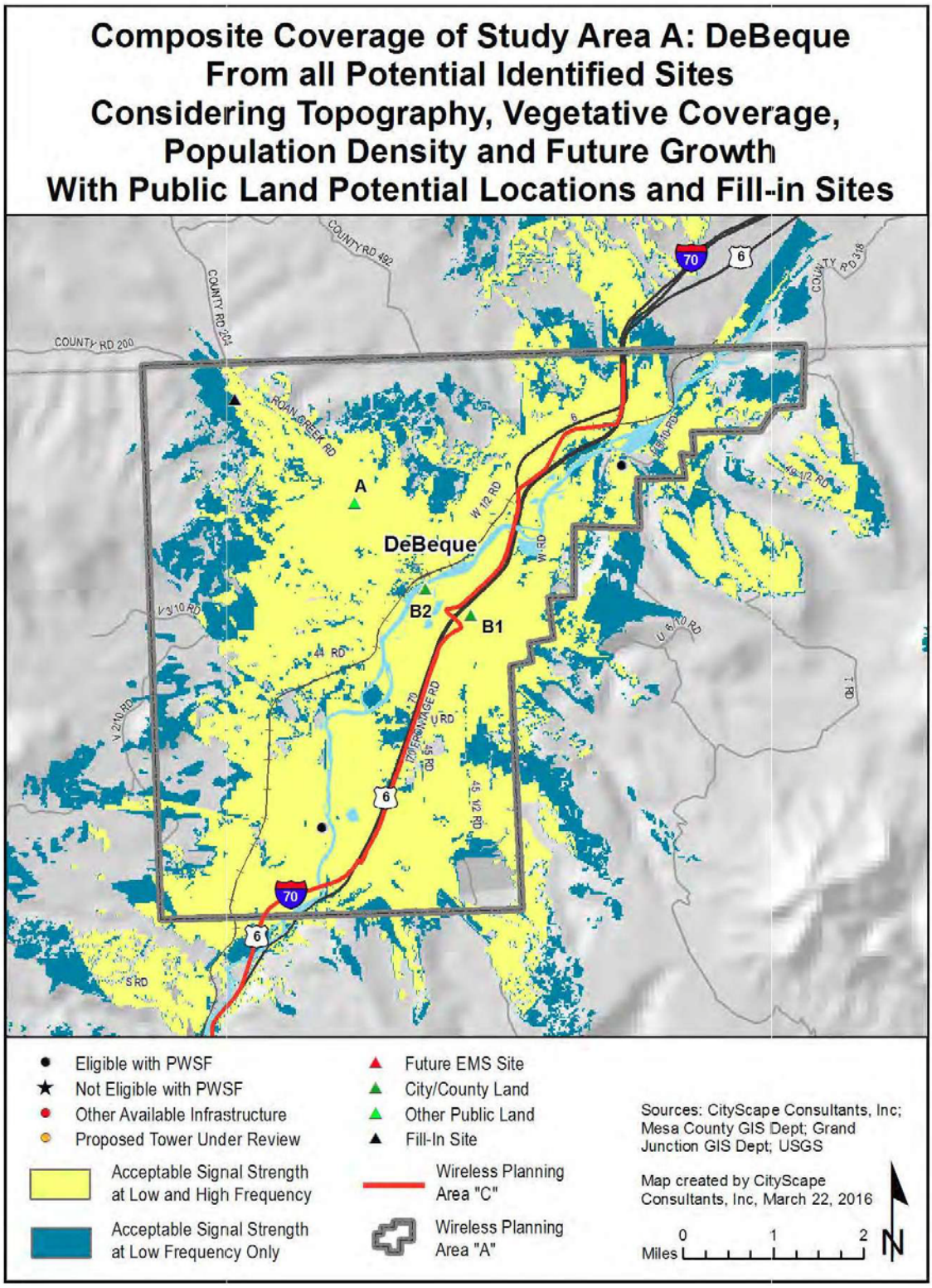


Figure 33: Coverage with Future Fill-In

(Ord. 4703, 6-1-16)

31.12.480 Glade Park characteristics.

(a) Undeveloped.

(b) 387.86 square miles.

(c) 2010 population estimate 1,664.

(d) 2030 population estimate 1,956.

(Ord. 4703, 6-1-16)

31.12.490 Glade Park theoretical root mean square maps.

The following maps represent a theoretical build-out of equally distributed antennas, mounted at a tower height of 118 feet, in a perfect radio frequency environment for a single service provider that excludes topographic, vegetative cover and population density considerations. The black dot within each larger circle indicates the ideal antenna location. The smaller circle within the larger circle represents the acceptable search ring for locating the tower and antennas.

Figure 34 illustrates that 26 towers or base stations equally distributed throughout the Glade Park Study Area would provide complete low frequency coverage to the defined study area. Figure 35 illustrates that 89 locations would be needed to provide complete high frequency coverage to the same geographic area.

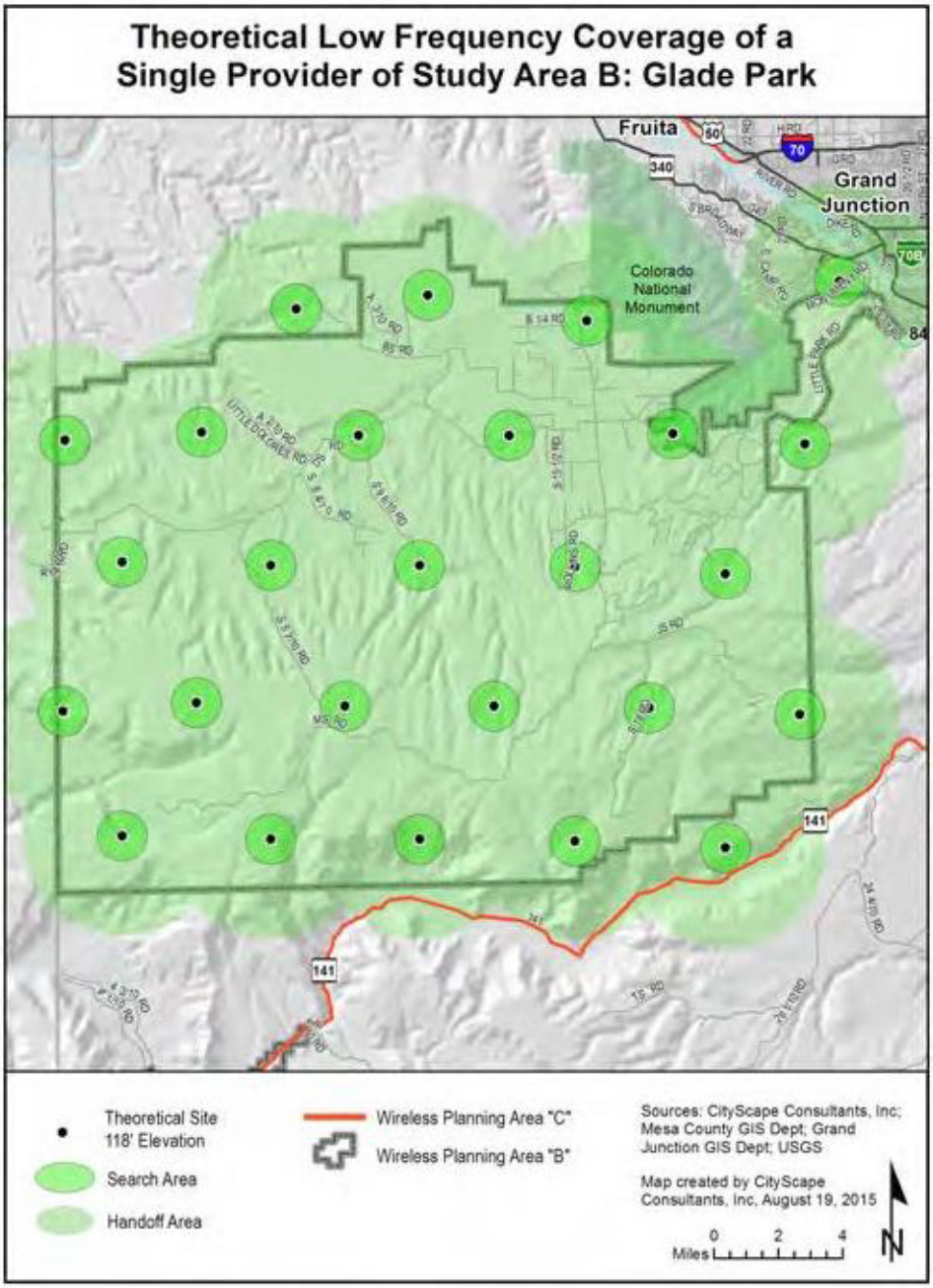


Figure 34: Theoretical Low Frequency Coverage

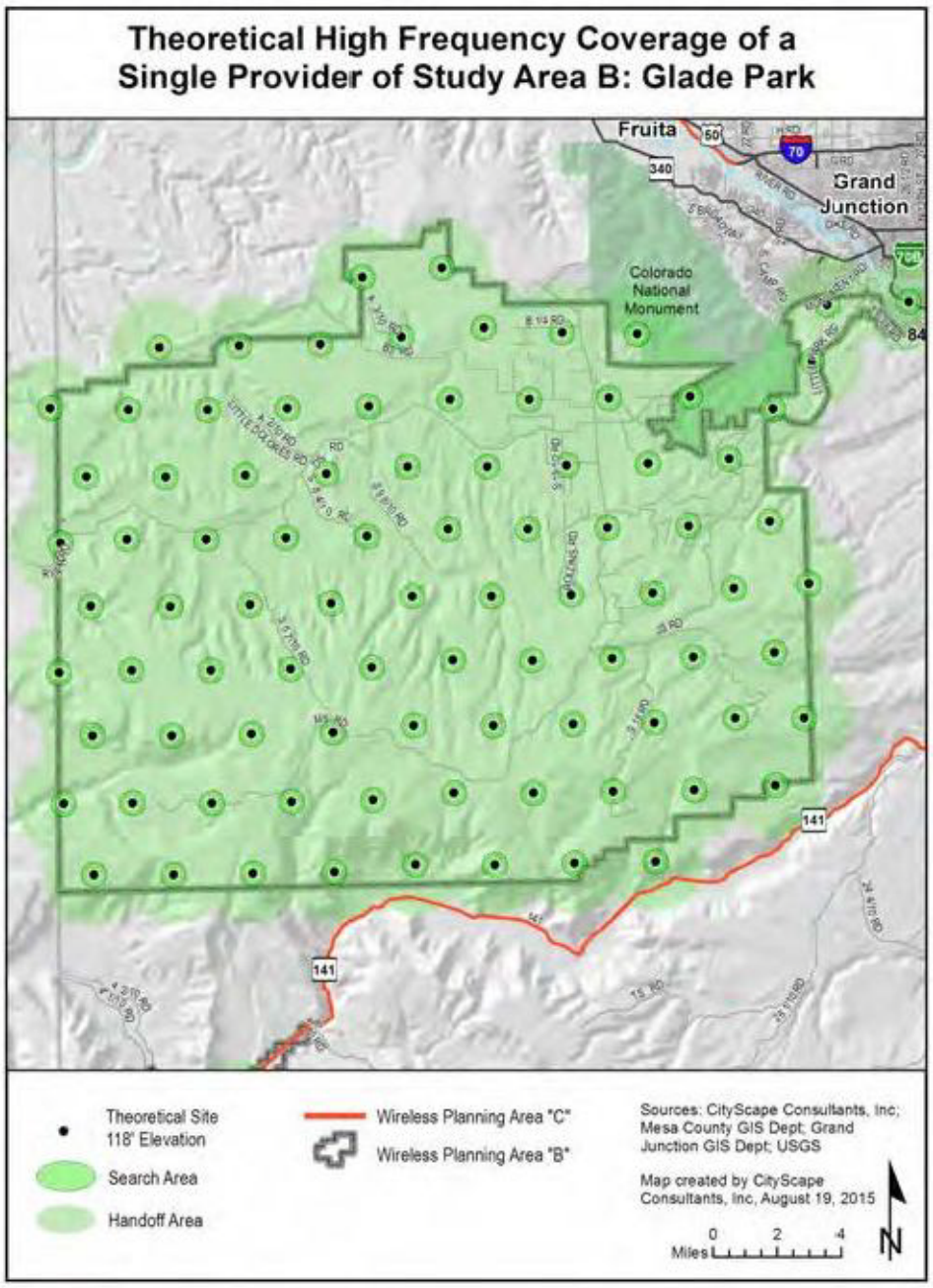


Figure 35: Theoretical High Frequency Coverage

(Ord. 4703, 6-1-16)

31.12.500 Glade Park existing antenna locations.

There are no towers or base stations within the Glade Park Study Area. All 26 sites listed below are outside the study area and within either the Persigo 201 Boundary or in a tower cluster located on Blackridge

above the Colorado National Monument. The low population density and seasonal tourist and recreational visitors do not meet industry criteria for additional infrastructure within the study area at this time.

Table 16: Summary of Existing and Proposed Transmission Equipment

Existing Total Number of Towers	In	Out	Existing Total Number of Base Stations	In	Out
Eligible Tower with PWSF	0	4	Eligible Base Station with PWSF	0	1
Noneligible Tower with PWSF	0	0	Noneligible Base Station with PWSF	0	0
Eligible Tower with no PWSF	0	1	Eligible Base Station with no PWSF	0	0
Noneligible Tower with no PWSF	0	21	Noneligible Base Station with no PWSF	0	2
Proposed Eligible Tower	0	0	Proposed Eligible Base Station	0	0
Total	**0**	**26**	**Total**	**0**	**3**
Site numbers in the Glade Park Study Area: None					
Site numbers within the 1.5 mile perimeter of the Glade Park Study Area: 71 – 75, 81 – 85, 88 – 102, 141					

Figure 36 identifies the location of the sites listed in Table 16 above and are represented by:

- Black dot – Eligible towers or base stations with PWSF which have been approved through a prescribed process by the appropriate local government agency.
- Red dot – Noneligible towers or base stations (meaning infrastructure built without prior approval for construction by the appropriate local government agency).
- Orange dot – Tower or base station that has either been approved but not yet built; or is undergoing review at the time of this publication.

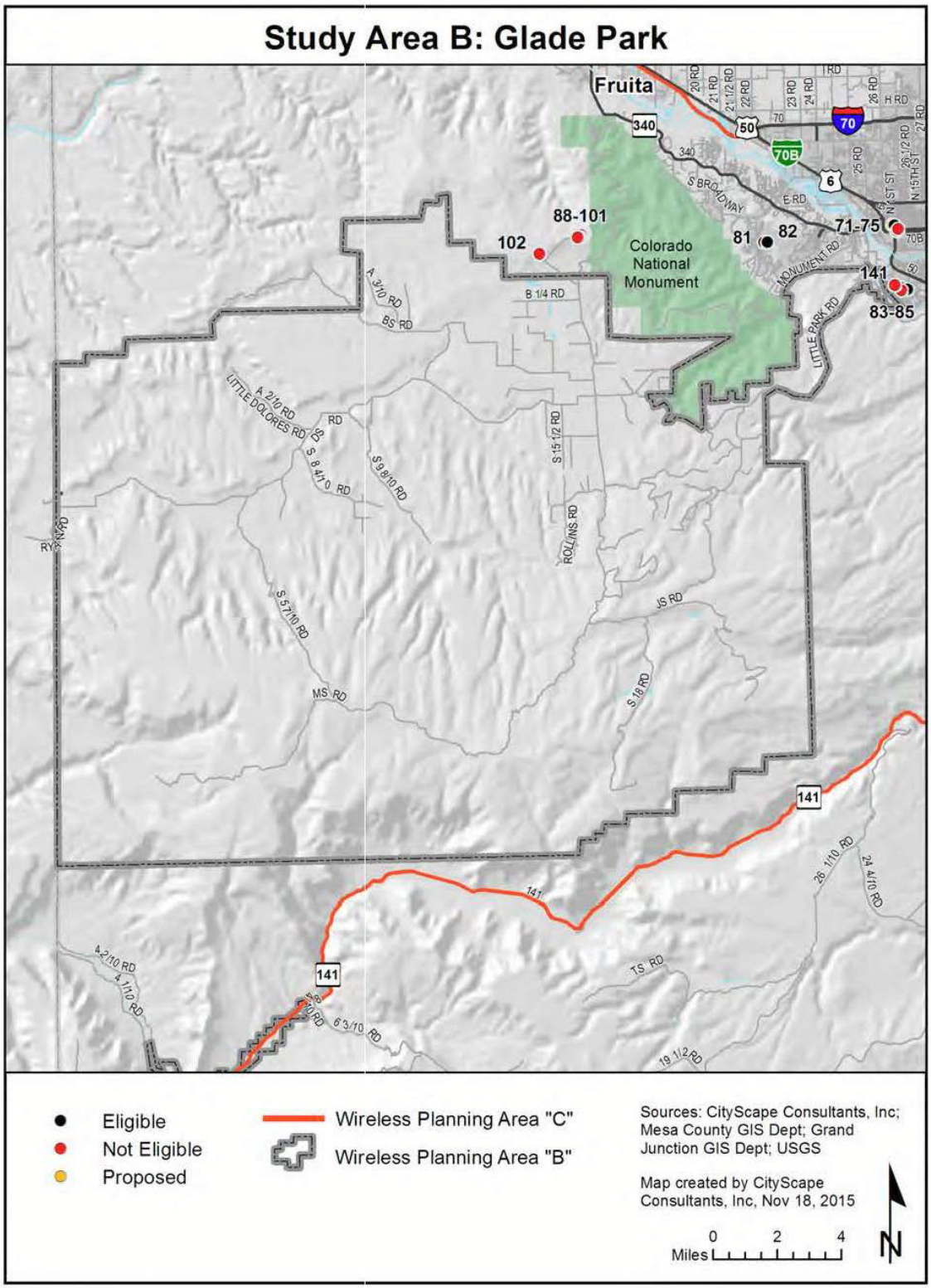


Figure 36: Existing Antenna Locations

(Ord. 4703, 6-1-16)

31.12.510 Glade Park composite maps.

The service area coverage based on propagation signal strength modeling is shown for both low band frequency in yellow and high band frequency in blue on the following composite maps. The highlighted areas represent where a generally reliable signal level should be available for indoor use for both low and high bands of service.

Indoor usage is the service threshold utilized for composite modeling because it represents the lowest signal strength acceptable after considering the signal loss that occurs from building penetration. Outdoor signal strength in the same area will usually be higher than indoor signal strength. Generally the closer the subscriber is to the facility the more reliable the service. A subscriber further from the facility will have less reliable service. As the subscriber gets closer to the edge of the yellow or blue area, the signal strength becomes more prone to degradation, particularly as usage in the area increases or environmental conditions worsen. Areas of gray on the map indicate where the subscriber will experience weak, unpredictable levels of signal strength, or no service at all. Filling in these coverage gaps would require the installation of additional antennas and corresponding construction of more towers or the identification of buildings that would serve as base stations.

Figure 37 illustrates current theoretical coverage for one service provider operating in the low or high frequency assuming they had equipment on each facility. Figure 38 shows how population growth and technology changes will affect the current coverage model shown in Figure 37. There appears to be very little difference between Figures 37 and 38 due to the scale of the map and the height of the existing tower.

Both composite maps have included the expected effects of terrain, vegetative cover, and current population density variables. The antenna mounting elevation in both figures is assumed to be at the top of the towers and base stations where the height is known or at 118 feet where unknown.

Figures 37 and 38 identify the location of the inventory sites categorized as follows:

- Black dot – Eligible towers or base stations with PWSF
- ★ Black star – Noneligible towers or base stations without PWSF

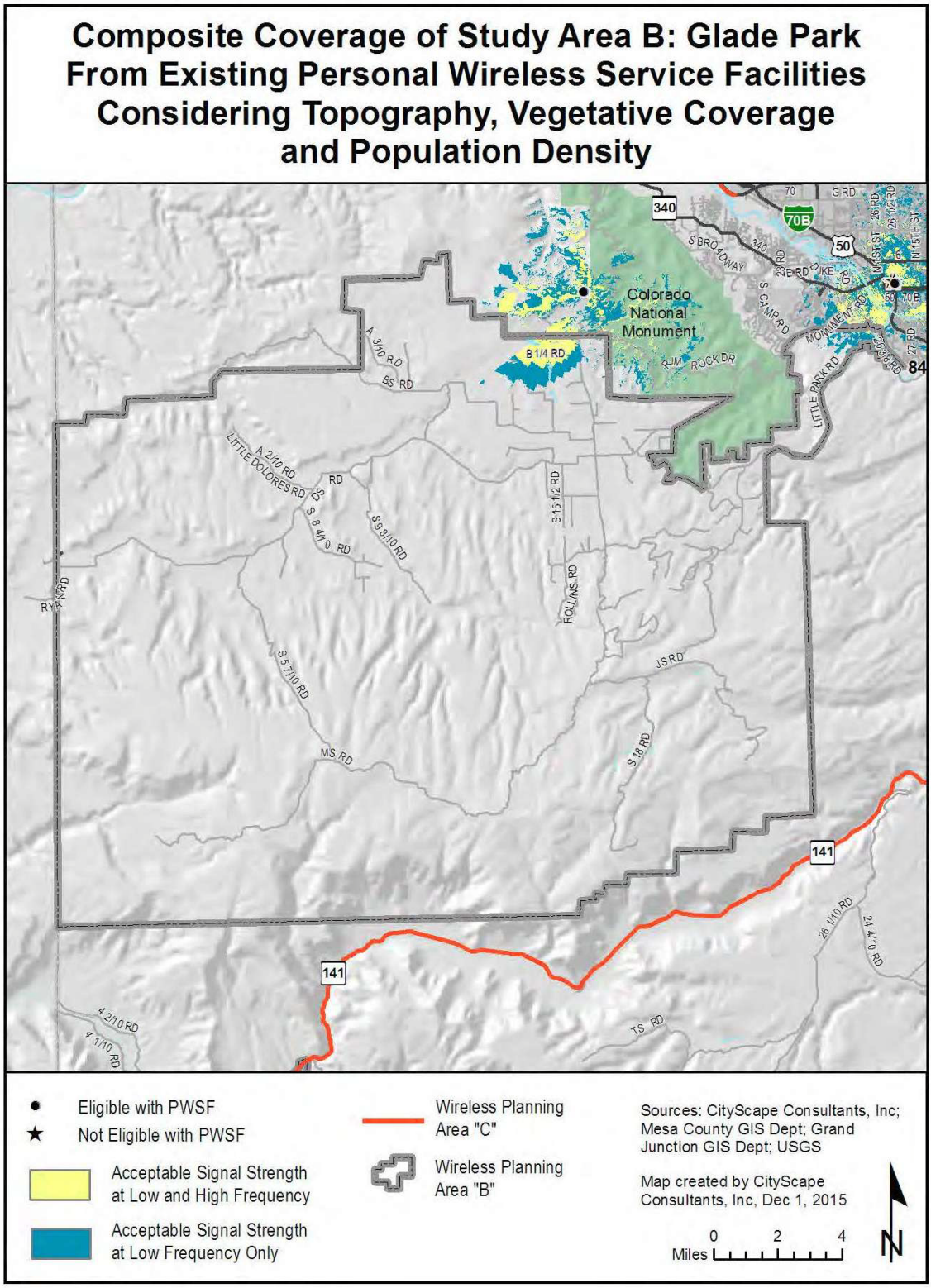


Figure 37: Current Potential Coverage

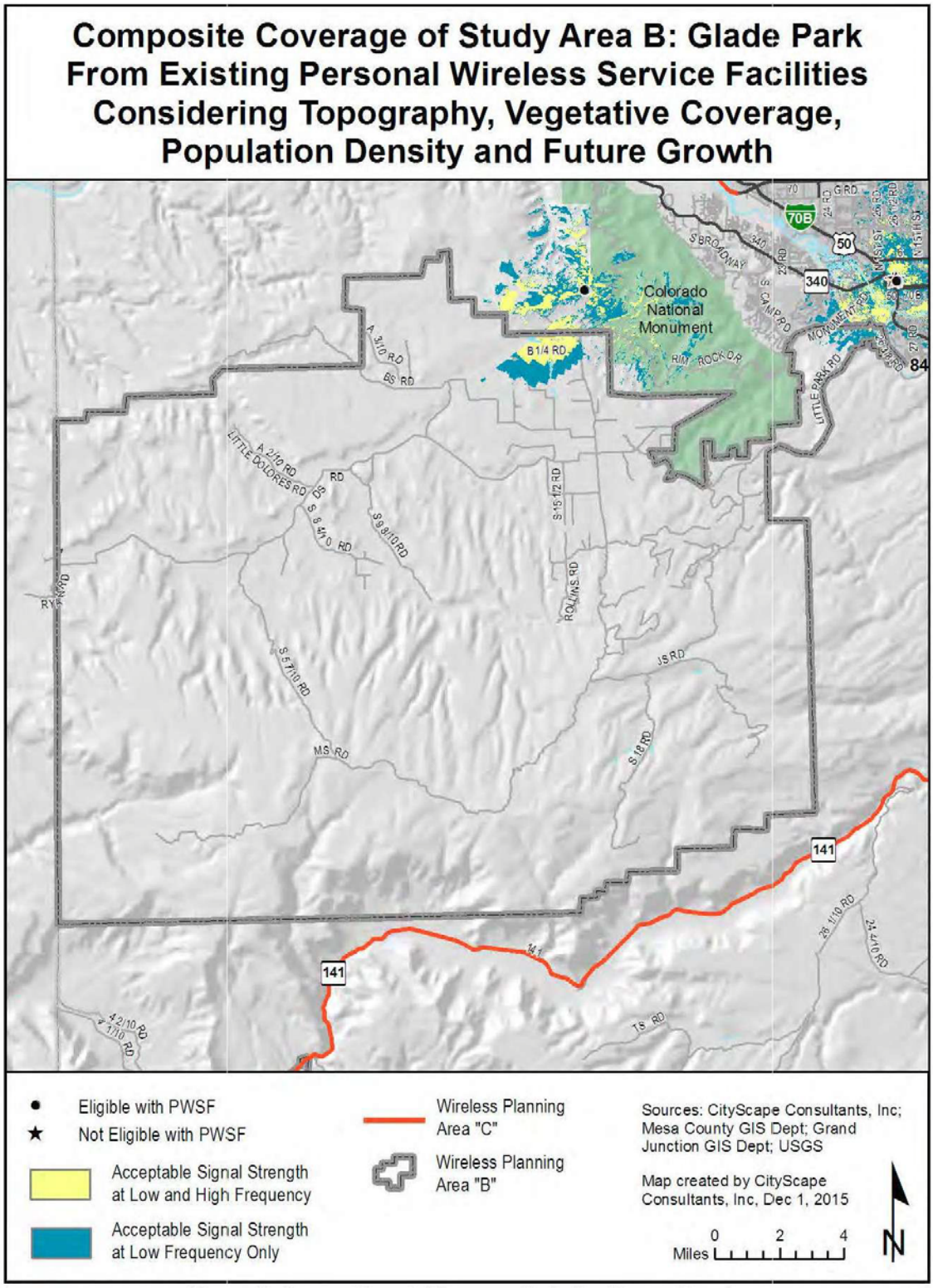


Figure 38: Current Potential Coverage Including Future Growth

(Ord. 4703, 6-1-16)

31.12.520 Glade Park estimation of future antenna sites.

CityScape understands the residents' and visitors' desire to have service coverage in the Glade Park Study Area. A study was recently completed to identify possible locations for additional emergency services infrastructure. Three of these sites are located in this study area and have been added to the fill-in map in Figure 39 and are identified by a red triangle. CityScape has identified an additional six locations that would maximize the effectiveness of new infrastructure but anticipates that only one of those facilities (site T) may be constructed over the next 10 to 15 years. These fill-in sites are shown with green and black triangles. The majority of the population lives in the Northwest corner of the study area and services for these residents could be improved by a facility in that area. However, the sparsity of the subscribers and the division between multiple providers makes this area too small of a footprint for most major service providers to justify a new facility. Due to the unique circumstances found in this study area, CityScape recommends that residents and local government agencies work with the service providers to create a coordinated effort to develop new sites.

These estimates are based on the expected changes in population density, subscriber base and usage, daily transient movement throughout the study area and the number of calls a facility can service at any given time. The projections consider coverage, capacity, and broadband network objectives and take into consideration terrain, population and proposed maximum infrastructure height variables. The projection model that CityScape designed assumes that all existing tower and base station locations will be used for maximum co-location opportunities in an effort to reduce the number of new towers and base stations required within a given geographic area. Should the industry not maximize the use of existing facilities, a greater number of towers will need to be constructed over this same time period. It should also be noted that even with this increase in new facilities, some areas within the study area will still be underserved due to the terrain and to the rural characteristics of the study area.

CityScape has reviewed the gaps in network coverage in comparison to the location of publicly owned properties and considered the impact that placing a tower on those properties would have on network and public safety coverage. When publicly owned property is used for new tower or base station construction, the community, represented by their local government agency, is assured that their preferences for tower types and concealment technology are followed. As public properties are developed, the infrastructure installed becomes the precedent for how future sites should be developed on both public and private land. For example, many slick sticks and flagpole towers are available to the industry as are other creative concealment techniques. Some are more aesthetically pleasing and more practical than other types. As the local government adopts preferred products on publicly owned property, their application becomes the standard for future tower sites developed on public and private land within their zoning jurisdiction. Leasing public properties to tower builders and tenant carriers for new wireless infrastructure can also create new sources of public revenue. Additionally, having a tower on public property results in an asset for the local government that is available for emergency services radio and wireless broadband equipment use.

Figure 39 indicates how certain geographic areas would benefit with improved network coverage from the addition of the publicly owned properties. Table 17 identifies potential public property fill-in sites. Tower type preferences are not provided in the recommendation column because the property has not been vetted by the local planning agency.

Table 17: Glade Park Potential Fill-In Public Property

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
T	County of Mesa	Glade Park	16430 DS Road	2959-243-02-932	2.089	Not Determined

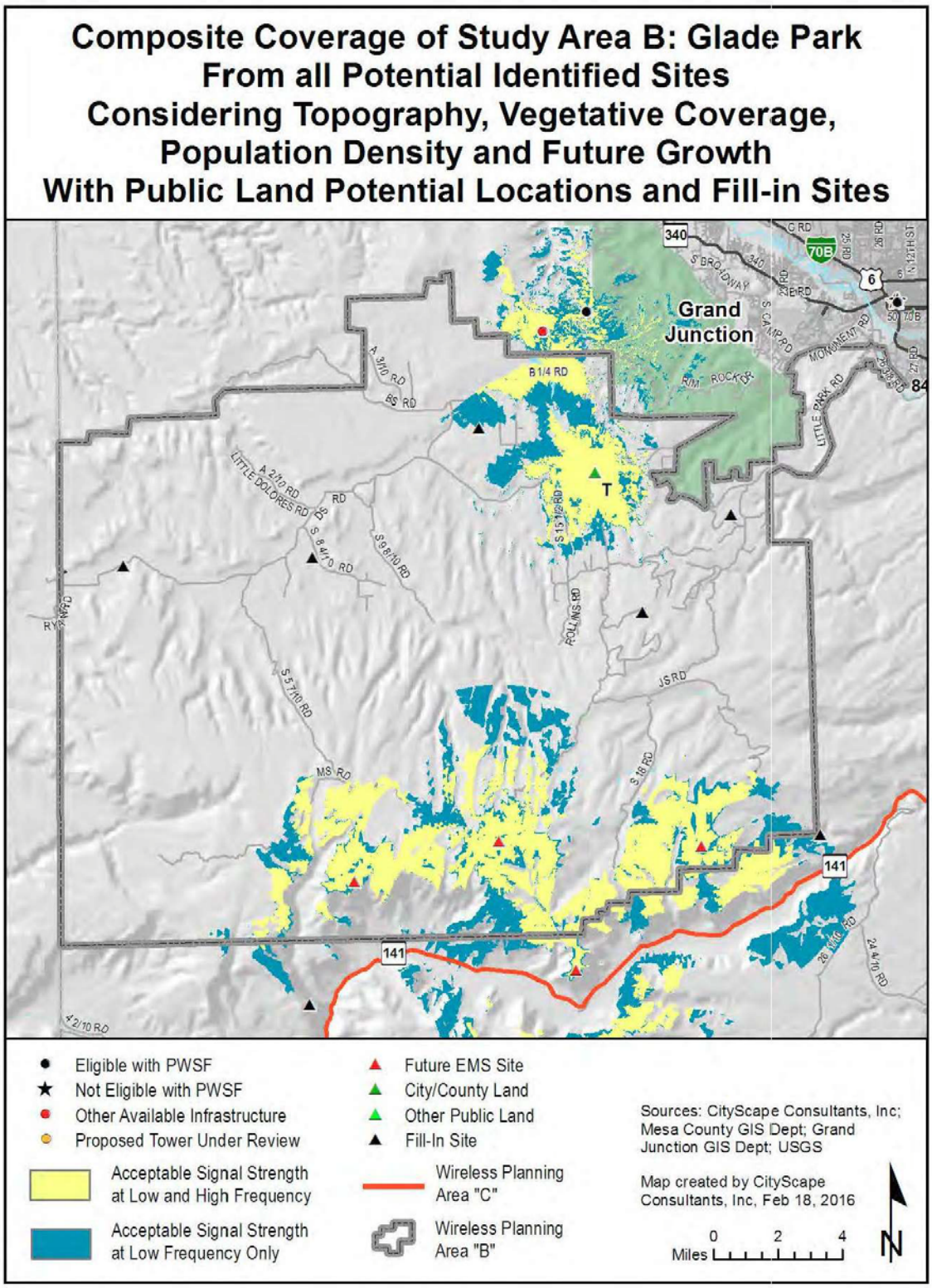


Figure 39: Coverage with Future Fill-In

(Ord. 4703, 6-1-16)

31.12.530 Gateway characteristics.

(a) Undeveloped.

(b) 3.69 square miles.

(c) 2010 population estimate 142.

(d) 2030 population estimate 342.

(Ord. 4703, 6-1-16)

31.12.540 Gateway theoretical root mean square maps.

The following maps represent a theoretical build-out of equally distributed antennas, mounted at a tower height of 118 feet, in a perfect radio frequency environment for a single service provider that excludes topographic, vegetative cover and population density considerations. The black dot within each larger circle indicates the ideal antenna location. The smaller circle within the larger circle represents the acceptable search ring for locating the tower and antennas.

Figure 40 illustrates that two towers or base stations centrally located in the Gateway Study Area would provide complete low frequency coverage to the defined study area. Figure 41 illustrates that it would take four locations to provide complete high frequency coverage to the same geographic area.

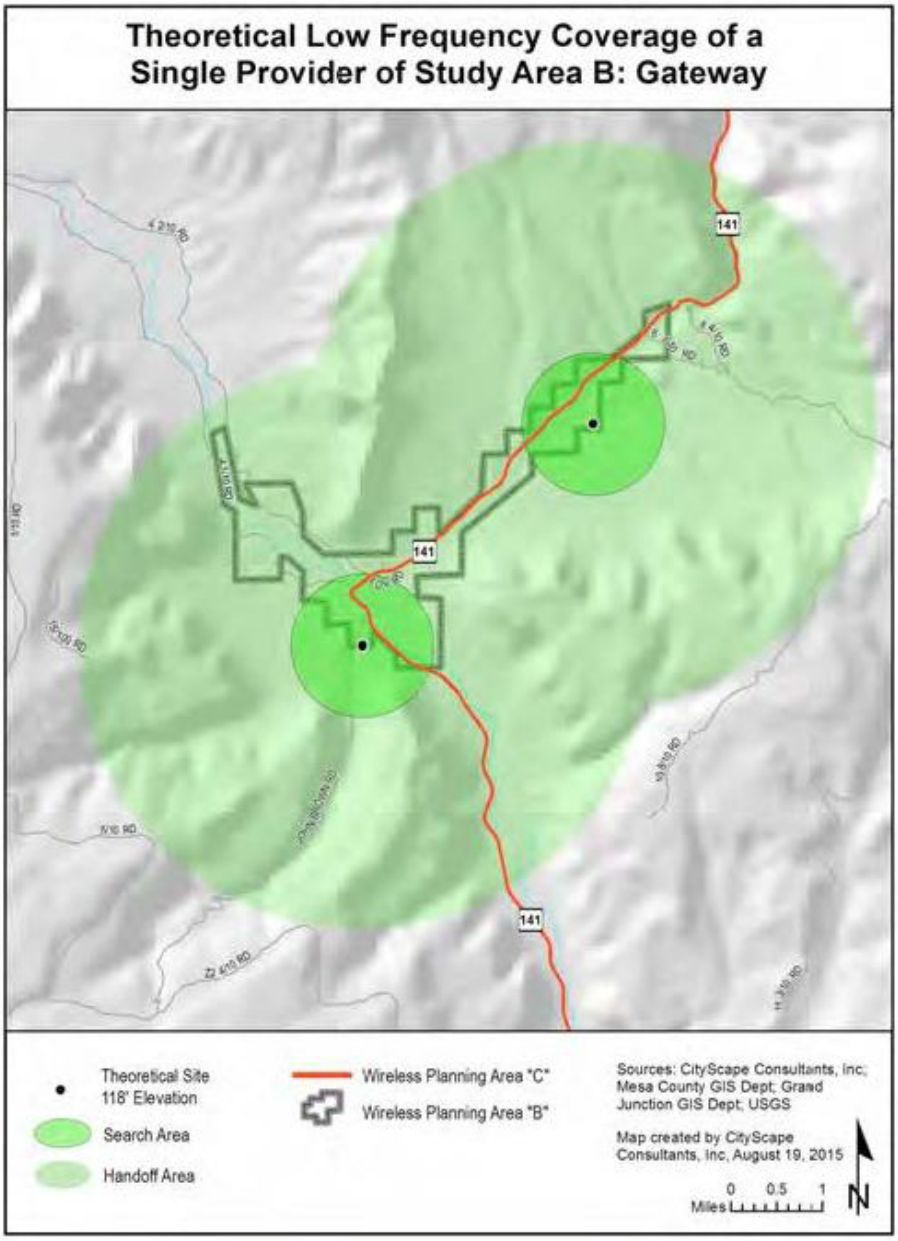


Figure 40: Theoretical Low Frequency Coverage

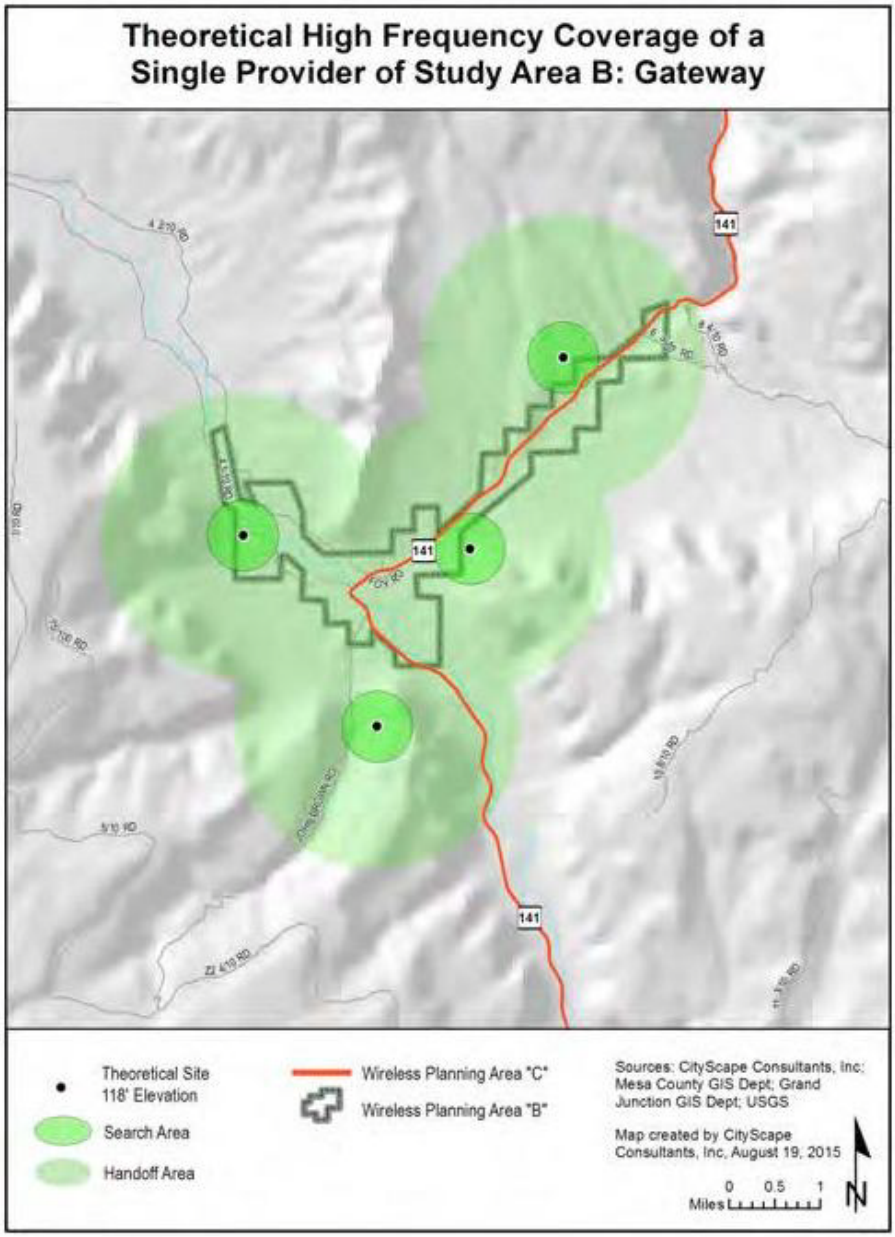


Figure 41: Theoretical High Frequency Coverage

(Ord. 4703, 6-1-16)

31.12.550 Gateway existing antenna locations.

The Gateway Study Area has no communication equipment within the study boundary. There are three sites located to the west on Lee's Point which provide some service to Gateway and the Highway 141 corridor. Gateway, a remote, rural community, has a minimal subscriber base which explains the lack of

wireless infrastructure in this region of the County. There is a resort located in Gateway which is likely the reason a PWSF was constructed on Lee's Point.

Table 18: Summary of Existing and Proposed Transmission Equipment

Existing Total Number of Towers	In	Out	Existing Total Number of Base Stations	In	Out
Eligible Tower with PWSF	0	0	Eligible Base Station with PWSF	0	0
Noneligible Tower with PWSF	0	1	Noneligible Base Station with PWSF	0	0
Eligible Tower with no PWSF	0	0	Eligible Base Station with no PWSF	0	0
Noneligible Tower with no PWSF	0	2	Noneligible Base Station with no PWSF	0	0
Proposed Eligible Tower	0	0	Proposed Eligible Base Station	0	0
Total	**0**	**3**	**Total**	**0**	**0**
Site numbers in the Gateway Park Study Area: None					
Site numbers within the 1.5 mile perimeter of the Gateway Park Study Area: 133 – 135					

Figure 42 identifies the location of the sites listed in Table 18 above and are represented by:

- Black dot – Eligible towers or base stations with PWSF which have been approved through a prescribed process by the appropriate local government agency.
- Red dot – Noneligible towers or base stations (meaning infrastructure built without prior approval for construction by the appropriate local government agency).
- Orange dot – Tower or base station that has either been approved but not yet built; or is undergoing review at the time of this publication.

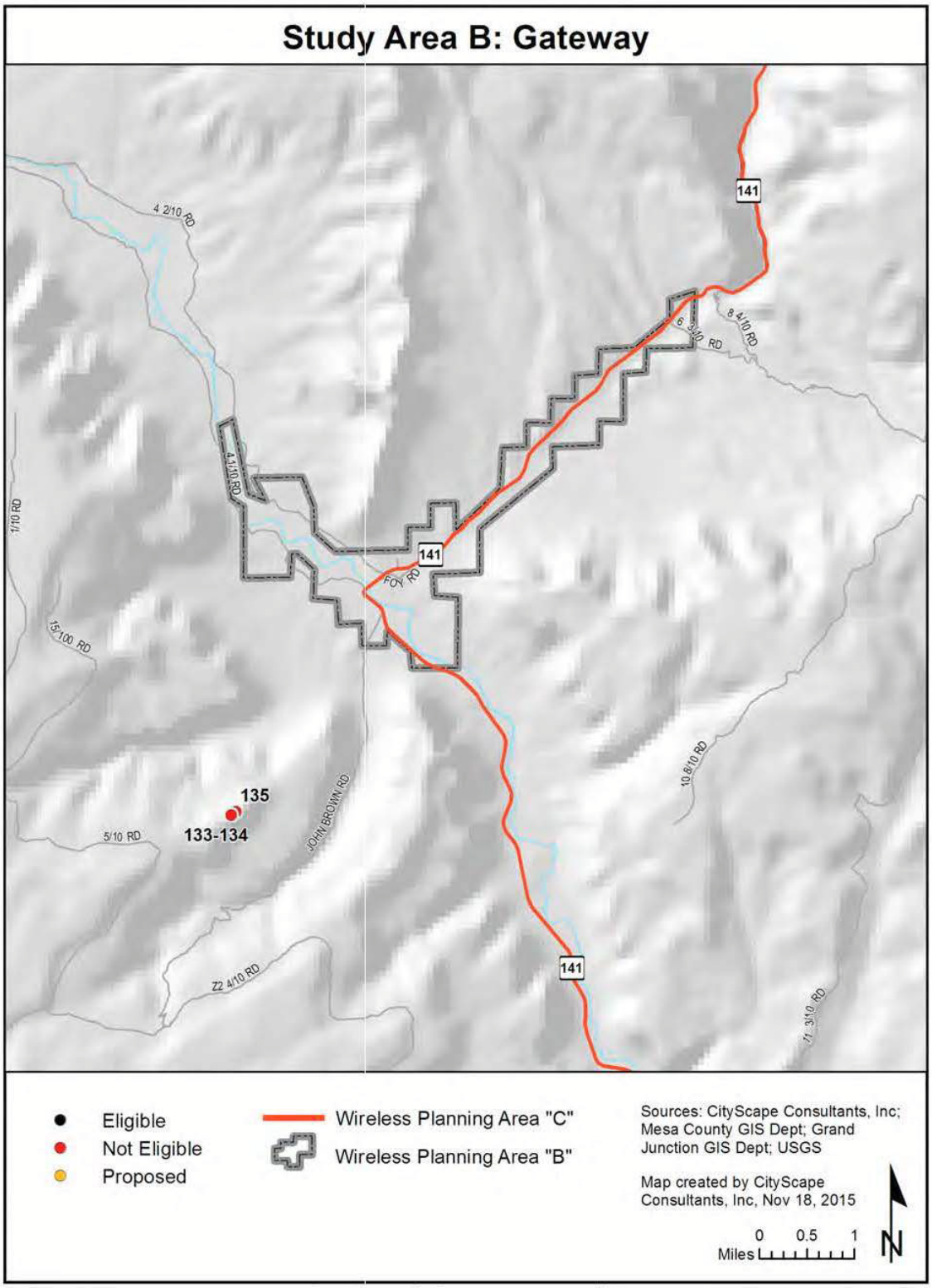


Figure 42: Existing Antenna Locations

(Ord. 4703, 6-1-16)

31.12.560 Gateway composite maps.

The service area coverage based on propagation signal strength modeling is shown for both low band frequency in yellow and high band frequency in blue on the following composite maps. The highlighted areas represent where a generally reliable signal level should be available for indoor use for both low and high bands of service.

Indoor usage is the service threshold utilized for composite modeling because it represents the lowest signal strength acceptable after considering the signal loss that occurs from building penetration. Outdoor signal strength in the same area will usually be higher than indoor signal strength. Generally the closer the subscriber is to the facility the more reliable the service. A subscriber further from the facility will have less reliable service. As the subscriber gets closer to the edge of the yellow or blue area, the signal strength becomes more prone to degradation, particularly as usage in the area increases or environmental conditions worsen. Areas of gray on the map indicate where the subscriber will experience weak, unpredictable levels of signal strength, or no service at all. Filling in these coverage gaps would require the installation of additional antennas and corresponding construction of more towers or the identification of buildings that would serve as base stations.

Figure 43 illustrates current and future theoretical coverage for one service provider operating in the low or high band frequency assuming they have equipment on each facility. This composite map includes the expected effects of terrain, vegetative cover, and current population density variables. The antenna mounting elevation is assumed to be at the top of the towers and base stations where the height is known or at 118 feet where unknown.

(Ord. 4703, 6-1-16)

31.12.570 Gateway estimation of future antenna sites.

Due to the undeveloped characteristics of the Gateway rural community, CityScape estimates that only one to three new sites may be built over the next 10 to 15 years. Any sites built will parallel Highway 141. The most likely location for a new facility would be in or near the town, which would improve wireless access for the citizens, resort visitors and travelers on Highway 141.

These estimates are based on the expected changes in population density, subscriber base and usage, daily transient movement throughout the study area and the number of calls a facility can service at any given time. The projections consider coverage, capacity, and broadband network objectives and take into consideration terrain, population and proposed maximum infrastructure height variables Should all three projected structures be constructed, then all of the Gateway Study Area would have wireless access.

CityScape has reviewed the gaps in network coverage in comparison to the location of publicly owned properties and considered the impact that placing a tower on those properties would have on network and public safety coverage. When publicly owned property is used for new tower or base station construction, the community, represented by their local government agency, is assured that their preferences for tower types and concealment technology are followed. As public properties are developed, the infrastructure installed becomes the precedent for how future sites should be developed on both public and private land. For example, many slick sticks and flagpole towers are available to the industry as are other creative concealment techniques. Some are more aesthetically pleasing and more practical than other types. As the local government adopts preferred products on publicly owned property, their application becomes the standard for future tower sites developed on public and private land within their zoning jurisdiction. Leasing public properties to tower builders and tenant carriers for new wireless infrastructure can also create new sources of public revenue. Additionally, having a tower on public property results in an asset for the local government that is available for emergency services radio and wireless broadband equipment use.

Figure 43 indicates how certain geographic areas would benefit with improved network coverage from the addition of the publicly owned properties. Table 19 identifies potential public property fill-in sites.

Tower type preferences are not provided in the recommendation column because the property has not been vetted by the local planning agency.

Table 19: Gateway Potential Fill-In Public Property

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
X	Mesa County	Gateway	42700 Highway 141	3477-153-01-936	7.663	Not Determined

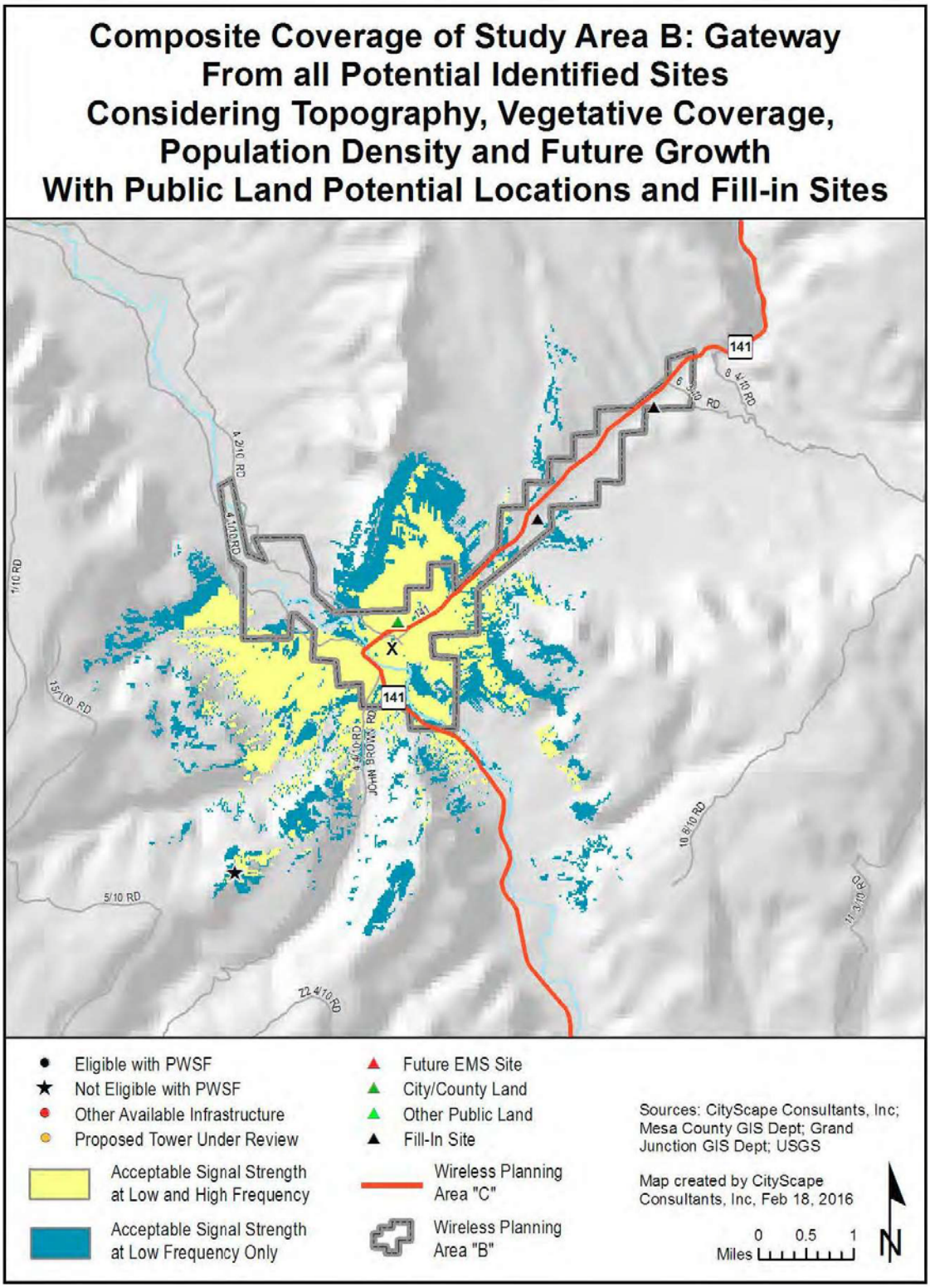


Figure 43: Coverage with Future Fill-In

(Ord. 4703, 6-1-16)

31.12.580 Whitewater characteristics.

(a) Rural/Undeveloped.

(b) 49.49 square miles.

(c) 2010 population estimate 1,864.

(d) 2030 population estimate 2,391.

(Ord. 4703, 6-1-16)

31.12.590 Whitewater theoretical root mean square maps.

The following maps represent a theoretical build-out of equally distributed antennas, mounted at a tower height of 118 feet, in a perfect radio frequency environment for a single service provider that excludes topographic, vegetative cover and population density considerations. The black dot within each larger circle indicates the ideal antenna location. The smaller circle within the larger circle represents the acceptable search ring for locating the tower and antennas.

Figure 44 illustrates that five towers or base stations equally distributed throughout the Whitewater Study Area would provide complete low frequency coverage to the defined study area. Figure 45 illustrates that 14 locations would be needed to provide complete high frequency coverage to the same geographic area.

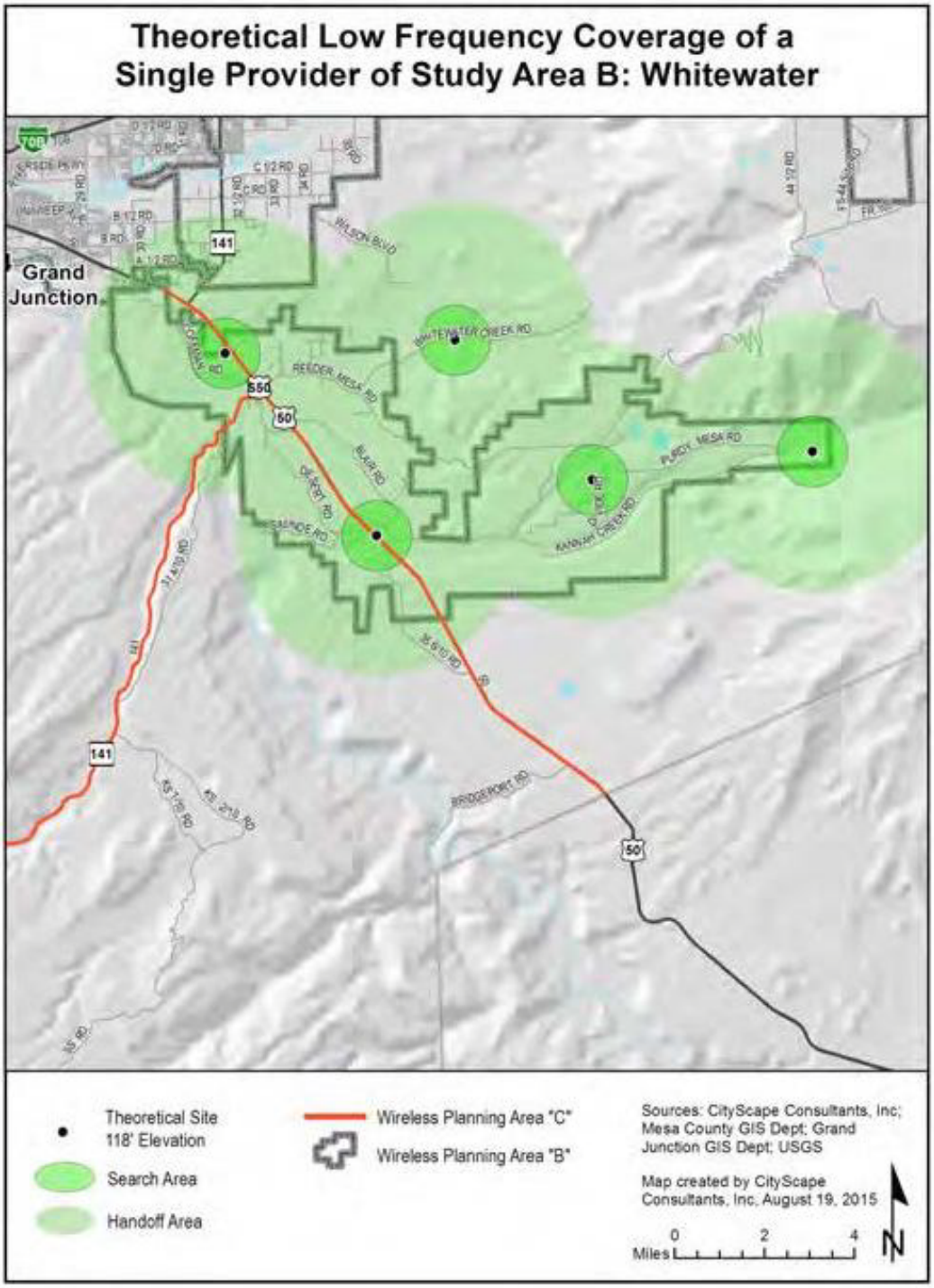


Figure 44: Theoretical Low Frequency Coverage

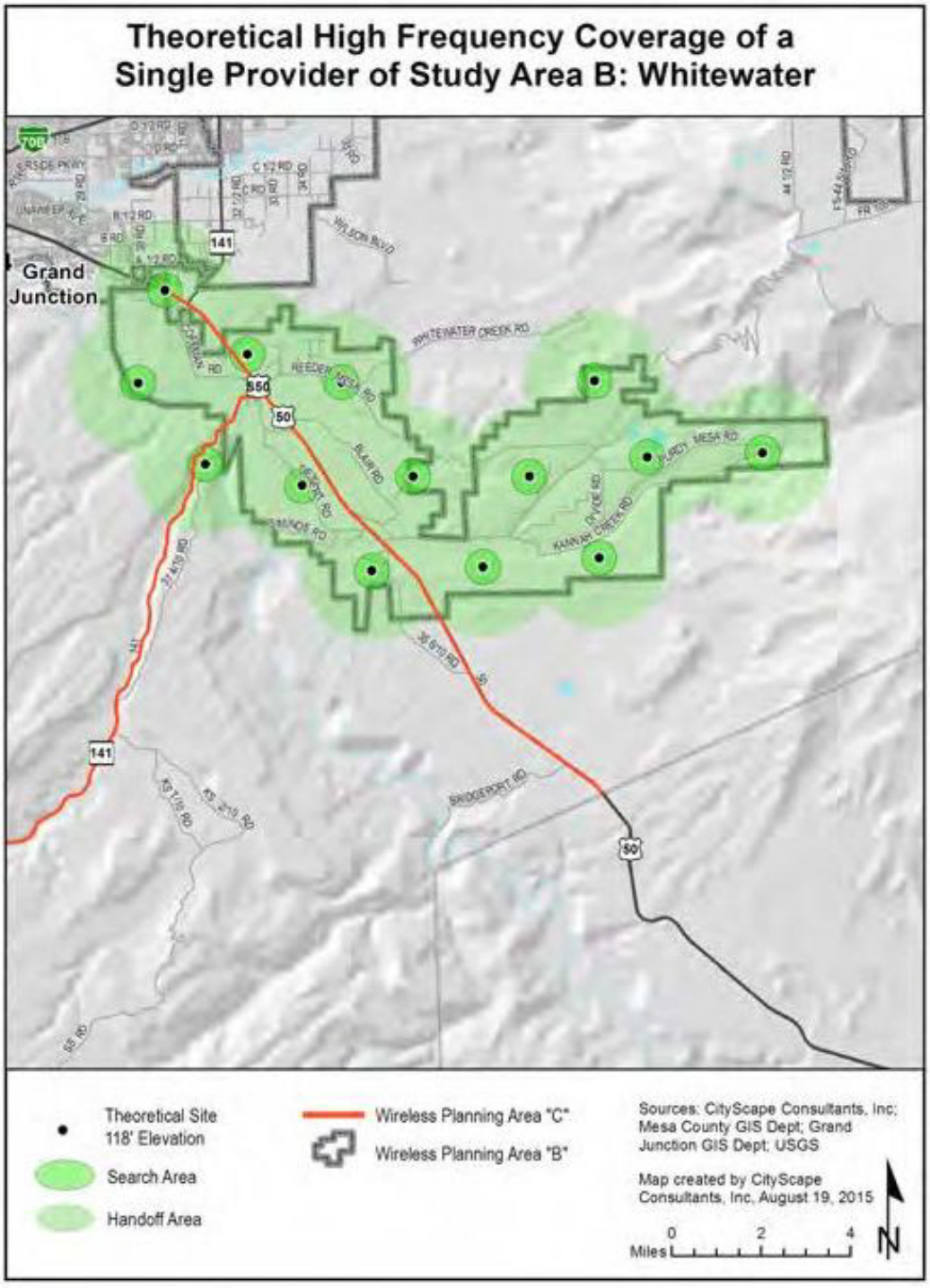


Figure 45: Theoretical Low Frequency Coverage

(Ord. 4703, 6-1-16)

31.12.600 Whitewater existing antenna locations.

There are five communication facilities within the Whitewater Study Area located parallel to Highway 50. Only one of the three facilities is equipped with a PWSF. One additional facility is located west of the boundary area.

Table 20: Summary of Existing and Proposed Transmission Equipment

Existing Total Number of Towers	In	Out	Existing Total Number of Base Stations	In	Out
Eligible Tower with PWSF	1	0	Eligible Base Station with PWSF	0	0
Noneligible Tower with PWSF	1	1	Noneligible Base Station with PWSF	0	0
Eligible Tower with no PWSF	0	0	Eligible Base Station with no PWSF	0	0
Noneligible Tower with no PWSF	3	0	Noneligible Base Station with no PWSF	0	0
Proposed Eligible Tower	0	0	Proposed Eligible Base Station	0	0
Total	**5**	**1**	**Total**	**0**	**0**
Site numbers in the Whitewater Study Area: 87, 103, 104					
Site numbers within the 1.5 mile perimeter of the Whitewater Study Area: 86					

Figure 46 identifies the location of the sites listed in Table 20 above and are represented by:

- Black dot – Eligible towers or base stations with PWSF which have been approved through a prescribed process by the appropriate local government agency.
- Red dot – Noneligible towers or base stations (meaning infrastructure built without prior approval for construction by the appropriate local government agency).
- Orange dot – Tower or base station that has either been approved but not yet built; or is undergoing review at the time of this publication.

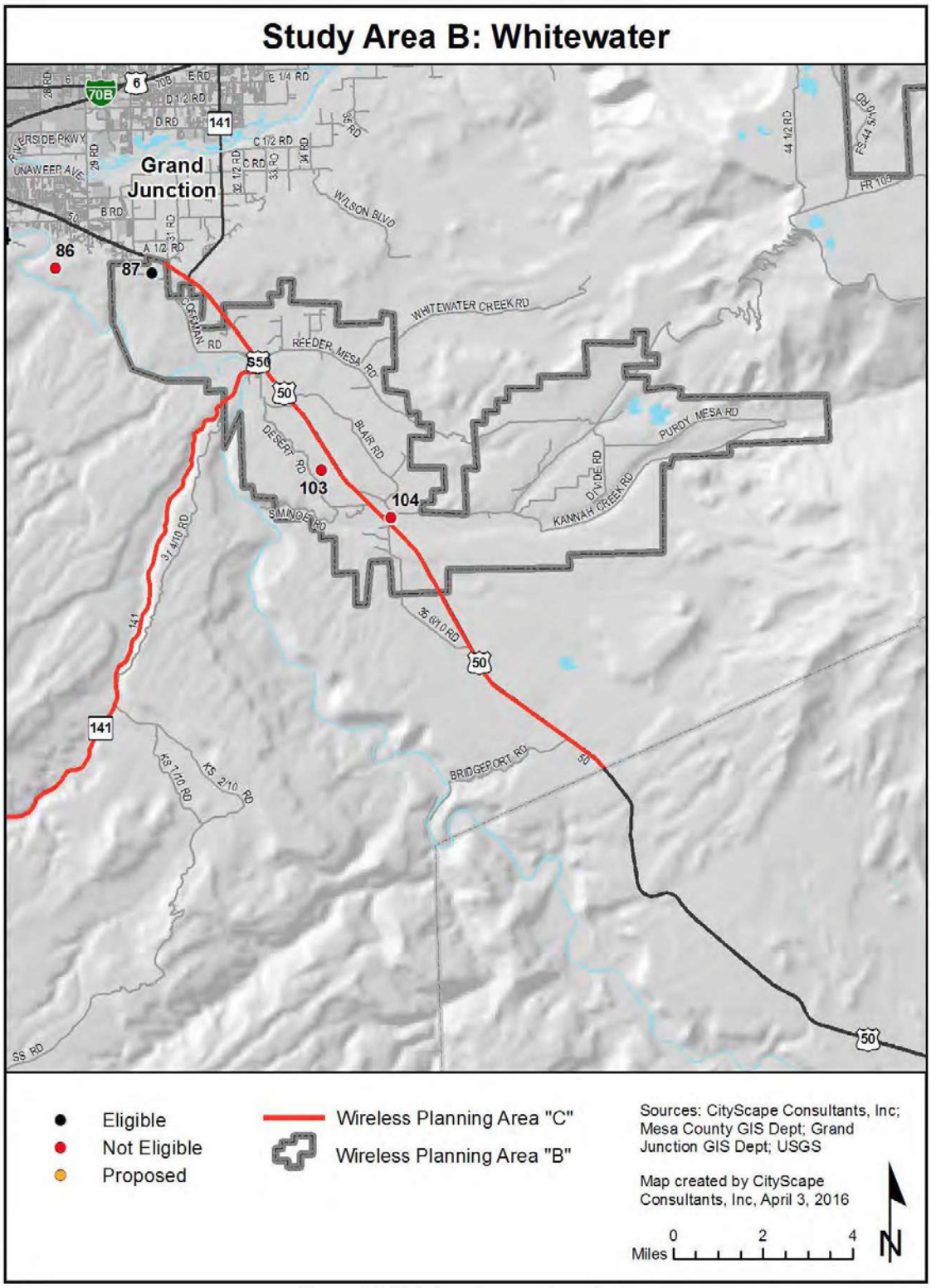


Figure 46: Existing Antenna Locations

(Ord. 4703, 6-1-16)

31.12.610 Whitewater composite maps.

The service area coverage based on propagation signal strength modeling is shown for both low band frequency in yellow and high band frequency in blue on the following composite maps. The highlighted areas represent where a generally reliable signal level should be available for indoor use for both low and high bands of service.

Indoor usage is the service threshold utilized for composite modeling because it represents the lowest signal strength acceptable after considering the signal loss that occurs from building penetration. Outdoor signal strength in the same area will usually be higher than indoor signal strength. Generally the closer the subscriber is to the facility the more reliable the service. A subscriber further from the facility will have less reliable service. As the subscriber gets closer to the edge of the yellow or blue area, the signal strength becomes more prone to degradation, particularly as usage in the area increases or environmental conditions worsen. Areas of gray on the map indicate where the subscriber will experience weak, unpredictable levels of signal strength, or no service at all. Filling in these coverage gaps would require the installation of additional antennas and corresponding construction of more towers or the identification of buildings that would serve as base stations.

Figure 47 illustrates current theoretical coverage for one service provider operating in the low or high frequency assuming they had equipment on each facility. Figure 48 shows how population growth and technology changes will affect the current coverage model shown in Figure 47.

Both composite maps include the expected effects of terrain, vegetative cover, and current population density variables. The antenna mounting elevation in both figures is assumed to be at the top of the towers and base stations where the height is known or at 118 feet where unknown.

Figures 47 and 48 identify the location of the inventory sites categorized as follows:

- Black dot – Eligible towers or base stations with PWSF
- ★ Black star – Noneligible towers or base stations without PWSF

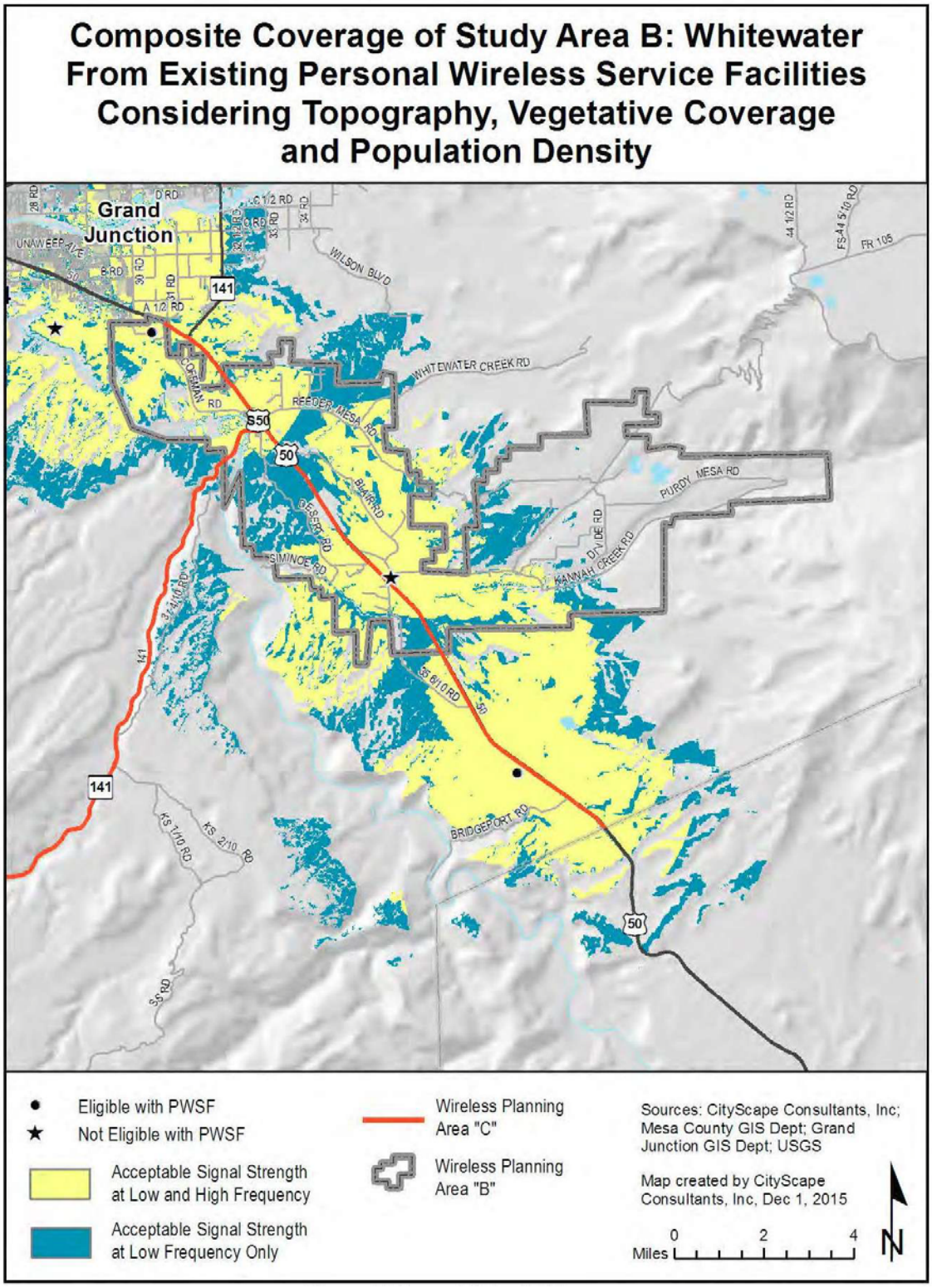


Figure 47: Current Potential Coverage

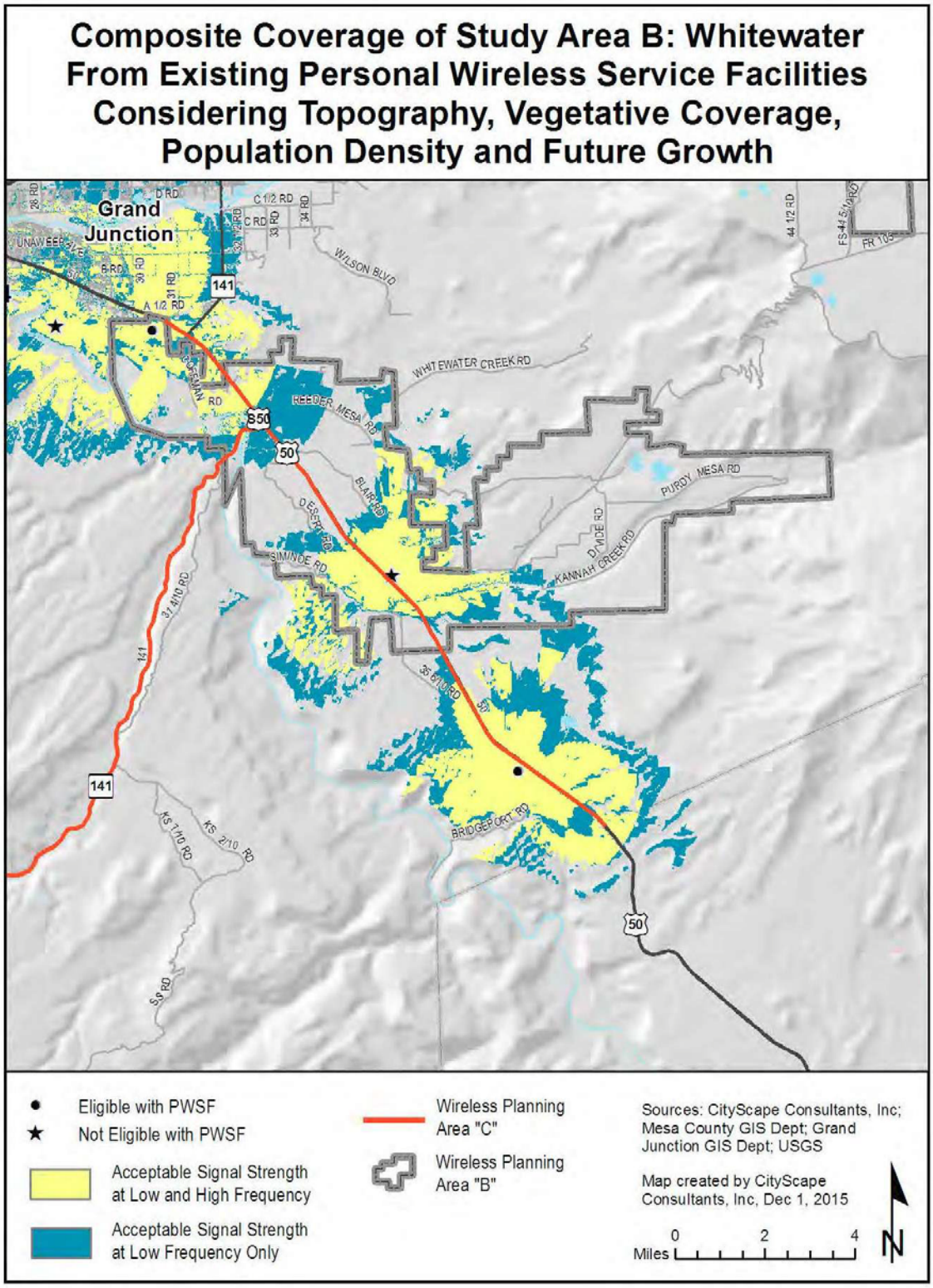


Figure 48: Current Potential Coverage Including Future Growth

(Ord. 4703, 6-1-16)

31.12.620 Whitewater estimation of future antenna sites.

The three existing towers in the Whitewater Study Area, if occupied by the same wireless service provider would offer very good service coverage along the Highway 50 corridor. CityScape has identified the need for four additional towers or base stations in this study area by 2030. Figure 49 illustrates three of the four sites turned on. In all likelihood, the first two sites added will be parallel to the highway.

These estimates are based on the expected changes in population density, subscriber base and usage, daily transient movement throughout the study area and the number of calls a facility can service at any given time. The projections consider coverage, capacity, and broadband network objectives and take into consideration terrain, population and proposed maximum infrastructure height variables. The projection model that CityScape designed assumes that all existing tower and base station locations will be used for maximum co-location opportunities in an effort to reduce the number of new towers and base stations required within a given geographic area. Should the industry not maximize the use of existing facilities, a greater number of towers will need to be constructed over this same time period.

CityScape has reviewed the gaps in network coverage in comparison to the location of publicly owned properties and considered the impact that placing a tower on those properties would have on network and public safety coverage. When publicly owned property is used for new tower or base station construction, the community, represented by their local government agency, is assured that their preferences for tower types and concealment technology are followed. As public properties are developed, the infrastructure installed becomes the precedent for how future sites should be developed on both public and private land. For example, many slick sticks and flagpole towers are available to the industry as are other creative concealment techniques. Some are more aesthetically pleasing and more practical than other types. As the local government adopts preferred products on publicly owned property, their application becomes the standard for future tower sites developed on public and private land within their zoning jurisdiction. Leasing public properties to tower builders and tenant carriers for new wireless infrastructure can also create new sources of public revenue. Additionally, having a tower on public property results in an asset for the local government that is available for emergency services radio and wireless broadband equipment use.

Figure 49 indicates how certain geographic areas would benefit with improved network coverage from the addition of the publicly owned properties. Table 21 identifies potential public property fill-in sites. Tower type preferences are not provided in the recommendation column because the property has not been vetted by the local planning agency.

Table 21: Whitewater Potential Fill-In Public Property

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
U1	Mesa County	Whitewater	527 Desert Road	2967-231-00-939	116.554	Not Determined
U2	City of Grand Junction	Whitewater	33129 Mill Tailing Road	2967-243-00-944	138.554	Not Determined
V1	City of Grand Junction	Whitewater	2080 Purdy Mesa Road	2969-251-00-944	216.145	Not Determined
V2	City of Grand Junction	Whitewater	7630 Reeder Mesa Road	2969-242-00-948	1333.34	Not Determined
V3	City of Grand Junction	Whitewater	3330 Purdy Mesa Road	2971-363-00-941	47.659	Not Determined
W1	City of Grand Junction	Whitewater	3280 Purdy Mesa Road	2971-361-00-940	1057.746	Not Determined
W2	City of Grand Junction	Whitewater	8570 Kannah Creek Road	3199-051-00-944	20.48	Not Determined

Table 21: Whitewater Potential Fill-In Public Property (Continued)

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
W3	City of Grand Junction	Whitewater	9470 Kannah Creek Road	2937-334-00-941	26.649	Not Determined

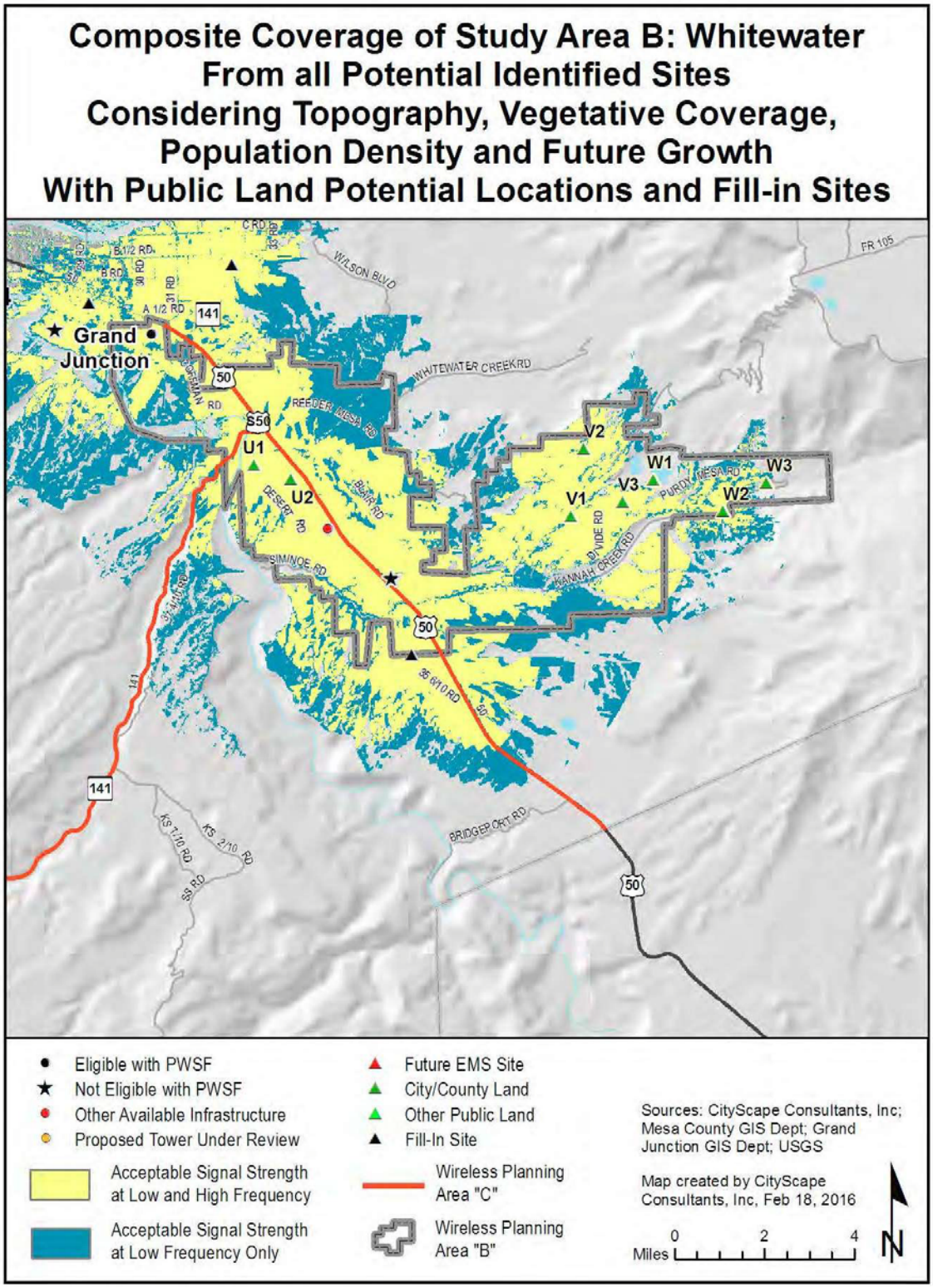


Figure 49: Coverage with Future Fill-In

(Ord. 4703, 6-1-16)

31.12.630 Town of Collbran characteristics.

(a) Rural/Undeveloped.

(b) 251.49 square miles.

(c) 2010 population estimate 2,359.

(d) 2030 population estimate 3,008.

(Ord. 4703, 6-1-16)

31.12.640 Town of Collbran theoretical root mean square maps.

The following maps represent a theoretical build-out of equally distributed antennas, mounted at a tower height of 118 feet, in a perfect radio frequency environment for a single service provider that excludes topographic, vegetative cover and population density considerations. The black dot within each larger circle indicates the ideal antenna location. The smaller circle within the larger circle represents the acceptable search ring for locating the tower and antennas.

Figure 50 illustrates that 19 towers or base stations equally distributed throughout the Town of Collbran Study Area would provide complete low frequency coverage to the defined study area. Figure 51 illustrates that 60 locations would be needed to provide complete high frequency coverage to the same geographic area.

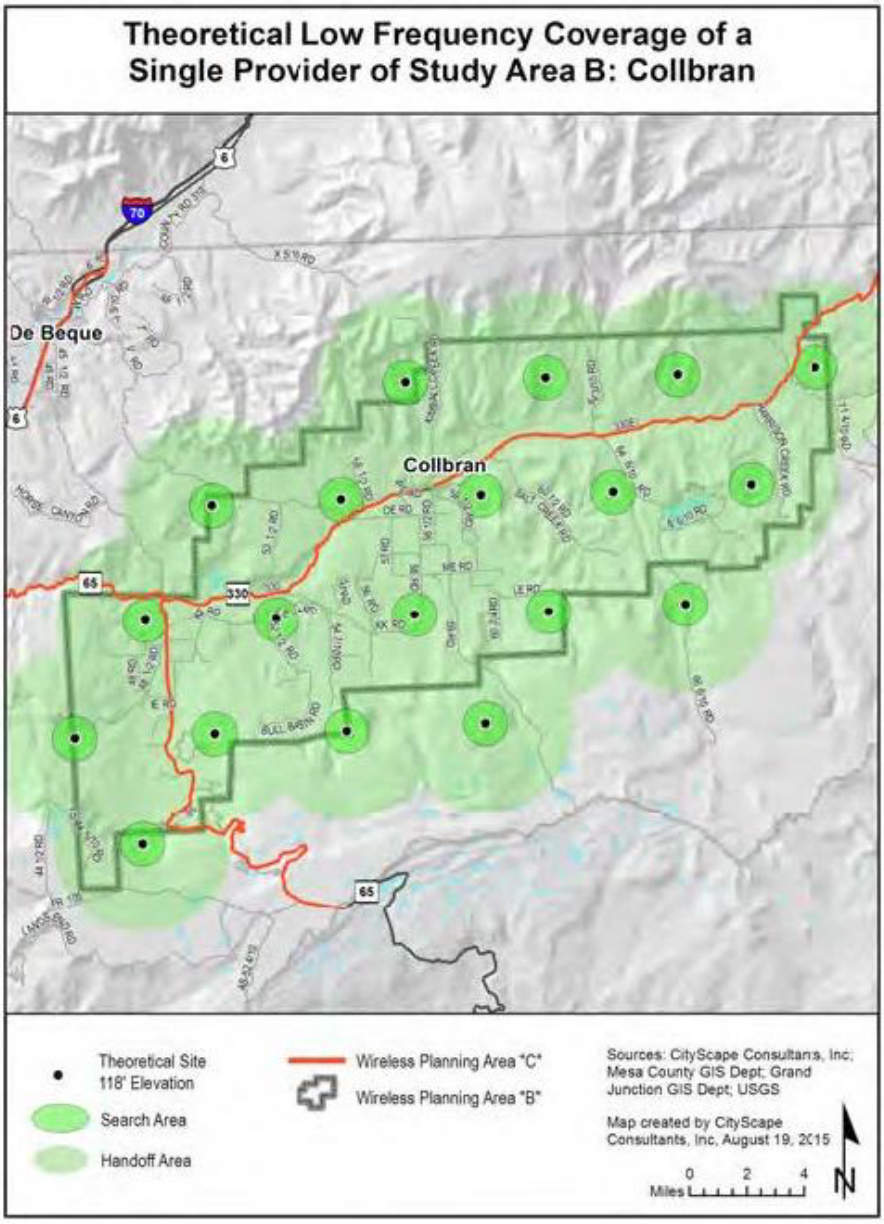


Figure 50: Theoretical Low Frequency Coverage

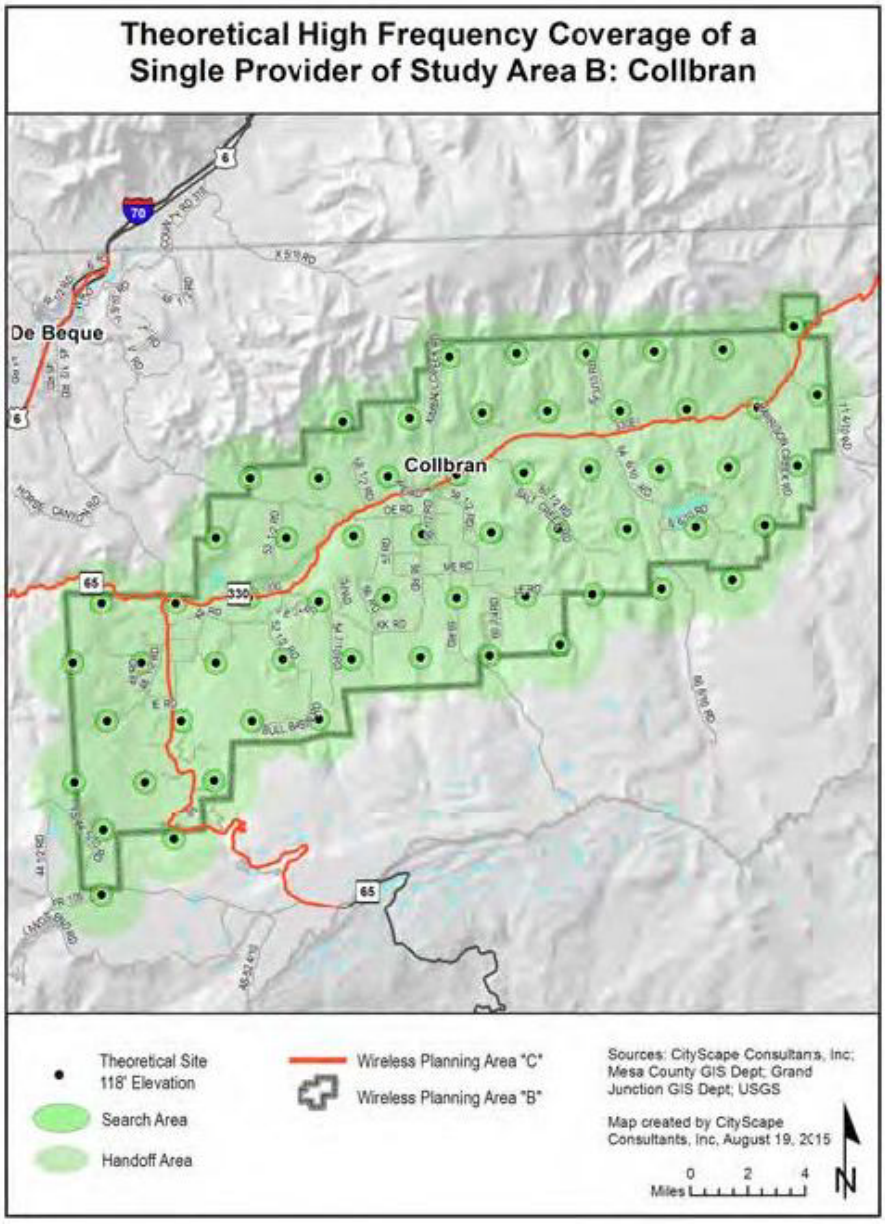


Figure 51: Theoretical High Frequency Coverage

(Ord. 4703, 6-1-16)

31.12.650 Town of Collbran existing antenna locations.

A total of four transmission towers are located within the Town of Collbran Study Area. Only one has PWSF installed. There are tower clusters just west of the study area boundary at Land's End and Palisade Point. The clusters consist of 37 towers but only two contain PWSF equipment. The majority of the cluster towers contain either broadcast equipment for radio and television or microwave use. Aside from Glade Park, the Town of Collbran Study Area contains the most acreage with the lowest population density. For this reason, the wireless industry has not deployed much infrastructure except at the Powderhorn

Ski Resort. This is very similar to the situation in Gateway where the resort and the tourist traffic have provided enough business incentive for the carriers to provide limited service.

Table 22: Summary of Existing and Proposed Transmission Equipment

Existing Total Number of Towers	In	Out	Existing Total Number of Base Stations	In	Out
Eligible Tower with PWSF	0	1	Eligible Base Station with PWSF	0	0
Noneligible Tower with PWSF	1	1	Noneligible Base Station with PWSF	0	0
Eligible Tower with no PWSF	0	0	Eligible Base Station with no PWSF	0	0
Noneligible Tower with no PWSF	3	37	Noneligible Base Station with no PWSF	0	0
Proposed Eligible Tower	0	0	Proposed Eligible Base Station	0	0
Total	**4**	**39**	**Total**	**0**	**0**
Site numbers in the Town of Collbran Study Area: 4, 33, 130, 142					
Site numbers within the 1.5 mile perimeter of the Town of Collbran Study Area: 7 – 30					

Figure 52 identifies the location of the sites listed in Table 22 above and are represented by:

- Black dot – Eligible towers or base stations with PWSF which have been approved through a prescribed process by the appropriate local government agency.
- Red dot – Noneligible towers or base stations (meaning infrastructure built without prior approval for construction by the appropriate local government agency).
- Orange dot – Tower or base station that has either been approved but not yet built; or is undergoing review at the time of this publication.

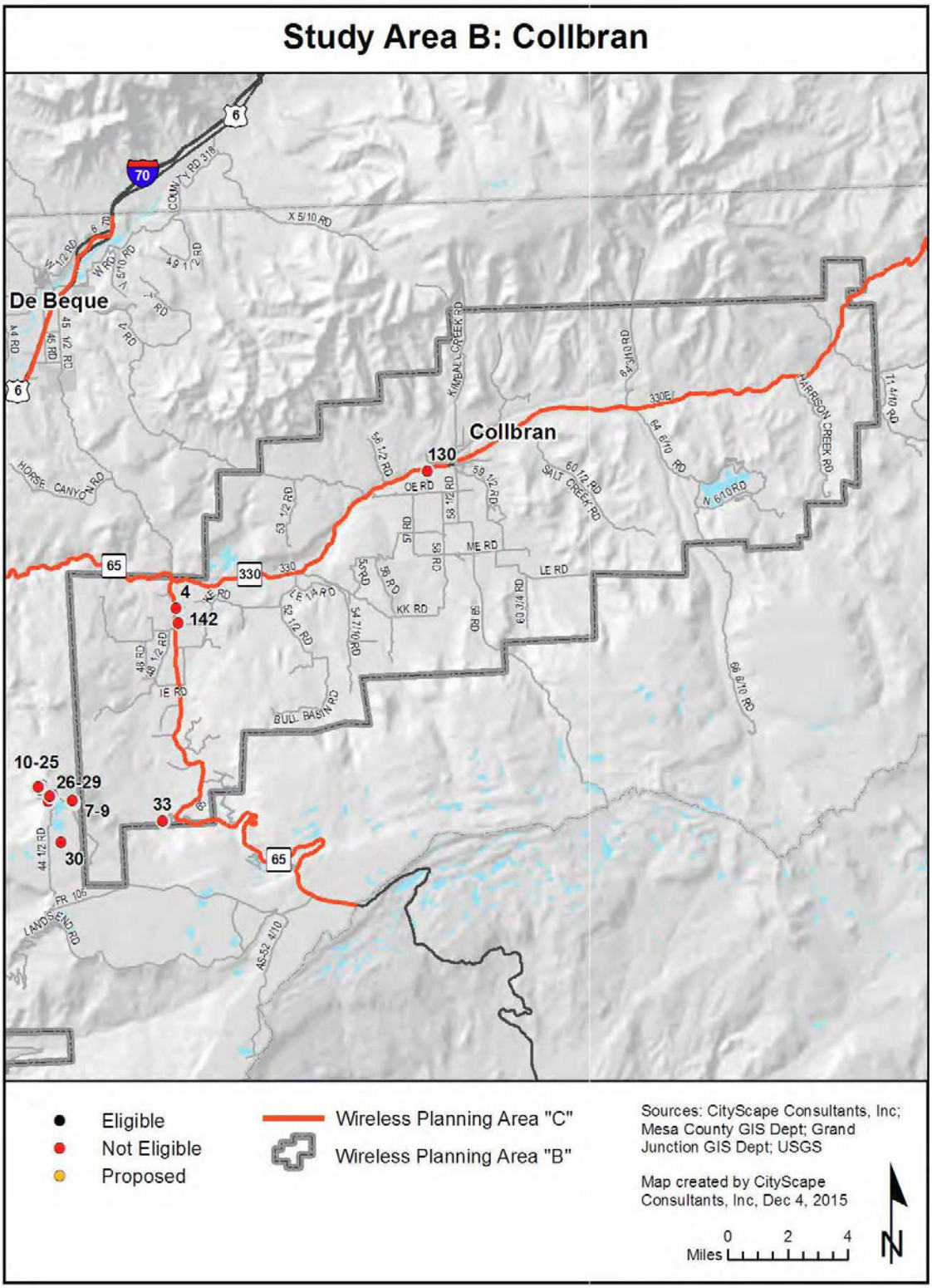


Figure 52: Existing Antenna Locations

(Ord. 4703, 6-1-16)

31.12.660 Town of Collbran composite maps.

The service area coverage based on propagation signal strength modeling is shown for both low band frequency in yellow and high band frequency in blue on the following composite maps. The highlighted areas represent where a generally reliable signal level should be available for indoor use for both low and high bands of service.

Indoor usage is the service threshold utilized for composite modeling because it represents the lowest signal strength acceptable after considering the signal loss that occurs from building penetration. Outdoor signal strength in the same area will usually be higher than indoor signal strength. Generally the closer the subscriber is to the facility the more reliable the service. A subscriber further from the facility will have less reliable service. As the subscriber gets closer to the edge of the yellow or blue area, the signal strength becomes more prone to degradation, particularly as usage in the area increases or environmental conditions worsen. Areas of gray on the map indicate where the subscriber will experience weak, unpredictable levels of signal strength, or no service at all. Filling in these coverage gaps would require the installation of additional antennas and corresponding construction of more towers or the identification of buildings that would serve as base stations.

Figure 53 illustrates current and future theoretical coverage for one service provider operating in the low or high band frequency assuming they had equipment on each facility.

This map includes the expected effects of terrain, vegetative cover, and current population density variables. The antenna mounting elevation in both figures is assumed to be at the top of the towers and base stations where the height is known or at 118 feet where unknown.

Figure 53 identifies the location of the inventory sites categorized as follows:

- Black dot – Eligible towers or base stations with PWSF
- ★ Black star – Noneligible towers or base stations without PWSF

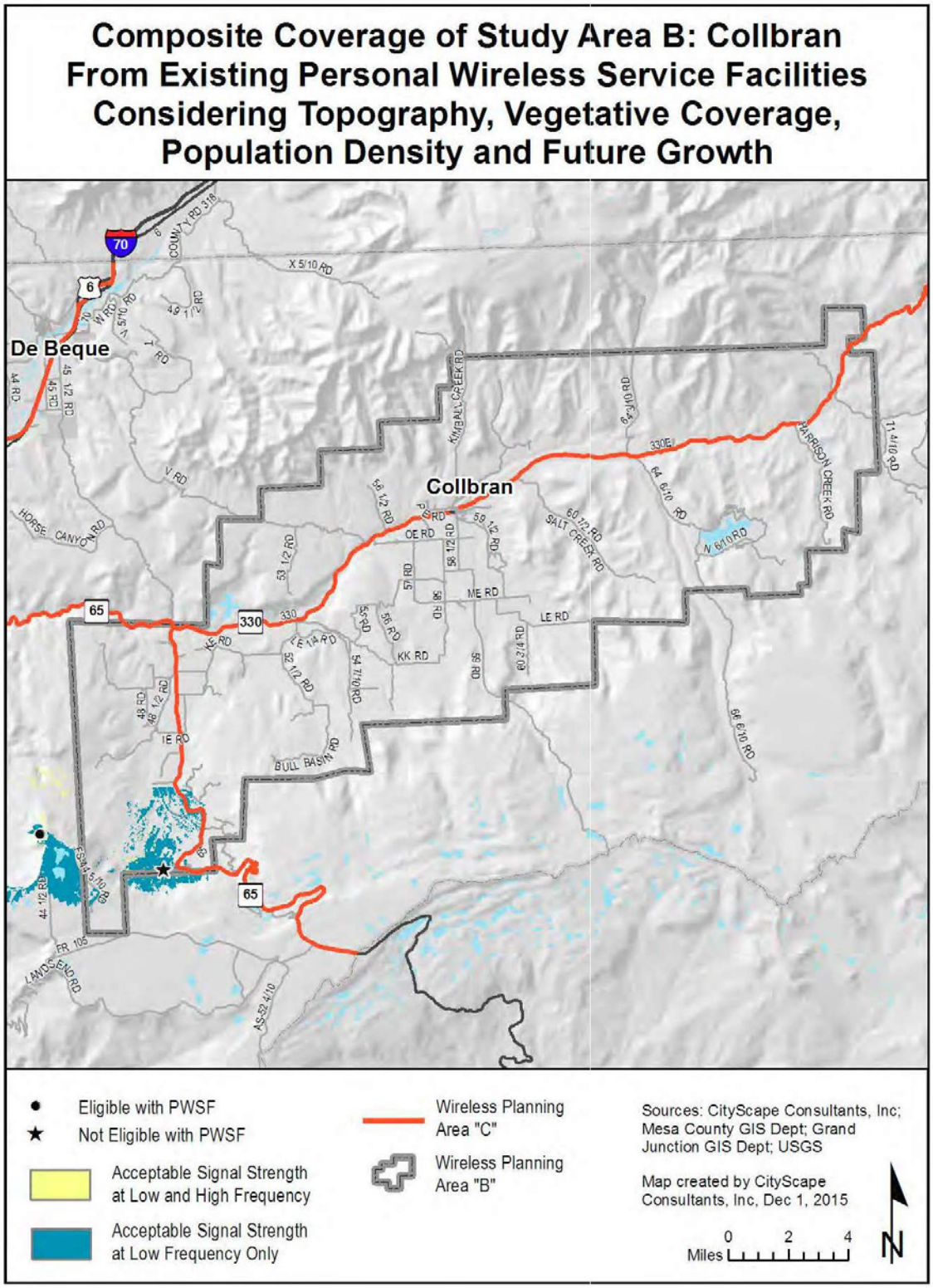


Figure 53: Current Potential Coverage Including Future Growth

(Ord. 4703, 6-1-16)

31.12.670 Town of Collbran estimation of future antenna sites.

There are three concentrations in populations in the Town of Collbran Study Area: Town of Collbran, Mesa Community and Powderhorn Resort. The Town and County desire to have services to connect the residents and vehicular activity between the three places. Recently, a study was completed to identify possible locations for additional emergency services infrastructure. Two of these sites are located in this study area and one is located just east of the Town's limits. All three sites have been added to the map in Figure 54, identified by red triangles. Temporary towers, often referred to as Cell On Wheels (COW), have been used by the oil and gasoline industries in this region. Unfortunately once a project is finished the COW is removed resulting in a sudden loss of service. In order to provide long-term solutions to network gaps CityScape has identified an additional 12 locations that would provide a blanket of coverage along the Highway 330 corridor and the Town of Collbran. But, CityScape anticipates that only two of those facilities may be constructed over the next 10 to 15 years. Due to the unique circumstances found in this study area, CityScape recommends that residents and local government agencies work with the service providers to create a coordinated effort to develop new sites.

CityScape has reviewed the gaps in network coverage in comparison to the location of publicly owned properties and considered the impact that placing a tower on those properties would have on network and public safety coverage. When publicly owned property is used for new tower or base station construction, the community, represented by their local government agency, is assured that their preferences for tower types and concealment technology are followed. As public properties are developed, the infrastructure installed becomes the precedent for how future sites should be developed on both public and private land. For example, many slick sticks and flagpole towers are available to the industry as are other creative concealment techniques. Some are more aesthetically pleasing and more practical than other types. As the local government adopts preferred products on publicly owned property, their application becomes the standard for future tower sites developed on public and private land within their zoning jurisdiction. Leasing public properties to tower builders and tenant carriers for new wireless infrastructure can also create new sources of public revenue. Additionally, having a tower on public property results in an asset for the local government that is available for emergency services radio and wireless broadband equipment use.

Figure 54 indicates how certain geographic areas would benefit with improved network coverage from the addition of the publicly owned properties. Table 23 identifies potential public property fill-in sites. Tower type preferences are not provided in the recommendation column because the property has not been vetted by the local planning agency.

Table 23: Town of Collbran Potential Fill-In Public Property

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
C	Town of Collbran	Town of Collbran	61416 E Hwy 330	2665-203-00-941	1.196	Not Determined

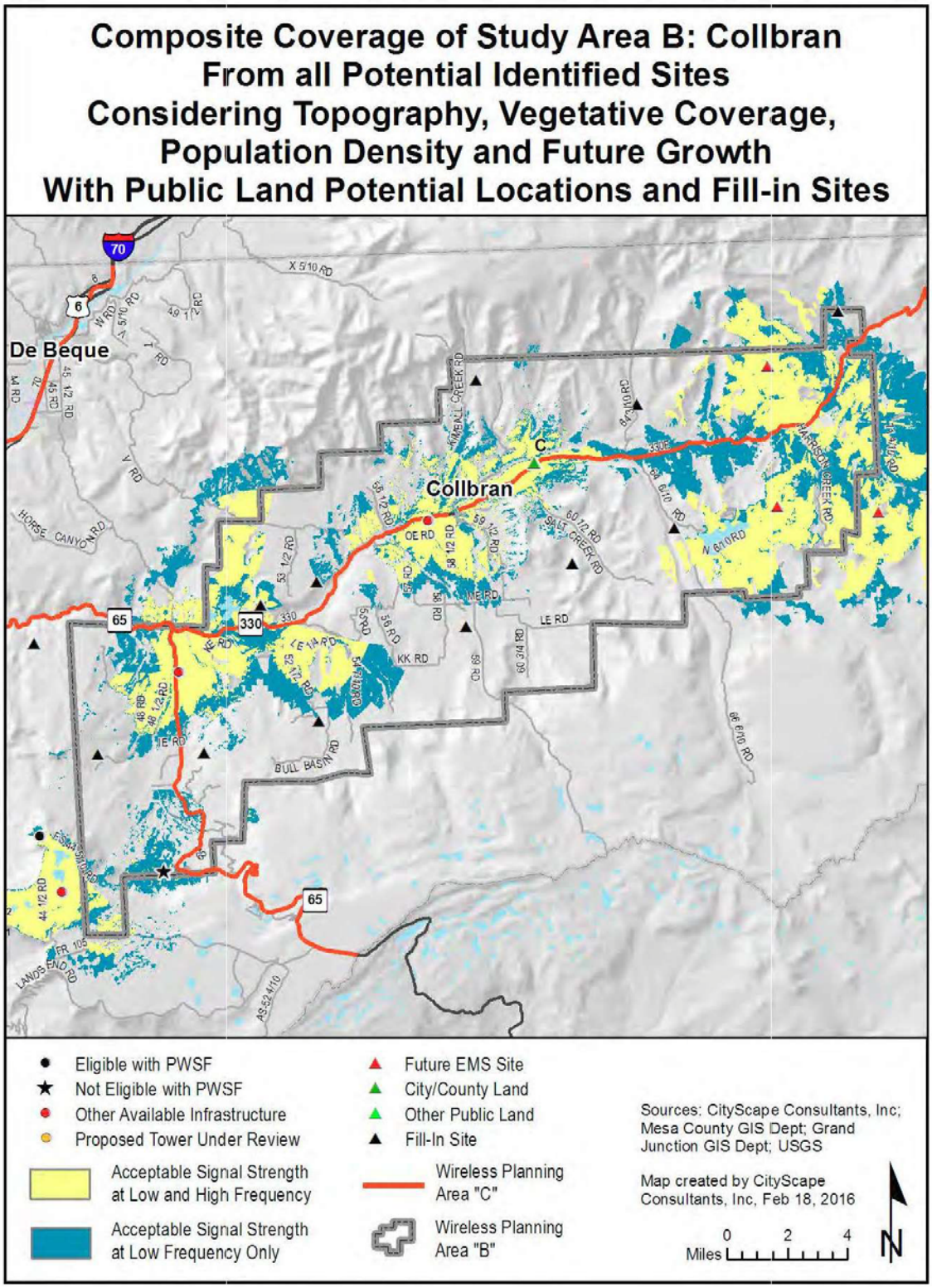


Figure 54: Coverage with Future Fill-In

(Ord. 4703, 6-1-16)

31.12.680 Mesa County Study Area C – Overview.

The third study area specified in the RFP for analysis is identified as Corridors: I-70, Highway 50, Highway 330, Highway 60 and Highway 141. Due to the large geographic area covered by these corridors, Study Area C has been divided into four sections. Since much of the corridor analysis is included in the other study areas, the estimated future antenna sites focus only on the projected fill-in analysis shown in Figure 55, as insets 1, 2, 3 and 4.

The service area coverage based on propagation signal strength modeling is shown for both low band frequency in yellow and high band frequency in blue on the following composite maps. The highlighted areas represent where a generally reliable signal level should be available for indoor use for both low and high bands of service.

Indoor usage is the service threshold utilized for composite modeling because it represents the lowest signal strength acceptable after considering the signal loss that occurs from building penetration. Outdoor signal strength in the same area will usually be higher than indoor signal strength. Generally the closer the subscriber is to the facility the more reliable the service. A subscriber further from the facility will have less reliable service. As the subscriber gets closer to the edge of the yellow or blue area, the signal strength becomes more prone to degradation, particularly as usage in the area increases or environmental conditions worsen. Areas of gray on the map indicate where the subscriber will experience weak, unpredictable levels of signal strength, or no service at all. Filling in these coverage gaps would require the installation of additional antennas and corresponding construction of more towers or the identification of buildings that would serve as base stations.

Figure 56 illustrates current and future theoretical coverage for one service provider operating in the low or high band frequency assuming they had equipment on each inventoried facility. This map includes the expected effects of terrain, vegetative cover, and current population density variables. The antenna mounting elevation is assumed to be at the top of the towers and base stations where the height is known or at 118 feet where unknown.

CityScape has reviewed the gaps in network coverage, as shown in Figures 57 through 60, in comparison to the location of publicly owned properties and considered the impact that placing a tower on those properties would have on network and public safety coverage. When publicly owned property is used for new tower or base station construction, the community, represented by their local government agency, is assured that their preferences for tower types and concealment technology are followed. As public properties are developed, the infrastructure installed becomes the precedent for how future sites should be developed on both public and private land. For example, many slick sticks and flagpole towers are available to the industry as are other creative concealment techniques. Some are more aesthetically pleasing and more practical than other types.

As the local government adopts preferred products on publicly owned property, their application becomes the standard for future tower sites developed on public and private land within their zoning jurisdiction. Leasing public properties to tower builders and tenant carriers for new wireless infrastructure can also create new sources of public revenue. Additionally, having a tower on public property results in an asset for the local government that is available for emergency services radio and wireless broadband equipment use.

Figures 57 through 60 indicate how certain geographic areas would benefit with improved network coverage from the addition of the publicly owned properties. Table 24 identifies potential public property fill-in sites that satisfy both corridor and study area coverage gaps. Tower type preferences are not pro-

vided in the recommendation column because the property has not been vetted by the local planning agency.

Table 24: Mesa County Potential Fill-In Public Properties

Public Site ID	Owner	Location	Address	Parcel Number	Acreage	Site-Specific Recommendation
B1	DeBeque Fire Protection District	DeBeque	4580 I70 Frontage Road	2445-274-00-944	5.86	Not Determined
B2	Town of DeBeque	DeBeque	414 Rouse Avenue	2445-272-00-943	61.767	Not Determined
C	Town of Collbran	Town of Collbran	61416 E Hwy 330	2665-203-00-941	1.196	Not Determined
E1	Lower Valley Protection District	Lower Valley/ Loma	1341 13 Road	2691-334-04-948	0.79	Not Determined
E2	State Department of Highways	Lower Valley/ Loma	1346 13 3/10 Road	2691-342-00-924	9.762	Not Determined
G	Mesa County	Lower Valley	916 19 1/2 Road	2697-224-00-939	5.281	Not Determined
Q	Colorado Department of Highways	Palisade	816 35 8/10 Road	2937-063-00-924	10.241	Not Determined
U1	Mesa County	Whitewater	527 Desert Road	2967-231-00-939	116.554	Not Determined
U2	City of Grand Junction	Whitewater	33129 Mill Tailing Road	2967-243-00-944	138.554	Not Determined
X	Mesa County	Gateway	42700 Highway 141	3477-153-01-936	7.663	Not Determined

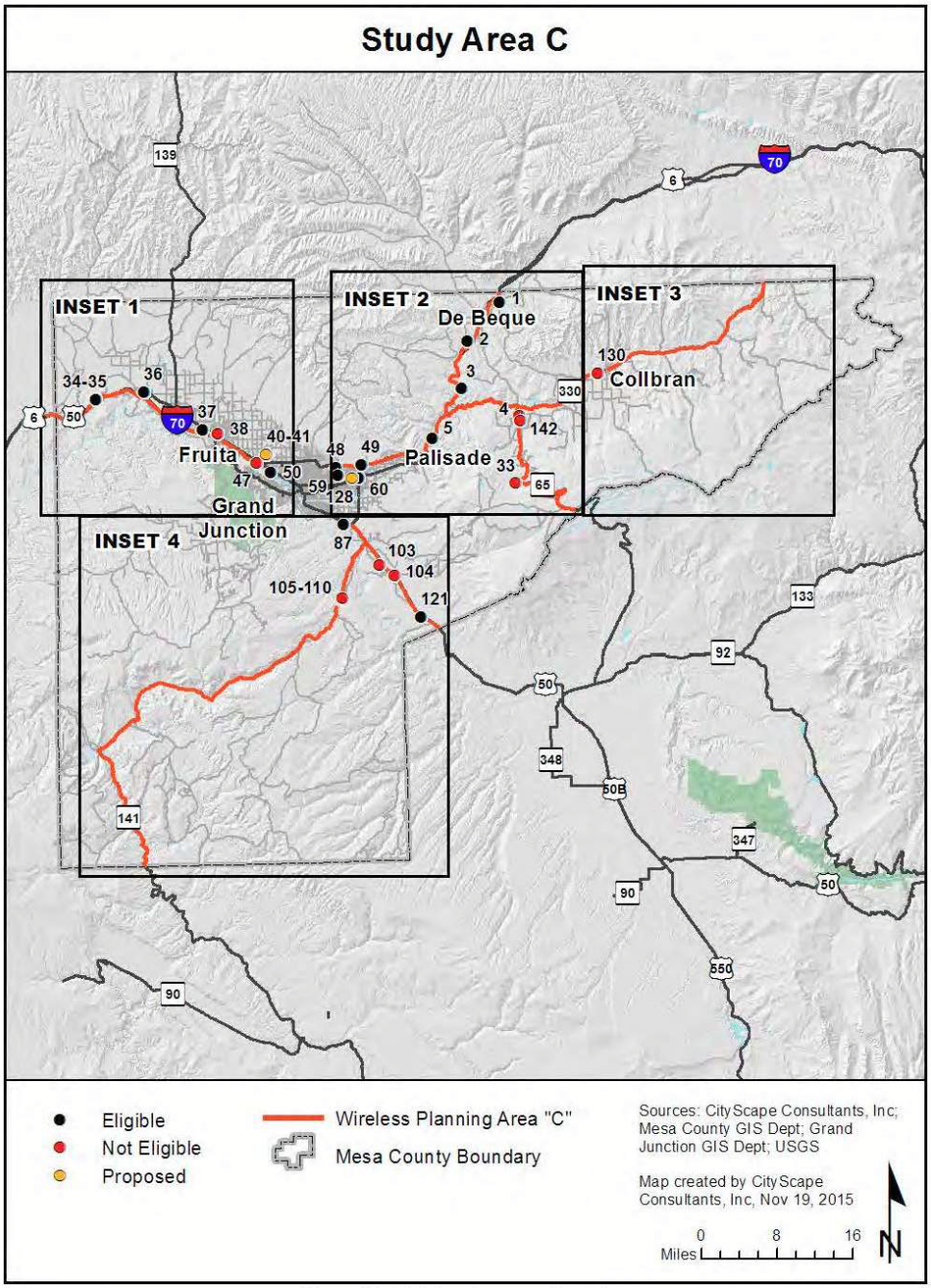


Figure 55: Existing Antenna Locations

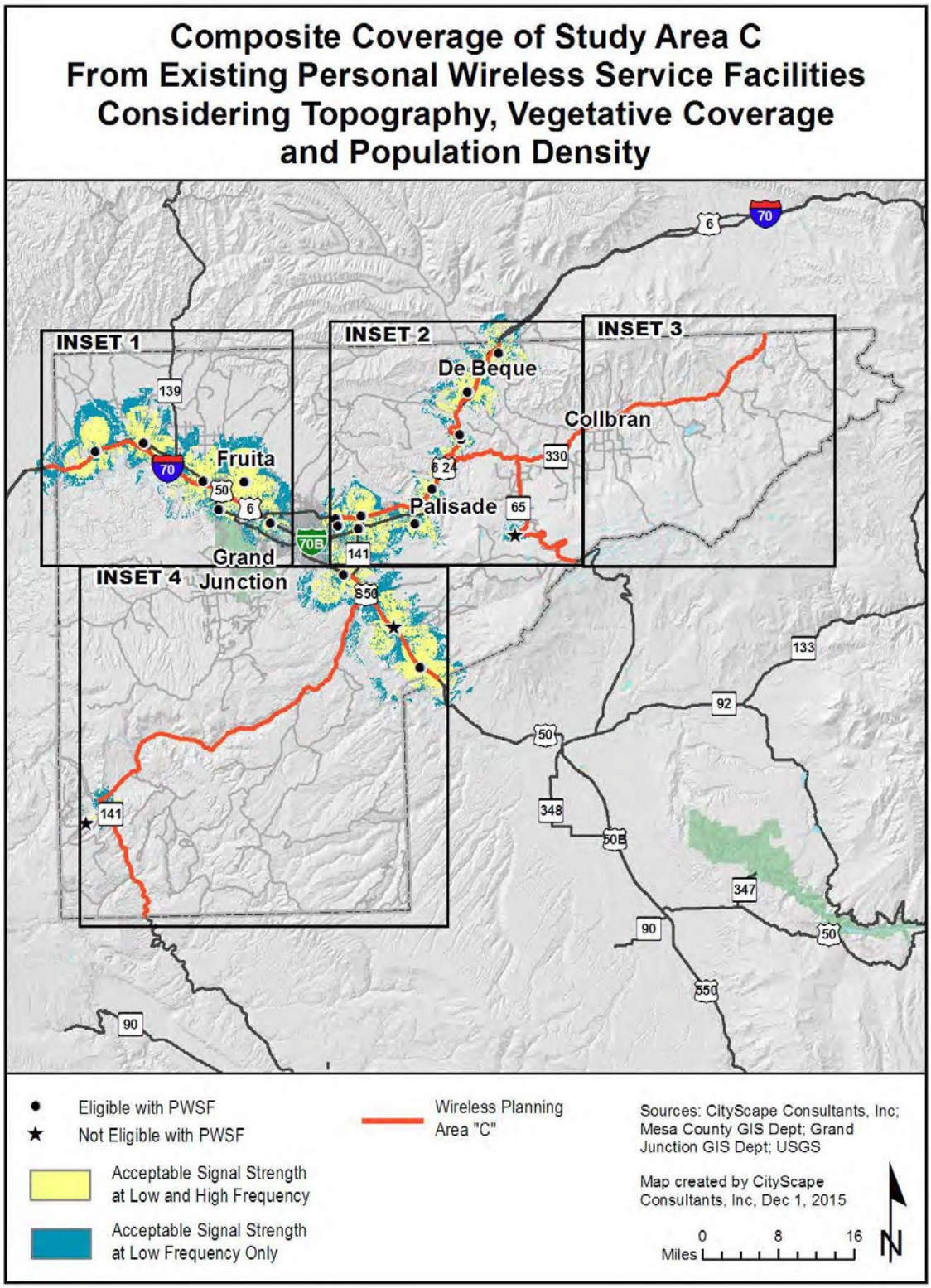


Figure 56: Current Potential Coverage Including Future Growth

(Ord. 4703, 6-1-16)

31.12.690 Estimation of future antenna sites: Inset 1.

CityScape estimates that six new towers or base stations will be needed over the next 10 to 15 years along the I-70 corridor as shown in Figure 57.

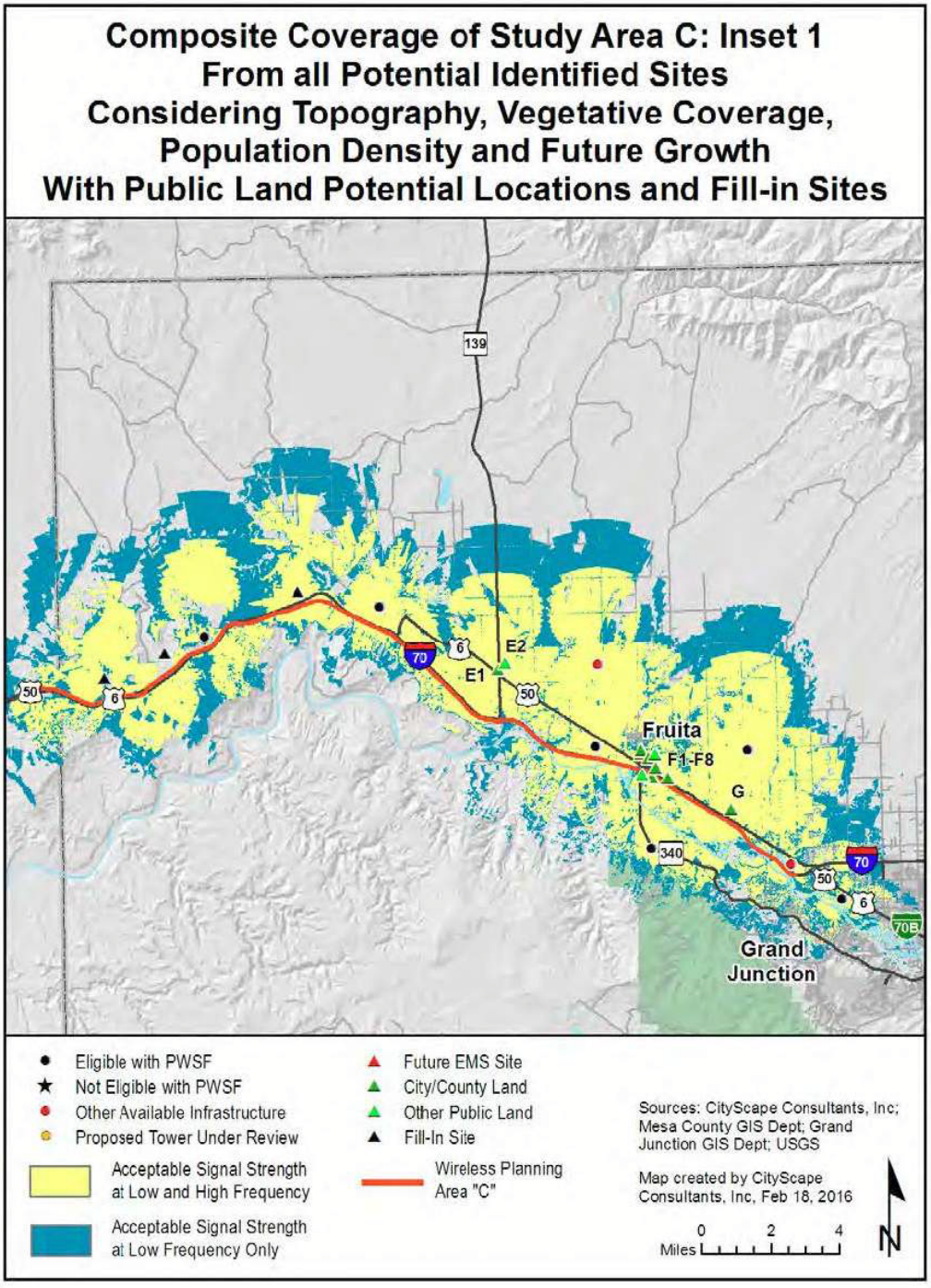


Figure 57: Coverage with Future Fill-In Inset 1

(Ord. 4703, 6-1-16)

31.12.700 Estimation of future antenna sites: Inset 2.

CityScape estimates that, in addition to adding three proposed emergency service facilities, eight new towers or base stations will be needed over the next 10 to 15 years along the corridors shown in Figure 58.

Approximately 15 new sites would be needed to provide complete coverage. However, the sites along Highway 65 and Highway 330 will likely not be a high priority for the industry and therefore, four of the 15 sites have not been turned on.

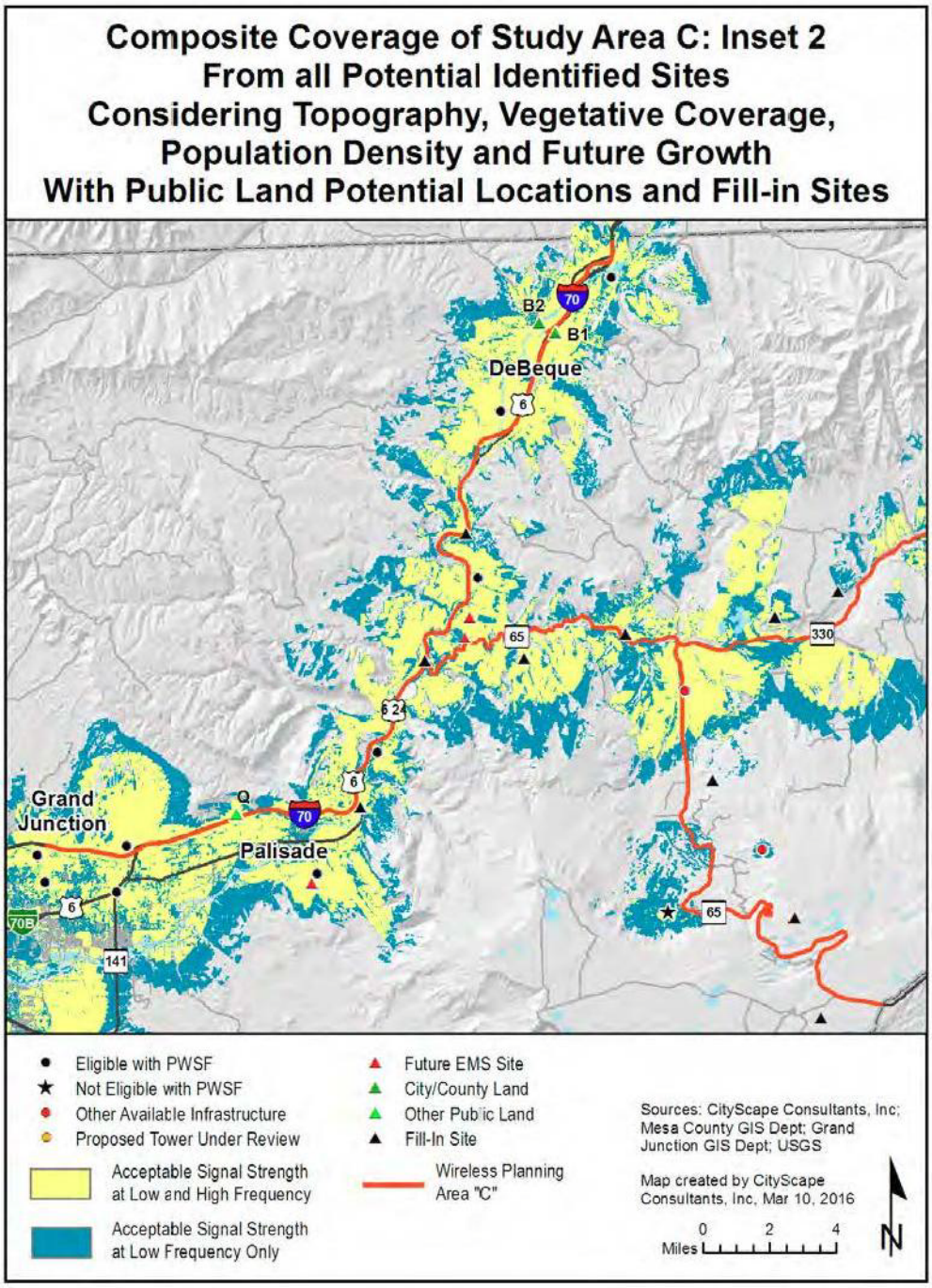


Figure 58: Coverage with Future Fill-In Inset 2

(Ord. 4703, 6-1-16)

31.12.710 Estimation of future antenna sites: Inset 3.

Highway 330 from the Town of Collbran eastward to the County line is a secondary highway and will not likely be a high priority for the service providers over the next 10 to 15 years due to the low subscriber base. CityScape has identified seven facilities to fill in the coverage gaps along the highway but is only turning on Site C (also in the Town of Collbran Study Area) and the three tower locations identified as potential emergency management service facilities shown in Figure 59.

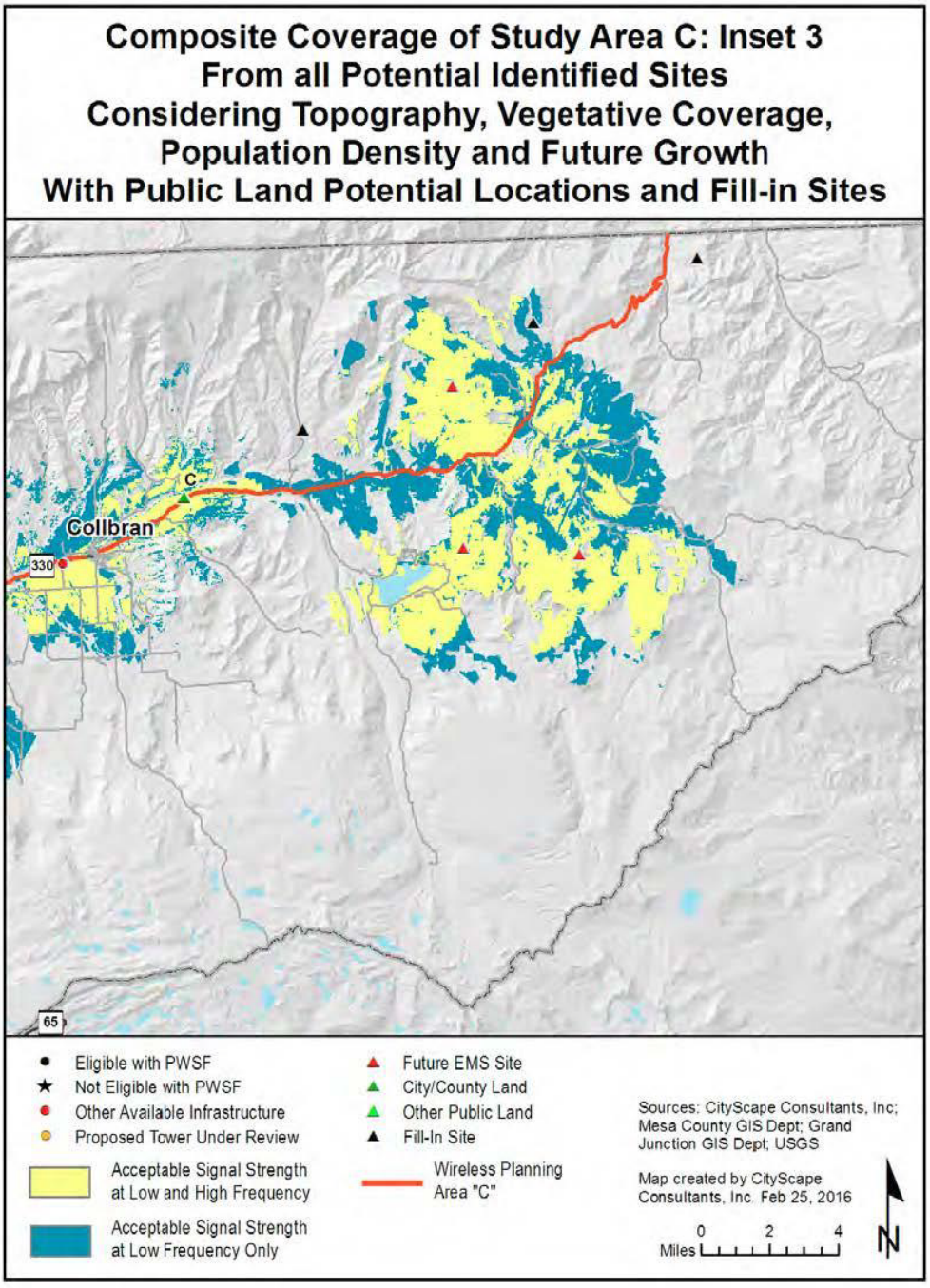


Figure 59: Coverage with Future Fill-In Inset 3

(Ord. 4703, 6-1-16)

31.12.720 Estimation of future antenna sites: Inset 4.

Providing coverage along Highway 141 will be challenging due to the topography of the area. It is not likely the industry will provide near term coverage to this corridor because of the rural and undeveloped nature of the area. CityScape included the use of seven proposed emergency service facilities in the coverage map and forecasts that seven additional towers or base stations would be needed to provide full coverage along the corridors as shown in Figure 60. CityScape anticipates that two of the seven proposed facilities may be built south of the Highway 50 and Highway 141 intersection.

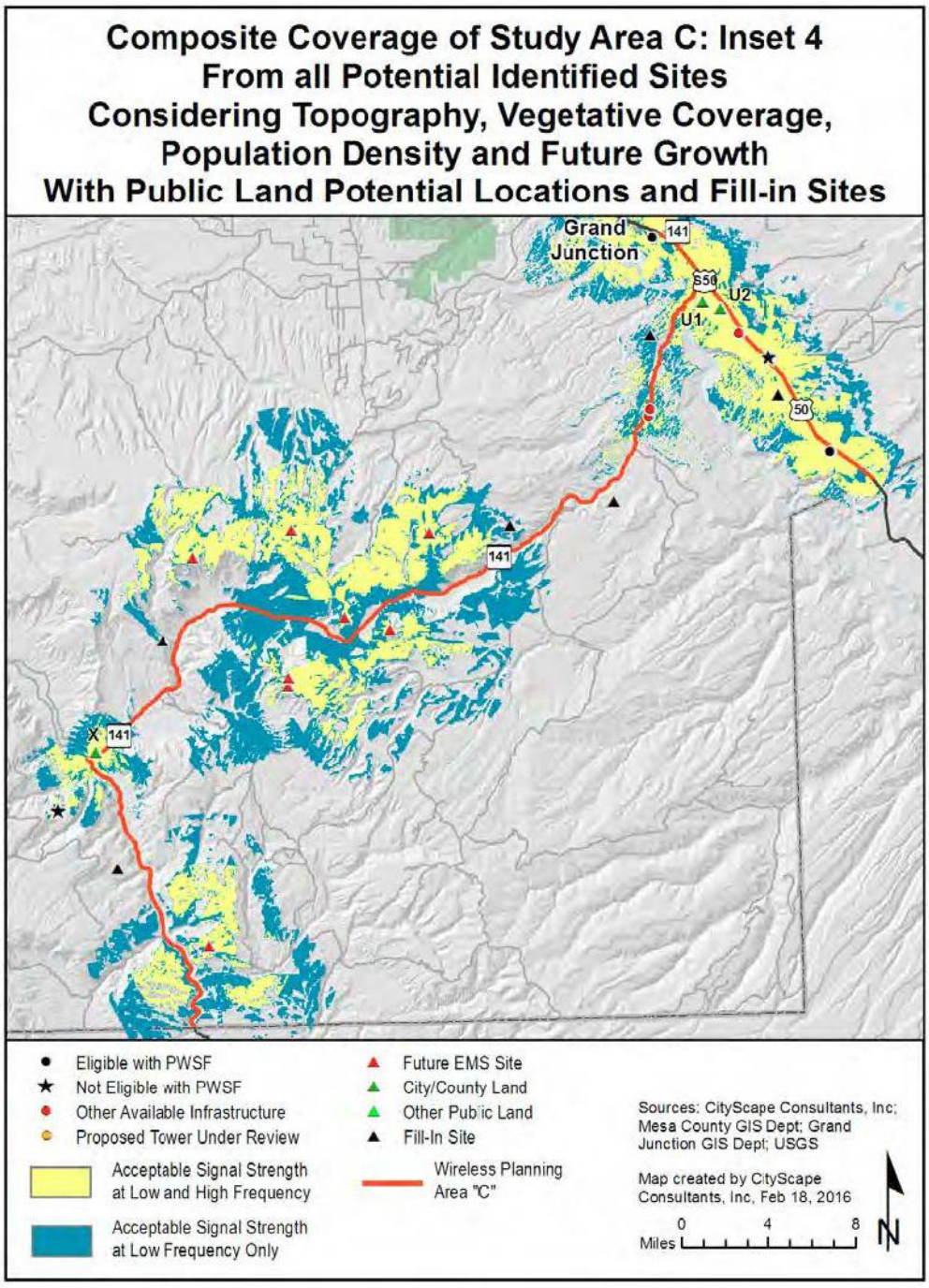


Figure 60: Coverage with Future Fill-In Inset 4

(Ord. 4703, 6-1-16)

31.12.730 Summary.

Wireless connectivity has become an increasingly important part of our everyday lives. Wireless telecommunication technology has evolved rapidly over the past 20 years providing capabilities that have resulted in dramatically increased cellular phone and Internet use. Cellular phones used to be just a way of making a phone call when you were away from home or work. Now we use smartphones and tablets to shop, find restaurants, compare prices, buy movie tickets, bank, navigate, and to stay in touch through social media sites. First responders throughout Mesa County rely more and more on cellular data communication in the field, as do 911 callers in an emergency situation. The demand for wireless Internet and data service coverage and capacity has strained existing telecommunication network facilities and is causing cellular service providers to plan for the construction of new infrastructure.

Due to the semi-remote location of Mesa County, wireless technologies are critical for personal, business and emergency communication, and are heavily relied upon by residents and visitors. The blend of urban and undeveloped areas, year-round recreational activity, communication needs, and canyons, valleys, plateaus and ridge lines all create difficult coverage challenges for service providers. Wireless telecommunications master planning is an approach taken by communities to determine wireless service industry deployment patterns and to identify gaps in network coverage. With this information communities can develop strategies to fill in those gaps.

The benefits of a WMP are multi-faceted, addressing community, economic development, and planning needs, as well as emergency service provider requirements. A comprehensive approach to wireless development will align the needs of personal wireless and broadband service providers with optimal infrastructure solutions that will support government and community objectives, allowing for infrastructure planning and development that will accommodate multiple providers, improve public safety and help to attract and retain residents and businesses.

(Ord. 4703, 6-1-16)

31.12.740 Grand Junction/Persigo 201 study area.

Due to the concentration of population and urban characteristics of the City of Grand Junction, CityScape estimates that the largest number of new sites constructed over the next 10 to 15 years will be built in and around the Persigo 201 Study Area. Approximately 11 to 18 new towers or base stations will be needed to fill in the anticipated coverage gaps. The projection model that CityScape designed assumes that all existing tower and base station locations will be used for maximum co-location and/or replacement opportunities in an effort to reduce the number of new towers and base stations required within a given geographic area. Should the industry not maximize the use of existing facilities, a greater number of towers will need to be constructed over this same time period. It should also be noted that even with this increase in new facilities, some areas within the study area will still be underserved due to the terrain and rural characteristics around the periphery of the study area.

(Ord. 4703, 6-1-16)

31.12.750 Countywide.

CityScape estimates that five to eight co-locations, upgrades or antenna modifications (in any combination) per year can be anticipated over the next 10 years. Over the next 15 years, up to 40 new tower or base station sites will be needed Countywide to fill coverage gaps and/or increase capacity. The more populated areas of the County will likely see the development of “small cell” sites that consist of multiple concealed antennas located relatively close together on shorter towers or existing support structures like light and utility poles. Rural areas are more likely to be served by towers that can provide coverage over larger geographic areas.

(Ord. 4703, 6-1-16)

31.12.760 Ongoing goals and objectives to maximize the benefits of the master plan.

The City of Grand Junction and Mesa County will need to manage the development of wireless telecommunication infrastructure in order to maximize the use of existing towers and base stations and to minimize the total number of new facilities needed to fill in coverage gaps. The Wireless Master Plan recommends the following action items be implemented to meet these goals:

(a) Maintain the wireless facilities inventory, updating it as facilities are added or modified, and make it available to the public online through the City and County websites.

(b) Prepare amendments to the City and County development codes that update zoning requirements and review procedures for wireless telecommunications facilities to make the codes compliant with current FCC regulations.

(1) Update the development codes as needed when regulations change.

(c) Maintain a priority site list of fill-in sites, identifying properties that are both publicly and privately owned, that meet the criteria established for preferred cellular facilities. Properties that are on the priority site list may be eligible for expedited administrative review of wireless facilities, provided the proposed facility meets the concealment requirements identified at the time of inclusion on the priority list, and all other applicable standards of the development code. The criteria for priority sites are:

(1) The property shall be located within the Grand Junction Persigo 201 Boundary or can be included in the Grand Junction Persigo 201 Boundary.

(2) The property shall be one acre minimum in lot size.

(3) The property shall have vehicular access to an improved public right-of-way.

(4) The property shall have access to utilities.

(5) The property shall be outside the 100-year floodplain.

(6) The cellular facility shall meet all City development standards and be subject to all regulations of the zoning code.

(7) Concealment is required and the owner of the property must identify the type of concealment proposed, prior to inclusion on the priority site list, with the understanding that if accepted by the City, then any type of concealment aside from what is proposed and accepted at the time of the Master Plan vetting process would require a conditional use permit (CUP).

(d) Seek out public/private partnerships to encourage the development of wireless facilities in rural areas that are underserved and have significant coverage gaps.

(e) Where feasible, plan for the ability to co-locate private wireless facilities on public safety communication infrastructure, in order to fill coverage gaps and provide better service to residents.

(f) Encourage the development of broadband infrastructure that will help support the development of wireless infrastructure.

(g) Work with economic development partners to seek out opportunities to expand wireless telecommunication facilities to support business development.

(h) Maintain awareness of evolving concealment options so the design and planning processes of new towers will blend visually within the community they serve.

(Ord. 4703, 6-1-16)

Appendix Wireless Infrastructure Inventory.

(Ord. 4703, 6-1-16)

Title 32

NORTH AVENUE CORRIDOR



Chapters:

Division I. North Avenue Corridor Plan

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

Division II. North Avenue West Corridor Plan

32.28 Executive Summary
32.32 Planning Boundary
32.36 North Avenue West Corridor Plan Vision
32.40 Guiding Principles
32.44 Revitalizing North Avenue
32.48 Plan Elements
32.52 Districts
32.56 Implementation Plan
32.60 Planning/Public Process
32.64 Acknowledgements
32.68 Appendix
32.72 North Avenue Survey

Division I. North Avenue Corridor Plan

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:

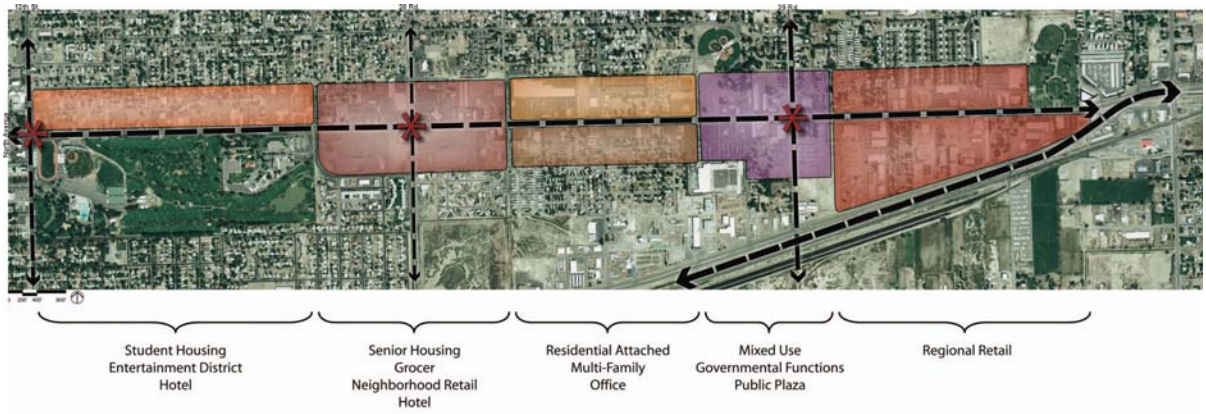
(1) A student and entertainment district in proximity to Mesa College would also provide student housing, after 5:00 p.m. activities and the opportunity for a quality hotel to serve the area.

(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.

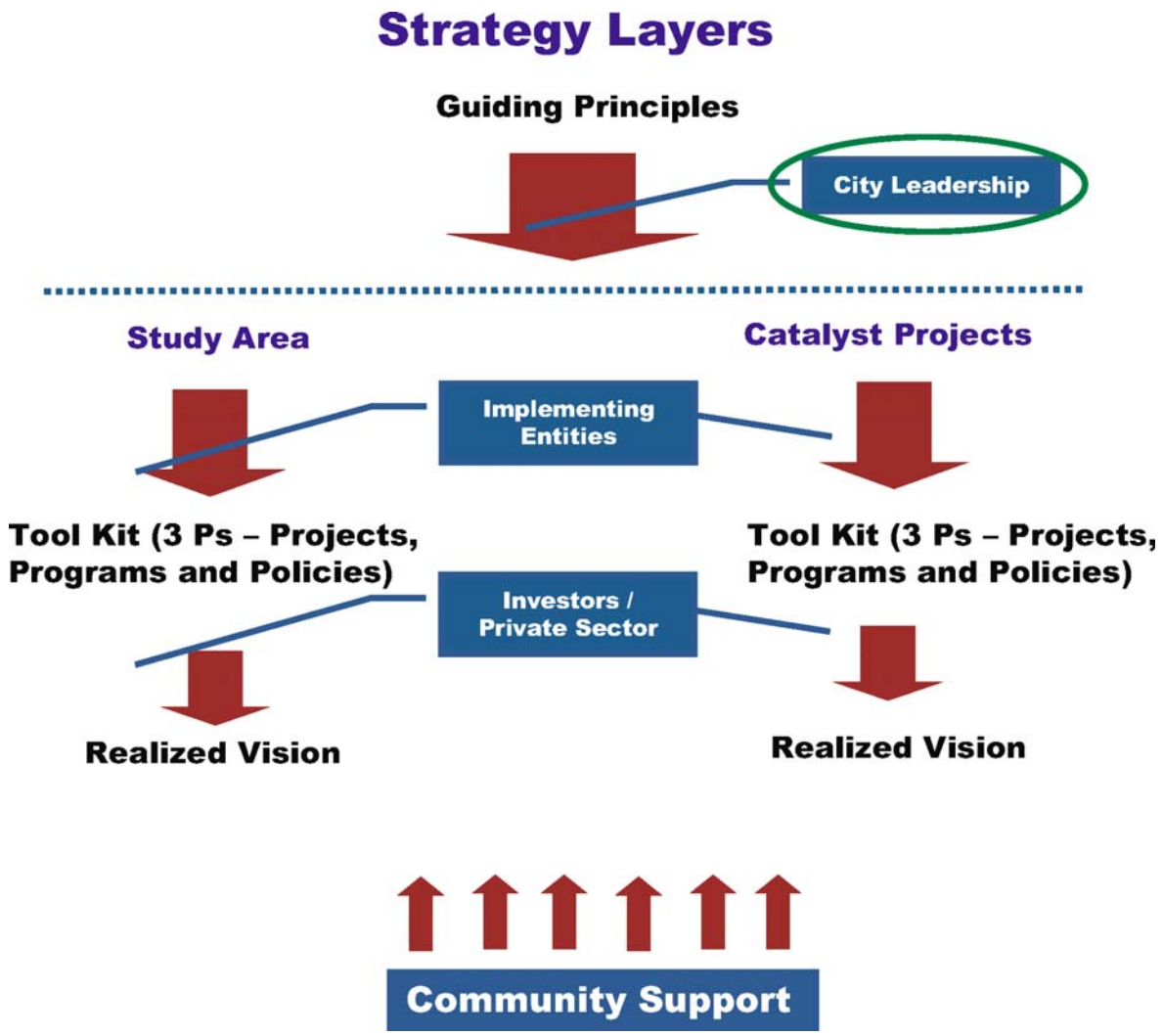
(4) A mixed-use area with residential over retail incorporated with the governmental functions and public plazas to create a gateway for the 29 Road intersection.

(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



(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 employments 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.

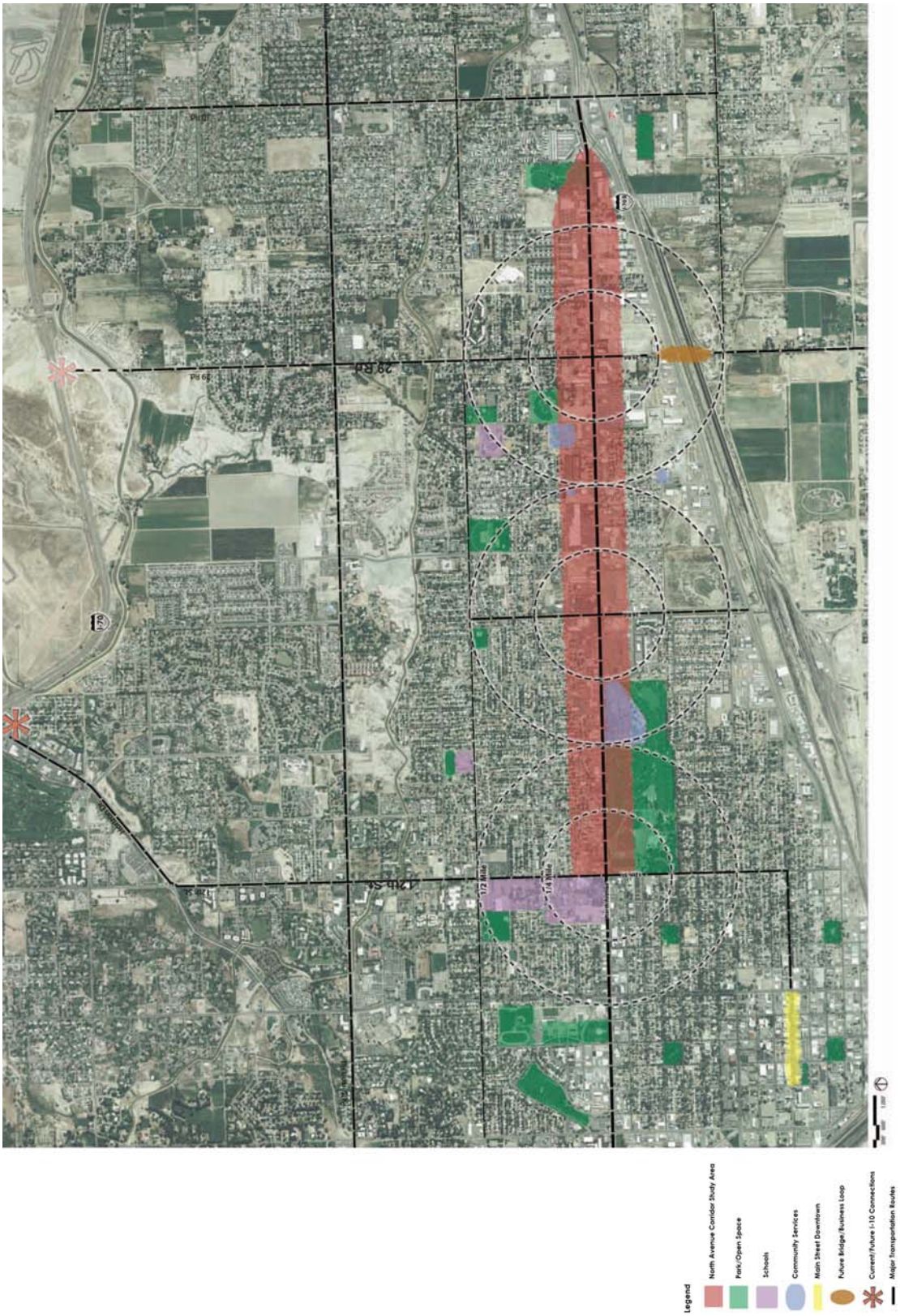
Next Steps

- 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)

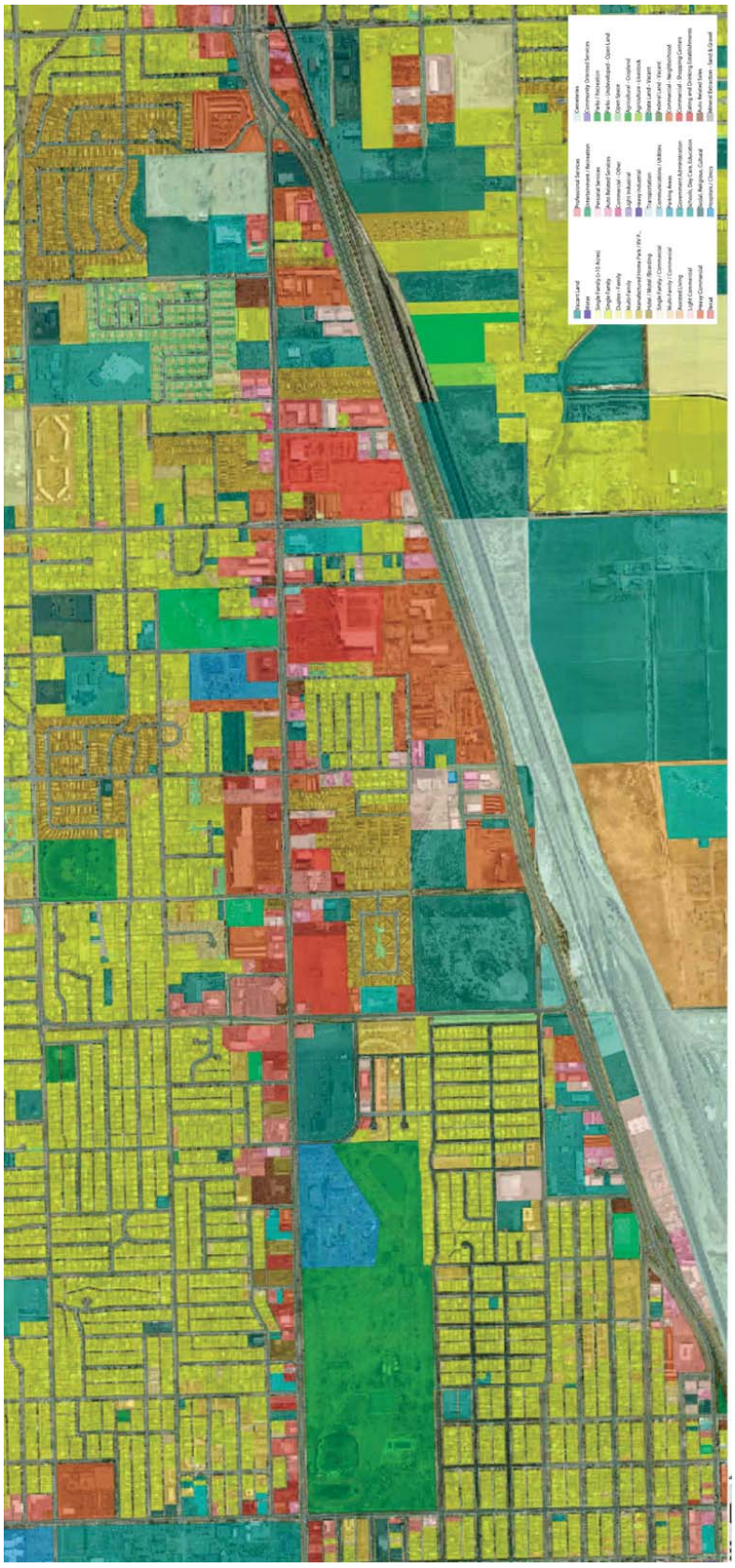
32.08.030 Current land use.

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)

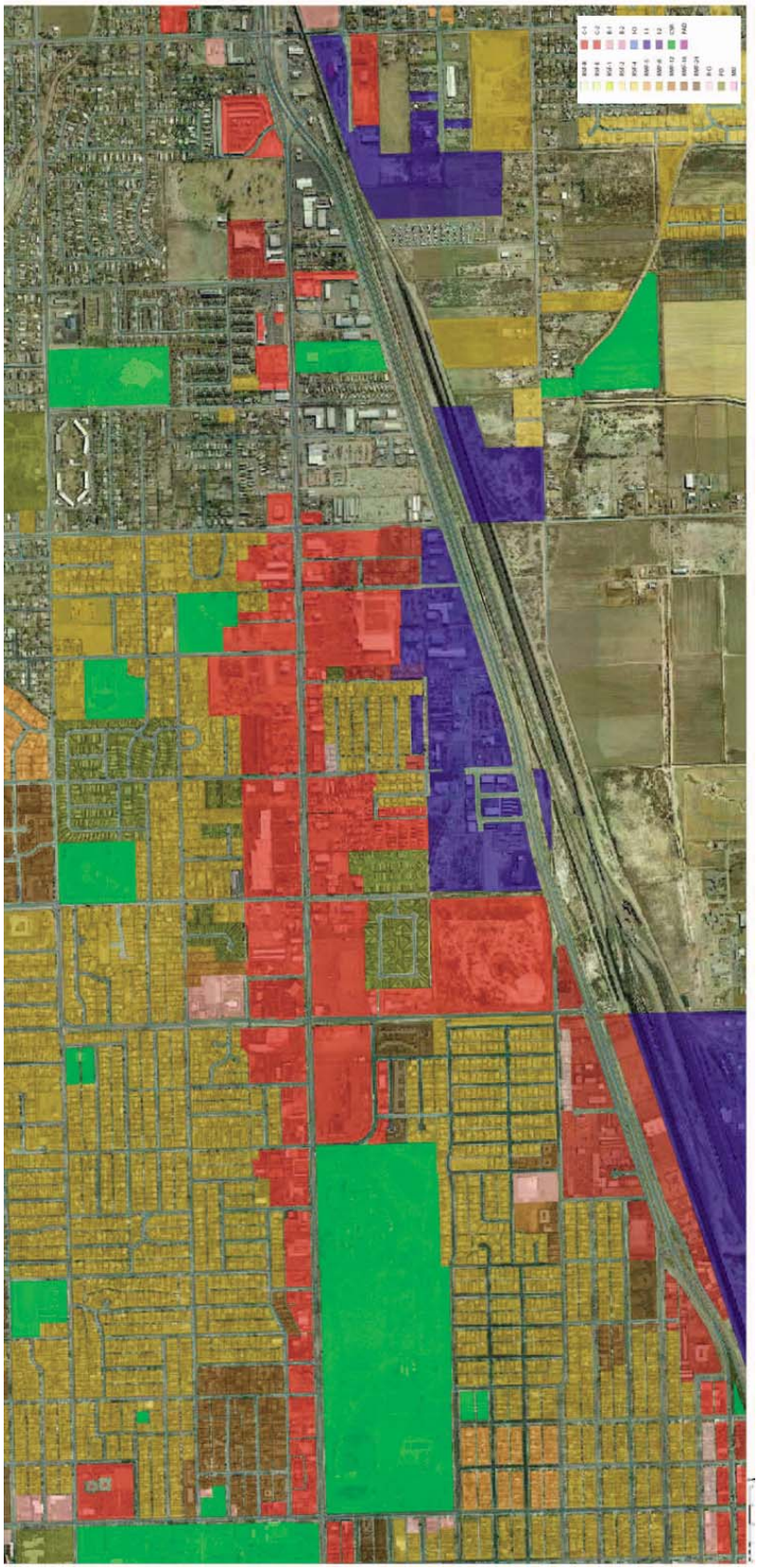


32.08.040 Zoning.

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)

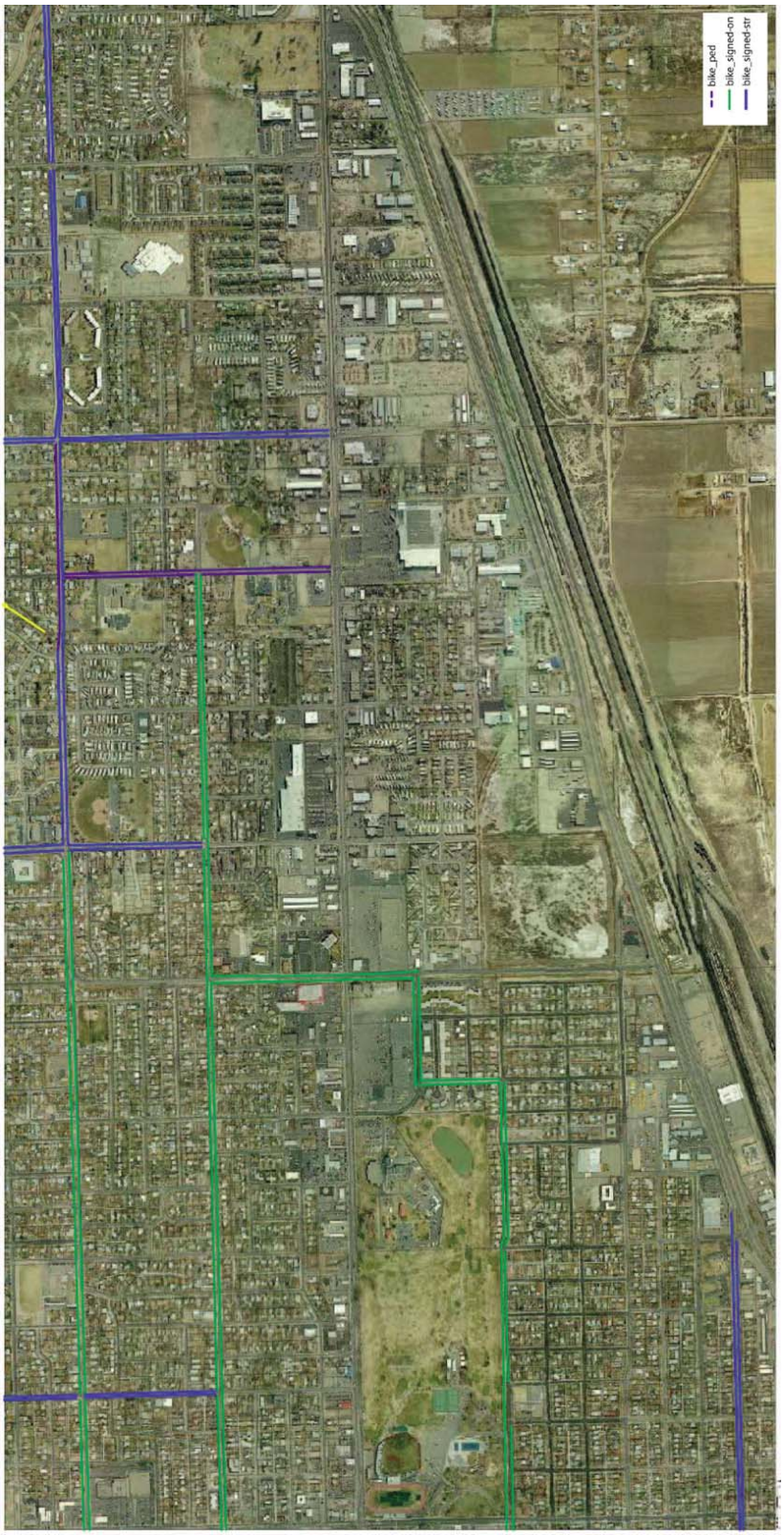


32.08.050 Bike routes.

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.



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

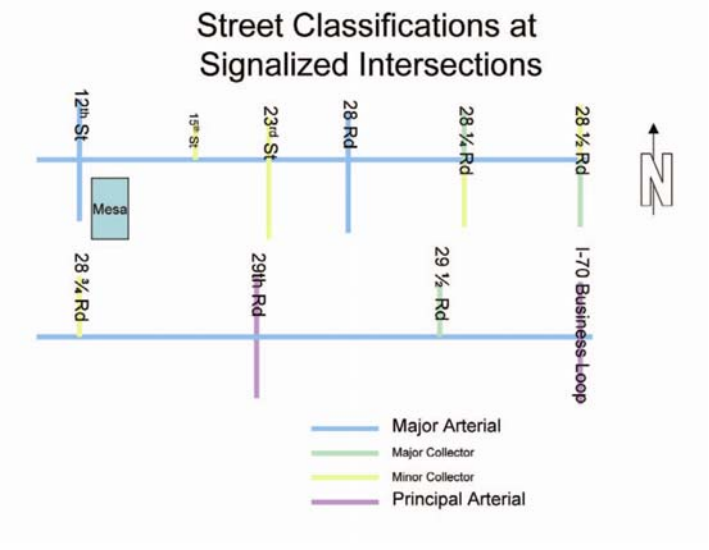
32.12.030 Opportunities.



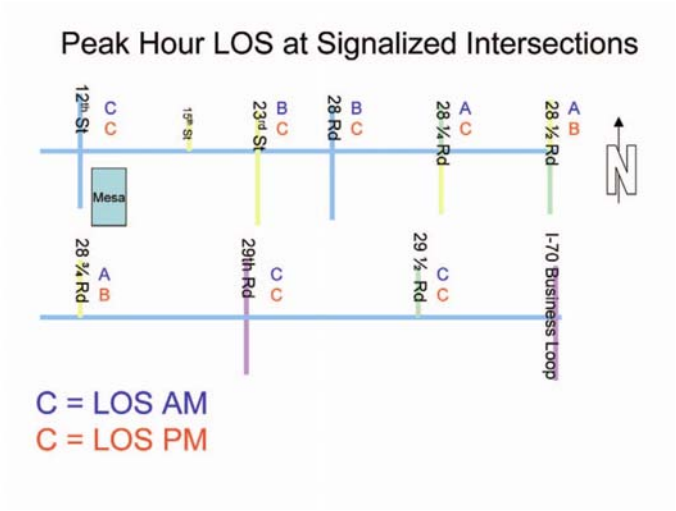
(Res. 174-07 (Exh. A), 12-3-07)

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.



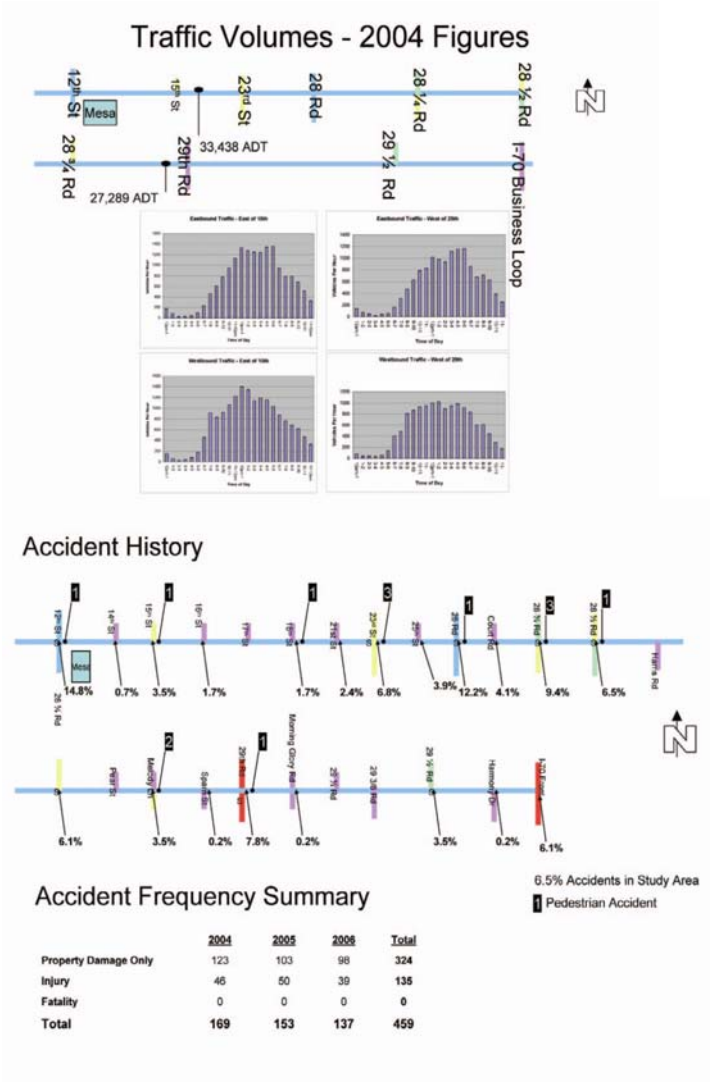
(b) To determine how efficiently and effectively the existing roadway network accommodates the existing traffic volumes, all of the signalized intersections were analyzed by City staff. The results are shown as levels of service (LOS). Letters designate each level, from A to F. LOS A, B and C represent 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.



	2004	2005	2006	Total
Property Damage Only	123	103	98	324
Injury	46	50	39	135
Fatality	0	0	0	0
Total	169	153	137	459

(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.

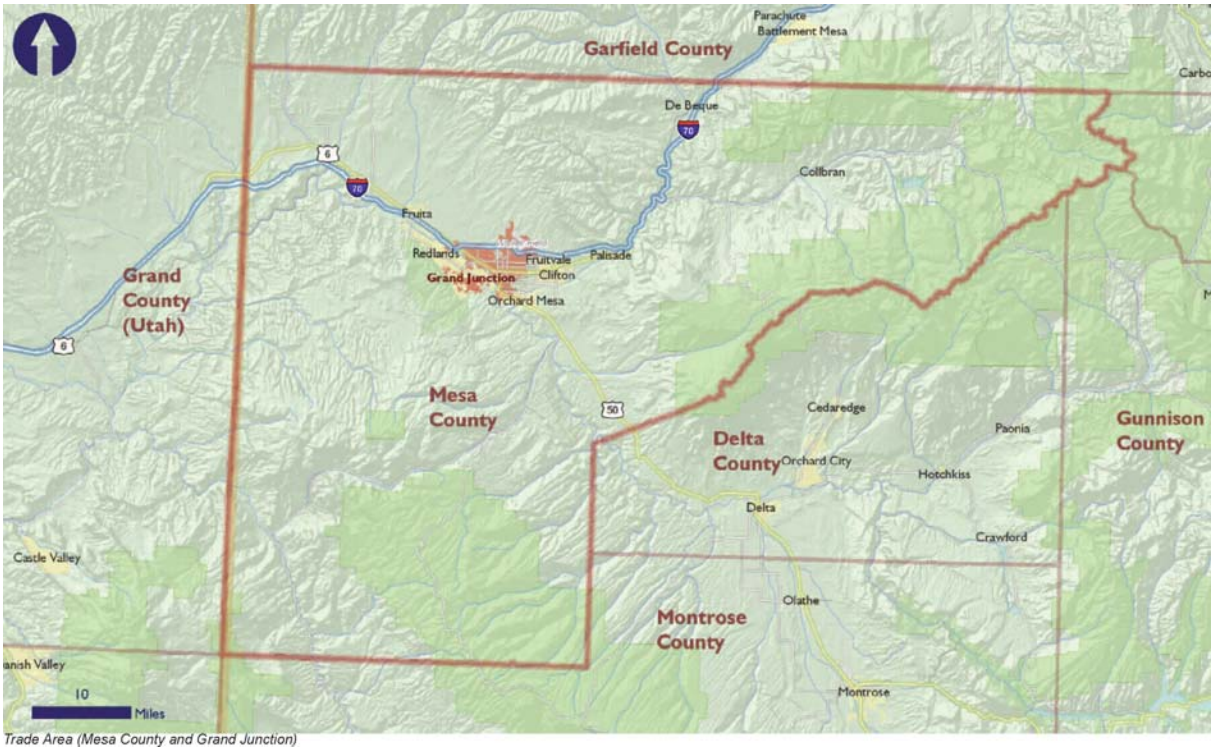
(3) Pedestrian- and bicycle-related improvements should be provided to facilitate safer passage both along and across North Avenue.

(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.



Trade Area (Mesa County and Grand Junction)

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.

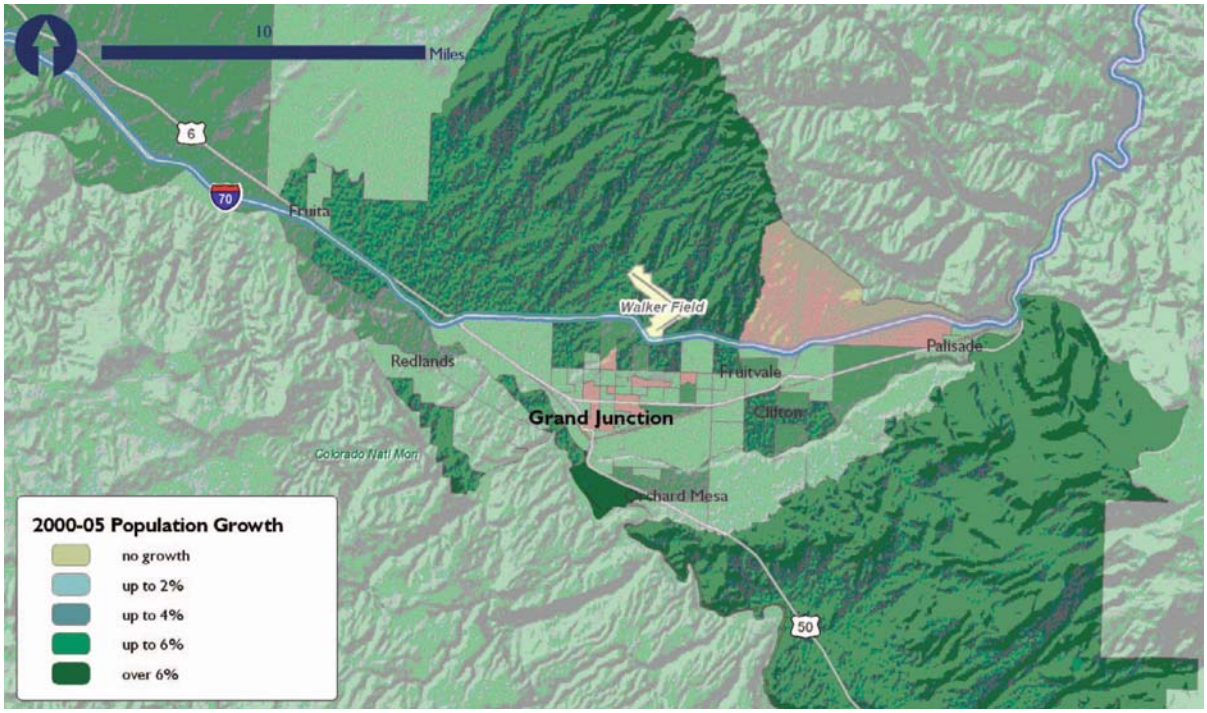
(h) Household and Population Characteristics. Demographic characteristics for Grand Junction Trade Area households are summarized in the tables below. Note that for this comparison, the North Avenue Area is defined as Grand Avenue to Orchard Avenue, 7th Street to 30 Road.

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 Colorado Mesa University (formerly 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%

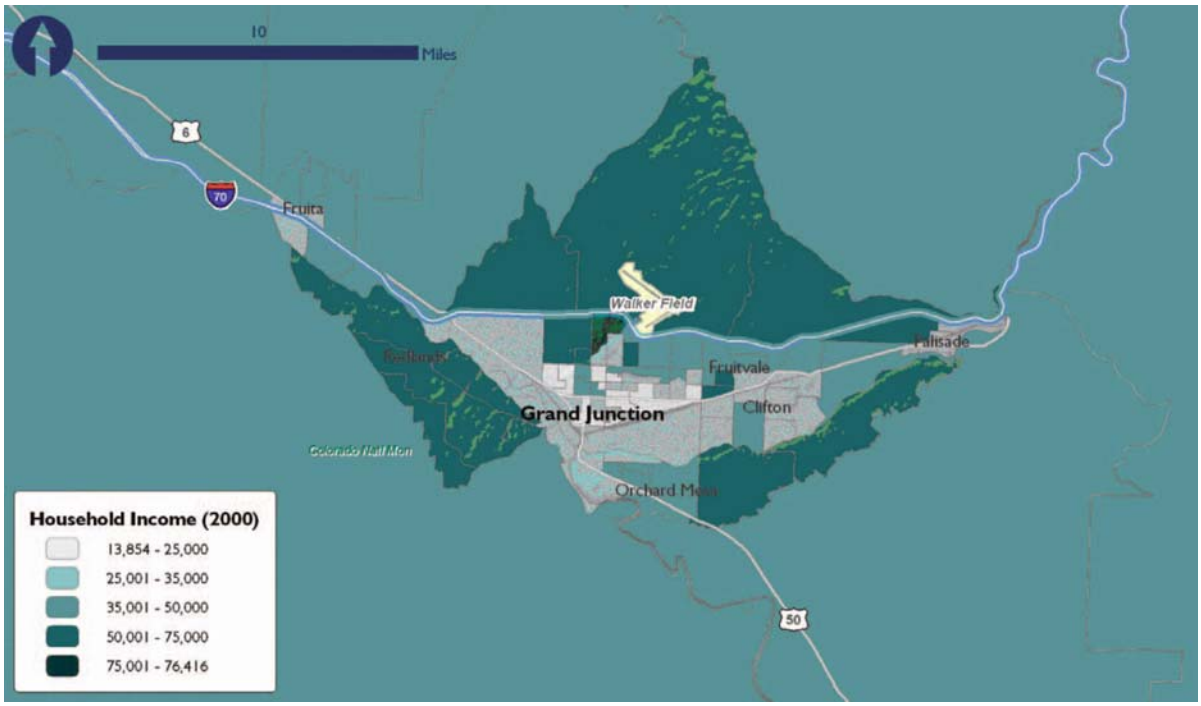
Education attainment in the North Avenue vicinity is somewhat lower than in the City overall, but more similar to the Countywide profile. Most (58 percent) of Grand Junction adult residents have attended at least some college, versus 64 percent Statewide.

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 Colorado Mesa University (formerly Mesa State College).

(Senate Bill 11-265, 6-6-11; 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
Totals			*100%*	*100%*	**5,987**	*31%*	*1,862*	*4,127*

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
Totals		*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
Totals		*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;

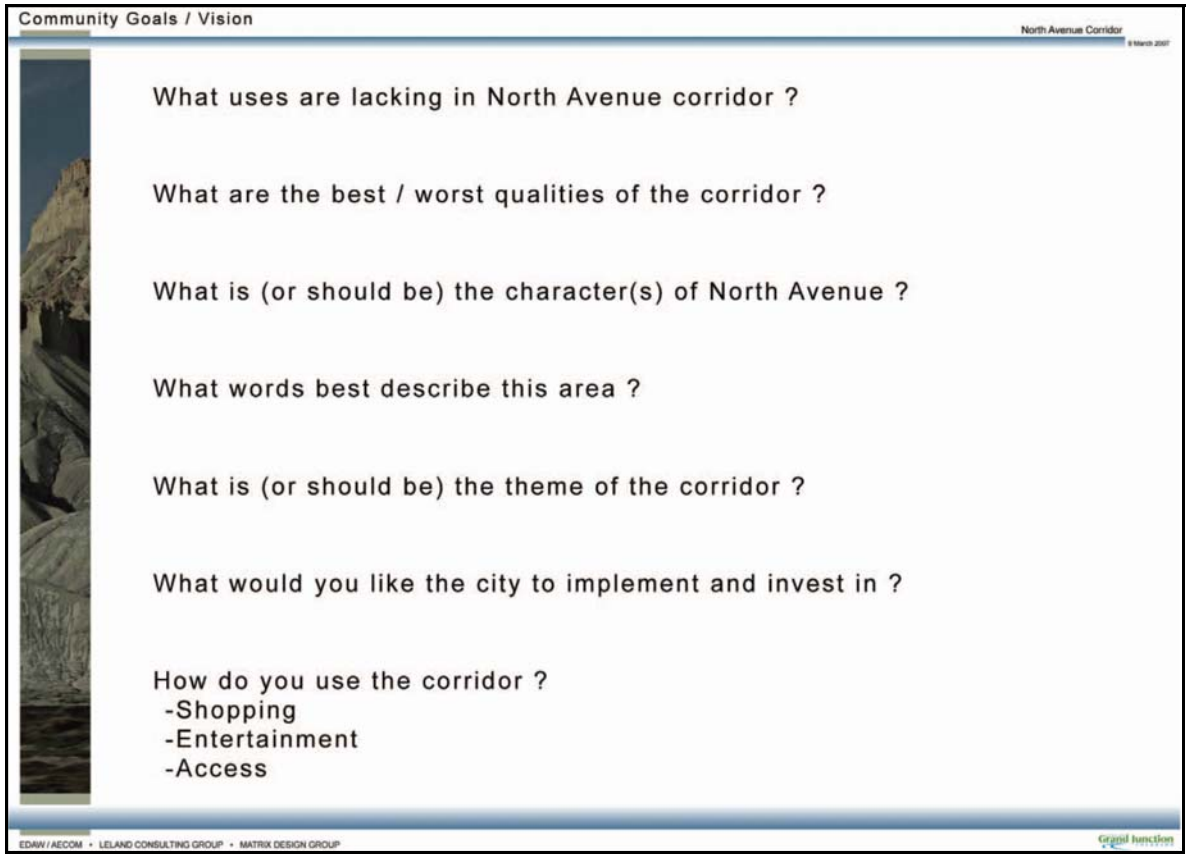
(iii) Visitors;

(iv) Shoppers.

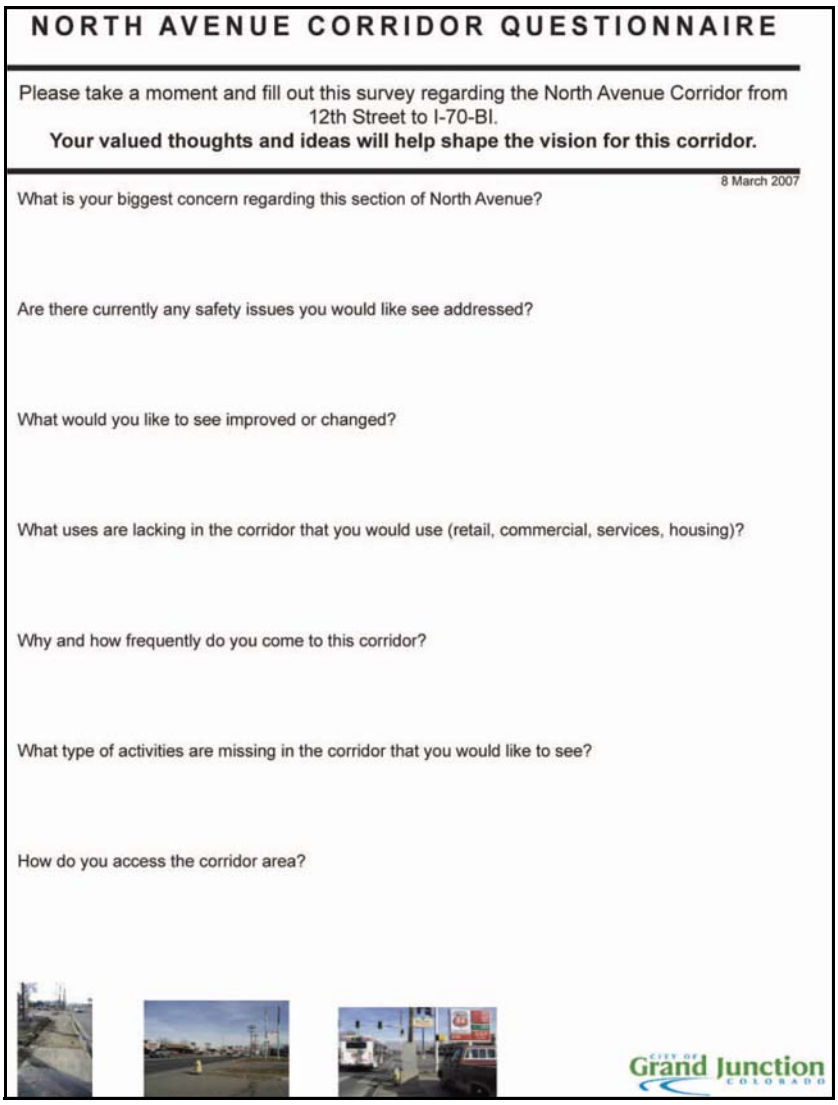
(Res. 174-07 (Exh. A), 12-3-07)

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.



(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:


NORTH AVENUE CORRIDOR QUESTIONNAIRE

Please take a moment and fill out this survey regarding the North Avenue Corridor from 12th Street to I-70-Bl.
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?

(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.



(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 Preferencing boards.
32.20.020 Additional public comment.

32.20.010 Preferencing 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.

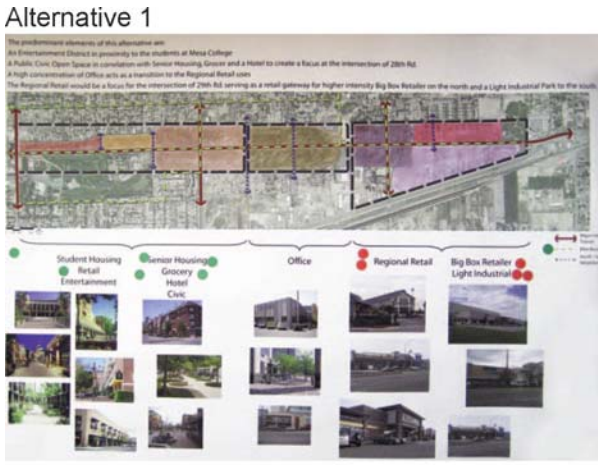
(a) **Alternative one** appeared to have greater preference of student housing, retail and entertainment district, as well as the senior housing and grocer. Districts not preferred in this alternative were the greater regional retail, big box and light industrial concepts.

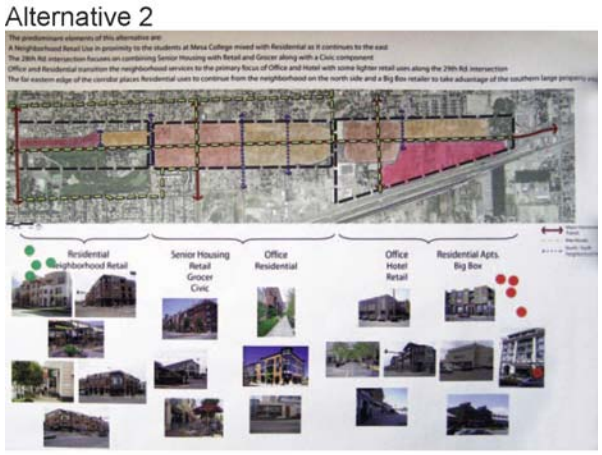
(b) **Alternative two** obtained greater preference for the more residential neighborhood and apartments rather than the larger big box and higher density apartments.

(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-

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:

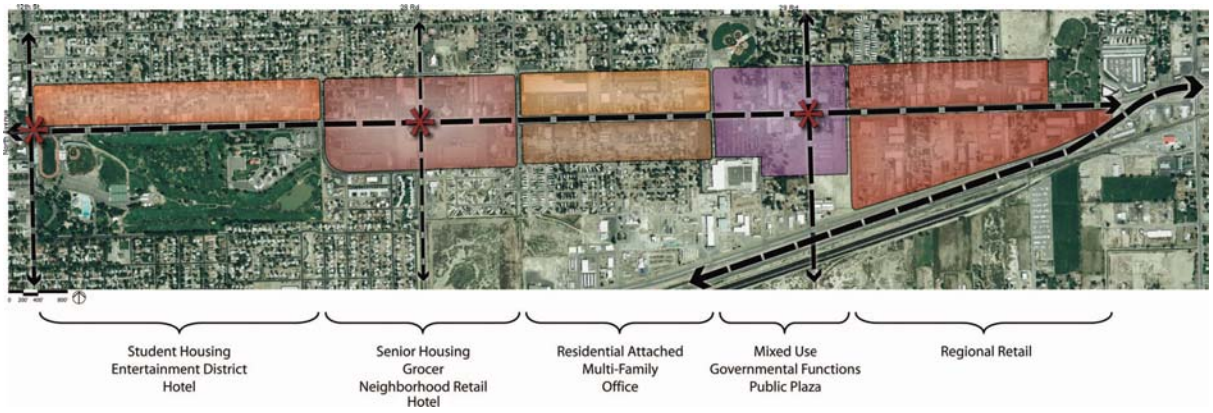
(a) A student and entertainment district in proximity to Mesa College would also provide student housing, after 5:00 p.m. activities and the opportunity for a quality hotel to serve the area.

(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.

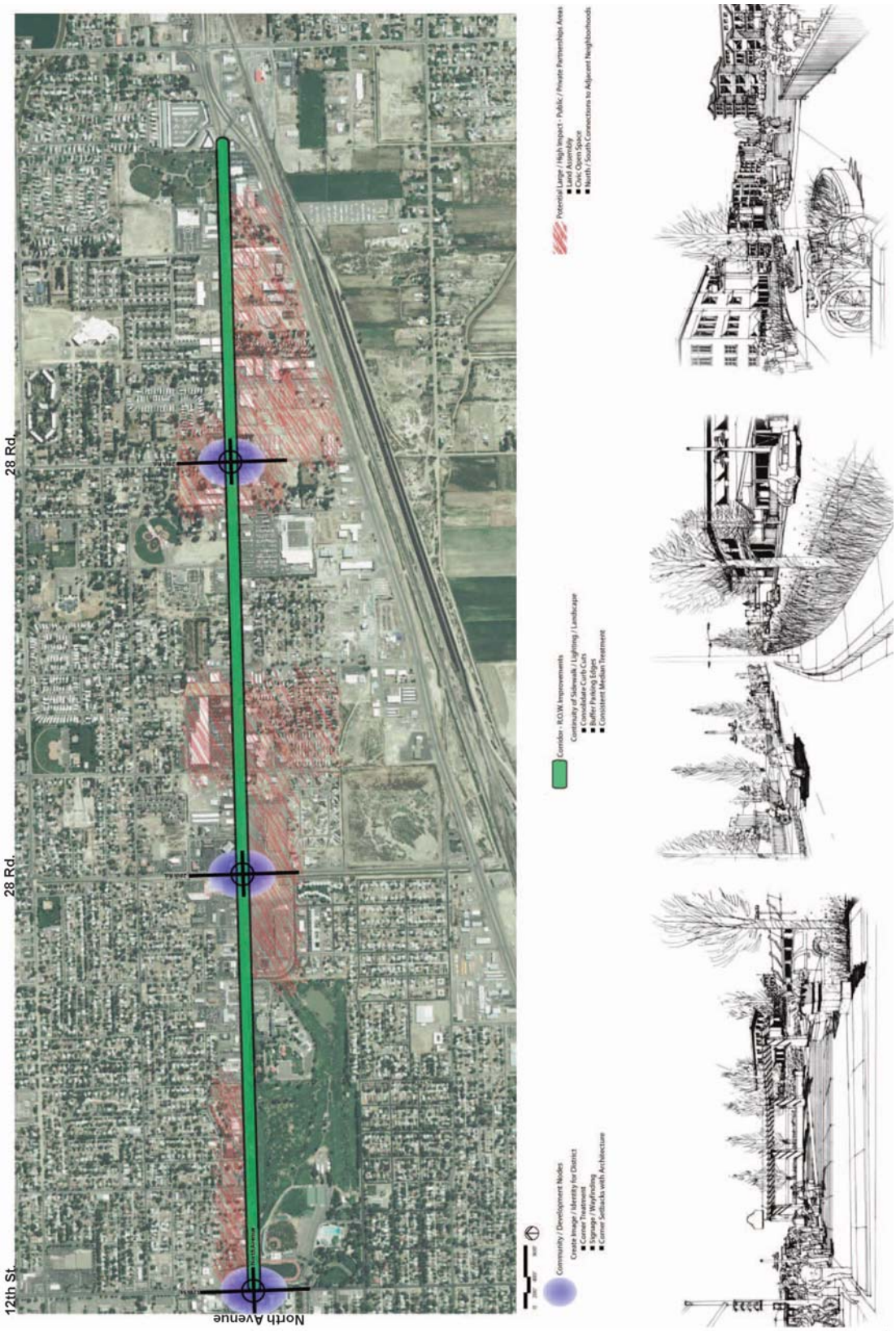
Median cuts and numerous parking lot accesses will be consolidated. Traffic level of service and access will not be impacted.

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.

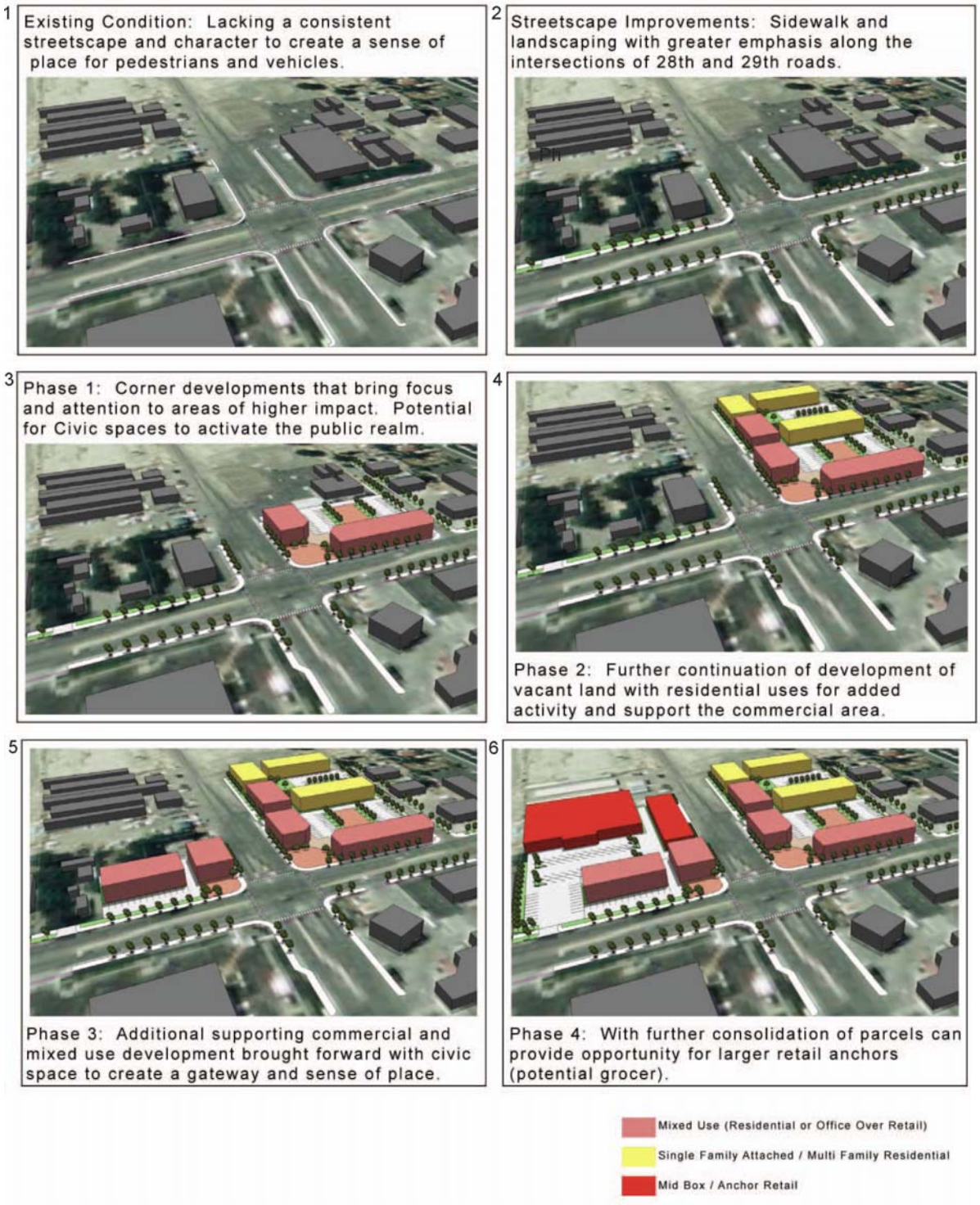


(Res. 174-07 (Exh. A), 12-3-07)

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:



(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.

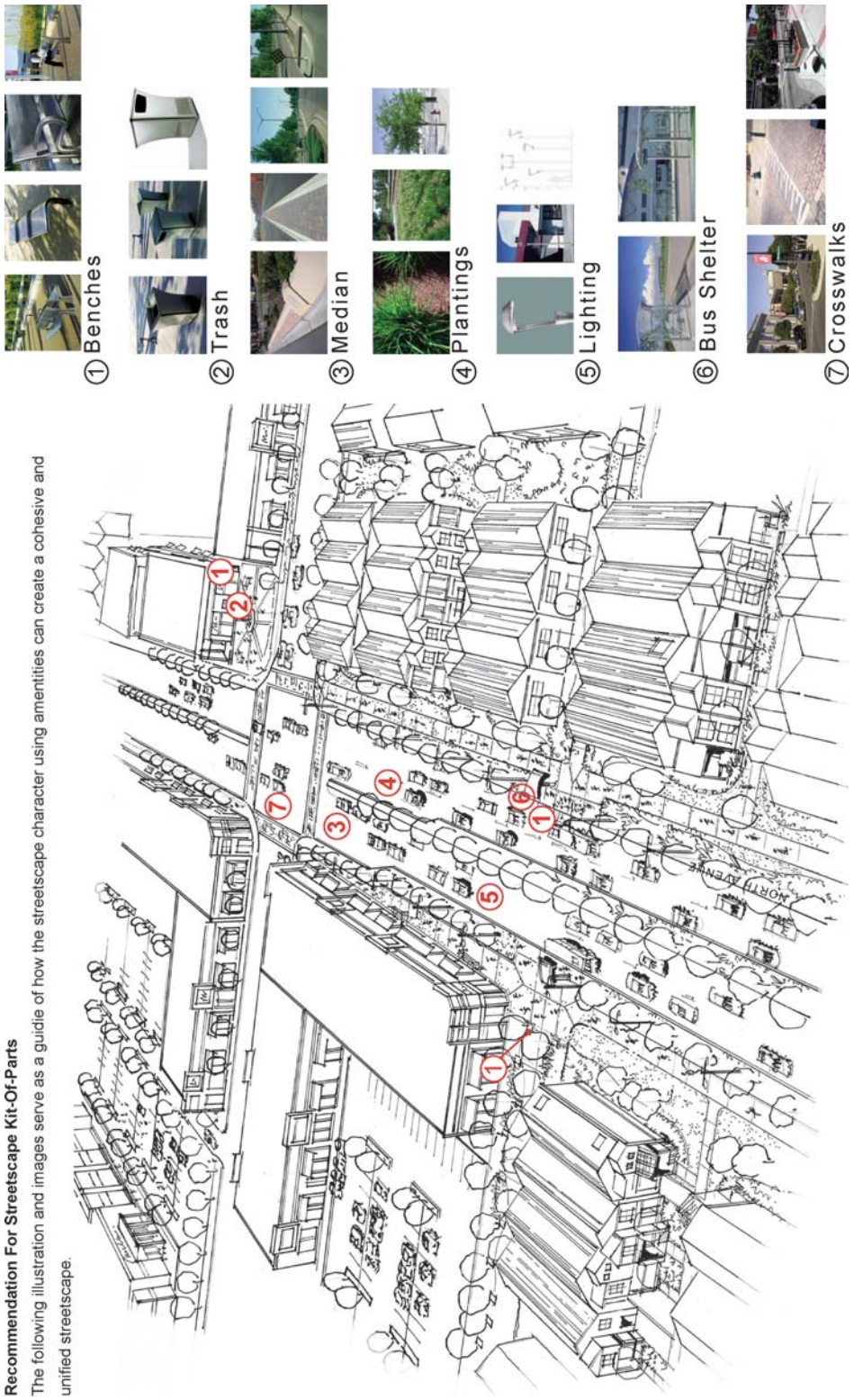
(c) Signalized intersections typically have marked crosswalks, Walk/Don't Walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The study corridor currently has nine signalized intersections. Most of these 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.



(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.

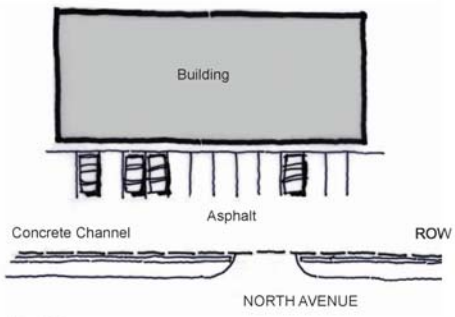
An alternative would be to provide a covered pipe to convey this drainage. This proves less advantageous relative to cost, construction caused delays to traffic and the loss of utilizing this runoff for future plantings.



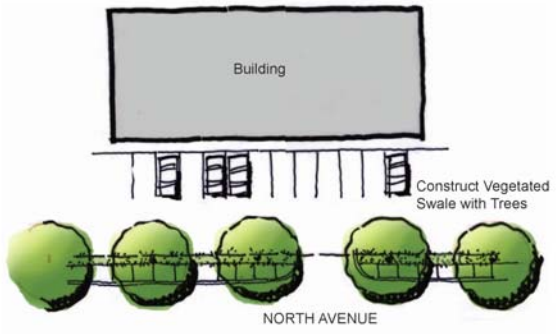




Existing Condition

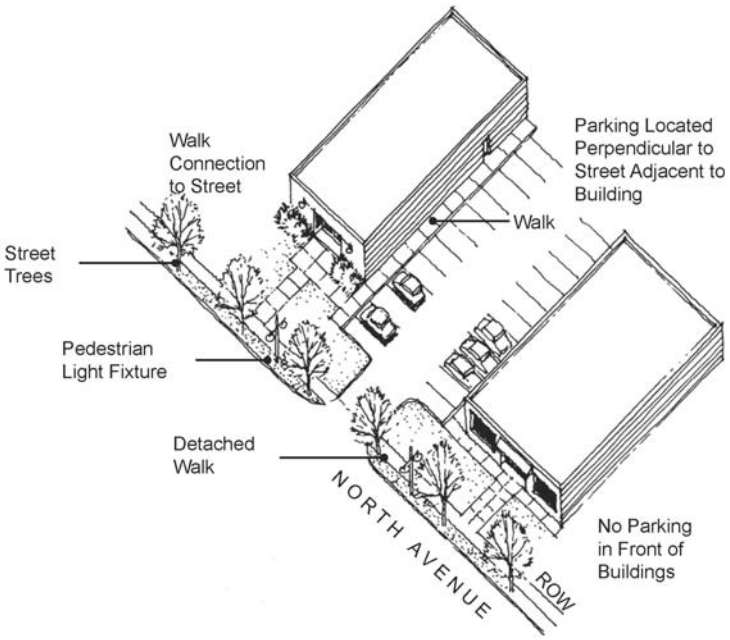


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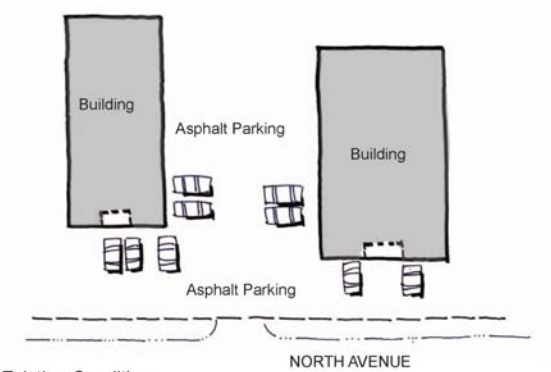


Proposed Condition

(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.



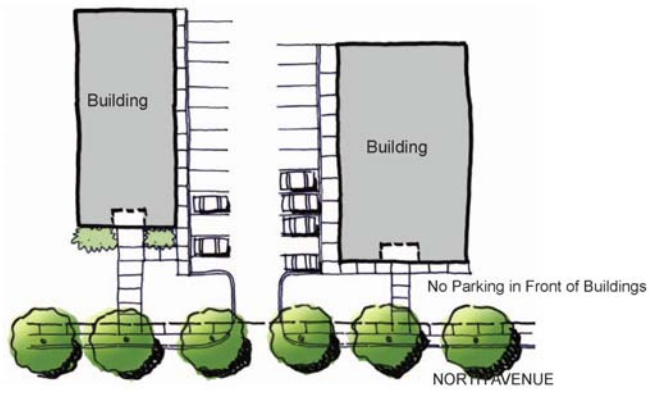




Existing Condition



Existing Condition



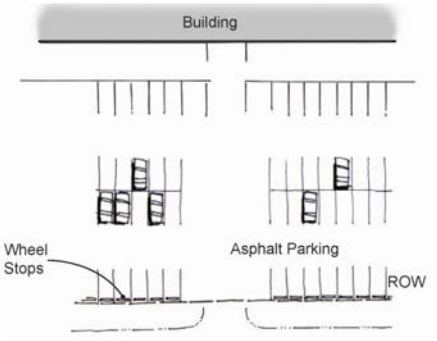
Proposed Condition

(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.

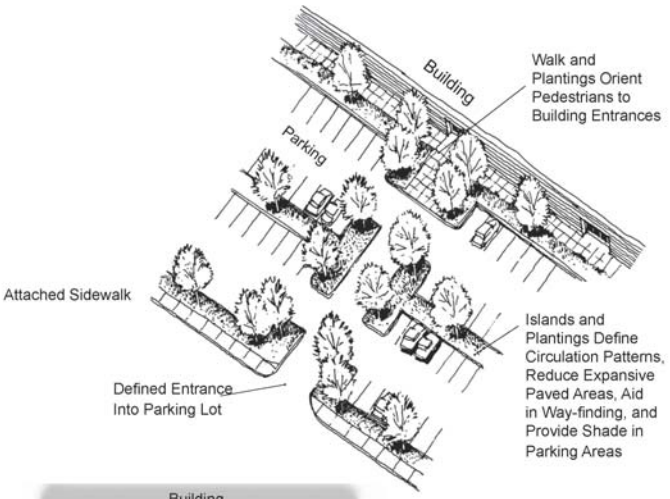


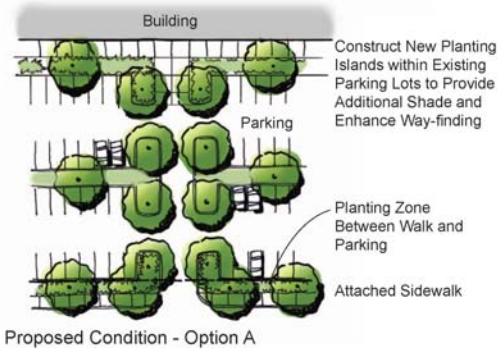


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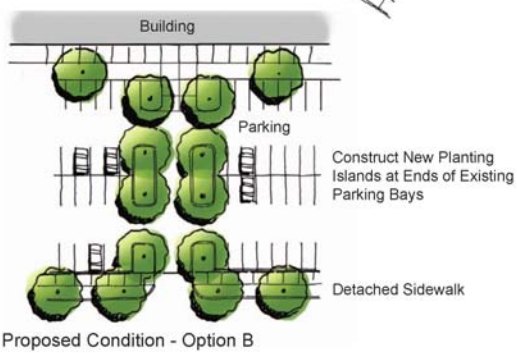


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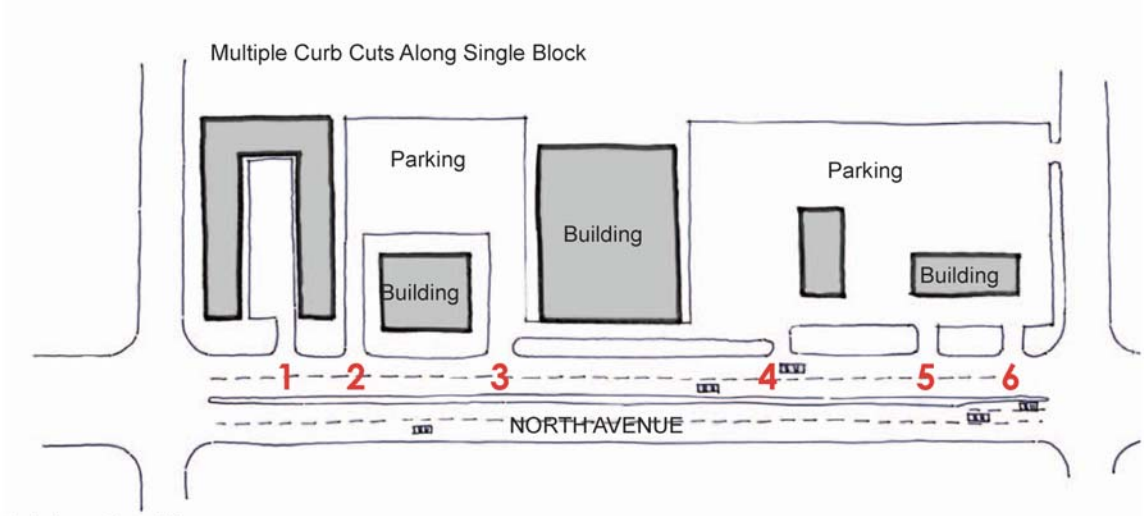


Proposed Condition - Option A

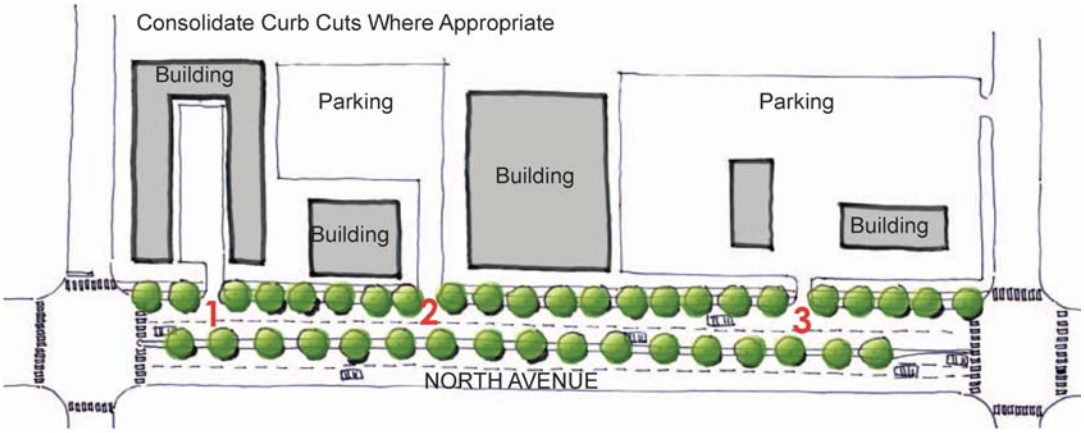


Proposed Condition - Option B

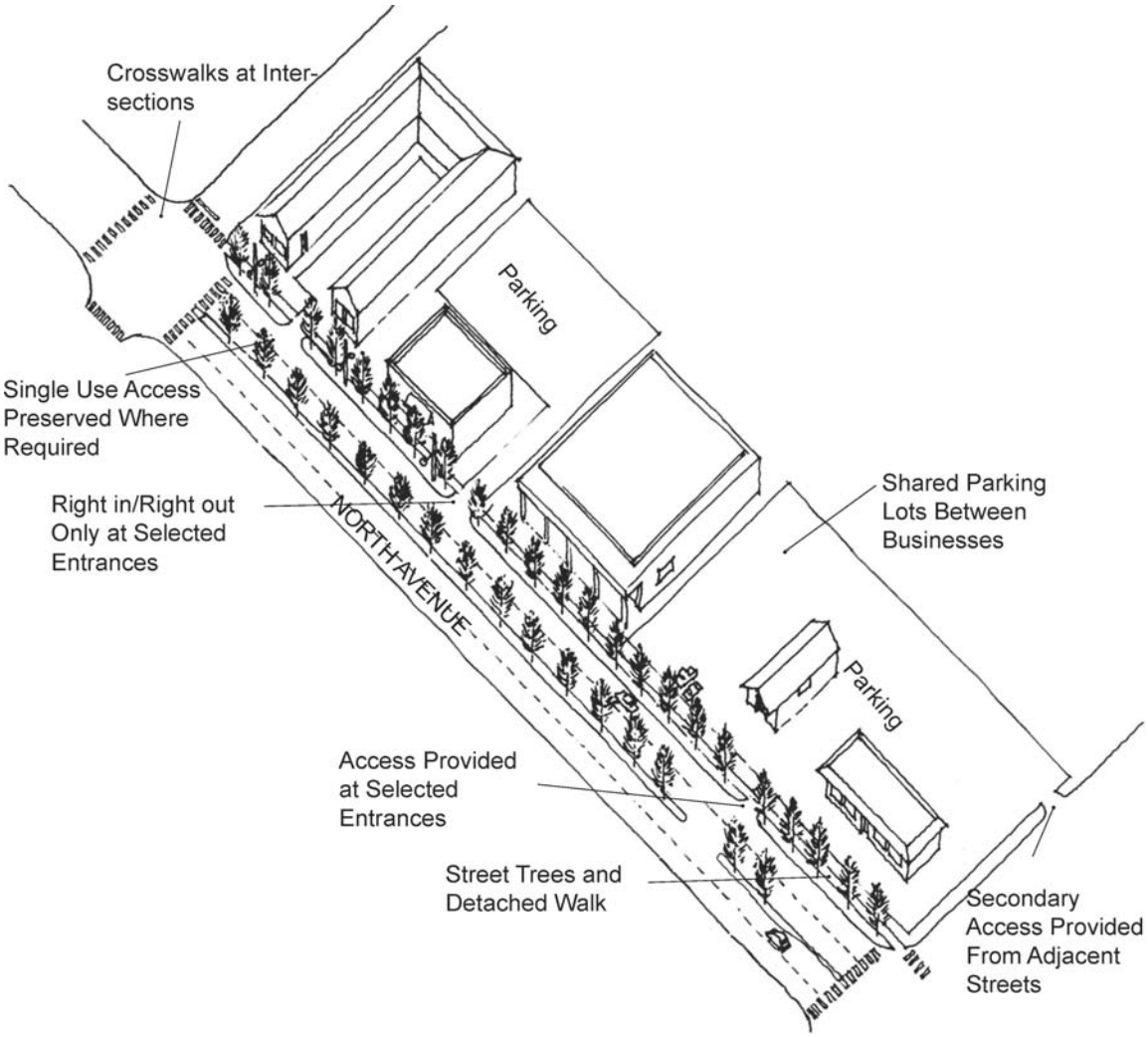
(d) Curb Cut Consolidation. Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating 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.



Existing Condition



Proposed Condition



(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



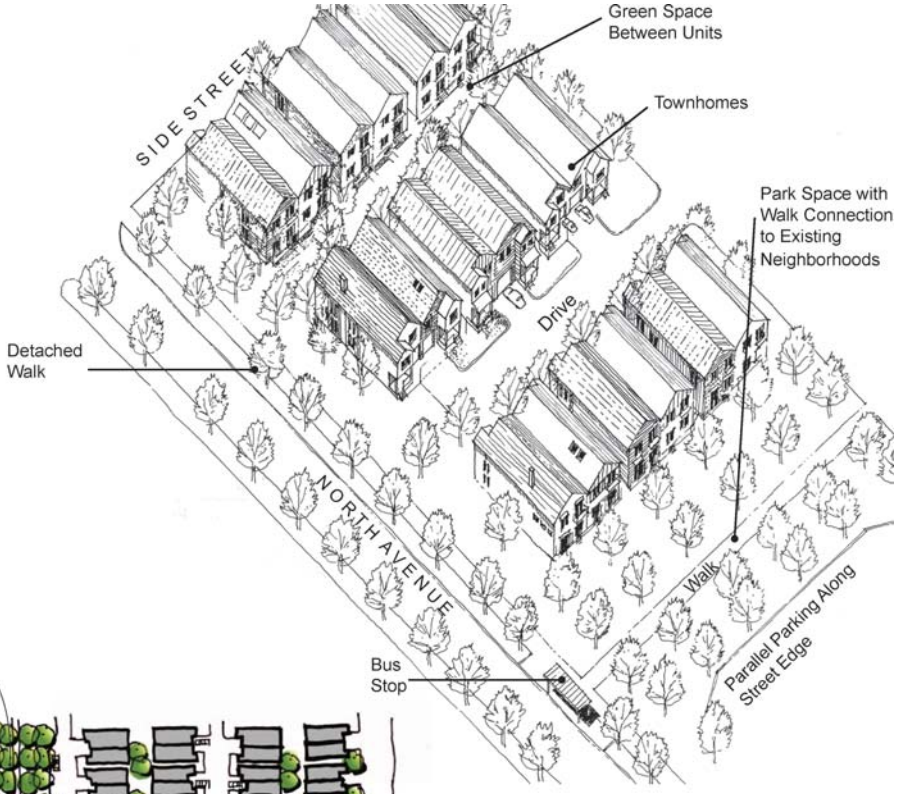
Florence Square - Aurora, CO



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.



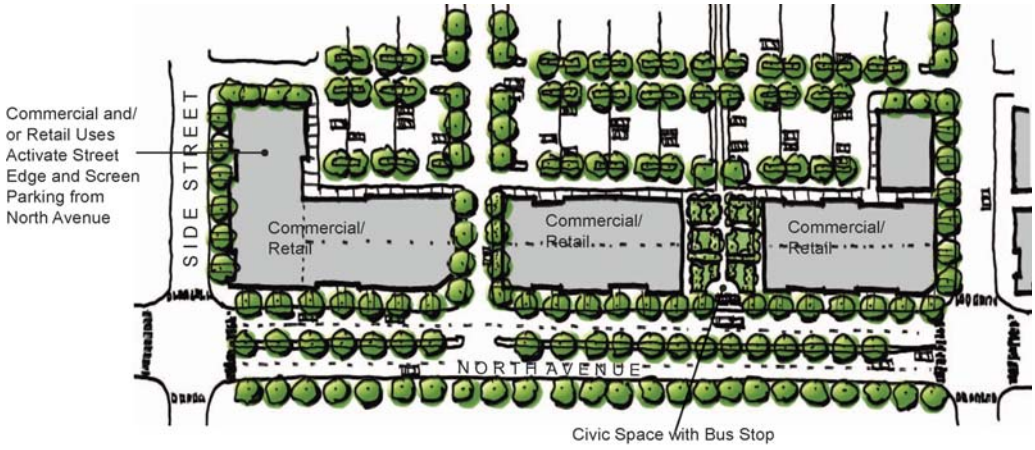
Stapleton - Denver, CO

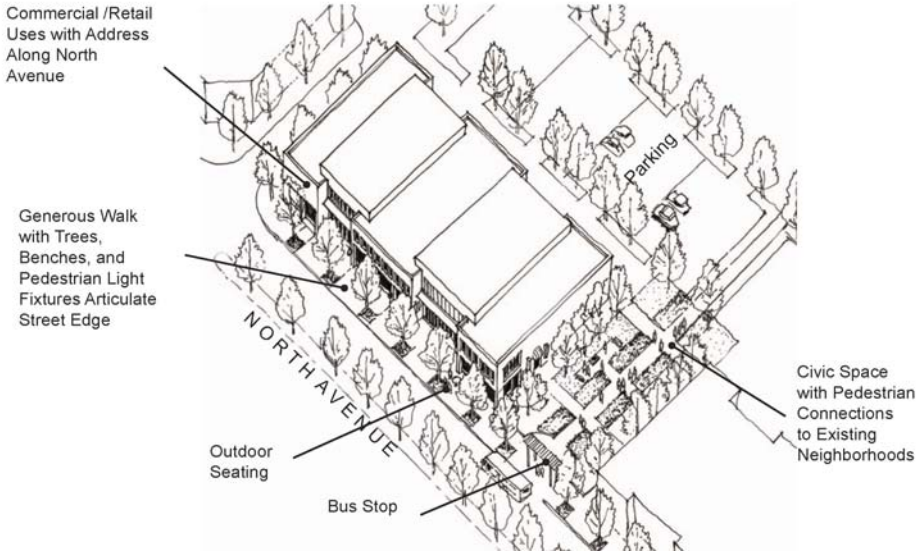


Charlottesville, VA



Longmont, CO

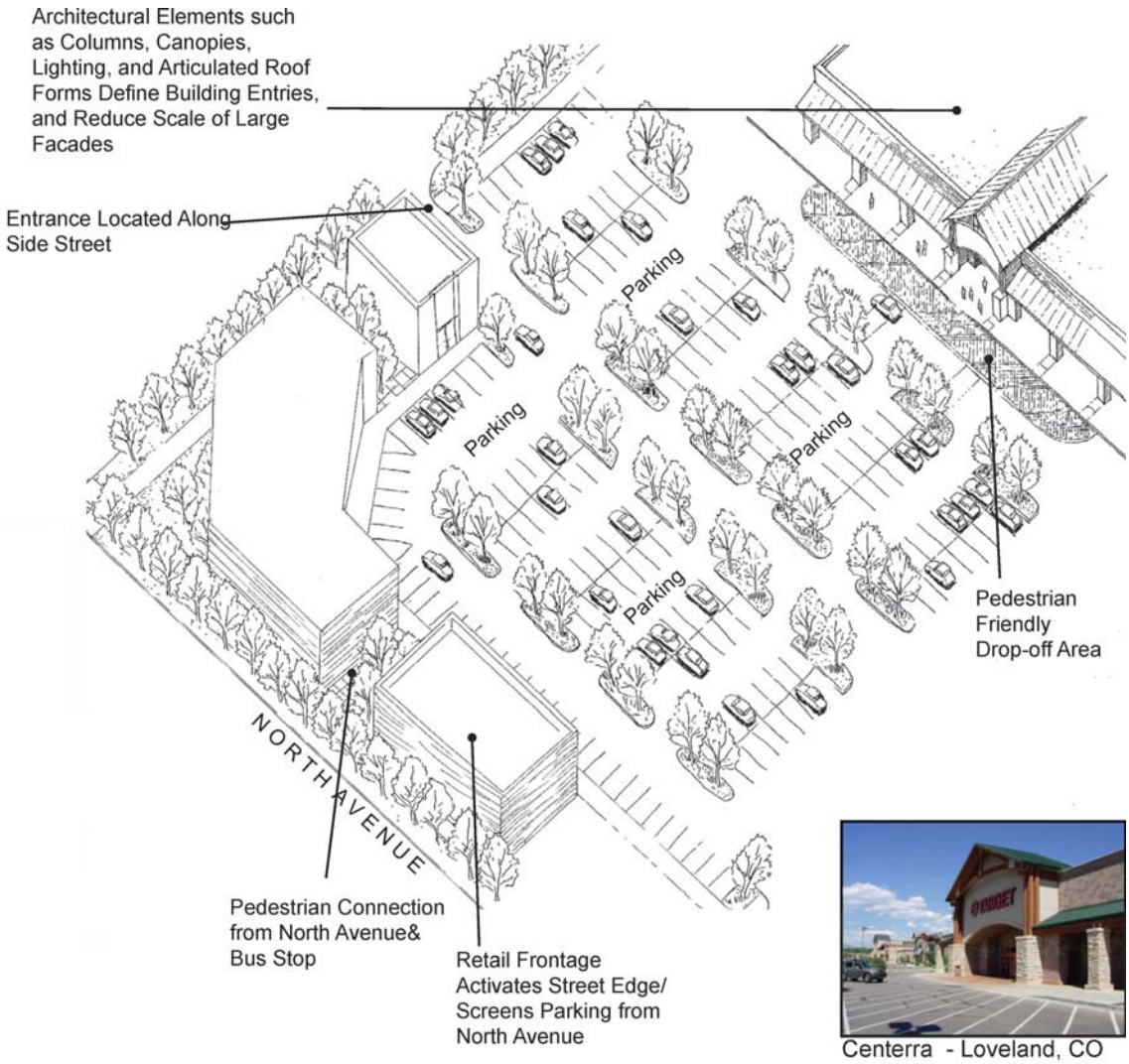




(c) Regional Store. New regional store developments, proposed as infill projects, along North Avenue can be designed to minimize the impacts of large expanses of asphalt parking. This can be accomplished by locating retail stores at the edge of North Avenue, which activates the street edge, and screens 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.



Super Store With Neighborhood Retail Along Street



Centerra - Loveland, CO


Mulberry Crossing - Fort Collins, CO



Centerra - Loveland, CO

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

32.24.080 Signage.

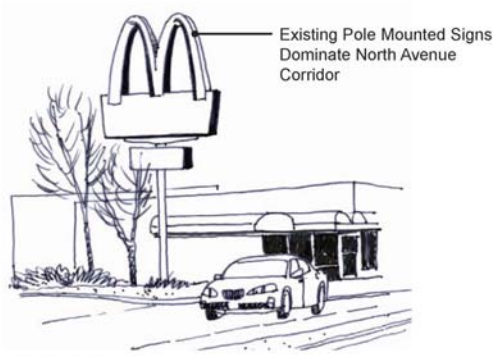
Improvements to signage along North Avenue can be accomplished by minimizing the quantity of pole-mounted signs and replacing them with monument signs. This will aid in reducing the visual clutter of the pole-mounted signs, and also provide an opportunity for street trees to be planted. Because monument 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.

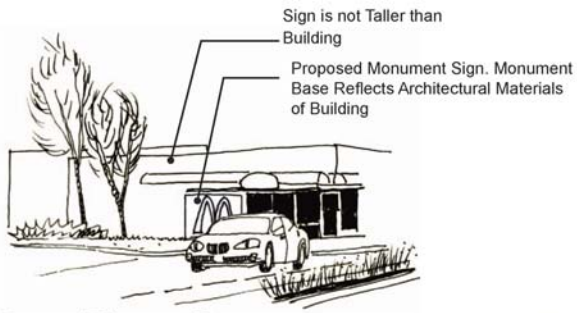


Existing Pole Sign

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

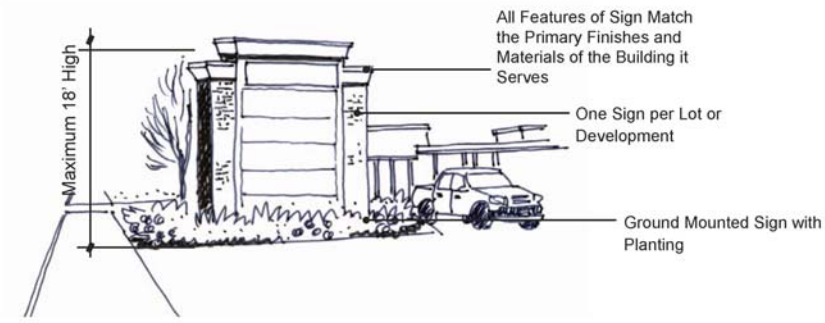


Existing Pole Sign



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 Secondary – 32 SF	Primary – 1 Secondary – 1	Primary – 10 ft. 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 free-standing.)

(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 curbline 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	• Central GJ losing ground to fringe for commercial development • Retail and commercial uses too spread out – lacking critical mass	• 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	• Central GJ losing ground to fringe for commercial development • Retail and commercial uses too spread out – lacking critical mass
Strategies	• 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	• 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	• 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	• Fragmented ownership/difficulty in assembly • Unsupportable land costs		
Strategies	• 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		• Problem is less severe near logical development node – probably can use traditional land assembly

Physical

	West	Central	East
Barriers	• 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	• 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	• Over-zoned for commercial – limiting development of housing		
Strategies	• 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		

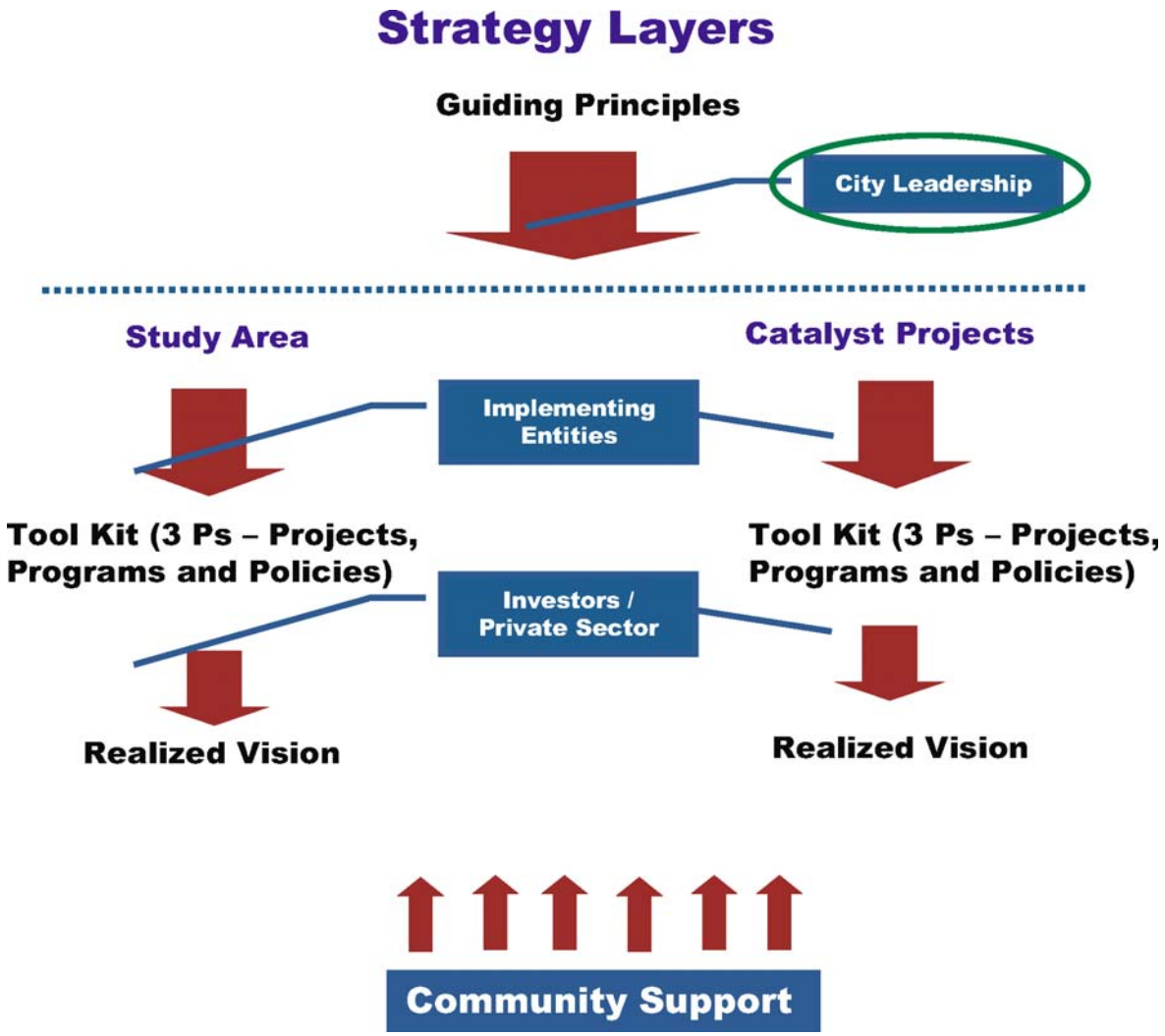
Political

	West	Central	East
Barriers	• Lack of committed “cheerleader” • Limited examples of creative financing strategies (lack of catalyst/demonstration projects) • Homeless shelter is a deterrent to redevelopment		
Strategies	• 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	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

(c) Implementation Framework.



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

Division II. North Avenue West Corridor Plan

2011

North Avenue West Corridor Plan

(12th Street west to I-70B)



City of Grand Junction Colorado
Comprehensive Plan
North Avenue West Corridor Plan

Chapter 32.28

EXECUTIVE SUMMARY

Sections:
32.28.010 Executive summary.

32.28.010 Executive summary.

The planning for the North Avenue West Corridor Plan is an offshoot of a larger effort to address planning issues throughout the North Avenue Corridor. Over the years North Avenue has lost a significant amount of business to relocations to the west side of the City, and the recent recession has resulted in many business closures. These changes present the City with an opportunity to bring together City planners, residents, and business owners to examine ways to encourage redevelopment along the corridor and envision what the future might look like along North Avenue.

In 2007, the City Council adopted the North Avenue Corridor Plan for the area from 12th Street east to the I-70 Business Loop. This North Avenue West Corridor Plan addresses the area from 12th Street west to I-70B. Once both plans have been adopted, implementation of these plans will include creating an overlay district for the entire corridor that establishes a street cross-section and landscape standards. Over time as redevelopment and new development occur in the corridor, North Avenue will begin to transform into the long-range vision outlined in these plans.

The North Avenue West Corridor Plan envisions North Avenue between 12th Street and west to I-70B as a mix of retail, office, commercial and residential uses that will provide services for the student population of both high school and college students, and provide mobility for pedestrians, bicyclists, and transit riders.The vision for this area includes safety, enhanced aesthetics, and a “sense of place.” It will be a neighborhood that attracts residents and students with entertainment, educational opportunities, and public activity areas.

This plan divides the corridor from 12th Street west into three “districts.” The first would be Automotive Sales and Service from I-70B to First Street. The second “district” is the Sherwood Park Mixed-Use District from 1st Street to 5th Street, and the third would be the Educational/Student Commercial and Entertainment District from 5th to 12th Streets.

In order to accomplish these goals, much discussion took place about the elements of the street that would contribute to creating a “sense of place” as well as other guiding principles of safety, aesthetics and minimizing neighborhood impacts. These elements consist of consolidating existing curb cuts and parking lots, adding sidewalks and planting, and adding pedestrian-scale street lights, trees, signs, benches and other outdoor spaces to bring people back into the corridor.

The public process for this plan was as inclusive as possible, involving focus groups with residents, businesses, and Colorado Mesa University personnel and students, who were asked to fill out a questionnaire. This was followed by an open house and questionnaire for the public. The second public open house introduced concepts and design elements and asked for comments. Six options for street cross-sections were developed and presented to the public for input, and an online survey was made available that was promoted to all previous open house attendees and the public at large through the media and the City’s website and social media sites. There were 351 people who filled out the online survey.

Of the six street cross-sections the first option was the most inexpensive option of just restriping the street with a five-foot-wide bike lane. The other five options all included adding 10 feet of right-of-way on either side of the street. Options 2 and 5 did not include bike lanes. Options 3, 4, and 6 included varying widths of sidewalk, buffer areas, and bike lanes.

Support was strongest for Options 3 and 4, which both included the 10 additional feet of right-of-way on each side of the street, eight-foot detached sidewalks, buffer areas and a bike lane.

From the comments received on the online survey, residents and business owners alike are concerned about the future of North Avenue, and wish to see it restored as a place which attracts people and businesses, and remains a vital part of our community and contributes to our local economy. These plans and the adoption of a unified street cross-section and design standards will enable North Avenue to grow and change in the future, and remain a viable, vibrant part of our community.

(Ord. 4486, 11-2-11)

Chapter 32.32

PLANNING BOUNDARY

Sections:
32.32.010 Why plan North Avenue?

32.32.010 Why plan North Avenue?

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 in the City Center area of Grand Junction, in proximity to many great assets and amenities such as Stocker Stadium and Lincoln Park, Colorado Mesa University (previously known as Mesa State College) and a wide range of community services, hospitals, and easy access to downtown.

Until the 1990s, North Avenue was the primary retail tax generator for the City of Grand Junction. However, over the last few years the area 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. With business pulled to these new commercial centers, North Avenue has an opportunity to reestablish itself by creating a unique community environment where people will come back to again and again.

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, residential and civic components to establish a distinctive and thriving sense of place and character. This will provide, as supplement to downtown, a historically rich active neighborhood with a focus on educational opportunities, employment, entertainment and mixed use.

Questionnaire Question #3

The Grand Junction Comprehensive Plan has identified this area as a mixed use center. What land uses are lacking that you would use?

Survey Responses:

- Restaurants = 61%
- Professional Services = 25%
- Retail = 36%
- Housing = 23%
- Other = 20%
- None = 16%

(Note: multiple answers were received)

The Planning Area runs from I-70 Business Loop on the west to 12th Street on the east. It includes one or more blocks north and south of North Avenue for the northern and southern boundaries (see map below).





In 2007, the City of Grand Junction completed and adopted "The North Avenue Corridor Plan," a corridor plan for the North Avenue area east of 12th Street to I-70 Business Loop. The North Avenue West Corridor Plan for that area west of 12th Street continues the planning effort for North Avenue. This plan incorporates many of the 2007 North Avenue Corridor Plan elements, while acknowledging and enhancing the unique features of the west end of North Avenue such as its proximity to Colorado Mesa University, the historic downtown neighborhood and the Sherwood Park neighborhood, an early suburban growth area of the city. Both plans look far into the future, over the next 25 years, the time horizon established by the City's Comprehensive Plan.

In all long range planning, the collective ideas of many people will launch the community into the future in a way that will be meaningful and successful. The vision, guiding principles, and the street cross-section were shaped through public participation. Key elements of the process included public questionnaires, open houses, focus groups, a technical advisory committee and an online survey taken by over 350 people.

"North Avenue improvements are much needed to upgrade old conditions. It's important that North Avenue remains a vital business center for growth." - Online Survey Comment

(Ord. 4486, 11-2-11)

Chapter 32.36

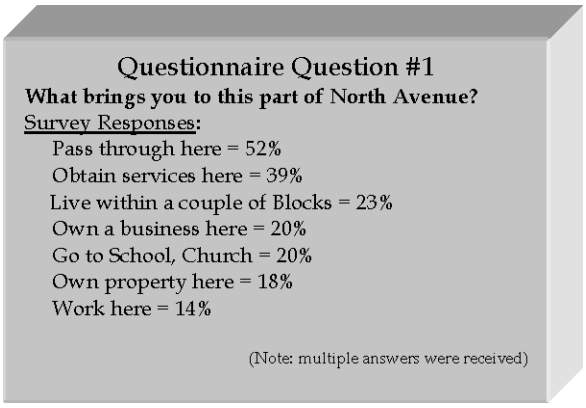
NORTH AVENUE WEST CORRIDOR PLAN VISION

Sections:

32.36.010 North Avenue West Corridor Plan vision.

32.36.010 North Avenue West Corridor Plan vision.

We are planning North Avenue for people and places, a crossroads of Grand Junction, a corridor to the City Center (see graphic on following page). A place where higher education facilities connect with medical facilities, downtown, sports facilities, historic neighborhoods, existing and future residential neighborhoods, regional retail and employment opportunities.



The North Avenue corridor is suffering with a higher vacancy rate, nearly double than the rest of the City combined. Major vacancies have occurred in the Eastgate and Teller Arms shopping centers in the recent past, both of which are located east of 12th Street outside of this planning area, but no less affect the West Corridor Study area. It is certainly understandable that the entire North Avenue corridor must work together for sustainability and the future success of the corridor. Infrastructure needs to cross over both planning areas and must be planned together and either be the same or at the very least complement each other.

The North Avenue West Corridor Plan includes an overall strategy to revitalize the corridor and support its continued growth in order to promote the future development of retail, commercial, office, entertainment and residential opportunities in the corridor. Specific strategies for the implementation of improvements have been identified and include the following:

(a) Create services at the neighborhood level and for the student population;

(b) Improve mobility for pedestrians, bicyclists and transit riders; and

(c) Create a significant “neighborhood” of residential, retail, commercial, entertainment, educational and public activity areas.

(d) Designing the Public Realm. Develop guidelines for design that answer the questions:

  (1) What is the appropriate setback related to the public right-of-way?

  (2) What should happen between the street curb and the front of the building?

    (i) What is appropriate landscaping? Should it be a combination of landscaping and hardscape?

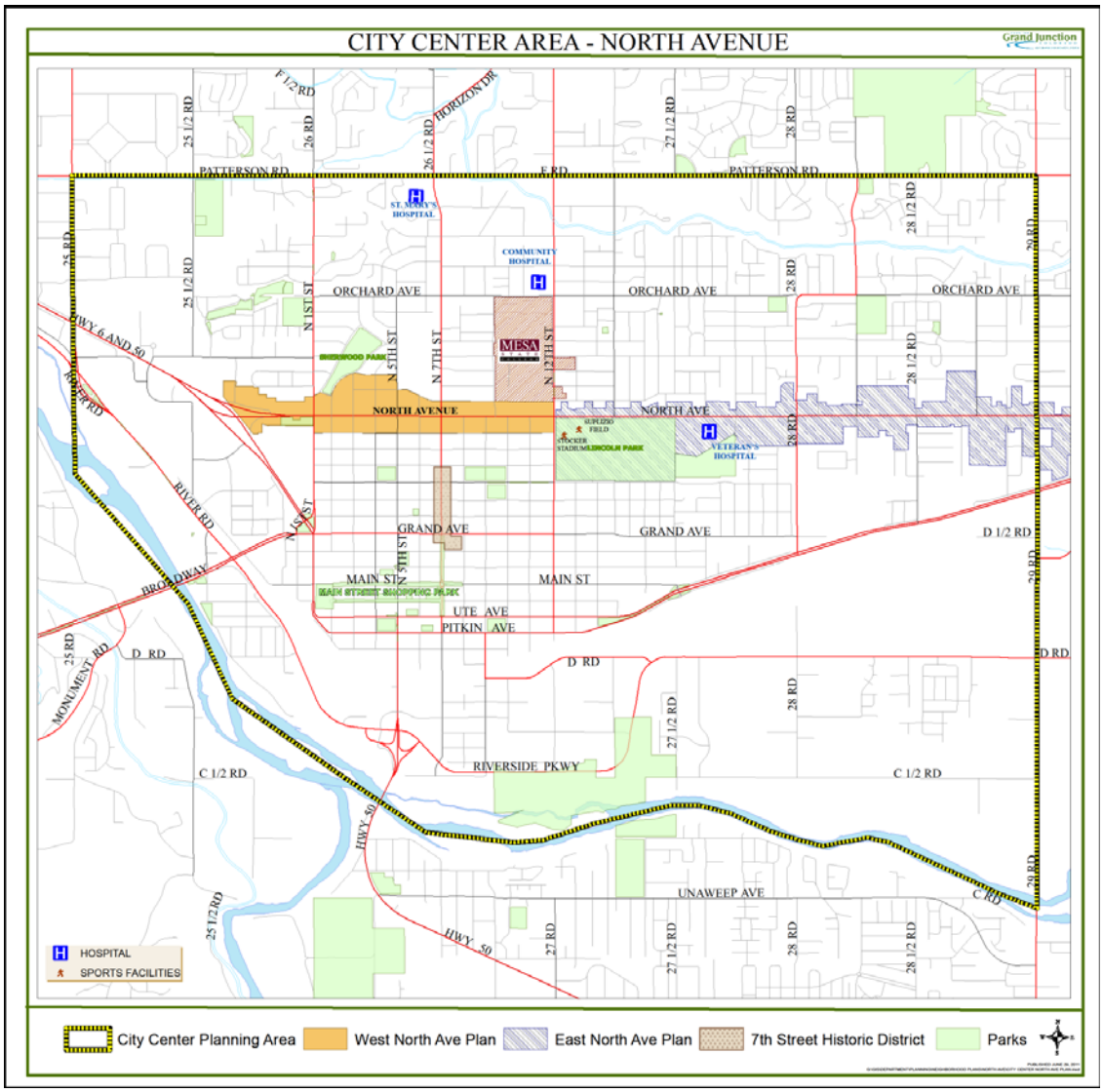
    (ii) Pedestrian amenities: what should they include?

  (3) Where should parking be located? How should it be accessed from the building(s)?

  (4) What is the function of public streets?

    (i) What role do alleys and neighborhood streets play in traffic circulation?

    (ii) What is the functionality of North Avenue and how does that interface with the street edges?



(Ord. 4486, 11-2-11)

Chapter 32.40

GUIDING PRINCIPLES

Sections:
32.40.010 Guiding principles.
32.40.020 Safety.
32.40.030 Aesthetics.
32.40.040 Placemaking.
32.40.050 Neighborhood impacts.

32.40.010 Guiding principles.

From the focus group meetings held to the open houses attended, participants identified specific elements for each of the four guiding principles: safety, aesthetics, placemaking and neighborhood impacts.

(Ord. 4486, 11-2-11)

32.40.020 Safety.

Establishing a multi-modal approach by promoting pedestrian safety and key locations for pedestrian crossings; creating safe access routes for bicycles; constructing bus pull-outs and public stops for transit passengers and maintaining an efficient street for all motorized traffic.

(a) Safe pedestrian access on North Avenue Corridor, along and across the corridor. Key crossings include 1st, 3rd, 5th, 7th, 10th and 12th.

(b) Provide adequate lighting along the corridor.

(c) Provide access management by limiting the number of access points onto North Avenue and keep medians.

(d) Provide a safer environment for bicycle traffic.

(e) Provide bus pull-outs at transit stops.

(Ord. 4486, 11-2-11)

32.40.030 Aesthetics.

Creating standards that support the vision and corridor as a destination and a crossroads.

Create standards for:

(a) Landscaping;

(b) Signage;

(c) Way finding;

(d) Building architecture;

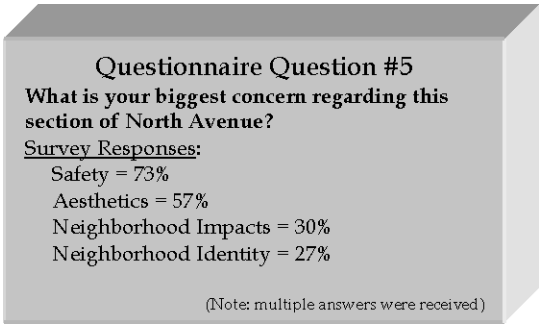
(e) Building location;

(f) Lighting;

(g) Entry features;

(h) Banners (pedestrian scale);

(i) Public spaces (medians, pocket parks and plazas).



(Ord. 4486, 11-2-11)

32.40.040 Placemaking.

Envisioning North Avenue holistically, a corridor that is a *destination* itself, not simply a street to travel through.

(a) Establish an entrance; you have arrived; slow down.

(b) Establish three subareas or districts and create a vision for each.

(1) Automotive Sales and Service District (I-70B to 1st Street).

(2) Sherwood Park Mixed Use District (1st Street to 5th Street).

(3) Educational/Student Commercial and Entertainment District (5th Street to 12th Street).

(c) Create parking areas. Locate parking to the rear of businesses.

(d) Encourage outdoor spaces/uses (i.e., outdoor seating, plazas).

(e) Create work/live opportunities (mixed use).

(f) Establish entertainment venues.

(g) There is a need for hotel(s).

(Ord. 4486, 11-2-11)

32.40.050 Neighborhood impacts.

Minimize impacts to existing neighborhoods as Neighborhood Centers are established on 3rd Street between North Avenue and Sherwood Park and in the vicinity of Colorado Mesa University. As future university expansion occurs west to 7th Street and subsequent university supportive development occurs north and south of North Avenue between 5th Street and 12th Street, mitigate potentially negative impacts on existing neighborhoods.

(a) Establish 3rd Street as a mixed use center (increase density and intensity) and tie to Sherwood Park.

(b) Allow for university expansion to 7th Street.

(c) Minimize traffic impacts to existing and future residential areas.

(d) Encourage the use of secondary streets for neighborhood traffic circulation and buffering from more intensive uses.





Area residents and business owners came to the April 20th Open House to view the proposed North Avenue West Corridor Plans and give comments.





(Ord. 4486, 11-2-11)

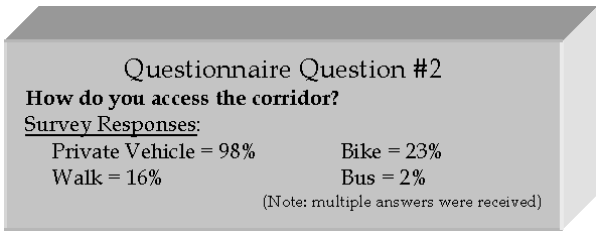
Chapter 32.44

REVITALIZING NORTH AVENUE

Sections:

32.44.010 Revitalizing North Avenue.
32.44.020 Existing pedestrian conditions.
32.44.030 Street cross-sections.
32.44.040 April 2011 open house results.
32.44.050 May – June 2011 online survey results.
32.44.060 Recommended street cross-section.

32.44.010 Revitalizing North Avenue.



The City of Grand Junction conducted a "windshield" survey of vacant commercial building space for the North Avenue Corridor in January 2011. Results show that the area has an 11.4 percent vacancy rate. The same survey showed a vacancy rate of 6.4 percent for the entire City.



Concentrated efforts in streetscape treatment, community identity, way finding, signage and architecture can help existing businesses and spur future business development of a corridor. Improving the streetscape would set a foundation that is enticing for new development and improve North Avenue as a destination.

For North Avenue west of 1st Street, the cross-section of the existing street is a highway with wide medians and frontage roads. Although pedestrian/bicycle access through this section of North Avenue is recommended, the street cross-section is much different than what should be recommended east of 1st Street. The width of right-of-way west of 1st Street is much greater.

Ultimately, the right-of-way width of North Avenue east of 1st Street needs to be 100 feet wide with 50 feet of half right-of-way expected from each side. Much of the street today is 80 feet in width except where new development occurred over the past 20 years and additional right-of-way was dedicated. The same is expected of future development as well. Having 100 feet of right-of-way will allow for ample streetscape improvements, revitalizing North Avenue into a corridor that is once again a destination for the community.





The pictures above (taken on Grand Ave.) show visually the amount of space that can be set aside for streetscape on North Avenue.

(Ord. 4486, 11-2-11)

32.44.020 Existing pedestrian conditions.

Existing sidewalk conditions along North Avenue range from narrow three-foot attached sidewalks to paved surfaces that are shared with parking areas to detached six-foot-wide sidewalks with a landscaped area between the curb and the sidewalk. North Avenue is a high pedestrian use corridor within the study area particularly between 5th Street and 12th Street with the influence of the student population during the day.



Attached to detached



Narrow 3-ft. sidewalk



Attached 4-ft. sidewalk







Wider detached sidewalk more comfortable for pedestrian use

(Ord. 4486, 11-2-11)

32.44.030 Street cross-sections.

During the planning process existing conditions were studied, six concepts were developed and studied and public comments sought. Public input on potential street cross-sections was received at the April 2011 open house and from an online survey conducted in May and June 2011. These six concepts (Option 1 through Option 6) are included in the appendix. Generally, the street sections focus on the following elements:

(a) Construct wider sidewalks – detached and/or attached; and/or

(b) Provide bike lanes on North Avenue by restriping existing pavement or widening pavement section; and/or

(c) Provide on-street parking by reconstructing the street within a wider right-of-way.

(Ord. 4486, 11-2-11)

32.44.040 April 2011 open house results.

What we heard at Open House.

Preferred Street Concepts

- Wide Detached Sidewalks
- Landscaping
- Bike Lanes
- Wide Vehicular Travel Lanes

The following table presents details of each of the six options. At the April 2011 open house, those in attendance were asked to identify their two favorite options. Options 2, 3 and 4 garnered the most support. Support for these three options placed strong emphasis on creating a corridor with wide detached sidewalks and landscaping; and gives good support for a bike lane on North Avenue, but also suggests that there are concerns with narrow vehicular travel lanes. The question needs to be asked, "Are 11-foot-wide lanes too narrow?" Clearly they are still wide enough to accommodate heavy truck traffic. They also help curb speed and slow traffic down.

Existing Conditions	**Option 1** (Restripe with bike lanes)	**Option 2** (Widen sidewalk/Add landscaping strip)	**Option 3** (Add bike lane and widen sidewalk/Add landscaping strip)	**Option 4** (Remove curb and widen street 3 ft./ Widen sidewalk/Add landscaping strip/Add bike lane)	**Option 5** (Remove curb and widen street 5 ft./Widen sidewalk/Add parking lane)	**Option 6** (Remove curb and widen street 8 ft./ Widen sidewalk/ Add bike lane/Add parking lane)

Based on citizen input from the open house, the preferred street cross-sections are Option 2 and Option 3 for the following reasons:

(a) Both options provide wider detached sidewalks.

(b) Both options provide landscaping.

(c) Both options are simpler to implement and can be completed in increments.

(d) The bike lane in Option 3 can be implemented in the future by restriping the pavement to add the bike lane. What is constructed beyond the curbs is the same for both options.

(Ord. 4486, 11-2-11)

32.44.050 May – June 2011 online survey results.

The City of Grand Junction conducted an online survey for 30 days between the months of May and June 2011. A total of 351 surveys were completed by the public. Using the same cross-sections introduced at the April open house, the survey focused on seeking input from the public regarding dedicated bike lanes, on-street parking, and just how wide the travel lanes, bike lanes and pedestrian areas along the corridor should be if they are desired.

Results from this survey indicate nearly three out of four responders said that bike lanes should be incorporated into the future design of North Avenue. However, creating parallel parking on North Avenue did not receive much support with 92 percent saying that it was a bad idea.

Do you think bike lanes are important to have along North Avenue?

	Responses	
Yes	260	74%
No	91	26%
Total	351	

The survey asked each person to identify their top two options for cross-sections for North Avenue. There were six options to choose from and descriptions along with the results of the survey are shown below.

	Number One Choice	Number Two Choice
Option 1. Restripe North Avenue with a five-foot wide bike lane.	31	16
Option 2. Add 10 feet of right-of-way width on each side with eight-foot detached sidewalks and eight feet of buffer between pedestrians and traffic.	64	51
Option 3. Add 10 feet of right-of-way on each side of the street, an eight-foot detached sidewalk, an eight-foot buffer area, and a five-foot-wide bike lane.	104	143
Option 4. Add 10 feet of right-of-way on each side of the street, an eight-foot detached sidewalk, a five-foot buffer area, and a six-foot striped bike lane.	125	85
Option 5. Add 10 feet of right-of-way on each side of the street, an eight-foot parking lane, and no bike lane.	17	27
Option 6. Add 10 feet of right-of-way on each side of the street, an eight-foot parking lane, and a five-foot bike lane.	10	29
	351	351

If you combine the top two choices that people selected, Option 3 comes out as the overall top choice with a total of 247 picks and Option 4 is second with 210 people picking it either number one or number two.

The survey also asked participants to rate various elements of any future redesign of North Avenue from "Very important" to "Not at all important." The results are shown in the following table:

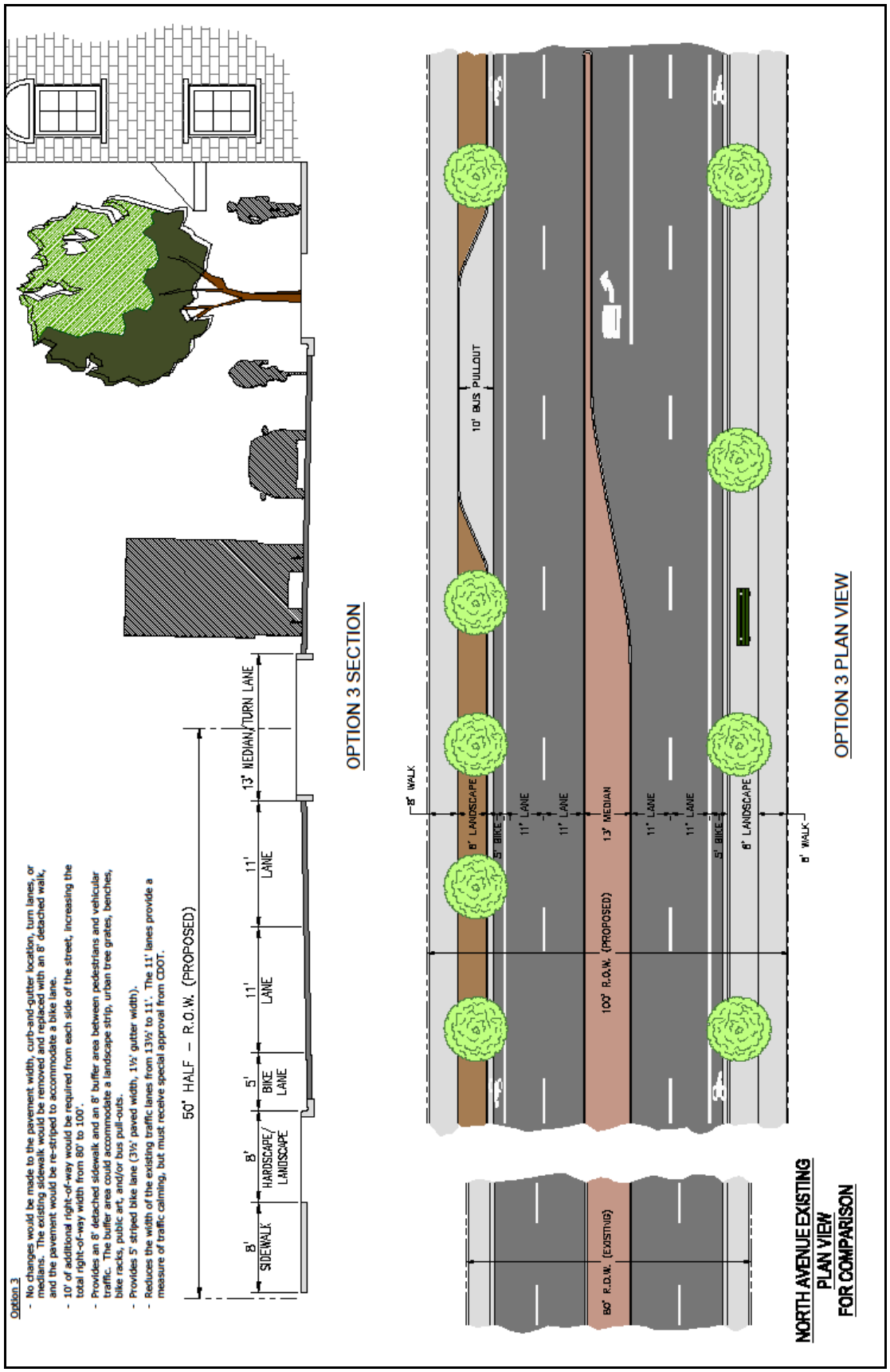
	Very important	Somewhat important	Neutral	Somewhat unimportant	Not at all important
Traffic flow and convenience	70.70%	19.70%	6.80%	1.70%	1.10%
Safety	85.20%	10.80%	2.30%	0.60%	1.10%
Aesthetics (appearance)	42.50%	38.20%	13.10%	3.70%	2.60%
Bike lanes	49.90%	22.20%	6.00%	6.60%	15.40%
On-street parallel parking	2.30%	6.00%	9.40%	16.20%	66.10%
Creating a pleasant place to walk	42.50%	33.60%	13.10%	5.40%	5.40%

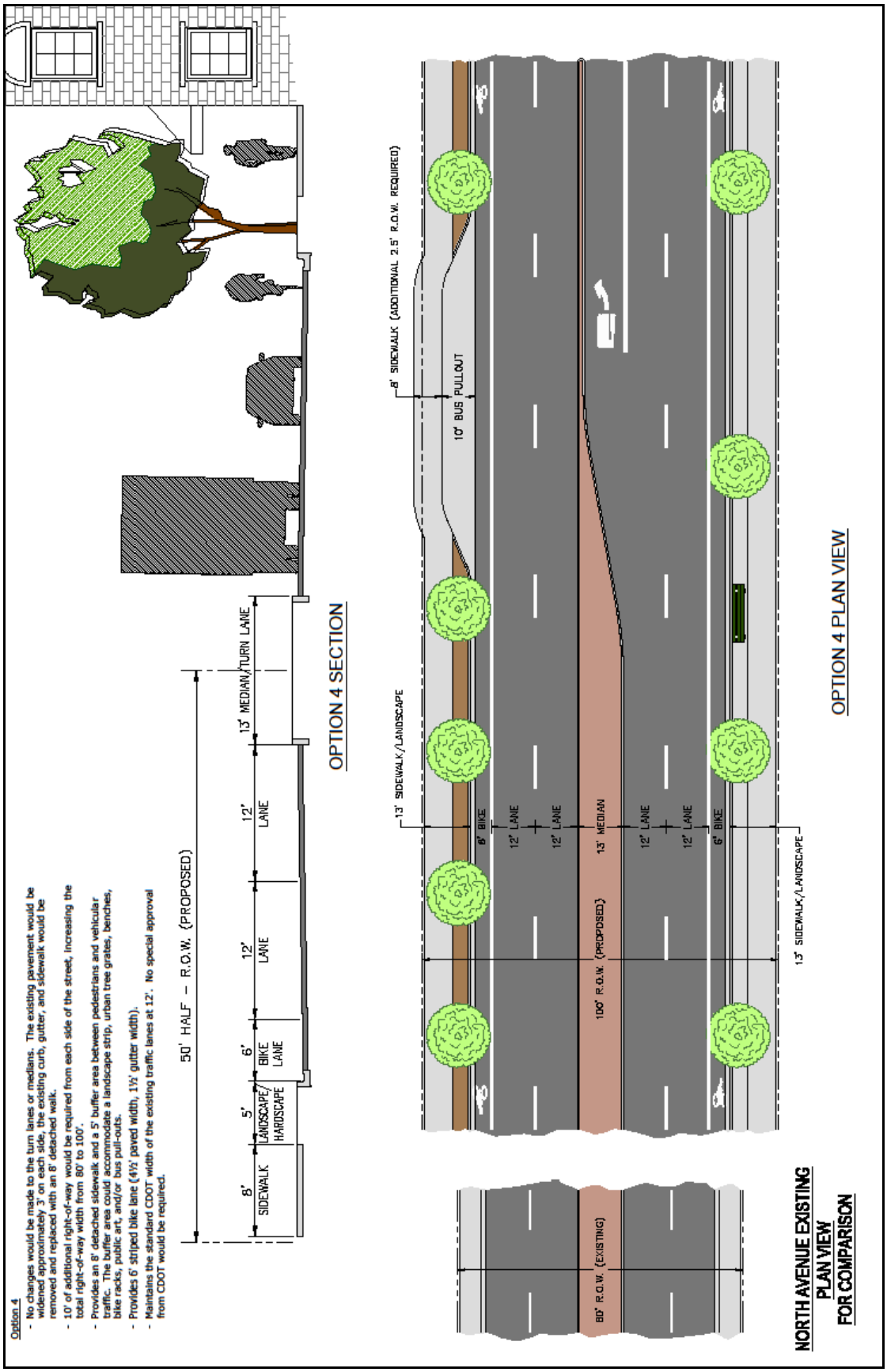
Traffic flow and convenience and safety ranked very important to the public. Aesthetics, bike lanes and creating a pleasant place to walk are important to those taking this survey as well, with most people ranking them as either very important or somewhat important. Results for on-street parallel parking were not important to most survey participants.

(Ord. 4486, 11-2-11)

32.44.060 Recommended street cross-section.

The recommended street cross-section is Option 3. After taking into account the survey results, public comments received at open houses, focus group meetings, the work by the Technical Advisory Committee for this corridor plan, and the financial costs for construction, the street cross-section in Option 3 was selected. Option 3 incorporates the most features the public stated as being important. These features include creating an improved, more aesthetic and safer pedestrian corridor and include bike lanes. These features are also found in Option 4, but Option 3 is financially a better choice than Option 4. Option 4 would require reconstruction of the curb and gutter and adding additional pavement to the street while Option 3 works within the existing curb and gutter or street width. Both options will require 10 additional feet of right-of-way to improve the pedestrian and landscaping areas.


Option 3
- No changes would be made to the pavement width, curb-and-gutter location, turn lanes, or medians. The existing sidewalk would be removed and replaced with an 8' detached walk, and the pavement would be re-striped to accommodate a bike lane.
- 10' of additional right-of-way would be required from each side of the street, increasing the total right-of-way width from 80' to 100'.
- Provides an 8' detached sidewalk and an 8' buffer area between pedestrians and vehicular traffic. The buffer area could accommodate a landscape strip, urban tree grates, benches, bike racks, public art, and/or bus pull-outs.
- Provides 5' striped bike lane (3½' paved width, 1½' gutter width).
- Reduces the width of the existing traffic lanes from 13½' to 11'. The 11' lanes provide a measure of traffic calming, but must receive special approval from CDOT.
50' HALF – R.O.W. (PROPOSED)
8' SIDEWALK
8' HARDSCAPE/ LANDSCAPE
5' BIKE LANE
11' LANE
11' LANE
13' MEDIAN/TURN LANE
OPTION 3 SECTION
8' WALK
8' LANDSCAPE
5' BIKE
11' LANE
11' LANE
10' BUS PULLOUT
100' R.O.W. (PROPOSED)
13' MEDIAN
11' LANE
11' LANE
5' BIKE
8' LANDSCAPE
8' WALK
OPTION 3 PLAN VIEW
80' R.O.W. (EXISTING)
NORTH AVENUE EXISTING
PLAN VIEW
FOR COMPARISON



(Ord. 4486, 11-2-11)

Chapter 32.48

PLAN ELEMENTS

Sections:

32.48.010 Plan elements.
32.48.020 Creating a more unified street edge condition along North Avenue.
32.48.030 Designing street intersections.
32.48.040 Pedestrian crossings.
32.48.050 North Avenue streetscape.
32.48.060 Building adjacent to street.
32.48.070 Curb cut consolidation.
32.48.080 Residential land uses.
32.48.090 Commercial/retail land uses.
32.48.100 Transit.
32.48.110 Signage.

32.48.010 Plan elements.

The following elements of this plan will aid in helping the North Avenue Corridor achieve its vision and guiding principles: create services at the neighborhood level; improve mobility and safety for pedestrians, bicyclists and transit riders; and create a significant neighborhood of residential, retail, commercial and public activity areas.

(Ord. 4486, 11-2-11)

32.48.020 Creating a more unified street edge condition along North Avenue.

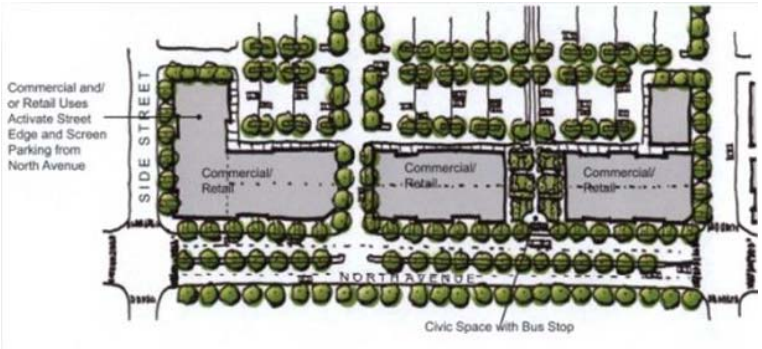
Creating a more unified street edge will improve the overall character of the corridor. This can be accomplished by:

(a) Consolidating existing curb cuts and parking lots.

(b) Providing more definition to vehicular entryways.

(c) Adding sidewalks and plantings.

(d) Adding pedestrian scale street lights, trees, benches and other amenities.



These suggested changes to North Avenue will create a more pedestrian friendly environment and encourage local residents to walk. Most of these improvements can be made within the existing street right-of-way. East of 1st Street, the future overall width of the right-of-way will be 100 feet with right-of-way dedication needed up to 50 feet from each development on both sides of North Avenue.

(Ord. 4486, 11-2-11)

32.48.030 Designing street intersections.



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).

(a) Clarity. Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross;

(b) Predictability. Drivers know where to expect pedestrians;

(c) Visibility. Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists;

(d) Short Wait. Providing reasonable wait times to cross the street at both unsignalized and signalized intersections;

(e) Adequate Crossing Time. The appropriate signal timing for all types of users to cross the street;

(f) Limited Exposure. Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and

(g) Clear Crossing. Eliminating barriers and ensuring accessibility for all users.

Questionnaire Question #6

What would you like see improved or changed?

Citizen Comment:

Safety needed for bikes and pedestrians without impeding traffic.

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 North Avenue West corridor currently has six signalized intersections. Most of these signals are located at approximately one-quarter-mile intervals.

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 mid-block crossings.

(Ord. 4486, 11-2-11)

32.48.040 Pedestrian crossings.

North Avenue Pedestrian Crossings		
Signalized and Striped		Unsignalized and Not Striped
1st Street	5th Street	3rd Street
7th Street	10th Street	
	12th Street	

There are six pedestrian crossings identified within the study area that are the most ideal locations for pedestrian traffic to use. Five of these crossings are currently signalized with crosswalks painted on the existing pavement. The sixth crossing is located in a place that has potential gaps in vehicular traffic affording the pedestrian opportunity to cross. Future analysis and review of this sixth location will be needed to determine signal warrants for a safer and friendlier crossing.



Over the life of this plan (the next 25 years) as pedestrian-oriented development occurs on 3rd Street north of North Avenue, an area identified as a neighborhood mixed use core for the Neighborhood Center, a signal will likely be needed.

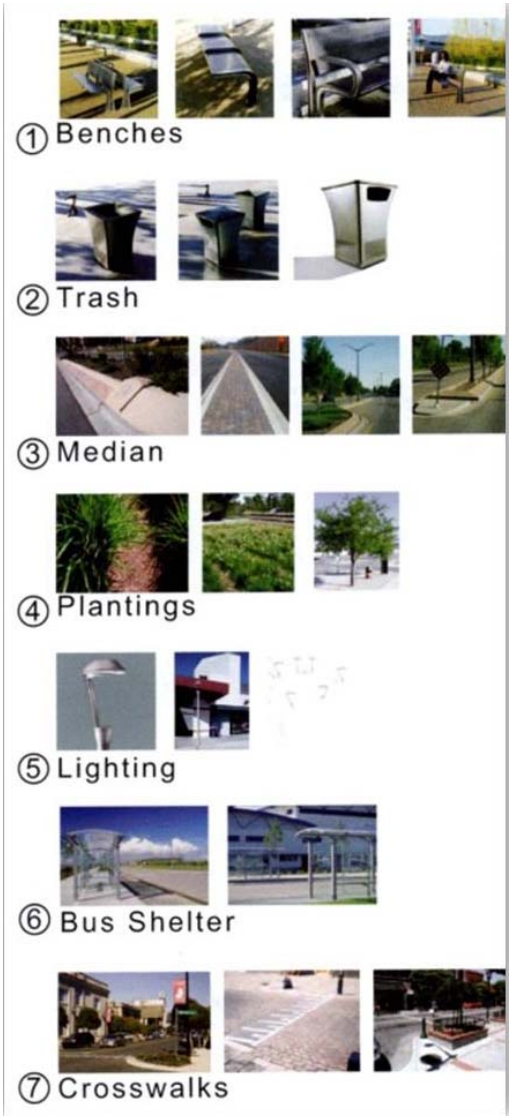
(Ord. 4486, 11-2-11)

32.48.050 North Avenue streetscape.

There are many tools that can be used in design of a street-scape that improve the look, functionality and vitality of a corridor along with establishing a sense of place that brings people back. Street furniture such as benches, art sculptures, plantings and trash cans dispersed within pedestrian ways and civic spaces encourages pedestrian use and provide a sense of belonging. Pedestrian lighting provides a safer environment in the evening encouraging businesses to stay open longer hours, providing a catalyst for activity and nightlife.

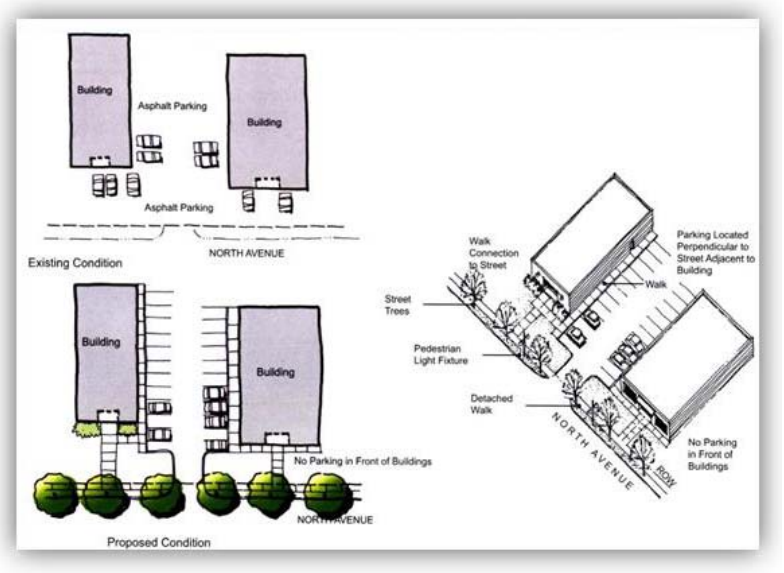
The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entryways, and adding walks and plantings. The addition of pedestrian-scale street lights, trees, benches and other amenities will create a more pedestrian friendly environment, and encourage local residents to walk or ride a bicycle. Most of these improvements can be made within the existing street right-of-way.





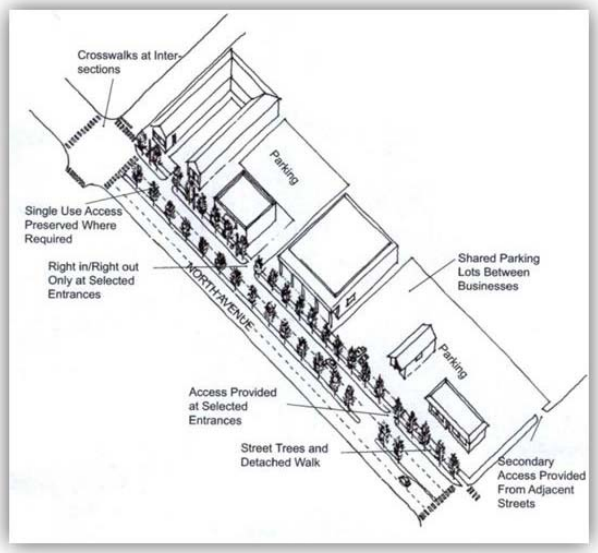
(Ord. 4486, 11-2-11)

32.48.060 Building adjacent to street.



In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to sidewalks 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.

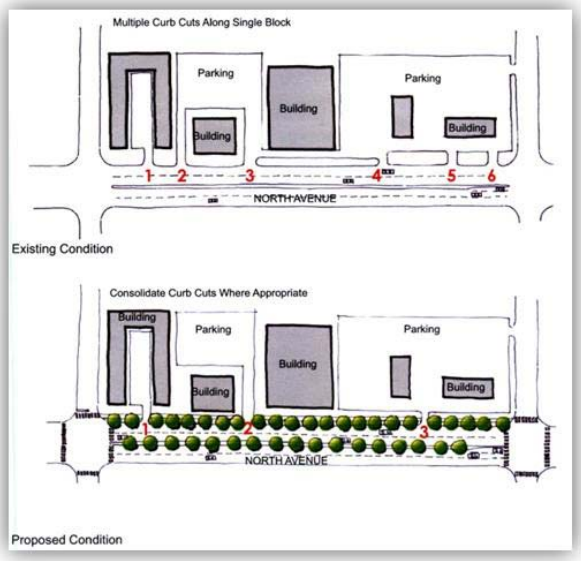
Building adjacent to the street makes the buildings easier to see and identify from North Avenue. A front door on North Avenue invites foot traffic to go from one business to another. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.



(Ord. 4486, 11-2-11)

32.48.070 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. It will result in fewer interruptions in traffic flow. Curb cuts will be consolidated at the time of redevelopment of a site.



Areas of potential 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. Redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new mixed use developments.

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

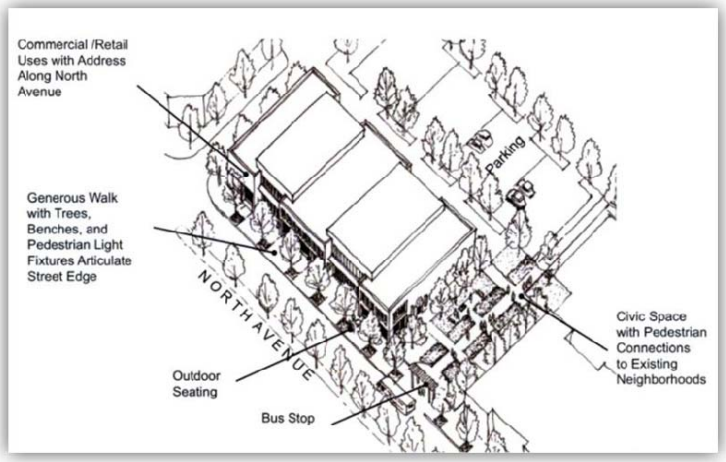
(Ord. 4486, 11-2-11)

32.48.080 Residential land uses.



Multifamily developments adjacent to North Avenue will provide a distinct living option for residents along the corridor. Multifamily development is currently needed by Colorado Mesa University students. That need for housing will continue to grow as the student population grows. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, multifamily development offers a very desirable alternative to single-family housing.

One of the guiding principles includes minimizing neighborhood impacts to existing and future residential areas. Minimizing such impacts includes buffering between land uses with landscaping and berms, as well as providing good traffic circulation. Creating and enhancing a grid system of streets and corridors provides traffic a number of choices, thereby dispersing the traffic.



A green corridor in a walking environment will create a pedestrian connection with existing neighborhoods and North Avenue providing convenient access to the street for existing residents. On-street parking along the side streets provides parking for visitors. On-site parking areas must provide buffering with residential areas through the use of berms and landscaping.

(Ord. 4486, 11-2-11)

32.48.090 Commercial/retail land uses.

Commercial and retail buildings along North Avenue are best located close to the street, which helps to define and increase the use of 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 Built to Street

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 should be provided on North Avenue with additional access from the interior side, providing easy access from nearby parking.

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. Parking lots must buffer themselves from adjacent and across the street residential areas through the use of berms, fencing and landscaping.


Outdoor Seating, Front Door Access to Street, and Side Access to Parking Lot.

(Ord. 4486, 11-2-11)

32.48.100 Transit.

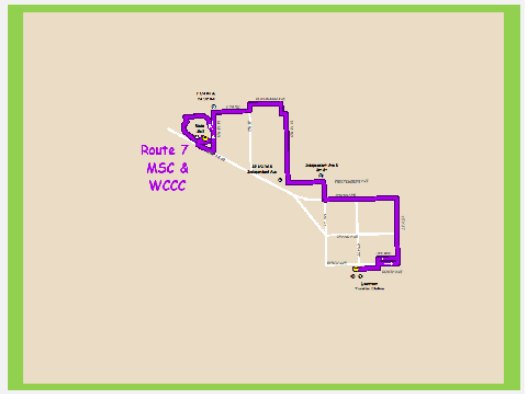
North Avenue is the highest transit use area for Grand Valley Transit (GVT). All transit stops on North Avenue should be off-street pull-outs. Bus shelters should be incorporated at higher use transit stop locations.

North Avenue Bus Routes



GVT Route 7 Bus Stops

West of 12th Street (Colorado Mesa University)
West of 11th Street
East of 8th Street
West of 7th Street (REI Sports)
West of 5th Street
West of 3rd Street (former Harbert Lumber)



Annual Ridership

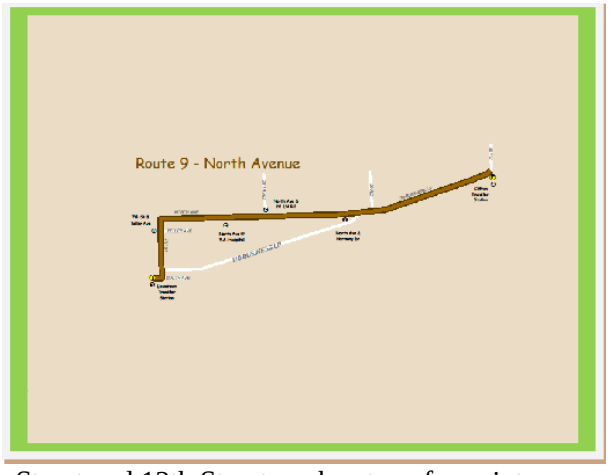
2010
Route 7 = 69,786
Route 9 = 189,038

2009
Route 7 = 65,440
Route 9 = 169,105

GVT Route 9 Bus Stops

East of 8th Street
East of 9th Street
West of 11th Street



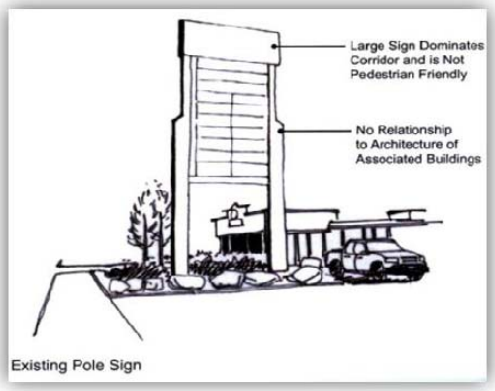


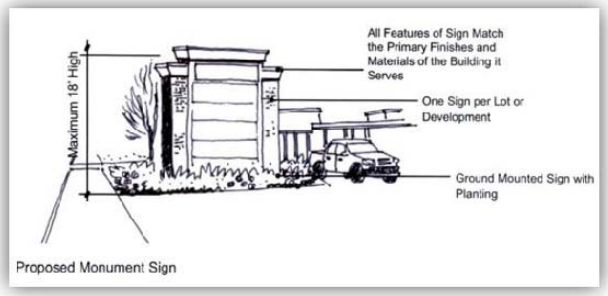
7th Street and 12th Street are bus transfer points connecting passengers to other routes in the City.

(Ord. 4486, 11-2-11)

32.48.110 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. This philosophy supports a distinction of commercial areas as opposed to individual pad development. It encourages a walking environment and provides for a group of retailers to engage the property as a whole.



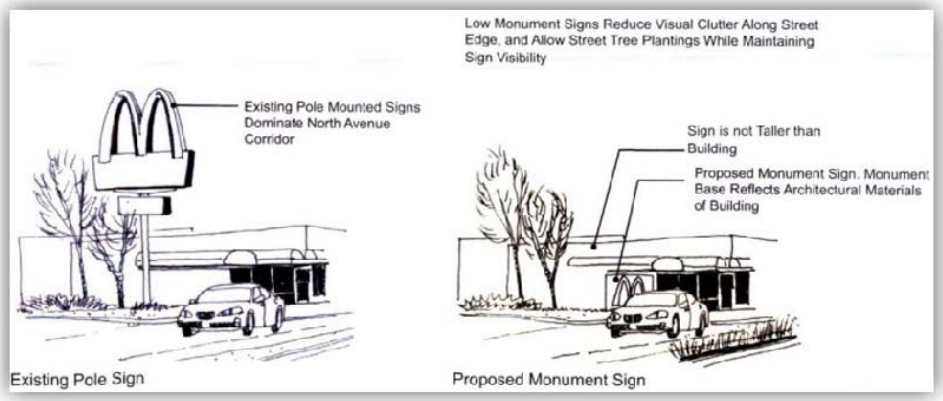




Encouraging buildings to be constructed next to the street allows the building along with signs on the face of the building to advertise the business to passersby on North Avenue. In effect, the building becomes part of the sign advertising the business, helping the public identify the business.


Building Signage

These recommended changes to signage west of 12th Street are also part of the recommendations found in the 2007 North Avenue Corridor Plan adopted by the City of Grand Junction for North Avenue east of 12th Street.



(Ord. 4486, 11-2-11)

Chapter 32.52

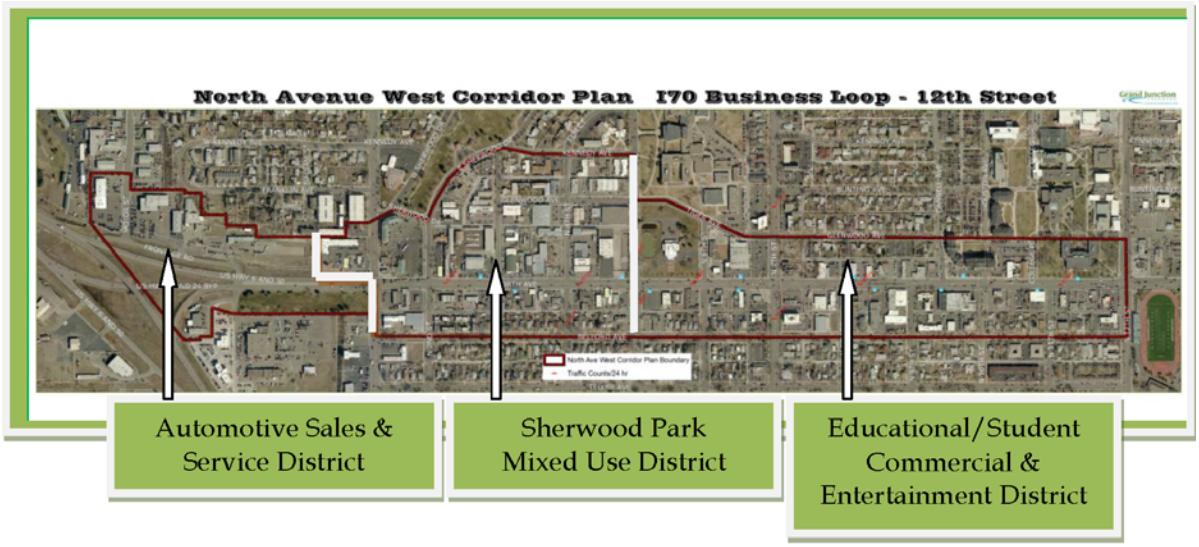
DISTRICTS

Sections:

32.52.010 Districts.
32.52.020 Automotive Sales and Service District.
32.52.030 Sherwood Park Mixed-Use District.
32.52.040 Educational/Student Commercial and Entertainment District.

32.52.010 Districts.

The North Avenue West Corridor Plan is divided into three districts. Each district is unique and should transition from one to the next. The goal for each is to establish its own identity providing a sense of place. “Placemaking” is a process of creating a place that will attract people because the place is pleasurable or interesting and encourages people to come back again and again. Maintaining North Avenue as a destination is very important to its long term sustainability and for the City as a whole. Creating three districts along this section of North Avenue allows diversity and encourages a unique vision for each. (Additional maps are located in the Appendix.)



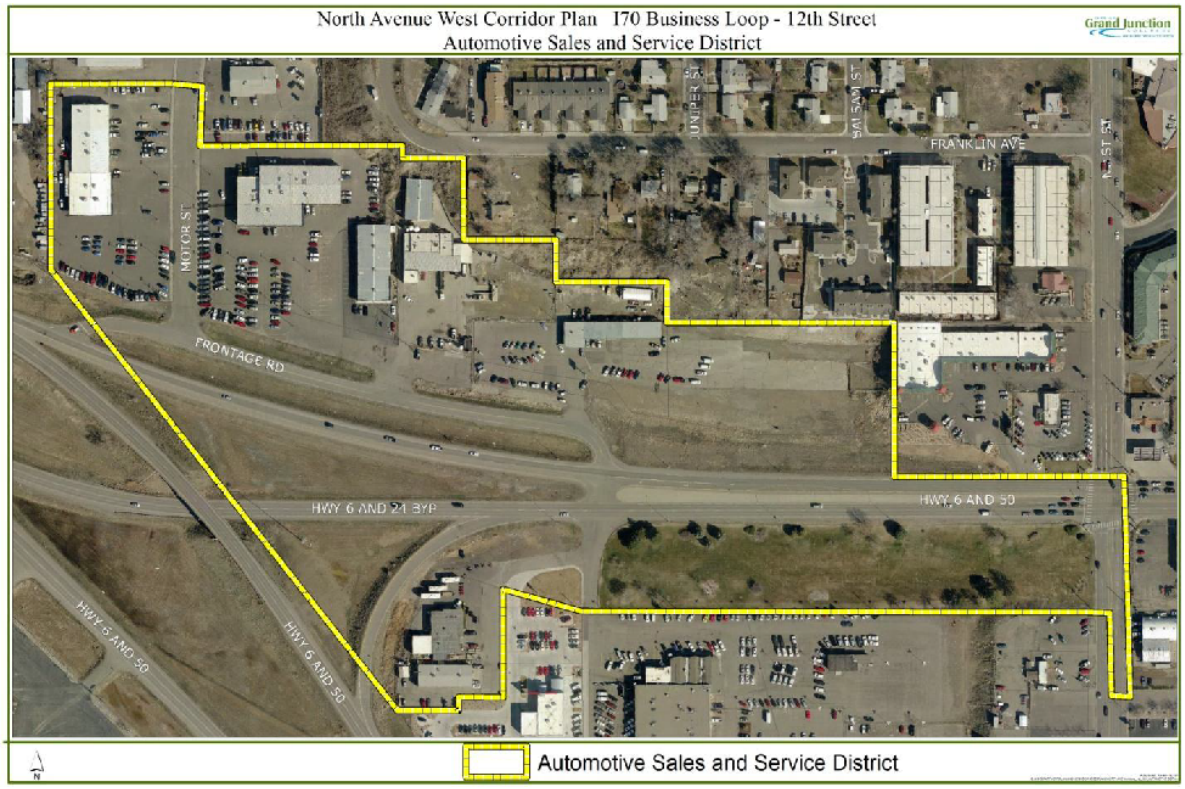
(Ord. 4486, 11-2-11)

32.52.020 Automotive Sales and Service District.



Located on the west end of North Avenue and comprising only seven properties, the plan is recommending little change for the Automotive Sales and Service District. This area has long been established as a commercial area with car sales and services. The area currently comprises a mix of automotive sales and service businesses, a furniture store and other retail and service businesses. The continued indoor and outdoor retail and service are appropriate and expected to continue for this area of the plan.

The Automotive Sales and Service District serves as the west entrance to the four-mile-long North Avenue corridor. The large existing landscaped open space within the public right-of-way along the south side of the corridor is extremely important as an entry feature. It is important to maintain this feature into the future.



(a) Vision. Continue to serve as an automotive and services center for the Grand Junction area.

(b) Street Cross-Section. North Avenue (through this district) is a State Highway (U.S. Hwy 6) designed with a frontage road along the north side and an interchange using slip lanes at its intersection with I-70 Business Loop. The plan does not recommend any changes to this street section as it does for the other two districts, except for providing for future pedestrian and bicycle facilities.



Pedestrians and bicycles are now left to their own to navigate this section of the corridor. It is recommended that off-street pedestrian and bike paths be constructed on both sides of the corridor. Along the south side of the corridor a future path should be located within the landscaped open space. On the north, a path should be constructed along the existing frontage road and any future frontage road that is built as part of redevelopment of that area.

(c) Existing Traffic Issue. Vehicular traffic currently backs up along westbound North Avenue at the intersection of 1st Street. This traffic issue is the result of motorists' need to get in the right lane prior to the left-turn lane for the Ed Bozarth car dealership. West of 1st Street the left through lane ends and requires a left-turn movement at Ed Bozarth; therefore, many motorists are queuing up in the right lane east of the traffic signal at 1st Street and North Avenue to avoid this conflict. This plan recommends that a dedicated left-turn lane be constructed at Ed Bozarth allowing both westbound lanes to be used by vehicular traffic heading west (see exhibit). This will allow for the motorist not to have to move over to the right lane east of 1st Street which often creates a back-up of traffic for a block or more.

Questionnaire Question #4

Are there currently issues you would like to see addressed?

Citizen Comment: Traffic review is needed at North & 1st Street, traffic backs up in the right lane for traffic going straight and turning right.



Proposed changes to intersection at Ed Bozarth's

(Ord. 4486, 11-2-11)

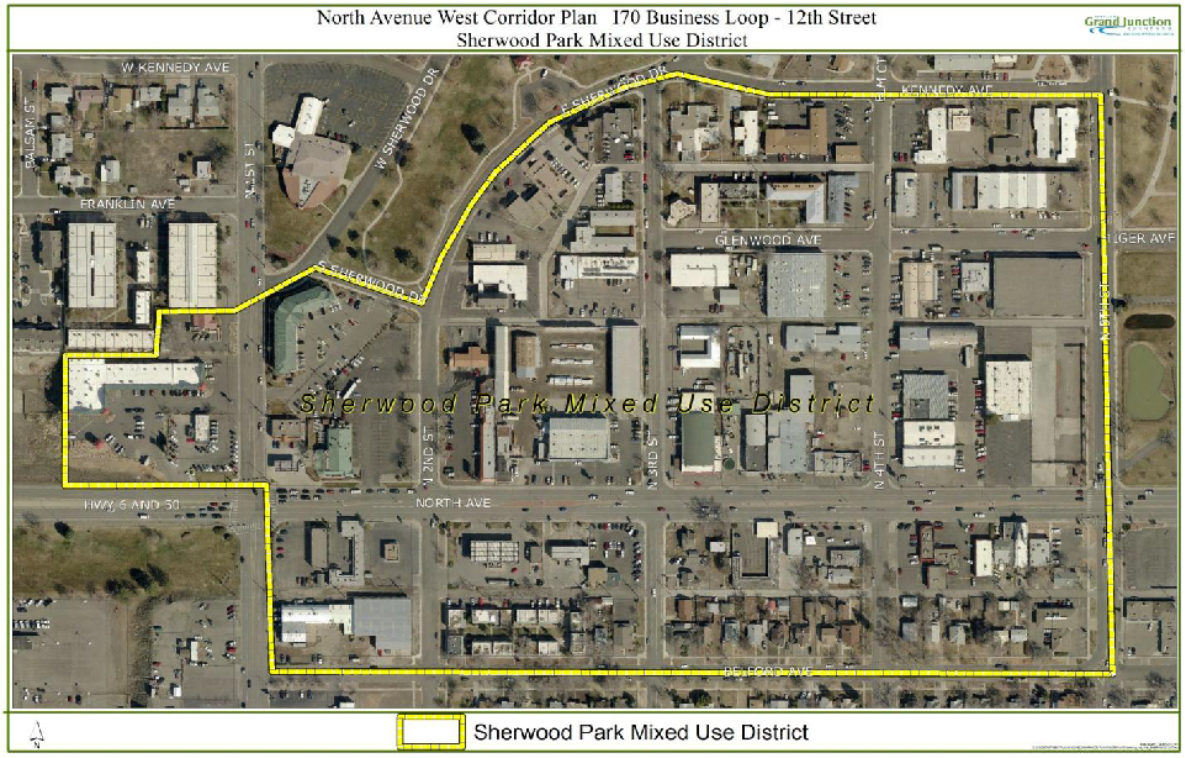
32.52.030 Sherwood Park Mixed-Use District.

The Sherwood Park Mixed-Use District comprising that area from 1st Street to 5th Street has many existing multifamily, office, retail and service businesses already. The Comprehensive Plan identifies this area as a Neighborhood Center and encourages infill and redevelopment, providing additional density and intensity. This plan recommends that the core area of the Neighborhood Center be established along 3rd Street from North Avenue to Sherwood Park. This location is ideal with its proximity to North Avenue, a major arterial street providing access to the core area and the park a couple of blocks to the north. Sherwood Park provides open space opportunities and public facilities for the Neighborhood Center. Parking for businesses should occur to the rear or side of businesses, and shared parking facilities are encouraged.





(a) Vision. Establish a mixed-use center as identified in the Comprehensive Plan.

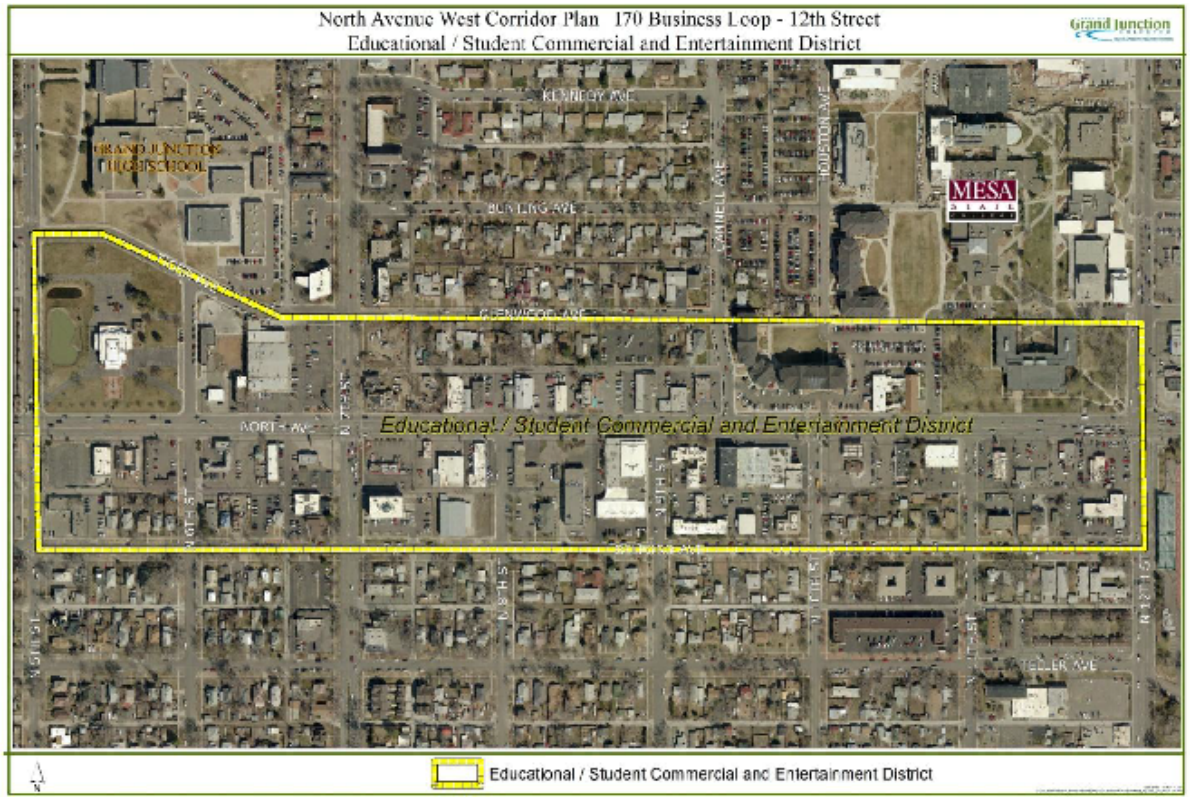


(Ord. 4486, 11-2-11)

32.52.040 Educational/Student Commercial and Entertainment District.

Students define a large part of what is happening and what is expected to happen in this district. This plan encourages future business growth centered on the needs of the student population (both high school and college students) and the needs of a higher learning institution, in addition to the community at large. During the planning process both Colorado Mesa University students and Grand Junction High School students voiced their desire and need for more student-oriented services including food establishments and entertainment venues within this area of North Avenue from 5th Street to 12th Street.





Apartment living already exists in this district and adjacent areas, many of which house college students. Colorado Mesa University added new on-campus housing over the past several years for nearly 1,000 students. As the student population grows additional housing for students will be needed. Students commuting to the university often park on the residential streets near the campus adding to the number of pedestrians using this corridor. With students comes the need for pedestrian access and amenities.

Parking for businesses and students creates high demand for parking on neighborhood streets. Parking along Glenwood Avenue and Belford Avenue helps meet this parking demand; however, shared parking facilities need to be considered and planned for as the demand for parking continues to increase.

(a) Vision. Provide appropriate housing, businesses and services for the student population and in support of the existing and future university educational facilities.





(Ord. 4486, 11-2-11)

Chapter 32.56

IMPLEMENTATION PLAN

Sections:
32.56.010 Creation of overlay districts.
32.56.020 Establish implementation tools.

32.56.010 Creation of overlay districts.

Create an overlay district for both the North Avenue West Corridor Plan (I-70B east to 12th Street) and the 2007 North Avenue Corridor Plan (12th Street east to I-70B).

Include the following elements in the overlay district:

(a) Establish a street cross-section for the entire length of North Avenue. Results of the online survey and recommendations from the Plan's Technical Advisory Committee select Option 3 as the preferred street cross-section.

(b) Create landscaping and setback standards for the corridor that will:

(1) Incorporate design features found in the street cross-section.

(2) Support the placement of buildings adjacent to the street.

(3) Establish desired buffering and landscaping between residential and commercial uses and other plan elements. These standards will modify existing landscaping standards required as part of the existing zoning for properties within the corridor.

(Ord. 4486, 11-2-11)

32.56.020 Establish implementation tools.

The following are possible tools that can be considered within or without an overlay district. Some will require a change in current policy and will need to be formulated and approved by the Grand Junction City Council. Others will require existing property owners to join together to implement.



(a) Form a Business Association. Businesses in a given area can come together voluntarily to create an association for the improvement and enhancement of their properties and businesses. This can include creation of covenants that run with the land and provide for assessments on the parcels of land subject to the covenants. This creates a pool of funds for improvements that benefit the group.

(b) Require New Development to Build the Detached Sidewalk and Other Improvements. Construction of detached sidewalks can occur along any frontage with sufficient right-of-way, but requires the sidewalk to transition back to the existing attached sidewalk on both sides of the property being developed. Local examples of this can be found on other corridors as well as North Avenue. The picture taken of 12th Street north of Orchard Avenue (to the right) is an example of this concept of transitioning the sidewalk on both sides of the development.

(c) Modify the Transportation Capacity Payment (TCP) Fee for the Corridor. This tool could be implemented with the previous tool where new development is required to construct detached sidewalk and other improvements along their business frontage. It can be argued that North Avenue is an area where street improvements are already built for the traffic capacity of the roadway. Widening of the road is not anticipated and appropriate infrastructure is already in place, so there is less need to collect a Transportation Capacity Payment

(fee) from properties along this corridor. This argument would support collecting the fee in areas of the City where "Greenfield" development, development constructed away from the City Center, is occurring.

(d) Define and Create a Business Improvement District (BID). Section 51-25-101 C.R.S et seq. authorizes the formation of business improvement districts (BID). BIDs are formed within a municipality and as such the City of Grand Junction would oversee the formation of the district and appoint a board of directors. Under the statute, the district is granted the power to levy and collect ad valorem taxes on all taxable commercial property within the boundaries of the district. All property assessed in a BID must be commercial property. The tax or mil levy is set by the district up to a limit of 5.0 mils (.005) upon every dollar of the valuation assessment of taxable property within the district. The Mesa County Assessor would collect the mil levy for the district through property taxes. These tax dollars can be used by the district for infrastructure, aesthetic treatment and other improvements within the district which will benefit the district members. A BID can finance improvements, provide services and can issue bonds. Examples within the City where BIDs currently exist are the downtown area and Horizon Drive.

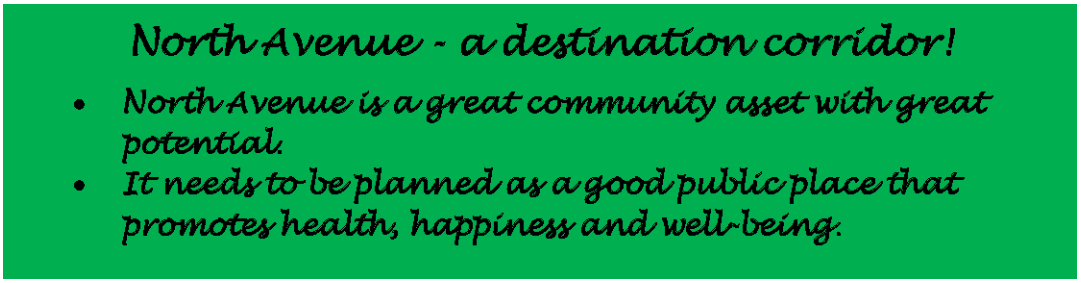
(e) Special Improvement District. The focus of a special improvement district (SID) is for capital improvements and infrastructure. A SID is formed by petition of property owners of more than 50 percent that will bear the costs assessed by the district and established by the City by ordinance. Funding comes from property assessments and the City constructs any funded improvements.

(f) Create a Tax Increment Financing (TIF) District. Colorado law allows municipalities to establish urban renewal authorities (URAs) to finance public improvements such as streets, sewers, sidewalks, and other infrastructure related to residential, commercial, or industrial development; to redevelop slum or blighted areas; and to fund private economic development. The primary source of funding for urban renewal projects in Colorado is tax increment financing (TIF). TIF is a method whereby a portion of the property taxes levied by all taxing authorities within an urban renewal area are reallocated to the municipality that is undertaking the urban renewal project. Tax increment financing (TIF) is a mechanism for funding redevelopment projects in Colorado exclusively targeted at improving blighted areas. State law in Colorado authorizes urban renewal authorities (URAs) and downtown development authorities (DDAs) to use TIF for projects that improve blighted areas. TIF allows an authority to issue and repay redevelopment bonds by using the "increment" of increased taxes collected within the TIF district after improvements are made (§ 31-25-101 C.R.S. et seq.). Tax increment revenue may be generated from property or sales taxes. The *property-improvement fee* (PIF) is a sales-tax version of TIF: some or all sales taxes from a retail development are diverted to subsidize the development.

(g) Urban Renewal Authority (URA). An urban renewal authority (URA) can be established to eliminate blighted areas for either development or redevelopment. It is done with purchasing land, rehabilitating, and/or selling land for development. Financing occurs through tax increment financing (TIF) that must be approved by the county, on property and/or county approved sales tax. A URA is governed by a City Council appointed commission. The authority has the ability to issue some types of bonds to finance projects.

(h) Establish Incentives for Development and Redevelopment Along the Corridor. Establish a City infill and redevelopment policy and define what types of activities would receive consideration for

development incentives. Incentives can include many different choices including paying required fees, constructing off-site improvements, undergrounding utilities, etc.



(Ord. 4486, 11-2-11)

Chapter 32.60

PLANNING/PUBLIC PROCESS

Sections:
32.60.010 Public involvement.
32.60.020 Technical Advisory Committee involvement.
32.60.030 Plan adoption.

32.60.010 Public involvement.

(a) Focus Groups. The City held five focus groups during the early part of the planning process to obtain a wide cross-section of issues, concerns and suggestions for the planning area. These focus group meetings included two meetings with two different neighborhood groups, a focus group with Colorado Mesa University staff and students, and a focus group with youth group made up of mostly Grand Junction High School students and a focus group with School District 51 personnel.



(b) Public Open Houses. Two open houses were held, one in December 2010 during the beginning of the planning process and one at the end of the planning process in April 2011. The first open house primarily introduced the planning process to attendees and asked for their involvement, comments and input. The second open house introduced the many elements and concepts formulated for the plan and asked for comments. Street cross-sections were also introduced and comments on each option were sought. Attendees were informed on the results of the questionnaire conducted during the first half of the planning process which is discussed below.



(c) Questionnaire. A questionnaire was created and made available to focus group attendees and participants at the first open house. It was available online on the city's website and available at the City's Planning Division's customer service counter. Results were tabulated and made available on the City's website at www.gjcity.org.

(d) Online Survey. A survey was created and made available to the public online at the City's website. There were 351 people that finished the survey. The survey focused on seeking input from the public regarding dedicated bike lanes, on-street parking, and just how wide the travel lanes, bike lanes and pedestrian areas along the corridor should be if they are desired. Results were tabulated and made available on the City's website at www.gjcity.org.

(e) Planning Commission Workshops. Four workshops were held to inform, discuss and obtain input from the City Planning Commission throughout the planning process.

(Ord. 4486, 11-2-11)

32.60.020 Technical Advisory Committee involvement.

A Technical Advisory Committee was formed to provide expertise, analyze community input and provide recommendations. The committee members represented City of Grand Junction departments/divisions, the Colorado Department of Transportation, Colorado Mesa University and Grand Valley Transit. It was with their input that the plan's vision, guiding principles, and the various concepts, elements and options were created by analyzing the information obtained through the focus groups meetings, survey/ questionnaire and open houses.

(Ord. 4486, 11-2-11)

32.60.030 Plan adoption.

The work of many individuals including the public, property owners and business owners on North Avenue, residents, University personnel, representatives from School District 51, the Technical Advisory Committee and City staff developed this North Avenue West Corridor Plan. The proposed final draft went through a public hearing process, first with the Grand Junction Planning Commission on July 26, 2011, and then before the Grand Junction City Council on September 7, 2011.

(Ord. 4486, 11-2-11)

Chapter 32.64

ACKNOWLEDGEMENTS

Sections:
32.64.010 Acknowledgements.

32.64.010 Acknowledgements.

Grand Junction City Council

Tom Kenyon, Mayor
Bill Pitts, Mayor Pro Tem
Sam Sasuras
Bennett Boeschenstein
Laura Luke
Teresa Coons
Jim Doody

City Manager

Laurie Kadrich

City Public Works and Planning Director

Tim Moore

Grand Junction Planning Commission

Reggie Wall (Chair)
Lynn Pavelka (Vice Chair)
Lyn Benoit
Ebe Eslami
Mark Abbott
Rob Burnet
Pat Carlow
Greg Williams (Alternate)
Keith Leonard (Alternate)

Technical Advisory Committee

Dan Roussin, Colorado Department of Transportation (CDOT)
Debbie Kovalik, Economic, Convention and Visitor Services
Irene Carlow, Economic, Convention and Visitor Services
Eric Hahn, Public Works and Planning
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Special thanks to the Focus Group participants from:

Colorado Mesa University
School District 51 Administration
Students of Grand Junction High School
Business owners and residents of North Avenue and vicinity

(Ord. 4486, 11-2-11)

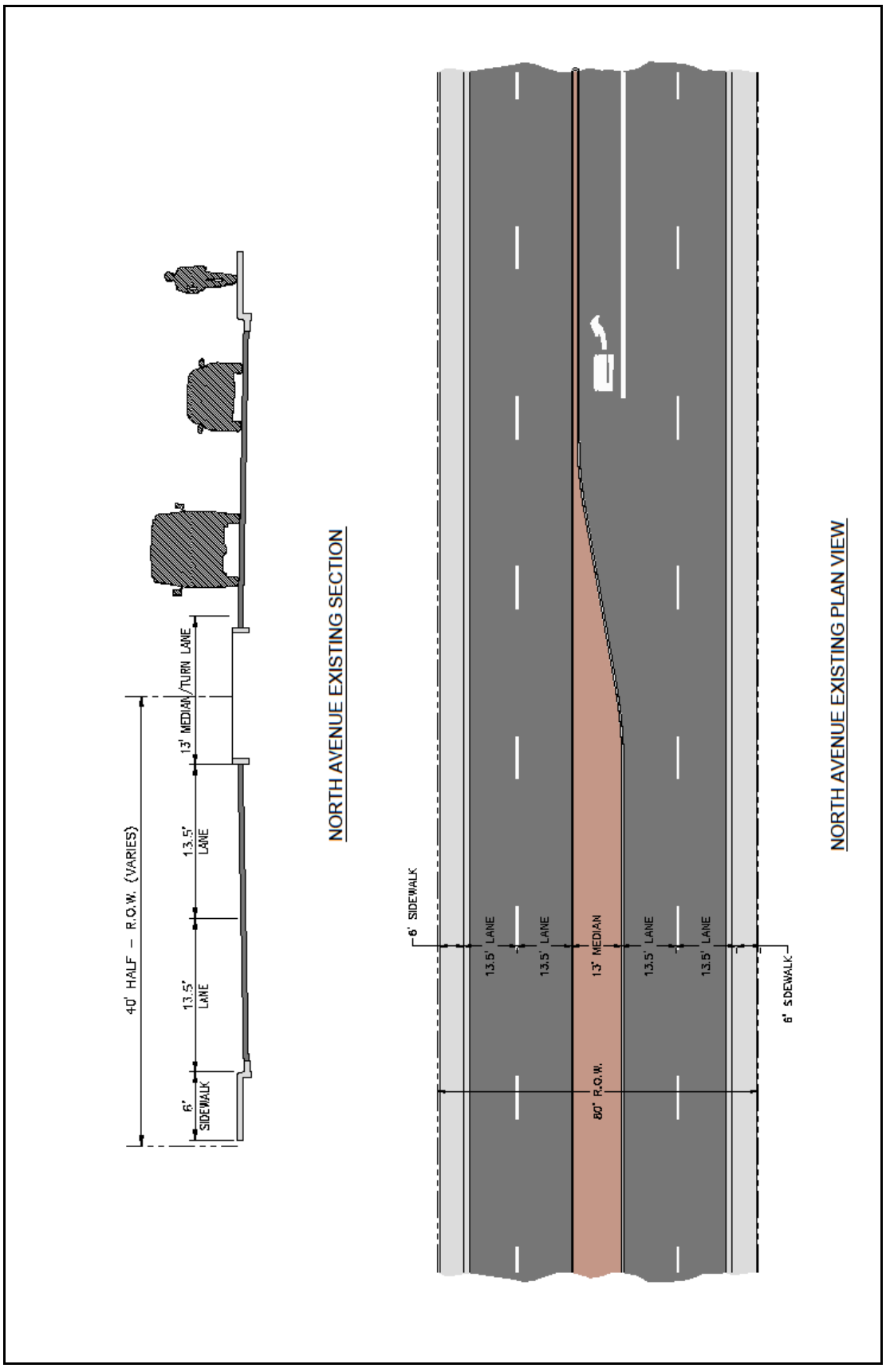
Chapter 32.68

APPENDIX

Sections:

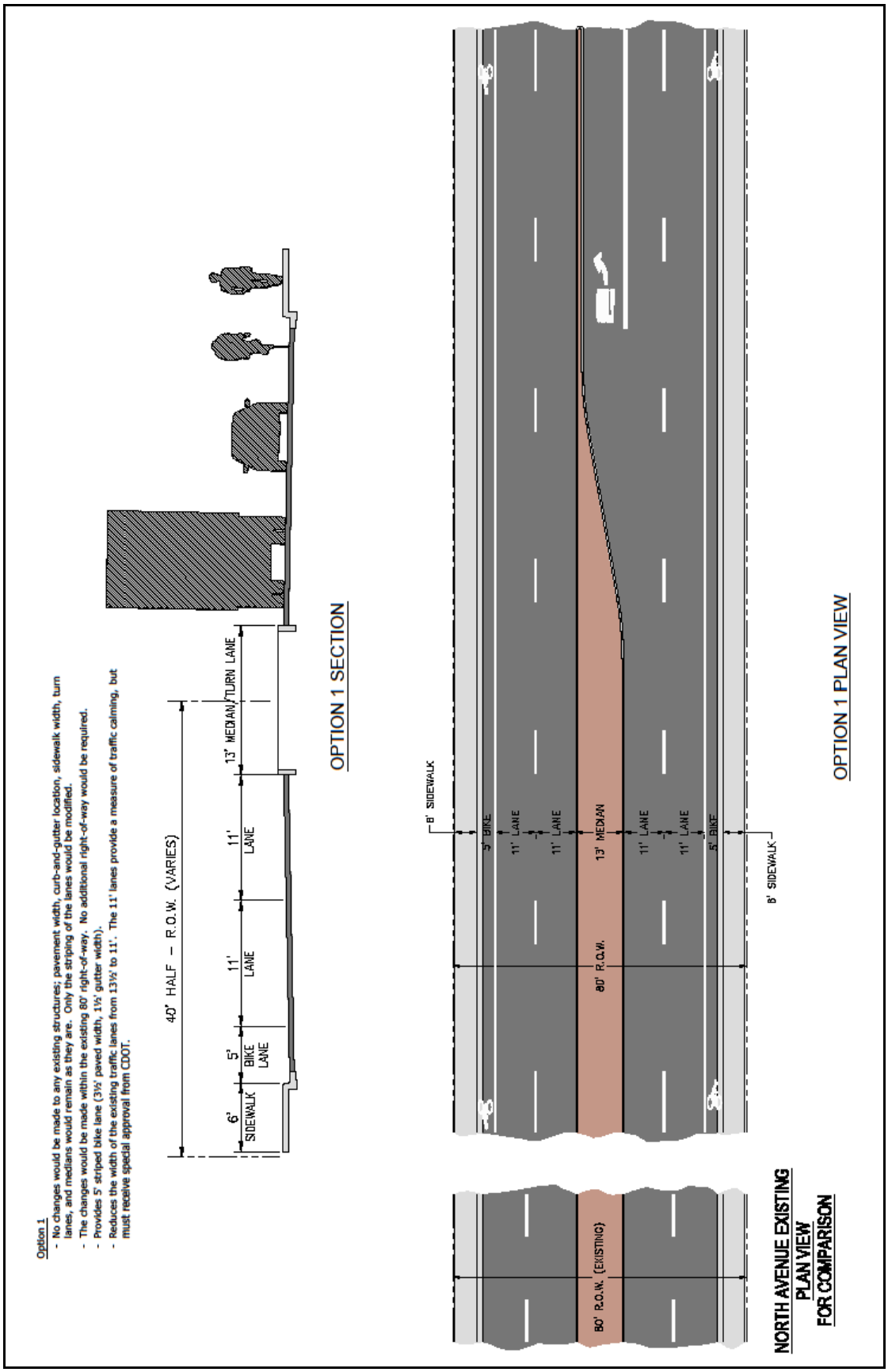
32.68.010 Street cross-section – North Avenue existing plan view.
32.68.020 Street cross-section – Option 1 Plan View – Restripe with bike lanes.
32.68.030 Street cross-section – Option 2 Plan View – Widen sidewalk/Add landscaping strip.
32.68.040 Street cross-section – Option 3 Plan View (recommended) – Add bike lane/Widen sidewalk/Add landscaping strip.
32.68.050 Street cross-section – Option 4 Plan View – Remove curb and widen street three feet/Widen sidewalk/Add landscaping strip/Add bike lane.
32.68.060 Street cross-section – Option 5 Plan View – Remove curb/Widen street five feet/Widen sidewalk/Add parking lane.
32.68.070 Street cross-section – Option 6 Plan View – Remove curb/Widen street eight feet/Widen sidewalk/Add bike lane/Add parking lane.
32.68.080 Map of corridor plan area.
32.68.090 District maps – Automotive Sales and Service District Map.
32.68.100 District maps – Sherwood Park Mixed-Use District Map.
32.68.110 District maps – Educational/Student Commercial and Entertainment District Map.

32.68.010 Street cross-section – North Avenue existing plan view.



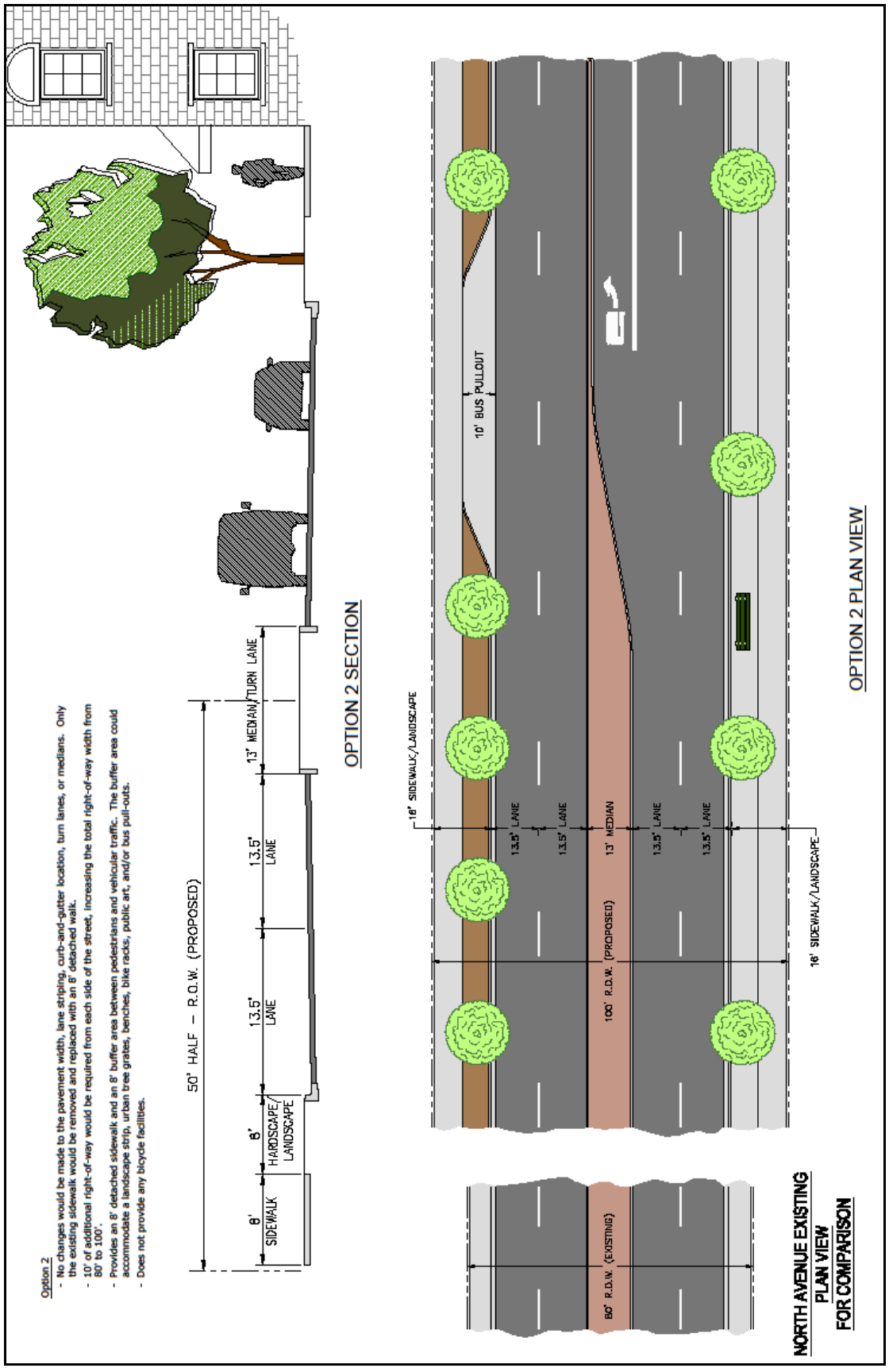
(Ord. 4486, 11-2-11)

32.68.020 Street cross-section – Option 1 Plan View – Restripe with bike lanes.



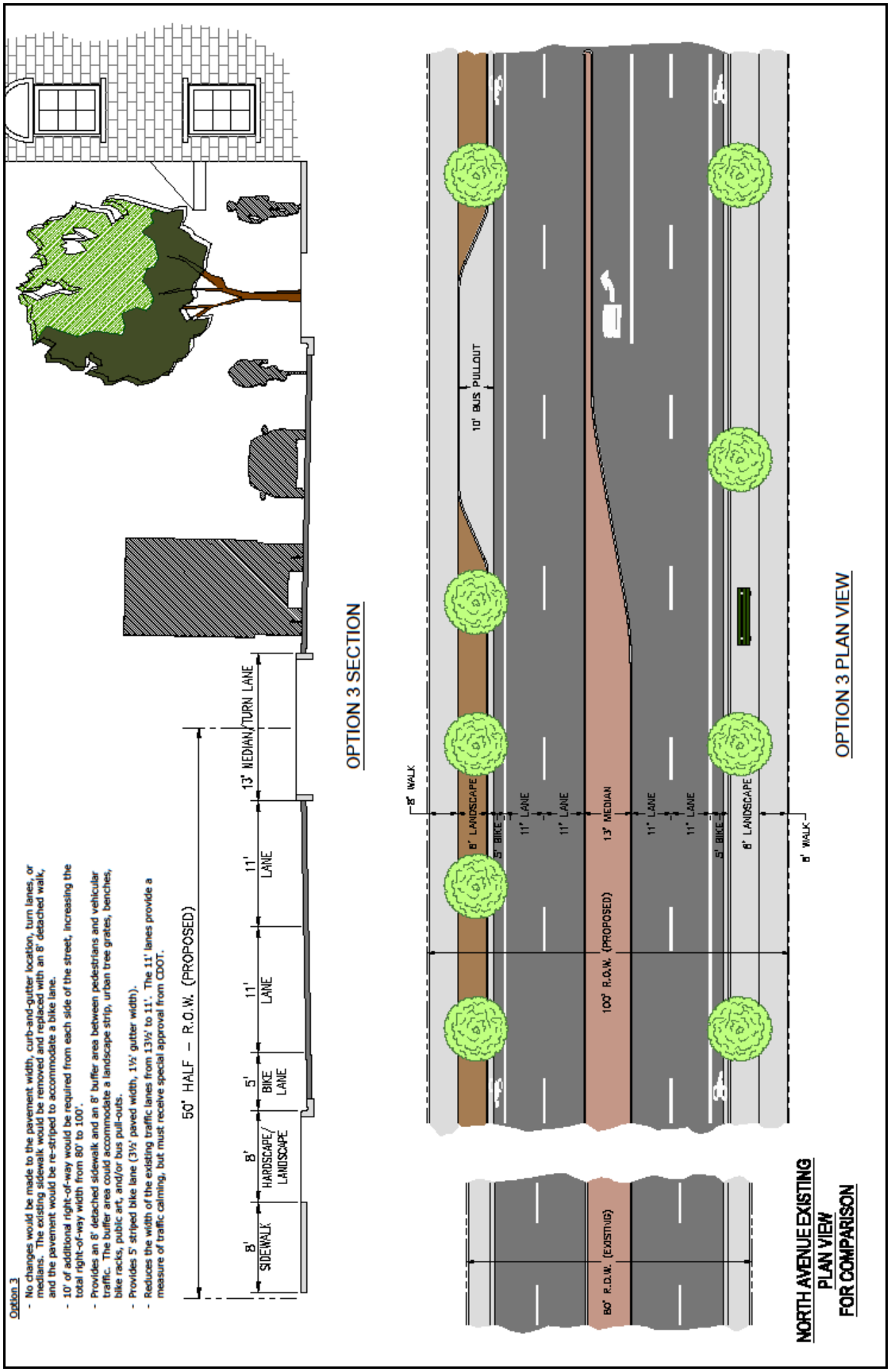
(Ord. 4486, 11-2-11)

32.68.030 Street cross-section – Option 2 Plan View – Widen sidewalk/Add landscaping strip.



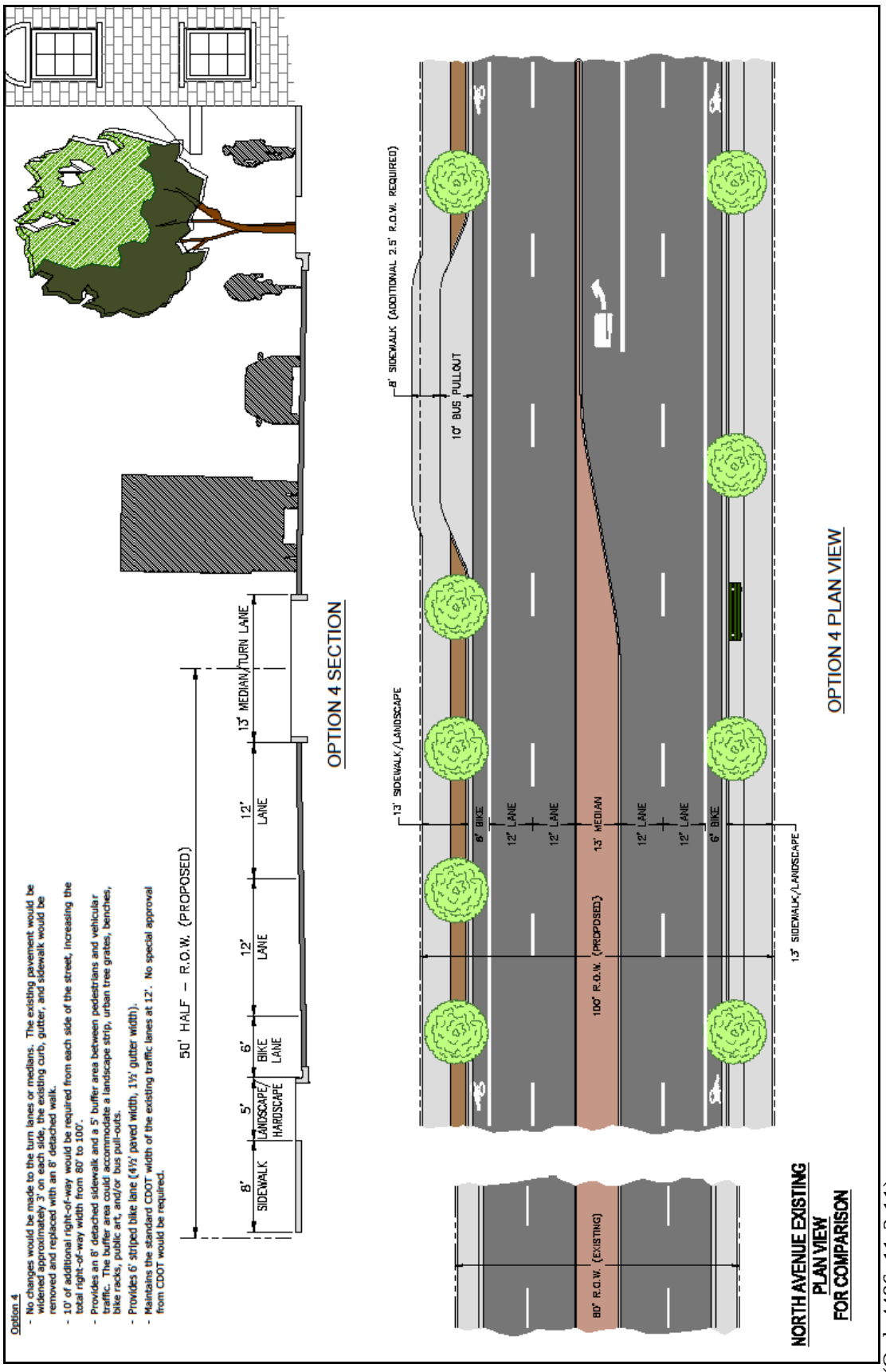
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32.68.040 Street cross-section – Option 3 Plan View (recommended) – Add bike lane/Widen sidewalk/Add landscaping strip.



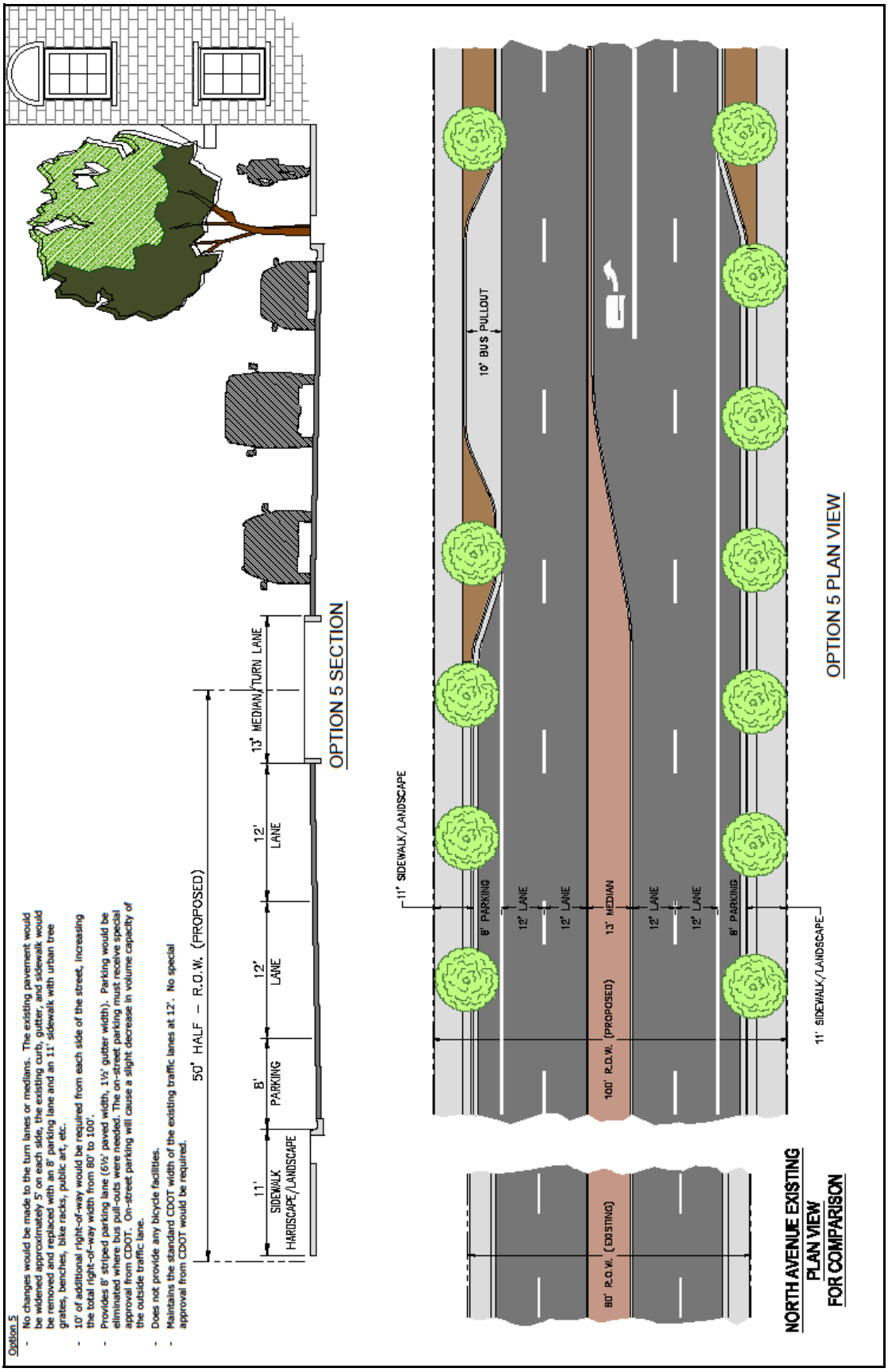
(Ord. 4486, 11-2-11)

32.68.050 Street cross-section – Option 4 Plan View – Remove curb and widen street three feet/Widen sidewalk/Add landscaping strip/Add bike lane.



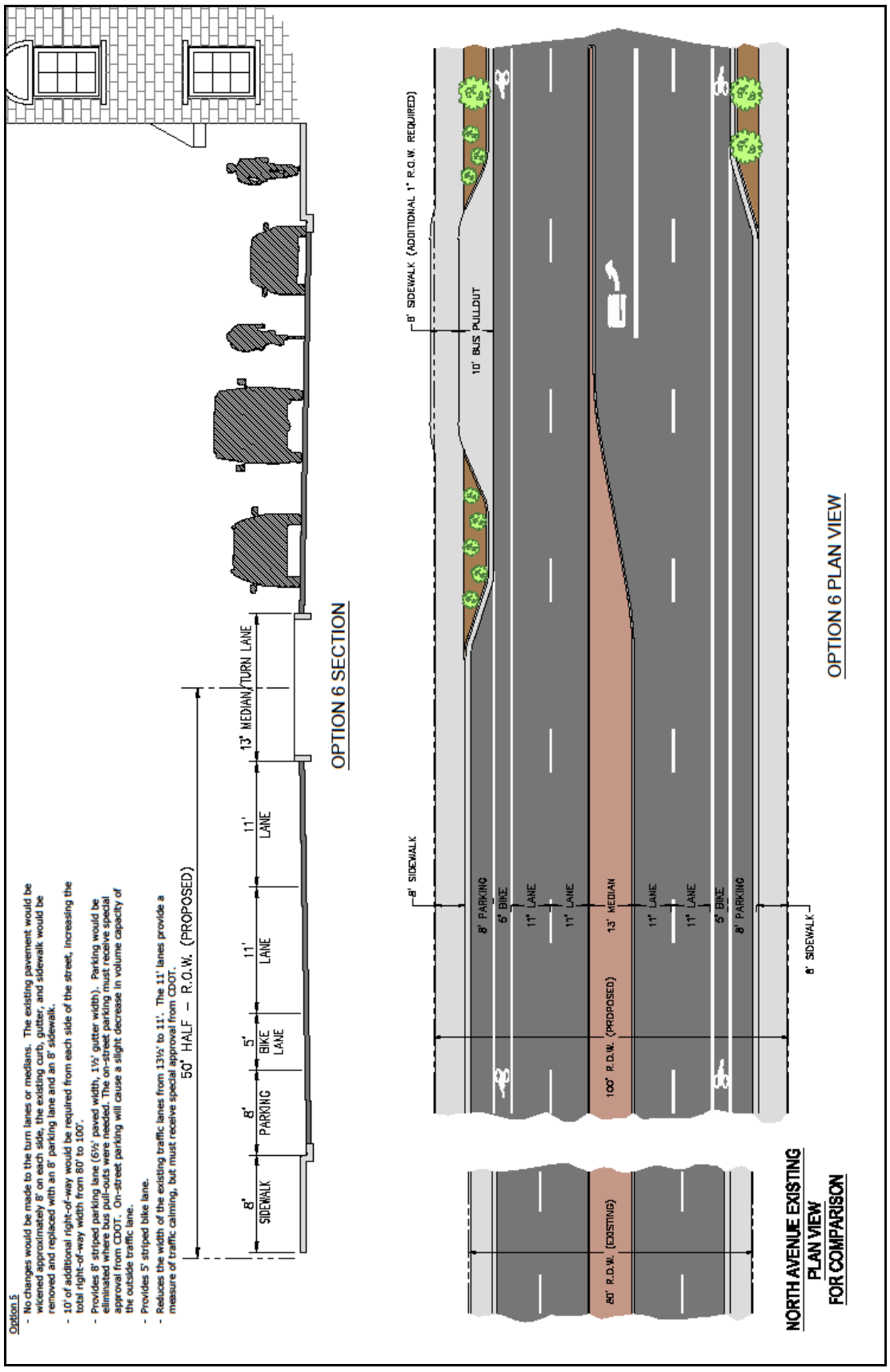
(Ord. 4486, 11-2-11)

32.68.060 Street cross-section – Option 5 Plan View – Remove curb/Widen street five feet/Widen sidewalk/Add parking lane.



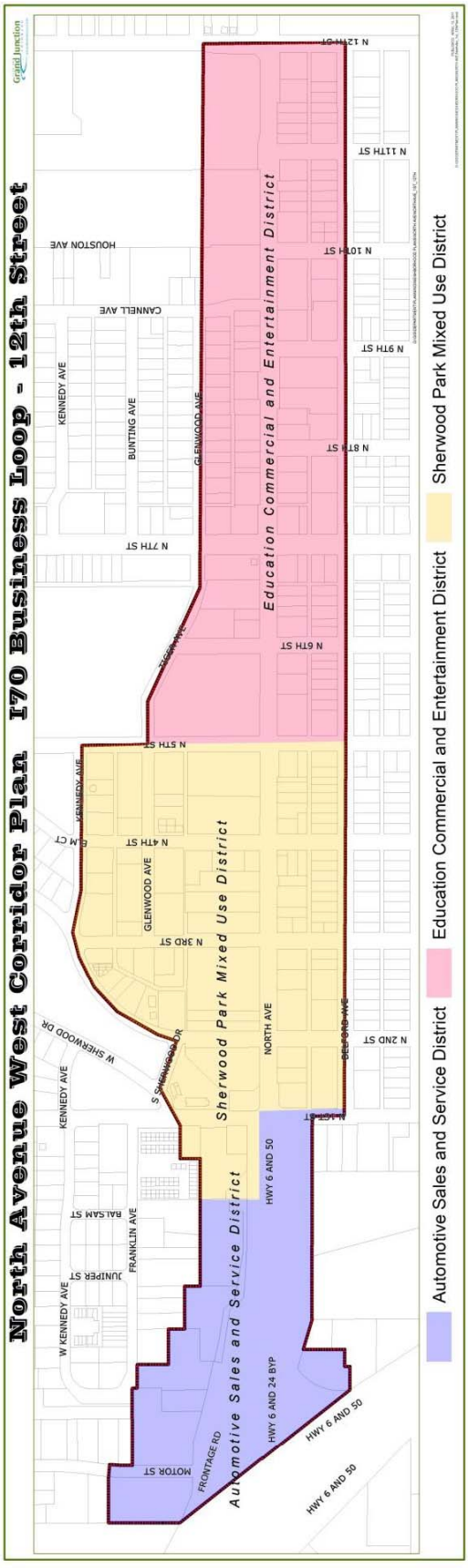
(Ord. 4486, 11-2-11)

32.68.070 Street cross-section – Option 6 Plan View – Remove curb/Widen street eight feet/Widen sidewalk/Add bike lane/Add parking lane.



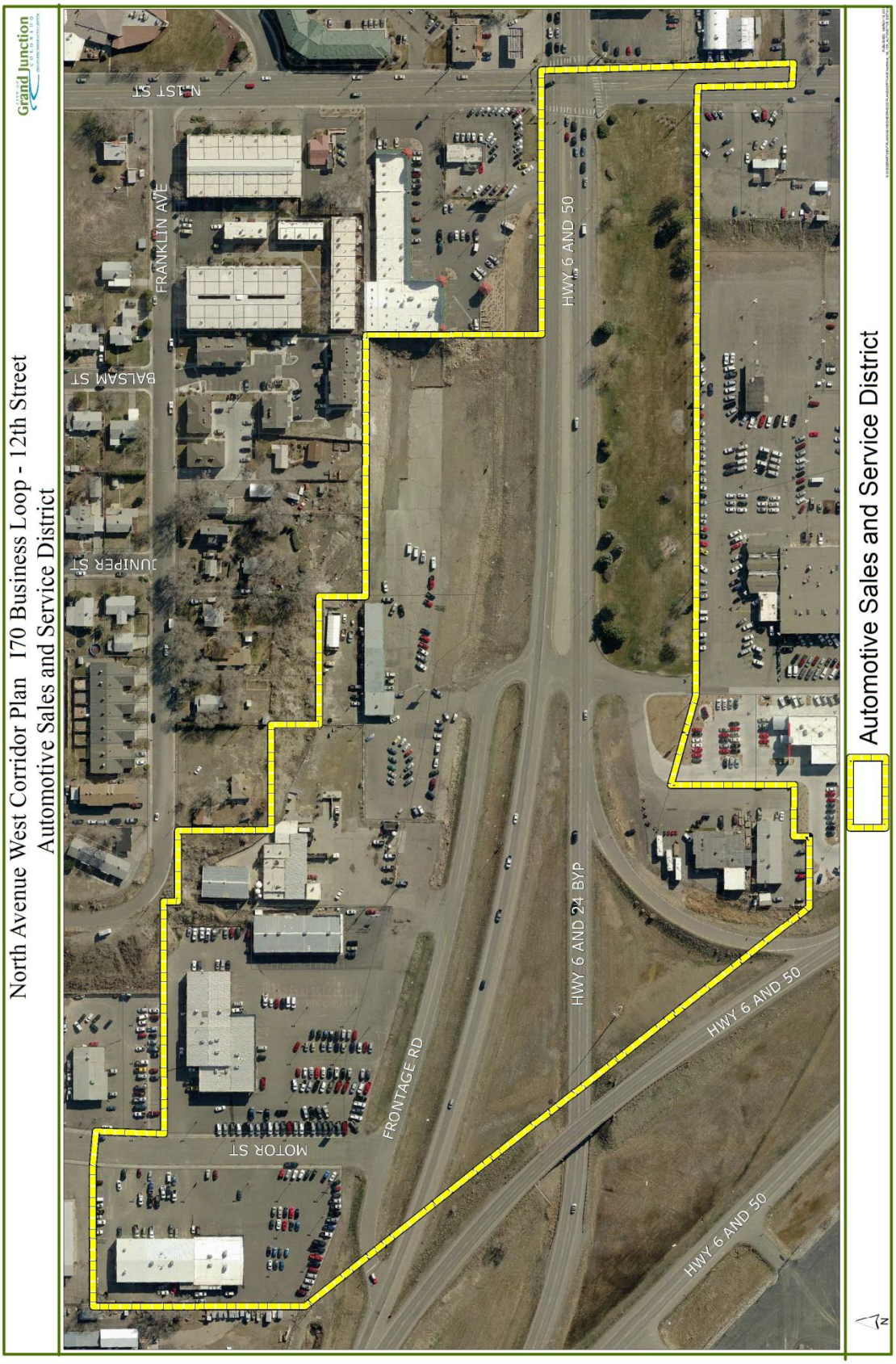
(Ord. 4486, 11-2-11)

32.68.080 Map of corridor plan area.



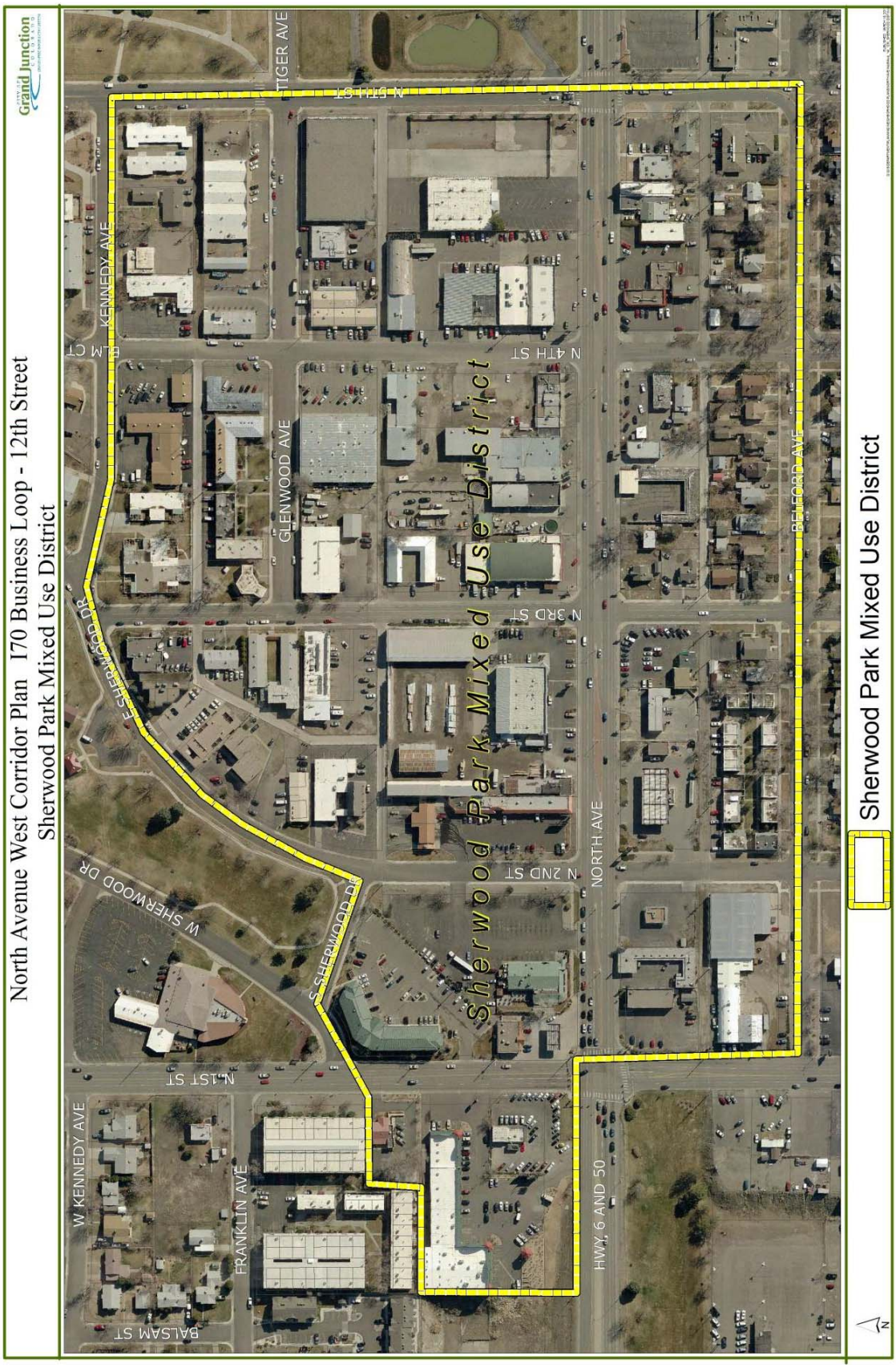
(Ord. 4486, 11-2-11)

32.68.090 District maps – Automotive Sales and Service District Map.



(Ord. 4486, 11-2-11)

32.68.100 District maps – Sherwood Park Mixed-Use District Map.



(Ord. 4486, 11-2-11)

32.68.110 District maps – Educational/Student Commercial and Entertainment District Map.



(Ord. 4486, 11-2-11)

Chapter 32.72

NORTH AVENUE SURVEY

Sections:

32.72.010 North Avenue survey results.
32.72.020 North Avenue West Corridor Plan questionnaire results.

32.72.010 North Avenue survey results.

North Avenue Survey Results
Thursday, June 16, 2011
356 started the survey; 351 completed it

1. After reviewing the six options for cross-sections for North Avenue, drag and drop the option that you would consider to be your number one choice into the appropriate box and do the same for your number two choice.

	Number One Choice	Number Two Choice
Option 1. Restripe North Avenue with a five-foot-wide bike lane.	31	16
Option 2. Add 10 feet of right-of-way width on each side with eight-foot detached sidewalks and eight feet of buffer between pedestrians and traffic.	64	51
Option 3. Add 10 feet of right-of-way on each side of the street, an eight-foot detached sidewalk, a eight-foot buffer area, and a five-foot-wide bike lane.	104	143
Option 4. Add 10 feet of right-of-way on each side of the street, an eight-foot detached sidewalk, a five-foot buffer area, and a six-foot striped bike lane.	125	85
Option 5. Add 10 feet of right-of-way on each side of the street, an eight-foot parking lane, and no bike lane.	17	27
Option 6. Add 10 feet of right-of-way on each side of the street, an eight-foot parking lane, and a five-foot bike lane.	10	29
	351	**351**

2. Do you think bike lanes are important to have along North Avenue?

Responses

Yes	260	74%
No	91	26%
Total	**351**	

3. Why or why not?

There is so much traffic and congestion along North Ave, it is in the best interest of the community to have safety measures for all. Improvement in those areas for pedestrians, vehicles, and bicyclists are very important especially considering transportation to and fro the schools (Mesa State, Dist. 51, baseball games, etc...).
I think the bike lanes should be in the street because that is where bikes belong...not on the sidewalk.
If installed they would be used.
There are a lot of pedestrians and college students who ride bikes and get in the way of the walkers on the sidewalk or the drivers on the street.
There are a lot of pedestrians and college students who ride bikes and get in the way of the walkers on the sidewalk or the drivers on the street.
There is a great deal of traffic and I fear that there would be more accidents involving bikers as well as an increase in accidents due to vehicles trying to avoid them. I have no problem at all with bikers but I fear for their safety. I would strongly discourage bike riding on North Avenue and as a resident of this County I would be disappointed to see encouragement for bike riding on that street.
Bike lanes would aid in keeping both Automobile and Bike traffic safer.
they still will ride to close to the traffic like they always do everywhere else.
in this country we should be, in general, encouraging use of bikes instead of cars
Bikes have a place, but North Ave, is not one of them. I lived on White Ave, when the 12th St., bike lane was put in. What a waste of traffic flow, for the little use it gets, even to this day!
There is so many college students.
Being bicycle friendly is one of the important factors in the livability of a city. In an area like ours, where outdoor activities are so important to the lifestyle and even economy, we should stay as current as possible.
Safety
They cause nothing but frustration for drivers in Mesa County. While I think they are worthy, encouraging bikes on the roads in Mesa County will only add to traffic problems, crashes and bike riders being injured/death because drivers in Mesa County don’t know how to drive with bikes on the roads. Just like they don’t know how to use round-a-bouts either.
There are more people biking and a bike lane - safety - would be a good idea. Could ease accidents on other streets that do not have bike lanes and add revenue to local stores.
Traffic is too heavy and Bikers are safer on sidewalks than the Street. Less chance of a cyclist getting hit or hurt.
You don’t see very many people on bikes today. The weather in GJ is such that the bike lanes are not useable for many months out of the year. Bike lanes near the college may be prudent but not along the whold of North Ave.
In the future, Mesa College will be a large university with a number of bike commuting students. In addition, as gas prices rise and people become more aware of the consequences of driving a car such as obesity and global warming. More people will want to bike commute or travel by bike for pleasure and excercise. As they say, every time you drive a car you cause some harm and every time you ride a bike you do some good.
College and town bikers
Bikes will always be a part of multimodal public transportation. It would be better to seperate bikes from walkers.
Changes the character of the street by making it less of a highway

North Ave is a major road through town and should therefore be available to bikers.
Bike lanes are crucial for Grand Junction's future - when recreation is more important to the local economy, gas prices are high, and people want to use alternate types of transportation. Widening North will just generate more traffic and fill the added lanes, and will encourage faster speeds.
Bike traffic is absolutely minimal on that corridor. Considering the excessive cost it would take to construct them, I believe the benefit/cost ratio is very small. Considering the limited resources available to the community right now, I think we have better things to spend money on than bike lanes that will benefit an extremely small percentage of the local population.
Bike lanes do nothing to aid in rejuvinating North ave.
Just not enough space for bikes--alternative routes are available.
Lots of people use bikes and more may look at bikes as an option to cars or the useless GVT buses.
I think that all cities should encourage citizens who wish to ride bikes to be able to do so safely and conveniently. This will become more important as gas prices rise.
This is a biking community and not creating a place that is bike friendly will be extremely short sited.
I think clearing traffic and making turning lanes safe with pedestrians is priority for a future. Bikers can travel safely along sidewalks safely. Key point along North Av. is flow of traffic. Clear that, clear parking.
creates option for alternative means of transport. this is a major, essential artery and bikers need safe access to it. The larde european cities have similar designs with trees, grass strips and cycle paths, especially in the hot Mediterranean cities.
It is very important to encourage alternate means of transportation. There are limited options for safe bike travel and without bike lanes, some will ride bikes on the sidewalk which endangers pedestrians. Without the bike lanes, bikes in the street are unsafe. With the growth of Mesa State and other business we need to encourage safety and calming measures with things like chicanes to slow traffic and make it safer for bikes, cars and pedestrians. We need to think forward with our design and encourage non auto dependent transportation to help us become a more modern city that encourages people to get out of their cars.
Wider sidewalks would help on the south side.
North Avenue is too congested for safe bicycle riding. Bicycles should be on the less used routes.
If the lanes are there, people will use them, especially knowing that they can go a long way on them. Otherwise, it would be a scary ride!
this is a beautiful place to live that attracts families andd retirees who want a healthy lifestyle. Many people would bike if it weren't so impossible here. I had a hard time reading the drawings...option 6 worries me if bike lane and parking are on same side. Could bike lane be on opposite side than parking? people in gj are not used to bike traffic and have a tendency to run into bikers.
North Ave is a very busy street - bike lanes would bottleneck traffic more (motorists slow down around bikes - many decrease way too much and can cause near accidents).
Grand Junction is naturally a bike city. It has great weather and tremendous biking opportunities outside of town, as well as a very bikable downtown. The one sore-spot, however, and a great impediment to those looking to bike more, is the state of north ave. I personally have biked down north ave, however only for brief periods between traffic or at night. during another other time, such an action would be extremely ill-advised. Adding a bike lane to North Ave. would be a great benefit to businesses along the corridor, as well as to outside perceptions of the city itself.
we have plenty of east to west bike lanes ....don't see the need for any on this busy street.

With fuel costs the way the are (and more than likely stay). Give us the option to ride and feel safe. With the lower income population tending to migrate to that part of the valley, help us out.
many nearby alternative streets
More people are using bikes for transportation
As an avid bike commuter, bike lanes along North Avenue would provide greater access to the college and businesses.
Currently, there are no bike lanes on North Ave and bike travel on North Ave is VERY dangerous. I ride my bike on this route 5-7 times per week. Many vehicle drivers are hostile toward bicycles because the vehicle drivers have to change lanes to give the bicyclists any berth. Some type of bike lane on this route is imperative. Most bicyclist now take Elm St East and West because North Ave is so dangerous.
Safety and ecofriendly reducing our carbon print escpecially as the college is expanding and growing.
Near the collegen they may be, but along the rest of the corridor there is very little ped traffic and the bikers and pedestrians can share the sidewalk, even main street sidewalks could be shared with the higher ped traffic
As a biker myself, there is too much traffic going to swiftly. I always try and get to a lesser arterial such as elm or Gunnison.
A lot of people are riding bikes. They either are riding on the sidewalk, which is dangerous to pedestrians, or riding on the street, which backs up traffic and is a danger to everyone involved.
I believe an overall bike friendly community is important to Grand Junction and surrounding communities. When we talk about the area, biking always plays an important part in that conversation and therefore is important that our infrastructure reflects that. Additionally, I think the college students deserve a safe and bike friendly “home.”
It’s a main corridor accross the center of town. Bike lanes would add safe access on the street to the East and West areas of the North Center of town and provide safe travel for the Colo Mesa Univ. student population
Bicycle and pedestrian safety are critical to encourage non-motorized use, improve the livability of an area and reduce traffic congestion.
It’s an important part of the transportation mix
I would actually answer yes and no. I think that pedestrians and vehicles should take precedence. Not to discount bikes, but driving this stretch daily, I observe a greater need for pedestrians and vehicles
So that people can safely ride a bike instead of having to drive a car!
They are a vehicle.....let them share the roadway.
Since the city has already put bicycle lanes on some of the major busy streets it’s only logical to continue with putting a bike lane on one of the most traveled roads in the city.
In a college town, right near a college? Hello...lots of bike traffic potential!
Because it is a major street for the college and a lot more students are biking
We have got to start making more options for non-car travel everywhere.
Bike lanes promote alternate transportation usage and improve safety.
The community encourages biking and wants tourists to come for biking events so give them a bike lane. Also a number of people have no other means of transportation, so provide them a safe avenue.
Many college students use bikes. More residents who aren’t students would use them if they don’t have to put their lives on the line around North Ave.
Too much traffic. Utilize secondary streets for bike traffic.
Biking is an important and optimal form of transportation for health and environmental purposes. Individuals who bike for transportation and/or exercise should feel safe and drivers of vehicles should consider their obligation to share the road with cyclists. A lane designated for bikes would achieve this.

To much traffic and won't be used.
North Ave is a major connector to important areas of commerce and employment, and needs to be safe for bicycles to be used for travel to these areas--without resorting to the sidewalks.
So many students ride their bikes to the college and it is unsafe/problematic for traffic, pedestrians, and bikes the way North avenue is now. The college seems to be growing and so there may be even more traffic there in the future and especially in an area with students, it is important to have room for bikes and pedestrians to travel safely and to slow down cars and/or make efficient routes for cars that are separate from where bikes are.
FOR SAFETY REASONS
Provides safer means of transportation for bike riders in lieu of having to travel the back streets. As our valley population increases the need for safer bike lanes will also increase. This is especially true in the vicinity of Colorado Mesa University and surrounding complexes and parks.
Bicycles are here to stay!! I believe with the continued increases in fuel more bicycle traffic is inevitable. North is an important east/west corridor and would facilitate the increased bicycle traffic if it were made safer for that riders.
We need to get people to use other forms of transportation to improve the quality of life for everyone in this community and we have to give them choices to do that.
Making GJ bike friendly needs to be at the center of future development plans. The bike community in GJ is growing. Many tourists are already traveling here for access to biking and adequate development of bike lanes may stimulate this further. Local bike usage will also increase as safe corridors are created for the more timid cyclists, reducing traffic and heavy vehicle use and air quality issues. Many of us already ride these streets at some considerable risk! Why are the cops running speed traps on the residential corridors when we can't ride safely downtown? Local bike-oriented businesses (MRP, White Bros, DT Swiss, the numerous local bike shops) may benefit increased sales and therfore TAX revenues and JOBS. We may even be able to recruit a b-cycle franchise (similar to Denver, Boulder, etc.). Bike lanes are for these reasons an essential part of planning for the entire downtown area, not just North Ave.
cost of gas!!! People are riding there bikes!
There are very few E/W bike routes across Grand Junction.
Many riders aren't too smart about traffic's ability to kill or injure them and will ride on a busy street no matter what. I think a bike lane is a safety feature for drivers as much as for riders. Personally, I'd ban bike riders from all principal arterial streets (Patterson, North, Grand, Main, 1st, 4th, 5th, 7th and 12th) and make it a first offense $100 fine and a second offense $100 fine and confiscation of the bike and a third offense $500 fine, confiscation of the bike and ten days in the county slammer.
dangerous for bikes on North Ave bike shoud take alternative route
I think it would be to dangerous...Especially the way people drive on North Avenue and the amount of traffic...
I feel its important to draw the bikers to that area and to keep them safe.
Too busy. Look at Fort Collins, Colorado as a guide. On College Avenue, which is also Highway 287 that runs through the heart of town, there are no bike lanes. The bike lanes/route along College Avenue are on secondary streets. Glenwood Avenue, or Belford Avenue would take care of this rather nicley.
Need to encourage alternative transportation methods. Also good for tourism and "sense of place".
There is a decent amount of bike traffic in the downtown area and it would be good to give each mode of transportation their own piece of the thoroughway.
Bike lanes are important but too dangerous if you diminish the traffic lanes to 11 feet. Since no offered option increases the total width of the street bike lanes simply must go to other streets. P.S. -- I am an avid and frequent bike rider.

This would help reduce traffic, as well as improve environment.
We have spent a vast amount of money on bike lanes and they are seldem used. TOO much money for too little use.
tHE SIDE STREETS DO NOT WORK WELL FOR BIKE LANES. WITH THE COLLEGE AND THE HIGH SCHOOL BOTH ALONG NORTH WE NEED TO PROVIDE FOR BIKES.
As a main corridor North Ave. needs safe options for pedestrians and cyclists. There are schools, parks and Mesa State College all along the corridor. Students need a safe route to commute to school.
attract people that do not drive into the area
Bike lanes should be a part of all street projects in the city. The only way the benefits of cycling are going to be realized is if there is a convenient, safe and connected system from everyone's home to all destinations. The benefits of cycling are: energy conservation, health, international security, reduced parking demand and reduced traffic congestion but it isn't going to happen if it's not safe and convenient.
Implementing a SAFE East West Corridor in Grand Junction is MUCH needed. This would allow cyclists to travel to commercial shops via bicycle. Great work GJ City Council. North Ave needs a face lift and adding bike lanes is the sustainable direction the City should work towards. A healthier, safer, active city will only draw more people to settle here and relish in the beautiful community in which we live.
A lot of people commute by bikes around town. Unfortunately North Avenue is the least bike friendly route we have in town, yet it could provide great bicycle access to LOTS of stores.
It would be much safer for both drivers and bikers if there was significant room for each. It is also a major route that is unfriendly to both bikers and walking pedestrians. The extra space would make it feel more comfortable.
Because north avenue is currently a suicide ride. I avoid it like the plague
If you want North Avenue to have a sense of place and to be a longterm $ generator for GJ, you've got to make it accessible for bikers and walkers. Bikers and walkers cannot share the sidewalk. Bikers and cars cannot safely share the road. As gas prices continue to rise, bike friendly infrastructure (including bike-specific lanes) will just become more important. At this point, North Avenue is one of the most dangerous places to ride in GJ. Cars are moving very fast, there is no shoulder, sidewalks are inappropriate for bikes but represent the only option. A few other issues: crossing North is dangerous because of speed that lights change and because pedestrian crossing buttons are often tens of feet away from the corner and make it very difficult to push the crossing button on a bike.
People bike around grand junction and being that North is a major thoroughfare it only makes sense to have bike lanes. What is currently there not only for pedestrians (in some spots) but cyclists especially is unacceptable and dangerous.
This community has so many great resources for bikers, but North is scary and dangerous. As a major E-W corridor, a primary commerce route and a primary boundary for the University, it has to become more bike friendly, safe and efficient.
Bike lanes should be available on every busy street. It doesn't make sense to encourage bicyclists (especially children) to break traffic rules to protect themselves from aggressive traffic. Bicycling should be a viable option for the entire area.
Bicycles are an absolutely vital mode of transportation in any modern city. A city that is inhospitable to bicycles will never attract young professionals and will lead to more traffic congestion and more accidents. Gas prices set to rise and numerous health benefits make bicycling an increasingly viable, popular and responsible mode of transportation. A city without bicycle lanes is living in the past.
It isn't safe to bike it now, and bike lanes promote healthier lifestyles & provide inexpensive transportation methods.

There is currently not a safe way to navigate North Ave. The bike lanes would provide this and would also provide a reminder to drivers to share the road. The sidewalks are currently far to narrow and are right up against the road and quite tight to some of the existing buildings. The traffic moves at such a swift pace that a separate bike lane is necessary to allow for bikers to safely use this main arterial to get around town.
Bike lanes would open North Ave. to safe bike traffic. As a cyclist, I avoid North Ave. because I feel it is a dangerous place to ride. If I do have to travel a portion of North Ave., I end up riding on the sidewalk to stay away from motor vehicle traffic. Bike likes should be considered as often as possible. Bike infrastructure only adds to the appeal of Grand Junction.
biking should be promted for health, transportation, and family/social benefit of city
It is a mainstream of the city and it would be nice to not have to weave in and out of neighbor hood to to travel across the city.
We have a lot of bicycle commuters in this town and could have even more, if we get more bike lanes and if the price of gas continues to go up. GJ should become a bike-friendly town since it is such an outdoorsy, healthy place to live anyway.
Yes, with rising gas prices non-motorized transportation is increasing.
to make it and safer for bicyclists. there are many students who use bicycles as well as many non-students. in order to access businesses and the campus safely by bicycle, it is now necessary to ride on the sidewalk
The city should encourage commuting by bike for ecological and health reasons. North Ave is a major thoroughfare through Grand Junction and is currently extremely unsafe and dangerous for bikers and motorists alike.
It is important that bikes have a right-of-way on all major streets.
The advantages of living in a city include choosing to ride a bicycle to do errands. Bicycles are inexpensive, good for the environment and the health of riders. Easy access to North Avenue businesses by bicycle is important.
Bike riding on North Ave is pretty much impossible. Way too dangerous. Having bike lanes would allow college students/citizens/etc a safe way to access the school, shops and restaurants on north ave.
North Avenue is a main thoroughfare in Grand Junction and is incredibly dangerous for bicyclists at present. A bike lane would create a safer corridor for bicyclists along North Avenue and make biking in the city (commuting etc.) much more feasible.
North Ave is the best option for cross-town bicycle commuting or walking but I only do it in the middle of the night (after my hospital shift) when there are few cars. North Ave bike lanes would provide safety for existing riders, would encourage potential bike commuters, could significantly reduce auto traffic, and would improve the quality of life and downtown liveability.
Bikes belong on all roads.
Bikes make inexpensive transportation and get people where they are going in a good mood!
I think it’s important to encourage safe bicycling.
This would be a great thoroughfare for cyclists. It currently is difficult at best to ride on North avenue. With the Expansion of the University & the increase in students, North Avenue will see an increase in both motor & bike traffic. Providing a safe space for cyclists will be to the advantage of all.
Only if they can be done safely removed from traffic - perhaps separated by a median for the buffer zone. I think bikers would be more likely to avoid a North Ave that retains much of its present character if there were just a striped bike lane adjacent to traffic lanes
A major east-west corridor is needed for bike traffic. This is a start. / / Paterson Road really needs this also!

I love to bike (to save on fuel cost and increase daily exercise for health reasons). I have biked North Avenue to work and for pleasure, and it is currently dangerous because bikers are not fast enough to ride safely with rushing, starting/stopping vehicles (which is the legal way bikers should be riding). I have resorted to using the sidewalks, but this is also problematic because motor vehicles aren't watching for me, so I have to use caution at every intersection and at business entrances. A bike lane would significantly impact my enjoyment and safety along North Avenue. A dedicated bike lane would increase safety, promote health, and save fuel costs for other bikers and the college community.
North Avenue is still one of the main East West corridors and is heavily traveled by cars and bikes. Bike lanes create a safer area for people to ride a bike. Riding bikes is good for ones health and good for the environment and good for our local economy.
Because we are leagues behind. Build it and they will come. Any of you experts familiar with complete streets?
I would like to see the Grand Valley become more and more bike friendly. A lot of people not only would like to have an ability to safely ride a bike across town but for some people that is their only transportation.
Bicycle traffic on North Ave as it is now is very dangerous. Cyclisyts must share the traffice lane with drivers and many drivers swerve into the inside lane to avoid them (despite the presence of other drivers in that lane).
I think an east-west bike path is important, and it should be such that it encourages bike commuting--i.e., not necessarily for pleasure riding. However, I don't think that pathway has to be along a street as busy as North Ave.
Safety of bikers.
To promote alternative transportation. To keep bicyclists safe and traffic flowing. To keep our town bike and sidewalk friendly. It is very difficult to walk or bike without sidewalks and bike lanes. Let's promote health and make North Ave a nice place to want to visit. Right now if it old and gross and dirty. It need updated to keep up!!
Yes! There are an increasing number of people in our city who are choosing cycling as a form of transportation, and the city needs to ensure that there are safe means to do this. As a recreational cyclist and commuter cyclist, North Avenue is incredibly dangerous to bike on the way it is right now. In fact, I never bike on North Avenue because of the risk involved.
Promotes bikes and safety issues. More family safety
People try to bike it anyway - might as well be safe and offer more room on sidewalks.
Safety first; and to promote non motorized transportation.
One of the busiest streets in town with businesses that would most likely employ those that need to ride bikes(fast food,retail businesses). The sidewalks are not suitable or safe for bikes and pedestrians at same time.
We are a bicycling community and ease of bike access to the college, stores and housing is an efficient and clean transportation alternative not available on North Ave now.
If there is a right of way/expanded sidewalk, a bike lane is not necessary. If the road is not widened, I don't think there is enough room to comfortably have two lanes of traffic and bicycles, with or without a stripe for a bike lane.
Orchard Avenue is the only other dedicated place for a bike lane and there are many parts on Orchard where it does not exist.
In thinking about rising gas prices and reducing emissions, it would be a GREAT idea to include bike lanes on more of our existing roads. Cyclists need that in this town, especially since the public transportation system runs so infrequently.
Cyclist's don't follow the law as they should anyway. The act like they can do whatever they want.

Because of the college, high school & middle schools. They don't all drive so they ride their bikes & it's really dangerous to try & ride a bike on North Ave now.
Bike lanes provide access to the area for a greater number of vehicles. I'm hoping the redevelopment of the area will include a far greater percentage of multi-family housing than there is now and bike lanes and landscaping will make the area much more attractive. Narrower lanes will encourage more cars and trucks to use I-70B and the Riverside Parkway.
The street is very busy and there are a lot of students. Bikes are encouraged in our community, so we need to put safety accommodations in place.
If you make the pedestrian area wide enough, you will not have a problem and don't expect that many pedestrians/bikers. Major problem with 12th/North Ave to 18th/North Ave, South Side: no room to ride a bike and a deep fear of getting hit by a car, and North Side: broken up/missing sidewalks and empty dirt lots/missing sidewalks.
No one rides a bike to work. Kids won't even ride a bike to school. Waste of money. We need more traffic lanes, more turn lanes and definitely pull-out of traffic lanes for buses. Serve the majority for once, instead of the vociferous minority. Most of us just want to get from Point A to Point B as calmly and safely as possible.
WIthout Bike Lanes it is very difficult to get across town safely. Especially, since Patterson is not safe to ride a bike on at ALL
Preferred mode of transportation for many Mesa State students and VA employees.
Grand Junction has an ideal climate to encourage more and more bike commuting. Providing safe routes is important!
Currently, North Ave. is dangerous for bikes.
Bikes will be an increasingly important mode of transportation. With the growing newly designated University, bike lanes will be a boon for students and faculty commuting by bike.
It is one of the main corridors for east west transit through town. It provides access to many shopping areas and resteraunts
Grand Junction needs more bike-friendly routs and the lanes would slow traffic
More travel capability
It is an important arterial. I ride a bike quite a bit and I appreciate a buffer between other traffic and myself. Considering how heavy traffic is on North Avenue, I believe a buffer between the traffic lanes and a bike lane is prudent. Bike lanes may encourage more people to bike commute rather than drive motor vehicles, especially around Mesa College.
lets cause more trafic jams by adding bike lanes... DUH!
We need thoroughfares to move traffic and bike lanes are best when provided on side streets to keep the cyclists completely out of harm's way.
Bicycle lanes should be added wherever possible to help reduce traffic, lower pollution and help people be more active.
people do not use bike lanes, much to the chagrin of urban planners. I drive in areas of GJ where there are bike lanes every day and I almost never see bicyclists utilizing bike lanes. They seem like a great idea, but if you really measured usage, I'm sure you would see bicycle usage drop after bike lanes are installed. I cannot account for or explain why this is the case, but it simply seems to be true. I think sidewalks, vehicle-ped buffer spaces, medians or landscaping improvements would be much better options to explore for improving the North Ave corridor. Street parking might also be a good option, too. The Riverside Parkway is beautiful and well thought out, and the folks involved should be commended. I love driving on it, even if it means it will take me a few more minutes to reach my destination. (The bike lanes there are real pretty, but again, seldom utilized)
Safety

People need to be able to ride bikes safely on streets. Many are riding to work.
Added pleasure but if costs are too high a sidewalk and buffer zone are more important for daily use
Given the increasing cost of motorized transportation, all viable alternative modes of travel must be encouraged.
I live right off North Ave. I know how to avoid North west of the ditch on 28 Rd. Riding east of 28 Rd is a true menace either on the sidewalk or in the street. The problem w/ a lane next to a sidewalk is that is where all the garbage goes that is dangerous to a bike rider. If cars are parked on the curb, a rider must always be alert to an opening car door. There is no perfect solution. An eight foot buffer zone will fall into the same disrepair as the medians. The ultimate solution is for all businesses to adopt the Fiesta Guadalajara strategy. (Business districts?) That leaves the improvement of North Ave to businesses. There must be another reason why businesses are abandoning North Ave as fast as they can. The bike lanes added by the city in the last ten years add greatly to the aesthetic of the city. Two gas stations from 1st St to 29 Rd? Gotta look deeper. Run a shopping bus up and down North Ave.
If they want bike lanes then they should have to license their bike and pay road taxes to use the road just like I have to do with my car, besides half the idiots still ride in the middle of the road even when there are bike lanes. I chose one with bike lanes because I know it would not matter what I thought you would still install them so I chose the one with the wider traffic lanes.
The number of driveways into businesses make bike traffic too dangerous. I do not want to watch for bikes while turning into businesses. Remember, you are trying to encourage more businesses along North and the customers who visit. Biking through a business district is no fun for biker or driver. There are PLENTY of other streets in GJ with good bike lanes and less danger for biker and driver. Being politically correct regarding bike lanes makes little sense when North is such a congested area. Sidewalks are necessary for foot traffic between parking and businesses.
Definite need for alternative travel mode
take too much right of way and bike riders tend to not use them.
Many people use the sidewalks for biking, and so many drivers don’t see them when when they decide to make a turn . So many close calls happen.
Nothing could be more disruptive to smooth traffic flow. They disregard traffic rules, ride side-by-side, swerve into traffic, etc. I observe these problems daily on my drives into the city from the Ridges, and going west on Broadway toward Fruita. They are rude, and yell obsenities when passed. When I have complained to law officers, they shrug & say that bikes aren’t able to be ticketed.
More people would likely ride bikes along North Ave. because it would be much safer.
much safer for bikers
no, in other parts of the city that have bike lanes they are not used the way they are supposed to be. Why waste money to put in something thats not going to be used correctly anyway
I believe that bike lanes are a critical element missing from North Avenue as well as on the other major thoroughfares in this town. These busy streets are usually the most efficient and direct routes of travel for cyclists and motorists. Not having a bike lane forces cyclists into pedestrian areas where there is potential for verbal and physical altercations, not to mention injury resulting from a collision. Grand Junction is a magnet for cyclists all over the country. Why not provide a safe urban cycling environment to compliment the world-class road biking and mtn biking?
See many bike riders on the sidewalks because it is not safe on the road.
people are trying to save money by biking and making a safe way along a main thoroughfare is important for the city to do for it’s citizens
It provides a less expensive, alternative form of transportation for citizens. It also promotes a health-conscious community that enjoys the outdoors.
Cyclists are in danger on North Ave because of the heavy traffic flow and little room for riding.

with increased development of the areas around mesa state and rising fuel costs, more people are walking and biking in this area
safety
It is INSANE to have bike lanes on heavy-traffic roads! Gunnison Ave. should be the main east-west route for bikelanes, or even Grand Ave. If any of these plans require downsizing North Ave. to only one lane in each direction, then you've all lost your minds. You ruined 12th St. "for the sake of safety" as it & N. 1st St. should be the same, 4 lanes of traffic. Why can't bike lanes be restricted to N. 10th St. & another st. close to N. 1st? It's also nuts the way so many roads are mis-matched, going from 4 lanes into 2, such as N. 1st & N. 12th.
Bikes are already on North Avenue, and will continue to increase in volume. With designated bike lanes, automobile and bike traffic can co-exist safely, and efficiently. Bike lanes will safely maintain a convenient and safe traffic flow.
it is the most direct way to travel east/west through the city and bikes already are ridden along North Ave., although it makes me shudder to see them!
Bike lanes are better suited on streets that do not have such heavy traffic from such a variety of uses, e.g., cars, vans, delivery trucks, transit buses, etc. There are plenty of "side streets" for bike lanes that can provide a safer route to and from the same points.
Bicycling keeps needed money in our local economy. For every car that is ditched in favor of a bicycle, we keep thousands of dollars here that otherwise would go to big oil or the middle east. It also makes for a much more attractive place to live without so much car congestion.
Build it and they will come.
Area is too congested with auto traffic. Bike lanes would impede the flow of traffic. I only like the first option I selected. The Number 2 choice was only added because my survery would not be accepted otherwise. If It had been allowed only option 2 with no bike lane and no parking would have been selected.
North Avenue is so conjested allready. There are cars stacked up for several blocks now. With people talkinf on cell phones and texting the street isn't save now. A bike lane would add safety issues. People ride around with music playing in their ears. They often don't look up, even when you drive next to them.
the main thorough way through eastern part of town. although another option would be to use a parallel street, although the first 3 south are stopped by lincoln park... how about a bike lane off the street, like a wide sidewalk due to traffic...
Too much traffic, better to utilize side streets with less traffic.
We need to re-brand Grand Junction as an outdoor sports mecca. Bike lanes on the main road through the city would be a positive draw for cyclists.
Not safe at present for Bikes. Need alternative to cars. Narrower traffic lanes might help slow traffic.
There are many bike riders in Grand Junction, North Avenue is totally unsafe as it is for bike riders - they have to ride on the sidewalks (where there are sidewalks) which affects pedestrian safety. There needs to be more bike paths within Grand Junction, not just on North Avenue
Biking is a healthy and energy-efficient form of transportation. At present it is unsafe to bike along North Avenue.
Would make bike commuting more feasible to have a long through-street, like North Ave, more bike friendly.
Another opportunity for people to use their bikes and get current bike riders off of the sidewalks since they have nowhere else to feel safe when they ride.
We need to ensure safety for those who already ride and promote more people riding bicycles to encourage healthy phyiscal activity, reduce America's rising obesity rates and alternative means of transportation.

It is important to incorporate this mode of traffic into all future planning to encourage other forms of transportation and healthy living.
There is no where to ride at this point, especially east of 29 road. I live in Fruitvale and over the years have seen many bikes and wheelchairs in the street. There MUST be accomodations made for these people.
both bikes and people using mobility devices can safely travel with cars.
Bicycles are quiet, they promote good health and a healthier environment, and they may help slow down traffic.
We are not bike friendly and we need to be, and we need to take into consideration how many people either have to bike, walk or ride the bus to commute.
I think it’s important to encourage safe bicycling.
No. There are pleny of side roads one can take instead of a busy road that taxpayers have to fork out money to provide their safety.
We need safe bike lanes everywhere. We should do all we can to encourage riding bikes. It is good for individual health, saves gas, and increases sense of community.
they are a hazard to traffic and businesses
Provides an east-west corridor for bicycle transport and separates bicycles from pedestrians and faster moving cars.
It’s a main artery for traffic of all kinds. It would provide a better east-west route (and with lanes, be safer) than using side streets for bicycle traffic.
Bicycles are a major mode of transportation and this area is a major access road. Also it allows for wheel chair access when ditches etc are in the sidewalks and wheelchairs cannot tranverse.
Provides a straight through access from 6-50 east to 6-50 west. Great for people to bike to work, or to get to recreational areas
Too major of an automotive route to consider bicycling on
bikers are becoming more and more around the grand valley and we need to meet their needs by proving bike lanes.
Bike lane is important for safety.
It’s just flat insane to ride a bike on North Avenue - the traffic is too heavy. But, if you’re going to have one at least make it as wide as possible.
While some secondary streets are available as alternate routes, the interruption of the street grid by the high school, college and Lincoln Park makes that difficult for bicyclists. The population in the area includes many bike riders; they have to be safely accommodated.
College area which is expanding would benefit from bike friendly roadway.
Without a designated bike area in this heavily traveled corridor (bike, pedestrians, cars, all of them), there will be too many dangerous conflicts between bikes, pedestrians and cars. There are bicycle commuters here more than recreational bicycling.
Biking along this avenue is impossible as it is now. North Avenue, as a result, is not a place that you casually stroll into. Instead, it is an eyesore, and a place that I dread going to.
Safety ! More and more people are riding and North avenue is used a lot by students. I think all of Grand Junction should have bike lanes and even alternate bike routes for all with stop signs and ped. crossings

Public roads should be safe for all users, and riding on sidewalks is not a safe option for cyclists or pedestrians (even if the sidewalks are 8 feet wide). On a road like North Avenue with very heavy automobile traffic, its difficult and intimidating for a bicyclist to ride in traffic. Wide bike lanes would change that perception and provide the best east-west bike route in that part of the City. From the options above, I would actually prefer a hybrid that uses 8 foot sidewalks with 8 foot landscape buffer, but also pinches the travel lanes down to 11 feet and adds the extra 2 feet on each side into 7 foot wide bike lanes.
This is a central business location and also the college zone, many people ride bicycles to school and/or work not only for excercise but also to reduce carbon emissions and save on gasoline. Bicycling is a green activity that we should not discourage.
I use the side streets to access the shopping centers on North Avenue. Riding along with lots of traffic isn't that great for me.
North Avenue is an intimidating road for riders. There are no bike lanes, and traffic is heavy and often aggressive. The road is a major artery through the city, and one of the quickest routes for getting from Fruitvale to Mesa Mall. Bicyclists are forced to take other, longer routes because North is simply unsafe for bicyclists. / / It should also be noted that it is a relatively flat road (unlike Patterson and the Riverside parkway). Flat roads are very accommodating to commuting bicyclists.
Bicycling is one of our community's biggest draws. Our city needs to continue its commitment to creating a bicycle-friendly community.
much safer for all concerned
Improved safety
people ride on the street now and are constantly in danger from the cars passing by
Encourage bike riding safely. Less gas, more exercise, but without a bike lane, it can be unsafe. /
Too much traffic
There is a lot of bike traffic on North avenue and its a mode of transportation that I think is important in a town like ours. Not only that, but I would like to be able to take my children on their bikes and now that we have a place to ride safely on North Avenue. / Thank you for giving us a voice!
Bikes are becoming more popular and this needs to be encouraged.
The college is on North Avenue and lots of students bike to school. / Biking is a good form of exercise.
There is very little room for bikers now and there are lots of bikers who use North Avenue
There are a lot of people in Colorado that bike. Taking into consideration the enviornment and gas prices, it is good to have safe alternatives.
People use bikes all the time, especially more so with the price of gasoline being so expensive.
There does not seem to be enough room on the road right now for cars AND bikes. Riding on the sidewalk conflicts with all the people walking there (especially around the college). There are SO MANY people on bikes in this area (especially around the college) that there needs to be some sort of exclusive bicycle lane. It seems that people here are bicycle commuters (they aren't on North Avenue because it is a fun and pleasant place to ride!) which makes the bike lanes here more important than they would be in other areas of the City (I think bike lanes are better for commuting than sidewalks or trails, for the most part).
Adding bike lanes encourages residents to live healthier, more enviro-conscious lifestyles.
We have a lot of bikers in the area and it will be safer for bikers, pedestrians and traffic
If you get rid of driveway cuts--otherwise it's too dangerous.
There is already so much traffic. Adding bicycles to the mix is just another thing to watch out for if you are driving. It is also dangerous for the bike riders. So many intersections and bus stops, I can just imagine drivers not paying attention turning into a cyclist. I think this street is way to busy for a cyclist path. It would make more sense to make the bike lanes on the streets north and south of North.

Safer for bike riders.
It would be a lot safer than trying to have them on the sidewalk, or weaving in and out of traffic.
because this is a city that attracts the kind of people who bike and this would encourage less car traffic.
Keep them out of traffic, and off the sidewalk
It's an important alternative form of transportation and this is a significant connection across town. It makes sense to connect the two.
TRaffic hazard. Other methods of transportation available aas well as transportation corridors that would be safer for both biker and vehicles.
People need to have a safe place to ride
As a bike rider it is not safe to ride on North ave at any time, adding a bike lane will greatly help.
Hopefully if businesses return to North Ave. it will be way to busy for bike traffic.
Corridor to downtown area and other areas of the community, including access to the college.
Too much traffic. Bikers rarely stay in their bike lane. Bikes do not belong on such busy streets. Cars slowing down or swerving around bikers to give them more room, and bikes coming in and out of their bike lane, will cause accidents between cars and injuries to bikers.
Central transportation residential to commercial and employment epicenters. Growing number either on bikes by choice or necessity.
I think it is a good idea to do something about the bikes. But North ave dose not have the area for bikes with or without a lane it is not safe. Way to many people on bikes do not fallow laws and right single file. Makeing it unsafe for both bikers and cars
So that they are not slowing up traffic, and are not on the sidewalks.
North Avenue just doesn't seem like a place that people are going to be ridding their bikes around. it's more of a business street with heavy traffic not the ideal place for a bike ride.
Easy and safe travel for college students as well as eco modes of transportation.
If I were riding a bike I would not take North Ave. but rather a side street.
NO we dont have funds
Bike Lanes will greatly improve safety and provide better recreation opportunity as well a promote alternative transportation. In addition, a large amount of student bike to school and need an appropriate place to ride safely.
To be energy efficient encourage healthy exercise, many people already attempt to ride their bikes along North and it's not safe. We need to make accommodations for them.
The traffic moves too fast and the lanes are too narrow-most bikers ride on the sidewalks when they ride on North or they avoid it all together.
North Ave is the only way to access many of the businesses there. It is far too dangerous to ride on North Ave now. I do ride my bike to run errands, etc. But I also drive sometimes, and it is really scary when bikes are on the street.
Lots of people travel by bike in this town. North Ave. is a main road and should accommodate all travelers.
Bicyclists need a safe way to travel on this road.
It is legal to use the sidewalk and the number of bikers on N. Ave is small. No widening is needed because the traffic is / way down because of the installation of the Parkway and the improvements that have been done on Patterson. / The street is not the problem. The problem is that the stores have closed.
Grand Junction should be encouraging their citizens to bike more for too many reasons to list.
Not a lot of people bike on north
Bikes should stay on the side walk.

Too dangerous. Traffic moves too fast. Becomes a battle ground for all vehicles. Besides that, grouchy old people enjoy toying with bicyclists in this town.
I don't like any of these because they will not work to solve your problems. They are designed to fail. /
Provisions for bike traffic are necessary for current use, but more importantly, future use.
First, road bikers in the Grand Valley seem to rarely use the bike lanes and instead choose to ride in the road. Secondly, North Ave. is a business/shopping district that doesn't seem to have heavy bike traffic currently. There seems to be more pedestrian traffic, which is why I believe sidewalks are more important than bike lanes.
Exercise! Good for students. Cuts down on carbon emissions.
we are all trying to save on gas and help the environment. we need SAFE streets to ride.
As this street should be used as a business and shopping district I think that traffic flow and safety should be the chief concern.
I have rarely seen people riding bikes on North Avenue, it might just be the times that I am on North Avenue though. I see many more people walking.
Because more and more people are getting around on bikes, creating safety issues.
Even if you not have bike lanes, people ride there bikes on the street. It is dangerous for the bikers if there is no bike lane and it slows traffic down because motorist have to navigate around the bikers.
I have not noticed much in the way of bike traffic along that area and don't see it increasing in the next decade.
Lots of traffic making it unsafe for bikes. Encourages people to ride bikes instead of drive.
Lots of bikes in the middle of the road.
To encourage safe, carbon-friendly commuting
As an avid cyclist and a daily bike commuter and pedestrian around town, the idea of more bike lanes and pedestrian friendly areas is appealing. But in thinking about North Ave it's hard to say whether these would work well. It's a narrow road with a lot of fast vehicle traffic. Would the developed areas be narrowed to one lane of car traffic (fine by me, but many people would probably object) for Options like 3 or 4? Even if there is a nice bike lane there is still a lot of traffic turning into businesses and side streets that could be a hazard to bike travelling in the bike lane. I may avoid riding in a bike lane on North Ave for that reason and choose a less busy parallel road. / / I probably would spend more time walking on North Ave if it was a more pleasant place to walk. / / In an ideal sitution North Ave would be one lane each direction for cars, roundabouts at intersections and dramatically slowed car traffic. Like Main Street. Plenty of pedestrian and bicycle access, reduced car access. Main St is quite nice and I will sometimes go a bit out of my way to deliberately ride my bike down Main St because it is a pleasant little stretch.
cycling as a form of transportation should increase in the future
Due to the amount of traffic on North Ave., not sure this is the best location to encourage bicycles.
Because of the pedestrian traffic associated with the college and the downtown area, it seems to make the most sense to add a safe lane of travel for people who choose transportation by bike. If there is not a proper bike lane, bicyclist will ride on the sidewalks.
More and more people are using bicycles as their perferred form of transportation. Transportation planners need to include safe ways for people to ride their bikes from point A to point B.
This type of transportation will become increasingly important as gas prices go up!
For the safety of cyclists and to help the flow of traffic.
Bicyclists will use the road regardless of whether the bike lanes are there. Bike lanes make it more safe for the cyclists and motorists.

I think as we look toward the future we should plan for alternative forms of transportation as energy costs will undoubtedly continue to rise.
To make it a little safer for bike riders. We have seen a lot of different times when bicyclists have been almost hit by cars and a few times where they have been hit. It gives bike riders a little more of a safety zone for riding and keeps the sidewalks clear for pedestrians.
There are no other continuous east west routes on the north side of North Ave for bikes. Those routes on the south side of North Avenue are somewhat continuous but lack signals at major intersections and with the exception of Gunnison all dead end into 12th St. Speeds on North Ave between 1st and 28th are 30-35 mph which is more bike friendly than the 40-45 mph on I-70B and Patterson Rd. / / Option 1 should be implemented as soon as practicable maybe with next chip seal followed long term by Option 3 or Option 6. Option 1 will help towards speed limit compliance as the proposed 11 foot travel lanes “squeeze” the feel of the road for the motorist reducing average speeds. / / Thanks!
Many people ride their bikes and as a driver, it is a hazard to get around them especially when traffic is busy. This is not safet for the bike rider nor for the drivers.
link with other bike lanes
This makes it safer for everyone involved. The bikes are there anyway, so let’s make it safe.
Road too busy - move bike lane north to Elm or Glenwood
students
Traffic is a problem already - adding the need for cars to wait for bikes to turn on or off of the street will make traffic back-up even more.
North Avenue is a major traffic route and you should maximize the motor vehicle traffic. You have taken too many routes from four lanes to two already so we could have “traffic calming” and bike lanes. If you get traffic much more calm we’ll all have to ride bikes!
Alternate forms of transportation are an important part of Comprhrndivr growth plan.
safety, more appealing to riders
Traffic is bad enough on the street the way it is. Adding another lane for bikes will just increase the risk of accidents.
Too busy of a streat and there are many other routes that bikes can take.
It would create a safe route for college students who rely on bicycles for transportation.
Not enough bike traffic on North Ave.
There are too many turning movements with numerous driveways along North Ave. and we already have alternate east west bike routes that run parallel to North Ave. (Gunnison Ave. and Elm Ave.)
It’s a comuting road.
Not really
Why should gas tax and vehicle registration fees pay for bikes lanes, since they do not pay an sort of user fee or tax. It is a waste of a significant amount of money for the small number of users that would utilize the lanes.
Traffic is too heavy with cars on North Ave. The “element” that use North Ave are not good drivers. They do not pay attention to the road, let alone anyone on a bike.
Absolutely NO bike lanes! If traffic picks up again, it will be a hazard. Cyclists have a tendency to ignore laws and think the roads belong to them.
Too dangerous for the traffic that travels at lunch time and rush hours. Possible lawsuits for the three foot right of way will hamper business and cause

Somewhat, as more bikes are in use for safety there needs to be designated areas that Bike's would ONLY be allowed in.
Separates cars from bikes, from pedestrians.....
There are adequate alternate routes to ride a bike between 12th St. and 1st St.
Total Responses **310**

4. Do you think on-street parallel parking is important to have along North Avenue?

Yes	28	8%
No	323	92%
Total	351	100%

5. Why or why not?

The parking can be congested in that area, especially when you have a special event, you get walkers, bikers, vehicle traffic, etc... Any area to allow for extra parking is an asset to North Avenue.
College kids will park on the busy street and accumulate expensive parking tickets which their parents will end up paying. The parking should be reserved for the businesses located on North Avenue.
The road is far to busy to allow for parking and doors opening and most businesses are set back far enough with their own parking that this would be a waste.
It is such a busy road it would be dangerous to have people getting in and out of the cars along the road.
It is such a busy road it would be dangerous to have people getting in and out of the cars along the road.
Once again, I believe that we would see an increase in accidents if parking were allowed on North Avenue. Something needs to be done about the congestion on North Avenue before something like this is even considered. Honestly, I avoid North Avenue as often as possible.
Too busy a street
it will help with the "NO PARKING" along North Ave.
Most businesses, already have their own. Again. Traffic flow, is extreamly important. Traffic will only get worse, in the future, and ans much as some folks hate to admit it. Bikes, will, never, ever, replace the car. This aint China !
There is enough off street parking.
It would slow down traffic too much, and there already seems to be plenty of parking.
Safety
The types of businesses along North Ave primarily have their own parking lots. Parking along that very busy street would be unnecessary and confusing.
Heavy traffic on North and going to fast for street parking. It appears that most businesses have ample parking. On street parking would only add to congestion on North.
Yes so that it would be easier access to businesses also events happening at Stocker Stadium. My only concern with this is that people would have to yield to oncoming traffic.
Grand Junction have very few roads that people can use to get across town. If parking is necessary it should be either at the business, behind the business or on a block either side of North Ave. The danger of accidents with people parking on the street in any manner needs careful consideration. Consider this... cars, people on sidewalks, bikes and then you want to add parking... I think that's a bad idea.

Hopefully we will have clusters of businesses and residential structures off the street and not need to park right on the street. Less parking may also promote more use of public transit in the future. We should look at a society that is less car centric.
business corridor not neighborhood
The street scape is unlike downtown and has many existing parking lots.
Makes the street more user friendly and slows down traffic
It would create too much congestion.
Especially with bike lanes, parking creates danger for bicyclists. Parking should be on side streets.
I believe parking should be done in parking lots. I feel uncomfortable parking next to relatively high speed traffic and feel it creats a dangerous situation for both parked vehicles and vehicles traveling on the highway.
Businesses already have enough parking on site.
Not enough places you want to stop to shop or see anyway!
Parking along the street could create more accidents. Off street parking is available with most businesses along North Ave.
Many businesses have parking. And the bike lanes are more inportant.
Parkiing on north avenue is difficult to find. Creating parallel parking along with narrower traffic lanes will created a calming affect and essentially make north avenue between 1st and 12th a more pleasant place to be.
Clear traffic. Set up side street parking. East end of N. avenue seems to have clear parking areas.
there is already sufficient parking. If anything , I suggest removing some of the parking lots.
SOME BUINESSES DONT HAVE A PARKING LOT IN FRONT AND SO THEY HAVE LIMITED PARKING
Most if not all business have parking already. I would rather see space used for bike lanes or an increased median with trees.
Lots of off street parking except for JUCO and graduations.
On-street parallel parking will make the flow of traffic too iratic with people having to stop or slow down while allowing another vehicle to park. Parallel parking adds a danger to bicyclists. Parking lots are the best answer.
Seems like businesses will have their own parking. Riding a bike next to parked cars is also scary.
seems like most of the shopping has parking lots. If planning to build on parking lots then we will need parking alternatives.
Parallel Parking would be just as bad of a nightmare. Are you trying to take the thousands of cars off of this thoroughfare?
I think some parking along North Ave. would be a great idea, especially for storefronts which have little parking available, and would do wonders to boost business along the corridor
most businesses don’t have enough parking places.
Need vs want.
slows traffic
Most of the places have parking lots
I feel that on-street parallel parking would hinder traffic flow and could create a safety issue with the added bike lanes.
North Ave is essentially now a highway. Unless traffic is slowed on this route considerably it seems to make littel sense to have parallel parking on it.

I think it is important if parking becomes a major concern. Otherwise have each business provide parking.
Its too busy of a street and parallel parking will cause too many delays
Parking is not the problem with business retention on north avenue. It has not been a pedestrian friendly atmosphere, walking has not been encouraged, crossing the street is flat dangerous, and the ambiance and beautification you see in other areas has not occured. In short, there are not enough “captive” customers in the area, nor sufficient draws to bring and keep customers there.
With all the traffic, it would be a jumbled up mess! Besides, what business is there on North that needs the on street parking?
Most businesses have parking lots and there is significant traffic flow on North Avenue. I believe adding parallel parking will cause traffic to slow down and I don’t believe that is the safest option.
Most stores and business have parking now. Let’s keep that and not impede traffic flow with parking activity.
The businesses along North have plenty of on-site parking. In many areas it’s already a sea of asphalt.
Is dangerous for bike lane
I would like to see more street frontage of buildings and parking away from the street.
I think parking should be behind the shops/restaurants, keeping the storefronts in front for better pedestrian access and to just make it look nicer.
A business should be required to provide parking for its customers.
You are just asking for trouble if you put parking on North Avenue even with a parking lane. While I think people are used to seeing bicycles on North Avenue (usually on the side-walks by the way), we haven’t had parking along North Avenue in as long as I can remember (I grew up here).
no room, too much traffic
There is more than sufficient parking for businesses along North Avenue
There’s plenty of parking in the parking lots.
most business have off Street parking.
would impede the flow of traffic.
Some, but not the whole corridor. Most businesses already have their own lots.
I believe if would clog the traffic flow.
The businesses and shopping centers along North Avenue have adequate parking.
There really isn’t a need.
I may be wrong, but I have not experienced any problems with parking on North Ave with the available parking areas. Perhaps with the changes in the right of ways, buffers, and bike lanes, the parking areas would be smaller. In that case, it might be OK. However, on-street parking tends to conflict with bike lanes and pedestrian traffic (at times).
There is too much traffic on North Ave to accommodate Parallel Parking
It would be better to create more parking elsewhere if possible as the college is doing with parking garages, etc. - it is likely to just be filled with student cars if there is parking on North Ave. Also, it would be better for everyone if students who are able to walk or bike to campus.
MOST BUSINESSES ALREADY HAVE SUFFICIENT PARKING AND THE TRAFFIC MOVES TOO QUICKLY TO ALLOW FOR SAFE PARALELL PARKING
Most businesses along North Avenue already have adequate off-street parking.
Businesses along North have their own parking, so don’t see this option as important - even in the next 25 years. Like the idea of bus pull-outs though.

If businesses weren't set back so far my attitude might be different, but at the moment, parallel parking seems pointless and potentially dangerous.
Parking is important, but many of these businesses already have some parking. If we are loosing a significant number of spaces by 'emminent domain' to create bike lanes sidewalks bus stops, etc. It will be important to find new spaces, garages etc. Parallel parking doesn't seem to be the only way to do that. New construction setbacks and off street parking seem a better choice for the North Ave corridor.
Not needed
Another issue for bicycles to deal with. Impedes traffic flow.
Businesses should bear the responsibility for providing parking for their patrons. Smart drivers/owners don't park on busy streets for a reason. Learn from them. No parallel or angle parking on busy arterial streets, especially North Avenue.
inpedes traffic
That also would be to dangerous...
Too much traffic to parallel park
It is too busy a street.
Too much money to provide on street parking. Let the business owners pay for that as the properties are redeveloped.
Too much traffic in corridor to support parallel parking.
Parking in the lots by the businesses is just fine. I've never thought "Oh, I wish there was more parking on North Avenue." Parallel partking would be too dangerous on this road.
The speed and volume of traffic rule this out in my opinion. The idea of someone backing into a spot with everyone else in the lane being held up seems quite dangerous.
This would hinder traffic flow.
Because the feel of the area would reflect back to the way it was in times past. Many towns had an area for parking along the street. The old time feel of the main street where the street was the area you were going to.
DANGEROUS AND BAD FOR TRAFFIC FLOW
We want to promote a healthy lifestyle and encouage fewer cars. Every car trip costs money, every bike trip saves money and pollution. Parking will create more hazards for drivers and cyclists.
there are a lot of parking areas already
Not enough space.
The road is too narrow to allow room for door swings and bike lanes. Also, cars add to the visual clutter and will detract from the landscaping.
The commercial businesses along North Ave seem to have sufficient parking. I have never had a problem parking in the vicinity.
right now there seems to be no problem with stores having plenty of parking. parallel parking could actually cause more traffic congestion with people trying to get into spots on the street.
I think that if new attractive businesses come into the area additional parking will be needed. It would also slow down traffic on the road and make it feel less like a hwy.
Car doors are a menace to bike riders
Yes, if you want to create a sense of place where pedestrians actually shop. If you don't want that, then no.

I'd urge you to move away from the strip mall pattern (huge parking lots, fast traffic, car-centric, not pedestrian friendly) that currently exists on North. I avoid North Ave. like the plague. It is one of the reasons that people throughout western colorado often refer to this town as the cultural armpit of the state. Once those folks see downtown, they're often pleasantly surprised. In fact, many of those folks have seen main street and said: "maybe there is hope here."
Having a bike lane on the outside of || parking is dangerous for not only the auto drivers but the cyclists with doors opening and cars pulling in/out. All the businesses along north, currently, seem to have plenty of storefront parking and if not there are plenty of places within a minute walk to the store.
All the retailers already have designated parking along the cooridor.
It slows down traffic too much on this busy east-west road. There are massive amounts of vacant parking lots currently being under-utilized.
Dangerous and unnecessary
I can't think of any place I've ever gone on North Ave. that needed additional parking
Again, the traffic moves much too quickly and at much too high a density for parallel parking to be feasible. Parking should be provided at businesses along North Ave. such as the new Fiesta Guadalajera at 7th & North or such as the REI shopping Center or at Copy Copy.
As a cyclist, I think on street parking would bbe a hazard to bikers in the bike lane.
too busy
There are enough parking lots attached to each business, parallel parking would be crazy and dangerous. DONT DO IT please!
I think there is plenty of room in the redevelopment process to create sufficient off-street parking.
limited space already and most businesses have their own parking anyways. Plus traffic would probably cause accidents with people opening their doors due to high traffic.
if the right of way is added on either side of the street, then some parking which exists now in front of businesses may be eliminated.
Most businesses have parking areas.
On-street parking blocks the view of traffic turning onto the street.
Most businesses already have off street parking.
Most stores have parking lots already
Extra parking along north Avenue is unnecessary with businesses providing ample parking already.
Seems like there is already plenty of off-street parking and having a more bike and pedestrian friendly street could encourage spending more time on North Ave. As is, North Ave is too busy with speeding traffic to want to spend much time there - it ends up being a highway. As a walker and biker I would do more on North Ave if there was safer travel.
Fast-moving traffic, plenty of asphalt space behind and around building for parking. Safer, too.
Dangerous to bicyclists and other drivers; would slow the traffic on North Ave.
There is more than adequate parking off street on North Avenue. Cars pulling into & out of on-street parking creates a hazard & will greatly effect traffic-flow.
Maybe if a certain stretch of North were designated more of a walking, storefront, Main St type locale
My thought is no. Does it exist anywhere now? From my recollection of driving North Avenue, all businesses currently located on North Ave have offstreet parking. Keep it that way. Use the extra space for bike lane, sidewalk and tree lined buffer area.
North Avenue is one of the main corredors through town. In my opinion, on-street parallel parking is an inappropriate use of space along North Avenue. It poses a danger to vehicles who are not parking and a danger to those attempting to pull out into traffic. North Avenue should be kept open to the flow of traffic as it is already cluttered enough, particularly through the college area.

I believe that parallel parking would create more traffic congestion and accidents along North Avenue and thus would be horrible for North Avenue.
We should go with that back in again, then we can at least guarantee some job tearing it out in two years.
There is plenty of parking in all the empty retail lots. Businesses should be providing parking not the city.
I think as busy as North Ave is, it would be dangerous to have parking along the street. It seems like it would really cause a lot of congestion. The businesses along North Ave seem to have adequate parking on their lots.
Most businesses along North Ave have adequate off-street parking lots. Adding parallel parking to a road as heavily traveled as North Ave will cause hazards as drivers attempt to either park or enter traffic.
Parking along North would only be to support businesses. I believe the businesses should have parking lots that they pay for, rather than parking spaces that the taxpayer pays for. Also, I think North has too much traffic for safe and efficient on-street parking.
Many parking lots
The business have parking lots and that is adequate.
It doesn't seem like there is enough demand for parking right now. I suppose that could change if there are more businesses along North and/or fewer parking lots for those businesses.
I've never felt the need to park on North Ave. and wouldn't feel like I was gaining something from having the option - there are plenty of parking lots for North Ave. businesses.
Plenty of side street parking
It appears most businesses have plenty of off street parking.
Dangerous with bike lanes on a busy road. /
NO - a total waste of space and money and will make cycling even scarier waiting for a door to open on you.
Many business have parking lots.
Most businesses on North Avenue already have ample parking lots to accommodate its patrons.
The condensed areas of North Ave. have inadequate parking so curb-side will help greatly.
Just stupid. Some people won't realize that it IS parking space & try to drive in it. Will cause more accidents.
Most businesses have ample off-street parking now. Parallel parking slows traffic and is dangerous for adjacent bike riders.
Individual businesses have their own parking, all spaces would be taken up by college students and would not benefit businesses much.
Knowing the driving habits of locals, there are to many dangers areas that can't support stopped or slow moving traffic. To much police presents or lack of presents, along with not wide enough streets and side-walks, and beautification with colors/plants, loss of/bad businesses, impeding golf-course on road-way, have resulted in the slow down of visitor to businesses.
Park to go where?? Most businesses are set back from the street with their own parking lot.
Business has parking
Increases risk of accidents
Many North Ave. businesses have parking already. Parallel is not an ideal option for a busy thoroughfare. /
I'm not sure of the benefit of on street parking, but think it would be a hazard to bikes.
Off street parking is available.
There is parking for most shops already
It's dangerous to have people moving in and out of traffic like that on a main route

Too dangerous
I am conflicted over this one. I can see how business owners may prefer it. However I believe that vehicles slowing and coming to a stop on North Avenue so as to park parallel would lead to additional delays and congestion. I realize that not all business establishments have the luxury of having a lot of off-street parking available.
there are no bussiness cause you ran them to the west end of town by the mall.
Parking is provided by the businesses in this corridor--keep it that way. Cars getting into and out of the spaces will only impede traffic--again, can we have a few streets that are designed to move traffic rather than calm it, causing road rage, because you can't get from one end of town to the other without intentional stop and go traffic??? A person shouldn't have to swing out to the north or south to avoid getting across town.
Unlike Main Street almost all the businesses on North Ave. have parking lots already.
I do not think it would hurt, but I do not believe that should be a high priority.
Most established buildings on North already have parking accommodations---How can parking spaces be created in an already defined space along with the proposed sidewalk, buffer, lanes, bus pullouts, bike lanes. This would affect traffic flow on a very busy street.
Parking should be off-street in parking lots.
too busy of a street to have cars parking in such a fashion when most people struggle to do so without any pressure
If a business believes parking is important to its business, it can pay for the parking. The city, however, must plan for the future. We should not be subsidizing a form of transportation that is in an inevitable decline.
Let 'em park off street. Again, follow Fiesta Guadalajara. It's the trend nationwide. / It also keeps the inside of the businesses cleaner. There's gotta be another city w/ the same challenges, but I'm stumped as to where.
Businesses should have to provide their own parking not the taxpayer
This is even a worse idea than bike lanes! There is plenty of parking for the businesses now. Opening doors into traffic is dangerous and parallel parking is time-consuming for many of us who rarely do it anymore and would stall traffic flow. Watching for children jumping out of cars is dangerous. Really bad idea! / Since you forced me to choose two options in question #1, I chose the one without a bike lane, but I would rather have voted for option #2 twice and not be forced to choose parallel parking!
Parking is now in up front lots, but as it developes, can be provided in rear.
traffic hazard - stopping and backing in. adds only nominal number of spaces.
This will make for many accidents I think, and since it's once of the main roads this will be very bad.
,Hardly anyone is capable of parallel parking any more. Not used enough to be proficient. Holds up traffic behind them.
I thing off street parking is safer
plenty of parking right off N. Ave
Too expensive
I see the heavy flow of traffic on North Avenue being problematic with people trying to enter or leave parking spaces along the street.
Most businesses have parking available
no it will impede traffic on an already busy street
It does not seem like there is currently inadequate parking for the businesses along North Ave. It would seem the space could be used more effectively with one of the other options presented.
There is enough off street parking.

most businesses already have parking and there is parking available on most of the side streets. for the safety of walkers and bikers, there should not be street
safety
This is an equally insane idea, as it takes times to parallel park & that causes traffic flow to really slow down, unless you provide extra space in which to do it, out of the traffic flow. Parking spaces are adequate at the businesses as it is, IMO.
Because the businesses along North Avenue already provide parking for their customers. Parking has never been an issue for me when patronizing any businesses along North Ave. Additionally, On-street parking will inhibit the safe and convenient flow of traffic.
don't think it is necessary and will make it more dangerous for driving and biking.
This is more of a "shopping thoroughfare," rather than a small, compact shopping area. The parking needs to be off North Avenue for reasons of safety and traffic flow.
I have never had a problem finding parking at various businesses along North Ave.
Too dangerous for passing traffic and bikes.
No parking of any kind on the street. It would impede the traffic flow.
Many businesses structures are already a sidewalk away so how can you shrink the road to add parking. Most businesses have their own parking. / Maybe you should clean up the medians you have inplace and put money into getting businesses into all the empty building. Changing the street and getting rid of Lincoln Park Golf Course isn't going improve the street.
it will interrupt traffic flow, which will detour people from the area. help traffic and parking by developing the next street north and south of North with some parking...
Takes up too much land, land better used for traffic flow. Parking will slow up traffic.
There is an ample amount of parking off of the street.
Most all of the business have off street parking.
I think it would be more of a hazard then a help - few if any businesses need street parking, they already have parking at their place of business.
Businesses seem to have adequate parking off of North Avenue. Moreover, the tradeoff for on-street parking is a loss of traffic lanes, bike lanes, or sidewalks, none of which is a good idea.
Most businesses on North have off-street parking. Also, the combination of busy traffic and biking don't go well with parallel parking.
No reason to park on North Avenue when the businesses along North Avenue have their own parking. It isn't like downtown where there is no parking for each individual business. I think this would be a waste of money.
North Avenue is already too busy to add more chaos (parallel parking) to the mix of heavy traffic and heavy pedestrian traffic that is already associated with Grand Junction High School and Colorado Mesa University and events at Suplizio, Stocker Stadium and Lincoln Park.
People can park at places of business that already have off-street parking.
I feel it would congest things too much on a busy road.
the street is too much like a hwy. Backing in and pulling out would be a problem. Off street parking lots and bus shelters is the best.
Off-street parking should be promoted along North Avenue.
So many of the store fronts have parking, it's not like Main Street.
Dangerous to bicyclists and other drivers; would slow the traffic on North Ave.
Absolutely not. There are enough parking lots and no businesses on the street that need street parking.
On street parking reduces safety for pedestrians and cyclists as a result of reduced visibility.

too busy a street.
The majority of businesses have sufficient private parking. Side streets can also be utilized for parking.
There is plenty of parking available as it is now. Most businesses are set back from the street enough.
Parking lots are available with most businesses.
Most businesses have sufficient parking, in my view. Of course, I would want to ask the business people this too--their response is most important. I have never had any problems finding parking to access the many businesses I use on North Ave because they all provide parking.
Works just fine as a major route
north avenue doesn't seem to have a lot of "draw" shops that require parallel parking
Parking is important for businesses.
It will interfere with flow of traffic and most businesses have off-street parking.
Traffic volumes on North Avenue are too high to have the constant traffic flow interruptions of people trying to park or leave spaces. Accidents are inevitable. Businesses will be better served by improving their own on-site parking and working with neighboring businesses to have shared parking. Also, there needs to be consolidation of curb cuts to limit traffic movement onto and off of the street.
On-site parking and sidestreet parking should be adequate.
There seems to be plenty of parking spaces in the area for most businesses/residences (I've never had trouble parking). It seems way too congested for on-street parking to be retro-fitted into this area. It seems that it would create a lot of blind spots for people who are trying to pull into traffic or cross the road (and this hold true for pedestrians, bicyclists AND motorists). I would rather the tight space be used for more pedestrian and bicycle amenities. The street is in need of street trees!
There is already too much parking along North Avenue. This is part of the reason why the avenue is so ugly.
most stores on North avenue have parking lots and the likely hood of an accedent happening in a parking lot is less then if you pull out from the side of the street with the speed that people travel on that road.
Between a "yes or no" I have to choose no, but I qualify that by saying that there may be some locations where on-street parking could be appropriate (ie, between 1st Street and about 28 Road where the development pattern is denser and more urban). But for most of the length of North Avenue, its a suburban development pattern where traffic moves faster and the road is used primarily for mobility to different destinations around the City. For those segments, its more important to provide good buffering for pedestrians and wide bike lanes so bicyclists feel safe on the road. Plus, if conditions on North Avenue change dramatically in the future, its easy enough to add in the on-street parking later when its more feasible (by removing sections of the landscape buffer and switching to a more "downtown urban" section).
I think this would create traffic back-ups and accidents, North Avenue is too busy to have parking like Downtown - businesses along North Avenue should be forced to provide parking in the rear or on the sides of their businesses. This should be at the businesses expense and not tax payers as they are making a profit and done so for many years along this corridor. Business must be held accountable to pay for their own improvements including access and medians.
I think it's a good idea and could work, it's just hard to imagine with the present configuration of North Avenue. I think Americans can't get past the park-out-front mentality but maybe some parking in the front, with more in the back will get people used to the idea.
I am a strong advocate of bike paths, and I find that on street parallel parking represents a considerable danger to bicyclists. This danger presents itself in two ways: First, and most obviously, people opening their car doors, which any bicyclist on the adjacent bike path will then slam into and sustain serious injuries. / / Second, with on street parking encouraged, it is likely that occasionally a driver will simply park in the bike lane.

There is already adequate parking, and the street is too busy for parallel parking to be safe.
all or almost all business have private parking
Unsafe
businesses have ample parking spots now and do not need anymore
There is plenty of parking in parking lots and off-street parking.
Most current businesses have parking lots
I feel it would congest traffic as well as make it dangerous for bikes.
to busy
Most businesses have parking lots.
maybe? Not sure since i do not frequent areas that I woud use a parking spot...let others weigh in on this one...
Parallel parking is not important for north avenue due to how businesses are set up along North, they typically have their own parking, and there is such high traffic that parallel parking would not be the safest option.
Historically, there have not been many requests for parking along North Avenue. We should keep it as a quick fareway to get from one side of the City to the other.
Isn't there enough parking here already? I do not have trouble parking at businesses on North Avenue (and I patronize a lot of the businesses here!). Wouldn't providing even more accommodations for cars, seemingly at the expense of bikes and pedestrians, make it very difficult to create a 'sense of place' and a place that people want to come back to which is the point of the study/plan? I only shop here because this is where some businesses are located that provide the goods/services that I cannot find elsewhere. Believe me, if I could go somewhere else to get what I need, I would have no reason to be on North Avenue. I'm sure the CMU students, faculty and staff would agree!
Retailers all have huge parking lots. Plus, car lined streets aren't as attractive.
It will slow traffic flow and could cause accidents
It is a major arterial and there are enough large parking lots to accommodate the businesses there.
Plenty of parking spaces already. Waiting for someone to parallel park (back up into the space) would just stall traffic further. Not to mention cars pulling out into oncoming traffic.
all the businesses have their own parking lots - its way too congested after 7th street going towards 6th and 5th to have parking and it would all be taken up by Mesa State Students
Too much traffic to park on North Avenue. To dangerous.
There are a number of parking lots at the businesses, and the side streets. The parking just adds to the congestion.
It would be nice, but not necessary.
traffic is too heavy to have any parking, parallel or angle
I think it's a great idea, but at the bottom of the priority list. It falls into the catagory of if I could have my cake and eat it too, we'd have detached walks, at least an 5 ft buffer, parking (personally I'd do angle parking and make the street 2 lanes - one each direction) and a bike lane. Just don't think that's going to happen.
Parking is already available in area businesses and additional buffer will take away the existing parking that some of those businesses already have.
too dangerous.
North Ave. is not Main Street and people will not be strolling up and down the street. North Ave. is a going in to a specific busy and get out.
Too much traffic if continue as primary access.

Again, too much traffic. Cars slowing down to find parking, backing up traffic to pull in and out, or stopping to wait for a space that is about to become available, are all problems that will occur on a constant basis (especially near the college) if there was parking on North Avenue.
Too much potential for accidents with high volume of traffice during busy periods. More than adequate off street parking currently available.
North Ave. is a thoroughfare designed to move large volumes of traffic quickly and efficiently. Someone trying to parallel park would be a significant hinderance.
Same with the bike prob to many people not paying attention more parking lots or maybe a parking grage someday
There is plenty of parking off of North Ave.
most businesses have their own parking so i don't think that it is necessary to have on-street parallel parking. also it would be troublesome to parallel park on such a busy street.
Business should provide parking along North Ave.
I really like this idea and I think that it would add character to North Ave. as it would create more of a shopper friendly environment and would be somewhat similar to a downtown Fort Collins. In Fort Collins (Old Town) the parking spaces are in the median at a slight angle.
no we dont have funds
It will only congest traffic more blocking views and become unsafe in attempting to find a parking space. Traffic is only going to increase and on street parking on a main thorough-fare does not make sense. This is not like Main St or other small downtown side streets.
Too many people drive fast through that area whether or not they are supposed to we are increasing the risk of cars getting hit and people getting injured.
Parking on North would be a disaster! People already don't watch where they are going and to add traffic moving in and out of parking spaces would be asking for trouble.
Businesses have their own parking. Parking on a busy street is hazardous - to the person entering or leaving the car, to the drivers, and to bike riders.
It is hard enough to get in and out of he parking lots on North Ave. Trying to park, or exit a parking space on such a busy road is a whole lot of accidents waiting to happen. /
This road is simply too busy for that type of parking. I believe it would cause all manner of accidents and traffic delays. The traffic load is prohibitive for safe parking, and exiting/entering one's vehicle.
There is no parking needed because the stores are closed. The stores that required parking have parking lots. / North Ave is Not main street. There is no way a "Park and walk to stores" idea can fly. The stores are too far apart. / The buildings have parking lots and do NOT need parking on the street.
All the shops on North Avenue already have their own parking lots. Parking is NOT an issue on North Avenue like it is in older parts of the city.
I don't see a lot of people parking parallel because north has a lot of people driving on it.
more parking equals more shoppers, and meters could be used for extra money.
Motorists won't slow down enough to allow someone to parallel park. Then trying to inch your way out of a space would be a disaster.
No one will come to any poor quality establishments.
Parking will promote unsafe conditions for motorists and pedestrians. It will also lead to further congestion.
The slightly outdated buildings along North Ave. have poor parking. Adding parking would be a benefit to potential customers of North Ave. businesses.
would cause too many accidents with cars trying to pull out.
Any room used for parking should be used for pull outs to improve traffic flow.

North Avenue is a very busy street and I think that having the on-street parallel parking could create more accidents.
Too much traffic on North Ave. Businesses should provide parking off-street.
It depends if you want a main street feel for North Ave. parallel parking might work. If you want a more commercial appeal I feel the parallel parking would make North Ave too congested and would slow down the traffic flow.
Most if not all of the businesses located on north avenue have their own parking lots. Also, parallel parking on a business street such as north avenue would be very unsafe.
North ave is crowded enough as it is. NO parallel parking. Bike lane is more important. Businesses have their own parking lots. Parking on the street is unnecessary!
Parking will produce problems for traffic flow.
there are many parking lots that could be spruced up for usage
There are plenty of businesses with plenty of parking areas along North Ave already. I assume that parking would be located to the right of the bike lane, often putting the bike lane right into the “door zone” where cyclists are at risk fron car doors opened suddenly. In those type of situations I avoid a bike lane and ride in the car travel lane for my safety.
If the planning of North Avenue is to increase the commercial viability of the properties, then parking will be required.
North Ave. is a state highway.
North Ave is already congested enough without the added confusion and sudden starts and stops added by people trying to paralellel park on such a busy road. Not a good idea.
North Avenue is already a difficult street to manuver without having to worry about people trying to parallel park (which most people aren’t very good at) or when they pull out into traffic without looking.
I personally would be uncomfortable parallel parking on North Avenue. I would avoid those parking spots because it is a very busy street and would be nervous having to back into a parking space.
I think it would be very dangerous. North Avenue is a very busy thoroughfare at a higher speed limit (and more people speeding at any given time) than other streets which have parallel parking (downtown).
Most businesses provide their own parking and there is ample room for that on North Ave. Parallel parking can obstruct traffic as cars pull in and out.
I think the additional parking would give more access to businesses for customers and if the parking includes parking meters it will also give more revenue to the city.
No as important as bike lanes as most of the area as developed with off street parking over the last 50 years. As with the bike lanes it’s slowing effect on the corridor would encourage compliance with speed limits.
I think it will be difficult for people to park and not avoid tying up traffic that wants to continue down North Avenue. They will end up waiting for the person to park and this may back up traffic unless there is enough space that the parker can get out of traffic to park.
esthetics and safety
Businesses have their own parking.
Again, many use this street as a thoroughfare. This will add even more stoppage of traffic that will cause back-ups.
Most businesses along North Ave already have off street parking.
Businesses should have enough on site parking. It would very expensive to add another lane for parking.
More accidents
Not enough room, too busy of a street.
It would disrupt the flow of traffic too much as people take time to parallel park.

The businesses on North ave have plenty of parking spaces.
On street parallel parking would be very dangerous since this is a major arterial and backing and exiting movements would cause a traffic hazard
Too much traffic. Use of off road parking. Parallel brings traffic to a halt while someone parks, lane changing to avoid a car in the process of parking is hazardous.
It isn't that kind of street.
Too dangerous.
Traffic is too heavy for parallel parking. There will be many accidents. If you added those in addition to a bike lane, you're asking for trouble.
Once again, it would be a safety hazard once the traffic picks up again. If businesses don't or can't offer parking, I would rather see parking areas interspersed.
Parking on a heavily congested traffic zone would be like putting parking on Patterson Road. Bad idea
Traffic would be impeded and businesses have parking lots, this would just create additional blind spots for more traffic accidents.
Any real business would need more space other than frontage.... off street in lots
Parking would slow down traffic flow, especially in the right lane, as people slow down to pull over and park. Further, everyone starts moving to the right lane as they approach 1st Street in preparation for merging into I-70 B west of 1st Street. Most businesses between 1st St. and 12th St. already have adequate off-street parking, so there is no need to add parking spaces along North Ave.
Total Responses **308**

6. How important would you rate each of the following to the redesign of North Avenue?

	Very important	Somewhat important	Neutral	Somewhat unimportant	Not at all important	Responses
Traffic flow and convenience	70.70%	19.70%	6.80%	1.70%	1.10%	351
Safety	85.20%	10.80%	2.30%	0.60%	1.10%	351
Aesthetics (appearance)	42.50%	38.20%	13.10%	3.70%	2.60%	351
Bike lanes	49.90%	22.20%	6.00%	6.60%	15.40%	351
On-street parallel parking	2.30%	6.00%	9.40%	16.20%	66.10%	351
Creating a pleasant place to walk	42.50%	33.60%	13.10%	5.40%	5.40%	351

7. Is there anything else you would like to add?

Keeping the area prestigious will contribute to the overall economy.
More lanes.
In order to really make north avenue aesthetically pleasing some of the old buildings should probably be torn down or remodeled.
In order to really make north avenue aesthetically pleasing some of the old buildings should probably be torn down or remodeled.
North Avenue east of 12th avenue is detriorating rapidly. Businesses are leaving the area and the quality of the neighborhoods are suffering. I have noticed however, that people are buying houses and making an effort to fix them up. Lets fix up north Avenue as well!!
bike lanes on the entire stretch of “G” road so people can drive in our lanes without swerving into on coming traffic in order to miss the bikes.
Just read aloud, twice to yourself, what I wrote above. Thank you
Be sure and over communicate why this change is being done, why it is needed and how it is funded. Our community is struggling with the recession and it is difficult to see local government spend money on projects while laying off staff.
North is a main thoroughfare from east to west. It doesn’t appear to be the destination that Main Street is. Traffic just keeps moving. Now thaat the west end of town has been built up it is important for the City to not let too many years go by without marketing that area or it may die and be a blight for Grand Junction. Market those empty stores. The empty restaurant (Sizzler?) building location may be a great place for a park. We have beautiful parks all around the City but none for use on North Avenue. Visitors could stop for a picnic and get a sense of the area, etc. A small visitor center?
The scope of this is rather large for a single plan. For instance, the area near the golf course (12thand North) is certainly different that the area near 32 road. The dynamics of the college brings a whole different need compared to the area of, say... WalMart or the car dealers on the west end of North Ave. I do like the idea of compatability and a BASIC plan of traffic lanes, bike lanes and sidewalk. Possibly a minimum number of trees along the road per business or per 100 feet. What about turn lanes and a minimum number of feet for a turn lane... most are too short for todays traffic. How about no left turns without a turn lane? What about lighting? OK, I guess you have to get the basics before the specifics. Thums UP!
It would be great to see an area that emphasizes the businesses and residences much like Main Steet and not the “straight shot” approach to making a road with little or no landscaping and no character. A new North Avenue that encourages people to slow down and enjoy the scenery and study the businesses or appreciate the residences along the throughfare may not only increase the business opportunities of the area but make it a desireable place to live and work as well. Thanks for all that you are doing to improve our quality of life!
no
It will be a real challenge to make it safe for bikes, pedestrians, and motor traffic... but any improvements will make it safer than it is now. Thank you!
Tree plantings would be desireable.
What about a bus lane?
thank you for asking our input. I would like to see the city of gran junction expand in thoughtful ways, making the north ave corridor a mix zoned area with nice housing, and accessible services. This would incorporate creative multi-use structures that would include multi-family dwellings, commercial centers, places of business, retail, cafes, bars all together as small clusters with North Ave connecting them.

I do not rid on streets but my son was run over in January by a car coming out of a gas station while he was on the sidewalk. A bike line would help improve safety. It really sad to see all the empty building. Could any of them be used by the city for a recreation center?
Please void my number 2 choice on the first question. I really don't like that answer or any other choice, but the system would not accept my survey with that question being incomplete.
I was completely impressed with the communication about traffic, bike lanes and canels etc last year, but have not heard anything lately. I love the way you are keeping people in the loop and educating us along the way. Thank you!
I use this street as a main thoroughfare daily - as do thousands of other people. Why would you try to deter this? Adding bike lanes or parallel parking would create a traffic jam nightmare - it already is bad most of the day. This street is so busy because it is one of only three thoroughfares for east-west traffic (North, Patterson, and 70-B). Adding bike lanes and/or parking would just cause more headaches on Orchard, Grand, and other streets that are currently not able to handle the traffic. You should try DEALING with the traffic problems rather than trying to force people off of the street.
I highly, above anything else, support an creating a pleasant aesthetic along north ave. the street is a huant for the poor, trashy and homeless. its not good for business, and its not good for our community. the medians REALLY need to be fixed up! along with those terrible sidewalks. Wider sidewalks would be a great idea. more cross walks wouldn't be a bad idea either. i would also support adding camera's to the intersection of 12th and north to catch people who run red lights.
The more that the east side is "forgotten" the less willingness to shop or commute, shop, or live there.
There needs to be more plants and trees on North Avenue. it's turning into nothing but ugly. The signs are garish and there are vast areas of blacktop on some blocks with no landscape. The businesses need to get some kind of coordinating look , or something else might be created to bringing a sense of community instead of urban blight.
Thank you!
All progress depends uon the unreasonable man - George Bernard Shaw
Make it more attractive to locate there by slowing down traffic, making it more attractive through landscaping, perhaps expand art on the corner, create a walking atmosphere. Currently it is a barren race track
You can "beautify" the road all you want, but you still see a bunch of big empty buildings when you drive down North Avenue. That's sad.
This area has been neglected for a long time it's it's business importance atrophied with the development of Downtown and the Malls. It's beginning to become more active, especially around 12th & North. Improvements to safety and appearance will impprove that whiole area and make it a part of the overall attractiveness of our City. I love that we take pride in our appearance, and care to spend the money to do so. It elivates our impression to visitors, and will make us more attractive for continued outside investment for new businesses who want to be part of a vibrant place to live.
Thanks for the opportunity to comment.
As I am sure has been discussed, the number of access points to North Av should be reduced. While I think aesthetics are important, I don't think it should be heavily emphasized in this area. I think that the downtown serves this purpose. North Av can be cleaned up gradually without pooring dollars into expensive landscape options. It can be made to be pleasing without over doing the landscape and "aesthetics".
With right and left turn lanes, many of the traffic lights could be eliminated. This would help speed up traffic flow. Of course, one might have to wait 15-20 seconds longer to get onto NOrth Avenue, but patience is a virtue. They're probably talking on their cell phone, anyway, and wouldn't notice the wait.

As long as you put in turn outs for the buses and turn lanes at least for the major intersections I think either one of the choices I put above would be good.
While redesigning North Avenue itself is an important step, it is more imperative to replace the anchors (such as grocery stores, etc) that make it a family-friendly area to live in.
North Avenue is an eyesore... anything you do would be better than what's there now.
I like the pullout areas for the bus. Aesthetics are important.
Don't break the bank.
Bikes could use the sidewalk. There isn't that much pedestrian traffic or bike traffic. They could co-exist.
I am most concerned with the safety on North Ave to pedestrians, motorists, and vehicular traffic. I think Option 3 or 4 addresses those concerns best for me.
As the city and college grow and especially as gas gets more expensive, it is important to make the area around the college, the area schools and the hospitals where so many people work safer for bikes and pedestrians to get to. This could also ease some of the congestion in terms of traffic and parking. Also, where there are bike lanes - the other lanes can be left for cars who will not have to drive around, wait for bikes in order to pass as often. It is more efficient. North Ave could really use some work - thank you for doing this.
GOOD LUCK
North Avenue has long been neglected, and it's good to see forward planning in the process. Our downtown area is a large tourist draw and improvements to other amenities will only add to the desirability. Also, Los Colonias Park would be a wonderful addition to the downtown and trail attractions.
Thanks for allowing us to have imput ...
North Avenue is dying clearly. All development seems to be moving out to the mall area. I live in the lincoln park area. I moved in when it seemed like things were on an up tick and the neighborhoods in the area were improving. Now the exact opposite is happening and it almost appears terminal. If things don't turn around by the next real estate recovery, I will cut my loses and move to a more prosperous part of the city (or out of Grand Junction entirely) rather than seem the slow Cliftonization of my area.
An exclusive bus loop for main and north might be worth considering.
Good Luck
Re traffic flow: the only way to improve this is to add a through lane in each direction, right and left turn lanes and no bicycles. I doubt that there is sufficient room anywhere along North Avenue to do this.
Nope...
Why has it taken so long for the city to realize there is a problem with the east end of town?? Anyone thought about what it looks like to a visitor to drive in from Highway 50 and end up by a bum park and Ute and Pitkin Ave with all the deserted boarded up houses?? For a town this size, there are some serious problems going on.
Try to make it safer. Many older people avoid driving North Ave. because of the traffic and speed of that traffic.
Excited for North Avenue to get an uplift! No matter what it looks like. Thanks!
North Ave needs much help!!
People cruised North Ave in the old days. For some reason the government decided that people cruising in cars was a bad thing for that street and that area. (not only here but in most towns and cities like Colfax in Denver) I am not sure why but I believe that now it would not just be the younger drivers that would be attracted to an area where cars, shoppers,and folks just walking could mix and mingle but a mixed bag of all of these. An area like the main streets of times past.
It's exciting to see the possibilities of a safe route on North for cyclists and pedestrians.

Thanks for the opportunity to comment.
More trees!
North Avenue is a major roadway in GJ. A major beautification project would reflect well on the city and also help people take pride in the place they live.
North Ave. has become a major eyesore, at no fault of the city of course since development has long ago moved out more west. North has great potential at least for providing bicycles and automobiles an easy way to move across the city. Bike lanes are very important on our major streets. Thank you for taking the publics interests into consideration.
Bike enhanced communities are healthier, happier and more desirable. Let's make Grand Junction a leader by placing a significant emphasis on cycling.
Make it neat or it will be blighted again in the future.
Making North Ave pedestrian and bicycle friendly will attract professionals and business variety. It could be an attractive area for young professionals, college students and retirees alike with the addition of pedestrian and bicycle considerations. Cars are a convenience and important but they are not the end-all in today's world. Give people places they can get to without having to drive and they will gladly do it!
Hurry up, it is an eye sore.
The more infrastructure in place for biking, the more people will feel safe to bike, and the more motorists will take notice of bikers thus decreasing traffic and wear and tear on the roadways. Mesa State College's very prominent location along North Avenue would also benefit greatly for the students if biking navigation of North Ave. is improved.
Thanks for taking input.
Keep up the good work!
North Avenue is in dire need of updating. I am often embarrassed with out of town guests and avoid taking them that route.
Beef up the center median so that pedestrians cannot jaywalk. Right-hand turn-lanes for traffic need to be available at all intersections.
Great idea!
North ave is pretty ugly, it could use a serious facelift
I highly encourage the city to provide safe and accessible bike routes throughout Grand Junction.
The Main Street facelift is great: as a newcomer to Grand Junction I am so impressed by the attention to the heart of downtown. North Ave could blossom as a commercial area by being more beautiful and easier to navigate as a non-driver.
Thanks for the opportunity to comment.
Good job providing options and asking for feedback! Thanks!
Create a Boulevard with landscaped median through parts of North or median separating traffic from bike lane and sidewalks
Good luck with this! It's a hard one. North Avenue is like the ugly step sister to GJ's downtown! If the City can come anywhere near as nice in the redevelopment of North Avenue as it has for the downtow area, you will have worked a miracle!
Having a bike lane could potentially increase public health (exercise contributes to weight loss, and positive mental health and well-being). A dedicated bike lane would contribute to a sense of community in the valley, and provide a viable alternative to expensive fuel consumption which pollutes our environment. Bike lanes have been needed in the Valley for a long time. I hope the bike lane gets added soon.
Thanks for taking the time and putting the effort into long range planning that is better for all concerned in Grand Jct.

Let’s make sure we hire plenty of outside consultants, gather tons of useless information and stats, and have lots of fancy meetings and attend symposium interacts in far away places. Maybe do some more 45,000 dollar logo design. Get those folks involved again. They’re good at spending our money.
Businesses should pay for things that benefit business, while the city should pay for things that benefit everyone, such as traffic flow, safety, and encouraging alternate transportation.
Make North Ave more like Main Street. A pleasing and welcoming place to visit.
no
no
North avenue is a commercial zone. I can’t imagine anyone walking for pleasure along North Ave when a block north or south is more residential/less traffic. No one walks to go window shopping in strip malls.
It is good to see that the City is considering adding more bike lanes in our community. Perhaps we would have less car traffic on the roads if we had more access for people choosing to use their bicycles in a safe designated lane. As it stands, there are only a few routes one can safely use without feeling like their life is in the hands of a careless driver.
Glad to see there are bus pullouts planned, instead of holding up traffic, like they do now.
In the 3rd paragraph of text headed “Why plan North Avenue?” you used it’s instead of its. Its is correct because the context requires a possessive pronoun rather than the contraction of “it is”. The use of incorrect grammar takes way from the credibilty of this project and is distracting to the reader. Please correct your error.
It would be great if their were store front grant opportunities on North, like there is for downtown businesses. Some of the buildings on North ave. are becoming very run down.
There are several other things I have thought of over the years, but don’t have the time right now to put on your survey. I grew up in Grand Junction during the 70’s.
Yes. There has been a great waste of money all the way around. We are not and never will be Japan. No one rides a bike to work. Our kids wouldn’t even ride a bike to school. They preferred to WALK! If you really wanted to rejuvenate North Avenue you should have put the Police Department at Eastgate where City Market and StarTek moved out instead of building an expensive monument to yourselves downtown that the City can’t afford and didn’t need. Police presence would have made that area safer so business would want to be there. Let me say the reason we moved to GJ 30 years ago was because we fell in love with Downtown. Unfortunately, that changed. First there was the 7th Street fiasco, narrowing a busy thoroughfare and creating a huge bottleneck; How many times has that brick flower garden been repaired because a truck couldn’t get around it? Then, back-in parking- which no one will use; Now, Downtown renovation which eliminates on-street parking , HELLO! can you say retirees? How about “HANDICAPPED”? We can’t walk six blocks from the dark, scary parking garage and then shop for two hours AND eat lunch. It is too far, and if the meter runs out, we get a ticket. Have you seen the graffiti down there? Can you say “MUGGING”? And it the symphony goes to the Avalon, I am done with that, too. I personally have abandoned downtown. It is no longer user friendly, and pouring tons of concrete into wider sidewalks merely makes my back ache more. I liked Hobby Lobby on North. It was easy access and easy to park. Now, in its new location there is an 8-lane gridlock to get there and idiot drivers who have no idea what lane they need, so they just cut at will. Making a left turn out of Lowes or Walmart to get to the light is next to impossible. One way in, one way out, super long waits at the intersection, talk about pollution; and have you ever counted the number of accidents between Golden Corral and Pier One? I am not against progress or improvement, but I am for reasonable spending of taxpayer funds for genuine needs, and in NOT creating a solution for problems that don’t exist. I shop at the Mall at the three stores that are not geared to teenagers, and online where I don’t have to park at all. I am not the only retiree in Grand Junction. Our ranks are growing. Do we count?

I think the east end of North Ave. is the bigger eyesore, and with so many vacancies in the old malls, restaurants, etc., now would be the easiest and least disruptive time to improve the area. North Ave. will always be a main east/west route through the city. It is important to slow traffic to a reasonable pace, but also allow for smooth traffic flow with good timing of traffic lights. Drainage during rainstorms is poor.
Thanks for asking for input!
You would have more shopping if you provided safe access for bikes and pedestrians along north ave
More landscaping!!!!
I would like to see bike lanes installed as soon as possible. It appears that this option can be implemented quickly and at minimal cost. Long term, I think it is important to try and make North Avenue a place that people want to visit. The city has been successful in transforming the downtown area. There is a reason that people like to go there and not so much to North Avenue.
don’t screw it up like yu always tend to do
We have a lovely main street for ambling pedestrians. It is important that people may walk along North Avenue, however, it isn’t a promenade--getting from point A to point B is the “point”.
I’m glad to see this is finally being addessed.
thank you for taking the time to seek input from the community. I agree that North Ave needs “some work”. I think that it primarily needs aesthetics (i.e. landscaping, etc) because it just looks too ugly-urban-dirty in some areas. Pedestrian access is also important along this key E-W corridor. But people will not want to walk in areas where they do not feel invited (i.e. safe, comfortable or welcomed), so you have your work cut out for you if this is one of your goals. Partnering with the local business will be a key to success in this endeavor, I would believe.
I gather from the designs that the center median areas that contain planters and light poles would no longer be there?
It’s time to do something about the look of North Avenue, even if it just makes it a nicer place to “cruise”.
is there any plans in the future regarding zoning of building and aesthetics of those? Many of the buildings over the years have been allowed to be run down and create a very poor image of our town along a busy part of the city. Renovations by Mesa State and the businesses near by have done a great job for that stretch but further west is a bit of an eye sore.
Surely the city can duplicate it’s success with downtown and all the commercial development west of 1st St. The old design of US Hwy 6 is obsolete. Time to get with the times.
Do not put trees in the center or on the corners. Aesthetic beauty should not compromise public safety. If you need an example just go down the riverside parkway. I can’t count the number of times the trees have hindered my ability to see oncoming traffic while turning.
Encouraging business participation in the beautification of the area by asking small groups to form an alliance along their section of North could improve store front appearance, keep the landscaping under control, and encourage visits. Reconfiguing North Ave by the City would encourage the busines owner to do his part in upkeep of the area, esp. if the business is part of a small group along their section of North. Pride in the appearance of a busines goes a long way to keep customers coming. / On a separate issue, have you considered overhead ped. walks, particulary at 7th where GJ High students completely dominate the area at certain times of the day, without regard for traffic flow or their own safety?
no
I walk down north ave a lot and it is always trashy. Pot holes in sidewalks, uneven side walks, weeds make this whole area look like a dump. It needs a complete make over. Covered bus stops would be nice. A buffer on the south side between side walk and road by the VA would be nice. I would hope these improvements would bring more business to this area, but since many stores have closed or moved it looks like terrible and it used to be such a nice place.

Take a look at the medians and side right-of-way strips that are currently on North Ave. They are overgrown with weeks, lots of dead foliage, not at all attractive. Who is taking care of them? This can go a long way to improving the esthetics of the street. How about adding this care to the volunteer opportunities available to food stamp recipients. / The parking lots at K-Mart, Eastgate and Big Lots could stand a lot of improvement, too. I realize they are private property, but / you can bet their patronage would pick up a lot if the surroundings were nicer looking. Use the new college buildings fronting North Ave. as a model. Some guidelines as to paint colors on the existing buildings could be developed. Ex. no purple.
Drop the speed limit to 30mph along the busy sections of the street
I am curious about why the bike lane on G Road from 27 to 24 Road is intermittent. There is a mile where there is no bike lane delineated. I don't think it would be difficult to connect the "dots" with a stripe to remind motorists that cyclists have a place on the road.
For years North Ave has been neglected. It is time to offer incentives to businesses to locate their operations there and make improvements to the area.
either re-route buses or make dedicated pullout bus stops as to not impede traffic when a bus stops to pick up and drop off passengers.
I wasn't aware of the reason that the city ceased mailing the regular info sheets on these topics - I used to read them completely & save for future referral. Glad this article was in the 5-30 paper so I found this survey. It seems to me that your top priority is to slow traffic in any way you can, whether using safety or whatever as the reason; guess you think most drivers/passengers want to dawdle along or the business owners think slow traffic will increase their business. Or maybe you mainly want to cater to visitors & ignore those of us who live here, who are mainly affected by traffic flow. I will make an effort from now on to attend the input mtgs. Then again, I'm not sure how much you intend to take our opinions into consideration, if your minds are made up & you're required to have these mtgs. just for the formality. What percentage of the population actually walk that much along North Ave.? All bus stops need to have their own pull-off area for stops, as this is also a no-brainer. What could be the rationale for making it worse for the 98% who drive North Ave. vs the 2% who walk it? It strikes me as if your motto is "change for the sake of change" or let's spend more money than we need to. I do understand that improvements are necessary, as stagnation is not a good thing. Let's strike a happy balance.
This part of the State is gaining a Nation-wide reputation as a mountain bike mecca. Our City's attitude should encourage and embrace this reputation through demonstrating our commitment with bike and foot friendly public thoroughfares.
Maintaining the current access points for all of the businesses on North Avenue needs to be a primary focus, concern and goal. This is especially true for existing left-turn lanes. These small businesses are an important part of this City, providing many jobs, sales tax dollars, and a vibrancy and variety that contributes to the CIty's character. Doing anything that makes it harder for these small business people to thrive, or survive, would be irresponsible and tragic. The first and crucial focus must be on the businesses, and stay on the businesses throughout the process, not on walking, biking, traffic engineers, aesthetics, or any other commendable concern.
Thank you for taking my opinion into consideration. I would love to ride my bicycle more often and I hope we can create a good environment in which to do so.
Glad to see this happening. Landscape strips with detached walks create a friendly and inviting area. Bike lanes are the most important plus keeping the roads as wide as possible.
Be careful with landscaping. It can be a detriment to sight lines and can create problems in the winter with snow and ice removal on the street.

it is not a walking area and will not be withour a major overhaul, which would be costly. GJ could use more nightlife and lower north ave has potential, say from 1st st to 28th st. give some good deals to bring businesses into that area, make each property more attractive through the owner agreement and let the owners pay for it.... / / from what i see of the city engineering for street planning, well it is moderately poor. downtown GJ main st. is okay for the atmosphere it creates but ever tried to ride a bike there ?? the newly redone Colorado ave. is horible for driving, it is too narrow as 2 F150's can hardly pass each other. trucks are a big part of the west. also the landscaping must be expensive to maintain for the city so they created a poor road for driving, and gave up parking for landscaping that costs money.... the city needs better planning and engineering for these side streets.....
A store like Costco is needed to anchor the redisgn project. A store like that would draw new businesses to the corridor.
Landscaping along North Ave. would greatly improve the look , would give some scale and a sense of safety to people walking along the street.
There are times that I have walked on North Avenue to retrieve my car at Big O, as it is nowc it is very unsafe and not a pleasure. There is no shade, not always a sidewalk and very few places to cross North Avenue safely. I have to plan ahead on where I should cross before I get to where I'm going!
Thanks for soliciting community feedback on this issue.
Mixed use!!!!
Must have a sidewalk that people with all abilities can utilize.
We need pull in areas for busses with shelters and ramping. They would also be rest stops for walkers.
Yes, I couldn't get my Option choices to type in...my first choice would be #3, with both pedestrian way and bike path...and a row of trees either on the curb side on the business side. I would suggest that the sidewalk and bike path could be side-by-side, color-coded to differentiate...as I've seen in Germany. But then the city would have to require bells on bicycles...and require a warning bell when pedestrains are present. It works very well in Europe, the walkers are warned, and it does slow down the bicyclers. Bicycles are a means of getting from one place to another, and North Avenue should not be a racing course for them. My second choice would be #4, but a 5 ft. bike path is adequate. The thought of a friendlier North Avenue is very exciting...I walk it often.
North Avenue needs help BADLY! /
Good job providing options and asking for feedback! Thanks!
If we are taking the time and spending the money to make changes, we need to be forward thinking enough to be very encouraging for bicycle traffic.
make it look nice and new. then work to bring businesses back to the area!
The proposed improvements could be done in stages, beginning with the restriping for a bike lane and increasing the width of the road at certain locations adjacent to new development or redevelopment. This will allow the public (cars, bikes, and pedestrians) to get accustomed to the changes incrementally.
Wheel Chair Accessiblity is a MUST
Require those businesses that have huge parking lots to set aside some land near the street and tear up their asphalt and plant trees. Also, reward them for this and for adding more trees to their parking lots. It would be really nice to be able to find a shade tree to park under while shopping or using businesses on North Ave. Reduce their property taxes commensurate with their improving the appearance and comfort of their property.
Something need to be done with North Avenue ! Create a reduced tax zone to encourage businesses to relocate on North. If the city doesnt consider this soon North will be "ghetto "
i really hope the city is serious about fixing up north avenue, espeically considering all the stores that have closed down recently.
nothing

Work with the various economic development interests to redevelop the Teller Arms shopping center, K-Mart and the old City Market. These are blighted and a waste of real estate, and will continue to drag down the entire length of North Avenue until improved. / / Continue installing bus pullouts. If you can do nothing else (bike lanes, sidewalks) at least do this.
The 1st question about traffic flow may be misleading. My first reaction was that it pertains to motorized traffic, then I thought that bikes and pedestrians are traffic and although traffic flow and convenience are important for all, too much emphasis in the past on motorized traffic to the detriment of other traffic makes me want to answer the question as 'not at all important' even though I know darn well that it IS important. So, yes it is important, but I'm OK with less flow and convenience for motorized traffic IF it gives bicycle and pedestrian traffic more fair consideration regarding their flow and convenience.
I moved to Grand Junction a little over 2 years ago, and I love it here. I live in downtown and I bike to work. Main street is amazing. Most of downtown is a wonderful place to ride, walk, and live. But that said, there are certain parts of town that are an embarrassment. North Avenue is one of those places. This is a very major and very imporant street- you can't get very many places in town without travelling on it- and its current condition for bicyclists and pedestrians is shameful. There is no excuse for the dirt paths worn on the side of this major street where people walk because there are no sidewalks. I'm so glad to see that efforts are being made to correct this situation, because the fact that it was ever allowed to get this way represents an absolute failure of government (and a failure of the People to hold thier representatives accountable). We all suffer when investments in bicycle and pedestrian infrastructure are neglected, but none suffer worse than those who can least bear it- the poor, disabled, and underprivledged Shame on all of us, and lets hope we can correct the situation out there sooner rather than later.
I think their should be an arched pedestrian crossing going over the roadway at 12th St. and North Ave. for the safety of all attending events at the college or at Stoker Stadium. This would be a nice idea at 7th or 5th Street for the benefit of GJHS students and the businesses in the area. Improved and aesthetically appealing bus stops with water fountains and trash cans can also provide a shaded place to sit and rest for pedestrians and the elderly who are walking in the area.
Looking forward to the next 25 years!
Roads that are hostile to bicycles ultimately discourage people from commuting via bicycle. The Riverside Parkway, though accommodating to cyclists, is not an ideal choice for commuting because it is on the outskirts of town and often takes up to 20 minutes longer to reach your destination via this route (and many people don't like going over the bridges, though I don't mind at all). Patterson is a slightly better choice, but has extremely heavy traffic and infrequent/inadequate bike lanes. / / North Avenue with complete bike lanes running the entire length just makes sense. It is conveniently located. And if you plan to build sidewalks, you should build bike lanes as well (to keep cyclists off of the sidewalks where they are a danger to pedestrians).
more than anything else, there must be sidewalks all along North Avenue. The current situation is terrible and and dangerous especially in the winter. Finally, the existing situatioon is especially dangerous to those who must use wheelchairs, for example, to ge to Walmart.
Thank you for making this survey. North Avenue is a very different from Main Street, I think it is important to understand the community's priorities with this specific project.
Landscaping - trees, shrubs, flowers
North Avenue is mostly business related and pedestrian traffic isn't as much of a concern. F Rd is a better place to concentrate "pleasant" areas.
If we keep a median in the middle, please dress it up with desert plants.

I want to point out that in the above question regarding traffic flow, convenience and safety, these are very important, but understand that my answer comes from a walking and biking perspective. Terrible traffic flow, almost a total lack of convenience and dismal safety are what greet bicyclist and pedestrians in this area, which is why I always feel compelled to drive here instead of walk or bike. As bad as traffic flow, convenience and safety may be for motorized traffic, it is nothing compared to what bikes and pedestrians deal with along this corridor. So yes, these issues are important, but recognize that it it important for all modes of travel, not just cars. How many people will answer this question from a motorists perspective? Can you at least pretend that everyone who answered this question like I did was thinking what I'm thinking? Ha! Thank you for the opportunity to provide comments.
It would be awesome to have some hip urban living options built on North. It could become a hot and happening area with multi-use real estate.
By adding bike lanes, sidewalks, trees, flowers, etc. it will make our city more safe and will also make it more inviting and comfortable for everyone including tourists and people that come here for special events such as JUCO Country Jam etc. and it could help attract others to bring there events to our area and help to boost our economy.
North Avenue is Grand Junction's Colfax - North Ave. definitely takes away from what Grand Junction is all about. Make it more inviting and attractive so businesses and people will want to go.
currently North Ave is very Sixties look, and needs an upgrade.
No
creating pedestrian crossovers or ticketing pedestrians that J walk would alleviate some of the rear end accidents. the pedestrian crossings on 12th are dangerous because of low visibility and instant activated not allowing traffic enough time to slow down or stop safely. watch peds push the button and not even look but just start walking because they immediatly have right of way, really a dangerous practice but if i push the button and immediatly start walking and get hit, the driver is ticketed. /
It is very sad that the City allowed North Ave. to collapse while spending to much money and time on the Mall and Main Street. It has been allowed to become a slum (except for the area by the University) in parts with no incentive to large stores to remain, while forcing major traffic problems by the newer Walmart and the Mall. The City has forgotten that they represent all of the people not just the ones who live in the special areas. I am a third generation Grand Junction resident and am very sad to see how poorly the North Ave. businesses have been treated. Thank you
No bike lanes. No parking. Definitely no parking.
I really believe that looks are everything for a place like this. North ave is a large street in GJ, and tall weeds and untrimmed lawns and poorly painted building and street lanes are unattractive for business and guests to the city, such as JUCO.
North Ave looks like a low class area, you need to work with the business to give not only the street a face lift, but also the buildings. North Avenue should be the showcase strip of Grand Junction, when possible students come to view the campus they go down North and it looks like a dump. It should be something that the Community can take pride in.
Cleaning up the medians by adding flowers and trees, planting more trees along the entire length of North Ave. Adding safe and clean areas for bus stops. Around the college area, adding stop lights that count down on the light itself for students and drivers, or adding a 3 second delay before any light turns green to prevent accidents around the college.
we dont have funds and we dont need to barrow anymore money ,get grant or find any other way to get money that we dont have. When the public says no it means no you didnt listen on the police department you still found away to spend money that we said not to spend. Also making us chose 2 to complete this survey is wrong I dont want any of it and should have to pick any.

It is disappointing to see that just this small section will require such a long term planning approach. It seems the focus really should be on the eastern end as that is the area that will take the most impact. The College will keep the current area for planning heavily attended and the eastern section is in more dire need of attention and attraction for new business.
It would be wonderful if we could turn a sort of dumpy looking area in Grand Junction into something nice. It improve morale and make you feel good about the place you live. Thank you
Please, please, please do NOT put round abouts on North Avenue!!!!! It seems that most people approach the roundabout in town like a stop sign and stop and wait for traffic to clear before they move into it. It's okay to move into the roundabout when there are other cars in it! While I agree that the sidewalks are too narrow in many places, there are no businesses to walk to so widen the sidewalks on Orchard Ave between 15th street and 28 road first-kids walk that street to and from school and they can't walk 2 abreast because of the 3 foot sidewalks. On street parking on North is a bad idea-look how the back in only parking has worked on 7th--it didn't and now we have to pay to have it fixed. We need to encourage businesses to move back to North Ave-we have no craft stores now, no grocery, no restaraunts and no gas stations in the middle of North Ave now. I live very close and it's not fun to drive so far simply for gas or groceries.
Keep it clean. Add landscaping to increase the aesthetic appeal. The shopping center where Big Lots is located would be an ideal area to have an outdoor shopping space, with cafe's, seating, trees for shade, some sort of water feature, such as a fountain, perhaps a small ampitheater for music. That parking lot is horribly underutlized, and could be something very special.
The project is worse than a just a waste. North avenue can only become alive again if it is allowed freedom to prosper. / Rather than sink money into this project, make North avenue a tax free zone. The construction is misguided and can only / interfere with the few businesses that remain. The street is already wide enough and traffic has deceased a great deal since that the projects inception. The entire idea is flawed and whatever can be done to minimize the impact of this needless and / destructive activity should be done. WE DO NOT HAVE CARS ON NORTH AVENUE! THEY ARE ALL OUT AT THE MALL!!
All of this is moot if we lose all the shops on North Avenue- that issue is FAR more important than any upgrades to be done to the road. And is it really going to take 25 years to get all this done?
Definitely clean up old and obnoxious business signs along ALL of North Avenue. Looks junky. Thanks!
Do a YouTube search of Junk town and you will see this is Grand Junctions nickname. It has nothing to do with appearance of the city. / I can't believe the naïveté of the people in this city when they hear something they never knew about the first time. / Even if the city milks all the homeowners and makes this the most pristine place on earth, it will still be called "JUNKTOWN". / Actually, this town needs some really good east coast food restaurants all we have are chain restaurants and the mom and pop ones that are mediocre at best. Something like a Katz's Deli, Or Geno's Steaks. The product will bring the people to your establishment if it is outstanding. Look at these restaurants on the web and you will see they are nothing special to look at, but the quality and quantity of their product is well above the mediocre. / These restaurants are run by people who believe the "customer is king" and show it in their product. / I haven't seen one business in this town that does that. /
North Ave improvements are much need to upgrade old conditions. It's important that North Ave remains a vital business center for growth.
North Ave. is certainly an important district in Grand Junction and does need attention. It is becoming outdated and faces potential trouble if it's not cared for and made into a more accessible, beautiful part of this city.
drivers need to be more careful of pedestrians and cyclists. they need to SLOW down. these changes might make them more aware of alternate forms of transportation.

As someone that uses this street on a daily basis the biggest frustration is the lack of pullouts for right hand turns and pullouts for the mass transit service. If this street had the pullouts needed to improve traffic flow it would be a much nicer for morning and evening commuters. I have in the past actually decided not to shop on North Ave., on my way home in the past, because traffic was too heavy and I didn't want to slow traffic even more by trying to make a right turn with no pullout.
N/A
North Avenue in many areas has a very run down look. (old signage, buildings that need exterior attention, etc) / / I am not sure if you can have a program with some kind of incentive (like tax breaks or grants or other assistance) where all the merchants would be required to give their business a face lift, by a certain time period. It would probably involve have a special committee to approve the new designsand improvement before they would be implemented.
I would like to see codes regarding signage and business aesthetics that would increase the overall appearance of north avenue. The whole area is beginning to look like Colefax in Denver!
Can't wait to see the revision!!
Please note that when you plan for a higher density commercial center, detached sidewalks may not be appropriate, as they disrupt curb to sidewalk flow. (people tend to cut across the grass/landscape). Additionally, it can also hamper the visibility of the building or façade. Should you wish to create a "greener" atmosphere utilize a required % green space, garden, ect. after the sidewalk and before the building.
The city needs to be concentrating on making North avenue a clean, inviting street that businessesss will want to invest in. This includes re-vamping the area of North from 15th to 29th. That area is becoming a ghost town. Clean up the old hotels, make a nice park, give incentives to businesses that move to North ave, or that work to clean up the open/vacant properties on that stretch.
Thank you for requesting public comments.
While one of the more expensive options might create more overall convenience and aesthetic appeal, one of the less expensive options should be considered above all. In this time when jobs and budgets are being cut, a sense of place is important, but so is working within the means available.
I hope there is a plan to attract some businesses to North Ave because the alarming trend is businesses shutting down and moving toward the mall area. North Ave is becoming a ghost town.
The city needs to do whatever it takes to make this side of town more pleasant. I have noticed that a lot of the businesses on North ave. after 12th have been leaving giving the look of a ghetto. Some areas along North ave. remind me of areas from downtown Los Angeles. Please make our side of town more attractive to new businesses and tourists as well. Thats how I want to see my tax dollars at work.
Hope you can find some funding! Thanks to Dave Thornton and the rest of the City and RTPO staff for all of their efforts. /
North Avenue is the hub and any improvements will be greatly appreciated!
The priority should be the appearance of North Avenue. Right now it's an embarrasment to the city. When you drive down past the college it feels like you are driving into the ghetto in downtown denver. Grand Junction should be a proud city. Look at Montrose, the aesthetics of their city if beautiful and they don't receive near the amount of visitors as Grand Junction. They also have more desireable companies setting up shop their. The look and feel of the town could have a lot to do with that.
project a corridor with good lighting and greenbelts
Please leave some routes for motor vehicles!!!
I suggest making a multiple use right of way on one side of North Ave - similar to the Riverfront trail. I doubt if the bike-perdestrian traffic will excede that on the Riverfront trail. I know that it's not "ideal" but with the limited space on North Ave and funding problem why design a plan that is not practical.

Sign controls are needed to phase out the current hodge podg of signs and require monument unified signs. Way finding signs are also needed.
This web page doesn't allow me to put my way I want to answer. It seems like it is programmed to only accept a / certainm response. The survey is unfair because the page doesn't work right.
Most people that I know, only use North Ave as a traffic corridor. It will never be what it used to be as far as a shopping mecca, so I think the planners need to focus on other areas. Leave the memories behind. I personally do not drive past 12th street. I stay on the west side of town to avoid the druggies and addicts and the homeless that abound on North. If I have to drive past 12th, I use Patterson. I also do not feel safe on that side of town and I have the safety of my 4 year old to think of. The "element" that live on the east side, are not people that I associate with, so until you get them off the street, I will stay near the mall and out in Fruita.
Some architectural and signage control would be good. A recent drive the length of North Avenue left me with a distaste for the area, not only because of the loss of businesses but more because of the mix of structures & signs. It's as if there is/was no sense of pride. Give the area some aesthetic appeal that all valley residents can be proud of and visitors won't refer to it as Grand Junkyard. Interesting that given the fact that of the choices above only (1) does not include bike lanes or parallel parking. It's a no brainer you've already put plans in place & public opinion doesn't really mean much so why this survey?
The parking on 7th street should teach that if people cannot find it convienent it will not be used. Too dangerous to park on North, too dangerous to have North Avenue as a bike way to get to work unless banning of cars and trucks are banned from driving on North between 29 Road and 1st street
North avenue is a major artery for traffic in Grand Junction and proper expansion and planning in regards to bike/scooter lanes, bus stops off of traffic, appropriate policing.
It's a dying corridor of businesses that need all the help they can get and encourage new and existing businesses.
People who want to walk would probably prefer to do so in less congested areas where they don't have to breathe in exhaust fumes. North Avenue is still a major east-west route through town, and people look to get through town quickly. If people want a shopping park, etc., let's put our efforts into further developing Main St. downtown.
Total Responses 195

(Ord. 4486, 11-2-11)

32.72.020 North Avenue West Corridor Plan questionnaire results.

North Avenue West Corridor Plan Questionnaire Results

Updated on: 3/8/2011

			Totals
1)	**What brings you to this part of North Avenue?**		
	a.	Live within a couple of blocks of the corridor	**10**
	b.	Work here	**6**
	c.	Own a business here	**9**
	d.	Own property here	**8**
	e.	Obtain services here	**17**
	f.	Pass through here to get to other places in town	**23**
	g.	Other: 1) Go to school. 2) Go to church. 3) grew up three blocks from area. 4) Try to ride my bike across North Avenue. 5) High school.	**9**
	Comments	1) Church I attend is at 7th and Kennedy.	
2)	**How do you access the corridor area?**		
	a.	Walk	**7**
	b.	Bike	**10**
	c.	Bus	**1**
	d.	Private vehicle	**43**
	Comments	1) Never walk or bike on North Avenue due to safety concerns. 2) Very difficult to walk on 12th. I ride my bicycle to run errands in the summer. 3) I wish I could ride my bike on North Avenue. 4) Light rail would be cool. 5) Cyclists & pedestrians are in harms way.	
3)	**The Grand Junction Comprehensive Plan has identified this area as a mixed use center. What land used are lacking that you would use?**		
	a.	Retail	**16**
	b.	Housing	**10**
	c.	Professional Services	**11**
	d.	Restaurants	**27**
	e.	Other: 1) Entertainment. 2) Hardware store. 3) Hotel 4) Services 5) Bicycle & pedestrian access 6) Movie	**9**
	f.	None	**7**
	Comments	1) Combined retail and housing. 2) Please no bars; too close to residential areas. 3) We're not lacking in quanitity of restaurants, but access is difficult and parking is almost non-existent (see Arby's and Taco Bell).	

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

Comments 1) Pedestrian and vehicle traffic, especially to/from GJHS and Mesa State. 2) Bikers must use sidewalks with walkers. 3) Sidewalks right on road are uncomfortable. 4) College traffic at 1st and North, right turn on 1st. 5) Bike access on wider sidewalks. 6) Bike routes on side streets that parallel North Avenue. 7) Traffic 8) Wider sidewalks, bike paths, ease for pedestrians. 9) Foot traffic crossing North near Mesa State. 10) Line of sight when entering traffic. 11) 12th and North pedestrian traffic - tubes? 12) Property vandalism 13) Sidewalks and cleanliness. 14) People drive too fast on North Avenue even though the speed limit is 30 mph. 15) North Avenue turning to one lane at west end past 1st Street. 16) Lighting and sidewalks. 17) Pedestrian and bicycle safety, especially in high school and college area. 18) Kids walking to and from school, especially at lunchtime. They need nice wide crosswalks and drivers need clear pedestrian notifications. 19) Traffic review at North & 1st. Traffic backs up in the right lane for traffic going straight and turning right. Motorists speed up in the left lane to pass motorists in the right lane. Sometimes it works if several cars are turning right. It's a bad area for cyclists and pedestrians. 20) Bike paths. 21) Pedestrian safety for GJHS and MSC. 22) Sidewalks too close to fast moving traffic. 23) Need better pedestrian crossings at 7th and North and 12th and North. 24) Good turn pullouts (left turns). 25) Pedestrian traffic looks like a problem. 26) College crossings Under 12th and North? 27) Pedestrian and bike traffic for GJHS students during lunch-better sidewalks. 28) Pedestrian walkways for MSC students. 29) Pedestrian and bike crossing at 12th and North. 30) Flashing/blinking billboards and signs are too bright at night and distracting during the day. 31) 12th Street/Mesa State pedestrians. 30) Bicycle & pedestrian- we need "grade-separated thoroughfares" for bikes. 31) Forward parking. 32) Wider sidewalks. 33) Walking and biking for high school students. 34) Skinny sidewalks right up against the street. 35) The small sidewalks. 36) The sidewalks are too narrow. 37) Pedestrian risks. 38) Sidewalks just end or are not present in some locations. 39) Size and location of sidewalks. Also in regards to right turn lanes. 40) Crossing North Avenue.

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

a.	Aesthetics	**25**
b.	Safety	**32**
c.	Impact to Neighborhood	**13**
d.	Identity	**12**

Comments 1) Pedestrian and bicycle crosswalk at 12th and North, event pedestrian access. 2) All very important. 3) Plant trees by bus stops. 4) Some parking in front of buildings conflict with sidewalks. 5) Long term economic viabillity. 6) Pedestrian and motorized traffic movement during major public events (JUCO, 4th of July, sports, etc.) 7) Closure of businesses. 8) It's hard to shop on North Avenue, too many bloody cars! It's dying as a shopping area because it's an unpleasant place to be. 9) The better looking, the more people. 10) Looking good brings in people.

6) What would you like to see improved or changed?

Comments 1) Concerned about nuisance bars and vehicle and pedestrian traffic generated by GJHS and Mesa State. 2) Sidewalks need to be off road a bit. 3) Some sites dated on road, such as tattoo parlors bring down neighborhoods. 4) Lighting, area needs to be more inviting. 5) Median need work. 6) Smaller signs 7) Make it a destination. 8) More pedestrian friendly. 9) Mixed use property all along North Avenue, such as what has been done at Mesa State. 10) Improved bus stops, more green space (parks) entrances. 11) Aesthetics, safety and maintain neighborhoods/ housing. 12) Bus pull outs and redo sidewalks. 13) Quality of bike/walk sidewalks/lanes.
14) Encourage tree canopy for shade and aesthetics. 15) Incentives/tax incentives to owners and developers to remodel, upgrade and redevelop. 16) Incentivize green building and energy-efficiency. 17) More flexibility and support for development from the City. 18)We need better access and parking to help make North Avenue businesses successful. 19) Avoid u-turns, wider lanes and install wider crosswalks near the schools and stadium. 20) Revitalize area; look and feels is old like the 1960's. 21) Store front parking is hazardous 2nd to 5th Streets. Harbert Lumber's is the best. 22) City to help owners to renew store fronts. 23) Pedestrian and bike safety 24) Make us of side streets for parking access. 25) Improve signage so intersections are more prominent to facilitate #24. 26) Uniform signs. 27) More landscaping. 28) College crossings Under 12th and North? 28) Roadway/center island. 29) Planning for this segment of North Avenue seems moot without a firm agreement with Mesa State College as to where and how they will grow in the future. No agreement? No City tax dollar support. 30) Safety for bikes and pedestrians without impeding traffic. No round-abouts. 31) Remove billboards and electronic signs.
32) Redevelopment to stave off the westward business movement to 6 & 50 Corridor.
33) Walking bridge for students across 12th Street. Too many pedestrians just hit the button and start walking without even looking. 34)Traffic congestion. 35) I know this would be very expensive, but bury or elevate the road in some areas, increase the width at the right-of-way, add bike & pedestrian sidewalks/bike paths- not right next to the road. People will not use sidewalks or bike paths that are too close to North Avenue, due to the speed and volume and type of vehicles. 36) More bike friendly.

Other Comments 1) Would like to see an area near the college similar to Olde Towne in Fort Collins. 2) Bicycle friendly. 3) Stop light or round-a-bout @ 3rd. 4) Thanks for asking for our input! 5) North Avenue in this section is a hodgepodge of buildings, signs and uses. It's not appealing and I avoid it. 6) Future redevelopment, south side of alley between 3rd and 5th Streets, rezoned for commercial redevelopment. 7)Thanks. 8) Areas around MSC, GJHS and Lincoln Park need to have pedestrian and bike access that does not impede traffic and provides safety to them (under and over passes). 9) Make Glenwood/Tiger from 7th to 5th one way west. 10) During GJHS lunch hour, program lights for four-way walk (all vehicles stops) similar to 16th Street in Denver. 11) Cut new right turn only lanes at 7th and North to speed up traffic. 12) Build diagonally an overhead crosswalk at 12th and North for student and Lincoln Park foot traffic 13) Get the fast food restaurants (McDonalds, KFC, etc.) to help pay for it; let them have a 4' x 8' sign below the top of the bridge. 14) I like what you're doing. The concrens already listed cover my feelings. Grand Junction can make North Avenue a much more appealing area and has my support. I don't have any reservations about doing what is needed 15) I would like to see the junction of North and the I70 Business Loop landscaped. 16) Traffic and pedestrians will not go away, they will get worse. "People and places" will beget cars and traffic. The problems exist now and require mitigation now.

By far the largest stakeholder affecting the success of any improvement strategy is Mesa State, which can tell the City to go to hell if it wants to in terms of planning and zoning. This is unacceptable. Without some type of consensus and a binding agreement between the City and the college as to where and how they can grow, this entire process seems an exercise in theoretical community planning. Might as well stay at home and play Sim City. 17) I would like to see some redevelopment of properties that could benefit from working together to improve parking, landscaping and pedestrian access. 18) I wouId love to see pedestrian overpasses or underpasses and 7th and North and 12th and North. 19) Bus pullouts. 20)Trees and xeriscaping. 21) No round-abouts. 22) New hotel needed. 23) I think that all of the street stuff is unnecessary. We need to focus on our schools. We are laying off teachers. We are crowding our classrooms and we need to give this money that is allocated for streets to our schools and help our children. 24) Need public transportation for the North Avenue corridor as well as other corridors, that are tourist friendly, perhaps seasonal or year round. The City needs an evening bus to take people to the various activities at Mesa State College, downtown, Lincoln Park, etc. We need more public accessibility. 25) Need to be careful about gentrification of the area. 26) North Avenue is not a pedestrian friendly environment. It is not a bike friendly environment. 27) Panhandling should not be allowed. 28) Leash laws for animals are not enforced and need to be. Animals are allowed to roam free at area parks, etc. 29) Need to make Mesa State College a University. 30) As a business owner attempting to reopen a two year closed business, could you waive our fees; give us a waiver of some kind to raise incentives? 30) Businesses supporting student population needed. 31) Improve safety for students, pedestrians and vehicles. 32) Reduce North Avenue from four lanes to two lanes, at least from 5th Street to 12th Street 33) User friendly services. 34) The aesthetics of the land. 35) It needs to look a lot nicer. 36) I think there needs to be more eating establishments. 37) More modern and good looking. I feel it needs to be more pleasing to residents as well as tourists. 38) User-friendly look, facilities and transportation routes. 39) 6 & 50/North Avenue is an eyesore.

(Ord. 4486, 11-2-11)

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.

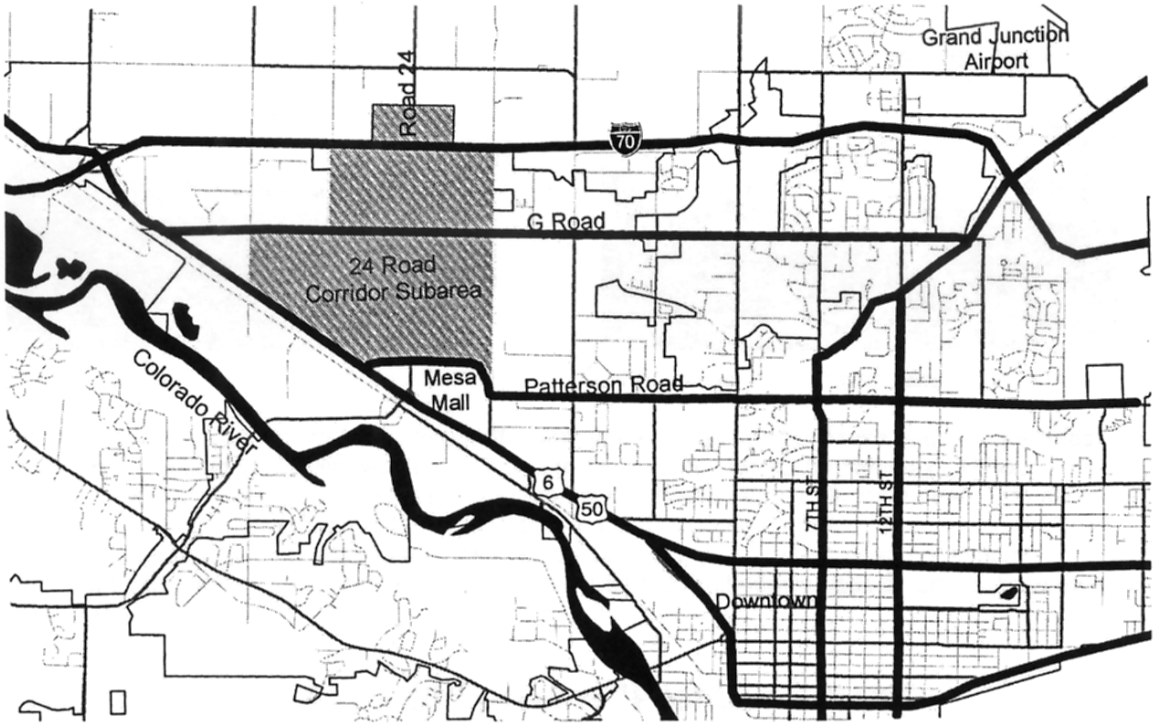


Figure ES-1: General Location Map



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.

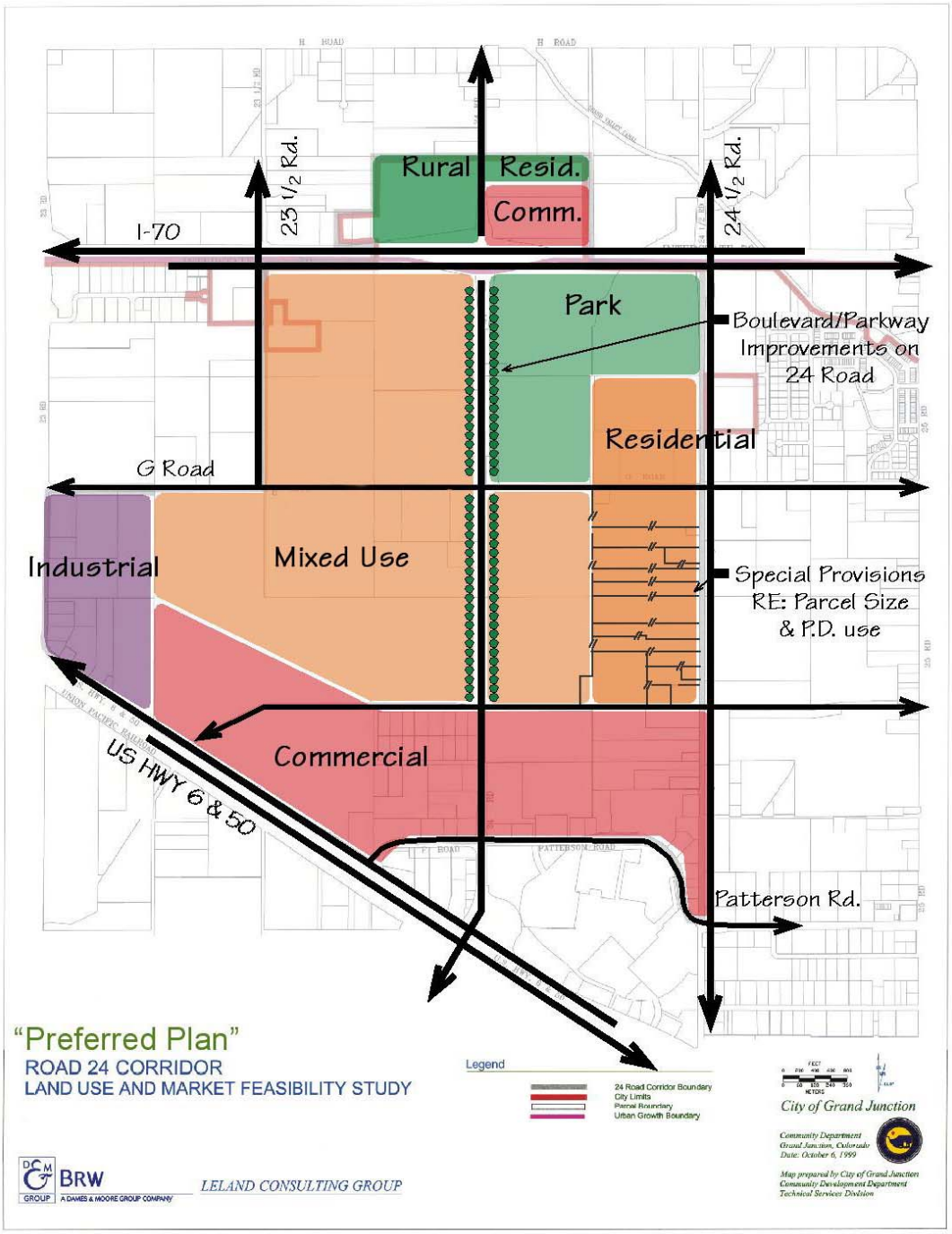


Figure ES-2: "Preferred Plan"



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

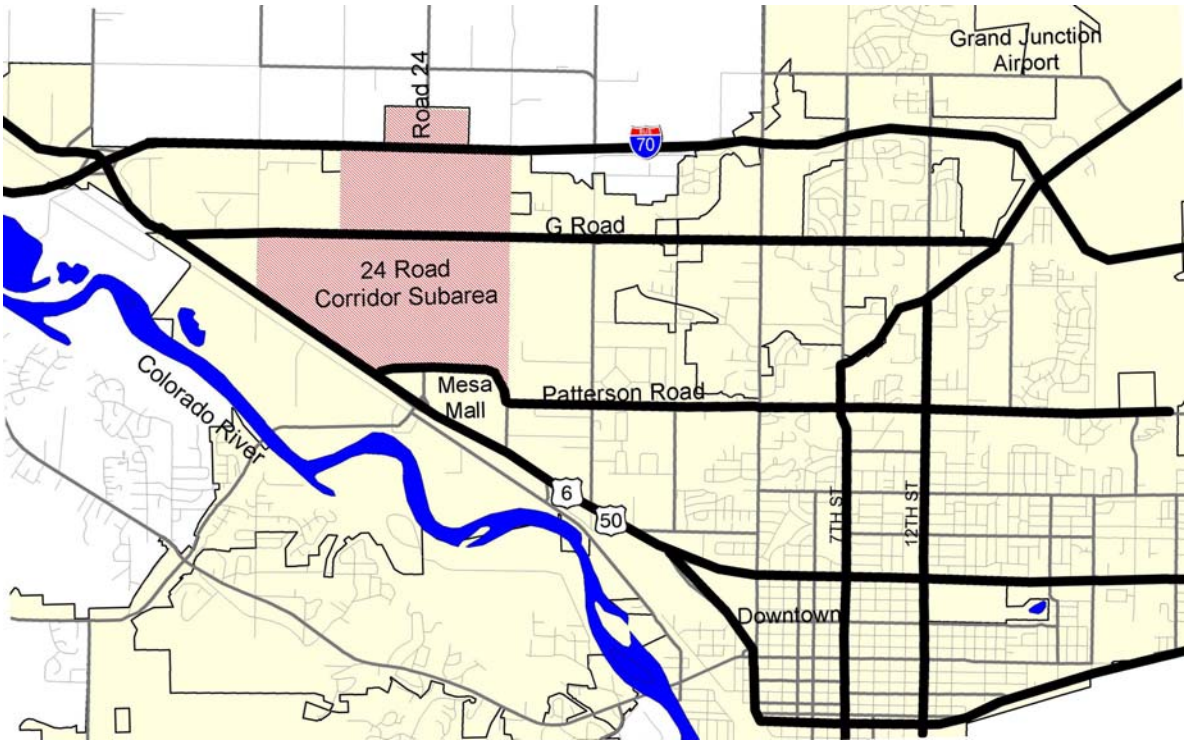


Figure 1: General Location Map

(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.

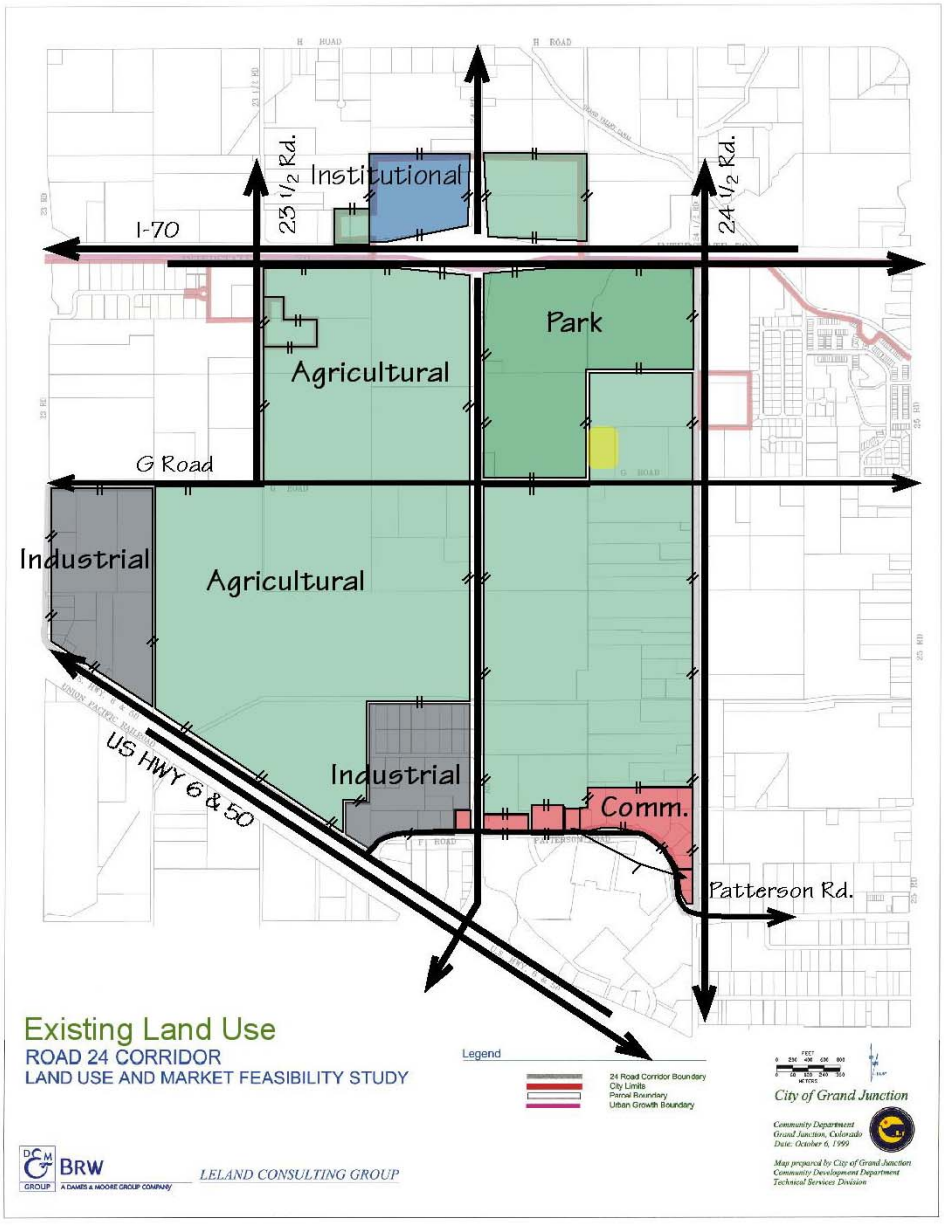


Figure 2: Existing Land Use

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.

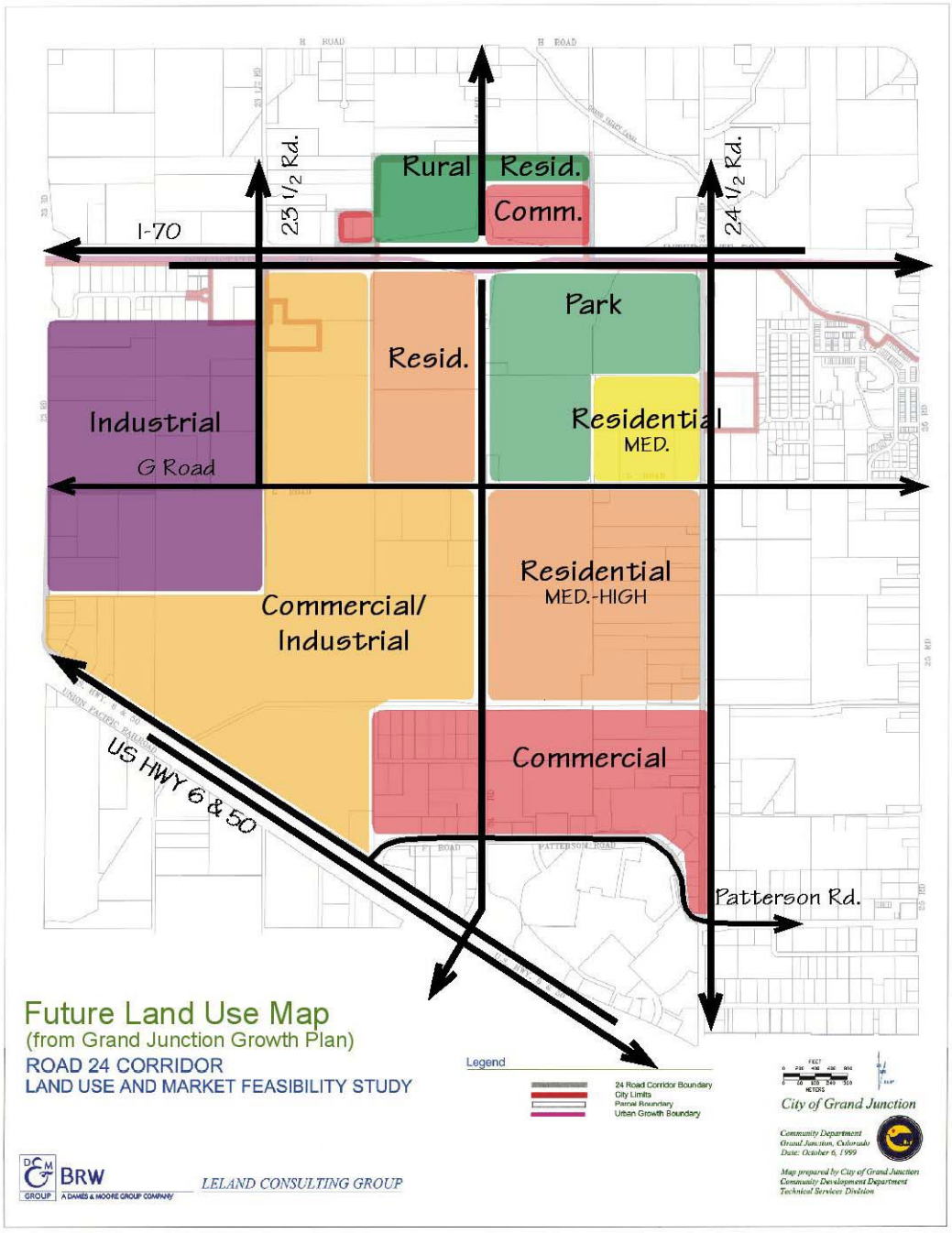


Figure 3: Future Land Use Map (from Grand Junction Growth Plan)

(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.

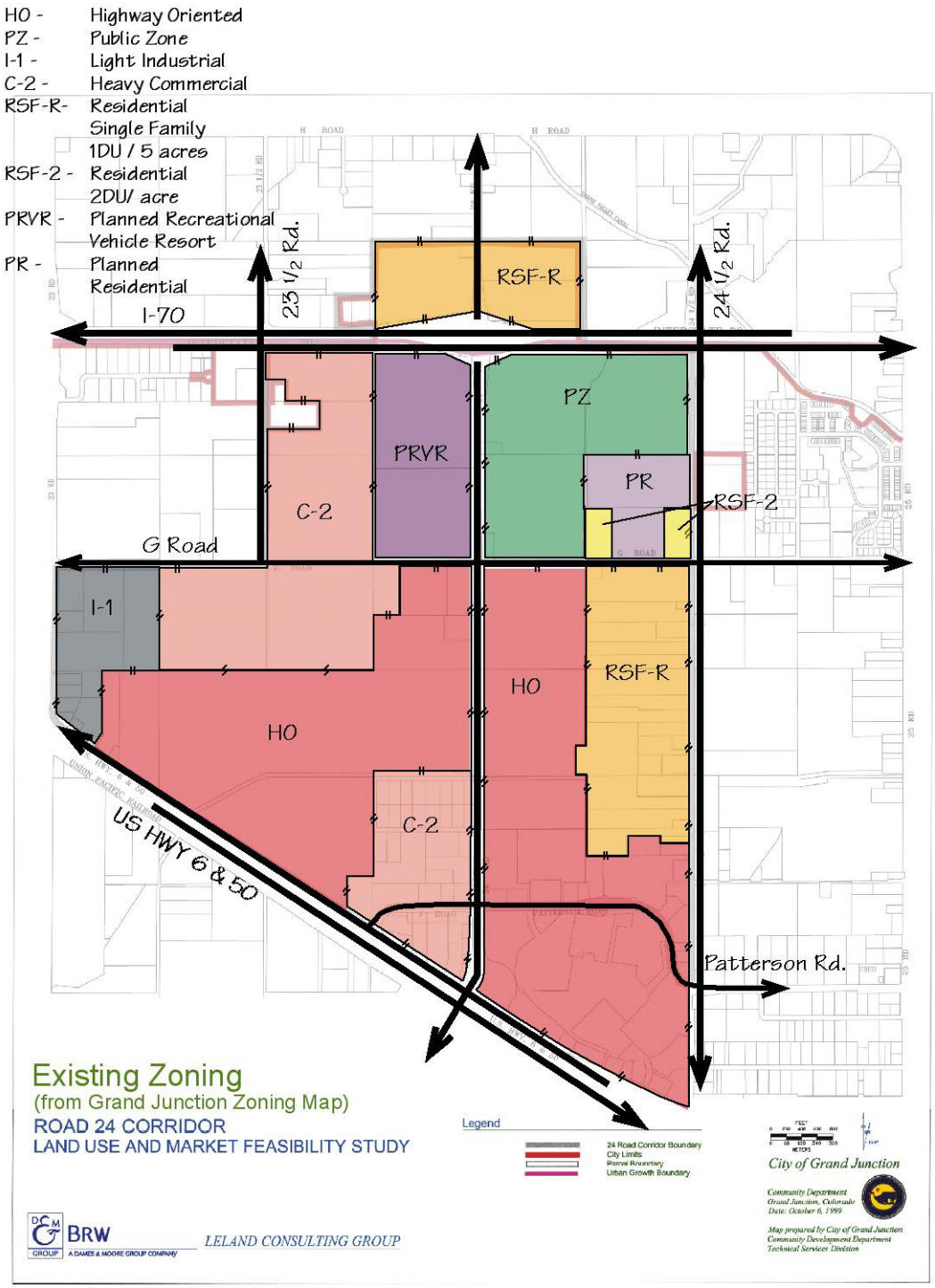


Figure 4: Existing Zoning

(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

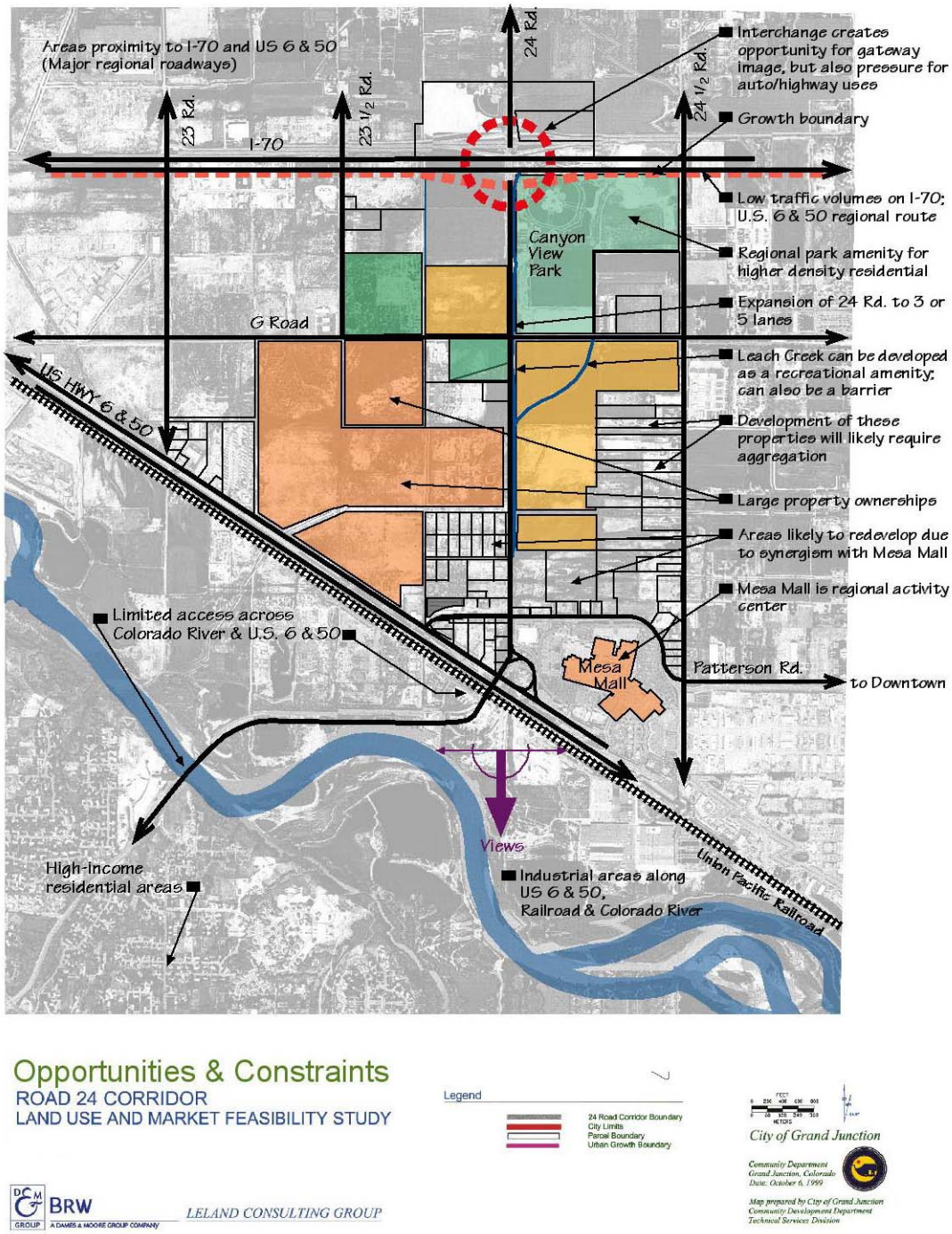


Figure 5: Opportunities and Constraints Map

(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.

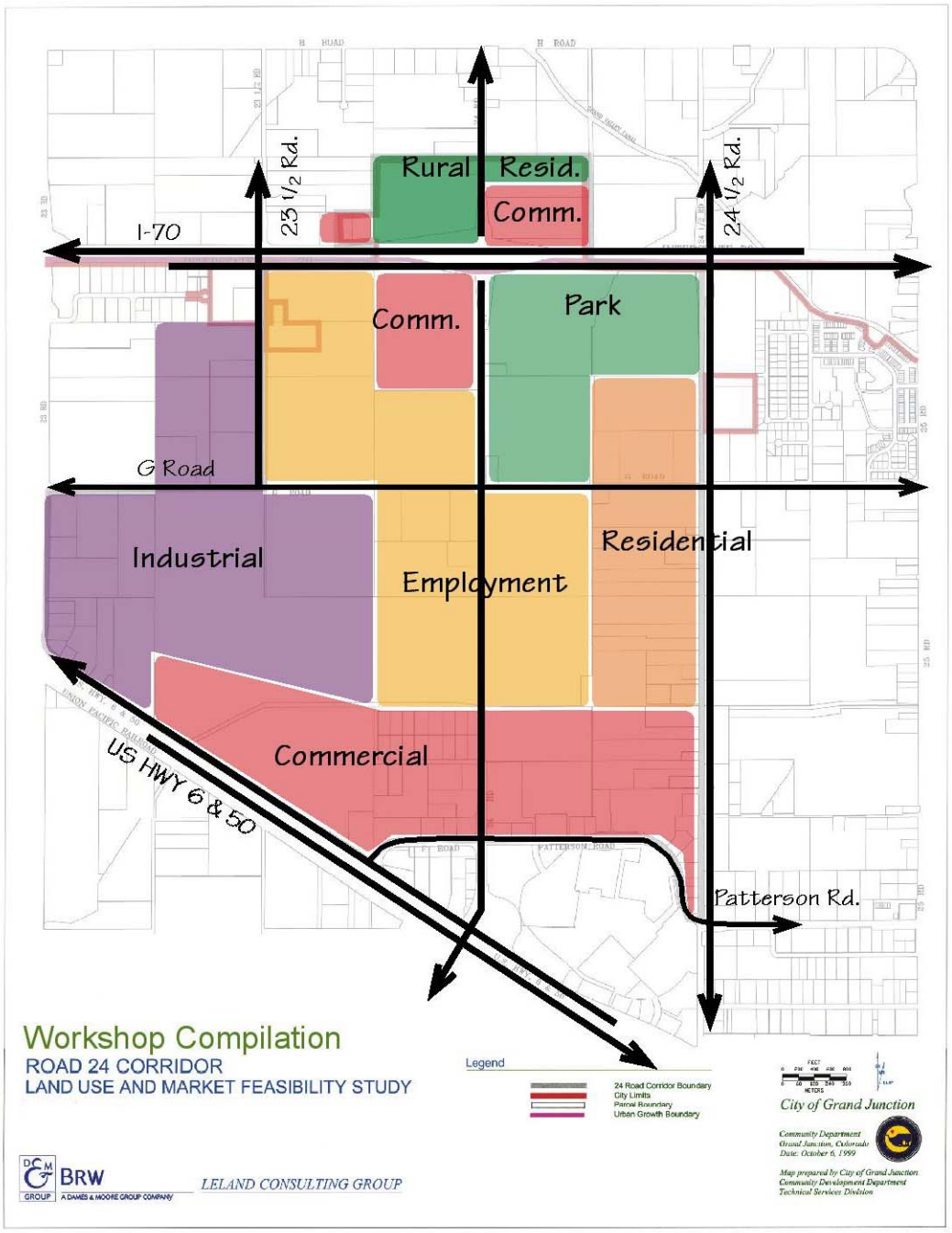


Figure 6: Workshop Compilation Plan

(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.

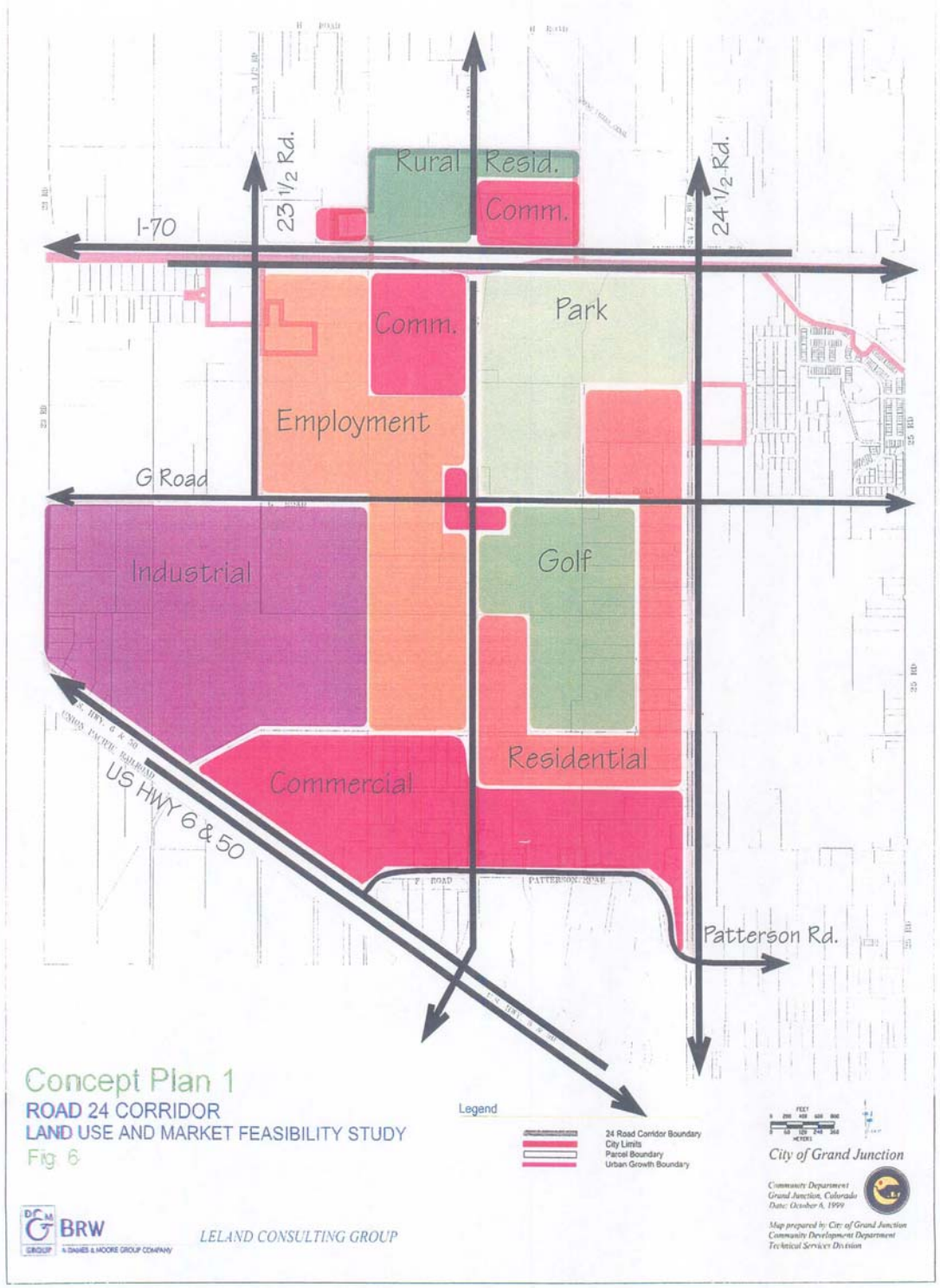


Figure 7: Concept Plan 1

(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.

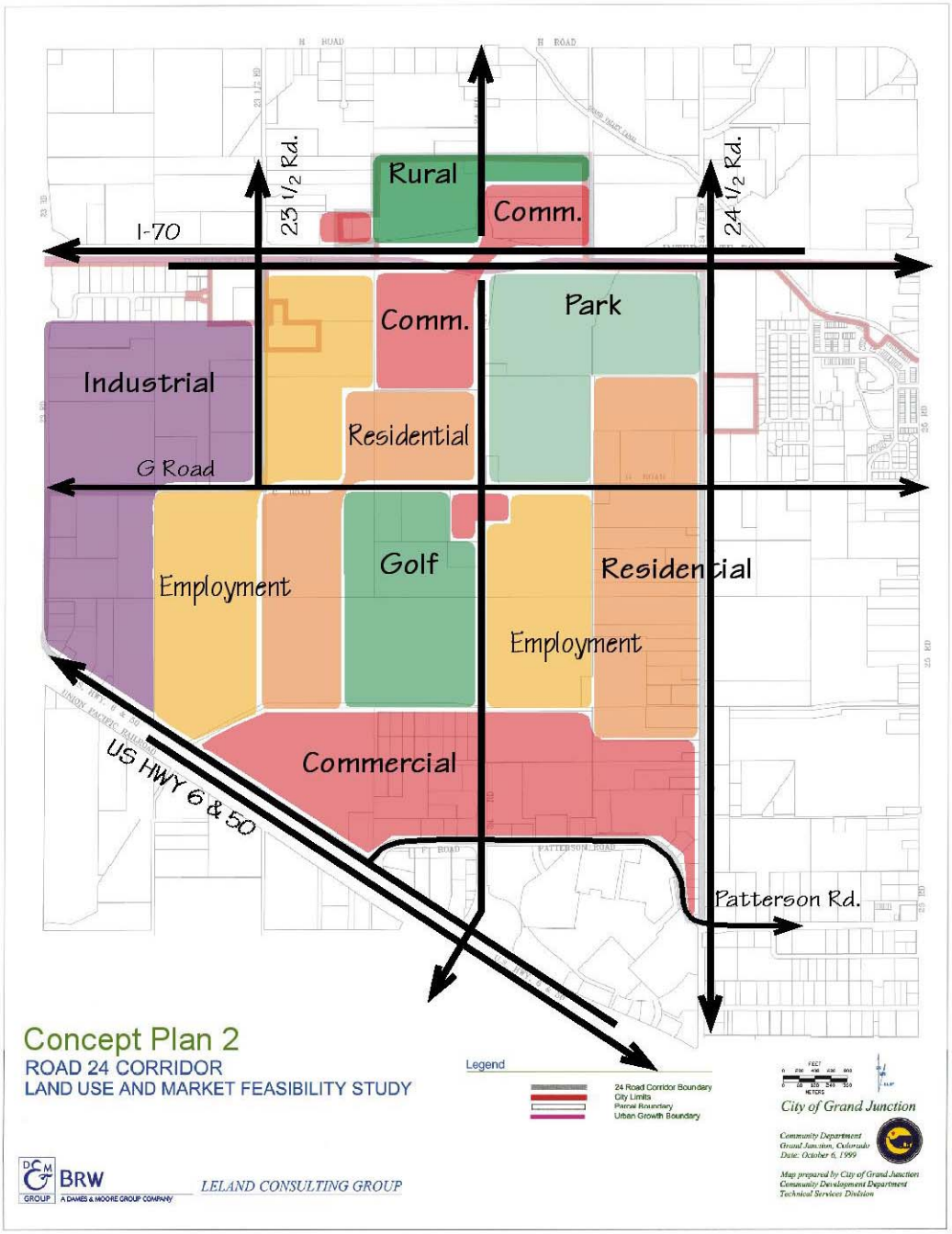


Figure 8: Concept Plan 2

(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.

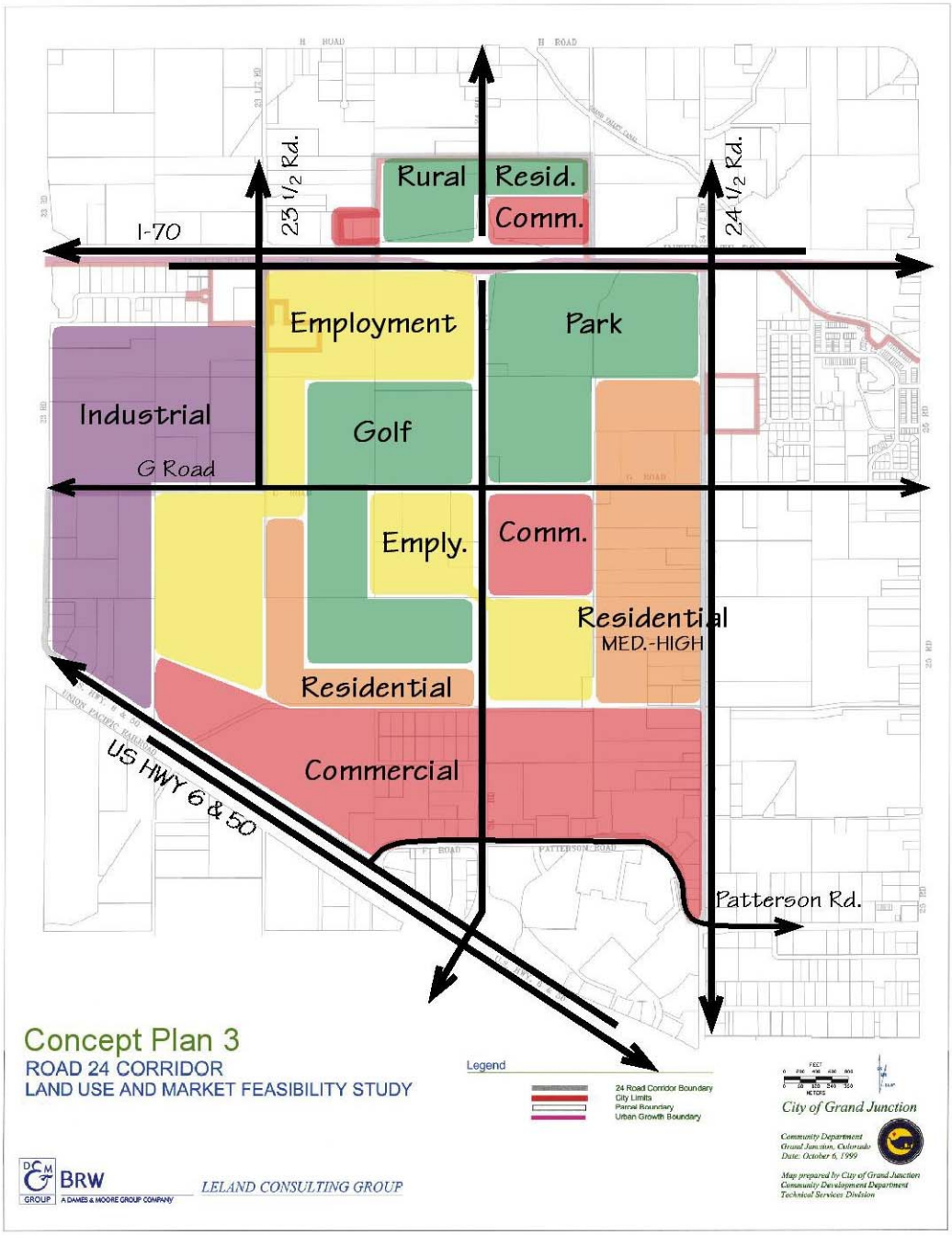


Figure 9: Concept Plan 3

(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.

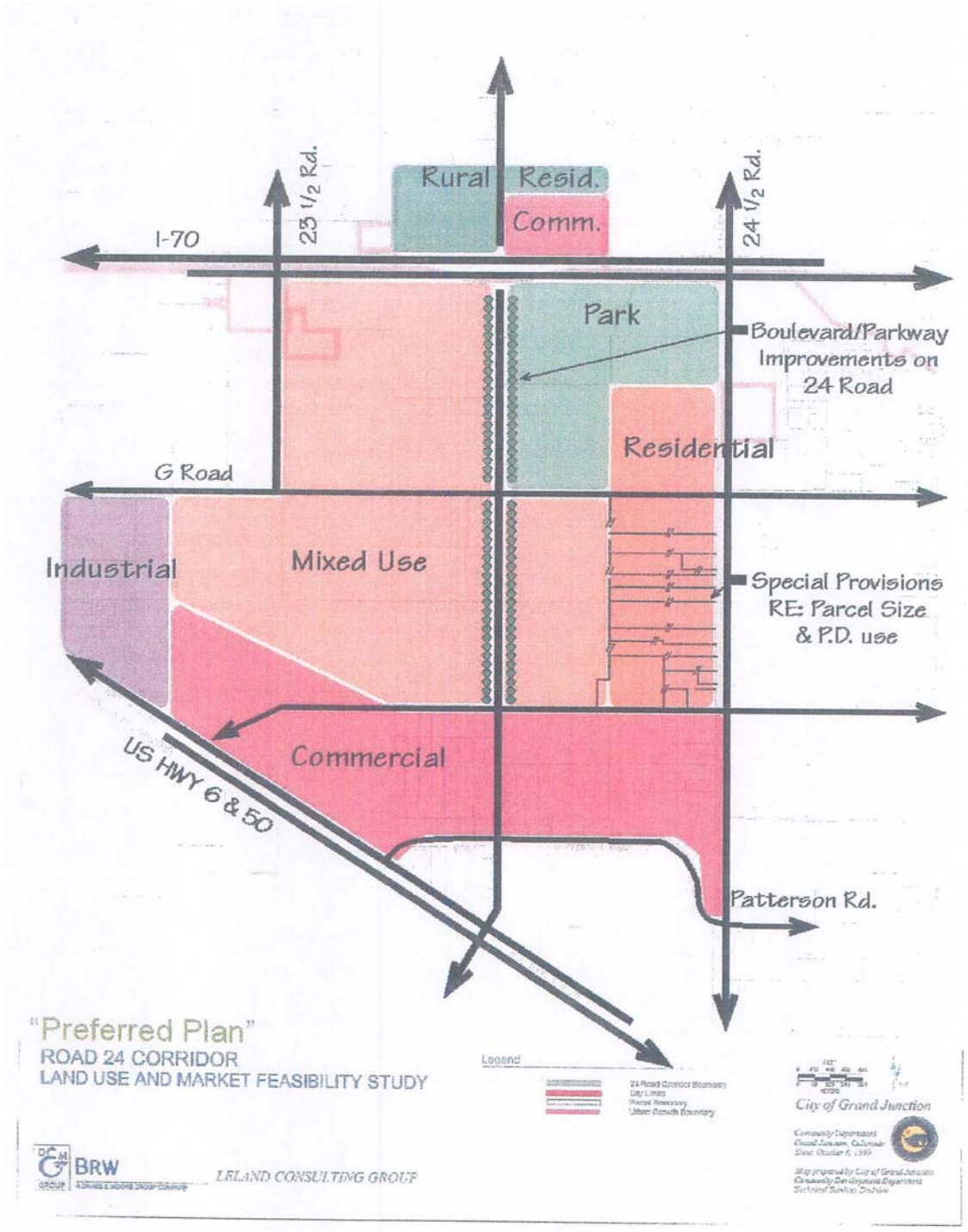


Figure 10: "Preferred Plan"

(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 • Revise recommended land uses in the 24 Road Corridor. Implication • Requires City Council approval and then modifies Growth Plan.	Public

Table 14: Summary of Possible Implementation Actions (Continued)

Action	Discussion	Responsibility
Revise existing Planned Development (PD) zone or establish a new mixed use zone for large-scale planned commercial, residential, and industrial developments. This zone would be applicable to the 24 Road Corridor and other areas where appropriate, subject to the following: • Significant benefit to the City as a whole, based upon cost benefit analysis. • Minimizes or mitigates any potential adverse environmental and social impacts. Other criteria.	Goals • 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. Implications • Existing PD zone may presently provide land-use flexibility – no need to create new zone. • Design standards should be added to existing language.	Public
Create design standards for new development.	Goal • Encourage high-quality visual environment (materials, site planning, signage, landscaping, architectural design). Implications • 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
Prepare a Secondary Road Master Plan that establishes the location, standards for design, and construction of all area roads.	Goal • Establish interconnecting, logical road network. Implications • 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 (Continued)

Action	Discussion	Responsibility
Establish a "general improvement district" to provide cost-sharing of "public improvements."	Goals • 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. Implications • 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.	Goal • Create institutionalized method to address goals and issues by encouraging cooperation, collaboration and high-quality visual environment. Implications • 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.

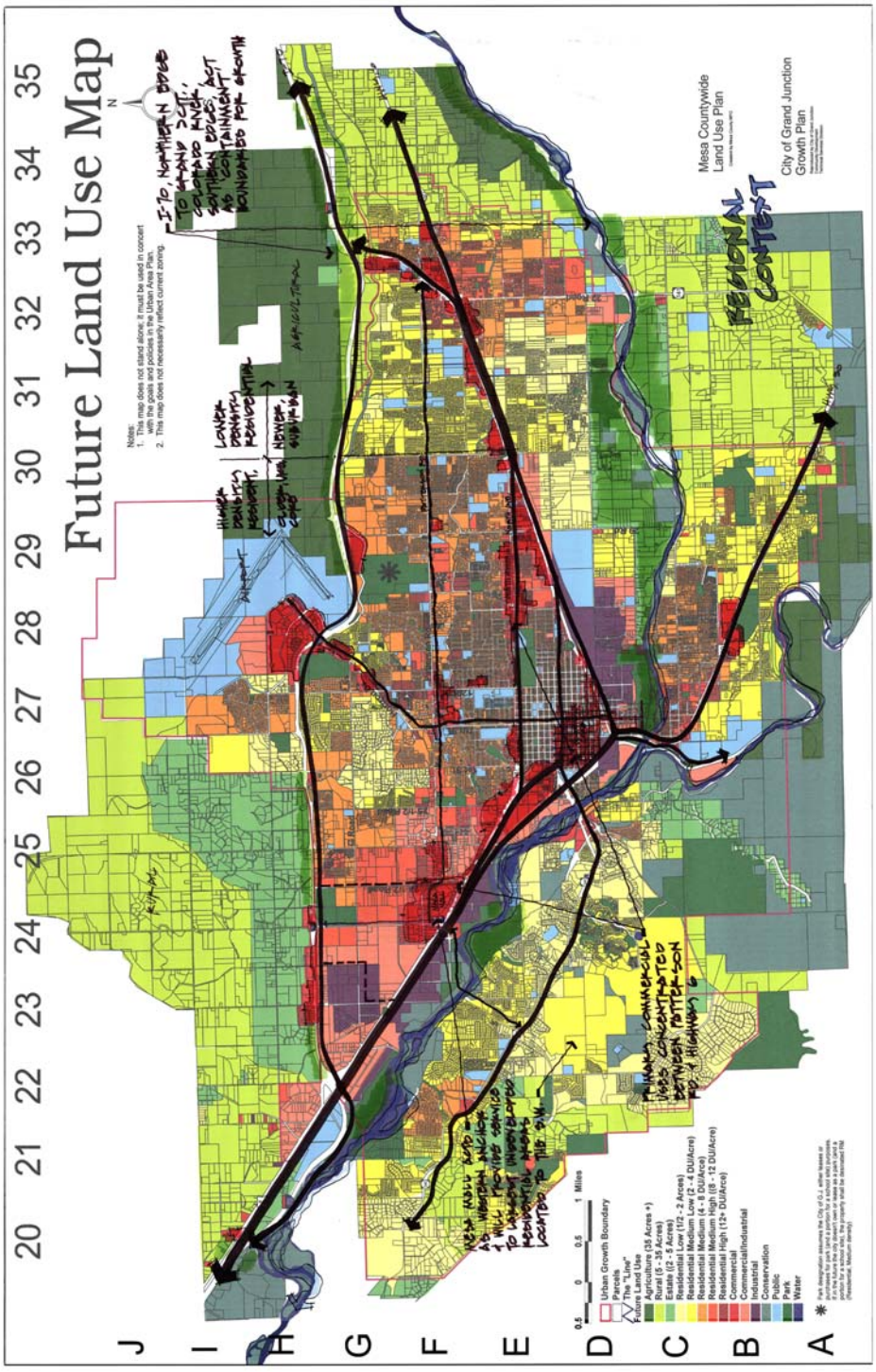
(Res. 109-00 § 7, 11-1-00)

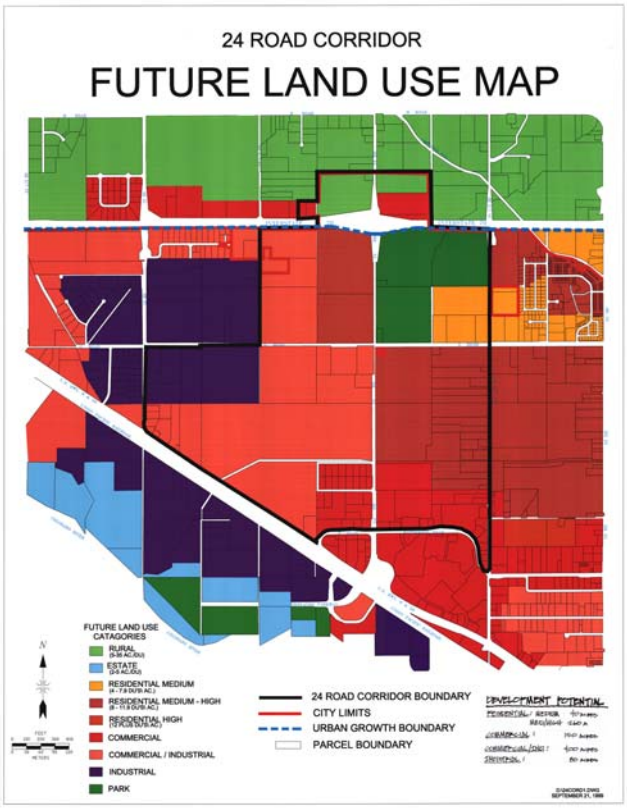
Chapter 33.32

APPENDIX A – SUPPLEMENTARY ILLUSTRATIONS

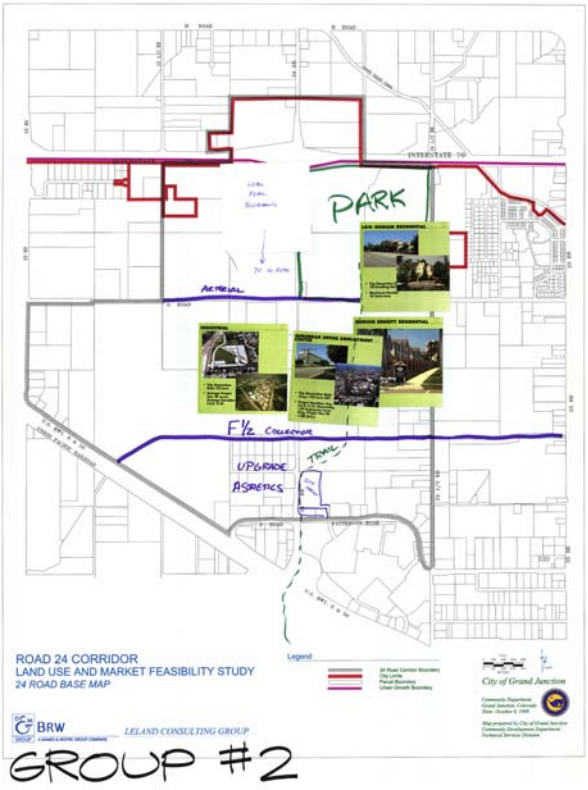
Sections:
33.32.010 Supplementary illustrations.

33.32.010 Supplementary illustrations.




24 ROAD CORRIDOR
FUTURE LAND USE MAP
FUTURE LAND USE CATAGORIES
RURAL
ESTATE
RESIDENTIAL MEDIUM
RESIDENTIAL MEDIUM - HIGH
RESIDENTIAL HIGH
COMMERCIAL
COMMERCIAL / INDUSTRIAL
INDUSTRIAL
PARK
24 ROAD CORRIDOR BOUNDARY
CITY LIMITS
URBAN GROWTH BOUNDARY
PARCEL BOUNDARY
DEVELOPMENT POTENTIAL


PARK
B16
BOX
RETAIL
ROAD 24 CORRIDOR
LAND USE AND MARKET FEASIBILITY STUDY
24 ROAD BASE MAP
Legend
City of Grand Junction
BRW
LELAND CONSULTING GROUP
GROUP #1


PARK
ARTERIAL
F½ COLLECTOR
TRAIL
UPGRADE
ASPHALTIC
ROAD 24 CORRIDOR
LAND USE AND MARKET FEASIBILITY STUDY
24 ROAD BASE MAP
BRW
LELAND CONSULTING GROUP
City of Grand Junction
GROUP #2


BUFFER W/TREES ON 24
CHURCH
ENTERT'T
RETAIL
HOTEL
PARK
OFFICE
CAMPUS
CITY
MARKET
ROAD 24 CORRIDOR
LAND USE AND MARKET FEASIBILITY STUDY
24 ROAD BASE MAP
BRW
LELAND CONSULTING GROUP
City of Grand Junction
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

(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 (now Grand Junction 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 (now Grand Junction Circulation 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 development[1] 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)

RIDGELINES
Figure 2

N
W E
S

1 0 1 2 Miles

1 0 1 2 Kilometers

Redlands Area Plan
Update Spring 2002

- Roads
- Plan Area Boundary
- Rivers
- Ridgelines
- CN Monument

January 2002

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.

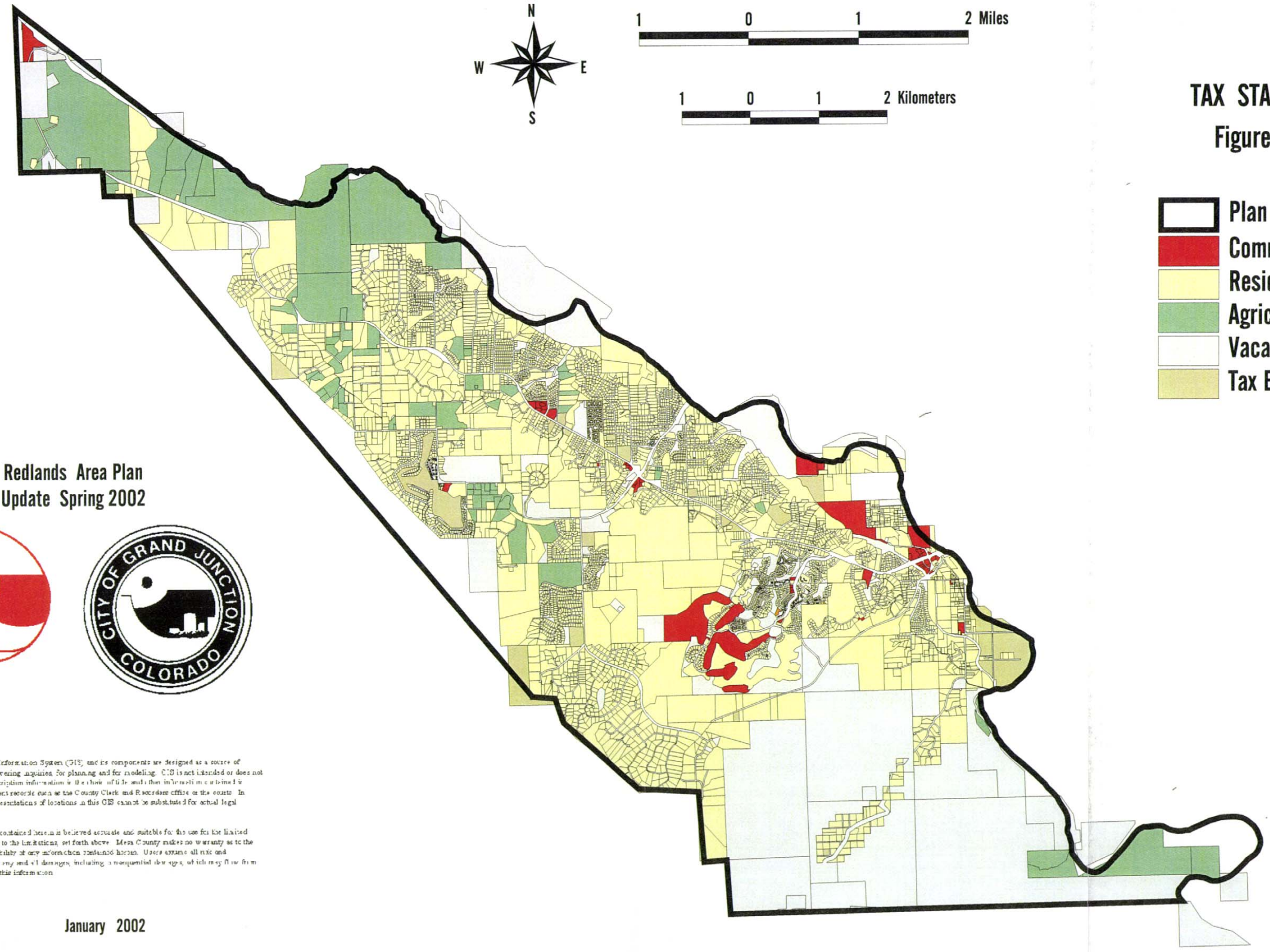
(6) Promote multiple/compatible uses of agricultural lands.

(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

CITY OF GRAND JUNCTION COLORADO

The Geographic Information System (GIS) and its components are designed as a source of reference for answering inquiries, for planning and for modeling. GIS is not intended or does not replace legal description information in the chain of title and other information contained in official government records such as the County Clerk and Recorders office or the courts. In addition, the representations of locations in this GIS cannot be substituted for actual legal surveys.

The information contained herein is believed accurate and suitable for the use for the limited uses and subject to the limitations set forth above. Mesa County makes no warranty as to the accuracy or suitability of any information contained herein. Users assume all risk and responsibility for any and all damages, including consequential damages, which may flow from the user's use of this information.

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(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.

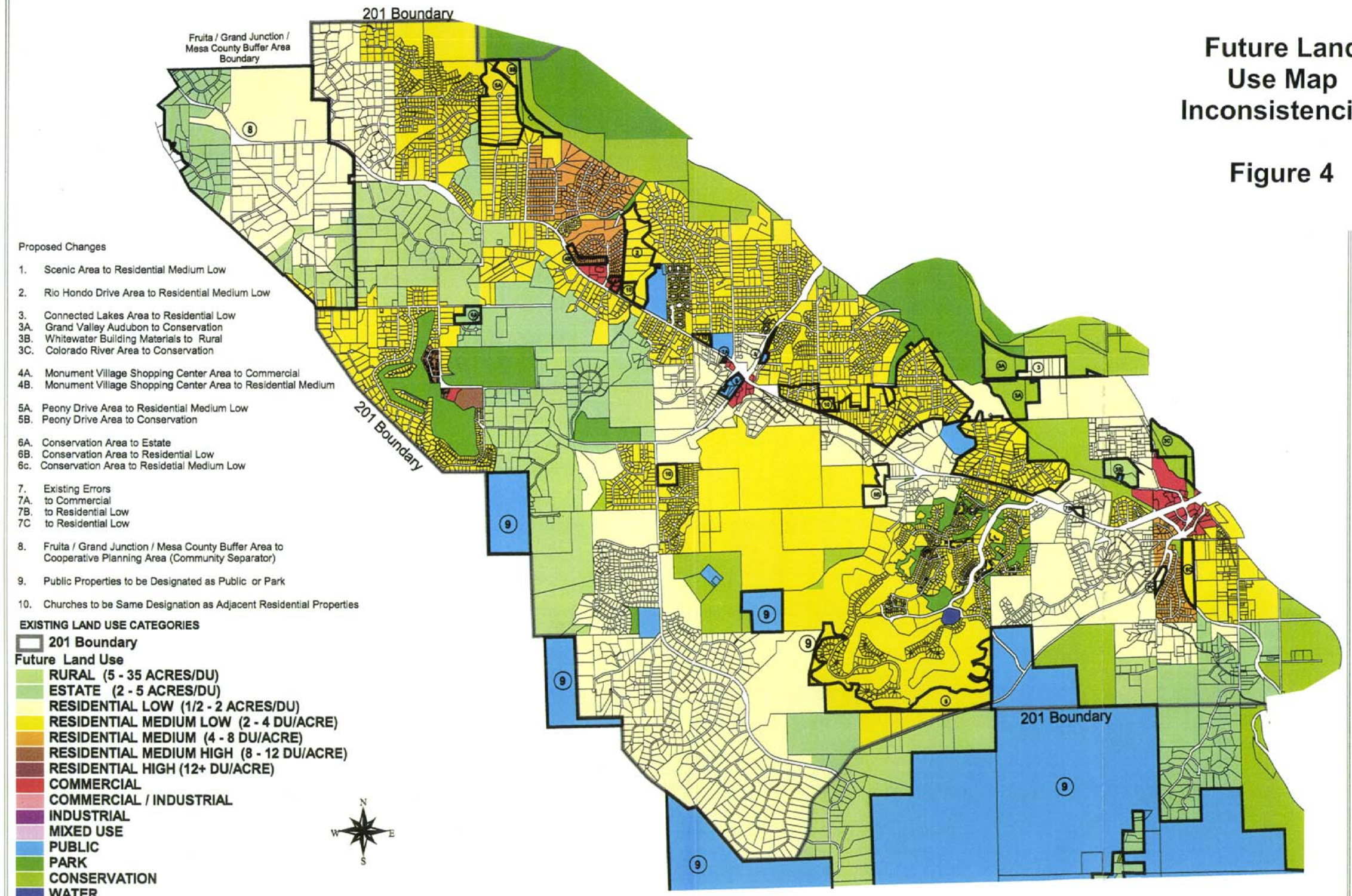
(2) Liberty Baptist Church at 405 South Camp Road.

(3) Church on the Rock at 2170 Broadway.

(4) Monument Baptist Church at 486 23 Road.

Future Land Use Map Inconsistencies

Figure 4



Proposed Changes

1. Scenic Area to Residential Medium Low

2. Rio Hondo Drive Area to Residential Medium Low

3. Connected Lakes Area to Residential Low
3A. Grand Valley Audubon to Conservation
3B. Whitewater Building Materials to Rural
3C. Colorado River Area to Conservation

4A. Monument Village Shopping Center Area to Commercial
4B. Monument Village Shopping Center Area to Residential Medium

5A. Peony Drive Area to Residential Medium Low
5B. Peony Drive Area to Conservation

6A. Conservation Area to Estate
6B. Conservation Area to Residential Low
6c. Conservation Area to Residetial Medium Low

7. Existing Errors
7A. to Commercial
7B. to Residential Low
7C to Residential Low

8. Fruita / Grand Junction / Mesa County Buffer Area to Cooperative Planning Area (Community Separator)

9. Public Properties to be Designated as Public or Park

10. Churches to be Same Designation as Adjacent Residential Properties

EXISTING LAND USE CATEGORIES

201 Boundary

Future Land Use

- **RURAL (5 - 35 ACRES/DU)**
- **ESTATE (2 - 5 ACRES/DU)**
- **RESIDENTIAL LOW (1/2 - 2 ACRES/DU)**
- **RESIDENTIAL MEDIUM LOW (2 - 4 DU/ACRE)**
- **RESIDENTIAL MEDIUM (4 - 8 DU/ACRE)**
- **RESIDENTIAL MEDIUM HIGH (8 - 12 DU/ACRE)**
- **RESIDENTIAL HIGH (12+ DU/ACRE)**
- **COMMERCIAL**
- **COMMERCIAL / INDUSTRIAL**
- **INDUSTRIAL**
- **MIXED USE**
- **PUBLIC**
- **PARK**
- **CONSERVATION**
- **WATER**

34-27

(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 development[1] 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.

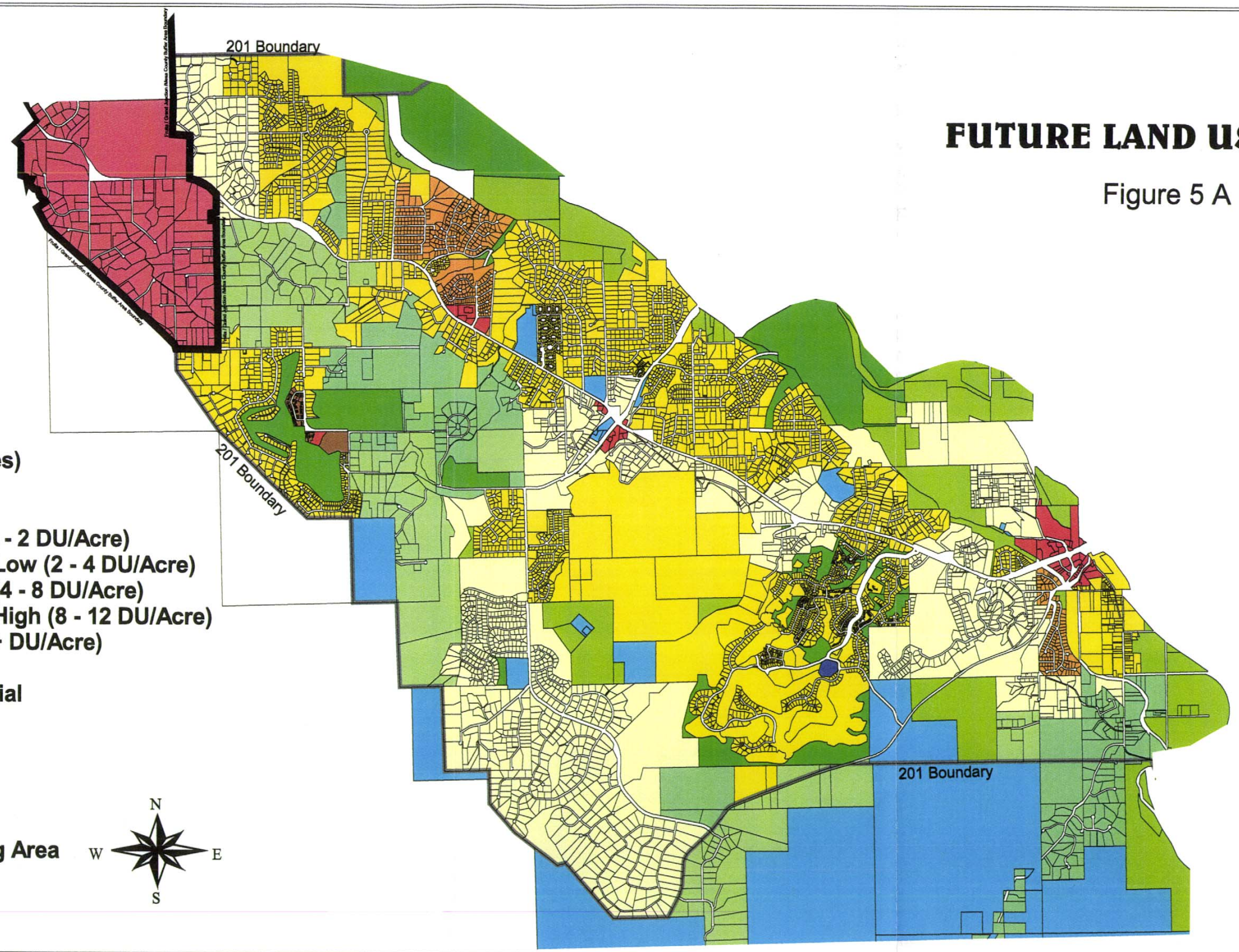
Redlands Marketplace, located on Highway 340 and Power Road, consists of approximately 10 acres with 66,000 square feet of retail, including a grocery store, liquor store, video store, packing and shipping outlet and beauty salon. There is another 20,000 square feet of retail planned for the site. The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

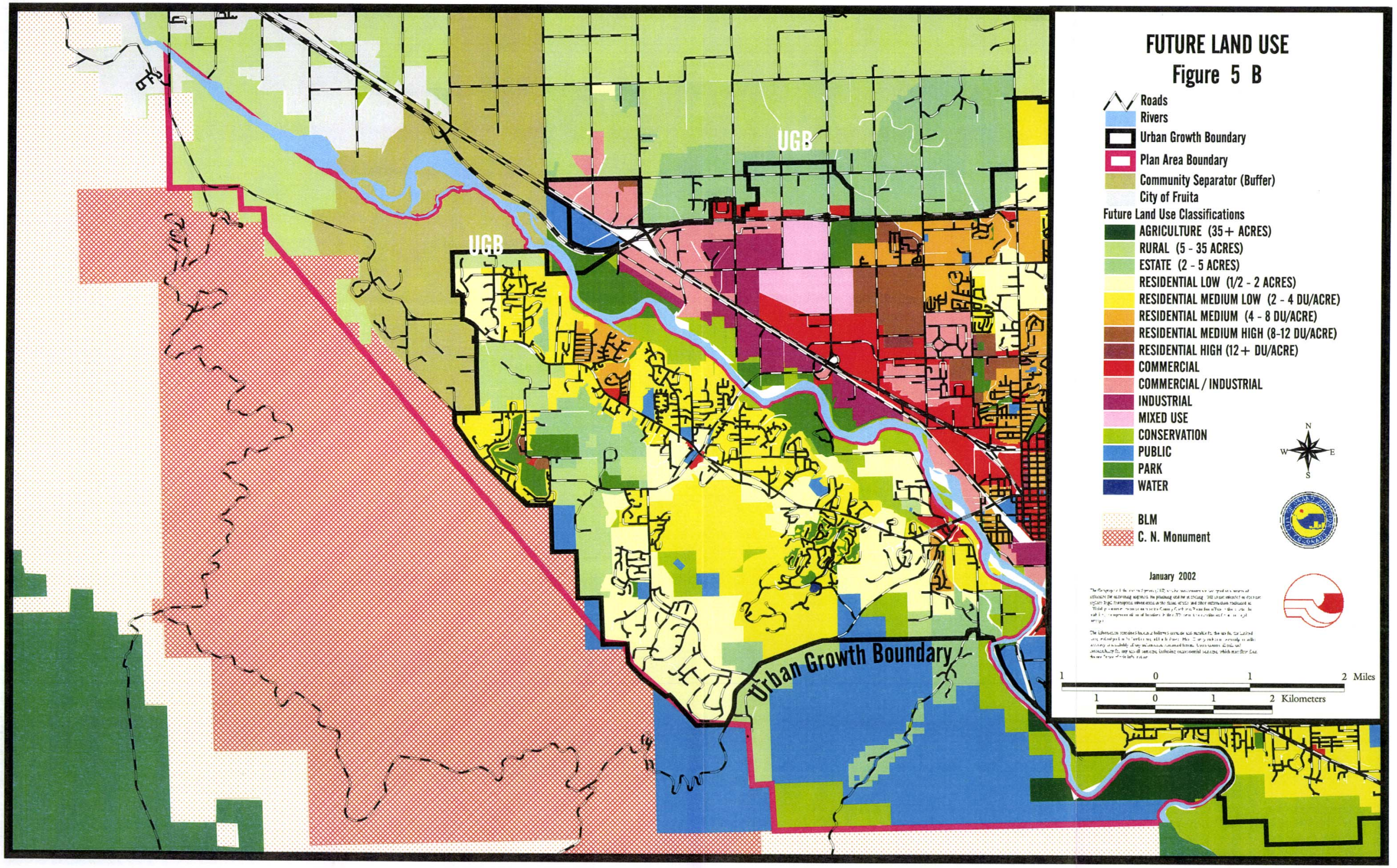
These two neighborhood shopping center areas on the Redlands are well located and will serve the needs of the Redlands into the foreseeable future.

(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




UGB
UGB
Urban Growth Boundary
FUTURE LAND USE
Figure 5 B
Roads
Rivers
Urban Growth Boundary
Plan Area Boundary
Community Separator (Buffer)
City of Fruita
Future Land Use Classifications
AGRICULTURE (35+ ACRES)
RURAL (5 - 35 ACRES)
ESTATE (2 - 5 ACRES)
RESIDENTIAL LOW (1/2 - 2 ACRES)
RESIDENTIAL MEDIUM LOW (2 - 4 DU/ACRE)
RESIDENTIAL MEDIUM (4 - 8 DU/ACRE)
RESIDENTIAL MEDIUM HIGH (8-12 DU/ACRE)
RESIDENTIAL HIGH (12+ DU/ACRE)
COMMERCIAL
COMMERCIAL / INDUSTRIAL
INDUSTRIAL
MIXED USE
CONSERVATION
PUBLIC
PARK
WATER
BLM
C. N. Monument
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January 2002
1 0 1 2 Miles
1 0 1 2 Kilometers

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.

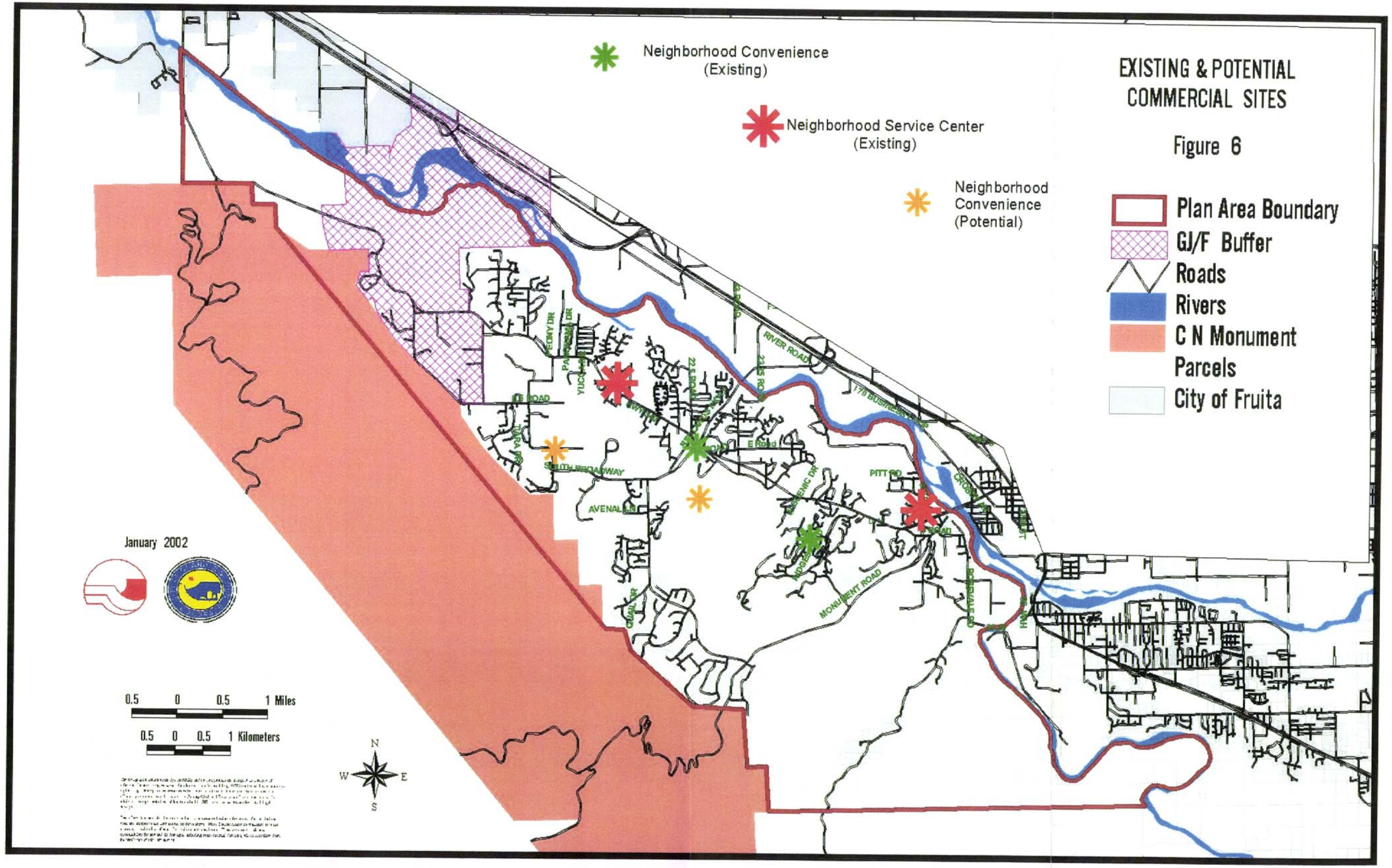
(c) Implementation.

(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



(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.

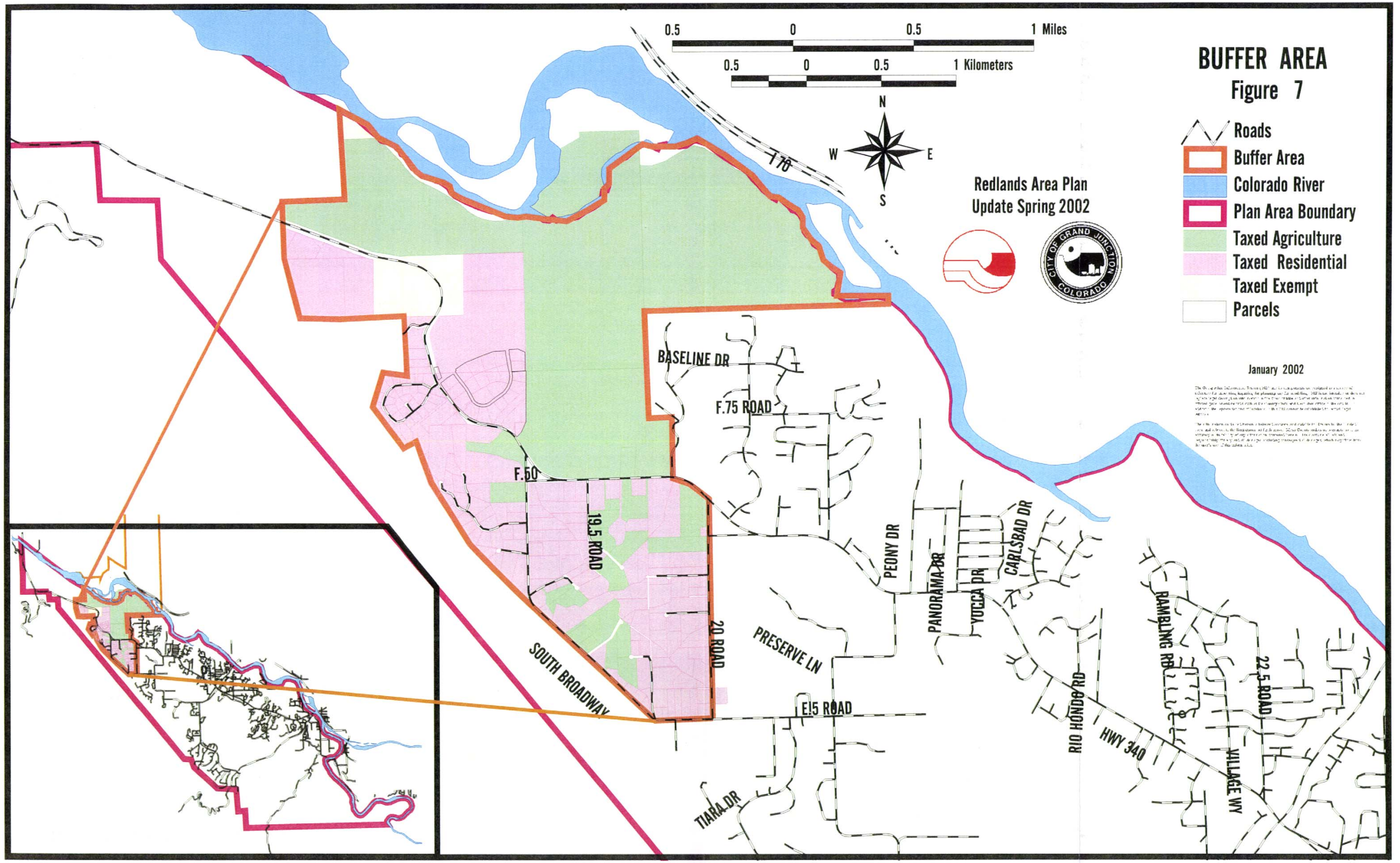
(3) Distribute information about the Mesa County noxious weed list.

(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.


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BUFFER AREA
Figure 7
Roads
Buffer Area
Colorado River
Plan Area Boundary
Taxed Agriculture
Taxed Residential
Taxed Exempt
Parcels
Redlands Area Plan
Update Spring 2002
CITY OF GRAND JUNCTION COLORADO
January 2002
BASELINE DR
F.75 ROAD
F.50
19.5 ROAD
20 ROAD
SOUTH BROADWAY
PRESERVE LN
E.5 ROAD
TIARA DR
PEONY DR
PANORAMA DR
YUCCA DR
CARLSBAD DR
RIO HONDO RD
HWY 340
RAMBLING RD
22.5 ROAD
VILLAGE WY

34-41

(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, archaeologic, 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.

GEOLOGIC HAZARDS

Figure 8

Redlands Area Plan
Update Spring 2002

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2 0 2 Miles

2 0 2 4 Kilometers

Faults
Roads
Plan Area Boundary
Rivers
Parcels

Geologic Hazards

- Corrosive soil and rock
- Expansive soil and rock
- Flash flooding
- Landslide deposit
- Overbank flooding
- Potentially unstable slope
- Rockfall
- Rockfall--potentially unstable slope
- C.N. Monument
- BLM

kodel Canyon fault
Fruita Canyon
Lizard Canyon
North Entrance
East Entrance
Gold Star Canyon
Unnamed
redlands fault
Ute Canyon
Red Canyon
No Thoroughfare
jacobs ladder fault complex
18 ROAD
18.5 ROAD
19 1/2 ROAD
19 ROAD
20 ROAD
River Road
RIVER ROAD
RIM ROCK DR
16 1/2 Road
MONUMENT ROAD
LITTLE PARK ROAD
25 3/8 ROAD
C 1/2 ROAD
I-70
HWY 340
CM 20
27.60

(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.

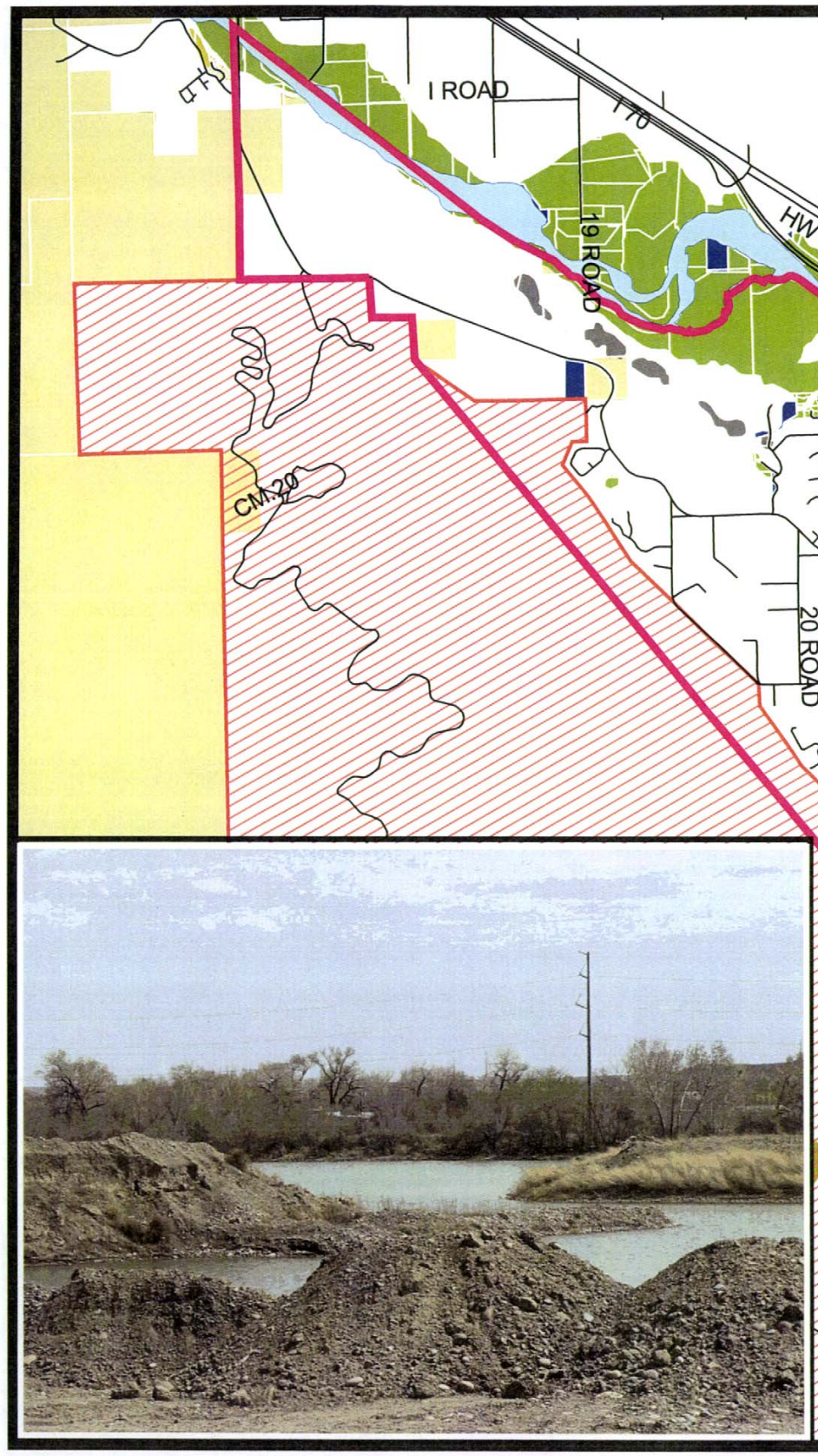
(1) Management of riparian/wash/drainage areas shall encourage use or mimicry of natural processes, maintenance or reintroduction of native species, restoration of degraded plant communities, elimination of undesirable exotic species, and minimizing human impacts.

(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 hardenening off with concrete or rip-rap is discouraged. The use of rip-rap should be kept to a minimum.

MINERAL RESOURCES
Figure 9

Redlands Area Plan
Update Spring 2002







0.5 0 0.5 1 Miles

1 0 1 2 Kilometers

- Plan Area Boundary
- Roads
- Rivers
- CN Monument
- Parcels
- State Land
- County Property

Mineral Resources

- Basalt
- Coal
- Coal & claystone, shale
- Copper
- Granodiorite & Quartz Monzonite
- Gravel
- Oil Shale
- Probable sand & gravel
- Sand
- Uranium & Vanadium
- BLM

January 2002

The Geographic Information System (GIS) and the components are designed as a source of reference for processing together the underlying GIS layers stored in the data and does not replace legal descriptions contained in the official land records maintained by the various governments, records held by the County Clerk and Recorders offices or the Courts. In addition, the representations contained in the GIS maps may be outdated for various legal purposes.

The information contained therein is believed to be reliable and suitable for the use for the limited uses, and subject to the limitations, set forth above. Mesa County makes no warranty as to the accuracy or suitability of any information contained herein. Users assume all risk and responsibility for any and all damages, including consequential damages, which may flow from the user's use of this information.

I ROAD
17 0
19 ROAD
HWY 6
River Road
CM.20
20 ROAD
HWY 340
RIVER ROAD
B Road
SOUTH CAMP ROAD
MONUMENT ROAD
DS ROAD
LITTLE PARK ROAD
C 1/2 ROAD
HWY 50
26 3/8 ROAD
B ROAD

34-51



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, Tamarisk 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/conserve 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/conserve 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).

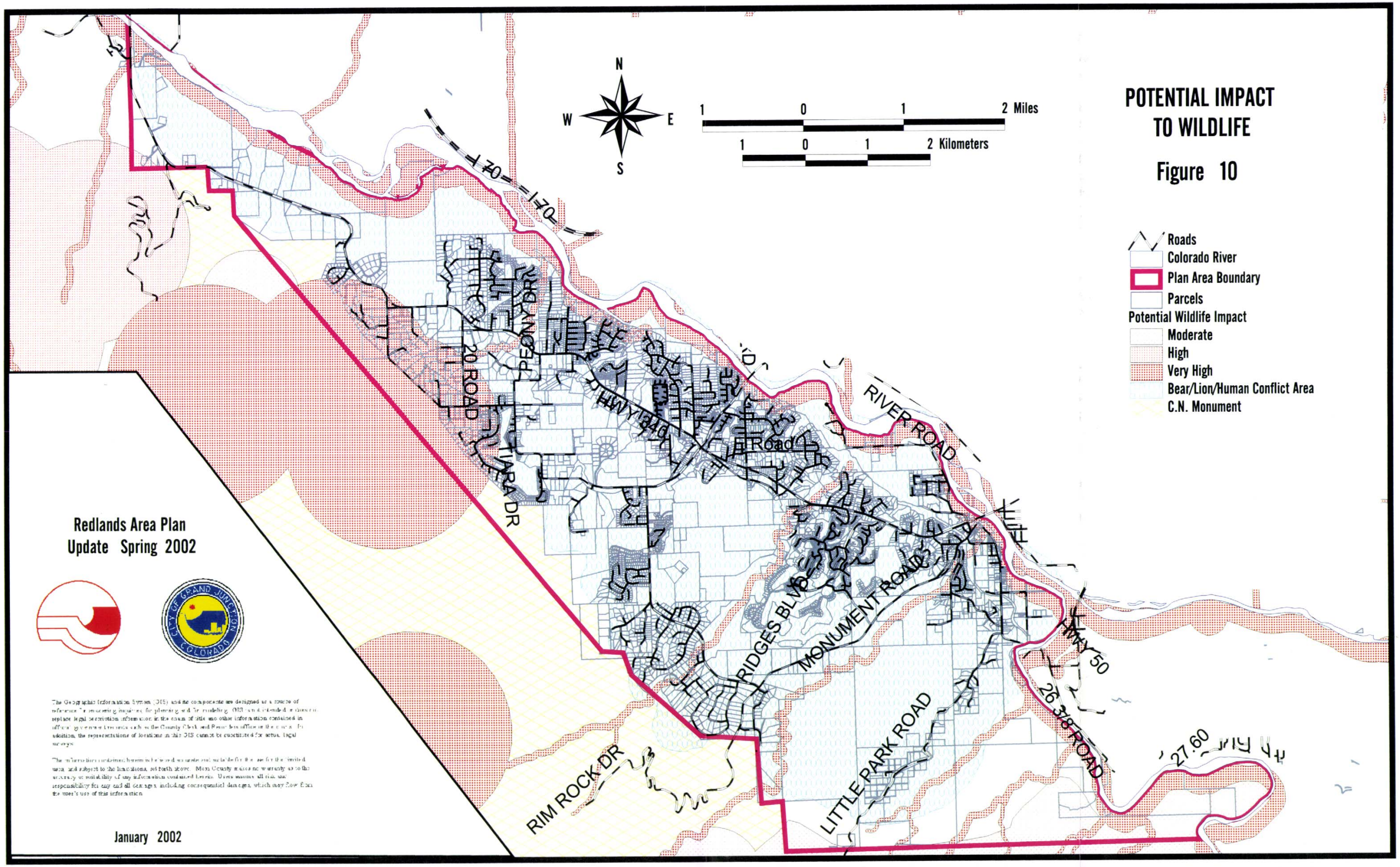
(e) Maintaining, updating, and identifying any recognized change in effective methods of control.

(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)


N
W
E
S
1 0 1 2 Miles
1 0 1 2 Kilometers
POTENTIAL IMPACT
TO WILDLIFE
Figure 10
Roads
Colorado River
Plan Area Boundary
Parcels
Potential Wildlife Impact
Moderate
High
Very High
Bear/Lion/Human Conflict Area
C.N. Monument
Redlands Area Plan
Update Spring 2002
CITY OF GRAND JUNCTION COLORADO
The Geographic Information System (GIS) and the components are designed as a source of reference for planning and for modeling. GIS and digital data are not to replace legal description information in the chain of title and other information contained in official government records such as the County Clerk and Recorder's office or the courts. In addition, the representations of locations in this GIS cannot be substituted for actual legal surveys.
The information contained herein is believed reliable but is made available for use for the limited uses and subject to the limitations set forth above. Mesa County makes no warranty as to the accuracy or suitability of any information contained herein. Users assume all risk and responsibility for any and all damages including consequential damages, which may flow from the user's use of this information.
January 2002
20 ROAD
HWY 340
Road
RIVER ROAD
RIDGES BLVD
MONUMENT ROAD
HWY 50
26 3/8 ROAD
LITTLE PARK ROAD
RIM ROCK DR
27.60

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

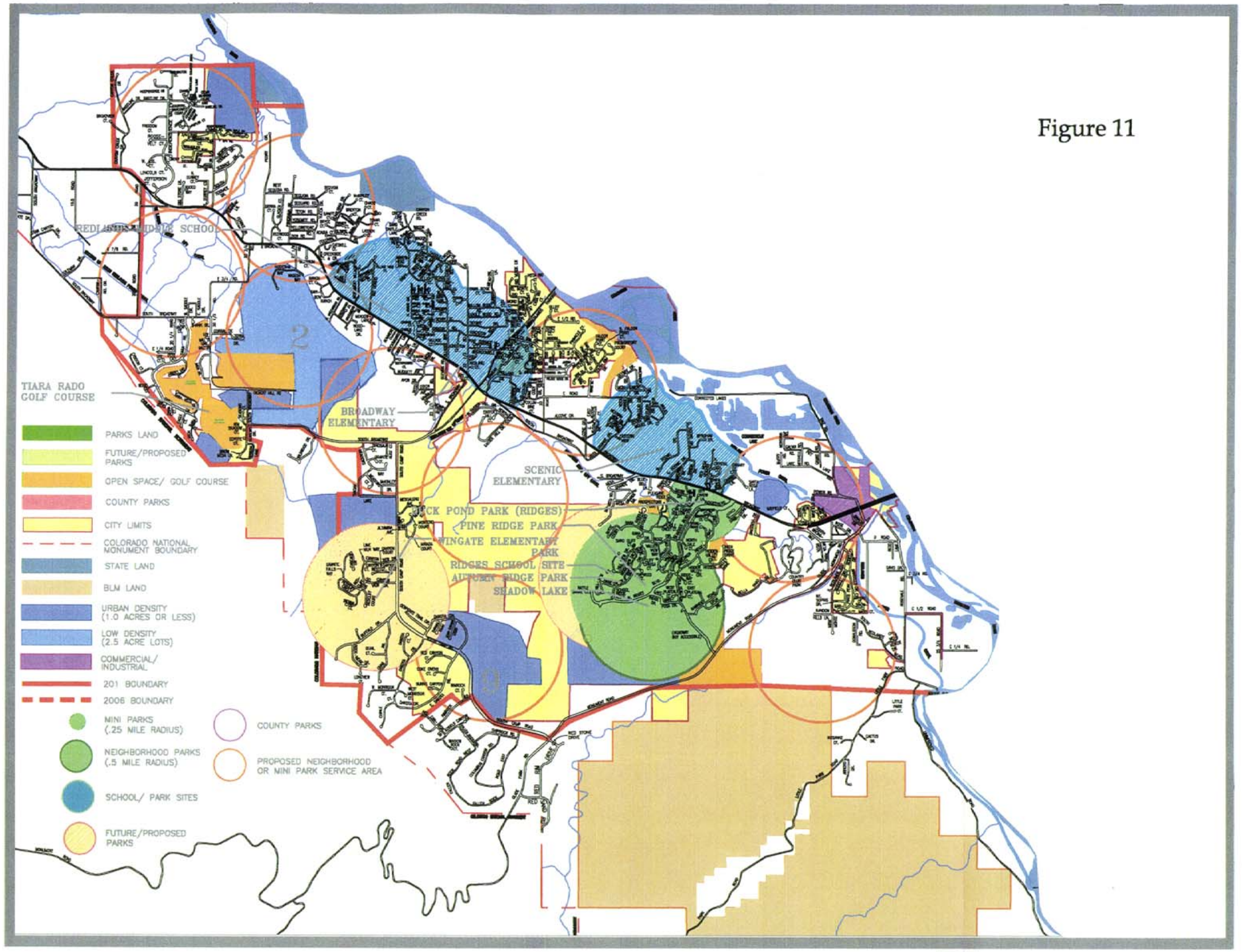
(Res. 62-02, 6-26-02)

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)

Figure 11


TIARA RADO GOLF COURSE
PARKS LAND
FUTURE/PROPOSED PARKS
OPEN SPACE/ GOLF COURSE
COUNTY PARKS
CITY LIMITS
COLORADO NATIONAL MONUMENT BOUNDARY
STATE LAND
BLM LAND
URBAN DENSITY (1.0 ACRES OR LESS)
LOW DENSITY (2.5 ACRE LOTS)
COMMERCIAL/ INDUSTRIAL
201 BOUNDARY
2006 BOUNDARY
MINI PARKS (.25 MILE RADIUS)
NEIGHBORHOOD PARKS (.5 MILE RADIUS)
SCHOOL/ PARK SITES
FUTURE/PROPOSED PARKS
COUNTY PARKS
PROPOSED NEIGHBORHOOD OR MINI PARK SERVICE AREA
REDLANDS MIDDLE SCHOOL
BROADWAY ELEMENTARY
SCENIC ELEMENTARY
CK POND PARK (RIDGES)
PINE RIDGE PARK
WINGATE ELEMENTARY
PARK
RIDGES SCHOOL SITE
AUBURN RIDGE PARK
SHADOW LAKE
SCHOOLS
HOSPITALS
POLICE STATION
FIRE STATIONS (F.S.#)
CITY OF GRAND JUNCTION
Mini/Neighborhood Parks
NORTH
2000 0 2000
Scale 1"=2000'

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)

REDLANDS AREA MAP WITH PUBLIC LANDS & TRAIL HEAD ACCESS

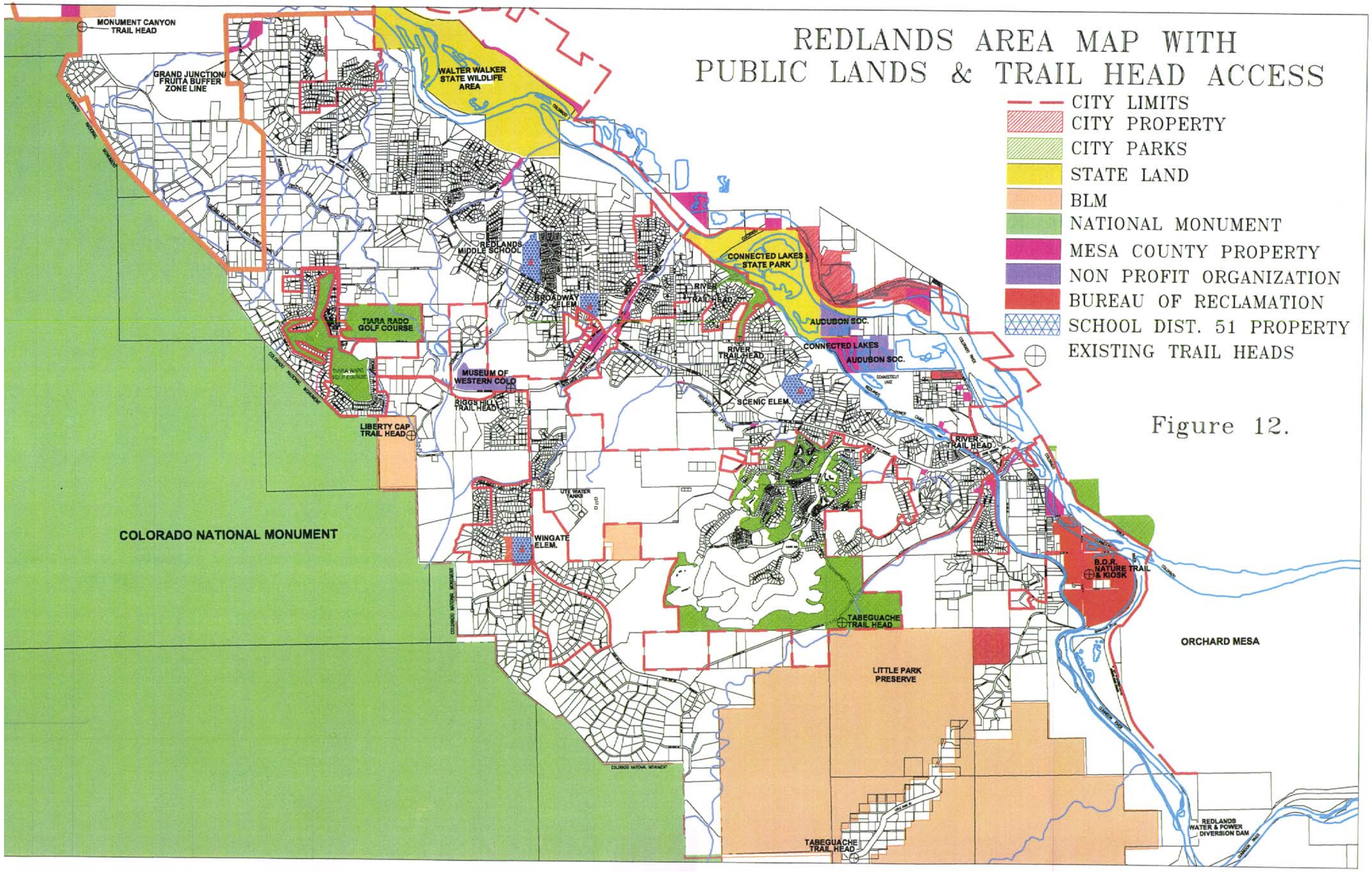


Figure 12.

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 nonprofit 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	Mesa County will encourage the formation of special districts for the provision of urban services. A Redlands-based community organization should be formed to represent the Redlands.	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. Various homeowners' associations and the Citizens for a Better Broadway are active. Numerous residents and businesses were involved in the planning process to revise/amend the 1986 and 1996 plans for the Redlands.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
General Services	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. 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.	Concurrently working on a transportation study to establish a transportation impact fee for new development throughout the Grand Valley. 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. 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. City and County development codes address coordination of timing, location, and intensity of growth with provision of adequate public facilities. 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. City and County staff participate on a long-range planning committee of School District 51.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
Irrigation	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. Proper rights-of-way for irrigation canals will be dedicated when development takes place.	Protection of irrigation water and practices is addressed in the Mesa Countywide Land Use Plan and Land Development Code. Development codes require use of nonpotable irrigation for landscaping purposes where available.
Fire Protection and Rescue Service	A cost/revenue analysis should be conducted for providing a fire station and associated operational costs on the Redlands. Mesa County encourages the Rural Fire District to establish a map indicating hydrants and whether or not they have adequate water pressure. The Redlands should be brought into compliance with Mesa County's current fire protection policies.	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.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
Drainage	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." Site-specific analyses will be conducted for all new developments. The Mesa County Stormwater Runoff Management and Drainage Manual will be used in the review of all new subdivisions on the Redlands. 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.	Development codes require review of impacts on water quality and natural areas for all new development. Development codes require a minimum 100-foot setback from floodway from Colorado and Gunnison Rivers. The City and County require new development to follow the Stormwater Drainage Manual.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
Land Use and Urban Design	***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. 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. ***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).	The trunk lines have been constructed and new development has connected to the system. Urban densities are allowed only where sewer is available. 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. City of Fruita Community Plan adopted in 1994 and updated in 2001 includes: • 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. Fruita, Grand Junction, and Mesa County signed an intergovernmental agreement establishing a Cooperative Planning Agreement, Buffer Area, as a community separator in 1998. Mesa County and the National Park Service entered into a Memorandum of Understanding in 1999 for cooperative planning efforts.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
Land Use and Urban Design, continued	***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.	
	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). *(Broadway/Redlands Pkwy; Broadway/Monument Road)*	These nodes have developed as commercial centers.
	River Bluff Development: New development along the bluffs overlooking the Colorado River should have the following setbacks: • 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.	These specific setbacks are not incorporated in adopted development codes.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
Land Use and Urban Design, continued	***Existing Zoning*** Existing zoning in the following areas shall be reviewed with the intention of possible rezoning: • 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 ***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. A housing relocation program should be initiated. **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.	This plan analyzed existing zoning with the adopted Future Land Use Map to note inconsistencies and recommends changes. 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. This plan addresses the need for development design standards/guidelines for the Redlands. Development codes establish standards for height/structure setbacks, landscaping/buffering, lighting and noise. "Brach's Market" is now Redlands Marketplace. Adopted codes allow neighborhood services in any land use category. Development codes require a rezone to B-1 to allow neighborhood services. Development codes establish large retail/big-box commercial standards. No such developments are recommended for the Redlands.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
Land Use and Urban Design, continued	***Hills, Bluffs and Other Visually Prominent Areas*** 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.	Development codes allow for clustering smaller lots and preserving open space in all residential zone districts. Development codes establish standards for ridgelines, hillsides and steep slopes. Development codes establish planned unit development regulations.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
Parks, Recreation, Historic Places	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.	Development code requirements for open space do not treat the Redlands differently. (20 percent required in Mesa County.)
	Preserve and protect Riggs Hill by purchasing it for permanent open space.	Owned by Museum of Western Colorado.
	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.	Dinosaur Hill is protected by the BLM as a paleo/cultural site.
	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.	Owned by U.S. government (Bureau of Reclamation) as a wildlife preserve. Managed by the Mesa Land Trust.
	Encourage the use of schools as sites for active recreation.	Schools provide this service. Few other parks (only private parks).
	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.	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.

Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
Parks, Recreation, Historic Places, continued	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. 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. Encourage pedestrian/bicycle trail systems for trips to school, shopping, etc., that avoid the use of automobiles. 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.	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. The Grand Valley Air Quality Planning Committee and the Mesa County Environmental Health Department are active. See adopted transportation plans, including: 2020 Transportation Plan, Grand Valley Circulation Plan, Urban Trails Plan. The Grand Valley Air Quality Planning Committee and the Mesa County Environmental Health Department are active. Grand Junction has a mandatory no burn ordinance and both Grand Junction and Mesa County have woodstove standards and support a replacement program annually. Grand Junction Country Club (Redlands Community Club) designated on State Register of Historic Places in 1995. National Monument – designations of historic buildings and site.
Roads and Transportation	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. The attached map will serve as the basis for new trail segments. (Exhibit No. 1 at the end of this section)	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.

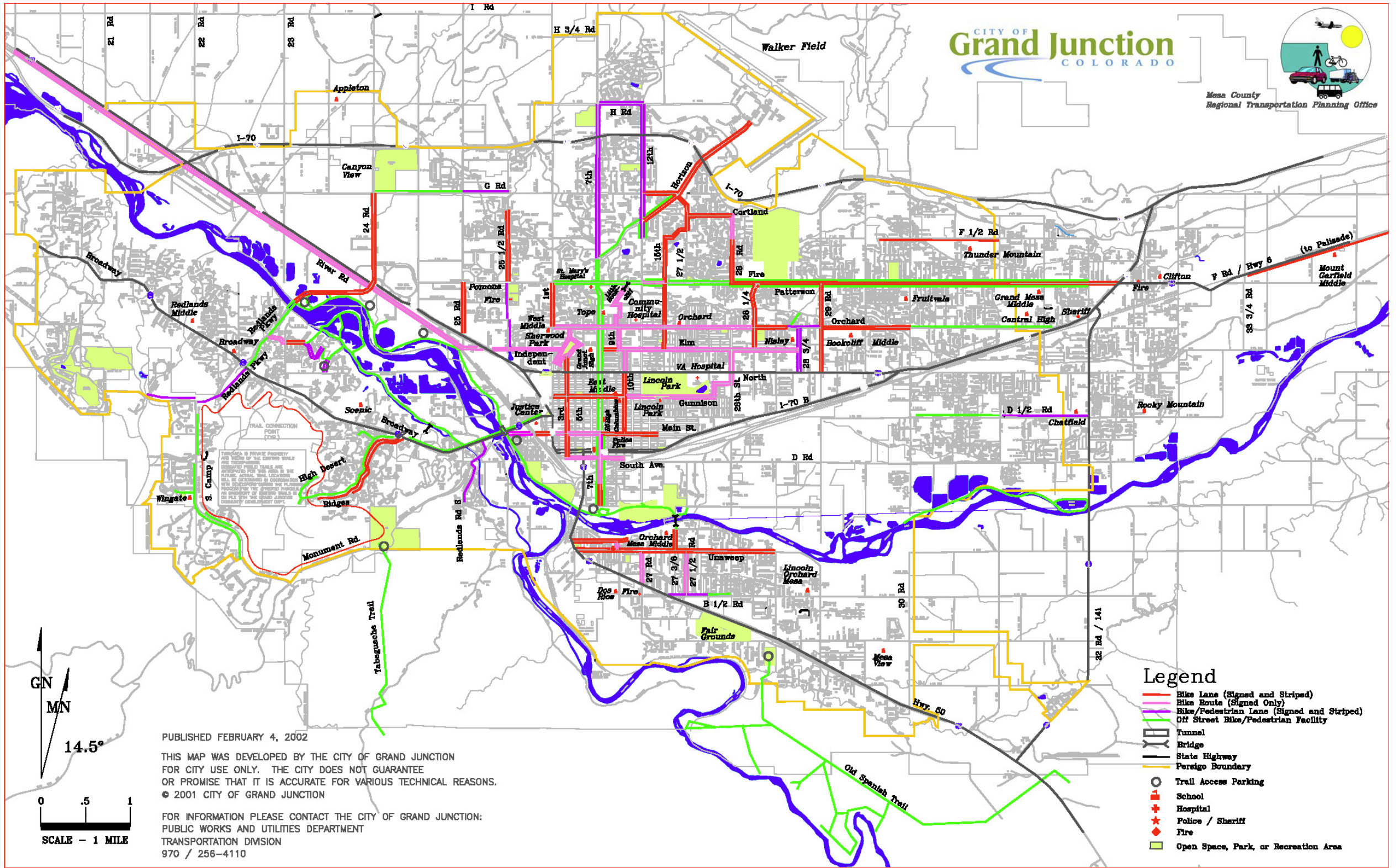
Summary of Accomplishments		
1986 REDLANDS PLAN POLICY TOPIC	**POLICIES**	**RESPONSE/ACTION**
Redlands Parkway Corridor	Low-intensity development (agriculture, limited gravel mining and low density residential uses) will be encouraged within the Colorado River Floodplain (100-year flood boundary). Low-medium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

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

grandj34_13_ExistingUrbanTrails.pdf

Exhibit 1

EXISTING URBAN TRAILS MAP



34-93

Title 35

(Reserved)

Title 36

GREATER DOWNTOWN PLAN



Chapters:

36.04 General Provisions
36.08 Site Analysis
36.12 Greater Downtown Goals and Policies
36.16 Implementation Strategies
36.20 Appendices

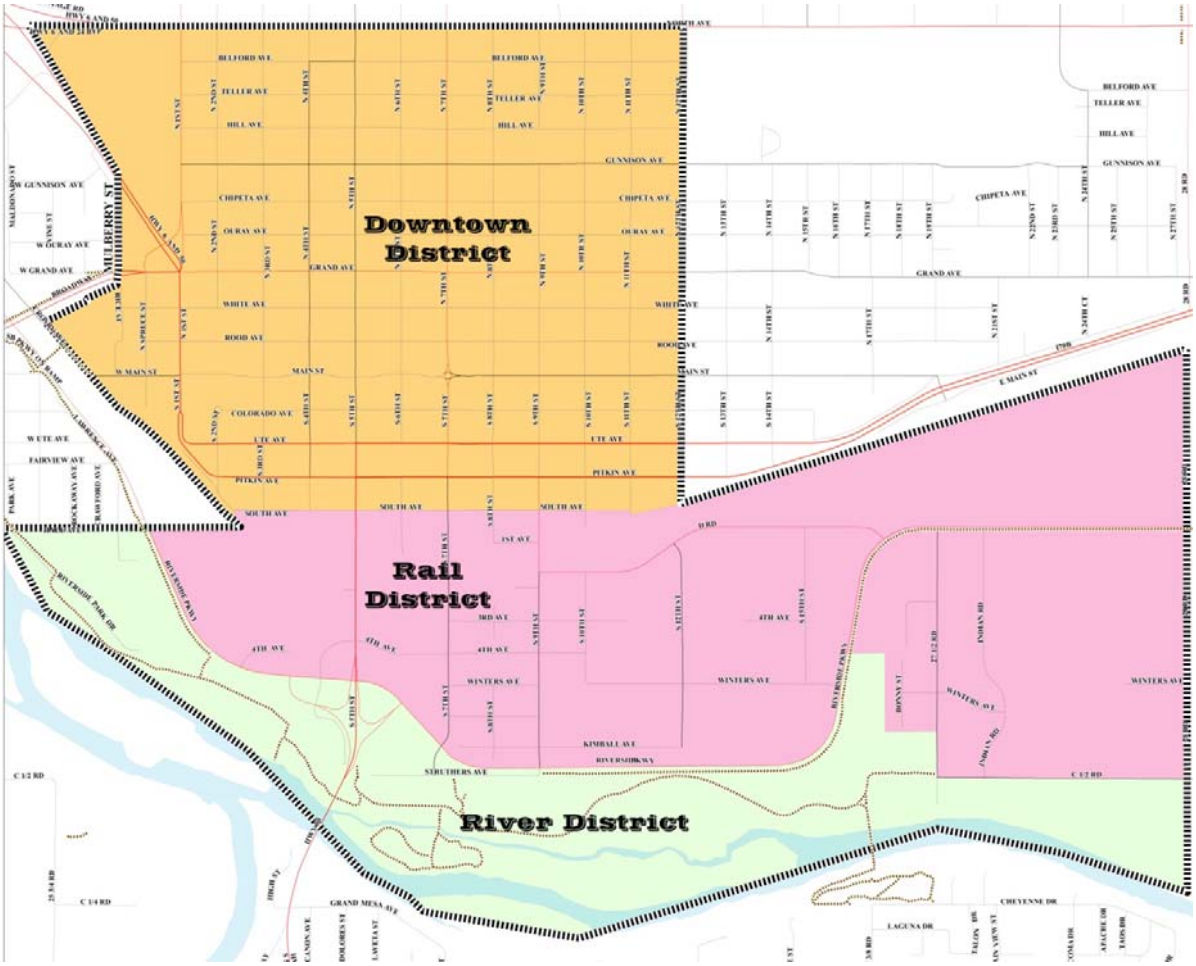
Chapter 36.04

GENERAL PROVISIONS

Sections:
36.04.010 Study area context.
36.04.020 Planning background.
36.04.030 Comprehensive Plan.

36.04.010 Study area context.

The Greater Downtown planning area is comprised of three subdistricts: the Downtown, Rail and River Districts. The areas are distinctly different due to their location, influences and historic development but complement each other to form a developed area that is central to the community with uses that range from single-family residential to rail-oriented heavy industrial.



(Ord. 4571, 3-20-13)

36.04.020 Planning background.

(a) A Strategic Downtown Master Plan (SDMP) that encompassed the original square mile was developed through the Downtown Development Authority (DDA) and the guidance of a steering committee of interested downtown merchants, property owners and policymakers during 2007-2008.

The SDMP defined an overall vision and goals for downtown and included implementation strategies such as a zoning overlay.

The vision of the SDMP addressed the transportation network and other infrastructure, introduction of green treatments, creation of design standards and strategies for community marketing and promotion efforts. The goals of the SDMP were to:

(1) Maintain and enhance the economic, cultural and social vitality of downtown;

(2) Promote downtown living by providing a wide range of housing opportunities;

(3) Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking;

(4) Stabilize and enhance the historic residential neighborhoods;

(5) Establish and promote a unique identity;

(6) Jump-start the revitalization and reinvestment in the downtown area with strategic catalyst projects.

The Strategic Downtown Master Plan was considered by City Council on September 14, 2009, but, due to pending adoption of the Grand Junction Comprehensive Plan (Comprehensive Plan), Council voted to continue the SDMP to an unspecified future date.

(b) A South Downtown Neighborhood Plan (South Downtown Plan) encompassed the area between the railroad tracks and the Colorado River and the Riverside neighborhood on the west to 28 Road on the east. A plan for the area was developed from 2006-2008 with 15 community focus group meetings, three public open houses with 80 to 100 people in attendance at each open house. The South Downtown Plan included an existing conditions analysis, goals and implementation including a circulation and trails plan, economic development strategies, rezoning some properties and zoning overlay. The goals of the South Downtown Plan were to:

(1) Create, maintain and enhance a green waterfront;

(2) Recognize existing heavy industry and rail service that supports it;

(3) Recognize the distinction between “industrial” streets and “public” streets;

(4) Promote higher quality, “cleaner” uses in the area generally between 7th and 9th Streets;

(5) Improve entry points and connections to downtown;

(6) Increase light industrial opportunities;

(7) Create areas of mixed uses to screen and transition to the heavy industry;

(8) Create and enhance redevelopment opportunities and partnerships.

The South Downtown Neighborhood Plan was considered by City Council on June 16, 2008, but was not adopted.

(c) The planning process for the Greater Downtown Plan reanalyzed the two previous planning efforts and made revisions as conditions have changed, included areas that had not been covered by either of those plans, and integrated them into a single plan for the downtown area. In addition, the Greater Downtown Plan incorporates elements of the Downtown Development Authority’s potential projects in order to support the DDA’s Downtown Plan of Development, as well as incorporating elements of the Comprehensive Plan discussed below.

(Ord. 4571, 3-20-13)

36.04.030 Comprehensive Plan.

(a) The Grand Junction Comprehensive Plan is based on extensive public input that identifies what kind of community we want to have and identifies ways to achieve our vision. It charts the course to help us become the most livable community west of the Rockies. It establishes a vision that focuses the community on what it should do to sustain the quality of life that all residents desire and expect. The Comprehensive Plan establishes the following guiding principles that will shape growth, all of which apply to development of the Greater Downtown area:

(1) Concentrated Centers. The plan calls for three types of centers: the City Center, Village Centers and Neighborhood Centers.

(2) Sustainable Growth Patterns. Fiscal sustainability where we grow efficiently and cost-effectively. Encourage infill and redevelopment.

(3) Housing Variety. Allow, encourage more variety in housing types that will better meet the needs of our diverse population.

(4) A Grand Green System of Connected Recreational Opportunities. Take advantage of and tie together the exceptional open space assets of Grand Junction, including the Colorado River, our excellent park system, trails and our surrounding open spaces.

(5) Balanced Transportation. Accommodate all modes of transportation including air, transit, freight, auto, bike and pedestrian.

(6) A Regional Center. Preserve Grand Junction as a provider of diverse goods and services and residential neighborhoods.

(b) Specific policies within the Comprehensive Plan further support the concepts of the Greater Downtown Plan as outlined below.

(1) Goal 4. Support the continued development of the downtown area of the City Center into a vibrant and growing area with jobs, housing and tourist attractions.

(2) Goal 5. To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

(3) Goal 6. Land use decision will encourage preservation of historic buildings and their appropriate reuse. For purposes of the Greater Downtown Plan and overlay district, a historic building is defined as one that would be eligible for inclusion on the City Register of Historic Sites, Structures and Districts according to criteria outlined in the Zoning and Development Code.

(4) Goal 8. Create attractive public spaces and enhance the visual appeal of the community through quality development.

(5) Goal 9. Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air and freight movement while protecting air, water and natural resources.

(Ord. 4571, 3-20-13)

Chapter 36.08

SITE ANALYSIS

Sections:

Article I. Downtown District

36.08.010 Downtown District.
36.08.020 Central Business District (CBD).
36.08.030 Transitional subarea.
36.08.040 Residential subarea.
36.08.050 North 1st Street neighborhood center.
36.08.060 Existing commercial.

Article II. Rail District

36.08.070 Rail District.

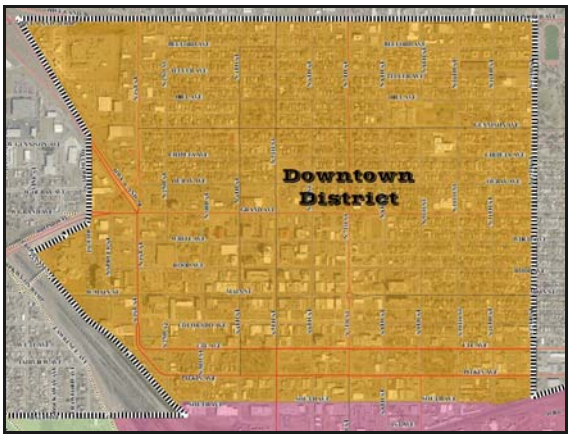
Article III. River District

36.08.080 River District.

Article I. Downtown District

36.08.010 Downtown District.

The Downtown District encompasses the original square mile, the area south of North Avenue between 1st Street and Highway 6 and 50, a small triangle of properties north of Grand Avenue and west of Highway 6 and 50, and the area south of Grand Avenue between 1st Street and the railroad tracks (see map).



The Downtown District should retain its role as the City's center and a regional destination. With a diverse mix of land uses, civic and public amenities, art and cultural facilities, the Downtown District offers a hub of activity that supports and reflects the regional demographics. Every effort should be made to keep and maintain existing public amenities and services in the Downtown District. These uses attract large numbers of residents and visitors to downtown which contributes to its economic vitality.

The Downtown District benefits from a number of characteristics that make it appropriate for development of retail, office, residential, institutional and community uses as described below.

(a) On average, urban residents spend a greater percentage of household income on retail expenditures, particularly on items such as apparel and food away from home. This indicates an opportunity for additional specialty retail and entertainment space in the Downtown District.

(b) Housing within the Downtown District has been and is expected to continue to increase in density with smaller households comprised of young and old, and moderate- and lower-income residents. However, with a growing concentration of middle-aged, moderate- to high-income households in the City as a whole, there is an opportunity for the Downtown District to attract more diverse, higher-income resident base. The entirety of Grand Junction (urban and fringe) faces a growing

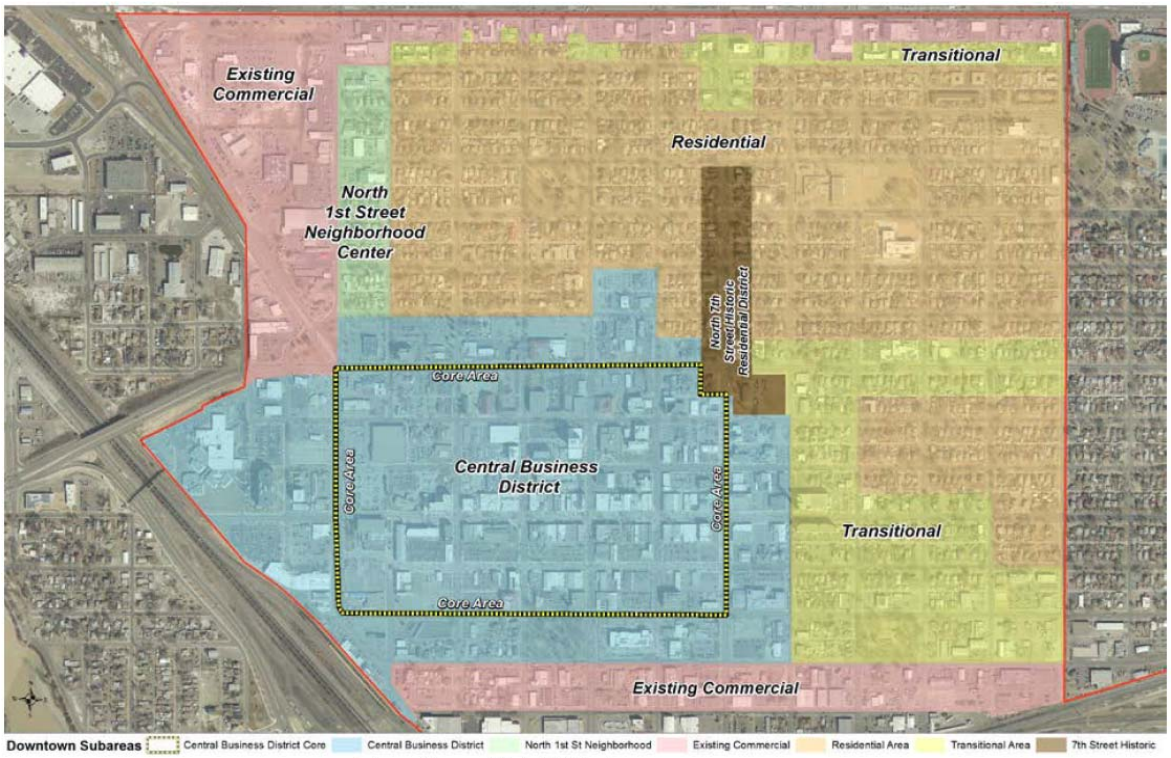
shortage of quality affordable housing for its very low- and moderate-income residents, as well as working-wage families. This planning process emphasized the need for a set of strategies tailored specifically to the housing challenges present within the Downtown District.

(c) Downtown commercial vacancy and rental rates are approaching levels required to support new development and/or redevelopment. However, "seed" money will likely be necessary to leverage private investment in projects that will catalyze reinvestment activity throughout the Downtown District.

(d) Among the higher growth employment sectors in Mesa County are service industries often consisting of small businesses. This represents an opportunity for the Downtown District to develop not only additional live/work units, but also to promote the adaptive re-use of historically significant buildings and less traditional spaces including former church facilities.

(e) Forecasts indicate that more than one million square feet of employment space (office), more than 1,600,000 square feet of retail space and nearly 1,100 residential units could be absorbed in the market over the next 10 years, from which the Downtown District could benefit. The degree to which the Downtown District is able to capture new demand within the trade area and beyond will be a function of the redevelopment process itself. Redeveloping key catalyst areas as residential, retail, employment and community destinations will necessarily increase its ability to capture not only a greater share of trade area demand, but also to reach beyond those boundaries.

(f) The Downtown District is comprised of many uses that result in a number of diverse neighborhoods. While some areas within downtown are comprised of one single use, such as residential or business/commercial, there are many areas that include a range of uses, such as along Grand Avenue. In order to more fully understand specific issues facing the many, diverse neighborhoods within downtown, the Downtown District was divided into seven subareas: Central Business District (CBD), Central Business District Core Area (Downtown Core), Transitional, Residential, North 1st Street Neighborhood Center (Neighborhood Center), Existing Commercial, and the North Seventh Street Historic Residential District.



Downtown District Subareas

(Ord. 4571, 3-20-13)

36.08.020 Central Business District (CBD).

The CBD contains primarily commercial uses and is located generally south of Ouray Avenue. The CBD also contains a significant number of public and civic facilities. While much of the CBD is zoned to permit a wide range of uses, there are several new projects that have integrated uses into one cohesive project. Pedestrian accessibility and amenities, public facilities, traffic patterns, building heights and commercial development densities combine to create an urban character that attracts local businesses, employees, residents and visitors to the CBD. Within the CBD, the Downtown Core includes the streets and development patterns that most depend on and are defined by the heaviest pedestrian activity.

(Ord. 4571, 3-20-13)



Main Street Character

36.08.030 Transitional subarea.

The Transitional areas of downtown contain a mix of residential, commercial and institutional uses. Development densities and building heights are not as extreme as in the CBD and residential uses, which includes single-family homes adapted to multifamily uses, are prevalent throughout the Transitional areas. With the exception of the main arterial Grand Avenue, traffic is less congested and parking is available, both on-street and in publicly and privately owned surface parking lots.

Existing homeowners in the Transitional areas, especially along Grand Avenue, expressed concern over the rapidly expanding commercial character of the area. Traffic congestion, parking issues, vehicle accessibility, lighting and signage were each cited as an adverse impact that existing single-family residential homeowners were grappling with as more homes are converted to business uses.



New Infill Development Building on Right



Residential Subarea Character

(Ord. 4571, 3-20-13)

36.08.040 Residential subarea.

A significant amount of the Downtown Core contains single-family residential uses. The large number of older, historic structures results in a definitive architectural character that local residents want preserved. The North Seventh Street Historic Residential District contains 34 historic homes with a high concentration of early Twentieth Century architectural styles and construction methods. The district covers five blocks of North Seventh Street and is the most intact historical residential area in Grand Junction with a variety of Queen Anne, Colonial Revival and Mission style homes. A detailed analysis of, and specific guidelines and standards applicable only to, properties within the North Seventh Street Historic Residential District were adopted in 2012 and thus, the District is not further addressed in the Greater Downtown Plan.

Along the edges of the downtown residential areas, commercial activity is encroaching on established single-family residential neighborhoods. Although existing residents expressed their satisfaction with existing development and uses along North 1st Street and North Avenue, many participants expressed concern over future expansion and potential rezoning along these edges and wanted to see the Greater Downtown Plan respect existing zone districts and development patterns and prohibit any further rezoning or variances.

(Ord. 4571, 3-20-13)

36.08.050 North 1st Street neighborhood center.

This subarea of the Downtown District is an extension of the neighborhood center defined along the North Avenue corridor. The intent of the neighborhood center is to provide for limited employment, residential, open space and limited retail uses that primarily provide convenience to the immediate neighborhood. While much of the area is already developed with commercial area, there is a need to create a better transition between the commercial uses facing North 1st Street and the side streets to the residential areas on the east side of North 2nd Street.

(Ord. 4571, 3-20-13)

36.08.060 Existing commercial.

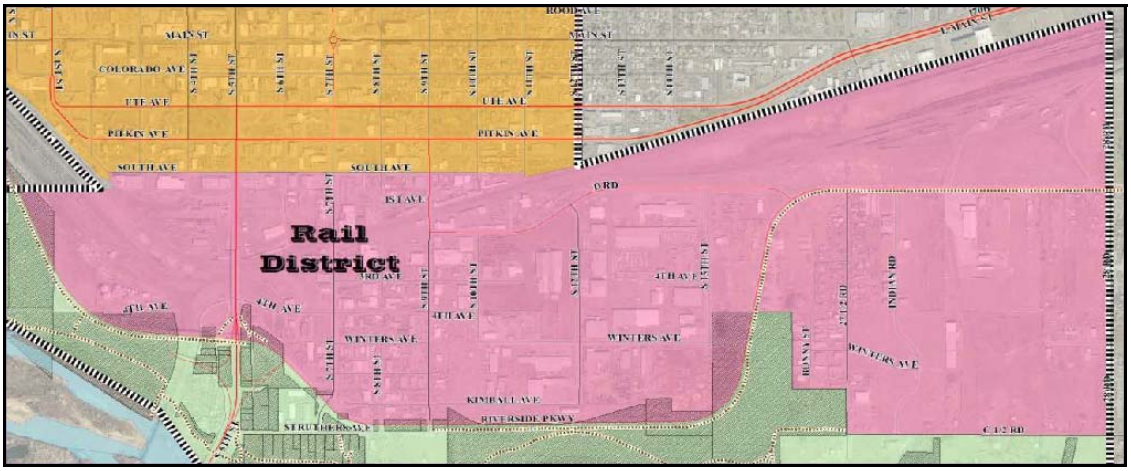
This subarea of the Downtown District corresponds with developed commercial corridors on the north/northwest and south sides of the district that have a different character than the type of uses that exist in the other subareas.

(Ord. 4571, 3-20-13)

Article II. Rail District

36.08.070 Rail District.

The Rail District is the area bounded by South Avenue and the railroad tracks to the north, Riverside Parkway and C-1/2 Road along the west and south and 28 Road on the east. The man-made framework of the area consists of the buildings and infrastructure that already exist, some of which is very old, and some of which was recently constructed. The railroad tracks along the northern portion of the Rail District as well as the sidings that come into the area are very important considerations. Several spurs continue to be heavily used by the industry in the area, while others have been abandoned but may be available for future use. The former Grand Junction Steel site, located in the center of the Rail District, historically received three to four rail cars per week of raw material and finished products were then trucked from the site. Castings, Inc. handles approximately 480,000 pounds of materials and products in containers by rail each week. Thus, as in the past and as long as it continues to be used as a means of transport, the railroad is a valuable asset to this area and to the community as a whole.





Existing Sidings in the Rail District

The existing street network in the Rail District is incomplete. The plan for the area addresses how the existing streets should be used and how new streets should be planned in the eastern and western ends of the Rail District to continue to provide and enhance access for many modes of transportation to, from and through the area. Presently, 9th, 12th and 15th Streets are the primary north-south streets utilized by the heavy commercial and industrial uses in the area. 7th Street is generally perceived by the community as the "public" access to and from the Rail District and points south. Certainly, the completion of the Riverside Parkway through and along the southern edge of the Rail District has had a major impact on the area with a positive influence.

Part of the existing conditions of the built environment is the pattern of land ownership and use. In the central part of the Rail District there are numerous small parcels. Some have been aggregated into large holdings such as for the larger industries in the area including the former Grand Junction Steel site, Whitewater Building Materials Castings, Inc. and Munroe Pump. The railroad has large landholdings in the area as do various public entities. City-owned properties primarily include remnant parcels that were acquired for construction of the Parkway. Mesa County recently disposed of several small parcels and the State of Colorado has the Department of Transportation complex on the east side of 9th Street and D Road. To the east, the parcels are larger but some are not configured very conducive to development. There are also still remnants of the early days of this area. There are some remaining pockets of occupied single-family residential homes.

There are also a few isolated commercial structures with historic significance, most notably the one pictured below which is a remnant of a sugar beet factory complex. The building was previously most visible from the riverfront trail and Orchard Mesa but it is now very visible from the Riverside Parkway. As this area becomes more familiar to people passing through on the trail and on the Parkway, perhaps some of the buildings like this one can become a more integral part of redevelopment.



Existing Single-Family Residence

It is estimated that there is a daytime population of over 1,000 employees in the Rail District that have very little available in the way of goods, services, restaurants and other commercial uses in close proximity. There appears to be a need and a desire to promote and develop uses that could not only service the daytime working population but also support the recreational and park users in evenings and on weekends.



Remnant Building from Sugar Beet Factory



Existing Business on South 7th Street

There are surrounding influences that impact the Rail District such as the proximity of the area to the Downtown District. This plan considers the main entrances and connections to the other Districts within the Greater Downtown area and how they can be improved as well as determine if or where there are barriers such as the railroad crossing and how those can be mitigated.

An inventory of existing land uses within the Rail District was completed as part of the planning process, identifying patterns of development and architectural character. Existing land use in the more developed central area of the Rail District is and has historically been primarily heavy commercial and industrial with remnant pockets of residential. The area between 5th Street and 9th Street is characterized by smaller parcels with older structures. A few businesses have aggregated parcels into larger parcels which are more conducive to future improvement and/or redevelopment. This area presents the best opportunities within the Rail District for redevelopment that could be accomplished through creative incentives and partnerships.

The heavy industries are primarily located between 9th and 15th Streets, clustered around the existing railroad spurs on larger parcels. Since the rail and its users are valuable assets to the area and the community as a whole, the core of this area is unlikely to change. However, there appears to be some opportunity and community support to create transitional areas of varied land uses in a tier surrounding the core industrial area. These transitional areas can be used to create compatibility between adjacent uses such as the park and the heavy industrial as well as help visually screen the industrial areas.



Existing Heavy Industrial Uses

On the eastern side of the Rail District, much of the property is held in larger ownerships and is vacant or underutilized. There is also a small pocket of existing residential use along 27-1/2 Road just south of the Riverside Parkway but which has been zoned for future commercial/industrial uses for many years. Much of the eastern area presents the greatest opportunity for increasing heavy commercial and industrial use within the Rail District and the Greater Downtown area as a whole.

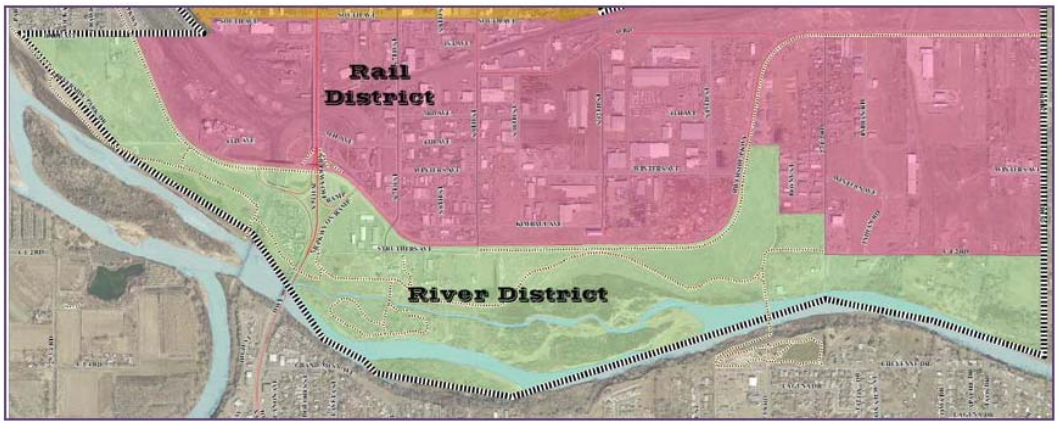
(Ord. 4571, 3-20-13)

Article III. River District

36.08.080 River District.

The River District is located on either side of the confluence of the Gunnison and Colorado Rivers, roughly between the Riverside neighborhood to the northwest to 28 Road on the east and the Riverside Parkway to the Colorado River. At this "grand junction," the area transformed from an agricultural based community into the commercial and industrial area it is today. Over time, the area has been used to store mill tailings along the river, process sugar beets in the historic beet packing complex, and more recently the community has rediscovered its natural value for green space, trails and public uses such as the Botanical Gardens. The majority of the property in the River District is publicly owned including the Las Colonias Park site, the Botanical Gardens property, the Jarvis property, some remnants of land that were acquired for construction of the Parkway and State Parks properties on the east end of the district.

There is an existing trail through the area that must be recognized as the area develops and redevelops. The plan considers that the trail will eventually be extended to the east along the river and that improved public access to the trail system throughout the area is a necessity.



Located within walking distance from the other downtown areas, the River District offers both easy access to recreational amenities along the river, as well as convenient access to shopping and businesses in the adjacent Central Business District. It also functions as a gateway into downtown from Highway 50. Its location and context establishes it as one of the most important places in the City.



Botanical Gardens

The River District is a critical area of the community. It virtually is THE Grand Junction. The Colorado River has a big influence on the area which presents both constraints and opportunities. The flood-plain associated with the Colorado River has been altered by construction of a levee that protects a large part of the River District from flood inundation but there are some areas that are still impacted by potential flooding of the Colorado River.

On the other hand, the Colorado River does present excellent opportunities to maintain and enhance amenities that have already been placed along the Colorado River including the Botanical Gardens, the riverfront trail system, the Old Mill pedestrian bridge and the community investment of the Riverside Parkway.

The proximity of the area to Orchard Mesa influences the plan both physically and visually. There are also recreation and open space uses within and nearby – Eagle Rim Park on Orchard Mesa and the Botanical Gardens along the Colorado River. The Greater Downtown Plan addresses how these spaces should be connected, enhanced and integrated into redevelopment of the area.



The topography of the site is also an important consideration. While the River District area itself is flat, it is significantly lower than Orchard Mesa to the south. This makes it a very visible area as well as presents some unique opportunities for views and vistas.

In addition, the plan considers the planning efforts that have been completed for areas within the River District including the Botanical Gardens, Las Colonias Park and the City-owned Jarvis property. The Greater Downtown Plan integrates with the adjacent uses to the east that were included in the Pear Park Neighborhood Plan.

Several design concepts have been developed for the Las Colonias Park site which lies south of the Riverside Parkway (Parkway) from 9th Street to 27-1/2 Road. A trail has been constructed through the property and now that the Parkway has been in use, there is renewed interest in developing a more specific plan. Some amenities being considered are parking, restrooms, shelters, play area, open space, expanded walk/bike trails, open space for festivals, music, and educational presentations, various wetlands and arbor education opportunities, a kayak park, tree walk and a disc golf course.

The Jarvis property was historically used as a salvage yard until purchased and cleaned up by the City in the late 1980s. Since then, the property has been vacant with the exception of the recent trail construction through the site. Other uses on the west end of the River District are industrial along the south side of the railroad tracks. A mixed use conceptual plan has been developed for the Jarvis property which was considered through the development of the Greater Downtown Plan.



Views of the Rail and River District from Eagle Rim Park

There are areas of low density residential uses along the south side of C-1/2 Road just west of 28 Road. These uses are intended to remain, along with future development of the riverfront trail system from 27-1/2 Road to 28 Road. The Colorado State Parks has acquired several properties in this area in anticipation of continued trail development.

(Ord. 4571, 3-20-13)

Chapter 36.12

GREATER DOWNTOWN GOALS AND POLICIES

Sections:

36.12.010 Background.
36.12.020 Area-wide goals and policies.
36.12.030 Downtown District goals and policies.
36.12.040 Rail District goals and policies.
36.12.050 River District goals and policies.

36.12.010 Background.

City staff held a series of meetings with property owners, including elected City officials, representatives of large industries, economic redevelopment interests and owners of small businesses and properties. The meetings were conducted as informal brainstorming sessions in order to define more specific issues, constraints and opportunities and continue to discuss the community's vision for the Greater Downtown area.

In addition to these meetings, two public open houses were held (December 2011 and February 2012) and questionnaires and information were available on the City's website for several weeks to invite similar input from other property owners, tenants and citizens at large. Participants were asked to evaluate various design and planning concepts to determine which of these are most important to the community and should be addressed in greater detail in the plan. The concepts addressed four major topics relative to an area plan: land use, circulation, economic (re)development and visual character. The results, along with previous information for the CBD, show strong community support for ideas that are translated to the goals and policies listed below for the Greater Downtown Plan.

(Ord. 4571, 3-20-13)

36.12.020 Area-wide goals and policies.

(a) Goal 1. Enhance the transportation system to accommodate automobiles, bikes and pedestrians, and provide adequate, convenient parking.

  (1) Policy 1a. Street design will accommodate travel lanes, parking, bike lanes, medians, sidewalks, and street trees, appropriate to and complementary of the adjacent land use.

  (2) Policy 1b. Street design will achieve a balance between travel mobility, land use access and livability and improve connections to the Greater Downtown area and the connections between subdistricts.

  (3) Policy 1c. Emphasize "walkability" of the downtown area through street design that is pedestrian friendly to provide a foundation for a safe, active and livable area, including sidewalks, accessibility improvements, bicycle facilities, off-street trail connections and safe crossings, where appropriate.

(b) Goal 2. Establish and improve entry points into the Greater Downtown area (refer to the wayfinding and signage map in GJMC 36.16.070).

  (1) Policy 2a. Street and streetscape design will include signage, landscaping and other design elements to delineate appropriate entry points into Greater Downtown.

(c) Goal 3. Promote downtown living by providing a wide range of housing opportunities, primarily in the Downtown District.

  (1) Policy 3a. Support a regional housing strategy with an emphasis on infill, downtown housing.

  (2) Policy 3b. Promote development patterns and regulations that accommodate vertical mixed-use development, primarily in the Central Business District.

(d) Goal 4. Redefine the land use along key corridors to provide a mix that will offer the most opportunities for redevelopment and revitalization.

(1) Policy 4a. Define subareas and corridor areas for groupings of land uses that are complementary to the rest of the Greater Downtown area.

(2) Policy 4b. Mixed uses, including residential, will be encouraged in appropriate subareas and corridors.

(Ord. 4571, 3-20-13)

36.12.030 Downtown District goals and policies.

(a) Goal 1. Maintain and enhance the economic, cultural and social vitality of the Downtown District.

(1) Policy 1a. Define subareas and corridor areas for groupings of land uses that are complementary to the rest of the Greater Downtown area.

(2) Policy 1b. Implement infill and redevelopment policies that support downtown.

(3) Policy 1c. Encourage a wide mix of uses, offering retail and commercial services at ground level and business/office/residential on upper floors in all but residential areas.

(4) Policy 1d. Maintain and expand public amenities and services in the Downtown District.

(5) Policy 1e. Enhance and preserve Whitman and Emerson Parks to integrate the space into the downtown fabric and encourage use by the community.

(6) Policy 1f. The City with assistance from the Downtown Development Authority will explore the alternative street configuration to relocate the one-way couplet of streets that are currently Ute and Pitkin Avenues to utilize Pitkin and South Avenues for this purpose.

(7) Policy 1g. Study alternatives for 4th and 5th Streets including returning these streets to the two-way grid system between Ute Avenue and North Avenue.

(8) Policy 1h. Within the CBD, encourage shared parking, discourage single-use, surface parking and develop new means of paying for shared parking (e.g., develop a fee in lieu of required on-site parking that will be used to fund shared parking structures).

(b) Goal 2. Require density/intensity in the Downtown District as prescribed by the Comprehensive Plan, primarily within the Central Business District.

(1) Policy 2a. Strengthen means of implementation that promote vertically mixed-use structures, primarily within the CBD.

(2) Policy 2b. Require minimums in height and density/intensity for new development in the CBD.

(3) Policy 2c. Require minimal or no building setbacks within the Downtown Core to maximize site intensity/density.

(c) Goal 3. Develop a pedestrian-oriented, walkable Downtown Core.

(1) Policy 3a. Discourage uses on ground level that do not support pedestrian activity.

(2) Policy 3b. Require building facade details that activate the ground floor, particularly on corner buildings to activate north-south streets.

(d) Goal 4. Stabilize and enhance the residential subareas.

(1) Policy 4a. Discourage further encroachment of nonresidential uses into the established residential neighborhoods.

(2) Policy 4b. Establish design standards to address conservation and enhancement of the residential development patterns and streetscape.

(3) Policy 4c. Establish design standards for the transitional subareas to emphasize use and development compatibility with adjacent residential areas.

(4) Policy 4d. Promote the establishment of neighborhood watch and neighborhood organizations.

(e) Goal 5. Recognize and promote opportunities to build subareas/neighborhoods, each with a unique identity.

(1) Policy 5a. Develop a set of guidelines within each subarea to address building and facade design, streetscape, landscape and other elements of site development.

(f) Goal 6. Jump-start the revitalization and reinvestment in the Downtown District with strategic catalyst projects.

(1) Policy 6a. Plan and budget for strategic property acquisition for future development.

(2) Policy 6b. Identify locations for and promote concepts of catalyst projects, including public building/housing/mixed use, live/work units, mixed-use retail/residential and mixed-use retail/office.

(Ord. 4571, 3-20-13)

36.12.040 Rail District goals and policies.

(a) Goal 1. Preserve the opportunity for heavy industry and rail service that supports it.

(1) Policy 1a. The City will maintain industrial zoning in those areas served by rail lines and sidings.

(b) Goal 2. Recognize distinction between "industrial" streets such as 9th and 12th Streets and "public" streets 7th Street and Riverside Parkway.

(1) Policy 2a. Develop street sections that reflect the differences in development patterns along and the use of the street.

(2) Policy 2b. Discourage industrial and commercial traffic from using C-1/2 Road and direct this traffic to travel north and east using the Riverside Parkway.

(c) Goal 3. Promote higher quality, customer and pedestrian friendly development along 7th Street and Riverside Parkway.

(1) Policy 3a. Implement design guidelines and standards along corridors that will result in site and building design improvements along the corridors.

(d) Goal 4. Re-establish and improve a street grid in the Rail District.

(1) Policy 4a. The City will implement the Grand Junction Circulation Plan in the Rail District, including construction of new streets as development occurs in the industrial and commercial/industrial areas.

(Ord. 4571, 3-20-13)

36.12.050 River District goals and policies.

(a) Goal 1. Create/maintain/enhance a green waterfront.

(1) Policy 1a. Take advantage of and create opportunities and partnerships to enhance the riverfront trail system.

(2) Policy 1b. Take advantage of and create opportunities and partnerships to develop Las Colonias Park and open space areas within the Jarvis property.

(b) Goal 2. Create retail, general commercial and mixed use opportunities that complement the uses along the riverfront.

(1) Policy 2a. Utilize zoning, overlay districts and incentives for development and redevelopment of complementary uses.

(c) Goal 3. Create/enhance redevelopment opportunities and partnerships.

(1) Policy 3a. The City will work with the Downtown Development Authority to expand its boundaries.

(2) Policy 3b. The City will consider implementation of incentive strategies for redevelopment.

(3) Policy 3c. The City will consider redevelopment opportunities for the Jarvis property including the potential for public-private partnerships.

(Ord. 4571, 3-20-13)

Chapter 36.16

IMPLEMENTATION STRATEGIES

Sections:

36.16.010 Implementation strategies.
36.16.020 Downtown District future land use and zoning.
36.16.030 Rail District future land use and zoning.
36.16.040 River District future land use and zoning.
36.16.050 Development standards.
36.16.060 Conceptual plan for traffic circulation in Greater Downtown.
36.16.070 Entryways and signage.
36.16.080 Economic redevelopment.
36.16.090 Greater Downtown area parks.
36.16.100 City-owned Jarvis property.

36.16.010 Implementation strategies.

The City has a variety of tools available through which these goals can be implemented so that the vision for Greater Downtown can materialize and eventually be realized. This plan represents the first phase of implementation and includes the basic implementation strategies of designating future land use designations, zoning properties accordingly as needed, amending development standards of the zoning districts through a zoning overlay and establishing goals and policies for future phases of plan implementation such as economic (re)development strategies.

(Ord. 4571, 3-20-13)

36.16.020 Downtown District future land use and zoning.

(a) Future Land Use. The Downtown District is formulated around seven general land use designations: Commercial, Downtown Mixed Use, Neighborhood Center Mixed Use, Urban Residential Mixed Use, Residential Medium High Density, Residential Medium Density and Parks and Open Space. These designations correspond with those established in the City-County Comprehensive Plan and are illustrated in Figure 1. A more detailed description of the land use designations may be found in the Comprehensive Plan. The Blended Land Use Map that is included in the Comprehensive Plan and allows for increases in residential density in compatible areas does not apply to properties within the Downtown District. This is due to the strong public sentiment in the Downtown District residential neighborhoods that the existing historic character of the single-family development be protected.

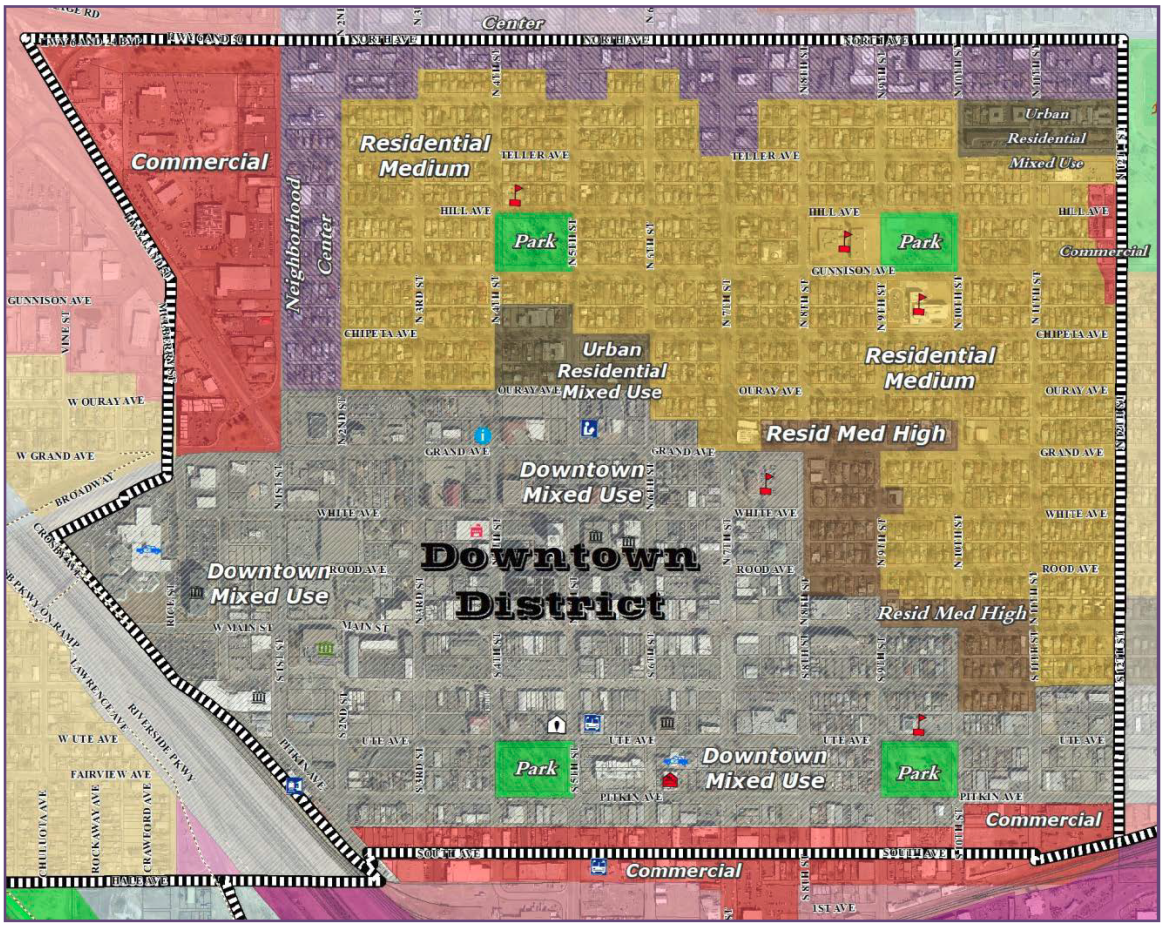


Figure 1 Downtown District Future Land Use Plan

(b) Zoning. Proposed zoning within the Downtown District is shown in Figure 2 and includes the following zone districts: Residential 8 units per acre (R-8), Residential 24 units per acre (R-24), Residential Office (RO), Neighborhood Business (B-1), Downtown Business (B-2), Light Commercial (C-1), General Commercial (C-2), and Community Services and Recreation (CSR). Generally, the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the Downtown District may be found in the Zoning and Development Code.

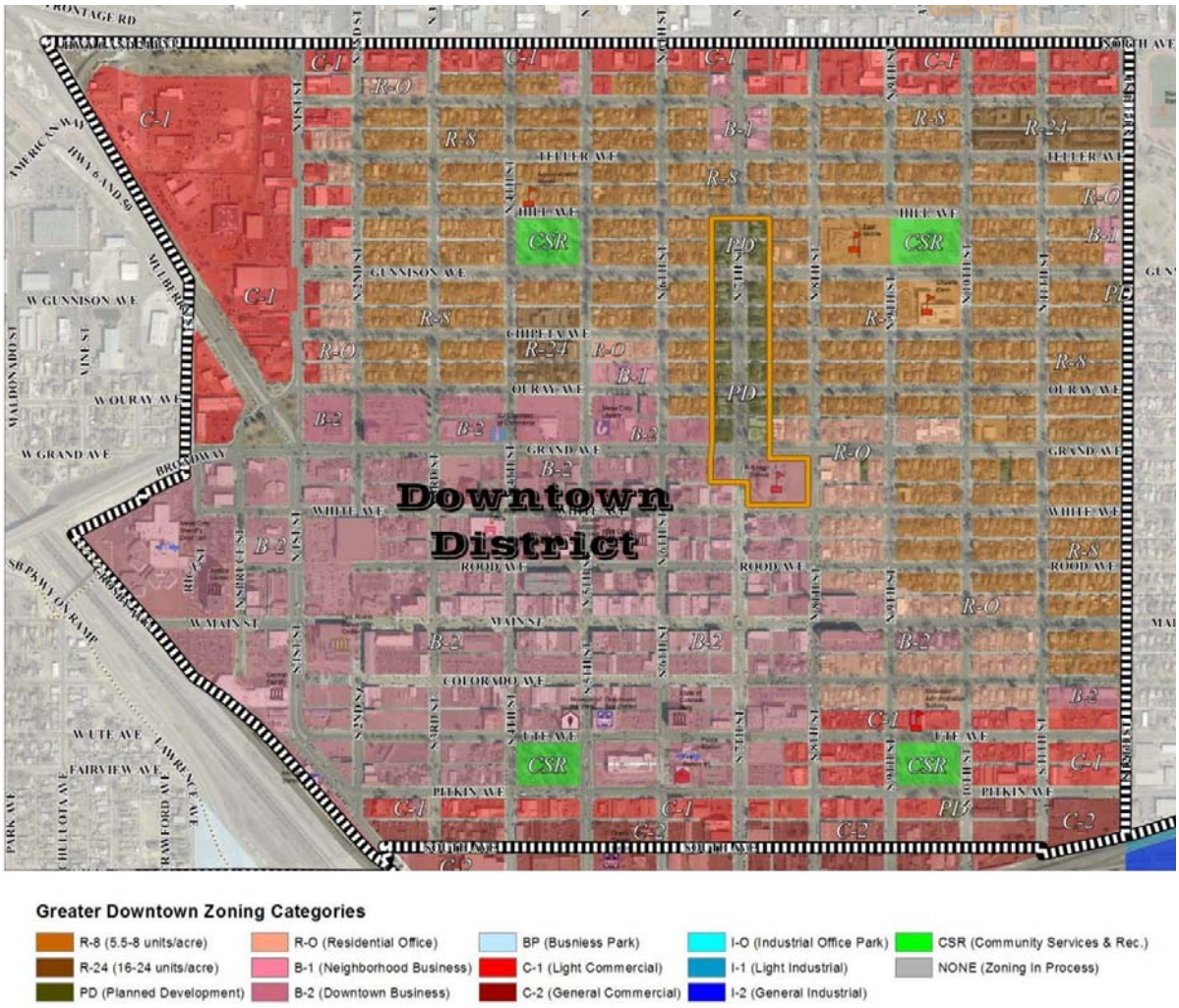


Figure 2 Downtown District Zoning Map

(Ord. 4571, 3-20-13)

36.16.030 Rail District future land use and zoning.

(a) Future Land Use. The Rail District is shown in Figure 3 and is formulated around five general land use designations: Business Park Mixed Use, Commercial, Commercial Industrial, Industrial and Parks and Open Space. These designations correspond with those established in the City-County

Comprehensive Plan. A more detailed description of the land use designations may be found in the Comprehensive Plan.

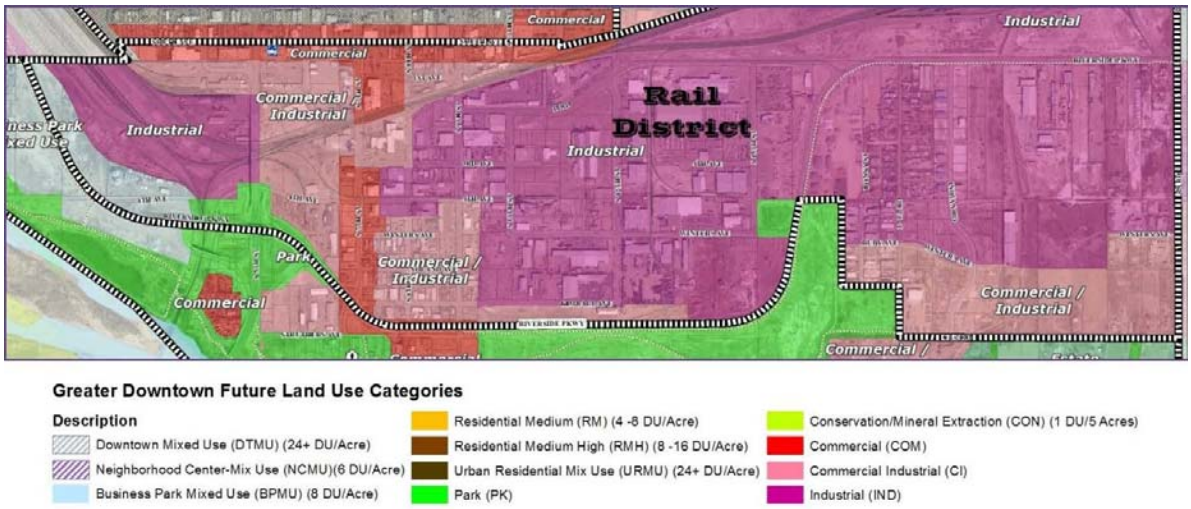


Figure 3 Rail District Future Land Use Plan

(b) Zoning. Proposed zoning within the Rail District is shown in Figure 4 and includes the Light Commercial (C-1), General Commercial (C-2), Community Services and Recreation (CSR), Business Park Mixed Use (BP), Industrial/Office Park (I-O), Light Industrial, and General Industrial (I-2) zone districts. The majority of the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the Rail District may be found in the Zoning and Development Code.

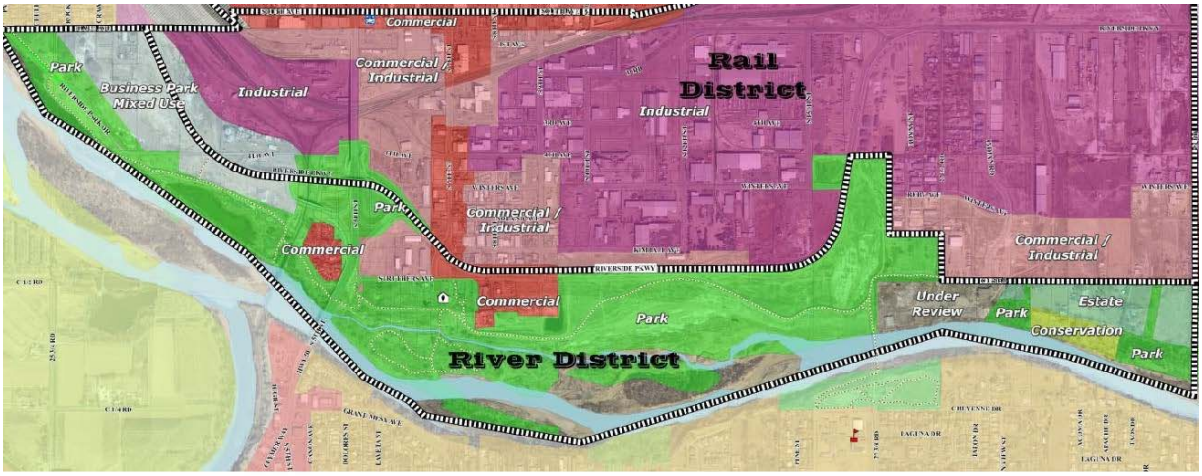


Figure 4 Rail District Zoning Map

(Ord. 4571, 3-20-13)

36.16.040 River District future land use and zoning.

(a) Future Land Use. The River District as shown in Figure 5 is formulated around six general land use designations: Commercial, Commercial Industrial, Parks and Open Space, Conservation, Estate and Business Park Mixed Use. These designations correspond with those established in the City-County Comprehensive Plan. A more detailed description of the land use designations may be found in the Comprehensive Plan.



Greater Downtown Future Land Use Categories

Description		
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium (RM) (4 -8 DU/Acre)	Conservation/Mineral Extraction (CON) (1 DU/5 Acres)
Neighborhood Center-Mix Use (NCMU)(6 DU/Acre)	Residential Medium High (RMH) (8 -16 DU/Acre)	Commercial (COM)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
	Park (PK)	Industrial (IND)

Figure 5 River District Future Land Use

(b) Zoning. Proposed zoning within the River District is shown in Figure 6 and includes the following zone districts: Light Commercial (C-1), General Commercial (C-2), Community Services and Recreation (CSR), Business Park Mixed Use (BP), Industrial/Office Park (I-O), and Light Industrial (I-1). The majority of the zoning is proposed to remain the same as currently exists. A more detailed description of the zone districts within the River District may be found in the Zoning and Development Code.

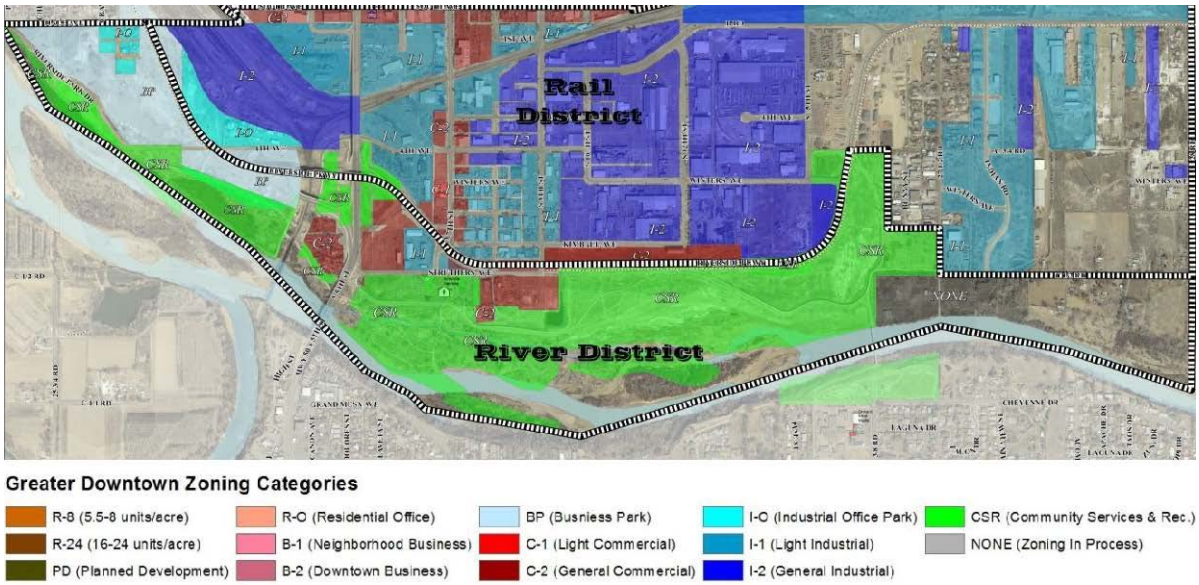


Figure 6 River District Zoning Map

(Ord. 4571, 3-20-13)

36.16.050 Development standards.

The community desires to improve the visual character of the Greater Downtown areas that are most visible along major public corridors or from the major public spaces. Consequently, the plan promotes a higher quality built environment through improved architectural character, reduced visual clutter and enhanced streetscape. These elements are addressed through the Greater Downtown zoning overlay detailed in a companion document to this plan. The elements of the overlay are intended to augment the zoning district standards in the Zoning and Development Code.

(Ord. 4571, 3-20-13)

36.16.060 Conceptual plan for traffic circulation in Greater Downtown.

(a) The Grand Junction Circulation Plan adopted by the City of Grand Junction and Mesa County serves as the traffic circulation plan for the Greater Downtown area. The following conceptual plan for traffic circulation in Greater Downtown describes the policies for streets and corridors in the Greater Downtown, depicts preferred conceptual designs and proposes additional unclassified streets which support those policies. This conceptual plan for circulation does not modify the Grand Junction Circulation Plan, but provides preferred concepts and designs for future consideration and development of public rights-of-way.

(b) Policies.

(1) Conduct a more detailed traffic analysis of the area to determine needed intersection control, street cross-sections, pedestrian and vehicle facilities, additional streets and access control, and amend the Grand Junction Circulation Plan accordingly.

(2) Continue the review process for the Grand Junction Circulation Plan to determine needed pedestrian and bicycle transportation facilities such as trails, pedestrian paths and bike lanes, and amend the Grand Junction Circulation Plan accordingly.

(c) In the Grand Junction Circulation Plan, urban streets are classified according to their function in the transportation network. The two components of function of the Grand Junction Circulation Plan are (1) to provide access to properties and (2) to carry traffic safely and efficiently from point to point. In order to preserve safety and capacity and to enhance the quality of living, these two components should be inversely related, such that busier streets have limited access (resulting in more efficient flow) and quieter streets provide access to properties.

(d) Major Street Corridors. The components of the major street system are identified on the Grand Junction Circulation Plan. These corridors primarily function as carriers of traffic from point to point. The conceptual circulation plan in the Greater Downtown Plan includes proposed unclassified roadways shown in yellow on Appendix C, GJMC 36.20.030.

As properties develop and redevelop within the greater downtown area, the Grand Junction Circulation Plan will be implemented through construction or improvement of streets warranted by the proposed development, based on adopted street cross sections in the Transportation Engineering Design Standards (TEDS). The conceptual circulation plan in the Greater Downtown Plan provides preferred alternatives for specific design and layout of certain streets, corridors and intersections in the planning area. For example, in commercially-zoned areas, the Commercial Street cross-sections of TEDS will apply, but modifications may be made according to the conceptual circulation plan illustrated and described here (street cross-sections, illustrations and text).

(1) North Avenue – Arterial Street. A potential layout for North Avenue between 1st and 12th Streets was adopted with the North Avenue West Corridor Plan. The layout is incorporated into the Greater Downtown Plan as depicted in Figure 7.

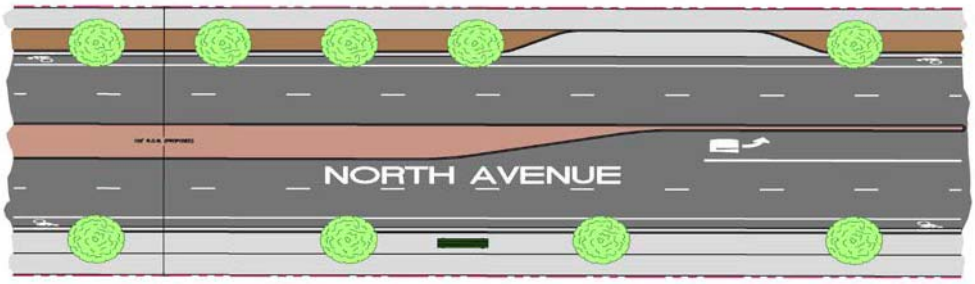


Figure 7 North Avenue Cross-Section

(2) Grand Avenue – Arterial Street. While Grand Avenue is an established street with improved streetscape elements the length of the segment within Greater Downtown (1st to 12th Streets), there could be improvements made in some blocks that would enhance traffic flow, pedestrian safety and visual aesthetics. A typical, potential median improvement to Grand Avenue is shown in Figure 8. The segment of Grand Avenue between 1st Street and 7th Street also has the potential to be used as a "sharrow." A sharrow is marked as in Figure 9 so that the travel lane may be used by both bicycle and vehicular traffic.

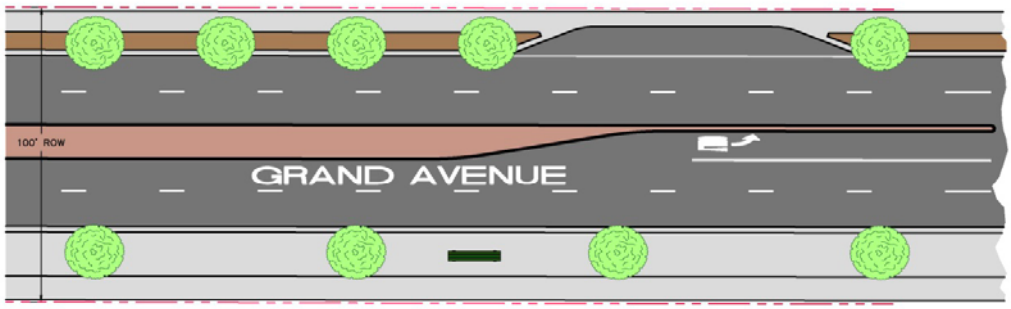


Figure 8 Grand Avenue Cross-Section



Figure 9 Example of a Sharrow

(3) North 1st Street – Arterial Street. The segment of North 1st Street from Grand Avenue to North Avenue is deficient in street design and pedestrian amenities. The Greater Downtown Plan envisions eventual redevelopment of this street to improve safety, drainage, pedestrian circulation, access and improve on-street parking. A potential layout is shown in Figure 10.

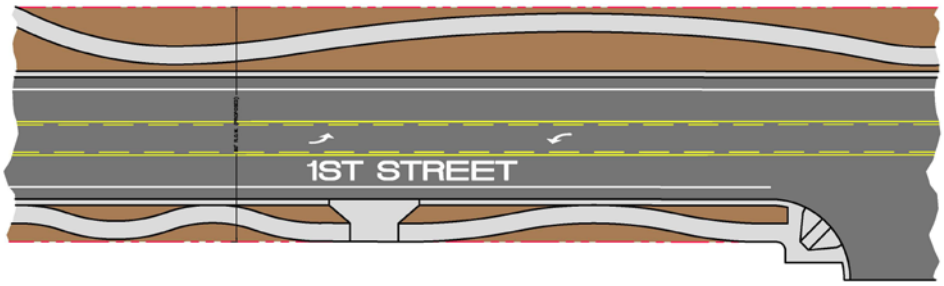


Figure 10 1st Street Cross-Section

(4) 1st Street and Grand Avenue Intersection. The Colorado Department of Transportation (CDOT) completed an environmental assessment for the I-70B/6 and 50 corridor which recognized circulation needs at the 1st and Grand intersection. A potential design is shown in Figure 11. This design is incorporated into the Greater Downtown Plan as are any potential improvements CDOT may include in this project on 1st Street from Grand Avenue to Pitkin Avenue.

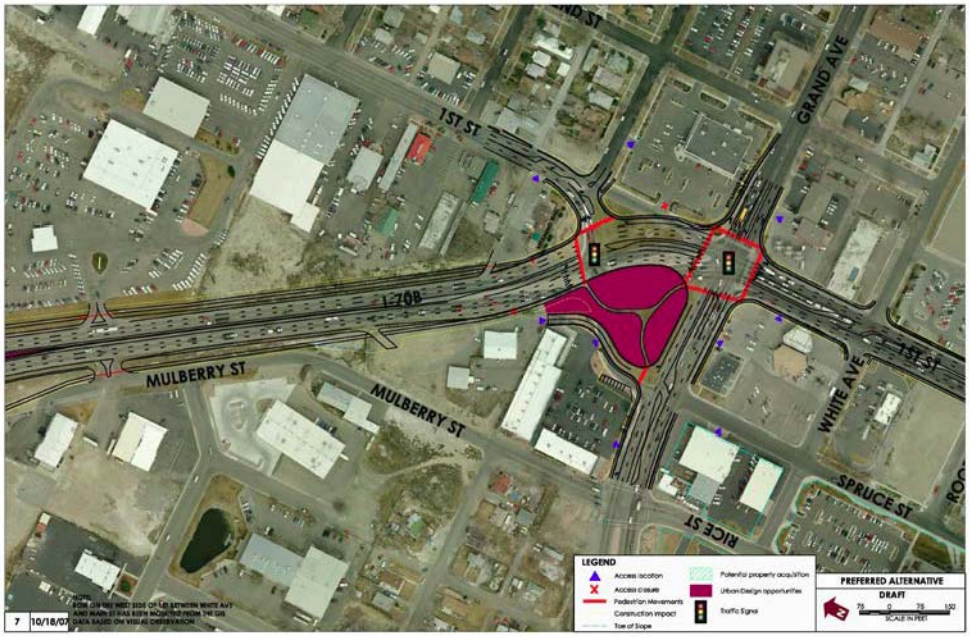


Figure 11 Proposed Design 1st Street and Grand Avenue

(5) 7th Street and Grand Avenue Intersection – A design for a roundabout was included with the plans for 7th Street improvements that were completed in 2007-2008. The roundabout was not constructed at that time, but the intersection still warrants vehicular and pedestrian improvements. The plan as originally proposed is shown in Figure 12.

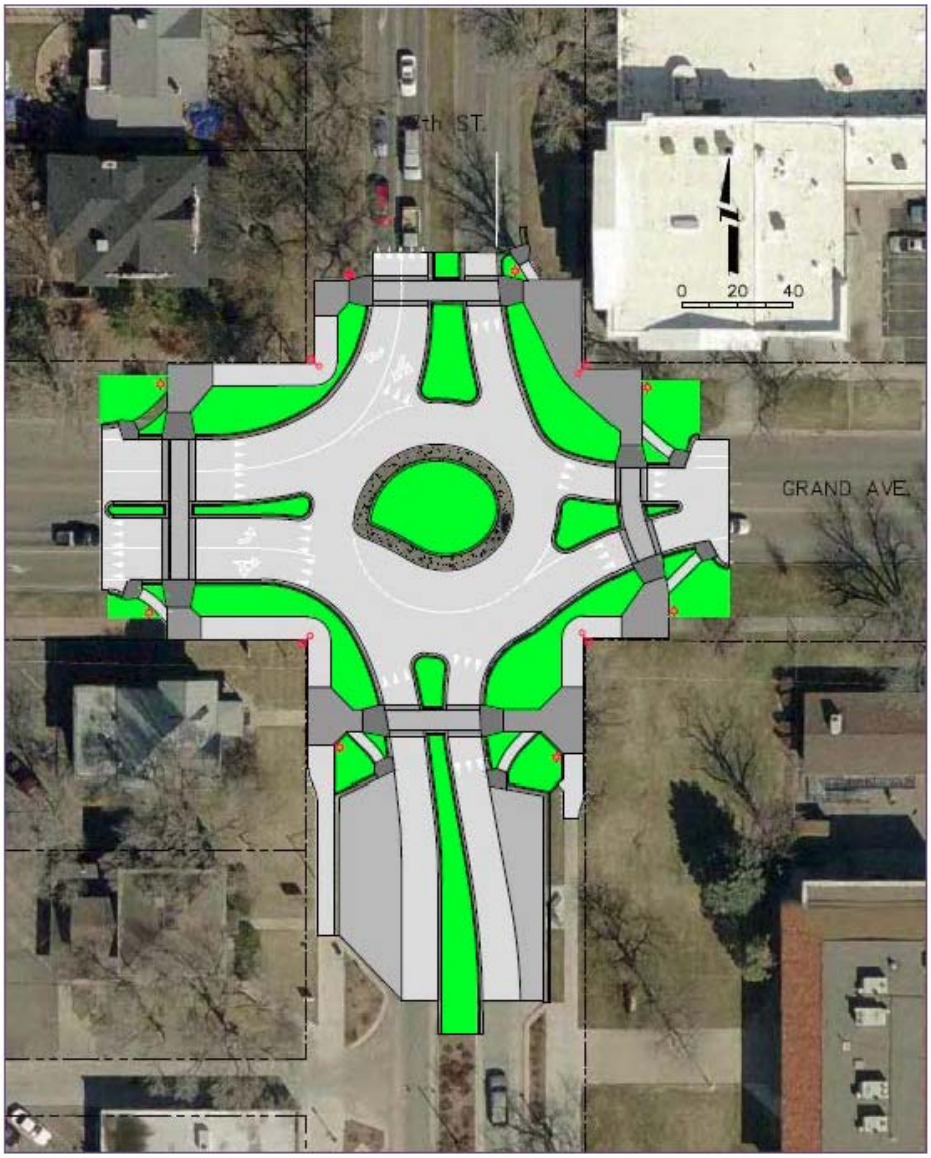


Figure 12 Proposed Design 7th Street and Grand Avenue

(6) West Main Street and Spruce Street Intersection. Vehicular and pedestrian traffic has increased on the West Main Street corridor due to activity at the County Justice Center and the Mesa County Central Services building. To ease traffic flow through the area and improve pedestrian safety, this potential project for a roundabout at Spruce and West Main Streets was originally conceived during the visioning of Main Street in 2008 (Figure 13). The roundabout would serve as a visual anchor to the west end of Main Street just as the one at 7th Street serves the east end. The roundabout would also allow for a circulator bus to serve the Main Street corridor from Spruce Street to 7th Street.

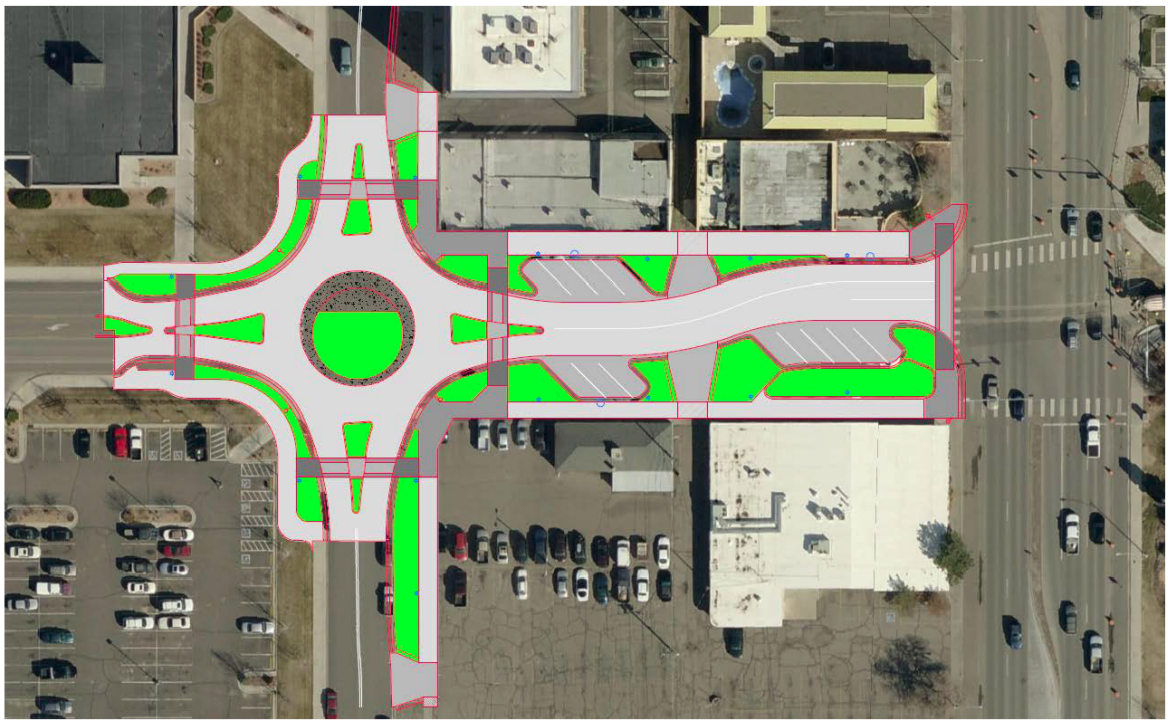


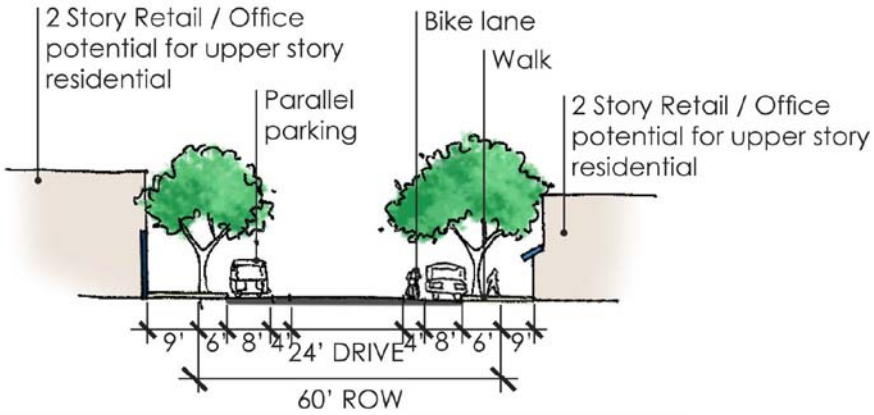
Figure 13 Proposed Design West main Street and Spruce Street

(7) Riverside Parkway – Arterial Street. The right-of-way width varies; multi-lane; bike lanes; detached walk on the south side; no on-street parking. Completed in 2007.



(8) South 7th Street. Suggest two lanes; bike lanes; on-street parking both sides; detached walks with landscaping. The streetscape plan for South 7th Street should be enhanced with a similar design as was constructed on 7th Street south of Grand Avenue. Generally, the design would continue the 7th Street boulevard treatments from downtown, Ute and Pitkin to the Botanical Gardens and riverfront area with additional street trees, historic street lights, street furniture and public art. This concept would create a more consistent visual character to connect the River and Rail Districts to the traditional downtown area and improve the visual design of the corridor and emphasize its use as the primary public north-south corridor through the neighborhood. The concept features enhanced pedestrian facilities with colored concrete, pedestrian safe zones at the "bulb-outs" for easier crossing and additional landscaping.

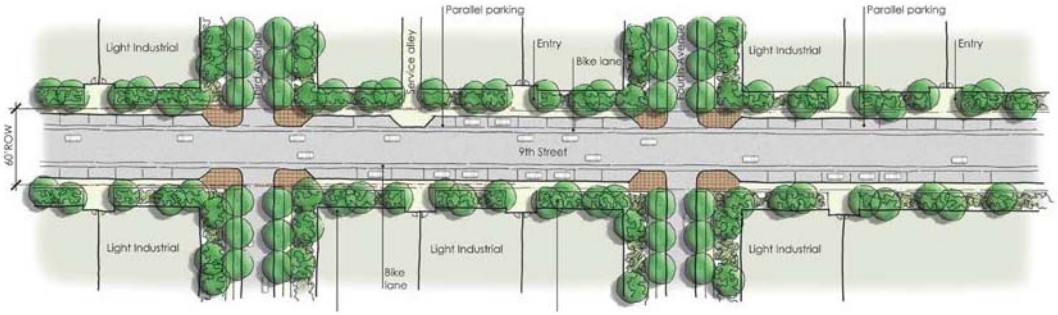


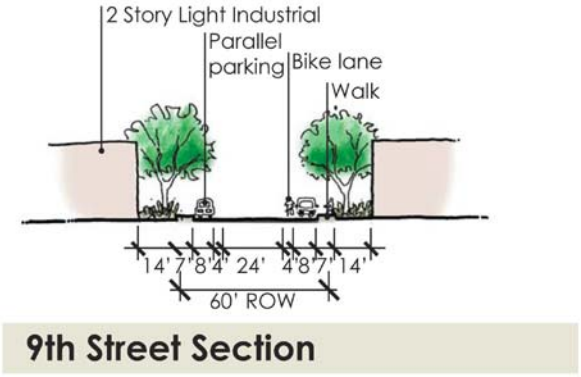


7th Street Section

(9) South 9th Street and 27-1/2 and C-1/2 Roads. Suggest two lanes; on-street parking both sides; detached sidewalk preferred where possible. The streetscape plan for South 9th Street is to develop similar to what presently exists along South 7th Street with a more defined hardscape of curb and gutter, enhanced pedestrian facilities and street trees. This concept improves the visual quality of the corridor without requiring improvements on private property or compromising adjacent uses. The concept also allows the street to function for the commercial/light

industrial traffic that it carries as well as provides for a more comfortable pedestrian or bicycle environment since South 9th Street may be used by the public to access business/commercial areas and Las Colonias Park.





9th Street Section

(10) Kimball Avenue. Suggest two lanes; on-street parking; detached walks with landscaping.



(11) D Road (from 9th Street east to the Riverside Parkway). Section yet to be determined.

(e) Local Streets. The components of the local street system are identified on the Grand Junction Circulation Plan. The primary function of the local street network is to provide access to and connections among individual parcels and subdivisions, provide a safe network for movement of pedestrians and bicycles, and serve 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 moving at slower speeds.

As properties develop and redevelop within the greater downtown area, the Grand Junction Circulation Plan will be implemented through construction or improvement of streets warranted by the proposed development, based on adopted street cross sections in the Transportation Engineering Design Standards (TEDS), GJMC Title 29.

(f) Trails. The Grand Junction Circulation Plan shows the location of future bicycle facilities, trails and pedestrian paths. As development or redevelopment occurs, trails, paths, bike lanes and pedestrian facilities will be constructed in accordance with the adopted Grand Junction Circulation Plan. Also the City may construct these facilities using transportation capacity payments (TCP) funds as part of one or more capital improvement project(s). The Grand Junction Circulation Plan is currently undergoing review by the City of Grand Junction and Mesa County. The conceptual circulation plan of the Greater Downtown Plan includes, in Appendix C, GJMC 36.20.030, the a preferred alternative for trails, paths, bike lanes and pedestrian facilities in the Greater Downtown planning area. The preferred alternative shown comes from a 2012 draft of proposed amendments to the Grand Valley Trails Plan (now Grand Junction Circulation Plan), and it includes the following:

(1) Extension of Riverfront Trail from Las Colonias Park east to 28 Road (and beyond).

(2) Bike routes (signs but no separate lane) on Grand Avenue from 7th Street east and 28 Road between the Riverside Parkway and C-1/2 Road.

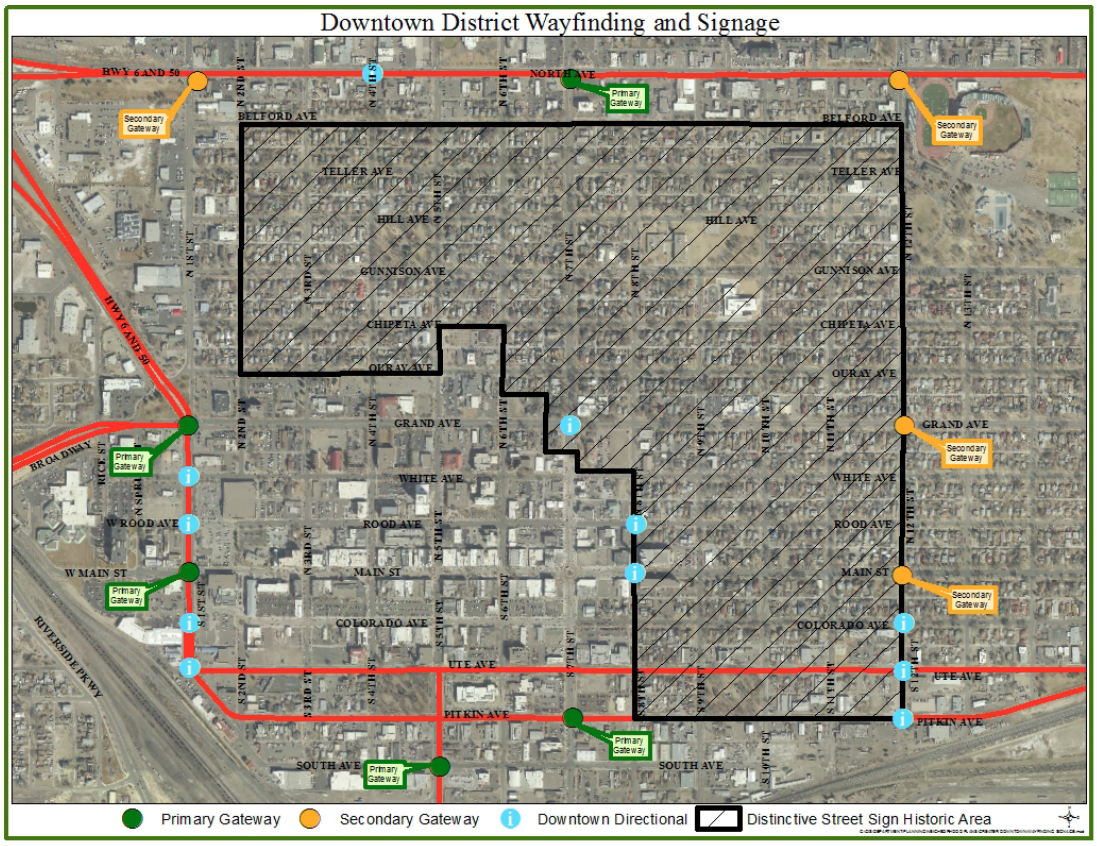
(3) Sharrow bike routes (bikes share slightly wider lane with cars as depicted in Figure 9) on Grand Avenue between 1st and 7th Streets.

(g) Riverside Parkway Pedestrian Overpass. This conceptual circulation plan envisions one or more pedestrian overpasses from the commercial areas of the Rail District to the riverfront areas and Las Colonias Park. Activities and uses in the future park, types of development along the north side of the Parkway will determine where such facilities may be needed. An overpass on the western end in the vicinity of 7th or 9th Streets could also serve as an entrance feature to the neighborhood as further discussed in GJMC 36.16.070.

(h) Public Transportation. Grand Valley Transit (GVT) presently serves the Downtown District but does not provide service in the Rail and River Districts. Future transit needs within the Rail and River Districts should be monitored as development or redevelopment occurs in these areas and as Las Colonias Park sees more activity.

(Ord. 4571, 3-20-13)

36.16.070 Entryways and signage.



Important intersections in the street network offer opportunities to develop a unique theme and identity for the Greater Downtown area. The primary intersections vary in scale and include entries to the Downtown, Rail and River Districts. Each of these should be developed according to general concepts and criteria that are appropriate for their scale, function and importance.

(a) Downtown District Entryways and Signage. While the Downtown District has a strong base of local and regional users, approaches to the District offer no distinguishing features or directional signage that orient first time visitors. When approaching or traversing perimeter streets, visitors have no sense that they are within eyesight of the historic town site or even that they are headed in the right direction toward downtown. Creating gateways at key entry points, as well as simple perimeter identifiers, will orient visitors, as well as strengthen and celebrate the heritage of the Downtown Districts. Because of the diversity of uses and neighborhoods within the Downtown District, the design of entryways should include a range of sizes, poles and ornamentation of signage and varied landscape elements, lighting and other features that are integrated with the signage. The primary gateways to the Downtown District and between downtown and the Rail District include the following intersections:

(1) 7th Street and North Avenue.

(2) 1st Street and Grand Avenue.

(3) 1st Street and Main Street.

(4) 5th Street and South Avenue.

(5) 7th Street and Pitkin Avenue.

In addition, the distinctive public sign palette already started in the Downtown District should be continued and expanded to include street signs and directional signs that have recognizable poles, ornamentation, colors, fonts and logos. The City, together with the DDA, will further develop sign standards and guidelines for private signage placed on buildings or as freestanding signs.

(b) Rail and River District Entryways.

(1) 5th Street/Riverside Parkway. There are opportunities to celebrate the entry into Grand Junction and the Rail and River Districts at the 5th Street bridge and Struthers Avenue area in conjunction with the Western Colorado Botanical Gardens with attractive low scale signage and sculpture. In addition, there are smaller monuments at various points along the Riverside Parkway that indicate to motorists that they are approaching or traveling on the Riverside Parkway. Due to the scale of the 5th Street/Riverside Parkway intersection and the publicly-owned area around it, this intersection affords the opportunity to create a monument/sculpture of a much larger scale to mark the entrance and give identity to the Rail and River Districts and/or to this "Grand Junction."

Another possibility in this vicinity is if a pedestrian overpass is desired/needed near the 7th Street/Riverside Parkway intersection it could serve several purposes: pedestrian access across the Parkway, include design elements that give a distinct character to the Rail and River Districts and integrate with surrounding open space, pocket parks and/or water features at the landings on each side of the Parkway.

(2) South 7th Street/Railroad Tracks. There is an existing silo on the Mesa Feed property that identifies the Rail District as you travel south on 7th Street. It is of a scale that is visible from the southern perimeter of downtown and represents the historical agriculture and industrial base upon which the Rail and River Districts have developed. Such a structure could be enhanced and/or replicated to become an even stronger element at this major entrance to the area.

(3) 28 Road/Riverside Parkway. This intersection is a smaller scale than the others, but a neighborhood entry could be created, particularly along the north side. The sense of arrival at this location could be created through a water feature, public art, an architectural feature with signage paving patterns and/or landscaping. The design of the entry feature should be of the same character of those that might be created at the other major entry points.

(Ord. 4571, 3-20-13)

36.16.080 Economic redevelopment.

(a) Downtown District Economic Redevelopment. While the Downtown District is the heart of the community, it is but one subset of a larger market and has strengths which can be capitalized on and limitations which should be overcome. The Downtown District has a tremendous influence on the economic well-being of the entire region. Therefore, it is widely accepted that early projects in any revitalization effort could be publicly assisted until market conditions reach levels where new construction can support itself.

The Grand Junction Strategic Downtown Master Plan presented guiding principles which, while general in nature, were considered responsive to prevailing conditions, market opportunities, framework elements and stakeholder input. These guiding principles are still relevant to the Greater Downtown Plan and are listed and described below.

(1) The Downtown District is one submarket that competes with other submarkets in Grand Junction. The downtown environment, while presenting tremendous opportunity for investment in a setting uniquely positioned to offer both heart and history, carries with it certain limitations, particularly for land-intensive non-destination-oriented land uses. Several market sectors, however, not only survive, but also thrive in a downtown setting. Recognize the obstacles

associated with downtown development and encourage regulatory and financial solutions including public subsidies and creative financing mechanisms.

(2) The Downtown District must be market-responsive to changing conditions, with implementation tools and mechanisms in place to both offset competitive disadvantages and capitalize on competitive assets. Market conditions should be continually monitored and information distributed to a broad audience including developers, business and property owners, lenders, city staff and elected and appointed officials.

(3) The Downtown District infrastructure must be protected and retained including physical features, service organizations, mix of employers, historic residential neighborhoods and community attitudes toward the Downtown District. Unlike many communities across the country, Grand Junction's Downtown District existing infrastructure is more than sufficient to promote itself as a downtown neighborhood. These assets, which provide the impetus for investment, need to be protected and promoted.

(4) The Downtown District's "tool bag" must contain a variety of strategies and mechanisms to attract investment. These tools can be financial, physical, market, or organizational in nature and can be used independently or in various combinations. Given the obstacles associated with downtown development, it is imperative that whatever mix of tools is put in place it be comprehensive, flexible and creative.

(5) Public investment must leverage private investment. Historically, the planning, financing and implementation of projects in the downtown market were the primary responsibility of public sector entities such as the City and the DDA. However, while the public sector continues to play a significant role in most downtown efforts, a critical component to the success of any revitalization strategy today is participation by both the public and private sectors. Leveraging of resources is key, as no one entity, public or private, has sufficient resources alone to sustain a long-term downtown improvement effort.

(6) Public policy must support development in the Downtown District. Experience has proven that downtown development will best succeed if regional growth management programs reward efficient development patterns. If growth is allowed to occur in a land extensive, inefficient way that effectively subsidizes lower densities, downtown development will operate at a competitive disadvantage. Given Grand Junction's existing land use patterns, the Downtown District is susceptible to continued dilution of its role as the community's central business and shopping district.

(7) Public-private partnerships are essential. Under any investment strategy, local government needs to have strong involvement, a visible presence, perhaps be the entity that provides continuing leadership, regulatory incentives, and seed capital for early projects. Not only does government have the legal responsibility to address many of the implementation components, but it is also the logical conduit to local, regional, state and federal funding sources.

(b) Rail and River District Economic Redevelopment.

(1) The changes that have occurred in portions of Greater Downtown such as completion of the Riverside Parkway and planning for the future development of Las Colonias Park have already had a positive influence on the River and Rail Districts. Many properties have been renovated or redeveloped, new uses are relocating to the area and property values are generally on the rise. The Greater Downtown Plan envisions this trend continuing and being enhanced by the following redevelopment concepts:

(i) Allow existing heavy industry to remain, taking advantage of rail spurs within the area.

(ii) Intensified commercial edge along the north side of the Riverside Parkway with opportunities for mixed use development.

(iii) New general commercial, retail and residential uses will provide activity at the edge of the park after business hours to create a safe park environment that gives "ownership" of the park to the adjacent local business owners and residents.

(iv) New retail and commercial uses such as restaurants, shops and services along South 7th Street to serve the employees, recreational users and residents of the neighborhood.

(v) Commercial industrial uses bridge the existing industrial and the commercial corridors.

(2) In addition, discussions with the Grand Junction Economic Partnership, Business Incubator, Manufacturers' Council and Chamber of Commerce during development of the Greater Downtown Plan brought to light many opportunities for the area, the majority of which is within the established Mesa County Enterprise Zone. The Greater Downtown Plan outlines goals, policies and strategies that can be used to further the economic (re)development of the Rail and River Districts.

(i) Need for flex space for different types of small business – new to area or graduating from the business incubator. Opportunity for these businesses to serve employee base, residents and recreational users in the area.

(ii) Opportunity to develop additional incentives for redevelopment that has taken advantage of partnerships and/or assembled parcels of land totaling a minimum of one-half acre or more.

(iii) Allow for live-work opportunities.

(iv) Opportunity to develop partnerships.

(Ord. 4571, 3-20-13)

36.16.090 Greater Downtown area parks.

(a) The four downtown parks were included on the original town plat created by the Grand Junction Town Company in 1882. All four parks still exist as downtown open space. The City acquired Las Colonias Park from the State Parks Department in 1997. It encompasses the mill tailings clean-up site.

(1) Hawthorne Park – 400 Gunnison Avenue.

(i) New restroom/shelter constructed 2010;

(ii) South picnic shelter requires new roof; scheduled 2013;

(iii) Playground surfacing replaced in 2012;

(iv) Playground equipment on a five- to seven-year replacement schedule;

(v) Irrigation is good, 10- to 15-year replacement.



(2) Washington Park – 10th Street and Gunnison Avenue.

(i) No restrooms or shelter at this park;

(ii) Playground equipment scheduled for replacement in 2013;

(iii) Playground surface scheduled for replacement every two years;

(iv) Irrigation will be replaced every five to seven years.

(3) Whitman Park – 5th Street and Pitkin Avenue.

(i) Restroom scheduled for replacement in 2013;

(ii) Development of a new master plan for the park recommended (see potential concepts in subsection (b) of this section).

(4) Emerson Park – 9th Street and Pitkin Avenue.

(i) Restroom scheduled for replacement in 2013;

(ii) Playground area for ages two to five is good;

(iii) Playground for ages five to 15 scheduled for replacement in five to seven years;

(iv) Playground surfacing replaced in 2012;

(v) Development of a new master plan for the park recommended (see potential concepts in subsection (b) of this section).

(5) Las Colonias Park – Struthers Avenue and 7th Street.

(i) A master planning process for the park is anticipated to occur in 2013;

(ii) Some amenities being considered are parking, restrooms, shelters, play area, open space, expanded walk/bike trails, open space for festivals, music, and educational presentations, various wetlands and arbor education opportunities, kayak park, tree walk and a disc golf course.



(b) Potential Concepts for Whitman and Emerson Parks.

(1) Provide for a diversity of uses to create a higher level of utilization.

(2) Minimize the impact of adjacent streets and automobile traffic.

(3) Activate the edges of the parks with mixed use.

(4) Contemplate programmed, active use.

(5) Redevelop as more active, flexible urban open space rather than as passive, green parks.

(Ord. 4571, 3-20-13)

36.16.100 City-owned Jarvis property.

The City completed an initial planning analysis for the City-owned property on the west side of 5th Street between the Colorado River and the Riverside Parkway known as the Jarvis Property. The property is constrained by natural features and the encroachment of the Parkway, but does have approximately 43 acres of developable land.

The initial study was to chart a direction for revitalization of the property. It summarized the key assets, identified some important issues and potential impediments to development, analyzed current market conditions and outlined a concept for organizing potential development of the property. The property and potential project are viewed as a unique opportunity for the City to chart the future of a rare property type, a place where it may be possible to provide a mix of uses, including residences, along the bank of the Colorado River. The major opportunities and constraints identified for potential development of the Jarvis Property were to: continue the riverfront greenway through the property, restore habitat, relocate the high voltage power facilities that run through the site, and provide flood protection for the property.

(Ord. 4571, 3-20-13)

Chapter 36.20

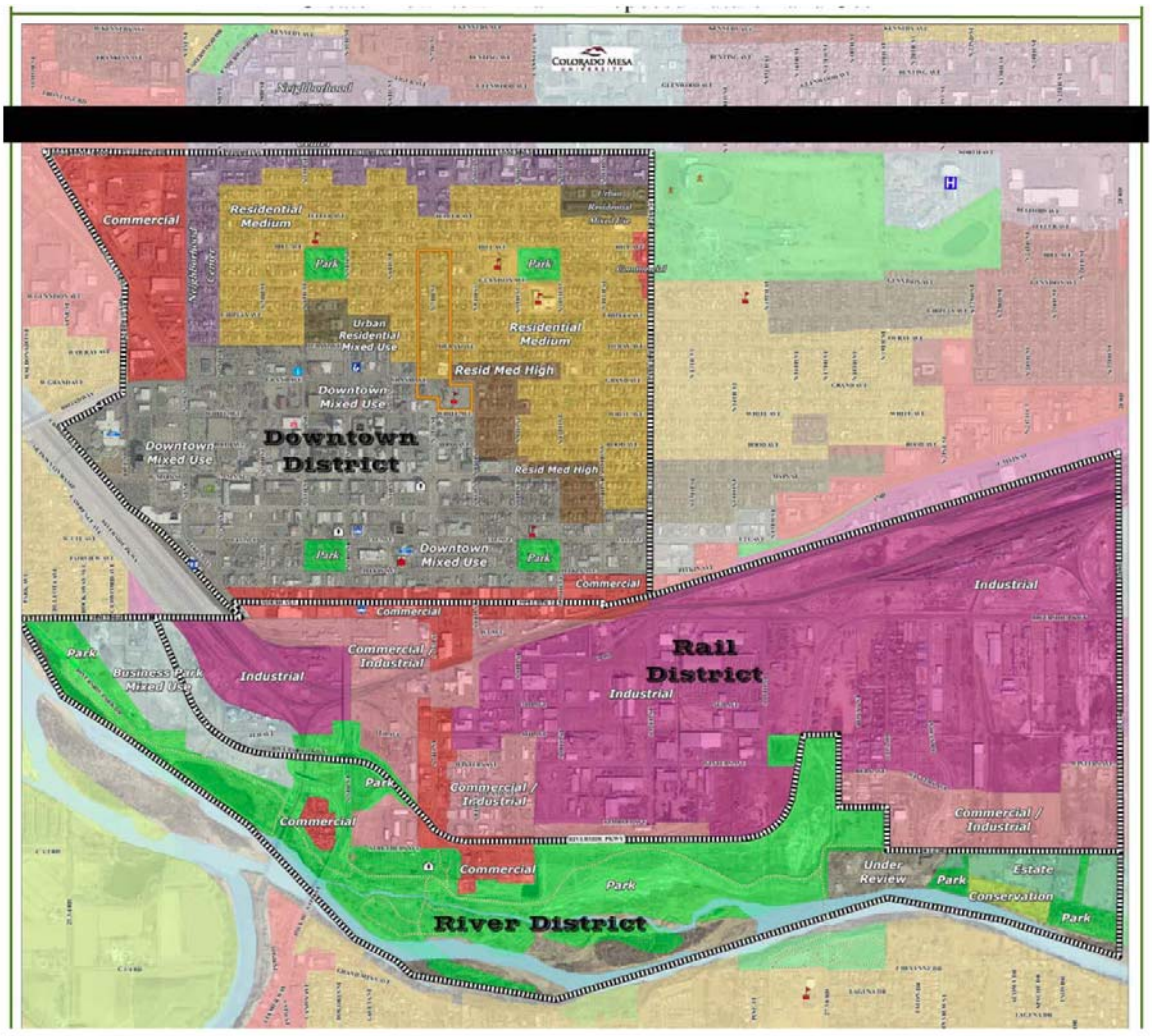
APPENDICES

Sections:

36.20.010 Future Land Use Map.
36.20.020 Zoning Map.
36.20.030 Conceptual plans for traffic circulation and trails.
36.20.040 Development concepts.

36.20.010 Future Land Use Map.

Appendix A – Future Land Use Map



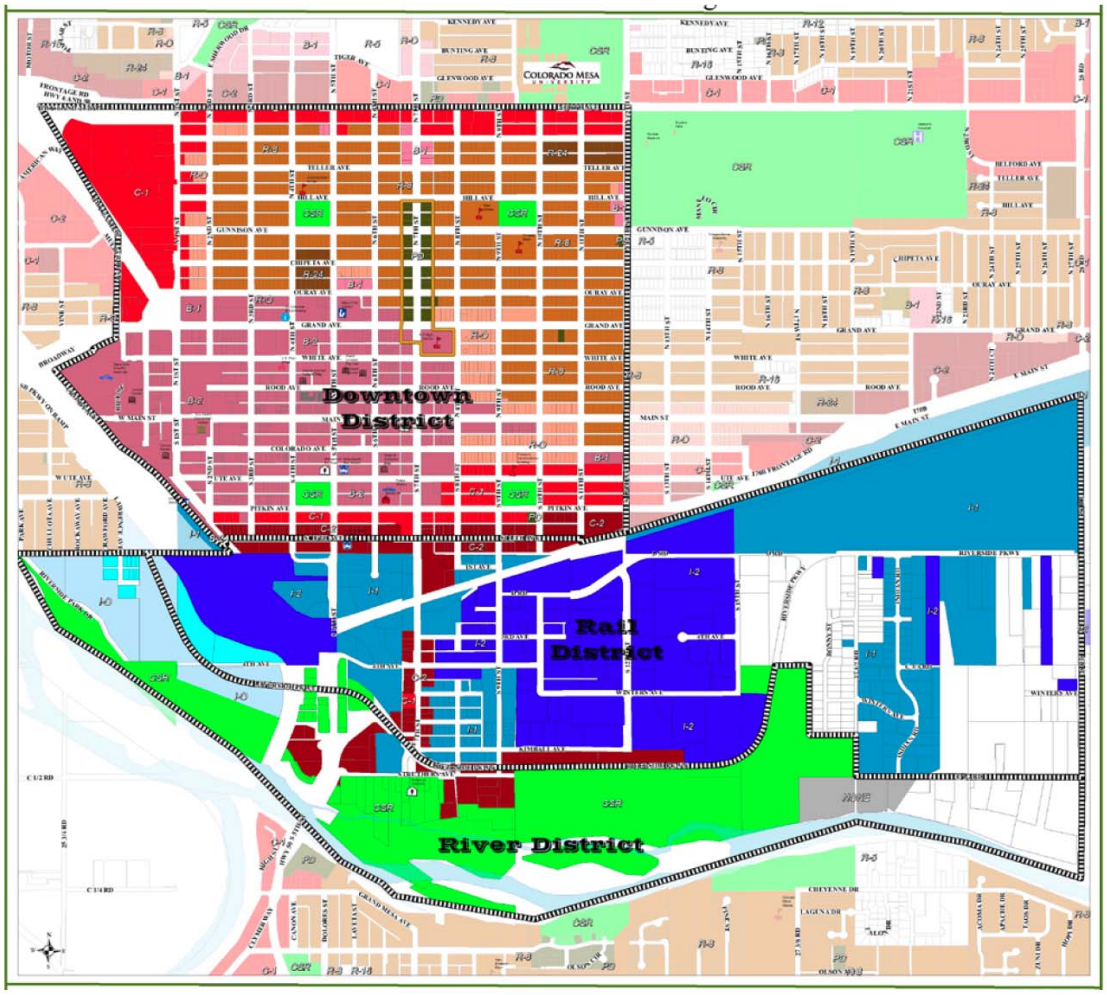
Greater Downtown Future Land Use Categories

Description		
Downtown Mixed Use (DTMU) (24+ DU/Acre)	Residential Medium (RM) (4 -8 DU/Acre)	Conservation/Mineral Extraction (CON) (1 DU/5 Acres)
Neighborhood Center-Mix Use (NCMU)(6 DU/Acre)	Residential Medium High (RMH) (8 -16 DU/Acre)	Commercial (COM)
Business Park Mixed Use (BPMU) (8 DU/Acre)	Urban Residential Mix Use (URMU) (24+ DU/Acre)	Commercial Industrial (CI)
	Park (PK)	Industrial (IND)

(Ord. 4571, 3-20-13)

36.20.020 Zoning Map.

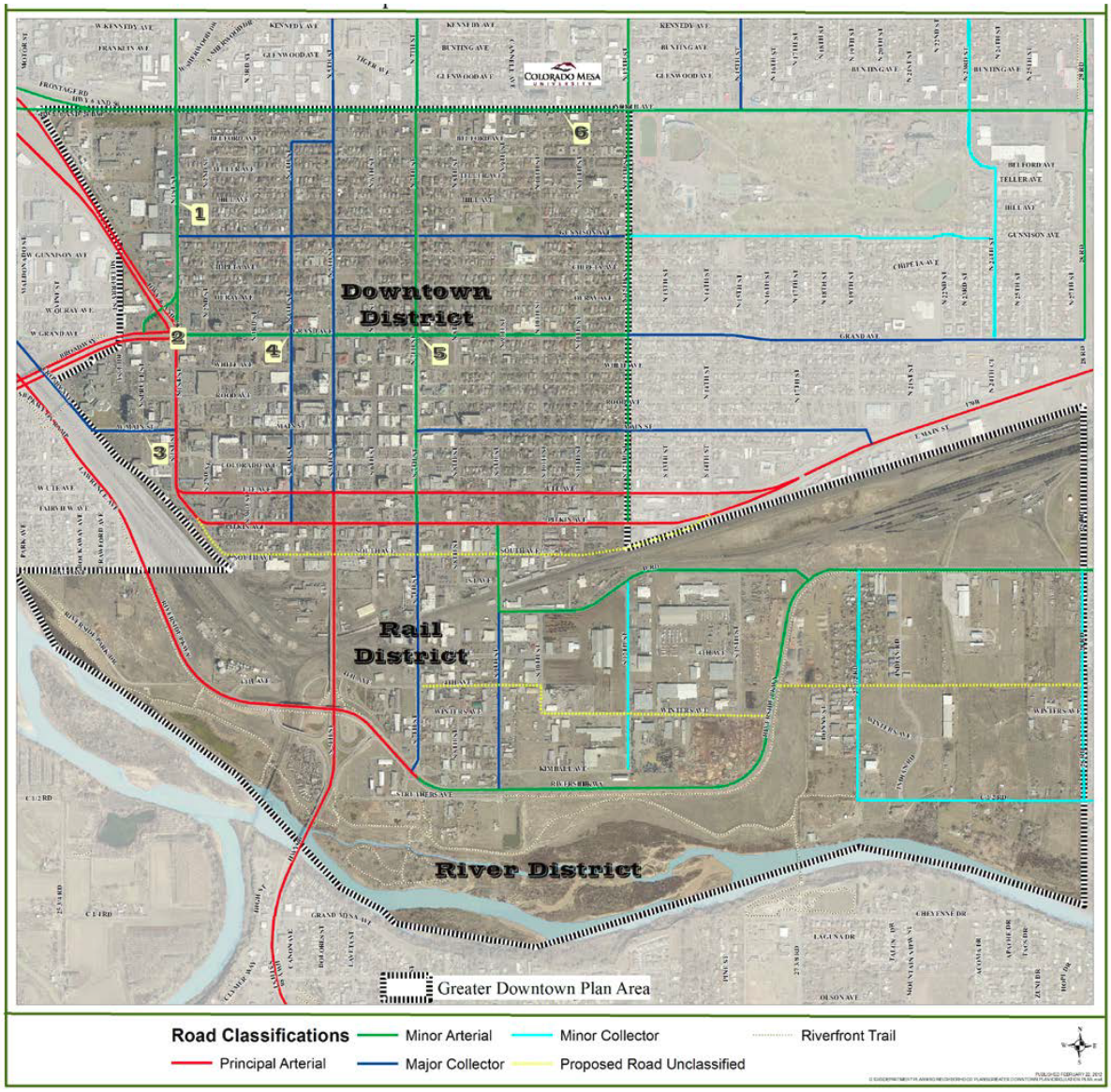
Appendix B – Zoning Map



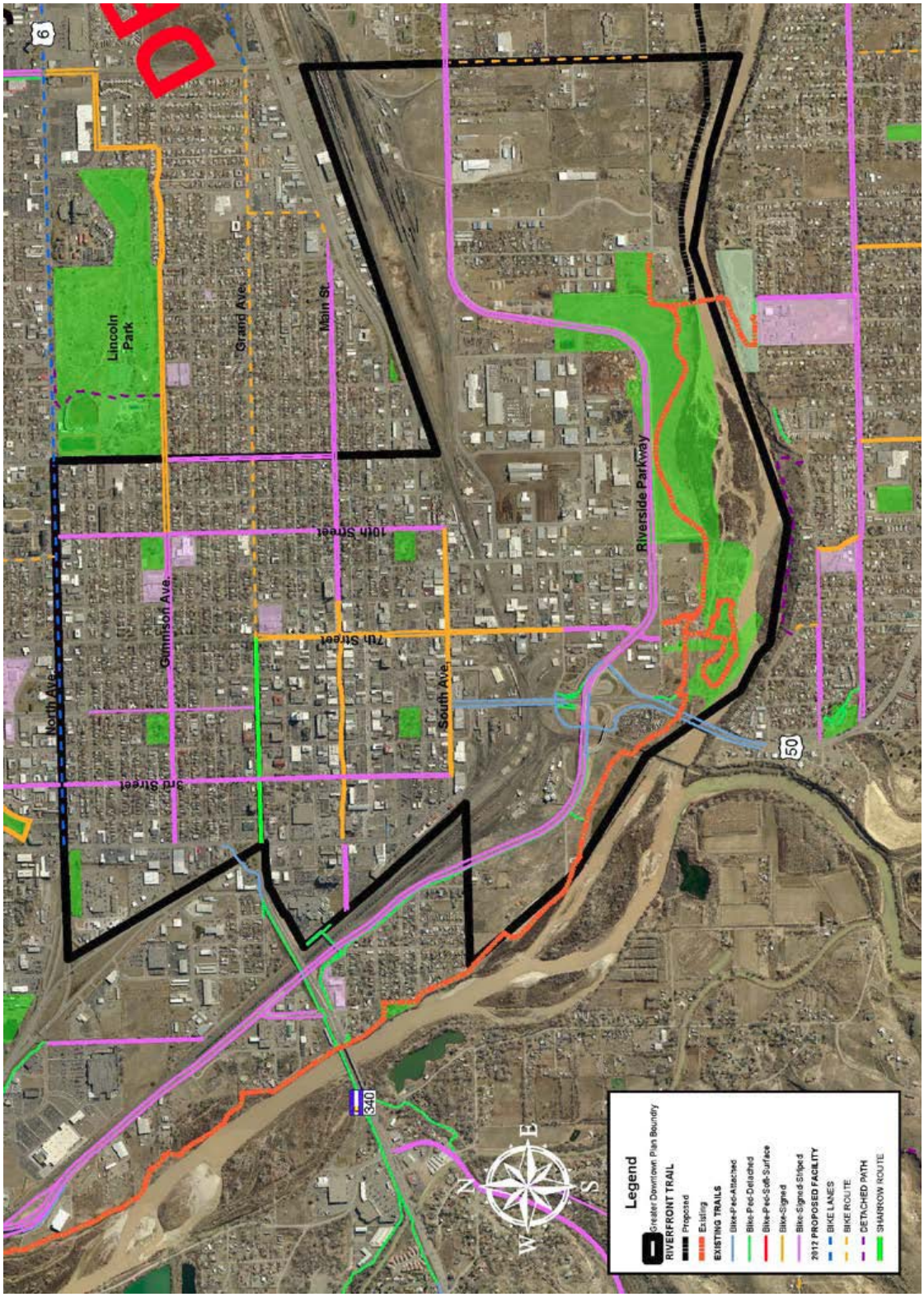
(Ord. 4571, 3-20-13)

36.20.030 Conceptual plans for traffic circulation and trails.

(a) Conceptual Traffic Circulation Plan.



(b) Conceptual Trails Plan.



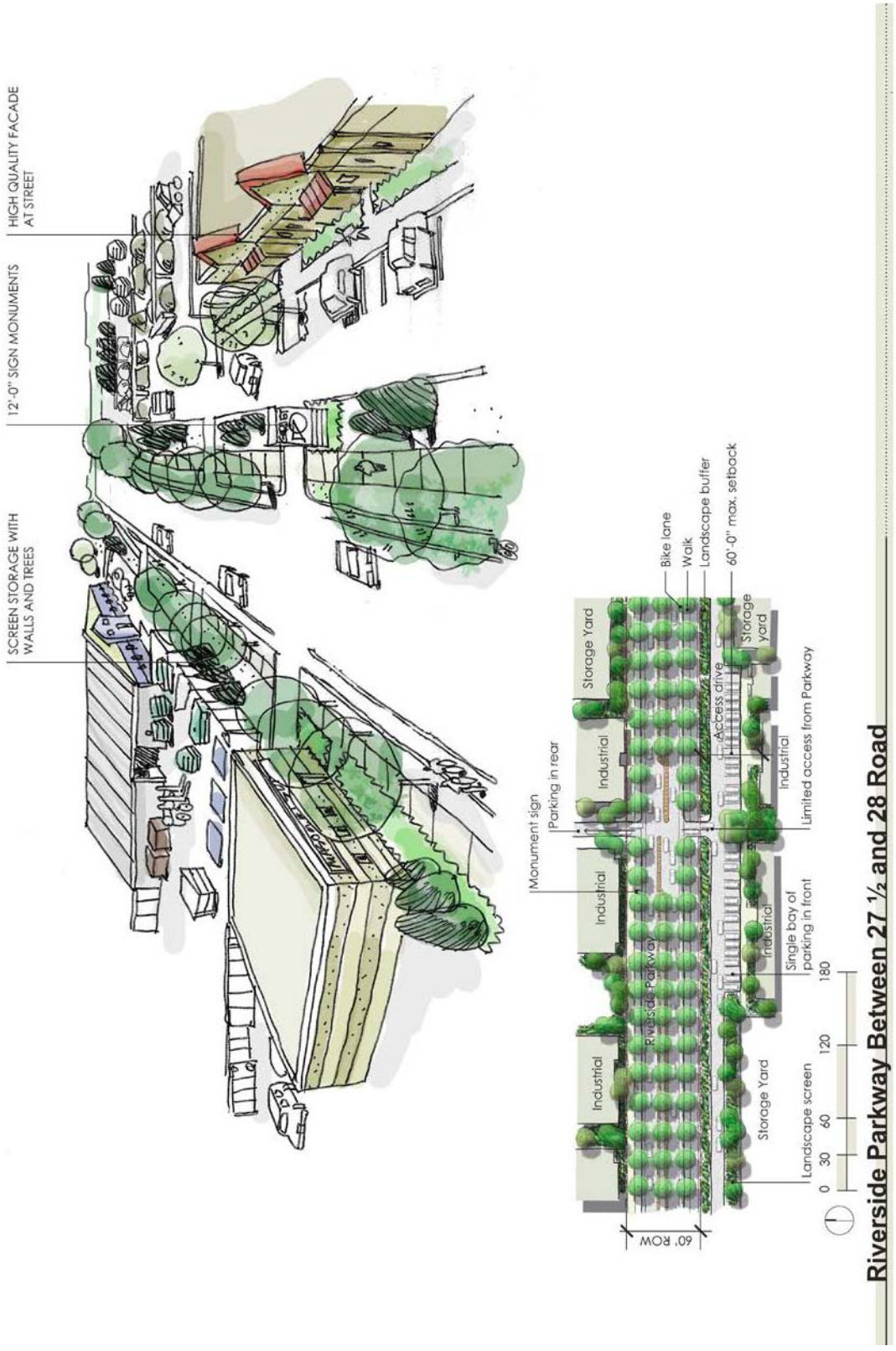
(Ord. 4571, 3-20-13)

36.20.040 Development concepts.

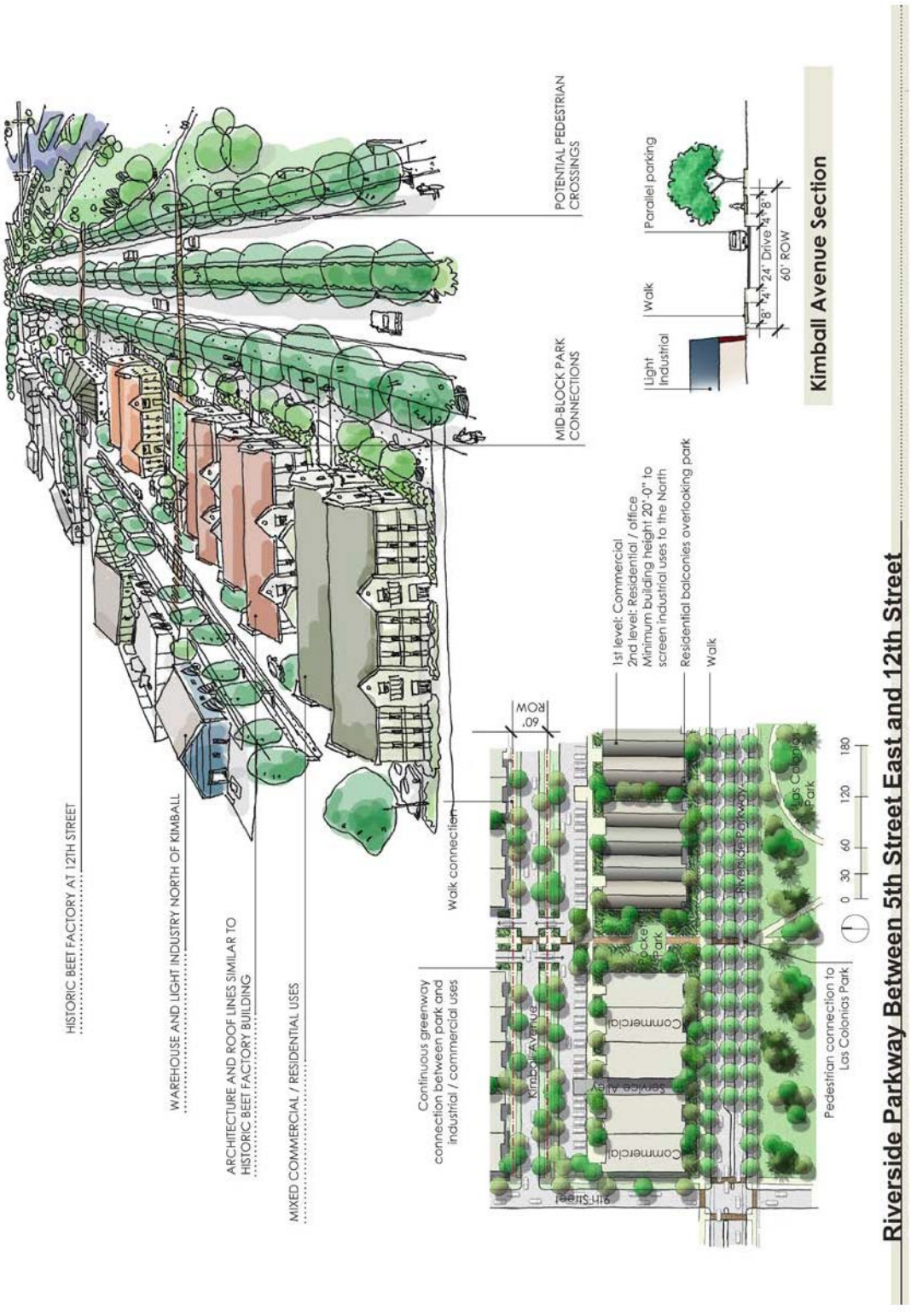
(a) 7th and Struthers Redevelopment.



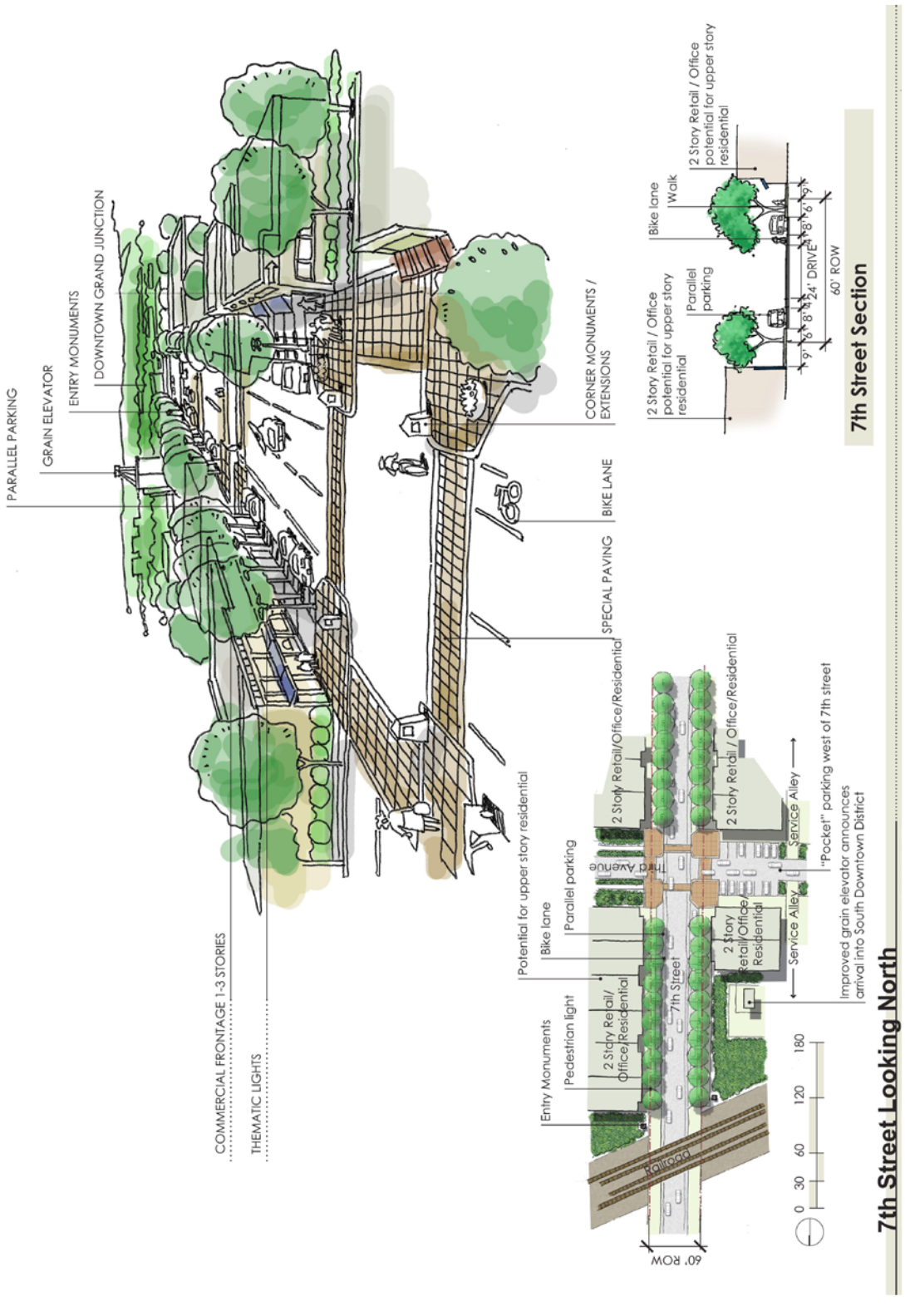
(b) Riverside Parkway Between 27-1/2 and 28 Road.



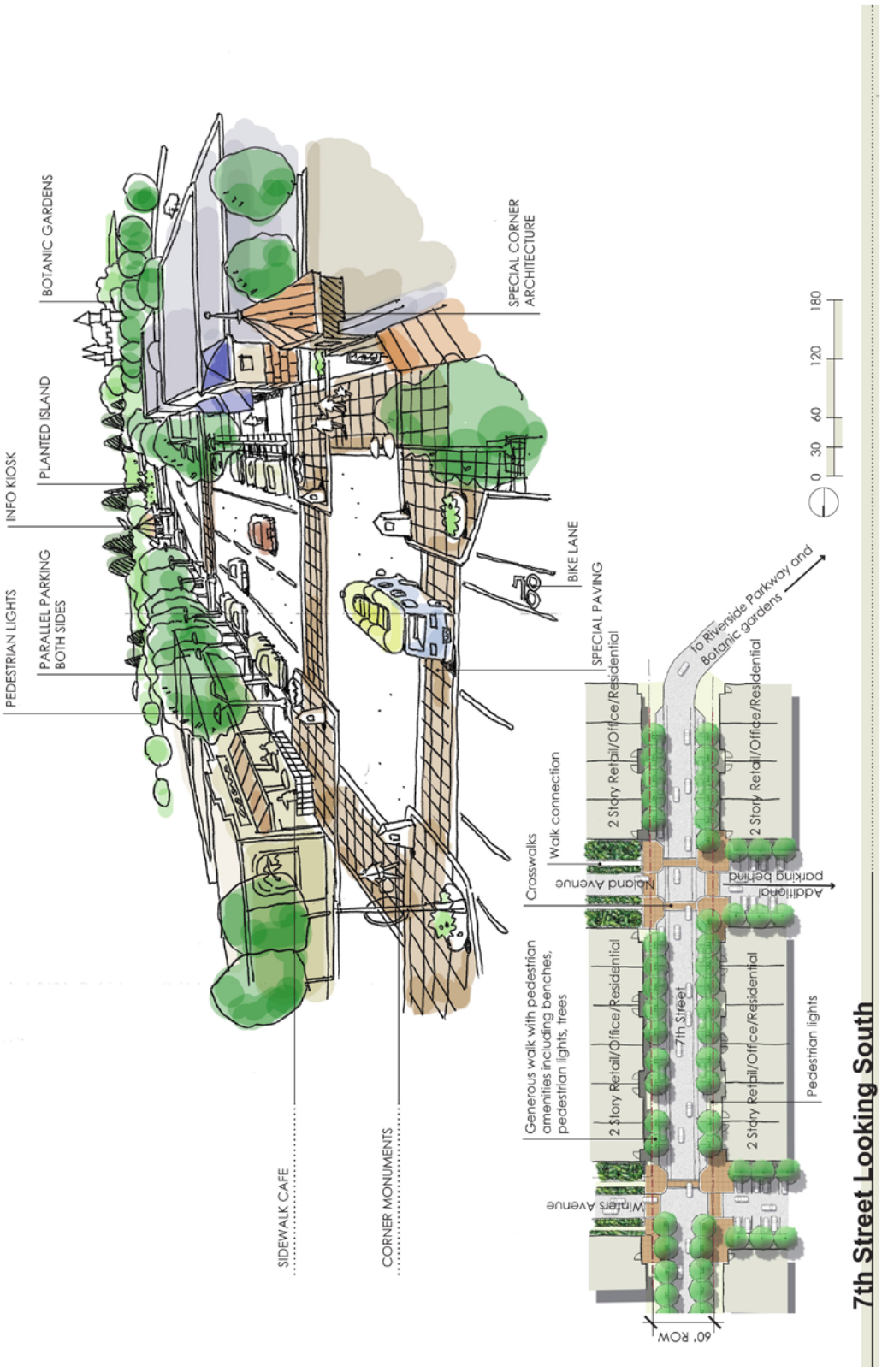
(c) Riverside Parkway Between 5th Street East and 12th Street.



(d) 7th Street Looking North.



(e) 7th Street Looking South.



(f) Noland Avenue.



(Ord. 4571, 3-20-13)

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.

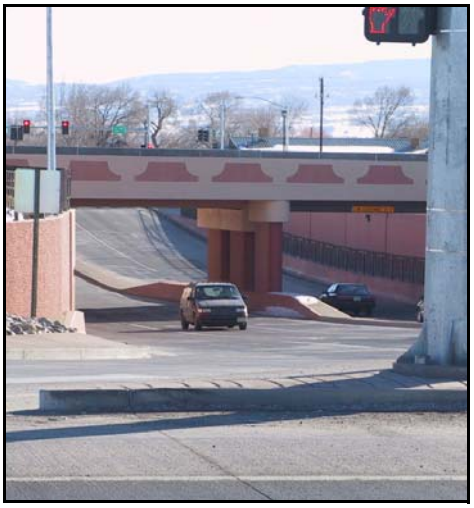
The Pear Park Planning effort began in the winter of 2004 as a joint effort between the City of Grand Junction and Mesa County, with the participation and involvement of School District 51. The planning area includes both City limits and unincorporated areas of Mesa County. The majority of the area lies 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

[a]Population 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:

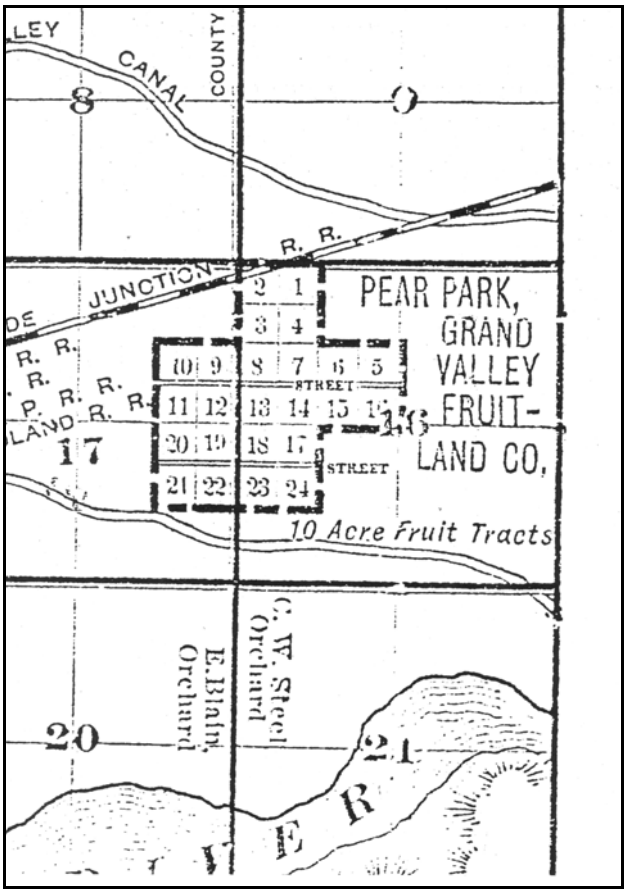
37.08.010 History of Pear Park.
37.08.020 Historic structures and sites.
37.08.030 Historic landmarks/cultural landscapes.
37.08.040 Goals.
37.08.050 Implementation strategies.

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 coddling 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.

(Res. 13-05, 1-5-05)



Spanish Trail Historic Marker

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.

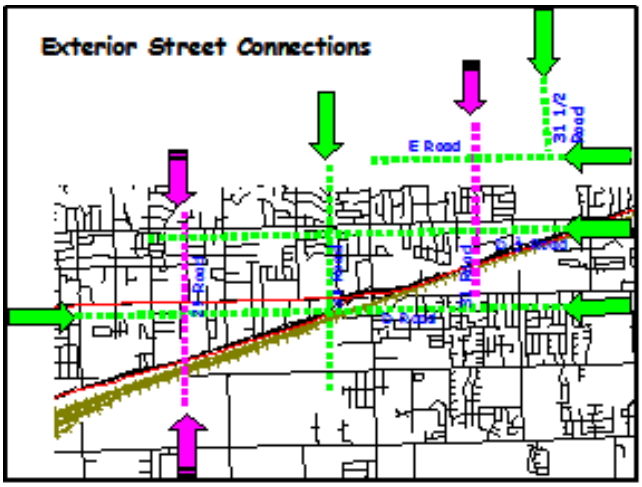
The adopted Grand Junction Circulation Plan, with its recent amendments, provides a basis for planning future streets in the Pear Park neighborhood. The Pear Park area circulation is constrained to the south by the Colorado River and to the north by the Union Pacific Railroad. D Road is the only direct connection coming from the west.



D Road and 30 Road

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

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.



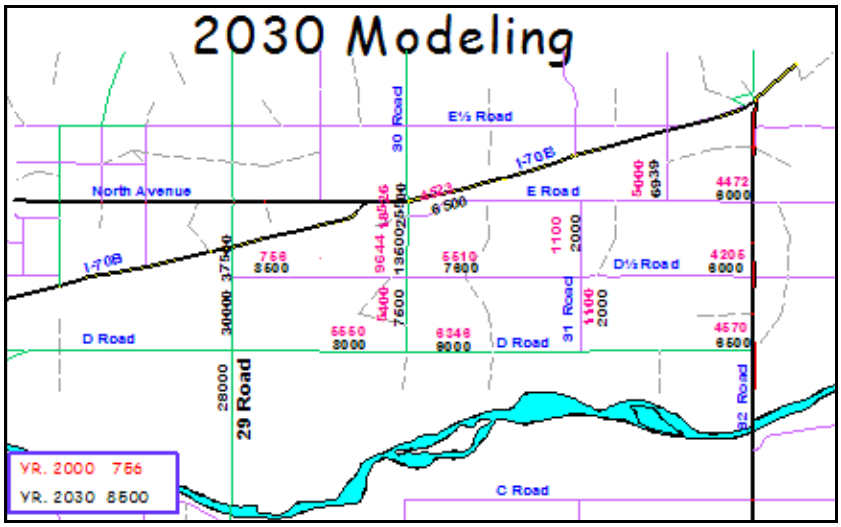


29 Road Bridge

(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 Junction Circulation Plan, that has been adopted by the City of Grand Junction and accepted by Mesa County.

The Transportation Engineering Design Standards (TEDS) manual (GJMC Title 29) 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 Junction Circulation Plan. They supersede and become a part of the adopted Grand Junction 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.)

(Ord. 4690, 2-17-16; Res. 81-09, 10-19-09; 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.



31 1/2 Road

The Grand Junction Circulation 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 Grand Junction Circulation 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 Grand Junction Circulation Plan (see Pear Park Urban Trails Plan Map at the end of this chapter). Also see Chapter 37.16 GJMC, Schools, Parks and Trails.

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

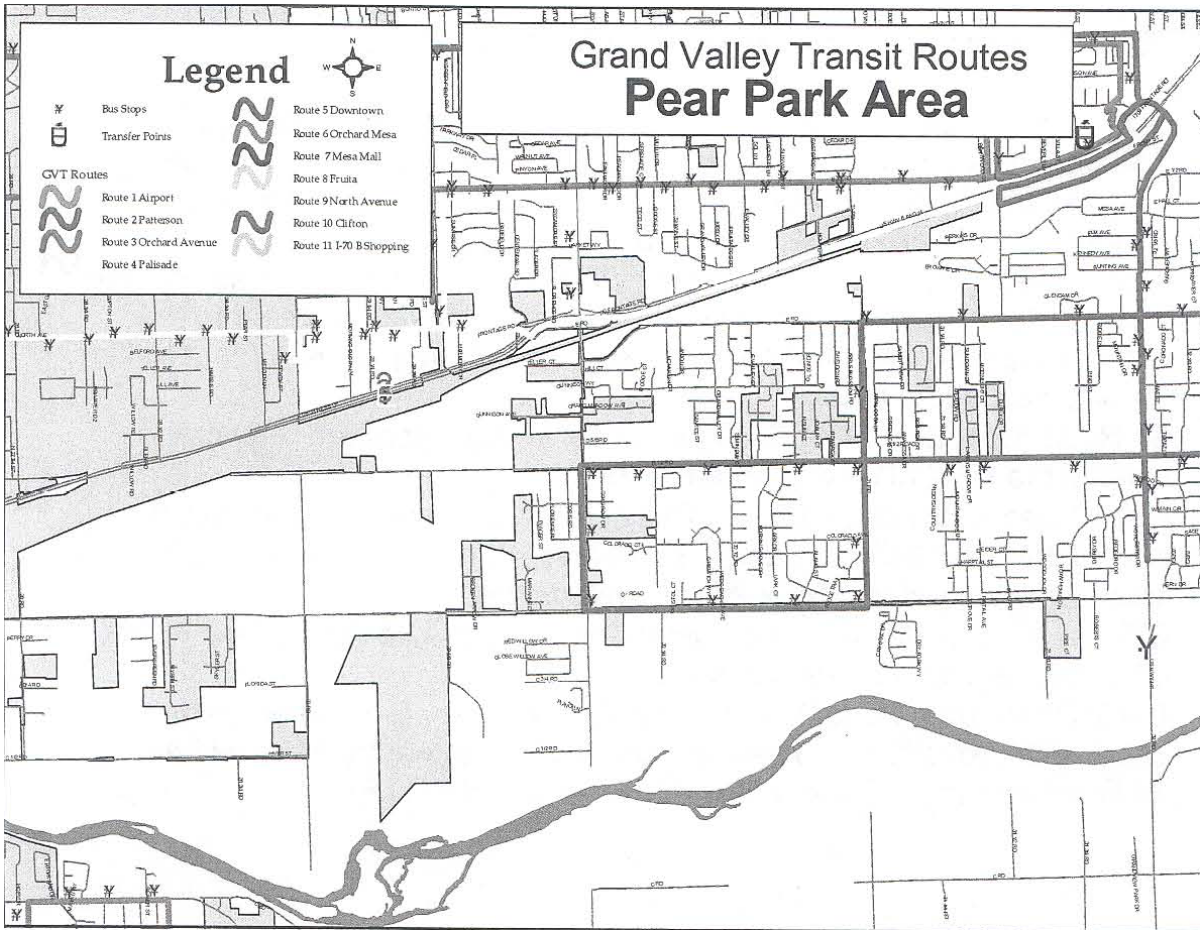
The intersection of I-70 B and 31 1/2 Road presents a challenge to pedestrians and cyclists and it is along one of the most heavily used routes of travel into and out of Pear Park. Both Central High School and Grand Mesa Middle School are located north of this intersection and attract many pedestrians 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 Junction 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 Grand Junction Circulation 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 Grand Junction Circulation Plan as needed when school and park sites are identified and developed.

(d) Implement the priority list of CIP projects for Pear Park.

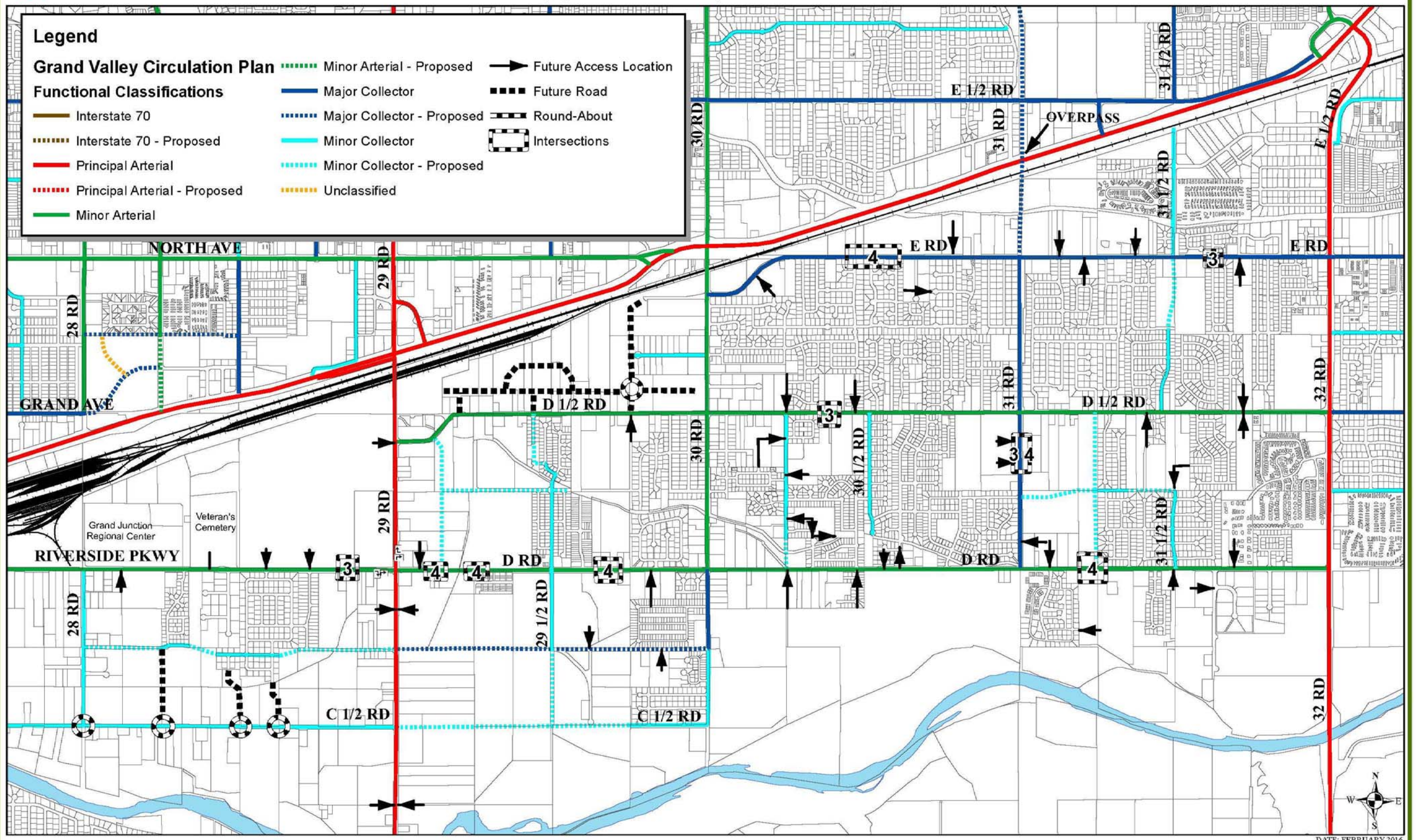
(Res. 13-05, 1-5-05)

MESA COUNTY

PEAR PARK TRANSPORTATION AND ACCESS MANAGEMENT PLAN

(A part of the Grand Valley Circulation Plan - 2004)

Grand Junction COLORADO



DATE: FEBRUARY 2016

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CITY OF Grand Junction COLORADO

LEGEND

- PRINCIPAL ARTERIAL
- PRINCIPAL ARTERIAL - PROPOSED
- MINOR ARTERIAL
- MINOR ARTERIAL - PROPOSED
- URBAN COLLECTOR
- URBAN COLLECTOR - PROPOSED
- HYBRID COLLECTOR - PROPOSED
- MINOR COLLECTOR
- MINOR COLLECTOR - PROPOSED
- LOCAL STREET
- LOCAL STREET - PROPOSED
- FUTURE ACCESS LOCATION

NOT TO SCALE

I-70 BY PASS

FULL ACCESS OVERPASS OR NO ACCESS OVERPASS

CLOSE

CLOSE

32 RD

31 RD

30 RD

29 RD

28 RD

E RD

D 1/2 RD

D RD

C 1/2 RD

CHATFIELD ELEM.

Grand Junction Regional Center

Veteran's Cemetery

FUTURE PARK

DITCH

COLORADO RIVER WILDLIFE AREA BUREAU OF RECLAMATION

CORN LAKE

KEN NESBITT LAKE

COLORADO RIVER

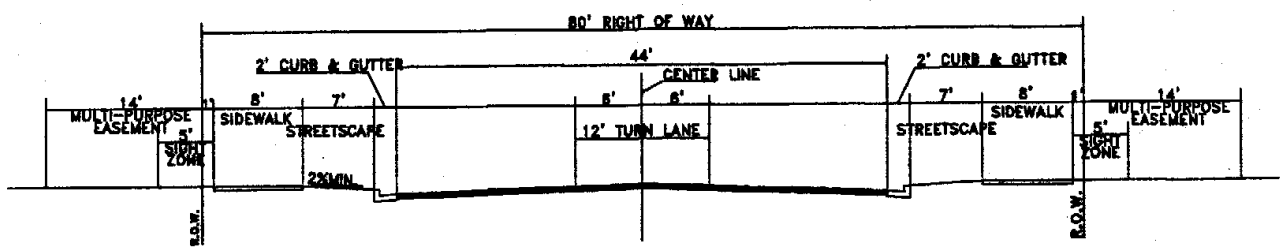
GRAND VALLEY CANAL

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REVISION DATE 12-9-04

PEAR PARK 2004 CONCEPTUAL LOCAL STREET NETWORK PLAN

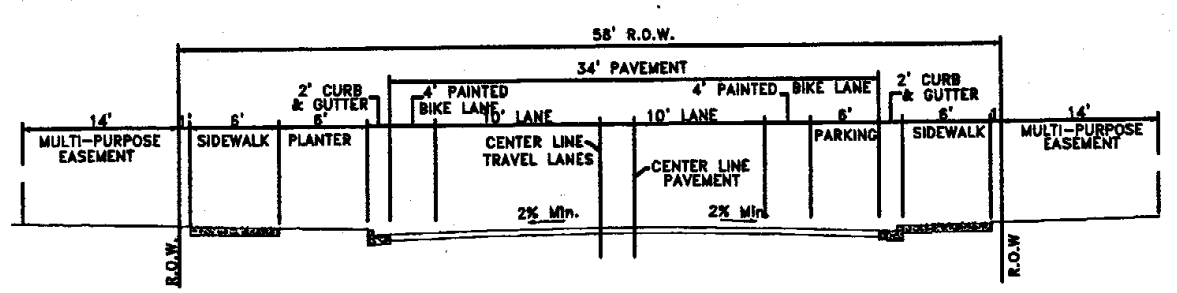
(A part of the Grand Valley Circulation Plan)

CITY OF
Grand Junction
COLORADO



"D & D 1/2" ROAD SECTION

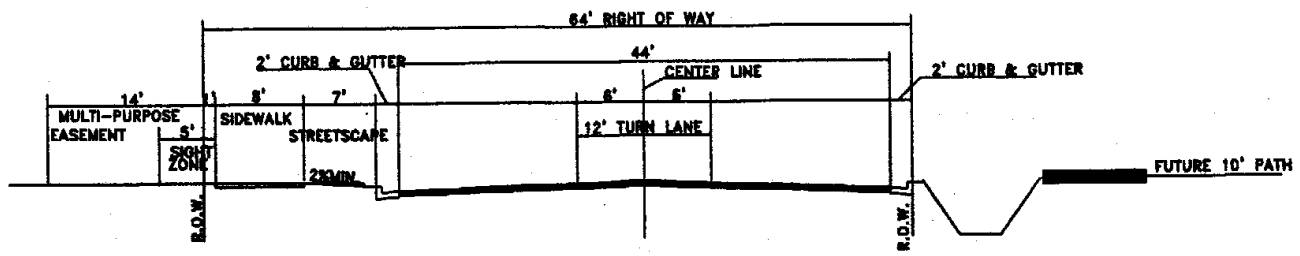
N.T.S.



HYBRID COLLECTOR

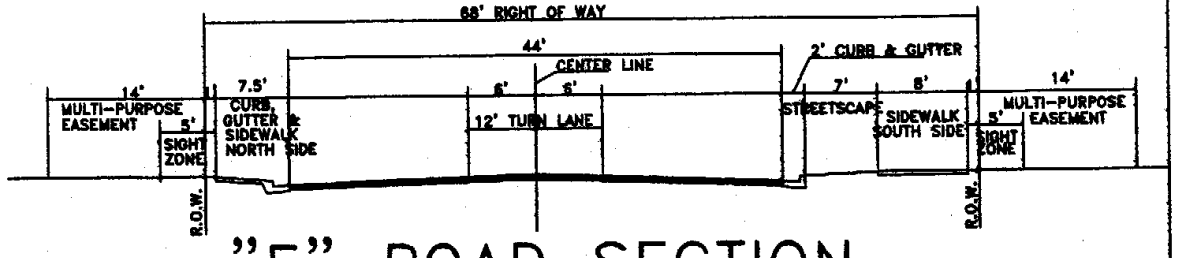
N.T.S.

NOTE:
ON-STREET PARKING AND DETATCHED 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)

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37-21

CITY OF Grand Junction COLORADO

LEGEND

- BIKE LANE
- BIKE ROUTE
- DETACHED PATH
- FUTURE CANAL PATH
- COUNTY/STATE/FEDERAL PROPERTY
- SCHOOL

NOT TO SCALE

FULL ACCESS OVERPASS OR NO ACCESS OVERPASS

I-70 BY PASS

GRAND VALLEY CANAL

32 RD

31 RD

E RD

30 RD

CHATFIELD ELEM.

D 1/2 RD

MESA COUNTY FUTURE PARK

Grand Junction Regional Center

Veteran's Cemetery

29 RD

D RD

COLORADO RIVER WILDLIFE AREA BUREAU OF RECLAMATION

31 RD

32 RD

28 RD

C 1/2 RD

KEN NESBITT LAKE

CORN LAKE

COLORADO RIVER

PEAR PARK 2004
URBAN TRAILS PLAN

(A part of the Urban Trails Master Plan)

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37-23

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 a Grand Junction Circulation 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 transportation 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.



Colorado River State Park

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 existing 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 Grand Junction Circulation 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 Grand Junction Circulation Plan to link the Colorado River Trail to residential areas within Pear Park.

(Res. 13-05, 1-5-05)

CITY OF Grand Junction COLORADO

PARKS & SCHOOLS - FUTURE NEEDS IN PEAR PARK	
NEEDS IDENTIFIED	
THE GJ PARKS MASTER PLAN	SCHOOL DIST. 51 - LONG RANGE PLANNING COMMITTEE
4 NEIGHBORHOOD PARKS (3 - 10 ACRES)	2 NEW ELEMENTARY SCHOOLS (10 ACRES)
1 COMMUNITY PARK (10 - 20 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

CHATFIELD PEAR PARK
Priority Need: 1 Neighborhood Park
Optional: Regional Park

FLINTRIDGE PEAR PARK
Priority Need: 1 Neighborhood Park
1 Elementary School
1 Middle School
1 Community Park
Optional: High School Site

WEST PEAR PARK AREA
Priority Need: 1 Neighborhood Park
Optional: Passive Riverfront 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 Regional Center
Veteran's Cemetery
Mesa State College Property
BUREAU OF RECLAMATION COLORADO RIVER WILDLIFE AREA
CHATFIELD ELEM.
CORN LAKE
Community Development Department Technical Services Division 970-256-4010

GRAND JUNCTION CITY LIMITS
LONG RANGE PLANNING AREA
STATE/COUNTY FEDERAL LAND
NEIGHBORHOOD PARK SERVICE AREAS

M:\PLANNING\PROJECTS\PEARPARK\LONG-RANGE PLAN.dwg

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/Colorado Mesa University (formerly 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.

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.**

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)

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.

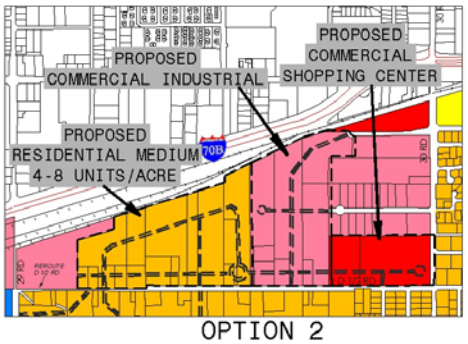
(2) Option 2 – Includes proposed residential four to eight units per acre north of D 1/2 Road and west of 29 1/2 Road and commercial/industrial east of 29 1/2 Road and north of D 1/2 Road with neighborhood commercial at the northwest corner of D 1/2 and 30 Roads.



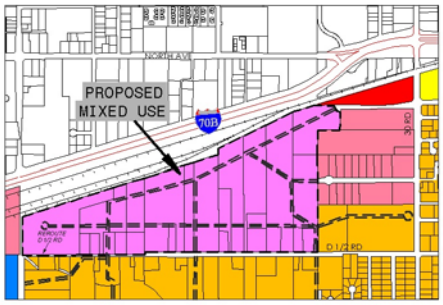
OPTION 1

(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.



OPTION 2



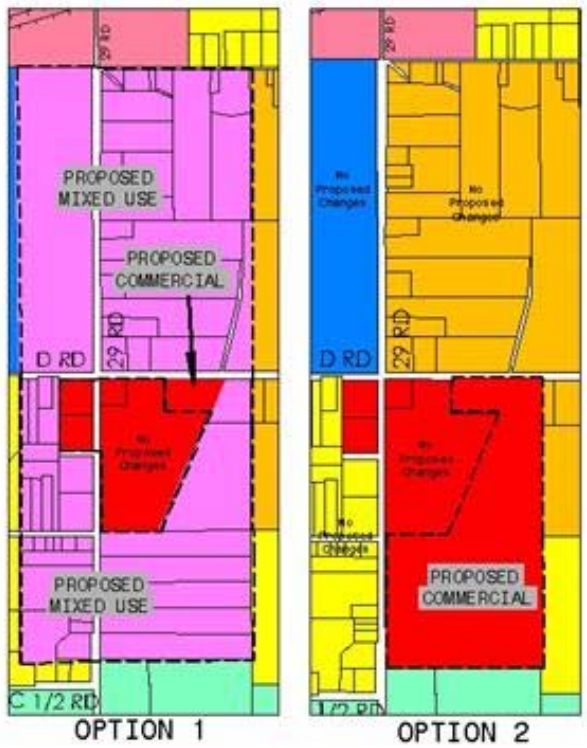
OPTION 4

(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.

(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.

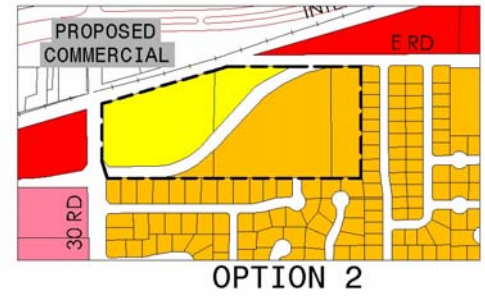
(3) Option 3 – Increase density from residential medium (four to eight units per acre) to residential medium high (eight to 12 units per acre) for the area east and south of the commercial area. **Option 3 is the preferred alternative and is being recommended for adoption.** (See Future Land Use Changes 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/Colorado Mesa University (formerly Mesa State College) property.

Colorado Mesa University (formerly 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 Colorado Mesa University (formerly Mesa State College) property.

(Senate Bill 11-265, 6-6-11; 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”).

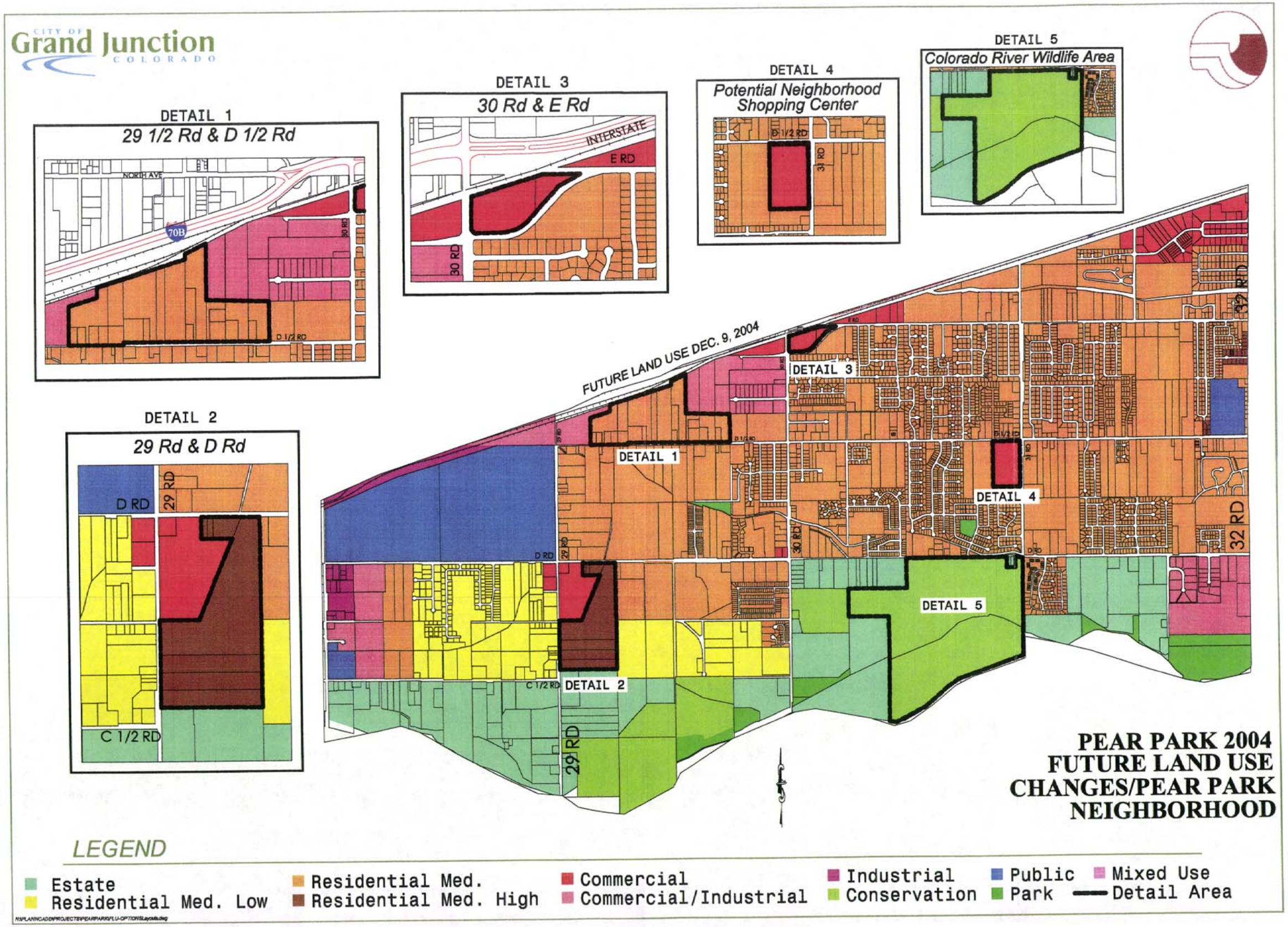
(3) Subarea C. From “Estate” to “Residential Medium.”

(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)

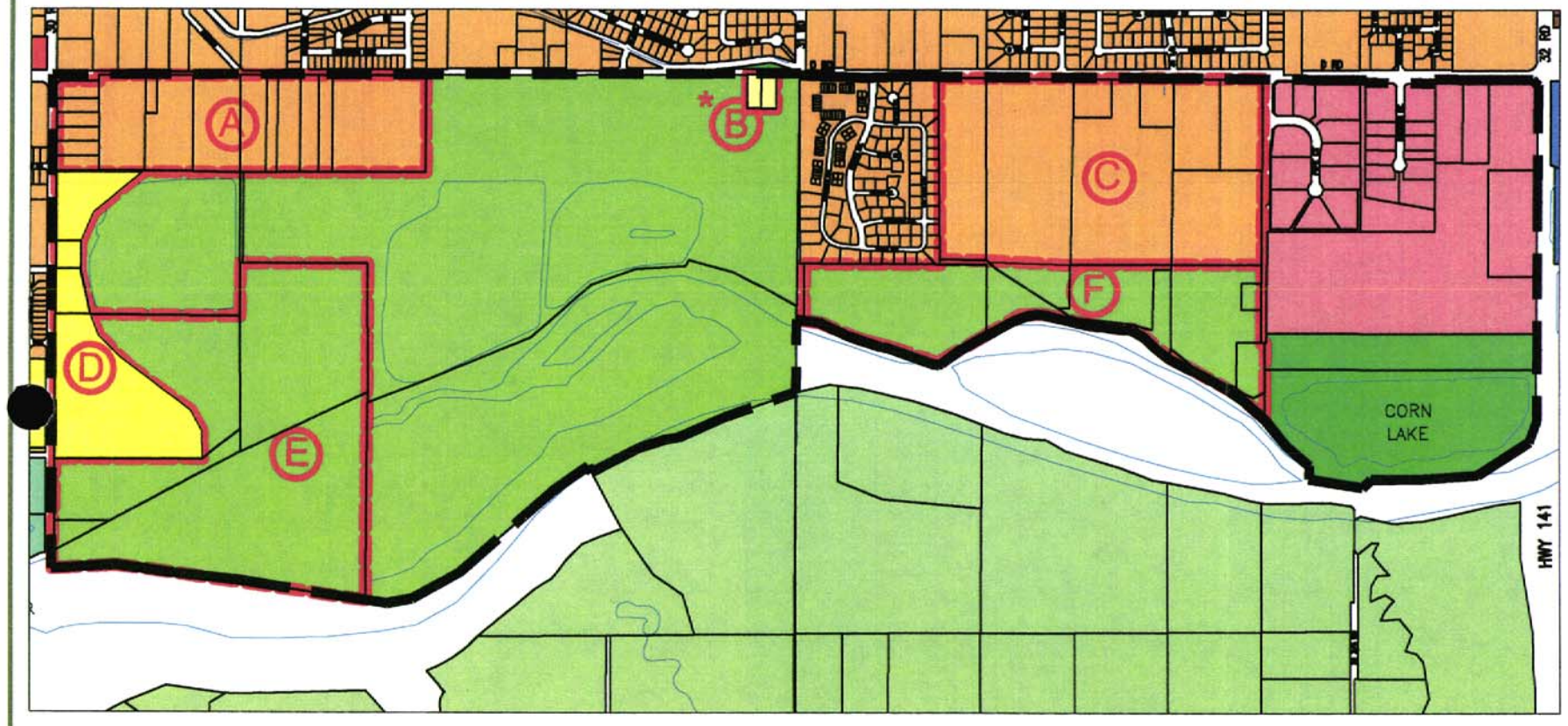

CITY OF Grand Junction COLORADO
DETAIL 1
29 1/2 Rd & D 1/2 Rd
NORTH AVE
D 1/2 RD
DETAIL 3
30 Rd & E Rd
INTERSTATE
E RD
30 RD
DETAIL 4
Potential Neighborhood Shopping Center
D 1/2 RD
31 RD
DETAIL 5
Colorado River Wildlife Area
DETAIL 2
29 Rd & D Rd
D RD
29 RD
C 1/2 RD
FUTURE LAND USE DEC. 9, 2004
DETAIL 1
DETAIL 3
DETAIL 4
DETAIL 5
DETAIL 2
30 RD
32 RD
PEAR PARK 2004
FUTURE LAND USE
CHANGES/PEAR PARK
NEIGHBORHOOD
LEGEND
Estate
Residential Med. Low
Residential Med.
Residential Med. High
Commercial
Commercial/Industrial
Industrial
Conservation
Public
Park
Mixed Use
Detail Area

Adopted Future Land Use Map

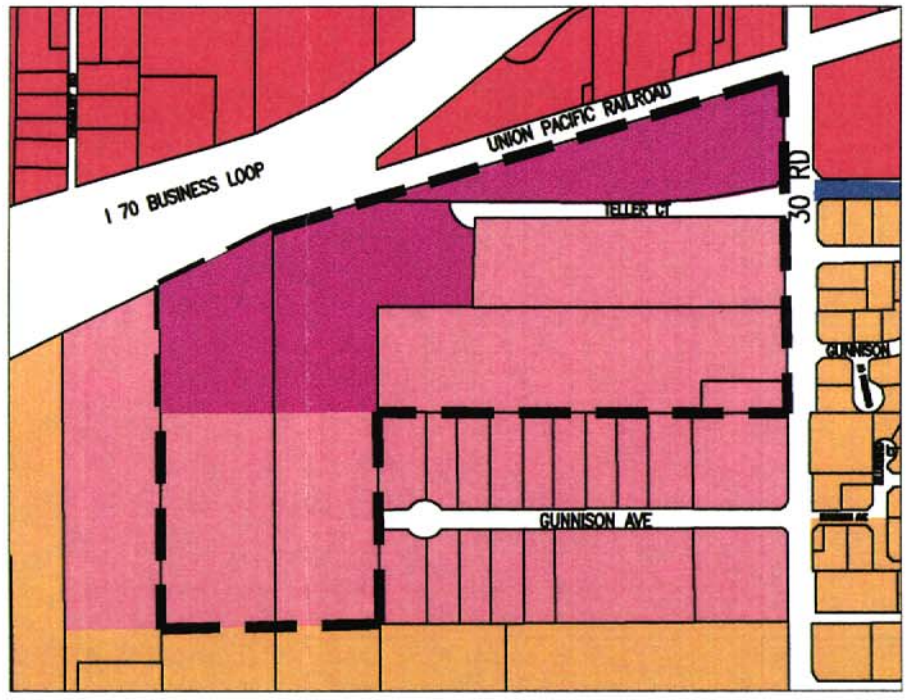
April 20, 2005

CITY OF Grand Junction COLORADO

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.**

(Source: Denver Water Board)

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.

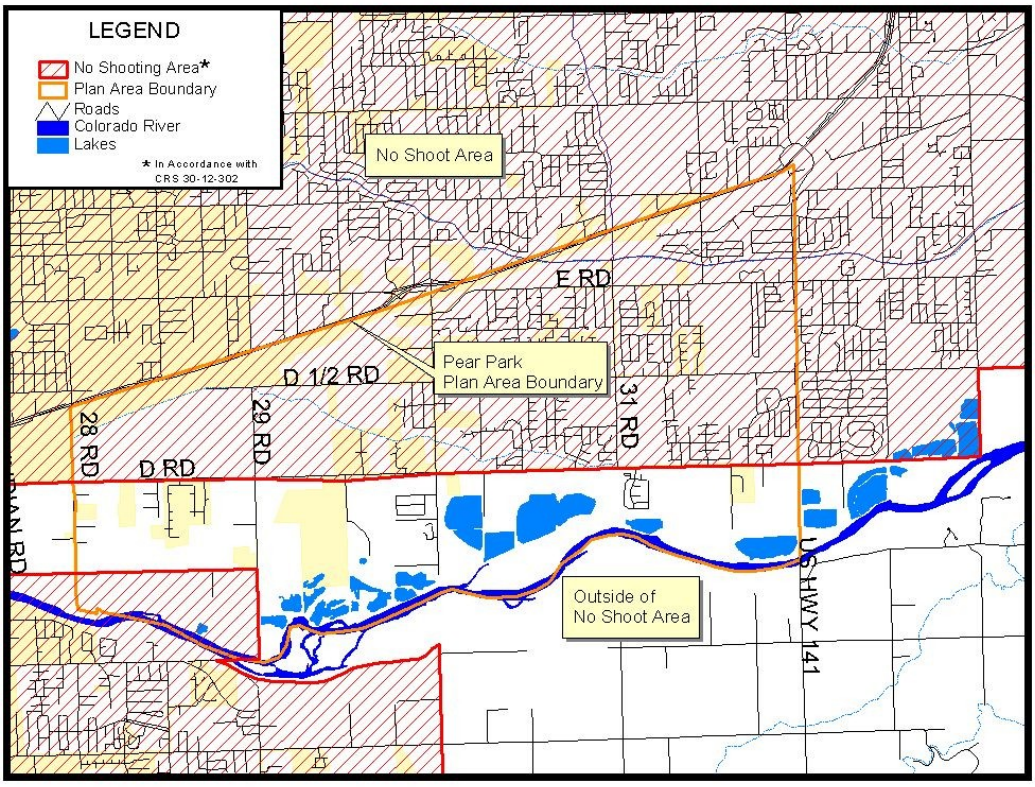
The Sheriff's Department averages 10 service calls per day in the Pear Park neighborhood and the City of Grand Junction Police Department averages 1.5 calls per day. It is estimated that 65 percent of those calls are assistance related and the other 35 percent are enforcement related.

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:

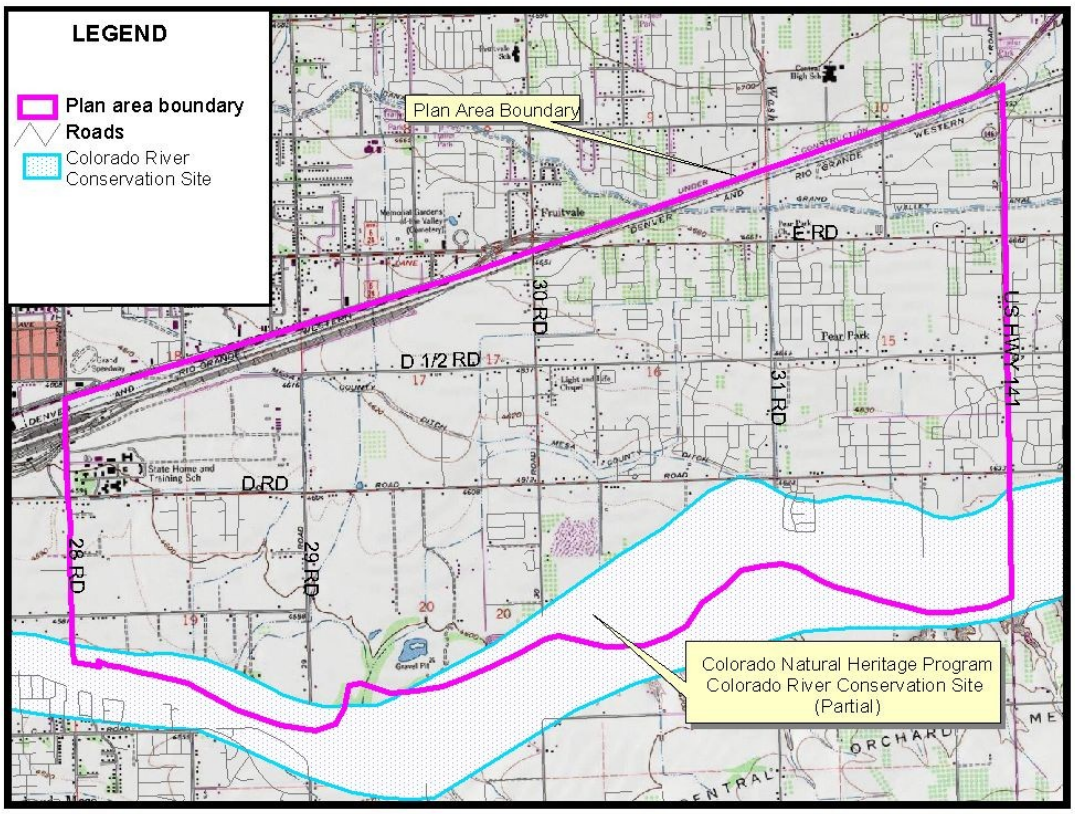
(1) Agriculture.

(2) Gravel extraction and reclamation.

(3) Residential, cultural, commercial and business development.

(Res. 13-05, 1-5-05)

37.36.020 Wildlife.



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*;
- Southwester blackhead snake, *Tanitilla hobartsmithi*; and
- Western yellowbelly racer, *Coluber constrictor mormon*.

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.





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.



Elam Gravel Pit on D Road

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.

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.

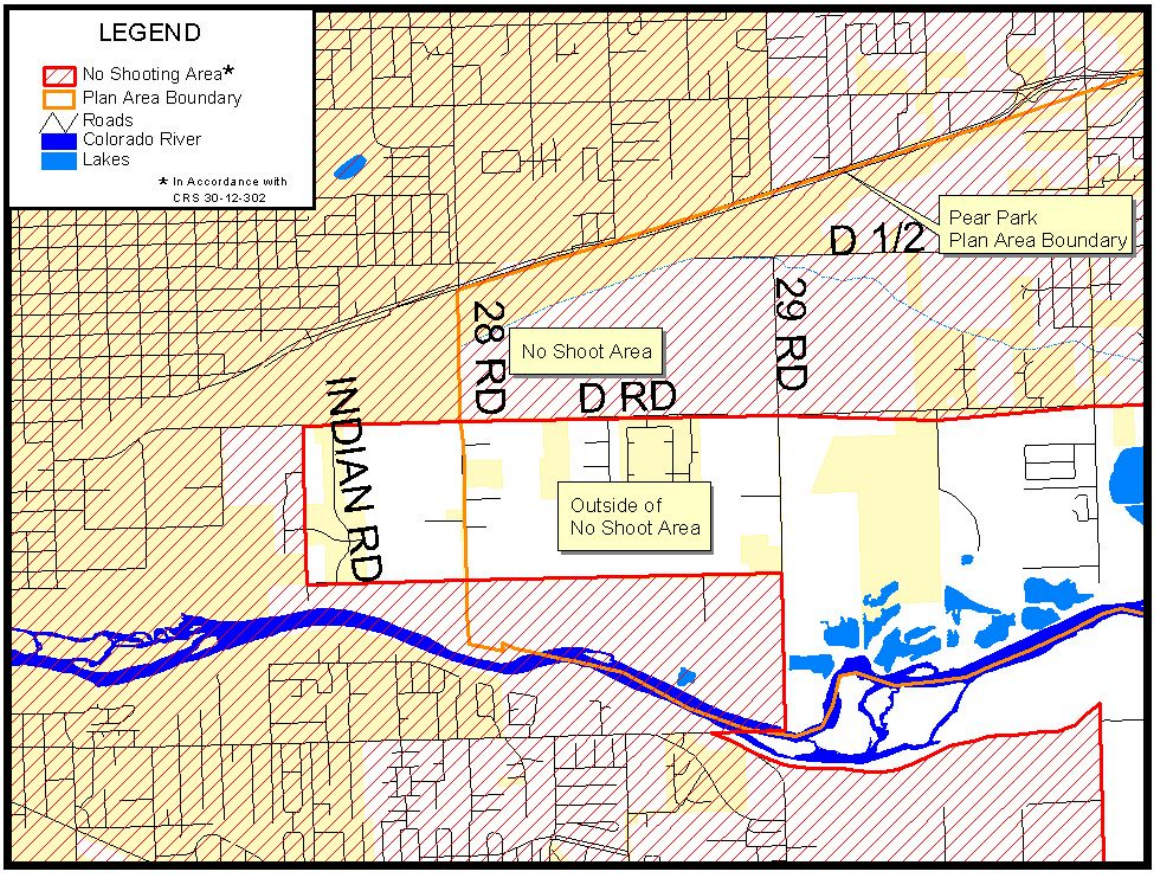
(6) Best management practices for resource protection that considers both on- and off-site impacts from development.

(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.

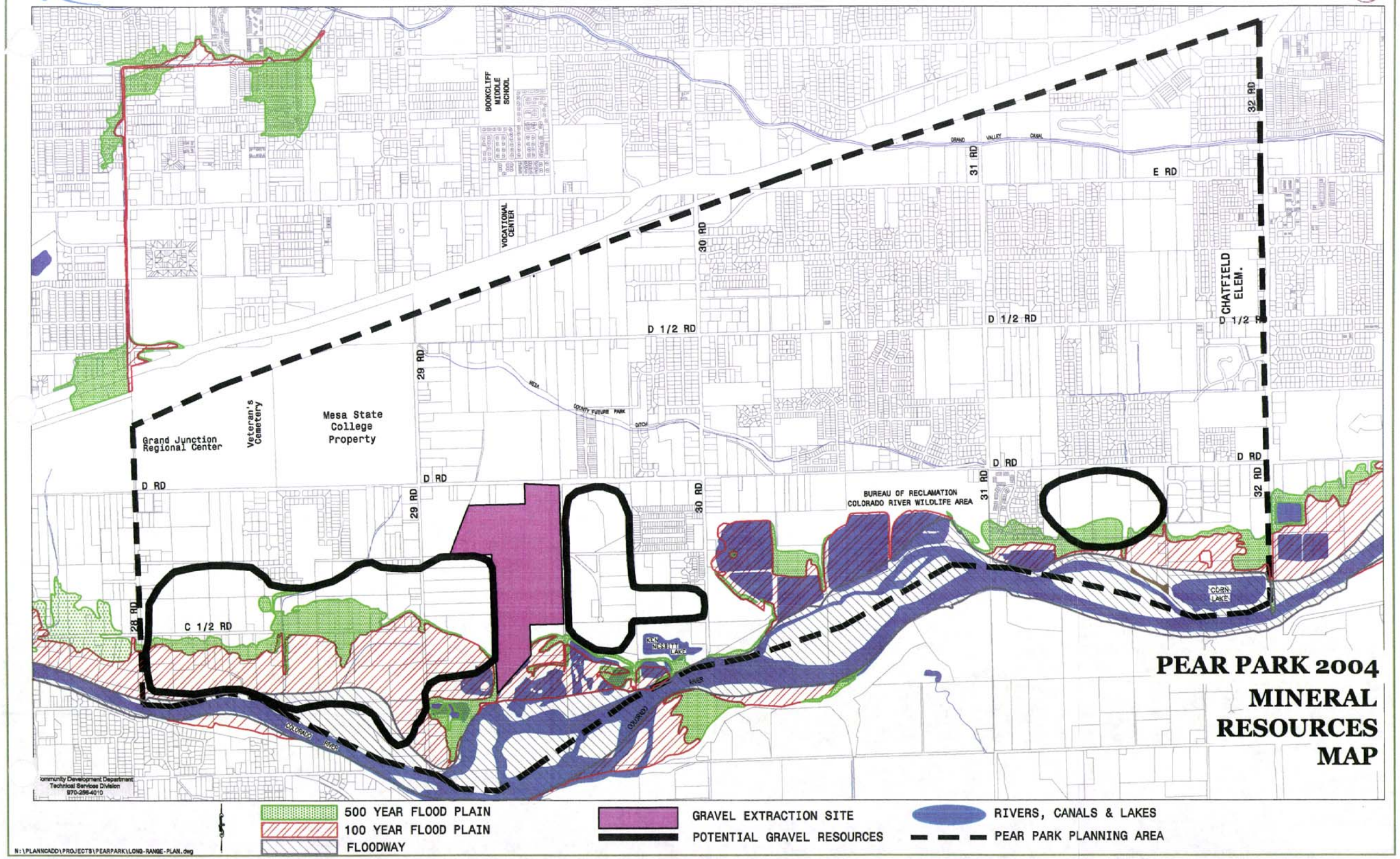
(f) Revise the "no shoot" boundary along the Colorado River. Specifically: move the existing west boundary which is just west of Indian Road east to 29 Road. Move the existing north boundary (D Road) south to C 1/2 Road. See figure below.



Mesa County Shooting Closure (2004)

(Res. 13-05, 1-5-05)

PEAR PARK NEIGHBORHOOD



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
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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

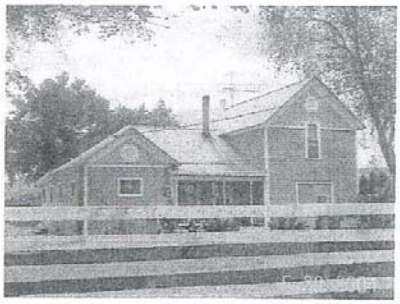
APPENDIX C

PEAR PARK RURAL SITES



3070.D
5ME.2839
1900

3070 D Road



3080.D5

1900

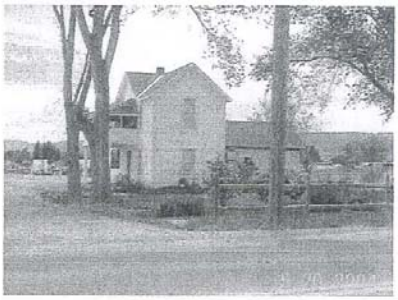
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3178.D

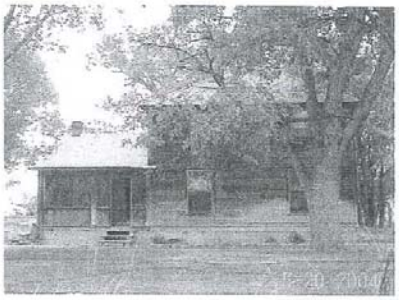
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3178 D Road



3085.D5
5ME.2841
1900

3085 D.5 Road



2990.D5
5ME.1895
1905

2990 D.5 Road



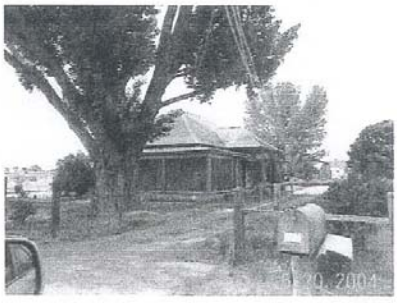
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5ME.2838
1895

3095 D.5 Road



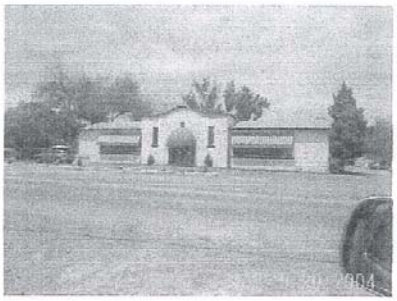
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5ME.2792
1906

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

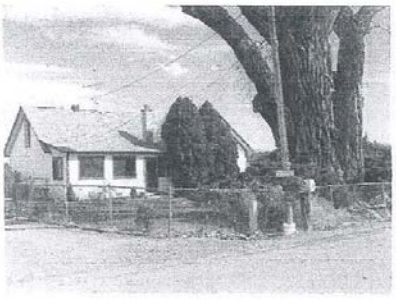
3046 E Road



3055.E

1900

3055 E Road



350.30R

5ME.1922

1897

350 30 Road

Title 38

(Reserved)

Title 39

ORCHARD MESA NEIGHBORHOOD PLAN



Chapters:

39.04 Introduction
39.08 Community Image
39.12 Future Land Use and Zoning
39.16 Rural Resources
39.20 Housing Trends
39.24 Economic Development
39.28 Transportation
39.32 Public Services
39.36 Stormwater
39.40 Parks, Recreation, Open Space and Trails
39.44 Mesa County Fairgrounds
39.48 Natural Resources
39.52 Historic Preservation
39.56 Appendix: Maps

Chapter 39.04

INTRODUCTION

Sections:
39.04.010 Generally.
39.04.020 Location.
39.04.030 Purpose of plan.
39.04.040 Demographics.
39.04.050 Growth and development of centers.
39.04.060 The planning process.
39.04.070 How the plan is organized.
39.04.080 Plan topics.

39.04.010 Generally.

(a) The 2010 Grand Junction Comprehensive Plan Vision for the area is to "become the most livable community west of the Rockies."

(b) The Orchard Mesa planning area is one of 10 planning areas identified within the boundaries of the Comprehensive Plan. The joint plan between the City of Grand Junction and Mesa County established six guiding principles that will shape growth and help the community achieve its vision:

(1) Concentrating growth in "Centers."

(2) Developing and growing using sustainable growth patterns.

(3) Encouraging more variety in housing choice.

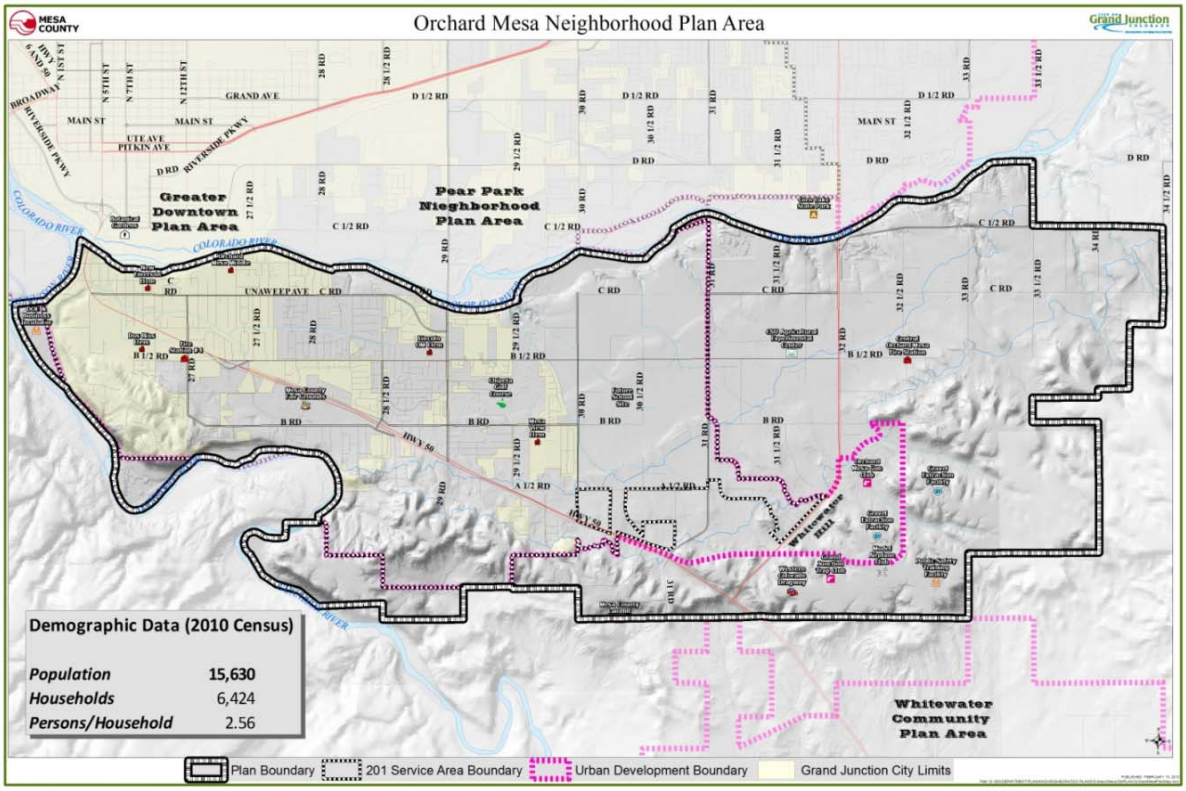
(4) Creating a grand green system of connected recreational opportunities.

(5) Establishing a balanced transportation system accommodating all modes of travel.

(6) Preserving Grand Junction as a regional center providing diverse goods and services.

(c) Goal 1 of the 2010 Comprehensive Plan is to implement the Comprehensive Plan in a consistent manner between the City, Mesa County and other service providers.

Figure 1: Orchard Mesa Neighborhood Plan Area



(Ord. 4629, 5-7-14)

39.04.020 Location.

The Orchard Mesa Neighborhood Plan area is bounded by the Gunnison and Colorado Rivers, Whitewater Hill and 34 1/2 Road (Figure 1; Appendix Map 1 and 2). The plan area is generally urban or urbanizing west of 31 Road. East of 31 Road, the land uses are rural, and are designated as such in the 2010 Grand Junction Comprehensive Plan. There is an area in and around the Valle Vista subdivision and Springfield estates, along Highway 141, that is urban but surrounded by rural land uses. The urban development boundary further delineates the areas that are intended for urban development.

(Ord. 4629, 5-7-14)

39.04.030 Purpose of plan.

Developing a plan for Orchard Mesa allows residents, business owners and others to focus on neighborhood growth issues and helps create a livable community now and in the future. The Orchard Mesa Neighborhood Plan complements the Comprehensive Plan and focuses on specific quality of life issues that were identified during the planning process. At the time of the adoption of the 2010 Comprehensive Plan, the 1995 Orchard Mesa Neighborhood Plan (revised in 2000) was sunset, so it is no longer in effect. This is a new 25-year plan for Orchard Mesa.

The plan develops the long-range vision for Orchard Mesa by building upon the 2010 Comprehensive Plan. Specific Orchard Mesa goals and actions have been established in the plan to implement the vision of the Comprehensive Plan and address Orchard Mesa's particular issues.

(Ord. 4629, 5-7-14)

39.04.040 Demographics.

(a) Orchard Mesa Plan Area Population.

Table 1: 2010 Census Data

2010 CENSUS	Orchard Mesa	Grand Junction	Mesa County
Population	15,630	58,566	146,723
Total Households	6,424	26,170	62,644
Occupied Households	6,105	24,311	58,095
% Occupied	95%	92.9%	92.7%
Persons/Household	2.56	2.29	2.46
% Owner-Occupied	83.3%	62.4%	71.4%
% Renter-Occupied	16.7%	37.6%	28.6%

Source: 2010 U.S. Census data; Colorado State Demographer; Mesa County Assessor Records

Table 2: Population Projections, 2010 – 2040

	2010	2020	2030	2040	% Change, 30-Year	Average Annual Growth Rate
Urban	14,377	17,782	19,990	23,360	62.5%	1.63%
Rural	920	1,012	1,108	1,194	29.8%	0.87%
Total	15,297	18,805	21,096	24,575	60.6%	1.59%

Source: Mesa County Regional Transportation Planning Office

Note: 2010 base population difference from 2010 Census is due to minor boundary differences.

(b) Housing Vacancy. The 2010 census shows 95 percent of the housing units on Orchard Mesa were occupied. This is higher than both the City and County rates of just under 93 percent. About 75 percent of the homes in the Orchard Mesa Plan area were owner-occupied. Again, this is a higher percentage than in the City of Grand Junction (62 percent) and Mesa County (71 percent). The rate of owner occupancy in the unincorporated areas was even higher, at over 83 percent.

(c) Commercial Vacancy. In June 2013 Orchard Mesa led the City of Grand Junction in the percentage of vacant commercial buildings at 15.5 percent. That vacancy rate increased to 16.9 percent in August 2013.

(d) Housing Type Versus Population Needs. A guiding principle of the 2010 Comprehensive Plan is the need to provide housing variety for our population. The majority of housing on Orchard Mesa is detached single-family homes. More variety in housing types is needed that will better serve the needs of a diverse population made up of singles, couples, households with children, those just starting out, and retirees. The most significant population increase in the next 30 years will be in the 65 and older age group. The percentage of the population age 17 and younger is expected to stay steady, meaning the number

Translating the Vision
(2010 Grand Junction Comprehensive Plan)

"What does "livable" mean for Land Use?

- *A broad range and balance of uses.*
- *Quality employment opportunities with a mix of job types.*
- *Provision of housing, jobs, services, health and safety for all its residents.*
- *Value of our agricultural background.*
- *Services and shopping are close to where we live to cut down the amount of cross-town traffic, decrease commuting times and reduce air pollution.*

of people age 18 to 64, as a percentage of the overall population, will decline. This will have a significant impact on the type of housing that will be in demand.

(e) Low-Income/At-Risk Population. There is a misperception that a significant number of low-income or at-risk families and individuals reside in the Orchard Mesa area. While there are clusters of poverty, the Orchard Mesa community as a whole is much like any other part of the Grand Junction area. One indicator to identify this population is those served by Mesa County Department of Human Services (DHS). In reality, recipients of DHS services are spread over most of the county. The majority resides in the urbanized areas in the valley, which is the most populous area of the county, but as a proportion of the overall population, the number of lower-income residents is no greater than in other parts of the county. Orchard Mesa's younger median age relative to the rest of Grand Junction is another factor; young singles and families who are just starting out generally earn less than older people who have become more established in their jobs. There are middle- and upper-income homes and stable living environments throughout Orchard Mesa.



(Ord. 4629, 5-7-14)

39.04.050 Growth and development of centers.

The 2010 Comprehensive Plan established the future land uses for the Orchard Mesa Neighborhood Plan area, providing for the future growth anticipated for the Grand Junction area. The Comprehensive Plan contemplates growth over the next 25 years or longer, envisioning a doubling of the population. It identifies the need to grow in a more compact way, but in a manner that is predictable and doesn't adversely affect existing neighborhoods. To achieve this goal, mixed-use centers were envisioned at key locations. Orchard Mesa has two areas where such centers are identified. Below is a brief description of these two centers, with additional information found in the land use and zoning chapter.

(a) Existing Neighborhood Center at B 1/2 Road and Highway 50. This neighborhood center already exists with a major grocery store, public library, restaurants, and other services. There is vacant property available for growth in the center, with zoning in place for residential housing and additional commercial and public services. The County Fairgrounds and parks are immediately south across Highway 50.

A typical neighborhood center is pedestrian-oriented and can expect to have several buildings one to three stories in height encompassing an area less than 20 acres in size. They are developed to be compatible with surrounding neighborhoods while providing many of the services those neighborhoods need. The land uses are a mix of uses including convenience-oriented commercial (gas stations, grocers, dry cleaner, bakery, coffee shop, etc.), and may include service providers and facilities such as a fire station, post office, and library. Medium-density residential uses including townhomes and small apartments/condominiums are integrated within or immediately adjacent to the center. Walk-to neighborhood parks, public squares, and similar amenities may be located in or near the center.

(b) Future Village Center at 30 Road and Highway 50. This future village center is not anticipated to be developed until Orchard Mesa has seen sufficient growth to support it and services have been extended to the area. It most likely will be many years before development in the area can support a village center at this location.

A village center is larger than a neighborhood center. It is a mixed-use center that is pedestrian-oriented with more buildings and additional heights up to five stories. It allows for a broader range of density and intensity with an inclusion of community service providers and facilities like libraries, fire stations, police stations, recreation centers, parks, post offices, etc. A mix of uses is expected including large- to medium-sized stores and convenience-oriented retail. Residential densities taper

downward ("transition") gradually to match or complement surrounding neighborhoods. Establishing a unique character through architecture and/or urban design for a village is desirable.

(Ord. 4629, 5-7-14)

39.04.060 The planning process.

The purpose of a neighborhood plan is to establish the means for existing and future residents and businesses to achieve a desired quality of life and help their community thrive. The plan defines the vision and identifies specific issues; it establishes goals, policies and action steps that will improve existing conditions; and shapes future growth. Based on the 2010 Comprehensive Plan's vision, the Orchard Mesa Neighborhood Plan provides greater detail on how to address specific concerns and issues Orchard Mesa will face as the area grows and develops.

Public participation is very important in identifying the issues and concerns of the citizens, business owners and service providers. The City and County began the planning process for the Orchard Mesa Neighborhood Plan in early 2013 as a joint planning effort. Much of the planning area lies outside of the city limits, underlying the importance and ongoing partnership between Mesa County and Grand Junction.

The process included 11 focus groups/stakeholder meetings, six open houses and three joint City/County Planning Commission workshops. The Board of County Commissioners and City Council were also briefed through the process. Over 320 people participated in the initial six open houses with approximately 93 written comments received. In addition, staff received information and issues identified by Orchard Mesa service and utility providers, homeowner associations and the business community at 11 focus group meetings.

(Ord. 4629, 5-7-14)

39.04.070 How the plan is organized.

The issues and topics that garnered the most interest during the planning process included the following 12 topic areas separated into 12 chapters in the plan. Each chapter includes one topic area that describes existing conditions/background, community-wide goals and policies from the 2010 Comprehensive Plan, and specific Orchard Mesa goals and actions:

(a) Existing Conditions/Background. A description of Orchard Mesa as it exists, plus any known issues or needs.

(b) Goals. General statements of an achievable future condition or end; broad public purposes toward which policies and programs are directed.

(c) Policies. A set of guidelines for enacting goals. Policies are intended to bring predictability to decision-making.

(d) Actions. Specific steps or strategies to implement a policy and reach a goal.

(Ord. 4629, 5-7-14)

39.04.080 Plan topics.

(a) Community Image. The current condition and look of the U.S. Highway 50 corridor is a concern for many that have participated in this planning process. Dilapidated buildings, vacant businesses, junk and weeds are also issues identified.

(b) Future Land Use and Zoning. Growth of Orchard Mesa over the next 30+ years will be shaped by the 2010 Comprehensive Plan's Future Land Use map. Major changes to that map are not part of this planning effort, except the plan does include a change to the neighborhood center. The 2011/12 construction of a major sewer line along Highway 141 (32 Road) that runs between Clifton and Whitewater is a major concern and issue identified.

(c) Rural Resources. In addition to keeping the 32 Road corridor rural, the protection of agricultural businesses including agritourism has been paramount for the majority of those participating.

(d) Transportation. One of the most significant issues for citizens is making the Highway 50 corridor multi-modal with bike, transit and pedestrian facilities. “Complete Streets” that provide access to users of all ages, abilities and modes is a priority for Orchard Mesa. Providing safe access across Highway 50 from the neighborhoods located on both sides of the corridor, and providing safe walking routes for schoolchildren is especially important. Linking neighborhoods to the Colorado Riverfront trail system and the Old Spanish Trail northern branch that enters Orchard Mesa from the south has also been identified.

(e) Economic Development. Current business vacancy on Orchard Mesa has risen recently to almost 17 percent, emphasizing the need to help find ways for business to be successful on Orchard Mesa. Residents have stated their desire for more neighborhood services and businesses to be available on Orchard Mesa. The anticipated growth of activities at the Mesa County Fairgrounds and the further development of Whitewater Hill including the public safety training facility will be regional attractions that should spur economic development on Orchard Mesa.

(f) Parks, Recreation, Open Space and Trails. The underserved areas without nearby parks, the future of Confluence Point above the Colorado and Gunnison Rivers, the Old Spanish Trail (Sisters Trails network), private homeowner association parks, and access to public lands and trail systems are all of interest to the citizens of Orchard Mesa.

(g) Stormwater. Performing pre-disaster mitigation and improving and maintaining drainage facilities collectively among drainage partners is important for 400 acres and 700 structures inside an identified 100-year floodplain located in the center of the urban area of Orchard Mesa.

(h) Mesa County Fairgrounds. The Mesa County Board of Commissioners adopted a master plan for the fairgrounds on December 20, 2012. The master plan includes additional facilities that will attract more events and people to the facility, reinforcing its presence as an economic driver on Orchard Mesa.

(h) Public Utilities and Services. Services provided to our citizens are an important part of our quality of life and for Orchard Mesa what helps it be a great place to live and do business. These include utilities, community facilities (schools, libraries, etc.) and public health and safety, including fire, law enforcement, and medical services.

(i) Housing Trends. The 2010 Comprehensive Plan identified deficiencies and lack of diversity in housing choice throughout the Grand Junction area. This Orchard Mesa plan looks at how Orchard Mesa is doing in achieving the Comprehensive Plan’s guiding principle of providing housing variety in our community.

(j) Natural Resources. Orchard Mesa is rich in gravel deposits and has abundant wildlife in an environment where urban development now interfaces. How the growing community deals with these issues is important.

(k) Historic Preservation. Orchard Mesa has a national historic trail that has been identified and recognized. Additionally, there are locally significant historic homes, structures and sites.

(Ord. 4629, 5-7-14)

Chapter 39.08

COMMUNITY IMAGE



Sections:

39.08.010 Background.
39.08.020 2010 Comprehensive Plan goals and policies.
39.08.030 Orchard Mesa community image.

39.08.010 Background.

(a) How the community is portrayed affects many things including business climate, housing values and general quality of life aspirations. The first thing most people see when entering Orchard Mesa is the U.S. Highway 50 corridor. It divides residential neighborhoods, creates a barrier for kids to get to school, and has no pedestrian and bicycle facilities. Some commercial properties along the corridor have struggled with vacancy rates running higher than other areas of Grand Junction; 16.9 percent of commercial buildings on Orchard Mesa were vacant according to a September 2013 Grand Junction vacancy survey (Appendix Map 3). Poorly maintained commercial and residential properties, weeds and junk further diminish the image of the community.

Community Aesthetics

(2010 Grand Junction Comprehensive Plan)

"Area residents take pride in their community and have shown an interest in preserving and reinforcing the aesthetics of areas visible to the public. The Comprehensive Plan preserves past objectives to enhance the community's appearance. These include dressing up gateways and improving development standards for commercial and industrial areas. The plan recommends stronger design guidelines, especially in the highly visual areas of the community."





The 2010 Comprehensive Plan's vision is "To become the most livable community west of the Rockies."

(b) The Comprehensive Plan envisions a community that:

(1) Provides housing, jobs, services, health and safety for all its residents.

(2) Values our agricultural background; enjoys open spaces and a small-town feel.

(3) Has services and shopping close to where we live to cut down the amount of cross-town traffic and commute times to our jobs and to reduce air pollution.

(4) Wants neighborhoods and parks to be connected and close so our children have a safe place to play.

(5) Is willing to increase density in core areas, if that can prevent sprawl and encourage preservation of agricultural lands.

(6) Wants a broader mix of housing for all.

(7) Wants a community with a healthy economy and opportunities to raise families in a supportive, safe environment with good schools.

(8) Wants a transportation system that balances possibilities for cars, trucks, transit, bicycles and pedestrians.

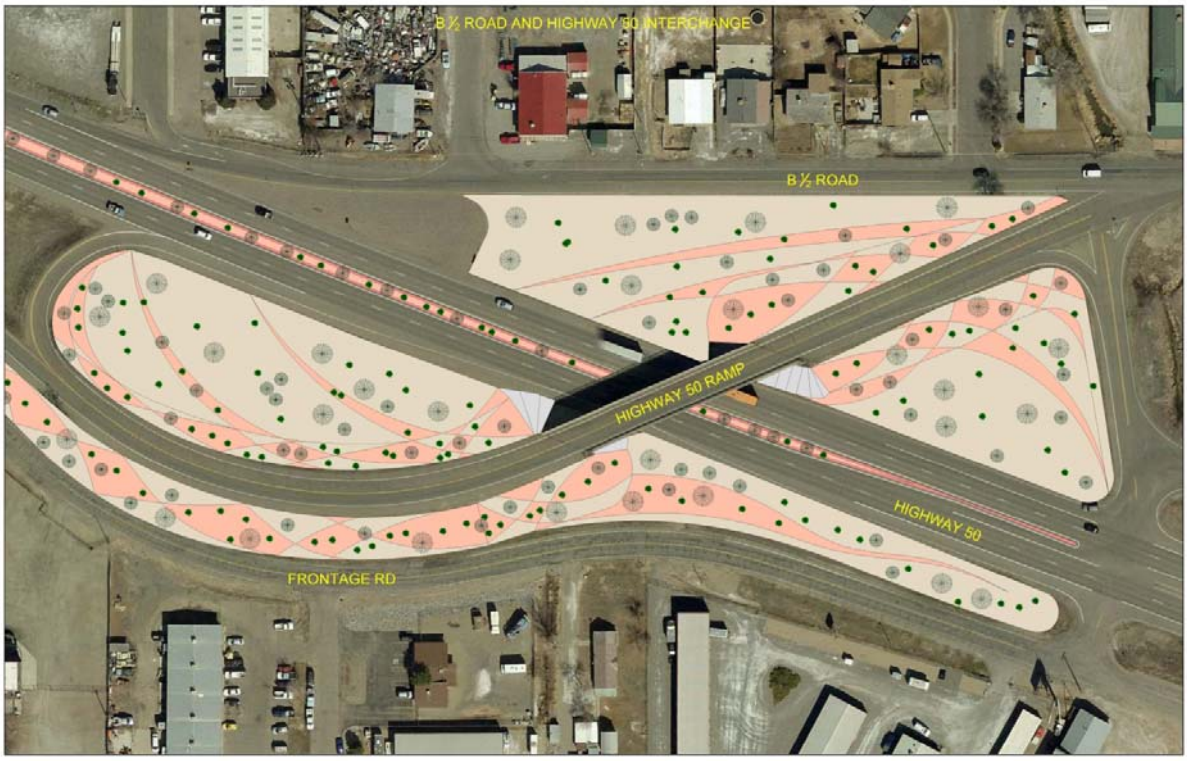
(9) Wants opportunities for growth without sacrificing the quality of life that we have come to expect.

(10) Recognizes tourism and agritourism as a significant part of the economy. Without careful planning, agriculture and the lifestyles surrounding it will disappear under the weight of urban sprawl.



(c) Community gateways and aesthetics have been a topic of discussion for years in Grand Junction and U.S. Highway 50 that enters Orchard Mesa from the south and runs through the community is a very important gateway to Grand Junction. Beautifying the corridor continues to be a priority. A conceptual design has been done for the beautification of the interchange on the highway at B 1/2 Road (Figure 2). This section of the highway is a distinct visual cue that you have arrived for travelers entering Grand Junction from the south.

Figure 2: B 1/2 Road Interchange Beautification Concept



(d) Neighborhoods play an important role in improving the livability and image of the community. A neighborhood can be as small as a block of houses and as big as the Orchard Mesa plan area. There are numerous neighborhoods throughout the City of Grand Junction that have registered with the City. On Orchard Mesa that number includes 17 registered neighborhoods or homeowner associations representing 1,203 dwelling units/lots. Mesa County does not track homeowner associations (HOAs) in the unincorporated area. However, State law requires all HOAs to register with the Department of Regulatory Agencies, or DORA, which maintains a searchable database; as of 2013, there were three HOAs in the unincorporated area, representing 450 dwelling units/lots, in the database.

The City of Grand Junction has a program in place to help neighbors get involved in their community. Administered through the Economic Development and Sustainability Division, the City of Grand Junction Neighborhood Program is a way of building a stronger sense of community, beginning with small groups of motivated people. The program evolved from a goal stated in City Council's 2002-2012 Strategic Plan: "A vital, organized network of neighborhoods will exist throughout the City, linked with parks and schools and supported by City resources and active citizen volunteers."

Often problems within a neighborhood raise residents' interest and concern. The Neighborhood Program seeks to build a sense of community to promote proactive pride, safety, volunteering and fun within neighborhoods rather than merely a group that deals with controversy as it arises.

(Ord. 4629, 5-7-14)

39.08.020 2010 Comprehensive Plan goals and policies.

(a) Goal 8. Create attractive public spaces and enhance the visual appeal of the community through quality development.

(1) Policies.

(i) Design streets and walkways as attractive public spaces.

(ii) Construct streets in the City Center, village centers, and neighborhood centers to include enhanced pedestrian amenities.

(iii) Enhance and accentuate the City "gateways" including interstate interchanges, and other major arterial streets leading into the City.

(iv) Use outdoor lighting that reduces glare and light spillage, without compromising safety.

(v) Encourage the use of xeriscape landscaping.

(vi) Encourage the revitalization of existing commercial and industrial areas.

(Ord. 4629, 5-7-14)

39.08.030 Orchard Mesa community image.

(a) Goal 1. The Orchard Mesa community has safe and attractive entrances.

(1) Actions.

(i) Identify key locations and create entry features and signage that identifies arrival to Grand Junction.

(ii) Create wayfinding signage that guides visitors to area attractions.

(iii) Create a streetscape plan for the Highway 50 corridor.

(iv) Local governments, the Regional Transportation Planning Office and the Colorado Department of Transportation will work together to beautify the Highway 50 corridor.

(v) Develop funding sources for public beautification and improvement projects.

(b) Goal 2. The quality of life on Orchard Mesa is preserved and enhanced.

(1) Actions.

(i) Establish and support Neighborhood Watch, Safe Routes to Schools, and other programs that will make neighborhoods safer.

(ii) Support neighborhood programs for existing neighborhoods.

(iii) Identify view sheds/corridors that are important to the community.

(c) Goal 3. Neighborhoods are attractive, cohesive and well-maintained.

(1) Actions.

(i) Assist the public by providing information on existing codes and programs.

(ii) Work through neighborhood organizations to encourage property maintenance and junk and weed control.

(iii) Support the enforcement of codes for weeds, junk and rubbish.

(d) Goal 4. The rural character outside the urbanizing area of Orchard Mesa is maintained.

(1) Actions.

(i) Support the growth of agricultural operations outside the urbanizing area.

(ii) Maintain and support zoning that provides for agricultural uses and a rural lifestyle outside the urbanizing area.

(Ord. 4629, 5-7-14)

Chapter 39.12

FUTURE LAND USE AND ZONING

Sections:

39.12.010 Background.
39.12.020 Neighborhood and village centers.
39.12.030 Changes to the Comprehensive Plan Future Land Use Map.
39.12.040 Annexation.
39.12.050 Industrial development.
39.12.060 2010 Comprehensive Plan goals and policies.
39.12.070 Orchard Mesa future land use and zoning.

39.12.010 Background.

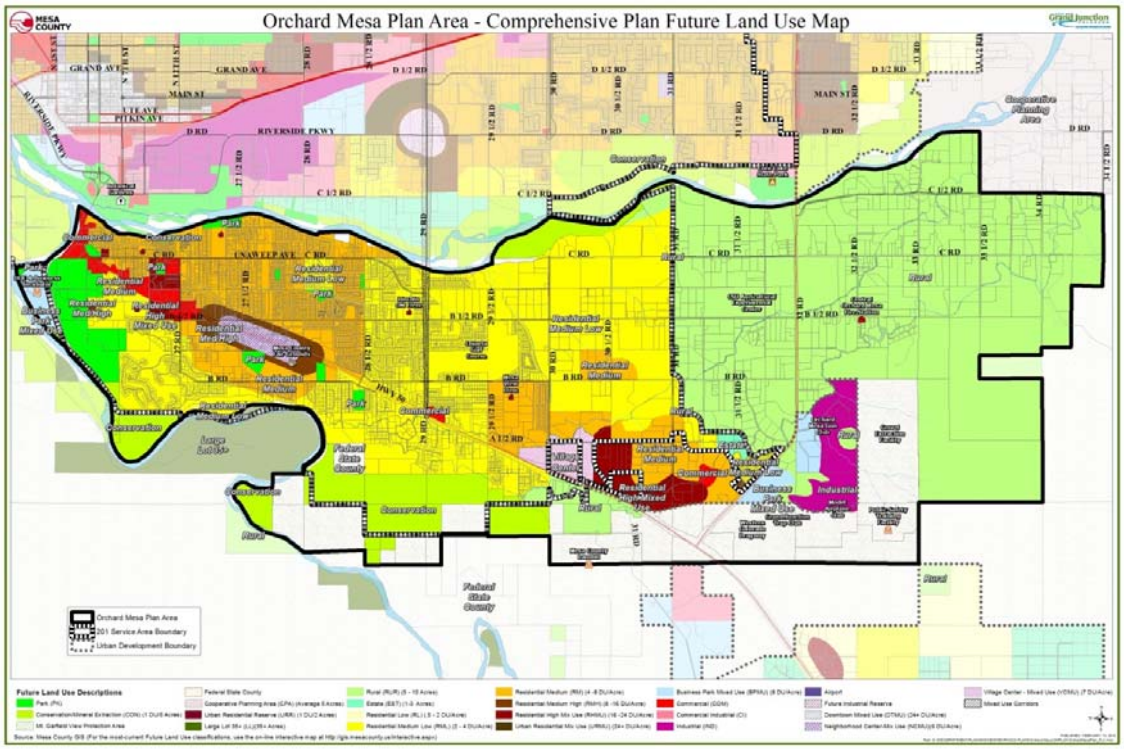
(a) In 2010 the City of Grand Junction and Mesa County adopted the Grand Junction Comprehensive Plan, which identified a range of densities on Orchard Mesa (Figure 3; Appendix Map 4). The land within the Urban Development Boundary (UDB) allows urban densities to develop as the urban core moves outward. As development occurs within the Persigo sewer service boundary, annexation into the City of Grand Junction is required, and urban services are provided. The area that is within the UDB is transitional, with some rural properties intermixed within urban areas. It is expected that some of these rural land uses within the urbanizing area will continue for years to come. It is important to recognize the right of agricultural uses to continue until the property is developed.

Achieve an Appropriate Balance of Land Uses

(2010 Grand Junction Comprehensive Plan)

"Find an appropriate balance between the resident's respect for the natural environment, the integrity of the community's neighborhoods, the economic needs of the residents and business owners, the rights of private property owners and the needs of the urbanizing community as a whole."

Figure 3: 2010 Comprehensive Plan Future Land Use Map



(b) During the 2010 Comprehensive Plan's public process the public spoke about many priorities including:

(1) Locating future urban growth of high intensity/density adjacent to Highway 50;

(2) Preserving the river corridor as open land;

(3) Developing trails;

(4) Supporting cottage industries over other commercial and industrial land uses in the area;

(5) Preserving orchards and vineyards;

(6) Preserving agricultural land; and

(7) Limited industrial land on Orchard Mesa.

(c) Zoning districts implement the future land use map and the goals and policies of the Comprehensive Plan (Appendix Map 5). One of the guiding principles of the Comprehensive Plan is to have sustainable growth patterns in order to expand services efficiently and cost-effectively. The desired development pattern is to develop infill areas first, where it is most economical to extend and provide services, and then outward in a concentric pattern, rather than leapfrogging and developing beyond urban neighborhoods. Redevelopment of existing underdeveloped properties allows property owners to take full advantage of allowed land uses and densities as well as existing infrastructure (Appendix Map 7).

Infill
(2010 Grand Junction Comprehensive Plan)

"Much of future growth is focused inward, with an emphasis on infill and redevelopment of underutilized land, especially in the City Center which includes downtown. Growing inward (infill and redevelopment) allows us to take advantage of land with existing services, reduces sprawl, reinvests and revitalizes our City Center area. This includes maintaining and expanding a 'strong downtown'."

(d) In 2011, a sewer line was installed along 32 Road (Highway 141) connecting the community of Whitewater to Clifton Sanitation District. Some urban development along this corridor with existing commercial and industrial zoning already in place can be served by this sewer line. However, the presence of the sewer service line is not intended to be used to urbanize the entire corridor area in the immediate future.

(Ord. 4629, 5-7-14)

39.12.020 Neighborhood and village centers.

The future land use map of the Comprehensive Plan identifies village and neighborhood centers, which will have commercial and residential land uses mixed within a more densely populated environment. Village centers are generally larger in area and intensity than neighborhood centers. Two of these centers are identified on Orchard Mesa, a neighborhood center in the vicinity of the fairgrounds and a village center near 30 Road (Appendix Map 4).

The village center development identified in the 2010 Comprehensive Plan would be directed to the southeast end of Orchard Mesa along Highway 50 between 30 Road and Highway 141. A mix of uses is allocated to the area: commercial, retail, office and residential uses. Densities are highest near the core of the village center and decrease as distance from the core increases.

Transitioning Density
(2010 Grand Junction Comprehensive Plan)

"The Comprehensive Plan coordinates future land uses so that compatible uses adjoin. When significantly different densities or uses are proposed near each other, they are shown to transition from high to low intensity by incorporating appropriate buffering."

The village center is not expected to be developed until Orchard Mesa has seen sufficient growth and services have been extended to the area. Based on existing growth trends, this is not expected until well beyond the year 2020. The Comprehensive Plan looked at growth needs for the doubling of the 2010 population for the valley including a time when Whitewater has grown into an urban community with a village center. Doubling of the population is not expected to occur until after 2040.

The neighborhood center on Orchard Mesa is located at B 1/2 Road and Highway 50 where there is an existing City Market grocery store and other neighborhood businesses and services. The Comprehensive Plan envisions this area as having a mix of land uses, including higher-density residential development

along with more services. The neighborhood center serves Orchard Mesa residents as well as those visiting the fairgrounds or just passing through.

Sometimes conflicts between existing zoning and the designated future land use need to be resolved before development occurs. For example, there have been inconsistencies between land use and zoning in the area of the neighborhood center on Highway 50 at B 1/2 Road, including some adjacent lands along the corridor as well as the Mesa County Fairgrounds. In Grand Junction, these conflicts are resolved prior to development, either by amending the future land use or by rezoning. Mesa County requires rezoning to be consistent with the future land use map and Mesa County Master Plan.

Compact Growth Concentrated in Village and Neighborhood Centers
(2010 Grand Junction Comprehensive Plan)

"Residents want to preserve the extensive agricultural and open space land surrounding the urban area. They also want the benefits of more efficient street and utility services. More compact development patterns will support both of these objectives. This Comprehensive Plan includes an emphasis on mixed-use 'centers' as a key growth pattern, accompanied by encouragement of infill and redevelopment more than external expansion. These concepts represent important new directions in the community's efforts to balance the pressures for outward growth with the desire to promote infill."

In 2010, the fairgrounds was designated a mixture of Neighborhood Center, Residential Medium High, Residential Medium and Park in the Comprehensive Plan. Since 2010, a master plan for the fairgrounds has been adopted. Designating the fairgrounds as one future land use that best facilitates the implementation of the fairground's master plan is preferred. Planned unit development zoning governs the use of the fairgrounds property in unincorporated Mesa County.



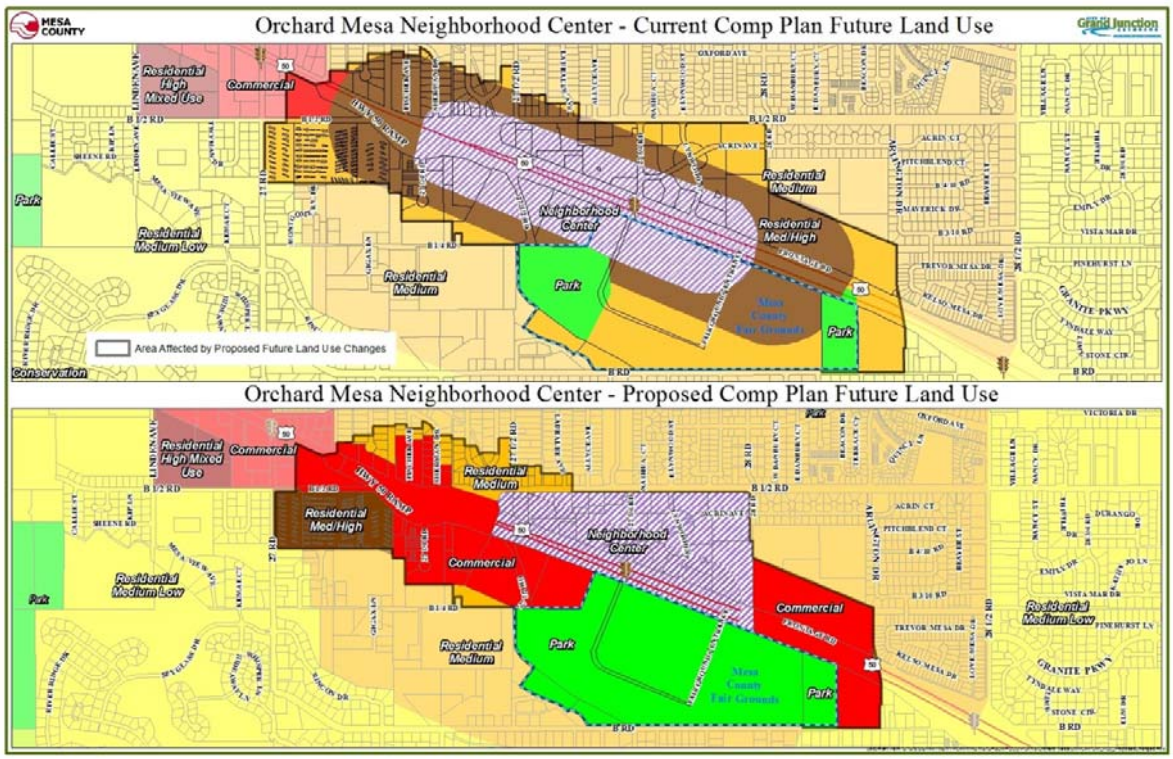
Based on further analysis, the neighborhood center would be better delineated as the triangular-shaped area north of Highway 50, south of B 1/2 Road, east of 27 1/2 Road and west of 28 Road. There are additional properties adjacent to or near this area that should be considered for inclusion in the neighborhood center and others best delineated as commercial for highway-oriented land uses outside the center.

(Ord. 4629, 5-7-14)

39.12.030 Changes to the Comprehensive Plan Future Land Use Map.

(a) The current configuration of the neighborhood center includes the fairgrounds as part of the center and there are existing conflicts between the Future Land Use Map and current zoning for some properties. The Orchard Mesa Neighborhood Plan seeks to remedy these by changing the Comprehensive Plan's Future Land Use Map with the adoption of this plan (Figure 4; Appendix Map 6).

Figure 4: Neighborhood Center Future Land Use Changes



(b) The Future Land Use Map amendment:

(1) Changes the land use designations for the County Fairgrounds to "Park," which better facilitates the implementation of the fairgrounds master plan and supports current zoning;

(2) Adjusts the boundary of the neighborhood center to include the area north of Highway 50 only, between 27 1/2 Road and 28 Road and south of B 1/2 Road;

(3) Changes several properties located east and west of the neighborhood center to a "Commercial" designation supported by existing zoning; and

(4) Establishes one land use designation on properties that currently are shown having more than one land use designation.

(c) Significant development and redevelopment opportunities exist along the Highway 50 corridor, which can also further the goals for Economic Development and Community Image. Future land use designations and existing zoning is in place that will support a sustainable growth pattern.

(d) A Mixed-Use Opportunity Corridor is also shown along 29 Road. This 29 Road corridor is intended to allow small neighborhood-serving commercial and mixed-use development, primarily around intersections but with an emphasis on blending with surrounding residential development.

(e) A commercial corner and medium density residential area is designated adjacent to the future school site at 30 1/2 Road and B Road. Additional schools and parks should be located in the village center vicinity. The village center could also be a prime location for a regional park in this quadrant of the Grand Junction community.

(Ord. 4629, 5-7-14)

Mixed Uses

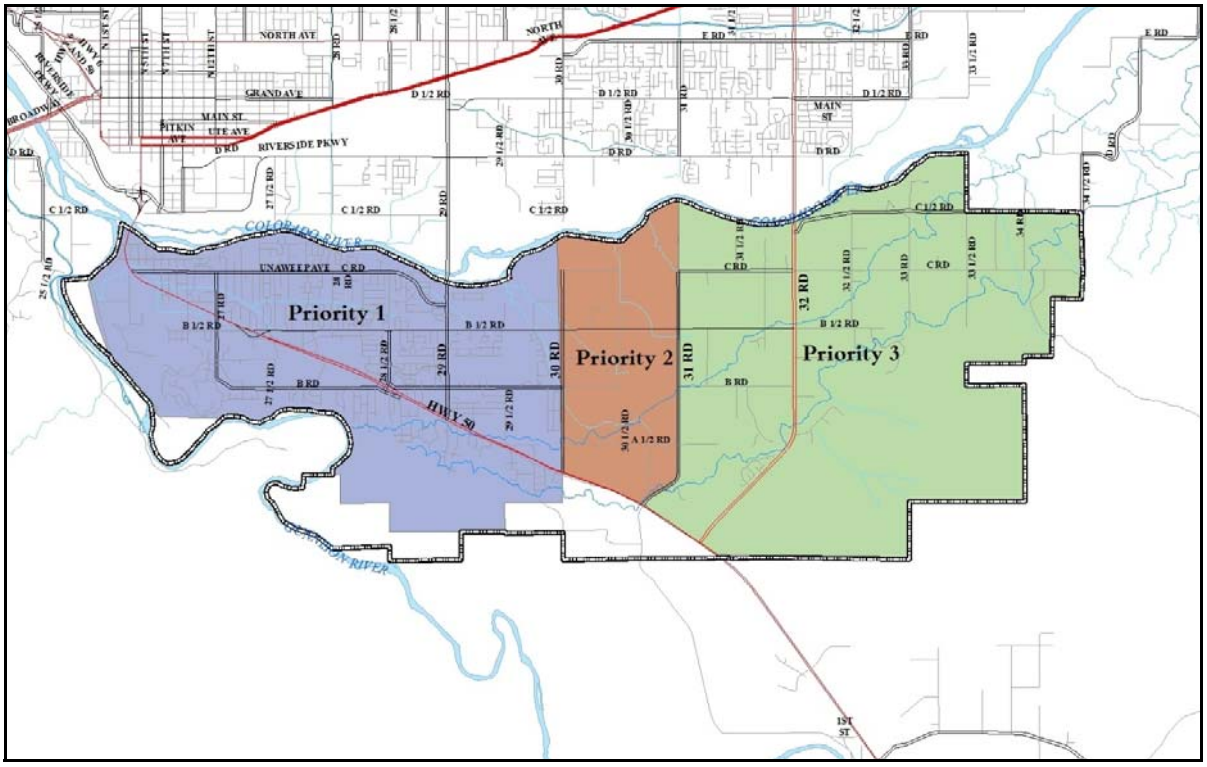
(2010 Grand Junction Comprehensive Plan)

"Residents recognize the value of mixing uses; that is, allowing development that contains appropriate nonresidential and residential units of various types and price ranges. However, residents are also concerned that poorly designed projects can degrade a development or a neighborhood. This plan supports a broad mix of land uses, but calls for the establishment of appropriate standards to ensure neighborhood compatibility."

39.12.040 Annexation.

The Comprehensive Plan set priorities for growth of the urban area and annexation into the City of Grand Junction. Specifically, "The extensive public input of this Comprehensive Plan indicated strong support for Grand Junction to grow in a sustainable, compact pattern. To accomplish this objective, rather than continuing to grow in a random fashion (that is inefficient to serve), the Comprehensive Plan identifies priority growth areas to focus the extension of new infrastructure and development." (Comprehensive Plan, page 29) For Orchard Mesa, the prioritization is based on accessibility to existing infrastructure, adequate access, the existence of sub-area plans and proximity to existing commercial and employment areas. Areas of Orchard Mesa classified as infill or vacant and underutilized properties that may accommodate infill development including the creation and/or expansion of centers are part of the Comprehensive Plan's Priority 1. The Priority 2 area includes Central Orchard Mesa within the 2008 Persigo Boundary (201 service area), which extends east to 30 Road (Figure 5; Appendix Map 1). Priority 3, which includes development east of 30 Road to 31 Road, discourages new urban development until 2020 or when appropriate circumstances exist.

Figure 5: Priority Areas for Development

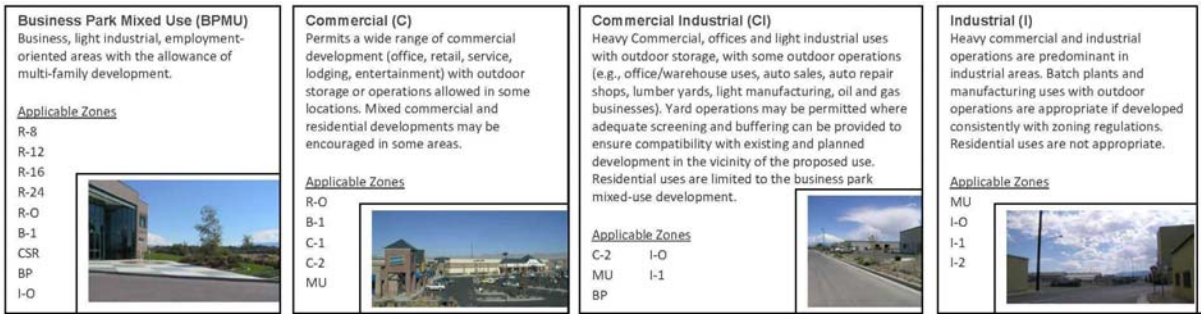


(Ord. 4629, 5-7-14)

39.12.050 Industrial development.

Orchard Mesa residents have voiced concern regarding increasing the amount of area for future industrial uses on Orchard Mesa. This sentiment was expressed during the 1995 Orchard Mesa Plan planning process and again during the 2010 Comprehensive Plan process. A large area in the Whitewater area was identified for future industrial businesses as part of the 2007 Whitewater Community Plan. With this industrial acreage in close proximity to Orchard Mesa, only a small area of industrial lands on Orchard Mesa was designated on the 2010 Comprehensive Plan's Future Land Use Map. This small area includes land in and near the Springfield Estates subdivision located adjacent to Highway 141 (32 Road). The combinations of these lands should accommodate the industrial needs in the southern portion of the Grand Junction urban area. Adding more industrial uses than what has been established on the Future Land Use Map could trigger other issues affecting the industrial market and create additional neighborhood impacts.

The following graphic taken from the Comprehensive Plan depicts the differences between the different types of commercial and industrial land uses:



(Ord. 4629, 5-7-14)

39.12.060 2010 Comprehensive Plan goals and policies.

(a) Goal 3. The Comprehensive Plan will create ordered and balanced growth and spread future growth throughout the community.

(1) Policies.

(i) To create large and small “centers” throughout the community that provide services and commercial areas.

(ii) Create opportunities to reduce the amount of trips generated for shopping and commuting and decrease vehicle miles traveled, thus increasing air quality.

(b) Goal 7. New development adjacent to existing development (of a different density/unit type/land use type) should transition itself by incorporating appropriate buffering.

(1) Policies.

(i) In making land use and development decisions, the City and County will balance the needs of the community.

(Ord. 4629, 5-7-14)

39.12.070 Orchard Mesa future land use and zoning.

(a) Goal 1. Development is consistent with the land uses identified on the Future Land Use Map. Infill areas are developed first and then development occurs concentrically out toward rural areas, limiting sprawl.

(1) Actions.

(i) Create and implement an infill and redevelopment boundary, with incentives encouraging infill development and concentric growth. Possible programs may include:

(A) Charging development impact fees based on location;

(B) Offering density bonuses.

(ii) Continue to allow existing agricultural operations within the Urban Development Boundary.

(b) Goal 2. Outside of the Urban Development Boundary, agricultural uses are valued and protected as an important part of the Orchard Mesa economy and community character.

(1) Actions.

(i) Help maintain viable agricultural uses.

(ii) Implement incentive programs such as the existing Orchard Mesa Open Lands Overlay District that preserve open space, sensitive natural areas, irrigated agricultural lands, and the rural character.

(iii) Minimize conflicts between residential and agricultural uses. Require sufficient buffering for new development adjacent to agricultural land uses.

(iv) Encourage residential development on land that is unsuitable for agriculture and where services are available consistent with the Future Land Use Map.

(Ord. 4629, 5-7-14)

Chapter 39.16

RURAL RESOURCES



Sections:

39.16.010 Background.
39.16.020 Future urban growth in rural areas.
39.16.030 Upper Grand Valley Pest Control District.
39.16.040 Weed management.
39.16.050 Orchard Mesa Sub-Area Concept Plan – 2008.
39.16.060 Mesa County Rural Master Plan goals and policies – Agriculture (AG).
39.16.070 Orchard Mesa rural resources.

39.16.010 Background.

Orchard Mesa's agricultural businesses contribute significantly to the local economy and provide a food source for the citizens of the Grand Valley and beyond. A local food supply improves health and reduces costs for the general population. Agricultural uses on Orchard Mesa include on-farm residences, orchards, row crops, and pasture. The topography and soils of this area lend themselves well to irrigation and are considered among the best soils in the Grand Valley for crop production. Nearly all the irrigable lands below the Orchard Mesa Irrigation Canals are or have been cultivated for a variety of crops, most notably peaches, apples, cherries, grapes, other fruits, and vegetables. Nearly all undeveloped irrigated land in Orchard Mesa is considered prime irrigated farmland and other areas are considered unique by the U.S. Soil Conservation Service.

The Colorado State University's Agricultural Experiment Station includes the Western Colorado Research Center, part of a network of seven research centers (nine sites) throughout the State. The Orchard Mesa site is located at 3168 B 1/2 Road on about 76 acres.

Orchard Mesa Research Center
(CSU website)

"The research conducted at this site includes tree fruits, wine grape production, dry bean variety increases, and ornamental horticulture. This site has a separate climate-controlled greenhouse, as well as office and laboratory facilities. The site also houses Ram's Point Winery. The winery is designed as the primary vehicle for training students and interns in best winemaking and winery business practices, as well as providing a location for enology research and outreach. It is also visible public recognition for the CSU partnership with Colorado Association for Viticulture and Enology (CAVE), representing the Colorado wine industry."

Mesa County's "Right to Farm and Ranch Policy," and Agricultural Forestry Transitional (AFT) zoning provides for agricultural operations. AFT zoning also allows subdivisions up to an average of one dwelling per five acres and generally permits lot sizes to be as small as one acre. Several voluntary land conservation tools are available to landowners who are interested in protecting agricultural properties and open space, including the Orchard Mesa Open Lands Overlay District (an incentive-based option for subdivision of land east of 31 Road; Appendix Map 8).

Becoming the Most Livable Community West of the Rockies
(2010 Grand Junction Comprehensive Plan)

"Tourism and agritourism are a significant part of our economy. Without careful planning agriculture and the lifestyles surrounding it will disappear under the weight of urban sprawl."



In 2011, the Palisade Wine and Fruit Byway was established to encourage agritourism. The Byway includes signage and kiosks directing bicyclists and motorists touring the orchards and wineries of Orchard Mesa along a 25-mile loop route starting at 32 and C Roads.

(Ord. 4629, 5-7-14)

39.16.020 Future urban growth in rural areas.

In 2008, the Persigo 201 sewer service boundary was expanded from 30 Road to 31 Road for the area north of A 1/2 Road by the Persigo Board (Mesa County Board of County Commissioners and the Grand Junction City Council). This decision reduced the area designated as "Rural" future land use on Orchard Mesa by one and one-half square miles. While there are many properties within the Urban Development Boundary that continue to have rural uses and densities, the area will gradually transition to urban development. (Appendix Map 4)

Future Land Use Designations
(2010 Grand Junction Comprehensive Plan)

Rural 1 du/5-10 acre lots
Private land that will remain in parcels of 5 to 10 acres on average. The uses will vary among low density residential lots, low intensity agricultural operations, orchards and other small scale farm operations. Rural land use areas serve as a transition between urban and agricultural uses. Clustering techniques are required to achieve maximum density. No urban level services are supplied.

Orchard Mesa includes two centers in the Comprehensive Plan. An existing neighborhood center is located in the vicinity of B 1/2 Road at Highway 50, in the urbanized area. A future village center is envisioned sometime after the year 2020 along Highway 50 between 30 Road and the intersection with Highway 141. While currently rural, the area is expected to become more urban as the area grows and services are extended. A mix of uses is planned for the village center including commercial, retail, office and residences. Development densities are highest near the village center mixed-use area and decrease with distance from the center.

Priorities for Growth and Annexation
(2010 Grand Junction Comprehensive Plan)

Priority 3: Development is not encouraged until after 2020 or appropriate circumstances exist for **Central Orchard Mesa outside the 2008 Persigo 201 Boundary**

Interim land uses in Priority 3 Areas
… Proposed for urban development only after the other priority areas are significantly developed and only after water and sewer infrastructure is in place. In the interim, landowners may develop at densities that do not require urban services. However, in doing so they must demonstrate the ability to take advantage of urban densities in the future. It is acknowledged that growth will continue to occur beyond 2035. As time passes, some of the areas identified as Agriculture and Rural Land Uses in this Plan may become more appropriate for urban development. These will be considered in future updates to the Comprehensive Plan.

Although a sewer trunk line was installed along 32 Road (Highway 141) in 2011 connecting the community of Whitewater to the Clifton Sanitation District's treatment plant, the 2010 Comprehensive Plan designates the majority of the corridor as Rural. Some urban development is appropriate along this corridor consistent with the Comprehensive Plan and existing zoning, i.e., in Springfield Estates and Valle Vista subdivision.

(Ord. 4629, 5-7-14)

39.16.030 Upper Grand Valley Pest Control District.

Mandatory Controlled Insects

Codling moth (Laspeyresia pomonella)
Peach twig borer (Anarsia lineatella)
Greater peach tree borer (crown borer) (Synathadon rugilosus)
San Jose scale (Aspidiotus lineatella)
Pear psylla (Psylla pyricola)
Shot hole borer (Scolytus rugulosus)
Oriental fruit moth (Grapholita molesta)
Western cherry fruit fly (Rhagoletis indifferens)
Japanese beetle (Popillia japonica)

Backyard fruit trees are often the source of insect and disease pests. Landowners within the Upper Grand Valley Pest Control District (UGVPCD) are required by State law to control pests on fruit trees (§ 35-5, C.R.S.). The UGVPCD includes portions of Orchard Mesa generally east of 30 Road. The purpose of the district is to protect commercial growers from pest and weed infestations. The Mesa County Weed and Pest Coordinator enforces the law, inspects nursery stock, educates the public, and identifies and manages weed infestations.

(Ord. 4629, 5-7-14)

39.16.040 Weed management.

Weed management is a concern at the local, county, regional and State levels. By law (the Colorado Weed Management Act), noxious weeds require control. As of 2013, there are 19 weeds on the Mesa County Noxious Weed list that are being controlled or managed by policies set forth in the *Mesa County Weed Management Plan*. Weed species on List A must be eradicated wherever found in order to protect neighboring communities and the State as a whole.

"List A" Noxious Weeds
Found on Orchard Mesa

Japanese, Bohemian and Giant Knotweed
Myrtle and Cypress spurge
Giant reed grass
Potential to Spread to Orchard Mesa
Purple loosestrife - Yellow starthistle

Mesa County conducts roadside spraying. Some common weeds that are not listed as noxious are commonly controlled during roadside weed spraying. Residents can opt out of roadside spraying but must notify the Weed and Pest Coordinator, mark their property, and control the weeds themselves. Mesa County does not control overgrown weeds in residential areas, mow weeds on private property, or offer cost share.



Grand Junction Weed Management

- *Requires owners of land within the City limits to manage all weeds on their property and on adjacent rights-of-way between the property line and curb and to the center of the alley. Vacant land, including agricultural use, is required to have weeds removed within twenty feet of adjacent developed land and within forty feet of any right-of-way.*
- *Manages weeds from curb to curb on rights-of-way within the City limits including those adjacent to properties within Mesa County.*
- *Will provide guidance to landowners developing a management plan for the control/eradication of the weeds on their property.*
- *Provides annual public outreach efforts reminding owners of their responsibility to control/eradicate all weeds and nonnative, undesirable plants.*
- *Has technical expertise on weed management techniques and implementation methods (mechanical, chemical, biological, and cultural) are available.*
- *Coordinates with other land management agencies for control of the undesirable noxious weeds as identified by the County.*

(Ord. 4629, 5-7-14)

39.16.050 Orchard Mesa Sub-Area Concept Plan – 2008.

(A sub-area study conducted as part of the 2010 Comprehensive Plan)

The desire to preserve prime agriculture was the prominent sentiment expressed by residents of Central Orchard Mesa. In addition, future urban growth of high intensity/density is to be located adjacent to Highway 50. Other priorities included:

(a) Preserve the river corridor as open land.

(b) Develop trails.

(c) Support cottage industries over other commercial and industrial land uses in the area.

(d) Preserve orchards and vineyards.

(Ord. 4629, 5-7-14)

39.16.060 Mesa County Rural Master Plan goals and policies – Agriculture (AG).

(a) AG Goal 1: Conservation of agricultural and range lands capable of productive use.

(b) Policies.

(1) AG1.1. Locate new development on land least suitable for productive agricultural use.

(2) AG1.2. Clustering of dwellings is encouraged on a portion of the site where the remainder is reserved for open space or agricultural land.

(3) AG1.3. Buffering of new development is required adjacent to agricultural operations.

(4) AG1.4. Enhance methods of communicating the right-to-farm/ranch policy and provisions to educate nonfarm/nonranch users on the characteristics of an agricultural economy (e.g., noise, spraying, dust, traffic, etc.).

(5) AG1.5. Require consultation with the appropriate land and resource manager and area residents to minimize and mitigate conflicts new development proposals may create between wildlife and agricultural uses.

(6) AG1.6. Agricultural production practices will be honored and protected when development is allowed adjacent to or near productive agricultural lands.

(7) AG1.7. Development will not be allowed to interfere with irrigation water used for agricultural production. Delivery of full water rights to farmland using irrigation water shall be guaranteed by the developers and/or subsequent homeowners association through a proper delivery system. Historic irrigation easements shall be respected and formalized or conserved.

(8) AG1.8. Support farmers' markets and promote the purchase of local goods.

(9) AG1.9. Support and promote voluntary techniques to preserve agricultural lands.

(10) AG1.10. Promote multiple/compatible uses of agricultural lands.

(11) AG1.11. Provide a streamlined process that allows limited creation of small parcels from larger bona fide lands in agricultural production to assist agricultural operations to remain viable.

(Ord. 4629, 5-7-14)

39.16.070 Orchard Mesa rural resources.

(a) Goal 1. Rural land uses east of 31 Road are maintained, consistent with the Comprehensive Plan Future Land Use Map.

(1) Actions.

(i) Maintain the Comprehensive Plan's Future Land Use designations and support zoning that implements it.

(ii) Support and sponsor community forums to identify and implement ways to incentivize local food production.

(iii) Support voluntary land conservation techniques for agricultural properties.

(b) Goal 2. The 32 Road corridor (Highway 141) retains its rural character.

(1) Actions.

(i) Allow development on nonresidentially zoned land and permitted nonresidential uses in a manner consistent with the rural character of surrounding properties.

(ii) Identify and protect important view sheds along the corridor.

(c) Goal 3. Agricultural businesses are viable and an important part of Orchard Mesa's economy.

(1) Actions.

(i) Help promote the Fruit and Wine Byway.

(ii) Support the CSU Research Center to improve agricultural production and sustainability for local farmers.

(iii) Identify and permit appropriate areas for farmers' markets throughout the growing season.

(iv) Coordinate public outreach on noxious weed control, e.g., public forums with Mesa County Weed and Pest Control staff and the Mesa County Weed Board.

(Ord. 4629, 5-7-14)

Chapter 39.20

HOUSING TRENDS



Sections:

39.20.010 Background.
39.20.020 2010 Comprehensive Plan goals and policies.
39.20.030 Orchard Mesa housing trends.

39.20.010 Background.

(a) According to the 2010 U.S. Census, the Orchard Mesa Plan area had about 6,424 housing units, with an occupancy rate of 95 percent. (Mesa County Assessor's records show about 6,580 dwelling units as of 2013.) The average household size for the plan area was 2.56 people per household, above the Mesa County average of 2.46 and the City of Grand Junction average of 2.19. In the Orchard Mesa Census Designated Place (CDP), the average household size for renters is 3.54, while the average household size for owners is 2.46 (U.S. Census Bureau American Community Survey, 2011).

A Variety of Price Points for the Full Spectrum of Incomes in a Diverse Economy
(2010 Grand Junction Comprehensive Plan)

"As Grand Junction moves into the future, we must remember to provide housing for the entire workforce to ensure these job positions that support our economy can be filled.… We expect that job growth will occur throughout all income categories, and housing demand will grow not just in the high income categories but also for service workers, retirees and students."

(b) Home ownership rates for the Orchard Mesa Plan area are higher than Grand Junction and Mesa County, at about 75 percent. (Table 3) The Census Bureau tabulates data for the Orchard Mesa Census Designated Place (CDP), which is the unincorporated area west of about 30 Road. The Orchard Mesa CDP is the more densely populated portion of the unincorporated area, but it includes most of the newer single-family developments, of which 83.3 percent are owner-occupied. The rural agricultural area has an even higher owner occupancy rate, at 85.3 percent. The westernmost portion of the plan area is in the City of Grand Junction and represents 47 percent of all households in the area. The older, more dense area has a lower proportion of owners, with 65 percent of homes owner-occupied, but it is still above the owner occupancy rate for the City as a whole.



Table 3: Owner Occupancy Rates

	Occupied Households	Owner-Occupied	Renter-Occupied
Orchard Mesa Plan Area	6,105	74.7%	25.3%
– Orchard Mesa, incorporated	*2,959*	*64.5%*	*35.5%*
– Orchard Mesa CDP	*2,494*	*83.3%*	*16.7%*
– Orchard Mesa, rural	*652*	*85.3%*	*14.7%*
City of Grand Junction	24,311	62.4%	37.6%
Mesa County, all unincorporated	27,502	79.2%	20.8%
Mesa County, all	58,095	71.4%	28.6%

Source: 2010 Census

(c) Data for the Orchard Mesa CDP includes information that can give a general view of Orchard Mesa households, reflecting the average conditions and demographics of the overall plan area (U.S. Census Bureau American Community Survey, 2011). In 2011:

(1) About 44 percent of the residents in the Orchard Mesa Plan area lived in the CDP. (Forty-eight percent of residents lived in the incorporated area and the remaining eight percent lived in the rural area.)

(2) Nearly half of the residents moved in after 2005.

(3) About 75 percent of owner-occupied households had a mortgage; the median mortgage payment was $1,375.

(4) Median rent was $1,008. About 37 percent of renters paid more than 35 percent of their household toward rent. Typically, a household paying more than 30 percent of its income towards housing costs, including utilities, is considered to be at a high risk of being economically insecure.

(5) About 14 percent of the population was age 65 or older, while 25 percent was under age 18. These numbers closely match Mesa County as a whole.

(6) As with all of Grand Junction and Mesa County, the percentage of the population age 65 and older on Orchard Mesa will increase over the next 20 years; about 25 percent of the current population in the CDP is between the ages of 45 and 64.

(7) The median age was 34.6 years. This is significantly younger than Grand Junction's median age of 36.7 and Mesa County's median age of 38.1 years. The lower median age indicates the presence of young families.

Lack of Housing Choices
(2010 Grand Junction Comprehensive Plan)

"The affordable housing problem in Grand Junction is compounded by the lack of diversity in the local housing stock. The vast majority of the housing units in Grand Junction today are detached single family homes. This low density development pattern increases the cost of housing. . . . The Comprehensive Plan encourages a broader range of housing in locations dispersed throughout the community."

(d) In the Orchard Mesa Plan area, single-family residences account for 91 percent of all dwelling units (Table 4). The preponderance of single-family homes suggests the housing needs of many people may not be met, including seniors, lower-income families, disabled persons and students. Townhomes, condominiums, duplexes and triplexes reflect seven percent of the housing stock, while the remaining two percent of the dwelling units are in multifamily developments of four units or more.

The average floor area for a single-family residence is about 1,559 square feet. Houses on agricultural properties tend to be much larger, averaging 2,220 square feet. The average size for dwellings in townhome and multifamily development ranges from 829 to 1,129 square feet.

Table 4: Dwelling Units by Type

Type	Total Dwelling Units	Average Floor Area
Single-Family Residence	5,181	1,559 s.f.
Single-Family, Ag Residence*	829	2,220 s.f.
Townhome	283	1,192 s.f.
Condominium	31	829 s.f.
Duplex/Triplex	165	1,058 s.f.
Multifamily, 4-8 units	82	823 s.f.
Multifamily, 9 + units	298	1,090 s.f.

Source: 2013 Mesa County Assessor's Records and GIS
**Ag residence denotes a single-family residence on a property classified by the Mesa County Assessor as an Agriculture land use.*

(e) The largest multifamily development is Monument Ridge Townhomes located at 2680 B 1/2 Road; it has 166 units totaling 190,095 square feet. It is a privately owned rental complex but as a housing tax credit project, residents for some of the units must meet income qualifications. Other large multifamily developments include Linden Pointe located at 1975 Barcelona Way, with 92 units, and Crystal Brook Townhomes located at 1760 LaVeta Street, with 40 units. These two properties are owned and operated by the Grand Junction Housing Authority. Both have income requirements for tenants. The affordable housing stock on Orchard Mesa is rounded out by 12 duplexes on Linden Avenue, owned by Housing Resources of Western Colorado. The western plan area includes several privately owned mobile home parks, which may include older pre-HUD (1976) homes. (There are approximately 250 pre-HUD homes in the plan area.) While not officially classified as affordable housing, these older, often obsolete structures fill a need for lower-income housing.

(f) During periods of economic challenges, housing foreclosures increase and residents find themselves with a lack of affordable housing. Resulting impacts include limited availability of rental properties, higher rents, and overcrowding. The Grand Junction Housing Authority and other entities assist homeowners with foreclosure prevention counseling and workout options.

(g) The average year built for single-family residences is 1978, while the median year built is 1979. The oldest residences date back to 1890. Only a quarter of the housing stock is more than 50 years old. Orchard Mesa saw significant construction booms in the 1950s, 1970s, and 2000s; the decades following boom periods are all marked by significant declines in the number of new houses built (Figure 6). The average value in 2013 of a single-family residence was $170,545 (Table 5). Since the last housing boom there are a number of residentially zoned properties that are still vacant (Appendix Map 9).

Figure 6: Residences by Year Built

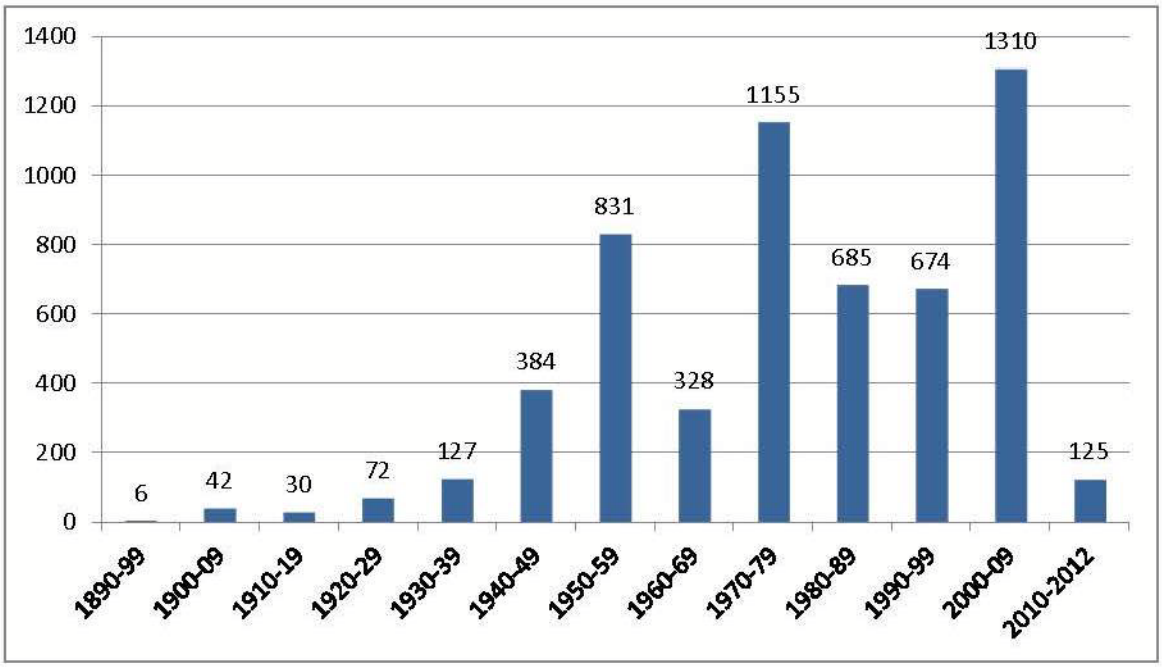


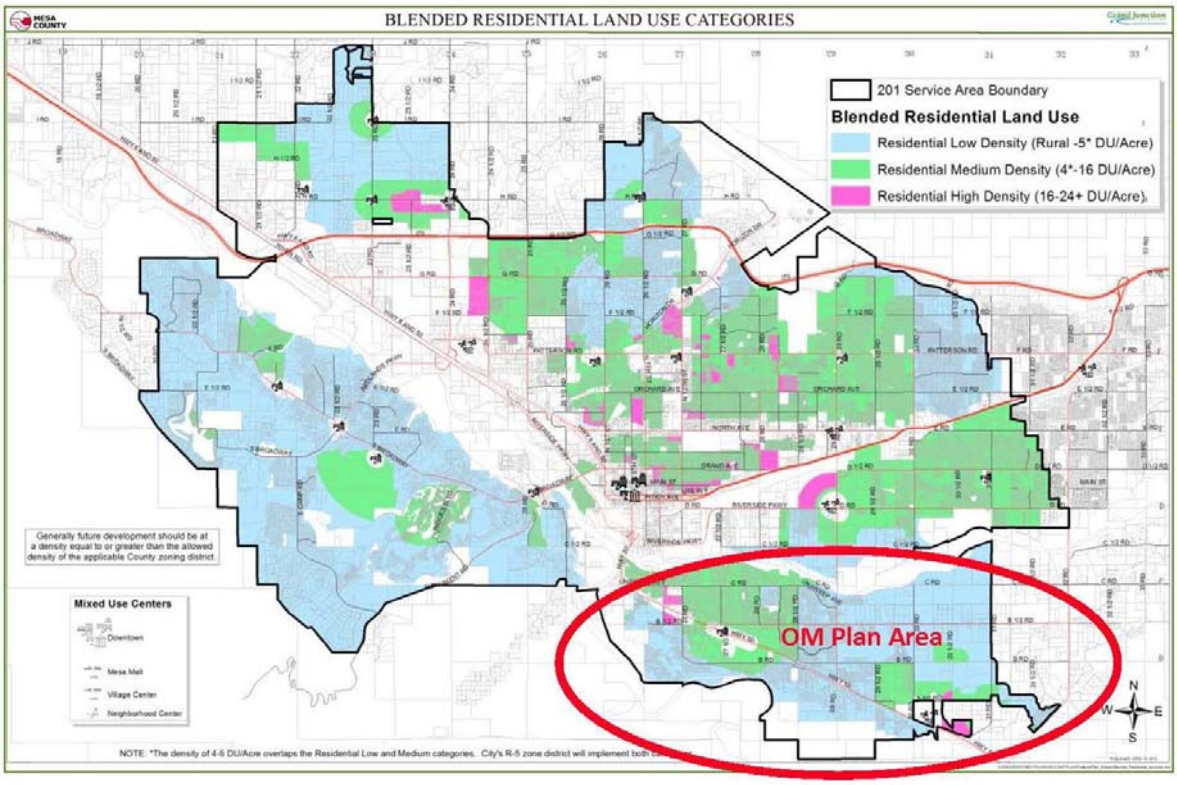
Table 5: Single-Family Residential Valuation

	Average	Total	Minimum*	Maximum*
Land	$55,795	$289,073,380	$3,690	$288,750
Improvements	$114,750	$594,520,700	$760	$664,910
Total	$170,545	$883,594,080	$760	$844,910

Source: 2013 Mesa County Assessor's Records and GIS
**Minimum and maximum are by each valuation category and do not reflect two single properties*

(h) The Grand Junction Comprehensive Plan's Blended Residential Land Use Categories Map (Figure 7) allows for a broader range of density within the same land use classification, allowing for the development of varied housing types (single-family, duplex, multifamily), thereby giving the community more housing choice. Providing housing for families and singles for all life stages is important in creating a community that is livable and vibrant.

Figure 7: Blended Residential Map



(Ord. 4629, 5-7-14)

39.20.020 2010 Comprehensive Plan goals and policies.

(a) Goal 5. To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

(1) Policies.

(i) In making land use decisions, the City and County will balance the needs of the community.

(ii) Encourage mixed-use development and identification of locations for increased density.

(iii) Increase the capacity of housing developers to meet housing demand.

(Ord. 4629, 5-7-14)

39.20.030 Orchard Mesa housing trends.

(a) Goal 1. A broad mix of housing types is available on Orchard Mesa to meet the needs of a variety of incomes, family types, and life stages.

(1) Actions.

(i) Identify and maintain an inventory of vacant parcels suited for housing and determine infrastructure needs for future development of those parcels. Coordinate improvements that will facilitate construction of more diverse types of housing with capital improvement plans.

(ii) Implement through zoning the opportunity for housing alternatives where appropriate, such as multifamily within commercial zones, accessory dwelling units, and HUD-approved manufactured housing.

(iii) Implement the Blended Residential Land Use Categories Map to provide additional housing opportunities within the Orchard Mesa Plan area.

(iv) Continue to work with housing partners in the Grand Valley to develop and implement housing strategies, referencing the 2009 Grand Valley Housing Strategy report as background and guidance.

(b) Goal 2. Housing on Orchard Mesa is safe and attainable for residents of all income levels.

(1) Actions.

(i) Work with housing partners such as Housing Resources of Western Colorado to provide information to residents on the availability of income-qualified housing rehabilitation and weatherization programs. Utilize public and private funding available for such improvements.

(ii) Work with neighborhood groups to educate residential property owners about programs that are available for foreclosure prevention, in order to preserve and stabilize neighborhoods during periods of economic challenges.

(iii) Work with housing partners and the development community to identify unmet needs in the housing market, and resolve regulatory barriers that would otherwise prevent such housing from being built.

(iv) Work with owners of mobile home parks to replace non-HUD mobile homes with HUD-approved manufactured homes, and to improve the overall appearance of the parks.

(c) Goal 3. Neighborhoods on Orchard Mesa are safe and attractive.

(1) Actions.

(i) Maintain a neighborhood association database and provide sources for technical assistance to forming such associations.

(ii) Offer neighborhood services (block parties, etc.) to neighborhoods within and outside the City in partnership with Mesa County.

(iii) Coordinate the work of City and County code enforcement in areas where jurisdiction may abut or overlap.

(iv) Provide information to homeowners on resources available to those unable to maintain their properties.

(v) Work with landlords to address property management and maintenance concerns.

(Ord. 4629, 5-7-14)

Chapter 39.24

ECONOMIC DEVELOPMENT



Sections:

39.24.010 Background.
39.24.020 2010 Comprehensive Plan goals and policies.
39.24.030 Orchard Mesa economic development.

39.24.010 Background.

A key entryway to the Grand Valley, Orchard Mesa is often considered a drive-through rather than drive-to destination. The Highway 50 corridor's variety of highway-oriented services and local businesses could serve residents and nonresidents alike.

A guiding principle of the 2010 Comprehensive Plan identifies the Grand Junction area as a Regional Center, "a provider of diverse goods and services and residential neighborhoods… (and) a community that provides strong health, education and other regional services."

What does livable mean for Sustainable Growth Patterns?
(2010 Grand Junction Comprehensive Plan)

- *Fiscally sustainable development*
- *A healthy economy*
- *Growing tourism & agritourism as part of our economy*

"Having a multi-faceted economy and being a regional center, we have a spectrum of jobs: commercial, retail, hospital, education, agriculture, financial offices, etc. as well as tourism-related services."

Orchard Mesa's farms, the CSU Western Colorado Research Center, and a variety of agricultural businesses are important to the character and local economy. Agricultural uses on Orchard Mesa include on-farm residences, orchards, vineyards, row crops, pasture, vegetable/row crops, farmers' markets, and roadside stands. The Palisade Fruit and Wine Byway has brought added attention to the area and has increased interest in a variety of agritourism opportunities. The Byway includes signage and kiosks directing bicyclists and motorists touring the orchards and wineries of Orchard Mesa along a 25-mile loop route starting at 32 and C Roads.

Mesa County Economic Development Plan
(Economic Development Partners)
Goals:
1. *Become an Epicenter for Energy Innovation*
2. *Elevate the Community Profile*
3. *Support the Growth of Existing Business*

Orchard Mesa has experienced a high turnover of businesses over the years. Recent examples include the closure of the Choice Hotels call center and relocation of Wheeling Corrugating. The turnover rate is reflected in Orchard Mesa's higher commercial vacancy rate, as compared to other areas of Grand Junction (Appendix Map 3). Nearly half of Orchard Mesa's nonresidential structures were built in the 1970s and 1980s. Approximately a quarter are less than 25 years old. Orchard Mesa has about 405 acres and 760,687 square feet of commercial space, and about 109 acres and 153,182 square feet of industrial floor area (Table 6). The largest employment sector, both by number of employees and by number of businesses, is service, while medical is the smallest sector, an indicator of the lack of medical care on Orchard Mesa (Table 7).

The Grand Junction Chamber of Commerce visited 65 Orchard Mesa businesses during the summer of 2013 and found the current businesses were generally stable and cautious about the future. The diverse businesses in the area provide a good core with the potential to expand. Many expressed a need for better marketing ideas for Orchard Mesa.

Table 6: Orchard Mesa Commercial and Industrial Uses by Zoning

Zone	Commercial Use		Vacant		Building		Industrial Use		Vacant		Building
	# Lots	Acres	# Lots	Acres	Sq. Ft.		# Lots	Acres	# Lots	Acres	Sq. Ft.
AFT	5	40.4	1	2.1	17,966		1	8.9	0	0	5,876
RSFR	1	13.7	0	0	7,366		0	0	0	0	0
RSF4	4	10.6	0	0	5,516		1	13.7	0	0	7,366
R8	3	3.2	0	0	8,768		0	0	0	0	0
PUD	6	147.0	0	0	48,758		2	5.0	0	0	103,238
B2	3	2.5	1	0.3	6,365		0	0	0	0	0
C-1	113	105.5	36	32.7	465,242		0	0	0	0	0
C-2	25	45.3	6	20.5	123,542		3	31.2	0	0	36,702
I-1	1	0.1	0	0	120		14	50.5	14	50.5	0
I-2	2	37.2	1	5.4	77,044		0	0	0	0	0
Total	163	405.5	45	61.0	760,687		21	109.3	14	50.5	153,182

Source: Mesa County Assessor's 2013 Records; GIS

Table 7: 2010 Orchard Mesa Employment by Sector

Sector	Employees	Employers
Base	535	113
Service	1,538	200
Retail	604	70
Medical	86	14
Total	2,763	397

Source: Info USA; Colorado Department of Labor

The Mesa County Fairgrounds and Whitewater Hill recreation and training facilities have great potential to be catalysts for new and expanded businesses and services such as lodging, restaurants, and other support businesses. The public safety training facility will be one-of-a-kind on the Western Slope, and the drag-way, trap club and airplane modeleers club all host regional and even State-level events (Appendix Map 10).



Orchard Mesa's recreational facilities and surrounding public lands also attract visitors who can contribute to the local economy: e.g., Chipeta Golf Course, bowling lanes, Orchard Mesa Pool, Orchard Mesa Little League Park, Riverfront Trail, Colorado and Gunnison rivers, the Old Spanish Trail, and the BLM public lands.

Another important Orchard Mesa asset is the Business Incubator Center, "The Grand Valley's Center for Entrepreneurship," located along the Gunnison River near the confluence with the Colorado River. According to their website:

> The Center offers comprehensive services to businesses through the collaborative efforts of four programs. The Business Incubator Center provides business coaching and workshops through the Small Business Development Center (SBDC), financial support through the Business Loan Fund of Mesa County, hands-on business development through the Incubator Program and tax credits for investment and job creation through the Enterprise Zone.

Other potential opportunities for business development on Orchard Mesa include:

- Commercial and business pads and infrastructure in place for new and expanded businesses along Highway 50.
- Enterprise Zone – much of the Highway 50 corridor is eligible for tax credits for business investment/expansion. Most of the rural area is an Agricultural Enterprise Zone. (Appendix Map 11)
- Artesian Hotel site – good water source for bottling company or similar business.
- Confluence Point – proper zoning for a variety of commercial development with the best view of the confluence of the rivers.
- The eventual connection of 29 Road to I-70 will provide easier access to Orchard Mesa for travelers.
- The growing and diverse agritourism and outdoor and fairgrounds-oriented recreation industries.
- Promoting site development and marketing of health services and facilities on Orchard Mesa.

Health Professional Shortage Area (HPSA)

In 2012 Mesa County was classified as a whole county, primary medical care, low-income population HPSA. It was recognized that Mesa County has too few primary care physicians relative to the low-income population. ***Designation places the area and selected facilities in priority for grants and other funds, and offers incentives to health professionals practicing in a HPSA area.***

(Ord. 4629, 5-7-14)

39.24.020 2010 Comprehensive Plan goals and policies.

(a) Goal 6. Land use decisions will encourage preservation of existing buildings and their appropriate reuse.

(1) Policies.

(i) In making land use and development decisions, the City and County will balance the needs of the community.

(b) Goal 12. Being a regional provider of goods and services, the City and County will sustain, develop and enhance a healthy, diverse economy.

(1) Policies.

(i) Through the Comprehensive Plan's policies the City and County will improve as a regional center of commerce, culture and tourism.

(Ord. 4629, 5-7-14)

39.24.030 Orchard Mesa economic development.

(a) Goal 1. Opportunities to shop, obtain personal and medical services, and dine out are convenient for Orchard Mesa residents.

(1) Actions.

(i) Assist economic development groups/partners in analysis of market needs suited to serving the local population of Orchard Mesa.

(ii) Support public/private partnerships and assist businesses with marketing Orchard Mesa.

(iii) Work with local health care providers and the Mesa County Health Department and the Mesa County Health Leadership Consortium to identify grants and other funding opportunities as incentives to health professionals to locate on Orchard Mesa.

(b) Goal 2. Orchard Mesa includes businesses and facilities as a destination for area residents and visitors alike.

(1) Actions.

(i) Coordinate resources available from local economic development partners (Incubator, GJEP, Chamber of Commerce, Workforce Center, etc.) to create a commercial base that will serve the local population and visitors.

(ii) Improve infrastructure that will help local businesses thrive.

(iii) Support efforts to market the variety of opportunities on Orchard Mesa.

(c) Goal 3. Orchard Mesa has an active and effective Orchard Mesa Business Association.

(1) Actions.

(i) Identify a business "champion" to be lead on organizing interested businesses and provide technical assistance to the "champion" and interested businesses on models used effectively elsewhere in Mesa County such as an improvement district (BID, URA, etc.) to provide funding for support services, infrastructure improvement, marketing, pedestrian/streetscape improvements and special events, for community revitalization and development (e.g., North Avenue, Horizon Drive).

(ii) Engage economic development groups/partners in an active program to periodically visit Orchard Mesa businesses to proactively identify issues and identify solutions.

(iii) Economic development groups/partners and area businesses will work together to evaluate and make recommendations on how to improve land use processes and regulations related to business retention, development, and maintenance.

(d) Goal 4. Orchard Mesa's agricultural industry thrives as an important part of the local economy and food source.

(1) Actions.

(i) Promote Orchard Mesa as a part of the Fruit and Wine Byway.

(ii) Support and encourage roadside markets and centralized events (e.g., farmers' markets) to exhibit and sell locally produced agricultural products.

(iii) Actively support the Mesa County Right to Farm and Ranch Policy.

(iv) Make land use decisions consistent with the Future Land Use Map for Orchard Mesa.

(v) Align with the Colorado Cultural, Heritage and Tourism Strategic Plan (2013) in an effort to maximize the Colorado Tourism Office's promotion funding opportunities.

(e) Goal 5. Sustainable businesses support the needs of regional attractions on Orchard Mesa (e.g., fairgrounds, Whitewater Hill – Public safety and recreational facilities).

(1) Actions.

(i) Support appropriate improvements and maintenance of public infrastructure necessary to sustain local businesses and regional attractions at the fairgrounds and Whitewater Hill.

(ii) Work with area economic development groups/partners to identify businesses that would support regional attractions on Orchard Mesa (e.g., extended-stay lodging, personal services, recreation facilities, etc.).



(Ord. 4629, 5-7-14)

Chapter 39.28

TRANSPORTATION



Sections:

39.28.010 Background.
39.28.020 Multi-modal system.
39.28.030 Public transit.
39.28.040 Access control plan.
39.28.050 Potential transportation projects.
39.28.060 2010 Comprehensive Plan goals and policies.
39.28.070 Orchard Mesa transportation.

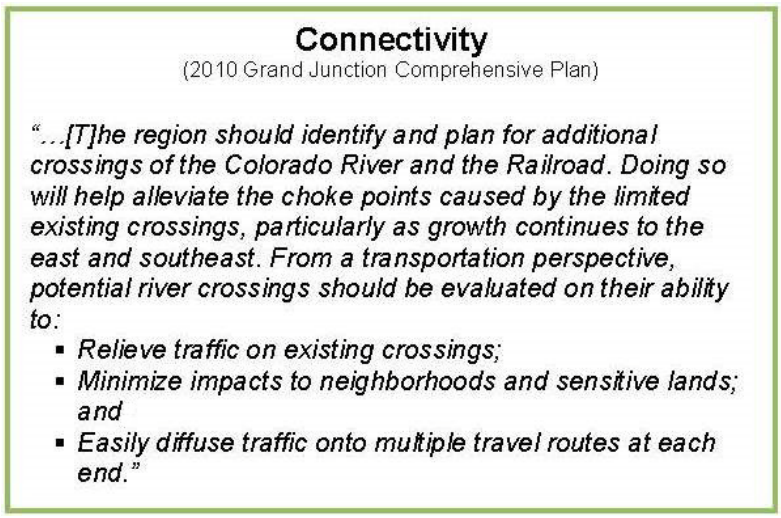
39.28.010 Background.

Translating the Vision:
(2010 Grand Junction Comprehensive Plan)

What does livable mean for Balanced Transportation?

- *Organized, functioning and orderly.*
- *Services and shopping are close to where we live to cut down the amount of cross-town traffic, commuting times and to reduce air pollution.*
- *A transportation system that balances possibilities for cars, trucks, transit, bicycles and pedestrians.*

A well-designed and balanced transportation system will support access, circulation, and the safe movement of all modes of motorized and nonmotorized transportation. Multiple travel routes provide greater options for driving, walking, and biking, and help reduce congestion by diffusing traffic. Well-connected street networks have been shown to reduce congestion, increase safety for drivers and pedestrians, and promote walking, biking, and transit use. The Grand Junction Circulation Plan shows existing and future roads that would serve the plan area (Appendix Map 12).



"Complete Streets" are ones in which the design addresses the needs of users of all ages and abilities, including safety, mobility and accessibility. This means planning for everyone: pedestrians and bicyclists as well as the movement of vehicles and public transit. An important component of Complete Streets is providing for connectivity by creating small-scale, low-speed streets as part of a dense street grid with small block lengths. Such street networks maximize efficient traffic flow and roadway capacity while increasing safety by holding vehicles to slower speeds. Small block lengths encourage walking and increase pedestrian safety. Increasing connectivity is less costly, more cost-efficient, and less impactful than widening arterial roadways.

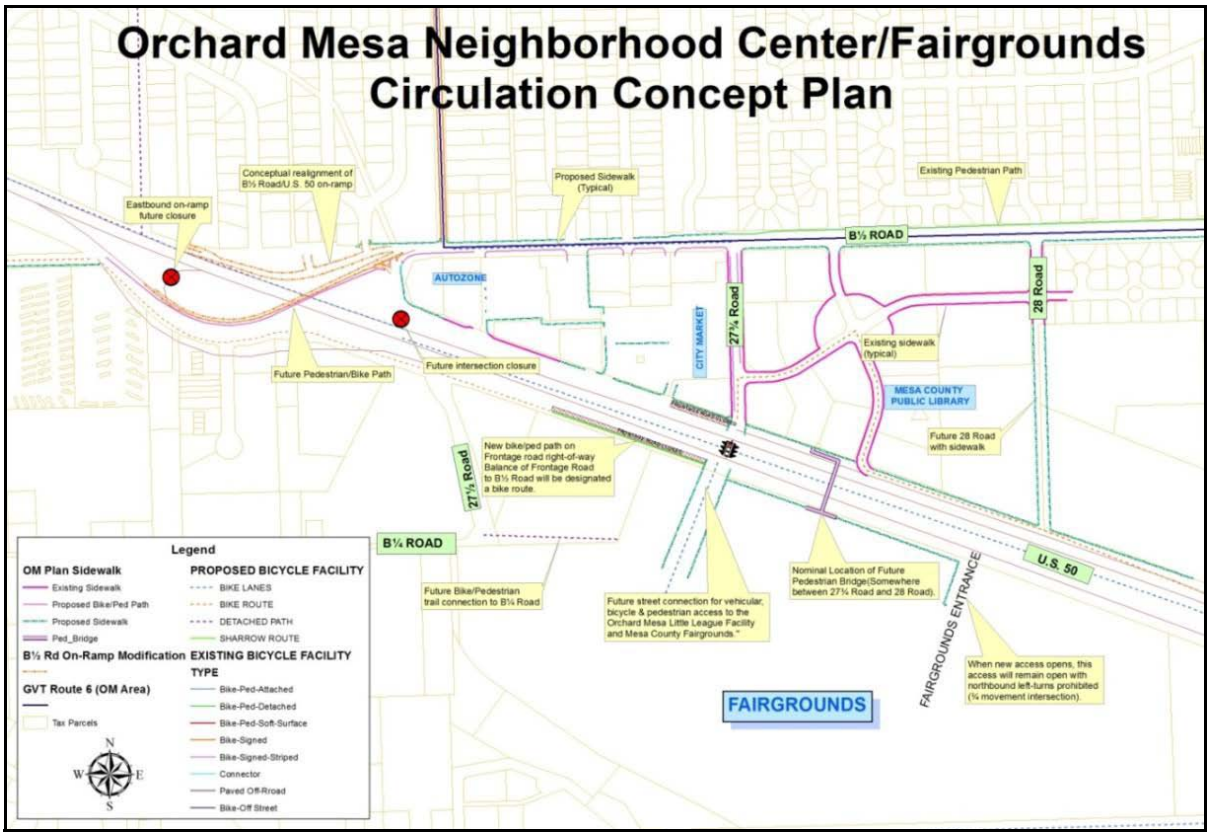
(Ord. 4629, 5-7-14)

39.28.020 Multi-modal system.

There is a significant need for pedestrian and bicycle improvements throughout Orchard Mesa. Highway 50 has no pedestrian infrastructure and few crossings, limiting the ability of local residents to walk or bike safely. Notably, Mesa Valley School District No. 51 buses students who would have to cross Highway 50 to school, even though students may live within the designated walking area. A bike and pedestrian path along Highway 50, as well as improved crossings, is a high priority. A few bike and pedestrian facilities are located along streets, but Orchard Mesa has little in the way of dedicated bike routes and pedestrian paths within the neighborhoods and connecting to other areas (Appendix Map 13). The Grand Junction Circulation Plan identifies existing and future routes for bike facilities and trails.

Grade-separated pedestrian crossings (bridges) are the safest method to provide Highway 50 crossings for students and residents. While building new pedestrian bridges is very expensive, reconfiguring the B 1/2 Road overpass to include pedestrian and bicycle facilities would provide both an economical and functional solution that significantly improves connections between schools, neighborhoods, commercial areas and the fairgrounds. Further improvements along the Highway 50 corridor would complement the reconfigured B 1/2 Road interchange and improve mobility. (Figure 8; Appendix Maps 14 and 15)

Figure 8: Neighborhood Center Circulation Concept Plan



The nationally historic Old Spanish Trail travels through Orchard Mesa; the historical crossing of the Colorado River was near 28 3/4 Road. The Colorado Riverfront trail system runs along the north bank of the Colorado River and can be accessed from Orchard Mesa at four river crossings. Natural drainage ways traverse the planning area running north/northwest and can provide possible future trail connections to the trail facilities already in place. Linking neighborhoods with the Colorado River, downtown Grand Junction, village centers, neighborhood centers and other desired public attractions will provide a more complete transportation network for Orchard Mesa residents. Chapter 39.40 GJMC, Parks, Recreation, Open Space and Trails, provides more detail on trails, as well as additional goals and actions. (Appendix Maps 13 and 24)

(Ord. 4629, 5-7-14)

39.28.030 Public transit.



Public transit is an important component of a multi-modal system. It provides transportation for people without reliable transportation, as well as the elderly and others with limited mobility. It can also help to relieve road congestion. Bus service is provided by Grand Valley Transit (GVT). The GVT system includes a route that travels from the transit center at 5th Street and South Avenue through Orchard Mesa and north along 29 Road to the Mesa County Workforce Center at North Avenue. This provides direct connections to a number of other routes serving Grand Junction and the Grand Valley. Buses run every half hour, Monday through Saturday; there is no service on Sun-

days or holidays. GVT buses are wheelchair accessible. Paratransit riders may also qualify for curb-to-curb service.

(Ord. 4629, 5-7-14)

39.28.040 Access control plan.

In 2009 Mesa County, the City of Grand Junction, and the Colorado Department of Transportation (CDOT) entered into an agreement to implement an Access Control Plan (ACP) for U.S. Highway 50. The plan establishes future access conditions on a property-by-property basis along the corridor. The purpose of the ACP is to provide reasonable access to adjacent properties while maintaining safe and efficient traffic flow. Key objectives include reducing traffic conflicts and improving traffic safety. Certain proposed actions in this plan would implement the ACP, such as the addition of pedestrian and bicycle facilities on the B 1/2 Road overpass.

(Ord. 4629, 5-7-14)

39.28.050 Potential transportation projects.

For the past several years and during this planning process, the City and County have heard from businesses and residents about the many transportation needs on Orchard Mesa. The following is an unranked list of these projects:

(a) Highway 50 multi-modal improvements including nonmotorized crossings;

(b) B 1/2 Road multi-modal improvements;

(c) 29 Road and Unaweep Avenue intersection control;

(d) B Road multi-modal improvements;

(e) 32 Road corridor improvements;

(f) A connection between the Old Spanish Trail and the Colorado Riverfront trail system;

(g) New Black Bridge (bike/pedestrian) connecting Orchard Mesa with the Redlands;

(h) Bicycle improvements on the Fruit and Wine Byway;

(i) 27 Road multi-modal improvements;

(j) Complete Streets traffic improvements and other measures at key locations such as commercial centers, schools, parks and other activity centers.



(Ord. 4629, 5-7-14)

39.28.060 2010 Comprehensive Plan goals and policies.

(a) Goal 9. Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources.

(b) Policies.

(1) The City and County will work with the Mesa County Regional Transportation Planning Office (RTPO) on maintaining and updating the Regional Transportation Plan, which includes planning for all modes of transportation.

(2) Include in the Regional Transportation Plan detailed identification of future transit corridors to be reserved during development review and consider functional classification in terms of regional travel, area circulation, and local access.

(3) The Regional Transportation Plan will be used as a basis for development review and to help prioritize capital improvement programming. The City and County will maintain capital improvement plans (CIPs) which prioritize road and alley improvements based on needs for traffic flow, safety enhancements, maintenance and linkages.

(4) A trails master plan will identify trail corridors linking neighborhoods with the Colorado River, downtown, village centers and neighborhood centers and other desired public attractions. The plan will be integrated into the Regional Transportation Plan.

(5) When improving existing streets or constructing new streets in residential neighborhoods, the City and County will balance access and circulation in neighborhoods with the community's needs to maintain a street system which safely and efficiently moves traffic throughout the community.

(Ord. 4629, 5-7-14)

39.28.070 Orchard Mesa transportation.

(a) Goal 1. Orchard Mesa's multi-modal transportation network serves all users – vehicles, transit, bicycles and pedestrians – through the planning and design of "Complete Streets."

(1) Actions.

(i) Implement the Grand Junction Circulation Plan to improve the transportation network. Use a "Complete Streets" concept and policy for all transportation infrastructure, including planning, land use control, scoping, and design approvals.

(ii) Work with Grand Valley Regional Transportation Committee to include rebuilding the Highway 50 corridor as a Complete Street in the 2040 Regional Transportation Plan as a priority. Secure funding for CDOT to design and construct the corridor.

(iii) Future reconstruction or other major improvements to Highway 50 shall reflect the need to provide safe nonmotorized crossing of the highway and multi-modal facilities.

(iv) Convert the eastbound lane of the B 1/2 Road overpass to a pedestrian/bicycle connection across Highway 50 (Figure 8).

(v) Improve the westbound B 1/2 Road to westbound Highway 50 on-ramp to enhance safety (Figure 8).

(vi) As development/redevelopment occurs, ensure that the local road network supports the Highway 50 Access Control Plan.

(b) Goal 2. Safe walking routes lead to all Orchard Mesa schools.

(1) Actions.

(i) Ensure that nonmotorized access to schools is a key priority for new projects.

(A) Include safe walking routes in applicable Capital Improvement Projects.

(B) Seek grants and other funding, such as the federal Transportation Alternatives Program, for implementation.

(ii) Work with the school district, Colorado Department of Transportation and other partners to determine acceptable and effective Highway 50 school crossings and techniques at optimal locations.

(iii) Work with schools and community partners to ensure schools are connected to residential areas with walking paths and bicycle access, and secure bike parking is provided on school grounds.

(iv) Assist local partners such as Grand Valley Bikes and School District 51 with grant applications and other opportunities to map safe walking and biking routes to schools, conduct walking audits, create travel maps, and provide road safety information to parents and students.

(v) Work with schools and community partners to improve transportation infrastructure to reduce conflicts between transportation modes during school drop-off and pick-up.

(vi) Incorporate pedestrian/street lighting into nonmotorized facilities.

(c) Goal 3. Orchard Mesa has a comprehensive system of bicycle and pedestrian facilities as part of a Complete Street network.

(1) Actions.

(i) Implement the Urban Trails Master Plan through land development proposals, planning activities, Capital Improvement Projects and other roadway improvements.

(ii) Require that all new streets and roads include sidewalks and/or bicycle facilities, including capital improvement street projects.

(iii) Identify and seek funding to build sidewalks and/or bike lanes and trails with school connectivity a top priority. Other key priority measures are connections to activity centers such as parks, commercial/retail areas and the Mesa County Fairgrounds.

(iv) Provide connectivity to existing and planned trails on public lands. Identify locations for and improve trailheads, including parking areas and other facilities.

(v) Work with the Orchard Mesa Irrigation District, property owners and trails and bicycling organizations to identify corridors that will provide additional opportunities for nonmotorized recreational and commuting opportunities.

(A) Identify drainages and other corridors where trail linkages are possible based on location to existing or future trails, topographic constraints, and ownership agreements.

(B) Develop and maintain a database containing easement agreements and other access agreements that cross private property for access to public lands.

(d) Goal 4. Grand Valley Transit service and routes meet the needs of Orchard Mesa.

(1) Actions.

(i) Determine ridership demand through on-board surveys and collection and analysis of individual transit stop data and customer requests for service.

(ii) Add and/or adjust routes as justified by demand and budget allows.

(iii) Create new appropriate stops and “pull-outs” with proper signage.

(iv) Monitor land development activity to plan for future transit routes.

(v) Construct safe nonmotorized access to transit stops.

(Ord. 4629, 5-7-14)

Chapter 39.32

PUBLIC SERVICES



Sections:

39.32.010 Public utilities and infrastructure – Background.
39.32.020 Public utilities and infrastructure – 2010 Comprehensive Plan goals and policies.
39.32.030 Public utilities and infrastructure – Orchard Mesa public services.
39.32.040 Community and public facilities – Background.
39.32.050 Community and public facilities – 2010 Comprehensive Plan goals and policies.
39.32.060 Public safety – Background.
39.32.070 Public safety – 2010 Comprehensive Plan goals and policies.

39.32.010 Public utilities and infrastructure – Background.

(a) Sanitation and Sewer. Properties within the City of Grand Junction are served by the Persigo Wastewater Treatment Plant. The Orchard Mesa Sanitation District (OMSD) serves urban development between the City limits and 30 Road, but all sewage is treated at the Persigo Plant. Most of the development in the OMSD is infill. In accordance with the Persigo Agreement, the OMSD will dissolve in 2015 and the City of Grand Junction will serve the area.

Rural properties outside the Persigo Sewer District (201) boundaries are generally served by Individual Sewage Disposal Systems (ISDS). There are some individual properties within the Persigo boundaries that are served by ISDS; they would be served by public sewer if devel-

Cost of Infrastructure, Services
(2010 Grand Junction Comprehensive Plan)

"Although some City service costs are not closely tied to urban expansion (e.g., administration), there are many capital costs (utilities, street maintenance, public safety for example) that are sensitive to the type and location of growth. Generally, when growth occurs in lower densities, service providers incur disproportionate additional costs such as repairing and resurfacing roadways; cleaning and inspecting longer sewer lines; longer roads to plow snow and sweep; and longer trips for police, fire, building inspectors, school buses and park maintenance crews, when compared to more compact urban land use patterns. These costs may not appear immediately (for example, it is usually several years before repaving is required), but they eventually add additional operating and capital replacement costs borne by the City, County and other service providers."

oped. A sewer main from the Clifton Sanitation District that serves Whitewater passes through the rural portion of the plan area in the vicinity of 32 Road/Highway 141. This line can also serve urban development that is outside the Persigo District boundary, such as Springfield Estates. Rural development would only be permitted to connect to sewer service if located within 400 feet of the line, and if Clifton Sanitation District indicated a willingness to serve the property, consistent with the Mesa County Land Development Code Section 7.10.2. Development, uses and density must still conform to the adopted Future Land Use map. The location and design of the Clifton line limits the ability to serve most development west of 32 Road. Sewer service areas are shown in Appendix Map 16.

(b) Domestic Water. The majority of the Orchard Mesa Plan area is served by Ute Water Conservancy District. Although nearly the entire planning area is within Ute's district boundaries, some areas are served by either the City of Grand Junction or Clifton Water District (Appendix Map 17). Clifton Water has a large water tank on Whitewater Hill to service the Whitewater community.

There are several properties along the south edge of the plan area, around Old Whitewater Road and near the junction of Highways 50 and 141, that are not in a water service district's boundary. Future development of these properties would be dependent on inclusion in a water district and extension of service. One such area is Springfield Estates, off Highway 141; it is served by Ute Water. The County's Whitewater Hill property (drag strip, trap club, modeleers club and Colorado Law Enforcement Training Center) is not in a water district but is served by Clifton Water. The existing two-inch line is about 2.25 miles long; water pressure issues limit development. A six-inch line would be needed to fully develop a firefighter training facility. Because of the elevation of the site, pumping is necessary. Clifton Water District has shown interest in developing the line, dependent on inclusion in their capital improvement plan. Grand Junction's Kannah Creek raw water line is a potential source of nonpotable water.

(c) Solid Waste. The City of Grand Junction provides residential waste collection within the City limits. Large multifamily complexes (over eight units) contract with private waste companies. Commercial properties within the City limits may have City trash service or may contract with a private hauler. Curbside Recycling Indefinitely, Inc. conducts curbside recycling collection within the City's trash service area. It also maintains a drop-off site at the City shop property at 333 West Avenue. Commercial recycling collection may be available. Properties outside the City limits generally contract with private companies, although some individuals may choose to haul their own waste to the landfill. The Mesa County Landfill is located to the south of the plan area. It provides a wide range of waste handling services, including the landfill, hazardous waste disposal, electronics recycling, recycling and composting.

(d) Irrigation and Drainage. The Orchard Mesa Irrigation District (OMID) was organized in 1904 and became part of the Federal Grand Valley Project in 1922. Approximately 9,800 landowners and 4,300 acres are served by the district (Appendix Map 18). OMID's water is diverted from the Colorado River at the Cameo Diversion Dam in DeBeque Canyon. Water rights within the district are allocated to the land and cannot be sold separately.



The OMID is undertaking system improvements that will provide a more reliable water supply and will result in significant water savings. The most notable improvement will be a regulating reservoir, holding 80 to 100 acre-feet of water on a 15-acre site located north of A 1/2 Road and 29 3/4 Road and south of Mesa View Elementary School. The reservoir will improve the ability of OMID to deliver water at peak times. Check structures will be installed and improved, pump capacity will be increased, interties between canals will be constructed, and canal and lateral seepage will be reduced through lining and piping, further improving system efficiency.

(e) Electrical and Gas Utilities. Xcel Energy provides electricity to the northwest portion of the plan area. This includes the most-developed areas west of 27 1/4 Road and generally north of B 1/4 Road, east across 30 Road. Xcel's service area also includes the rural northeastern area, approximately along the C and C 1/2 Road corridors east of 32 Road. Grand Valley Power serves the remainder of the plan area. Service areas are shown in Appendix Map 19. Natural gas service is provided by Xcel Energy to most of the plan area. Infrastructure upgrades for both providers are driven by growth and development.

(Ord. 4629, 5-7-14)

39.32.020 Public utilities and infrastructure – 2010 Comprehensive Plan goals and policies.

(a) Goal 11. Public facilities and services for our citizens will be a priority in planning for growth.

(b) Policies.

(1) The City and County will plan for the locations and construct new public facilities to serve the public health, safety, and welfare, and to meet the needs of existing and future growth.

(Ord. 4629, 5-7-14)

39.32.030 Public utilities and infrastructure – Orchard Mesa public services.

(a) Goal 1. Services and infrastructure are cost-effective and meet the needs of residents and businesses in the Orchard Mesa Plan area.

(b) Actions.

(1) Future development levels shall be consistent with the adopted Future Land Use Map and all requirements for infrastructure service connections. Sewer service shall not be extended to rural areas, except as permitted by the Mesa County Land Development Code.

(2) Continue to submit development proposals to service providers for their review and comment.

(3) Coordinate with water and sanitation providers to help ensure that water and sewer systems are designed and constructed with adequate capacity to serve existing and proposed development, and that their capital improvement plans are coordinated with implementation of this plan.

(4) Explore the creation of various types of improvement districts (local improvement districts, public improvement districts) for areas within the urban development boundary where public infrastructure is needed and in areas that are already developed, for the purpose of providing sidewalks, street lighting, and stormwater management or other urban services.

Public Improvement Districts in Centers
(2010 Grand Junction Comprehensive Plan)

"Mesa County requires creation of Public Improvement Districts (PID) for public urban service provisions in Centers located in unincorporated areas of Mesa County. These districts are formed to provide urban services, such as sewer (where a sanitation district does not exist), streetlights, parks, additional public safety coverage, street sweeping and other urban services that are not offered by Mesa County. An urban services PID allows the identified district to establish a mill levy in the district and a sales tax upon approval of a ballot question in a general election by property owners in the proposed Public Improvement District. The monies raised through the levy and sales tax are used to pay for the urban services as the unincorporated Center grows."

(Ord. 4629, 5-7-14)

39.32.040 Community and public facilities – Background.

(a) Public Facilities and Services. Public facilities on Orchard Mesa are limited. The Mesa County Library operates a branch at 230 East Lynwood Street. CSU Tri-River Extension offices are located at the Mesa County Fairgrounds. They provide information on agriculture and natural resources, consumer and family education and 4-H youth development. There are no other City or County administrative services or facilities located on Orchard Mesa.



Orchard Mesa does not have a post office. Depending on where one resides, the closest post office may be the main Grand Junction facility at 4th Street and White Avenue, Fruitvale, Clifton, or Whitewater. There are no commercial mail or shipping businesses in the area. Residents have noted that the lack of any facility with mail services is a significant issue.

Medical and behavioral health facilities are also limited on Orchard Mesa. There are some service providers such as a dentist, but no physicians' offices, therapists' offices or clinics. Residents requiring medical care must go to providers north of the river. This results in some hardships for low-income residents and those with limited mobility. It may also contribute to the number of calls for emergency medical services.

(b) Schools. Mesa County Valley School District No. 51 has four elementary schools and one middle school in the plan area (Appendix Map 20). High school students from Orchard Mesa attend Central High School, Grand Junction High School or Palisade High School, depending on where they reside. A significant issue for the schools is the difficulty crossing Highway 50. Because of the lack of safe pedestrian crossings, students who live on the other side of the highway from their respective schools are bused, even when they reside within the district's designated walking area. As shown in Table 8, enrollment in the Orchard Mesa schools has declined slightly in the past five years

(about 2.8 percent). The largest decline has been at Lincoln Orchard Mesa Elementary, while enrollment at Mesa View Elementary has increased slightly.

The John McConnell Math and Science Center is located at New Emerson Elementary, a magnet school. A nonprofit organization, it is dedicated to providing hands-on science education. It is open to the general public as well as to students.

The district owns approximately 34 acres at the northwest corner of B Road and 30 1/2 Road. The site is for a potential future high school, and could also include a regional sports complex. Construction of a high school at this site will not occur until there is a need; District 51's long-range plan recommends a new high school in the Appleton area prior to building a school on Orchard Mesa. Therefore, development of the site is to be expected over the very long term. Additional sites for elementary and middle schools have not been identified.

Table 8: School Enrollment

School	**Enrollment**				
	2009	**2010**	**2011**	**2012**	**2013**
Dos Rios Elementary	439	430	374	382	404
Lincoln Orchard Mesa Elementary	410	412	363	382	372
Mesa View Elementary	421	441	454	448	434
New Emerson Elementary	129	133	150	150	143
Orchard Mesa Middle School	510	538	532	530	503
Totals	**1,909**	**1,954**	**1,873**	**1,892**	**1,856**

Source: Mesa County Valley School District No. 51

(c) CSU Western Colorado Research Center. Colorado State University's Orchard Mesa research center is located at 3168 B 1/2 Road on 77 acres. The research center also includes a Fruita site. Research conducted at the Orchard Mesa site includes tree fruits, wine grape production, dry bean variety increases, and ornamental horticulture. The site includes Ram's Point Winery, which trains students in winemaking and winery business practices.

(d) Orchard Mesa Cemeteries. The Orchard Mesa Municipal Cemetery is located along 26 1/4 Road, and is maintained by the City of Grand Junction. There are several sections, including the Orchard Mesa, Masonic, Municipal, Odd Fellows (I.O.O.F.), and Veterans Cemeteries on the west and Calvary and St. Anthony's Cemeteries on the east.

(Ord. 4629, 5-7-14)

39.32.050 Community and public facilities – 2010 Comprehensive Plan goals and policies.

(a) Goal 1. Community and public facilities meet the needs of area residents.

(b) Actions.

(1) Encourage the U.S. Postal Service to provide a branch post office on Orchard Mesa.

(2) Continue to maintain community facilities and services such as the Mesa County Library Branch.

(3) Support the CSU Research Center and protect the surrounding area from urbanization.

(4) Support assessment of health needs and encourage the location of medical offices and facilities within Orchard Mesa's neighborhood centers.

(5) Encourage and expand the Safe Routes to Schools program in Orchard Mesa neighborhoods.

(Ord. 4629, 5-7-14)

39.32.060 Public safety – Background.

(a) Law Enforcement. Law enforcement within the City limits is provided by the Grand Junction Police Department (GJPD), while the Mesa County Sheriff's Office (MCSO) covers the unincorporated areas. The patchwork of incorporated and unincorporated areas results in some uncertainty regarding jurisdictional responsibility; one side of the street or even individual parcels may be in the City, while the other side or immediately adjacent property is in the County. This results in inefficient and overlapping responses.

Police Services
(2010 Grand Junction Comprehensive Plan)

"The law enforcement staff has increased over recent years as concerns for safety and well-being have risen in Grand Junction. Cooperation between the City Police Department and Mesa County Sheriff's Office improves coverage and response times. However, in some areas, jurisdictional responsibility is unclear, especially where City limits and County jurisdiction alternate. This results in inefficient, overlapping responses."

There are no police or sheriff substations on Orchard Mesa, and neither agency has patrol districts assigned exclusively to Orchard Mesa. The MCSO has one officer assigned to patrol the Old Spanish Trail/Gunnison River Bluffs Trail. The 911 call volume for Orchard Mesa tends to be low relative to its size, with the majority of the calls in the more dense western area. The 29 Road bridge has improved response times, allowing personnel to reach the area sooner.

Colorado State Patrol (CSP) is responsible for traffic patrol on the highways and investigates traffic accidents in unincorporated areas. All CSP offices have been consolidated at the Fruita Service Center.

(b) Fire. The Orchard Mesa Plan area is served by the City of Grand Junction Fire Department (GJFD), the Grand Junction Rural Fire District, Central Orchard Mesa Fire District, and Land's End Fire District (Appendix Map 21). A small area to the southeast of 31 Road and A 1/8 Road is not included in any fire district. Also, several properties in the southeast portion of the plan area located south of Orchard Mesa Canal No. 2 are not within a fire district. Most of these properties are undeveloped, although a few have structures. Fire protection in areas outside fire district boundaries is the responsibility of the MCSO. Fire protection on Bureau of Land Management property is the responsibility of the BLM.



GJFD Station 4 is located at 251 27 Road. Based on the City of Grand Junction Fire Facilities Plan 2013, there has been some discussion regarding moving the station east to the Unaweep Avenue and Alta Vista area. The plan identifies all areas within four minutes estimated travel time from a station. The current location overlaps with the coverage area of the main station at 6th Street and Pitkin Avenue. Moving the station to the east would expand the area within the four-minute response time, both on Orchard Mesa and in Pear Park. Data indicates a 17 percent increase in call volume from 2011 to 2012. However, the number of emergency medical service (EMS) calls decreased from about 80 percent of total calls in 2011 to about 75 percent in 2012. (Table 9)

Table 9: Fire Station No. 4 Call Volume

Station 4	**2011**	**2012**
Total Responses	2625	3083
4 Minute Service Area		
Total Incidents	540	664
Total EMS	431	496
Total Fire	98	116
Population	8894	8894
Population over 65	738	738

Source: City of Grand Junction Fire Facilities Plan 2013

Grand Junction Rural Fire District services are provided by the Grand Junction Fire Department through a contract with the City of Grand Junction. Grand Junction Rural Fire District revenues are primarily derived from property taxes. The GJFD is operated as a general fund department of the City.

Central Orchard Mesa Fire Department is a separate fire district. It is a volunteer department managed by a five-member board. The station is at 3253 B 1/2 Road. As of 2013, there were 13 volunteers. Most of the volunteers are certified as emergency medical technicians (EMTs). In 2012, the district had 108 calls, a decrease from prior years, with about 70 percent of the calls for EMS and 30 percent for fire. The majority of the fire calls are associated with field burning. The district's service area covers about 8.1 square miles and includes approximately 800 households with an estimated 2,700 residents. The service area extends from approximately 30 1/4 Road and A 1/2 Road eastward to 35 Road and D 1/4 Road, between Orchard Mesa Canal No. 2 and the Colorado River. Through the Mesa County EMS Resolution, the district covers an additional 17.9 square miles as a Rural Ambulance Service Area; that area extends east to the National Forest. The district is funded by taxes, grants and donations. Equipment includes three engines, a water tender, two brush trucks and two ambulances.

Ongoing issues for the Central Orchard Mesa Fire District include maintaining an adequate number of trained volunteers and water infrastructure issues, including lack of water pressure, no water lines or no hydrants. As a result, a water tender must be dispatched to all fire calls, requiring more department resources. Also, Central Orchard Mesa's public protection classification (ISO rating) results in higher insurance costs for residents.

Land's End Fire District is a volunteer department, with a station off Siminoe Road, south of Whitewater. The Colorado Law Enforcement Training Center, drag strip, trap club and model airplane club are within the Land's End Fire District. However, Grand Junction Rural Fire District may be more suited to respond to incidents, based on location, staffing and equipment. All areas of Orchard Mesa are covered by the County-wide mutual aid agreement for fire, EMS, and other emergency services provided by fire departments in the County.

The County continues to encourage fire-wise site design and construction in wildland-urban interface areas to keep homes safer from wildfires by providing informational materials to property owners and developers and through development review. The Mesa County Wildfire Protection Plan provides recommendations to abate catastrophic wildfire and minimize its impacts to communities. It includes a risk assessment of numerous areas, including Orchard Mesa, along with recommendations for fuel reduction and treatments, public education and actions for homeowners.

(c) Emergency Management. The Mesa County Emergency Operations Plan (EOP) is an all-disciplines, all-hazards plan that establishes a single, comprehensive framework for incident management where resources from many agencies are involved. It provides the structure and mechanisms for coordination of local, State and federal agencies. The EOP is reviewed and updated every two years. Key components of the EOP are:

(1) Systematic and coordinated incident management;

(2) Organizing interagency efforts;

(3) Facilitating delivery of critical resources, assets and assistance; and

(4) Providing mechanisms for coordination, communication and information sharing in response to threats or incidents.

(d) Regional Public Safety Facility. The Colorado Law Enforcement Training Center at Whitewater Hill is the result of a partnership between Mesa County, the City of Grand Junction and Colorado Mesa University. Located on 78 acres, it is adjacent to the drag strip, trap club and model airplane club (Appendix Map 10). The largest training facility of its kind between Denver and Salt Lake City, it opened in 2013 with a pursuit driving track. It is expected to attract public safety personnel from throughout the region in addition to providing a venue to train local responders. Future plans for the site include an outdoor firing range, classrooms, fire training structures, and a simulated city block. One of the key challenges for development of the site is water. The water service will need to be improved to meet the fire code requirements for the planned classroom building and fire training needs.



(Ord. 4629, 5-7-14)

39.32.070 Public safety – 2010 Comprehensive Plan goals and policies.

(a) Goal 1. Adequate public safety services are available to all residents.

(1) Actions.

(i) Work with all fire districts to determine the need for and location of stations on Orchard Mesa.

(ii) Work with the fire districts to determine how to provide appropriate services throughout Orchard Mesa.

(iii) The City and County shall encourage water providers, in coordination with the appropriate fire district, to provide adequate fire flow for development planned or anticipated in all areas within their service area.

(iv) Provide outreach through the Sheriff's Office, Grand Junction Police Department and Mesa County Health Department to area residents. Assist in the establishment of a Neighborhood Watch program. Work to address community concerns and health and safety issues, support consistent law enforcement presence and services, and address public safety on streets and roads.

(b) Goal 2. The Colorado Law Enforcement Training Center serves as a regional training facility for law enforcement and emergency responders.

(1) Actions.

(i) Plan capital improvements that will enhance development and use of the training facility.

(ii) Encourage economic development efforts that will support and enhance usage of the training facility.

(Ord. 4629, 5-7-14)

Chapter 39.36

STORMWATER



Sections:

39.36.010 Background.
39.36.020 Stormwater discharge.
39.36.030 Preparing for disaster.
39.36.040 2010 Comprehensive Plan goals and policies.
39.36.050 Orchard Mesa stormwater.

39.36.010 Background.

Managing our Water Wisely
(2010 Grand Junction Comprehensive Plan)

"Grand Junction is an oasis in a desert landscape. While we have abundant water supplies, it makes sense to manage the use and quality of our water. Wise water management includes continuing the separate system of delivering irrigation water, making major efforts to prevent salt and other pollution of our rivers and streams and expanding the use of low-water landscapes (xeriscape).

The 2010 Comprehensive Plan discusses Natural Hazards, which include drainage and stormwater management. Drainage for Orchard Mesa is managed by the City of Grand Junction, Mesa County, the Orchard Mesa Irrigation District, and the 5-2-1 Drainage Authority. Although the average annual precipitation for the Grand Junction vicinity is only about nine inches, flooding can and does occur. Because large storms are infrequent, drainage issues were overlooked in the past. Our native clay soils do not absorb water well. Vegetation is sparse in many areas and this encourages erosion. Finally, development increases the amount of impervious surfaces in the form of roofs, driveways, and parking lots, reducing the amount of open ground. These past practices and environmental conditions collectively promote little infiltration, rapid runoff, more debris in the runoff, and flash flooding.

In addition to flooding concerns, water quality is also important. There are many entities that are involved in stormwater quality in the Grand Valley, including Mesa County, City of Grand Junction, Town of Palisade, Grand Valley Drainage District, Orchard Mesa Irrigation District, Grand Valley Water Users' Association, and School District No. 51. The Grand Valley Stormwater Unification Feasibility Study was

conducted in 2003 and the 5-2-1 Drainage Authority was created to help monitor and manage the quality of water as it returns to local washes, creeks and rivers.

(Ord. 4629, 5-7-14)

39.36.020 Stormwater discharge.

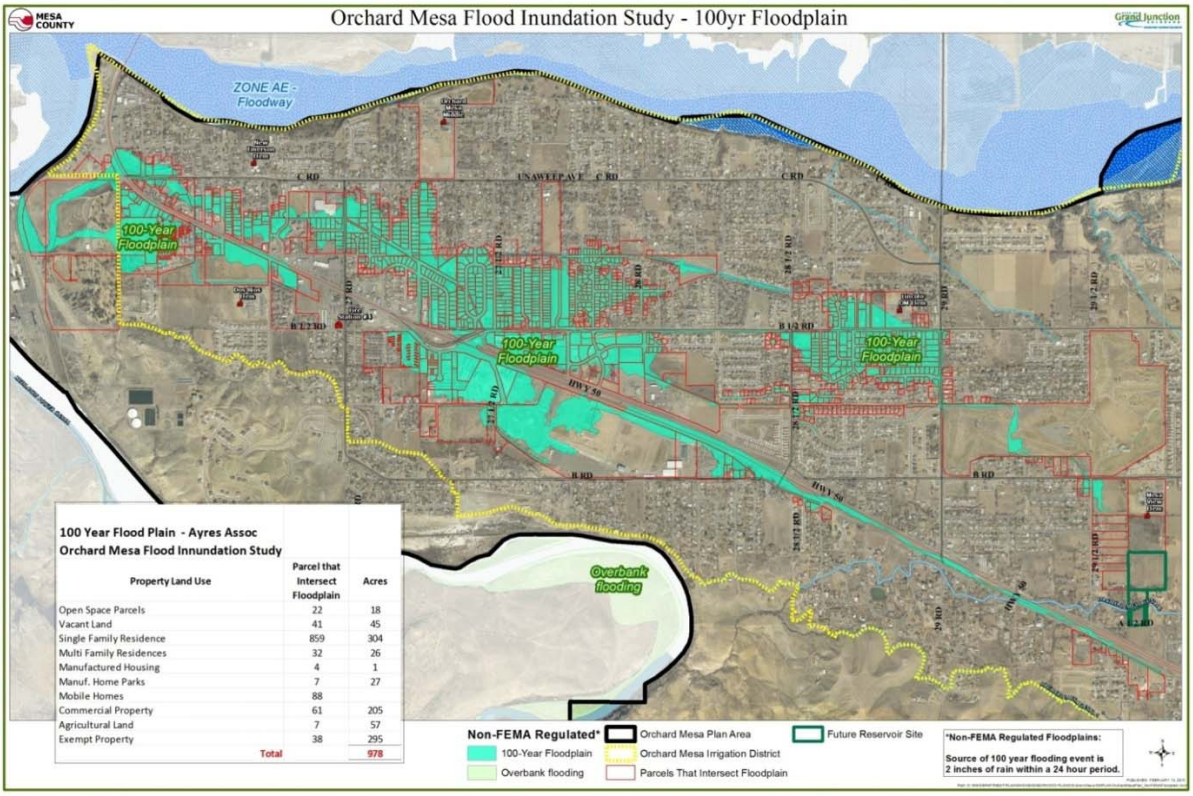
To aid in returning runoff to water sources safely, the U.S. Environmental Protection Agency (EPA) has developed a National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. As part of the NPDES guidelines, employees in the Orchard Mesa Irrigation District (OMID) and the Grand Valley Water Users Association have the authority to monitor and report violations to the City of Grand Junction or Mesa County. (http://www.irrigationprovidersgv.org/stormwater_discharge.php) Generally, urban runoff will be treated as a pollutant, while agricultural drainage is exempt from NPDES regulation. Increased stormwater drainage in OMID's system may add to the district's permitting and treatment requirements.

(Ord. 4629, 5-7-14)

39.36.030 Preparing for disaster.

The 5-2-1 Drainage Authority received a pre-disaster mitigation grant from the Federal Emergency Management Agency (FEMA) in 2009 to address several known problems on Orchard Mesa. A comprehensive drainage study, from 30 Road to the west, was completed as part of the grant project, resulting in the following map (Figure 9; Appendix Map 22). It identifies the area that would be inundated by a one percent chance (100-year) event, which is two inches of rainfall in a 24-hour timeframe. There are approximately 400 acres and 700 structures in the floodplain. The study found that spending over $4,000,000 (2009 dollars) to perform improvements would remove approximately 100 acres from the floodplain.

Figure 9: Orchard Mesa Flood Inundation Study



Although FEMA has not created a Flood Insurance Rate Map (FIRM) from this study, the City is using it as the "best available information" to govern development in the area and to ensure all new structures are built high enough they will not flood in the one percent chance event. Because this is not yet a FIRM, lending agencies probably won't require flood insurance to issue a loan. Affected landowners should consider obtaining flood insurance because basic homeowner's policies do not cover flooding. A composite of the study area plus the FEMA-regulatory floodplain is shown in Appendix Map 23.

(Ord. 4629, 5-7-14)

39.36.040 2010 Comprehensive Plan goals and policies.

(a) Goal 11. Public facilities and services for our citizens will be a priority in planning for growth.

(b) Policies. The City and County will plan for the locations and construct new public facilities to serve the public health, safety and welfare, and to meet the needs of existing and future growth.

(Ord. 4629, 5-7-14)

39.36.050 Orchard Mesa stormwater.

(a) Goal 1. Pre-disaster mitigation is performed to limit potential property damage.

    (1) Actions.

        (i) Support regional retention and detention facilities.

        (ii) Assist in the study of regional drainage needs.

        (iii) Create partnerships between local entities responsible for stormwater.

(b) Goal 2. Improve and maintain drainage facilities collectively among drainage partners.

    (1) Actions.

        (i) Support the vision of the 5-2-1 Drainage Authority.

        (ii) Create partnerships between local entities responsible for stormwater to establish regional drainage facilities.

(Ord. 4629, 5-7-14)

Chapter 39.40

PARKS, RECREATION, OPEN SPACE AND TRAILS



Sections:

39.40.010 Background – Existing parks and recreation facilities.
39.40.020 Park needs.
39.40.030 Bike and pedestrian trails.
39.40.040 2010 Comprehensive Plan goals and policies.
39.40.050 Orchard Mesa parks, recreation, open space and trails.

39.40.010 Background – Existing parks and recreation facilities.

One of the guiding principles of the 2010 Comprehensive Plan is a "Grand Green System of Connected Recreational Opportunities." Orchard Mesa has about 50 acres of park lands providing a variety of facilities (Table 10). City parks include Duck Pond Park, Eagle Rim Park and Dixson Park; Burkey Park South is undeveloped. Mesa County parks include Arlington/Oxford Park, Lynwood Park, Teardrop Park, Veterans/Lions Park and Village 9.

Other recreational facilities include the Orchard Mesa Community Pool, operated by the City of Grand Junction through a Memorandum of Understanding with Mesa County Valley School District 51 and Mesa County. The 95-acre Mesa County Fairgrounds at Veteran's Memorial Park includes the Orchard Mesa Little League fields, BMX track, and equestrian facilities, as well as open space.

A Grand Green System of Connected Recreational Opportunities

(2010 Grand Junction Comprehensive Plan - Guiding Principles)

"Take advantage of, and tie together the exceptional open space assets of Grand Junction, including the Colorado River, our excellent park system, trails and our surrounding open spaces."



Chipeta Golf Course is a privately owned 18-hole golf course. School playgrounds and sports fields provide additional facilities for local residents. However, availability is dependent on school schedules, policies, and funding. As of the writing of this plan, the Orchard Mesa Middle School tennis and volleyball courts are not available for use by the public due to fiscal constraints. Private parks are located in some subdivisions, for use by subdivision residents.

(Ord. 4629, 5-7-14)

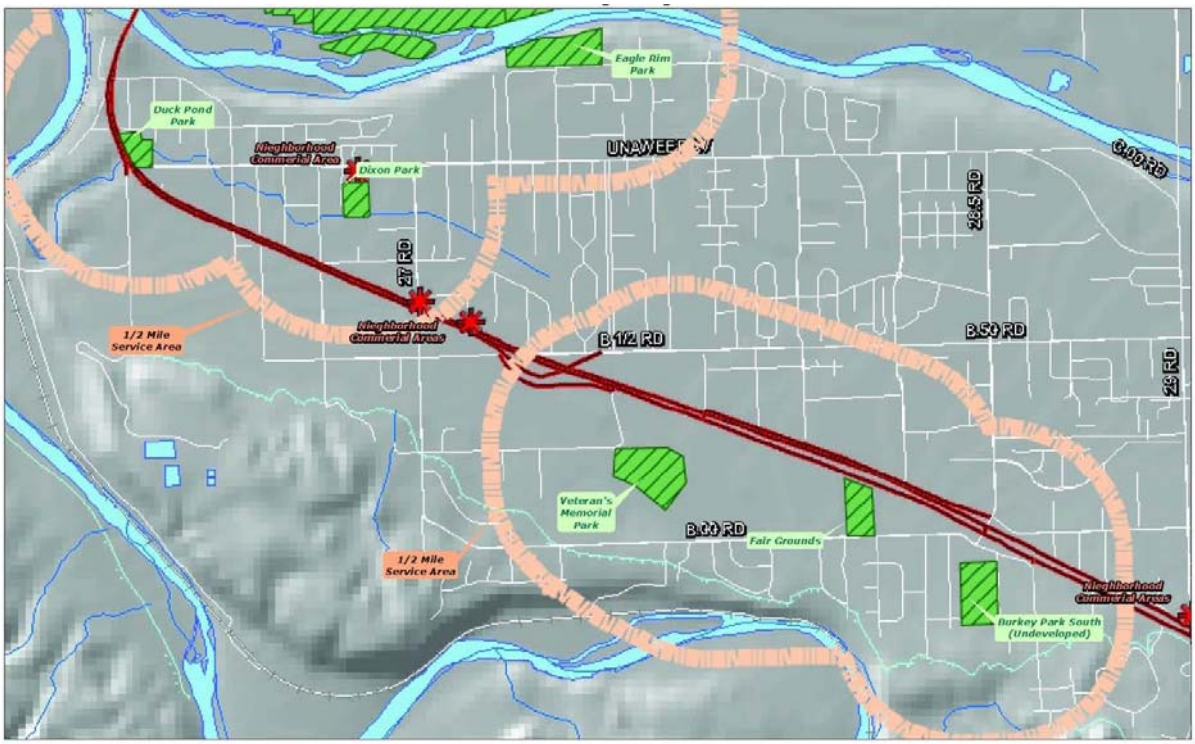
39.40.020 Park needs.

One of the guiding principles of the Grand Junction Comprehensive Plan is to have a "Grand Green System" of connected parks, trails, and open space. The Comprehensive Plan summarizes parks by type – mini, neighborhood, community and regional, and their related service areas, with radii that range from one-quarter mile to 10 miles. Many existing Orchard Mesa neighborhoods lie outside park service areas, indicating that there is a need for additional neighborhood and community parks. The Comprehensive Plan provides detail on levels of service (Figure 10).

Additional Park Types: Mountain Park, Confluence Park, and Regional Parks
(2010 Grand Junction Comprehensive Plan)

"A large mountain park is suggested to take advantage of the City's mountainside watershed lands on the Grand Mesa slopes. Large regional parks are suggested in various locations in the City. The Comprehensive Plan resurrects the previous idea of a park of the confluence of the Colorado and Gunnison Rivers."

Figure 10: Park Service Areas



The Comprehensive Plan specifically references the concept of Confluence Park, to be located at the junction of the Colorado and Gunnison Rivers. The future high school site, located at the northwest corner of B Road and 30 1/2 Road, could include sports fields to serve regional recreation needs.

Table 10: Park Inventory

Name	Jurisdiction	Acres	Type
Arboreteum	Mesa County	1.2	Walking paths; amphitheater
Arlington/Oxford	Mesa County	2	Open space
Burkey South	Grand Junction	10	Open space/future park; trailhead for Old Spanish Trail
Dixson	Grand Junction	2	Open space; picnic area; sports fields
Duck Pond	Grand Junction	4.4	Playground; picnic area
Eagle Rim Park	Grand Junction	12	Playground; picnic area; skate park; trails; access to Old Mill Bridge/Colorado Riverfront Trail
Lynwood	Mesa County	2	Playground; picnic area
Mesa County Fairgrounds	Mesa County	85	Picnic area; open space; equestrian activities; BMX course; ball fields
Orchard Mesa Pool	GJ/MC/Dist. 51	n/a	Indoor swimming
Teardrop	Mesa County	1	Open space; picnic tables
Veterans/Lions Park	Mesa County	7	Green space; picnic tables; volleyball; Veteran's Memorial
Village 9 East	Mesa County	1.8	Playground; picnic tables
Village 9 West	Mesa County	7.5	Open space
Schools	Mesa County Valley School District No. 51	n/a	Playgrounds and sports fields at schools
Chipeta Golf Course	Private	124	18-hole golf course, driving range, tennis course

An Extensive Off-Street Trail System
(2010 Grand Junction Comprehensive Plan)

"The region is known for its great bicycling, but a complete trail system is lacking throughout the city. The plan expands on the great trail building efforts along the Colorado River and combines trails, bike paths, bike lanes and bike routes, envisioned in the Urban Trails Plan, to create an alternative system for getting around …."



(Ord. 4629, 5-7-14)

39.40.030 Bike and pedestrian trails.



Bridges connecting to the Colorado Riverfront Trail are located at Eagle Rim Park (Old Mill Bridge) and 32 1/2 Road off C 1/2 Road. Other access points are across the river via the 5th Street Bridge and the 29 Road Bridge. The Orchard Mesa area includes a few bike and pedestrian facilities along streets, mostly in incorporated neighborhoods, but has little in the way of dedicated bike and pedestrian trails (Appendix Map 13). Trails connecting the Colorado Riverfront Trail and the Old Spanish Trail as well as connections across the Gunnison River at the Black Bridge site have been identified by residents as desirable routes. A bike and pedestrian path along Highway 50 is a high priority. The Urban Trails Master Plan identifies existing and future routes for bike facilities and trails.



One of the most significant assets of Orchard Mesa, both recreationally and culturally, is the Old Spanish Trail North Branch. Together with the Gunnison River Bluffs, they are known as the Sisters Trails. The area provides open space, hiking and biking, and opportunities to enjoy the natural setting. The north trailhead is a parking area located at the Burkey Park South property, which is undeveloped. Trail users must use Valley View Drive and Sunlight Drive, passing through a residential neighborhood to get to the trail. The southern trailhead is located in Whitewater, on Coffman Road. The trails pass through land owned by the BLM, Mesa County, City of Grand Junction, and private parties. The Old Spanish Trail is seven miles long, while the Gunnison River Bluffs Trail runs for eight miles. The draft Sisters Trails Plan has been prepared and will be considered for adoption in the near term. The plan identifies possible trailhead and interpretive improvements and emphasizes partnerships to implement the plan. The Old Spanish Trail Association is a national nonprofit organization dedicated to promoting awareness of the Old Spanish Trail and its multicultural heritage. The local chapter serves as an advocate for the North Branch of the trail, partnering with government and other organizations to promote the trail as well as maintain and make improvements to the trail.



The Palisade Fruit and Wine Byway begins at 32 and C Roads and provides a 25-mile loop route for bicyclists and motorists touring the orchards and wineries of Orchard Mesa to Palisade. The majority of the Orchard Mesa portion of the Byway places the bike route within existing roadways.

(Ord. 4629, 5-7-14)

39.40.040 2010 Comprehensive Plan goals and policies.

(a) Goal 10. Develop a system of regional, neighborhood and community parks protecting open space corridors for recreation, transportation and environmental purposes.

(b) Policies.

(1) A parks master plan that identifies regional, community and neighborhood parks and open space. The plan will be integrated into the Regional Transportation Plan and the trails master plan.

(2) Preserve areas of scenic and/or natural beauty and, where possible, include these areas in a permanent open space system.

(3) The City and County support the efforts to expand the riverfront trail system along the Colorado River from Palisade to Fruita.

(Ord. 4629, 5-7-14)

39.40.050 Orchard Mesa parks, recreation, open space and trails.

(a) Goal 1. Parks and recreational opportunities meet the needs of Orchard Mesa residents.

(1) Actions.

(i) Identify locations for new mini and neighborhood parks that will positively impact and enhance the Orchard Mesa community and meet the level of service standards for parks and recreation facilities in the Grand Junction Comprehensive Plan.

(ii) Include active, passive and natural areas, to provide a variety of experiences and activities for residents.

(iii) Preserve natural drainages, wildlife habitat and vegetation as open space.

(iv) Develop an historic park and/or viewpoint at Confluence Point.

(b) Goal 2. The Old Spanish Trail and Gunnison River Bluffs Trail are recreation destinations.

(1) Actions.

(i) Adopt the Sisters Trails Plan and in coordination with the City of Grand Junction, Mesa County, Bureau of Land Management (BLM), National Park Service (NPS), Old Spanish Trail Association (OSTA), Colorado Plateau Mountain Bike Association (COPMOBA) and other interested parties, implement the Sisters Trails Plan.

(ii) Work with OSTA, COPMOBA, BLM, NPS, City of Grand Junction, Mesa County, Museum of the West, Visitor's Bureau, Interpretive Association of Western Colorado and other groups to make people aware of the Old Spanish Trail and Gunnison River Bluffs Trail and to promote the Old Spanish Trail as one of the reasons to visit Grand Junction.

(c) Goal 3. A system of trails provides a network of connections throughout Orchard Mesa for pedestrians and bicyclists, with connections to the Riverfront Trail, the Redlands, and Whitewater.

(1) Actions.

(i) Continue to require new development to provide trails and connections as identified in adopted plans, either as easements or dedicated rights-of-way, as links to existing trails and to the transportation system.

(ii) Work with property owners when planning routes for new trails, especially along drainages and other areas where easements from private property owners will be needed.

(iii) Work with the Regional Transportation Planning Office (RTPO) and Colorado Department of Transportation (CDOT) to plan for Highway 50 bike and pedestrian facilities.

(iv) Establish and develop Black Bridge Park with a pedestrian bridge over the Gunnison River that can also serve as an emergency access for businesses if the railroad blocks the current access, in coordination with the Riverfront Technology Corporation, the Riverfront Commission and the Department of Energy.

(d) Goal 4. Parks and recreation facilities serving the residents of Orchard Mesa are developed, maintained and operated through effective partnerships between the City of Grand Junction, Mesa County and Mesa County Valley School District No. 51.

(1) Actions.

(i) Continue to utilize shared use agreements and intergovernmental agreements to develop, operate and maintain parks and recreational facilities.

(ii) Encourage new partnerships among government agencies, nonprofit organizations, private sector businesses and area residents to assist with provision of park and recreational facilities and programs.

(iii) Enter into a partnership with Mesa County Valley School District No. 51 to develop a sports field complex at the high school site, redevelop the community sports facilities at the middle school site, and to locate neighborhood and community parks adjacent to school sites, to maximize resources.

(iv) Continue the partnership with the City of Grand Junction, Mesa County and School District No. 51 to operate the Orchard Mesa Community Center Pool.

(Ord. 4629, 5-7-14)

Chapter 39.44

MESA COUNTY FAIRGROUNDS



Sections:
39.44.010 Background.
39.44.020 Mesa County Fairgrounds.

39.44.010 Background.

The Mesa County Fairgrounds at Veteran's Memorial Park is a 93-acre multipurpose special event facility that was established in the 1940s. In addition to the annual county fair, it hosts numerous events and activities throughout the year and is the home campus for the Tri-River CSU Extension Office. The property includes the grandstand, equestrian center, buildings for indoor events, Little League ball fields, a BMX track, an arboretum and demonstration gardens. There are approximately 500 events each year, drawing more than 100,000 attendees.

Area residents also use the fairgrounds as a neighborhood park; continued pedestrian access from B Road is important to the surrounding neighborhoods. In the future, as properties to the west develop, bike and pedestrian access to B 1/4 Road should be added, providing access to the Orchard Mesa Little League fields and Lions Park.



On December 10, 2012, the Mesa County Board of County Commissioners adopted the Mesa County Fairgrounds Master Plan. The plan is a road map for future development of the property. The proposed master plan includes a new primary circulation road connecting the two Highway 50 Fairgrounds entries. Improvements at the west end of the site include upgrades to the Orchard Mesa Little League complex and parking area, relocation and expansion of the BMX venue to create a professional BMX course, relo-

cated and enlarged Veteran's Park, relocated Veteran's Intermountain Memorial, and expanded paved parking. Improvements to the east end of the site include additional stall barns, a new covered arena, a permanent show office and restroom pavilion, and expanded RV sites. Improvements to the center of the site include a proposed 5,000-seat indoor event arena with attached 30,000 square foot divisible exhibition hall and expanded paved parking.

The master plan is proposed to be implemented in phases as funding becomes available (Figure 11). Work will occur first in the east and west sections, beginning in 2013. The more expensive event arena and exhibition hall will be the final phase of the project. The master plan includes an analysis of economic and fiscal impacts of fairground operations and development, as well as key benefits of the proposed improvements. The property is zoned Planned Unit Development (PUD); the development plan for the site will be updated in 2014 to reflect the new master plan.

With redevelopment of the fairgrounds, the facility will continue to be an asset to the residents of Mesa County but will also become a regional attraction, providing a venue for expanded activities and events that will draw more visitors to the area. As such, it can serve as an anchor for the Orchard Mesa community and act as a catalyst for future development. The Future Land Use Map identifies the surrounding area as a neighborhood center. The fairgrounds is an amenity to surrounding Orchard Mesa neighborhoods, but it can also have impacts, such as noise, traffic and dust. It will be important to address those impacts while continuing to provide neighborhood access.

Figure 11: Fairgrounds Master Plan



(Ord. 4629, 5-7-14)

39.44.020 Mesa County Fairgrounds.

(a) Goal 1. The Mesa County Fairgrounds serves as a regional attraction and is an anchor for Orchard Mesa.

(1) Actions.

(i) Plan for and develop land uses and services that will support implementation of the Mesa County Fairgrounds Master Plan.

(ii) Encourage the formation of partnerships that will increase the quality and quantity of events, working with the Visitors and Convention Bureau and other local organizations.

(iii) Encourage economic development efforts that will support and enhance usage of the fairgrounds.

(iv) Plan capital improvements that will enhance access to and use of the fairgrounds. Include multi-modal transportation improvements.

(b) Goal 2. Impacts of fairgrounds activities on surrounding neighborhoods are reduced.

(1) Actions.

(i) Work with the fairgrounds and surrounding neighborhoods to identify possible impacts and develop solutions that will minimize impacts from noise and dust associated with activities at the fairgrounds through operations and site design.

(ii) Support efforts of the fairgrounds to do neighborhood outreach and notification of events that may affect area residents.

(c) Goal 3. The fairgrounds and Orchard Mesa Little League complex connects to the surrounding neighborhoods.

(1) Actions.

(i) Maintain pedestrian access to the fairgrounds from B Road.

(ii) Provide pedestrian improvements along B Road so residents can safely access the fairgrounds.

(iii) As development occurs to the west, incorporate pedestrian access from B 1/4 Road into site design.

(iv) Improve Highway 50 cross-access for pedestrians and bicycles.

(Ord. 4629, 5-7-14)

Chapter 39.48

NATURAL RESOURCES



Sections:

39.48.010 Background.
39.48.020 Mineral resources.
39.48.030 Geologic hazards.
39.48.040 Visual resources/air quality.
39.48.050 Wildlife.
39.48.060 2010 Comprehensive Plan goals and policies.
39.48.070 Orchard Mesa natural resources.

39.48.010 Background.

The Orchard Mesa planning area contains a wealth of natural resources and amenity values. Most of the neighborhoods benefit from great views of the Grand Mesa, Bookcliffs, and the Colorado National Monument. The area also includes mineral resources, historic and existing drainage channels, wetlands, wildlife habitat, and the Colorado and Gunnison River floodplains.

(Ord. 4629, 5-7-14)

39.48.020 Mineral resources.

Mineral resources are predominantly upland gravel deposits on both the Colorado River and Gunnison River bluffs as well as floodplain deposits along both rivers. The current five gravel pits in the area are all outside of the City limits. Some coal deposits exist along the Gunnison River near the Department of Energy facility. These resources are all identified in the County's Mineral and Energy Resources Master Plan and mapped in the Mineral Resources Survey of Mesa County (1978).

As Orchard Mesa grows, the potential for land use conflicts increases between gravel operations and other development. Mineral extraction is regulated by local development codes and the State of Colorado.

MESA COUNTY MINERAL & ENERGY RESOURCES MASTER PLAN

GUIDING GOAL

Create and maintain a balance between present and future Resource development and use.

***GOALS** (excerpts):*

G1. Mesa County will be a leader in the stewardship of natural, social, environmental, and economic assets of Mesa County, which will assure prosperity and quality of life into the future while minimizing impacts of development and use of Resources.

G3. Minimize potential impacts from all exploration, development, and use of Resources on lands, land uses, residents, and communities, recognizing the location of the Resources and current land use patterns.

G4. Protect Resources and existing Resource-related facilities from incompatible land uses.

G5. Minimize potential conflicting land uses that may adversely impair or prevent the exploration, development, and use of commercially valuable Resources, recognizing the location of the Resources and current land use patterns.

G6. Permit Resource development in a safe and environmentally sound fashion.

(Ord. 4629, 5-7-14)

39.48.030 Geologic hazards.

Evidence of unstable slopes, soil creep and slumping is easily seen along the bluffs of Colorado River. Numerous locations along the Colorado and Gunnison River bluff lines show signs of soil movement and unstable slopes, including some areas where residential development has occurred. In the 1980s several homes in the Lamplight Subdivision were damaged and ultimately removed due to earth movement sliding towards the Colorado River as shown below.



Steep Slopes

(2010 Grand Junction Comprehensive Plan)

*… Steep slopes along the Colorado River have a demonstrated history of instability. **Dramatic examples include the relocation of several houses on Orchard Mesa to avoid falling into the river…***

City and County development codes set forth specific criteria for land use and development activities to avoid hazard areas or mitigate potential impacts. The codes also have standards for development along mapped ridgelines visible from major transportation corridors.

(Ord. 4629, 5-7-14)

39.48.040 Visual resources/air quality.

The Highway 50 corridor is a major entryway to the Grand Junction area and offers visitors and residents their first view of the urban area. The image many people have of Orchard Mesa and the Grand Junction area is based on their experience along this corridor. Orchard Mesa is located above the majority of the urban area and boasts some of the best scenic views of the Grand Valley, the Uncompahgre Plateau, Colorado National Monument, the Bookcliffs and Grand Mesa.

Like much of Mesa County, the enjoyment of the night sky is a high priority for residents of Orchard Mesa. Development codes include specific standards for outdoor lighting in and outside of the Grand Junction City limits.

The Mesa County Board of Health's advisory body, the Grand Valley Air Quality Planning Committee, studies and addresses air quality issues such as: oil burning furnaces, illegal trash burning, legally permitted open burning, visibility, wood stove use during winter months, vehicle emissions, fugitive dust complaints, neighborhood odor complaints, etc.

Visual Resources
(2010 Grand Junction Comprehensive Plan)

Scenic resources can be defined as areas of high visual quality. The City of Grand Junction is surrounded by striking environmental features and uncommon scenic quality: from open valleys and irrigated fields to unique and memorable (mesa) landforms…"

Air Quality
(2010 Grand Junction Comprehensive Plan)

An increase in growth brings an increase in factors that impact air quality: motorized vehicle emissions, blowing dust from cleared land, smoke from chimneys, power plants. In the Grand Junction area thermal inversions trap air pollutants in the valley, to some degree, approximately 300 days per year and are most severe during winter months. Comprehensive Plan measures that will help mitigate the air quality impacts of growth include:

- *Compact development patterns that reduce travel distances;*
- *Mixed-use centers that bring shopping closer to residential areas and encourage walking for some needs;*
- *Planning for transit;*
- *Expanding the trail system to encourage non-automobile travel; and*
- *Increasing connectivity to provide more efficient travel routes through the city.*

Mesa County Resolution MCM 2002-066, Mesa County Air Pollution Resolution on Open Burning, sets forth direction for air quality protection consistent with Section 25-7-128 of the Colorado Revised Statutes. The County's resolution provides specific direction for open burning in the designated air shed, prohibited materials, general practices, exemptions, permit requirements, local fire protection agency requirements, and season and timing of burning. Agricultural burning is generally exempt from regulation and the resolution prohibits open burning of residential household trash.

(Ord. 4629, 5-7-14)

39.48.050 Wildlife.

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: the Colorado pikeminnow, razorback sucker, bonytail chub, and humpback chub. The western yellow-billed cuckoo is proposed for

threatened status. The Colorado hookless cactus, a listed threatened plant, is also in the area. Local development codes require minimum setbacks from the Colorado and Gunnison Rivers and consultation with the Colorado Parks and Wildlife and the U.S. Fish and Wildlife Service for input on development near drainages and other wildlife habitat.

(Ord. 4629, 5-7-14)

39.48.060 2010 Comprehensive Plan goals and policies.

(a) Goal 10. Develop a system of regional, neighborhood and community parks protecting open space corridors for recreation, transportation and environmental purposes.

(b) Policies.

(1) Preserve areas of scenic and/or natural beauty and, where possible, include these areas in a permanent open space system.

(Ord. 4629, 5-7-14)

39.48.070 Orchard Mesa natural resources.

(a) Goal 1. Mineral resources are used efficiently while minimizing the impacts to related natural resources and adjacent neighborhoods.

(1) Actions.

(i) Use the Mesa County Mineral and Energy Resources Master Plan and local and State regulations to determine location of resources and manner of extraction and reclamation.

(ii) Continue to regulate gravel operations using the Conditional Use Permit process.

(iii) Collaborate with gravel mining interests to develop innovative approaches to reclamation that will provide wildlife habitat, restoration of native landscapes, recreational opportunities, limited development, and other public values.

(b) Goal 2. The natural environment is preserved including: wetlands, natural drainages, wildlife habitat, river floodplains, steep slopes, geological hazard areas and water quality.

(1) Actions.

(i) Preserve creeks, floodplains, washes, and drainages through incentives and standards in the applicable development codes.

(ii) Require sufficient setbacks of all structures from natural and constructed drainages to ensure the preservation of the integrity and purpose(s) [aquifer and water course recharge, wildlife habitat, water quality enhancement, flood control, etc.] of the drainages.

(iii) Direct landowners of significant wetlands and drainages to seek assistance from the Natural Resource Conservation Service or USDA Farmland Protection Program for the purpose of formulating management plans. Direct landowners to the U.S. Army Corps of Engineers for determining permit requirements prior to any construction activities.

(iv) Continue to use Colorado Parks and Wildlife and the U.S. Fish and Wildlife Service as review agencies for proposed development near potentially impacted riparian and other wildlife habitats.

(v) Continue to enforce ridgeline and geologic hazard development standards.

(c) Goal 3. Visual resources and air quality are preserved.

(1) Actions.

(i) Develop/distribute best management practices (BMPs) for mineral extraction, agricultural, and construction operations.

(ii) Encourage landowners to work with Natural Resource Conservation Service, the County Air Quality staff and Planning Committee, and the Tri-River Extension Service on best management practices for agricultural operations including: alternatives to open burning and dust minimization during high wind events, etc.

(iii) Enforce air emission permits (e.g., gravel operations, industrial uses).

(iv) Work with the County Air Quality Planning Committee on ways to maintain a healthy air quality.

(v) Continue to require full cutoff light fixtures on all new development to minimize light spillage outward and upward.

(vi) Create and distribute informational materials for homeowners and businesses to minimize outdoor lighting while still maintaining needed security.

(vii) Explore revising development codes to include protection of key view sheds and corridors.

(viii) Continue to enforce ridgeline development standards.

(Ord. 4629, 5-7-14)

Chapter 39.52

HISTORIC PRESERVATION

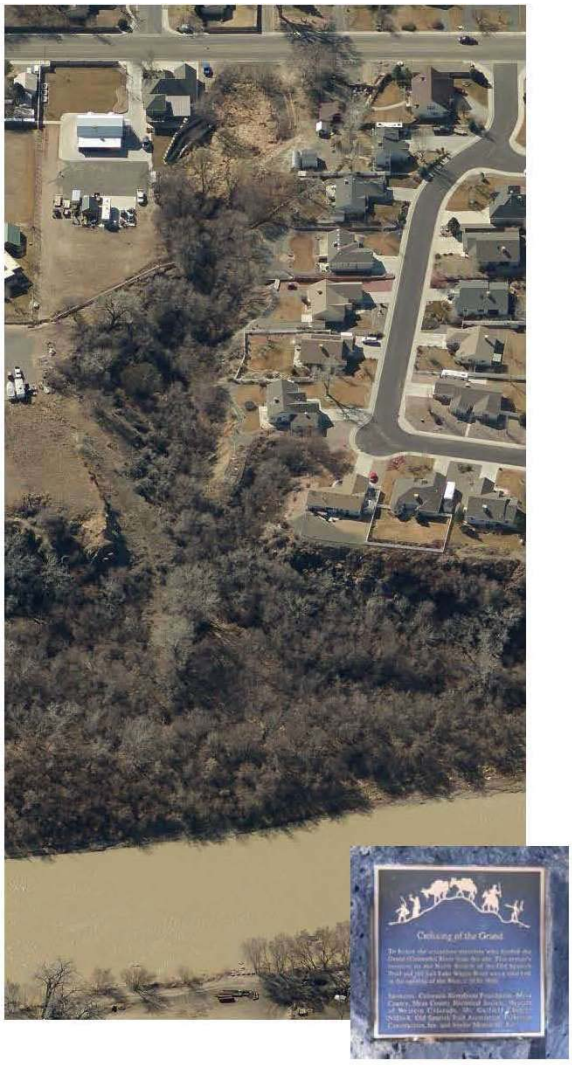
Sections:

39.52.010 Background.
39.52.020 2010 Comprehensive Plan goals and policies.
39.52.030 Orchard Mesa historic preservation.

39.52.010 Background.

(a) Orchard Mesa is rich in history (Appendix Map 24). Like all of Mesa County, Orchard Mesa was a Ute Indian territory until 1881 when the area was opened for settlement. In that year, George Crawford, the founder of Grand Junction, first viewed the Grand Valley from a point above what is now the Fifth Street Bridge on Orchard Mesa. Before George Crawford and the many pioneers that came to settle the Grand Valley, early Spanish traders and explorers passed through on the way to search for gold, silver and other riches. They came across Orchard Mesa on the Old Spanish Trail Northern Branch from 1829 to 1848. This trail made its way through Mesa County from Santa Fe, New Mexico to Green River, Utah, where it rejoined the main branch of the trail. It was used by early traders, trappers and explorers to trade with the Ute Indians.

(b) The Old Spanish Trail crossed the Colorado River near the present day location of 28 3/4 Road. An historic marker is located along Unaweep Avenue. A seven-mile-long section of a public trail from Whitewater to Orchard Mesa has been designated as an official Retracement Route of the Old Spanish Trail by the National Park Service. The Old Spanish Trail was designated as a National Historic Trail by Congress in 2002.



(c) The Sisters Trails (the Old Spanish Trail and Gunnison River Bluffs Trails) draft report was completed in 2012. Adoption and implementation of the plan will help to recognize, promote and protect the Old Spanish Trail and Gunnison River Bluffs Trails area by:

(1) Developing a vision and goals for the area;

(2) Identifying, surveying and recording trail alignments through the area;

(3) Identifying trail standards to be used for construction and maintenance;

(4) Identifying signage standards;

(5) Identifying funding sources for trail and trailhead development and enhancements;

(6) Developing a Community Engagement Strategy; and

(7) Promoting long-term stewardship.

(d) It was from the junction of the Gunnison River and the Grand River (now known as the Colorado River) that George Crawford stood and viewed the location of a new town site. This spot now referred to by locals as "Confluence Point" is under private ownership and has been mentioned for many years as a place that should be set aside with public access.

(e) Orchard Mesa Heights, located at 26 1/2 Road and C Road on 120 acres, was the earliest recorded subdivision on Orchard Mesa. It was recorded in 1890 and 1895 and created standard city lots (100 feet by 25 feet), organized on city blocks. There are several older houses remaining in the western portion of Orchard Mesa that characterize the architecture of the late 19th and early 20th centuries, with styles such as Queen Anne, Dutch Colonial, Gothic Revival and Craftsman, as well as simple vernacular farmhouses.



(f) The first orchards were established during the late 1880s. The main crops in order of priority were apples, pears and peaches. The Orchard Mesa Land and Investment Company set out 240 acres with 50,000 fruit trees in 1891. Irrigation water was pumped from the rivers for private use and by the 1920s the U.S. Bureau of Reclamation began a drainage project to solve alkali problems. In the 1920s the Rose Glen Dairy was established on the west end of the mesa by the Clymer family. It became known as Clymer's Dairy and remained open into the 1990s. The Clymer Residence at 1865 Clymer Way is listed on the Grand Junction Register of Historic Sites, Structures and Districts. In the rural areas, several old barns and agricultural buildings from original farms can still be found.

(g) Modern access to Orchard Mesa has included three bridges spanning the Colorado and Gunnison Rivers. The Fifth Street Bridge was constructed in 1886 and was replaced by a two-lane bridge in 1933. This bridge lasted until 1989 when it was replaced to match the existing two-lane southbound bridge constructed years earlier when the volume of traffic warranted four lanes of traffic. The old Black Bridge crossed the Gunnison River, connecting Orchard Mesa with the Redlands area and Glade Park. It was closed to traffic in 1983 due to damage to its stone foundations caused by floodwaters and although it was listed on the National Register of Historic Places, it was taken down in September of 1988 by Mesa County. The third bridge, a bridge at 32 Road (State Highway 141) replaced the old Clifton Bridge.

(h) Orchard Mesa's main road during the late 1800s and early 1900s followed Unaweep Avenue (C Road) through the Four Corners area (29 Road and B 1/2 Road) and then ran parallel to the Gunnison River to Whitewater along the old Whitewater Hill Road (commonly believed to be part of the Salt Lake Wagon Road/Old Spanish Trail). This route became State Highway 340 until U.S. Highway 50 across Orchard Mesa was established in the 1940s. Along Highway 50, properties such as the Artesian Hotel are typical of the mid-century auto-oriented development that served the traveling public.

(i) Lincoln Orchard Mesa Elementary School, located on B 1/2 Road near 29 Road, was established in 1895 as the first school built to serve Orchard Mesa. The original building no longer stands, but was utilized as part of the elementary school as recently as the late 1980s.



(j) The U.S. Department of Energy's (DOE) site along the Gunnison River was originally established in the 1940s as part of the Manhattan Project. At one time, the site housed two pilot uranium ore milling plants. It later became a leading office involved in restoration of properties contaminated with uranium mill tails. After the Uranium Mill Tailings Remediation Action (UMTRA) was completed in the 1990s, the DOE no longer needed the entire 54-acre site and most of it was transferred to the City and County for use as a business incubator. The DOE continues to house their Legacy properties offices on the site and monitor the site's groundwater.

(k) The Bannister Cemetery (now a part of the Orchard Mesa Cemetery) was the first cemetery on Orchard Mesa. Now Orchard Mesa is the site of several cemeteries, all of which are located adjacent to one another above the Gunnison River near the Fifth Street hill. They include Potter's Field, Calvary, Municipal, Orchard Mesa, Veterans, Ohr Shalom, the Oddfellows (I.O.O.F), and Masonic Cemeteries. George Crawford is buried on a hill above the cemeteries; the City continues to work to preserve and enhance the site.

(Ord. 4629, 5-7-14)

39.52.020 2010 Comprehensive Plan goals and policies.

(a) Goal 6. Land use decisions will encourage preservation of existing buildings and their appropriate reuse.

(b) Policies.

(1) In making land use and development decisions, the City and County will balance the needs of the community.

(Ord. 4629, 5-7-14)

39.52.030 Orchard Mesa historic preservation.

(a) Goal 1. Paleontological, historic and cultural resources that symbolize the area's identity and uniqueness are retained and preserved.

(1) Actions.

(i) Efforts shall be made to preserve and protect significant historic, cultural and paleontological resources whenever possible and reasonable.

(ii) Conduct a comprehensive inventory of historic, cultural and paleontological resources in the planning area in conjunction with the Museum of Western Colorado and other partners.

(iii) Assist property owners in listing properties on the Grand Junction Register of Historic Sites, Structures and Districts and the Mesa County Register of Historic Landmarks. Provide guidance and technical assistance to help preserve or rehabilitate historic properties.

(iv) Working in partnership with the Museum of Western Colorado, the Old Spanish Trail Association and other organizations, encourage and support efforts to provide interpretive materials that recognize the history and culture of Orchard Mesa.

(v) Include the Old Spanish Trail and other historic sites on Orchard Mesa when promoting the Grand Valley as a place to visit and recreate.

(Ord. 4629, 5-7-14)

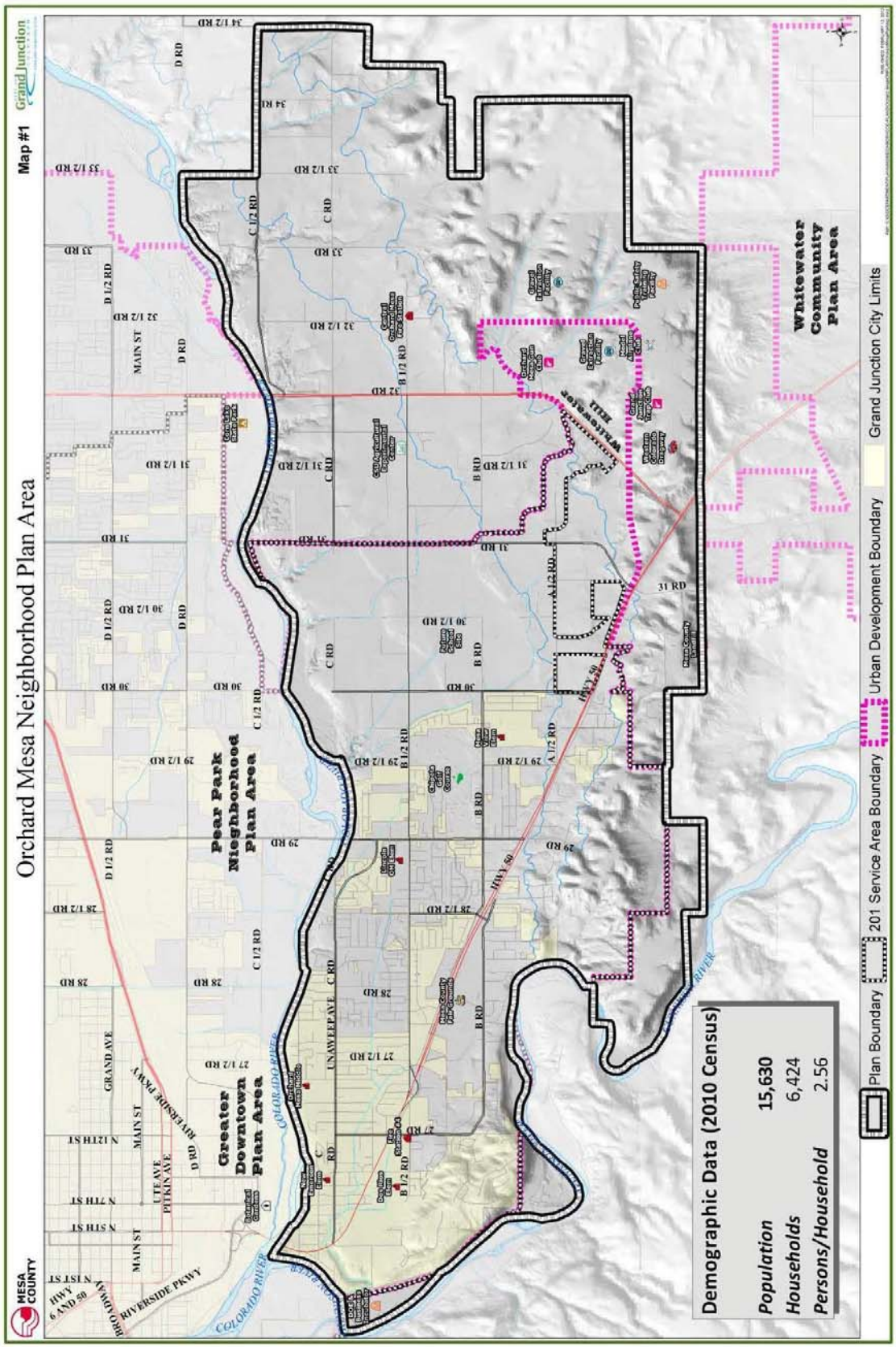
Chapter 39.56

APPENDIX: MAPS

Sections:

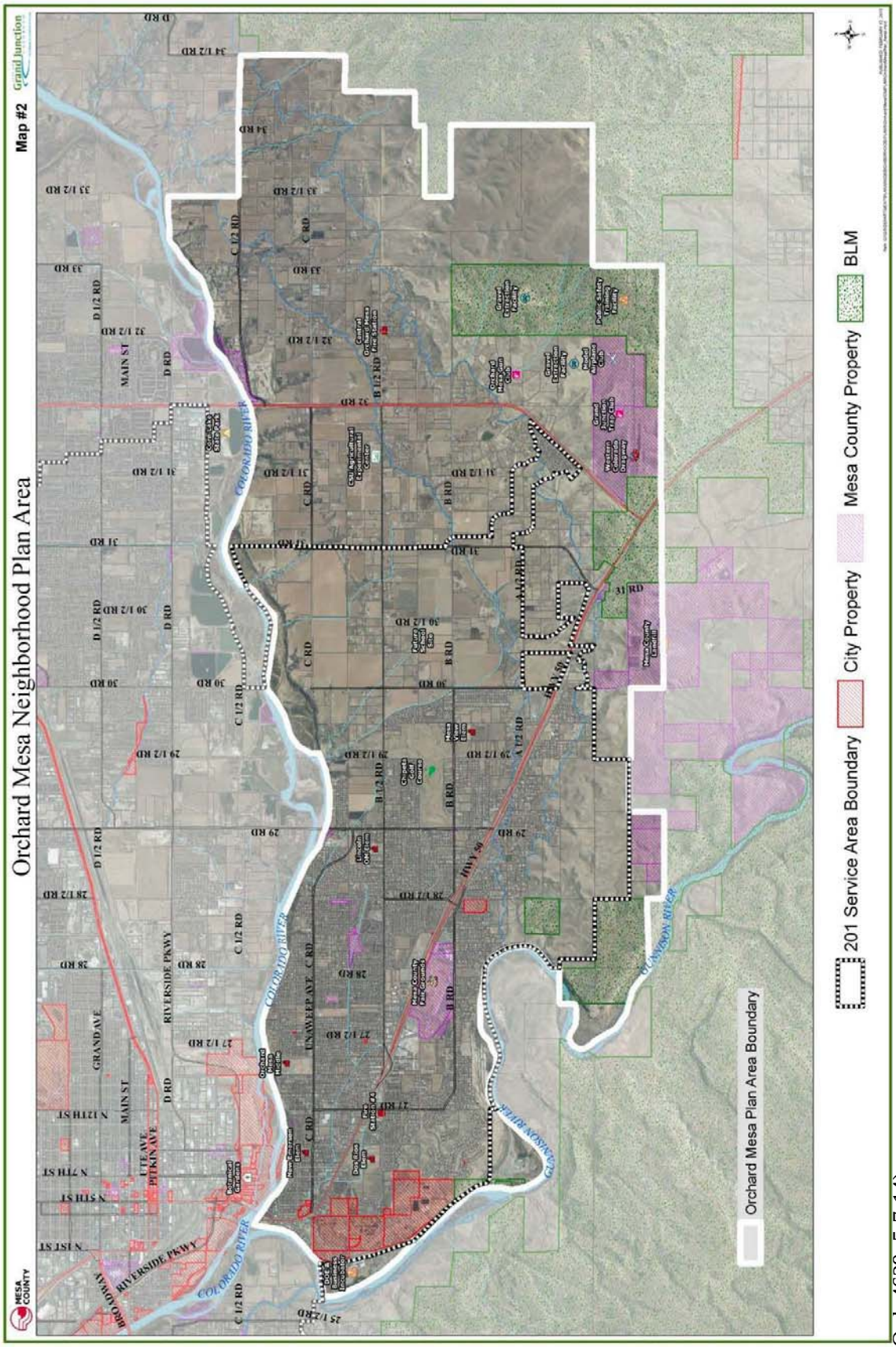
39.56.010 Orchard Mesa Plan Area.
39.56.020 Plan Area Air Photo.
39.56.030 Commercial Industrial Property.
39.56.040 2010 Future Land Use (as amended, February 2013).
39.56.050 Zoning – City and County.
39.56.060 Neighborhood Center Future Land Use Changes.
39.56.070 Current Land Use.
39.56.080 Open Lands Overlay District.
39.56.090 Vacant Residential Property Inventory.
39.56.100 Whitewater Hill Recreation and Training Facilities.
39.56.110 Enterprise Zones.
39.56.120 Grand Junction Circulation Plan (formerly Grand Valley Circulation Plan).
39.56.130 Existing Trails (Sidewalks, Trails, Bike Lanes, Bike Routes).
39.56.140 Neighborhood Center Circulation Concept Plan.
39.56.150 Highway 50 Corridor Circulation Concept Plan.
39.56.160 Utilities – Sewer Service.
39.56.170 Utilities – Water Service.
39.56.180 Orchard Mesa Irrigation District.
39.56.190 Utilities – Electric.
39.56.200 School Attendance Areas.
39.56.210 Fire Districts.
39.56.220 Flood Inundation Study – 100 Year Area.
39.56.230 Floodplain.
39.56.240 Historic Resource Map.

39.56.010 Orchard Mesa Plan Area.



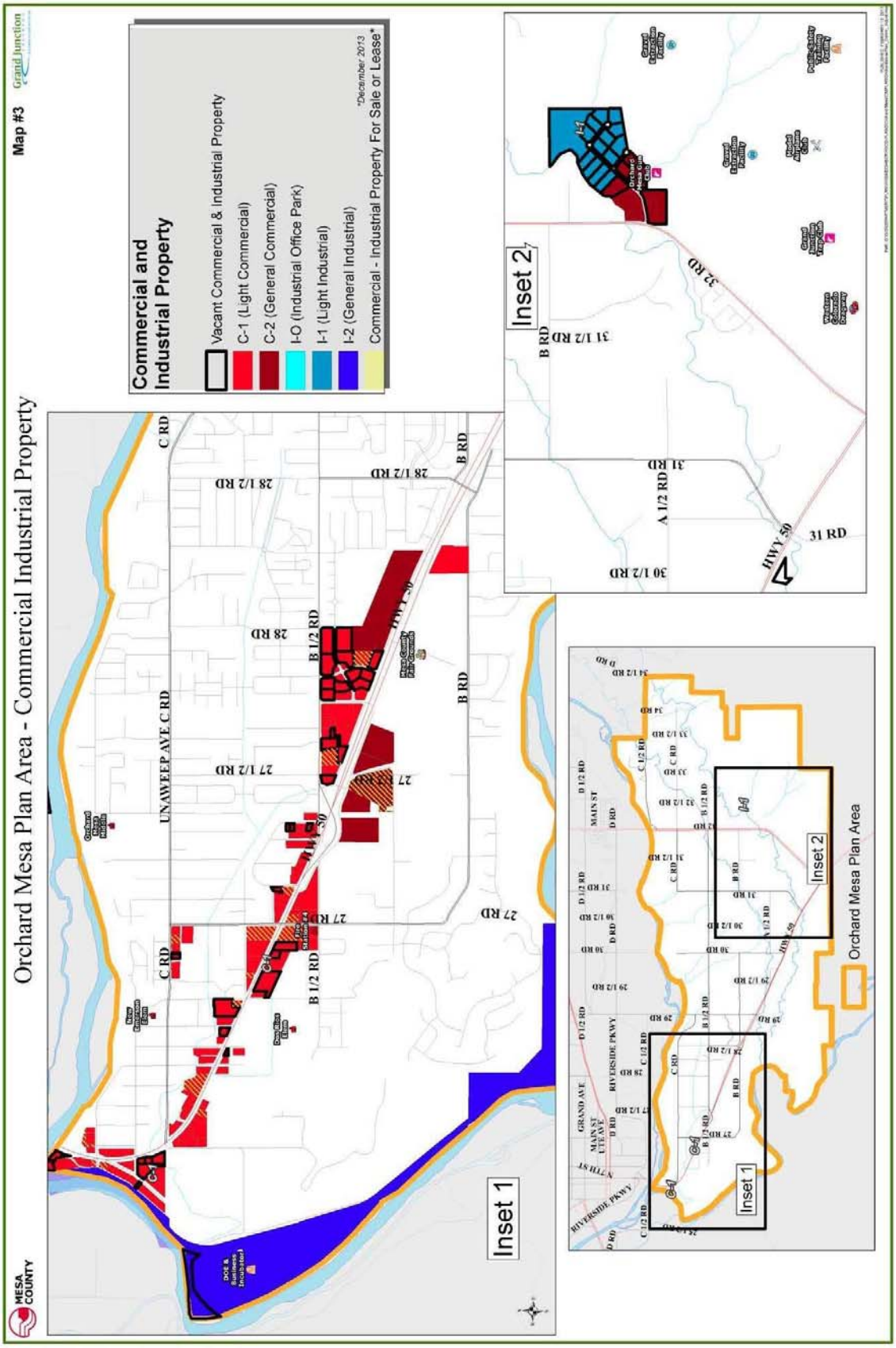
(Ord. 4629, 5-7-14)

39.56.020 Plan Area Air Photo.



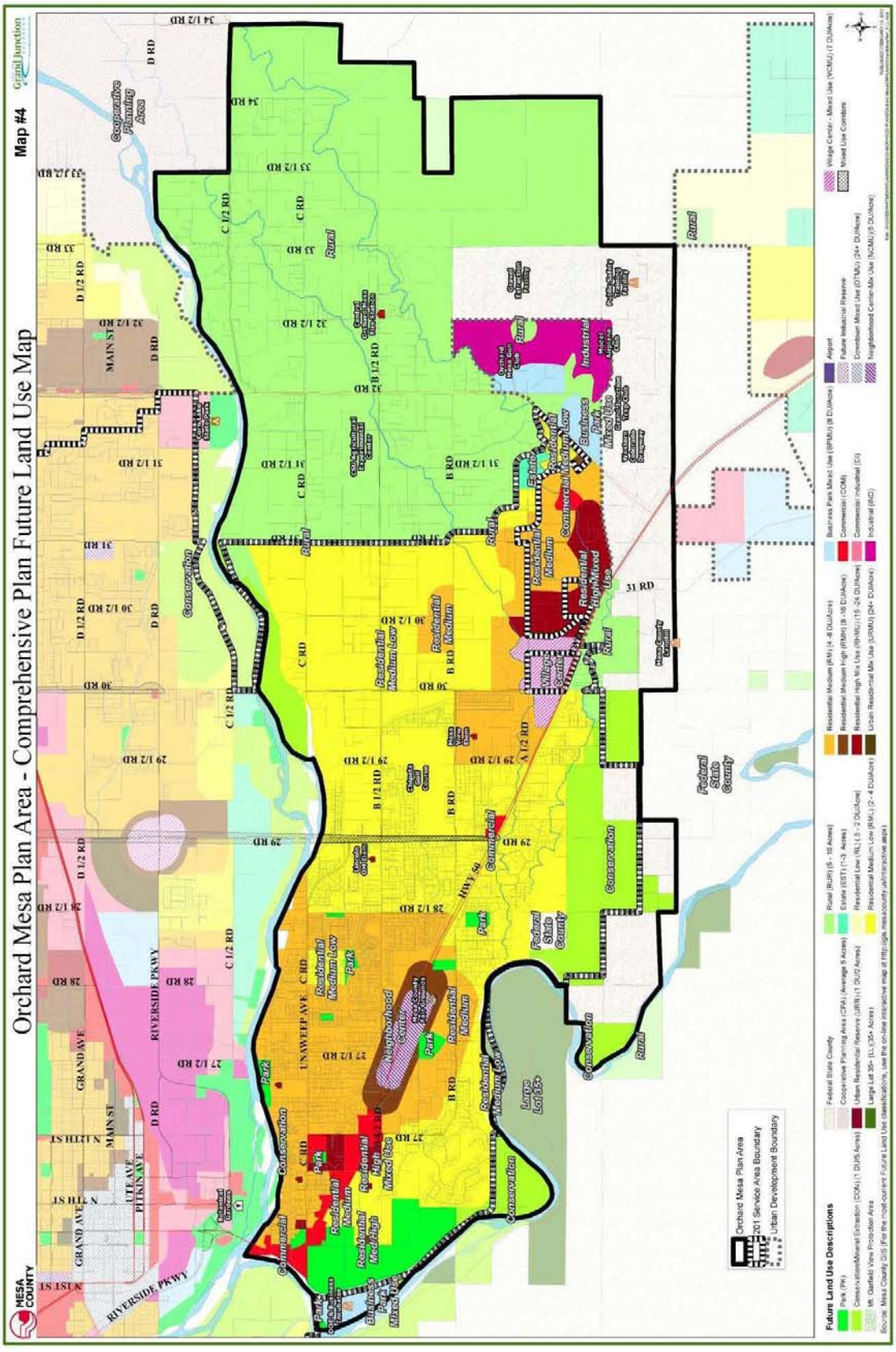
(Ord. 4629, 5-7-14)

39.56.030 Commercial Industrial Property.



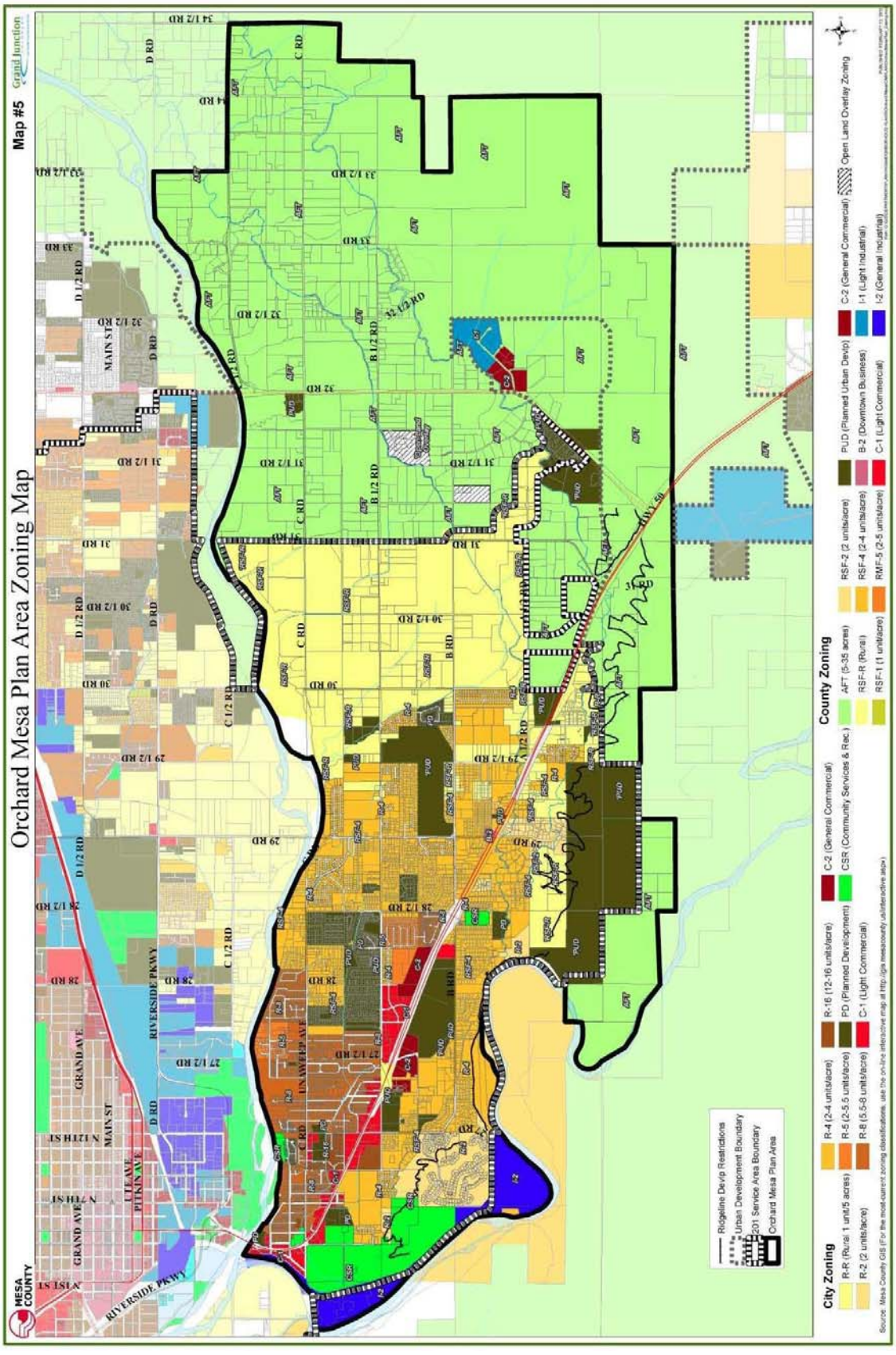
(Ord. 4629, 5-7-14)

39.56.040 2010 Future Land Use (as amended, February 2013).



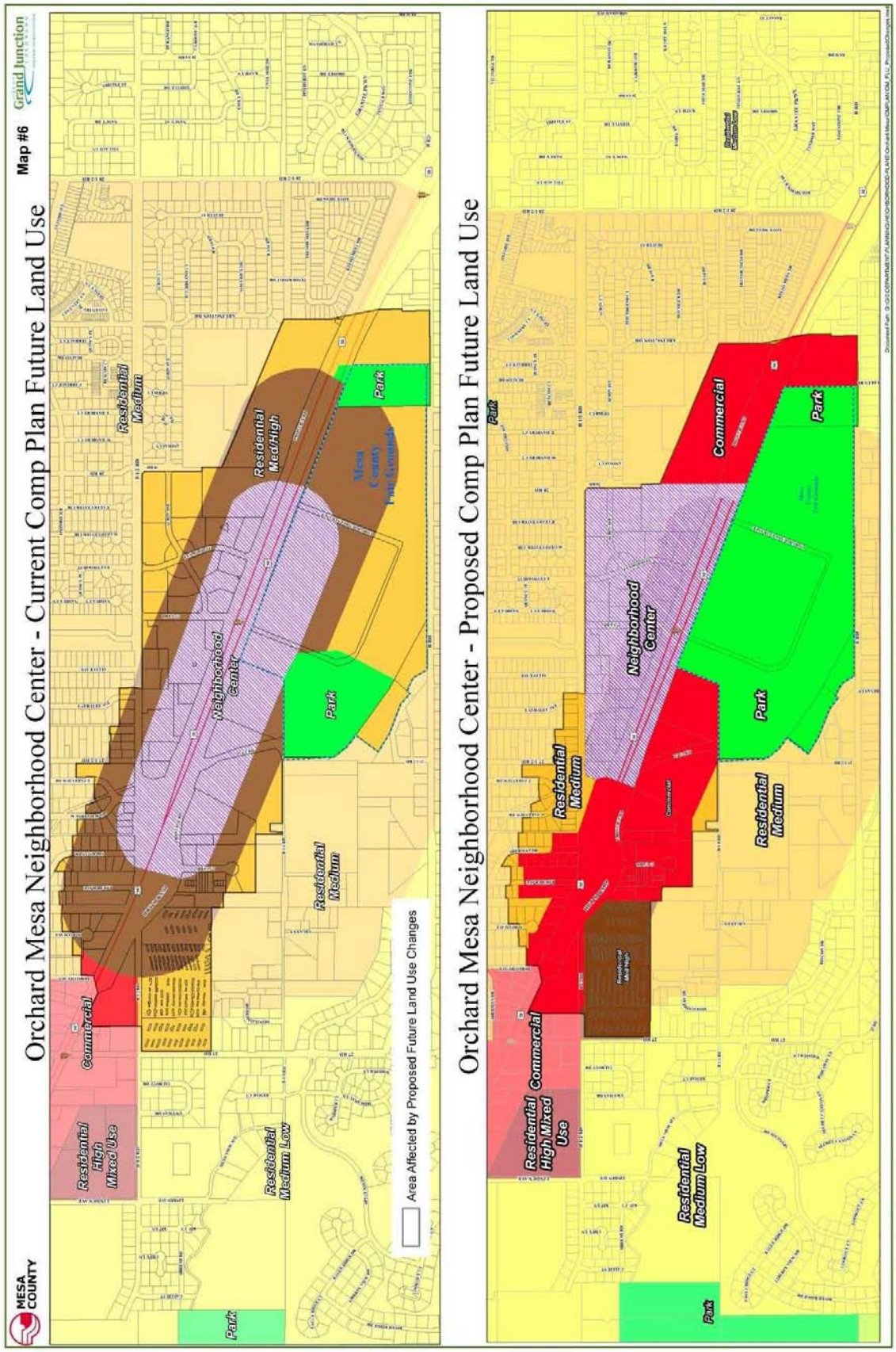
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39.56.050 Zoning – City and County.



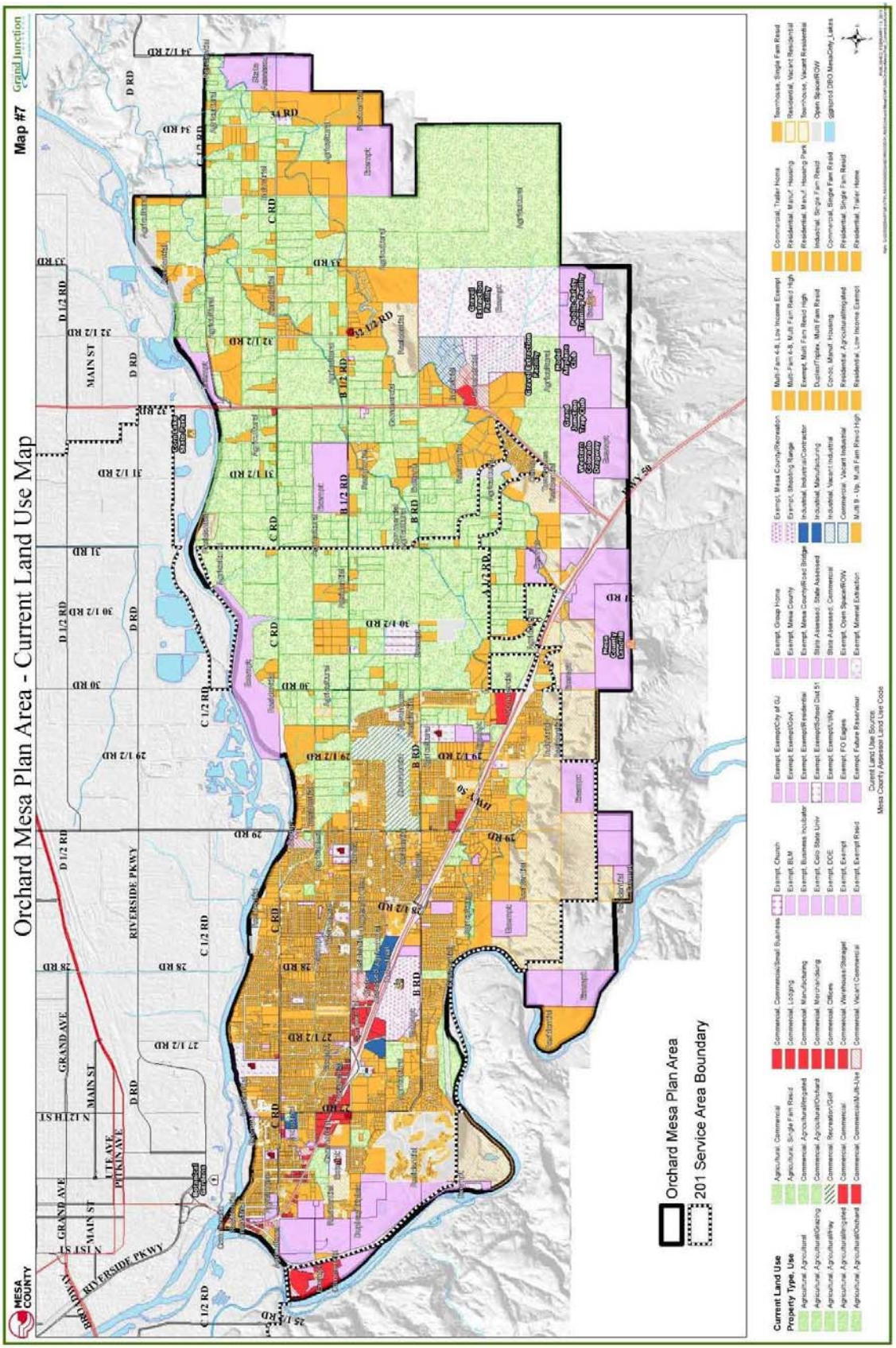
(Ord. 4629, 5-7-14)

39.56.060 Neighborhood Center Future Land Use Changes.



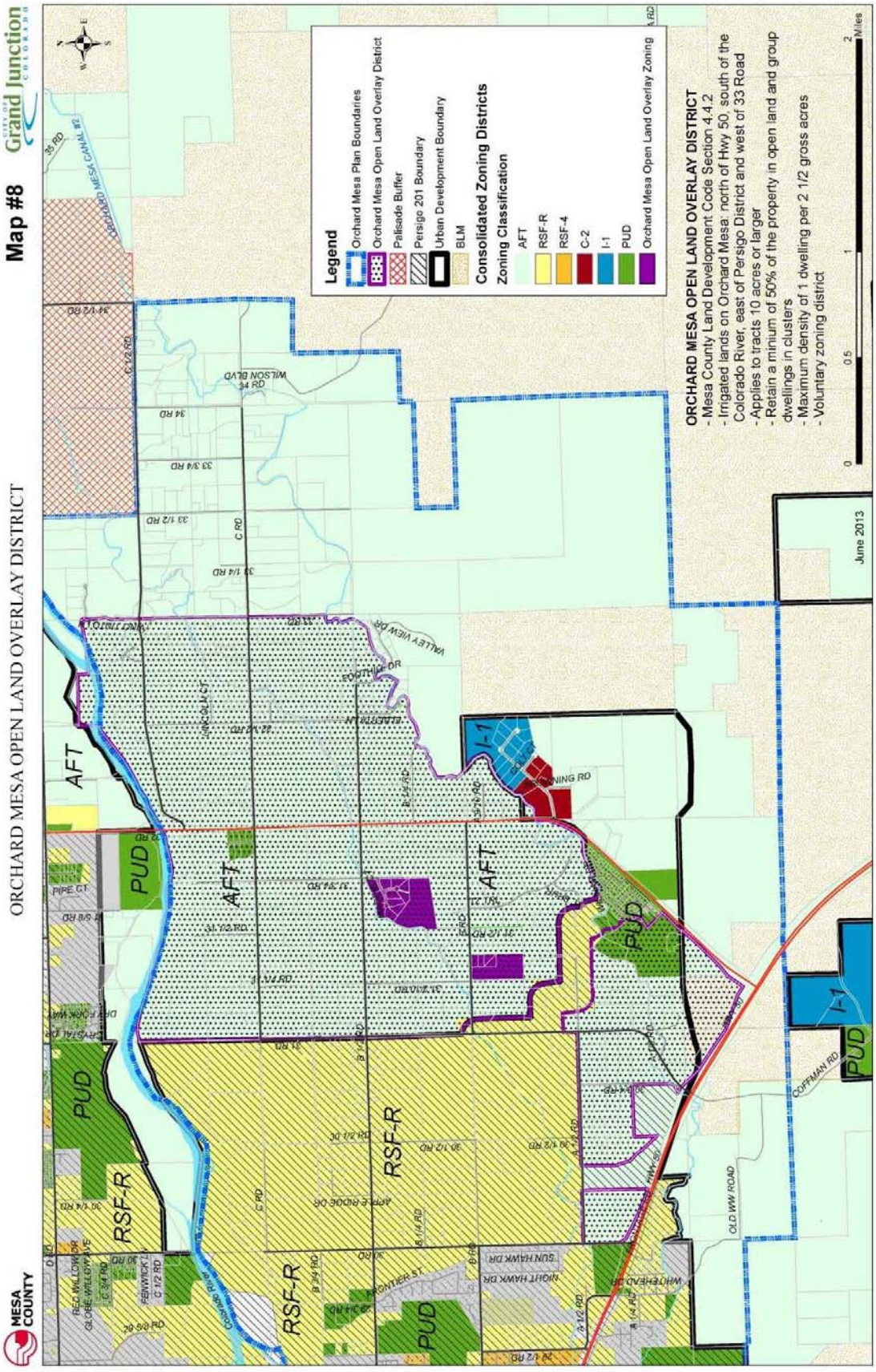
(Ord. 4629, 5-7-14)

39.56.070 Current Land Use.



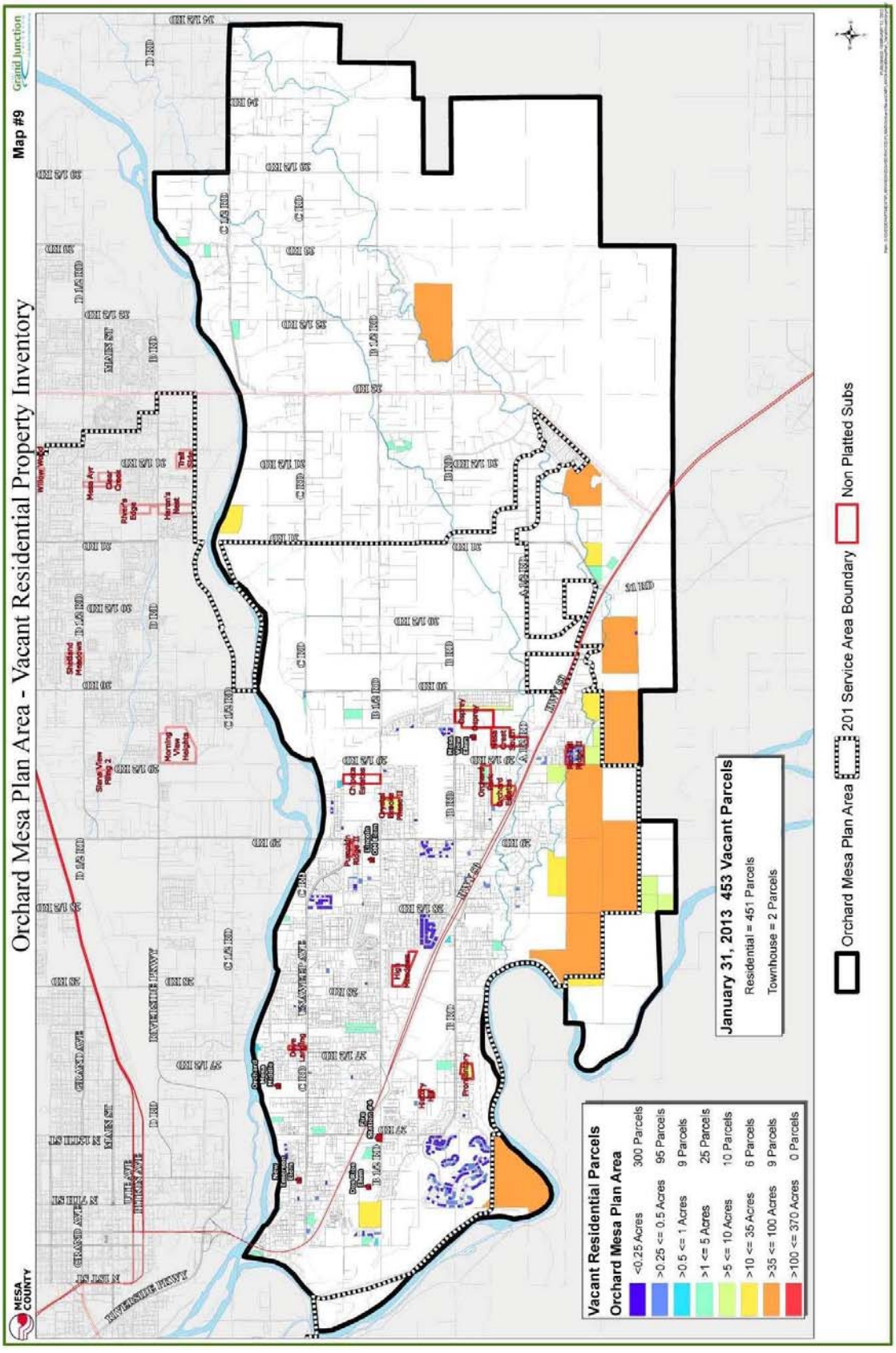
(Ord. 4629, 5-7-14)

39.56.080 Open Lands Overlay District.



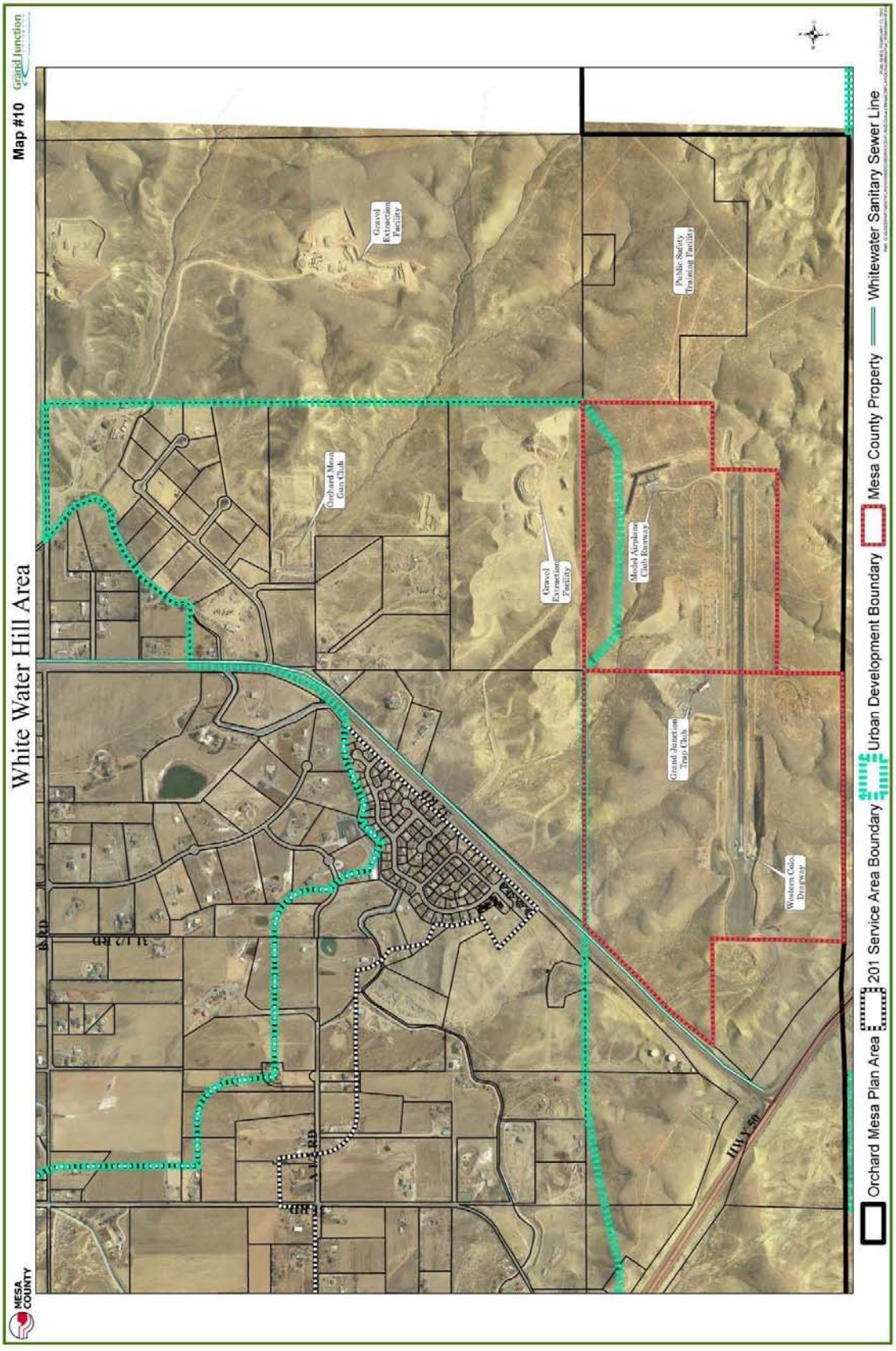
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39.56.090 Vacant Residential Property Inventory.



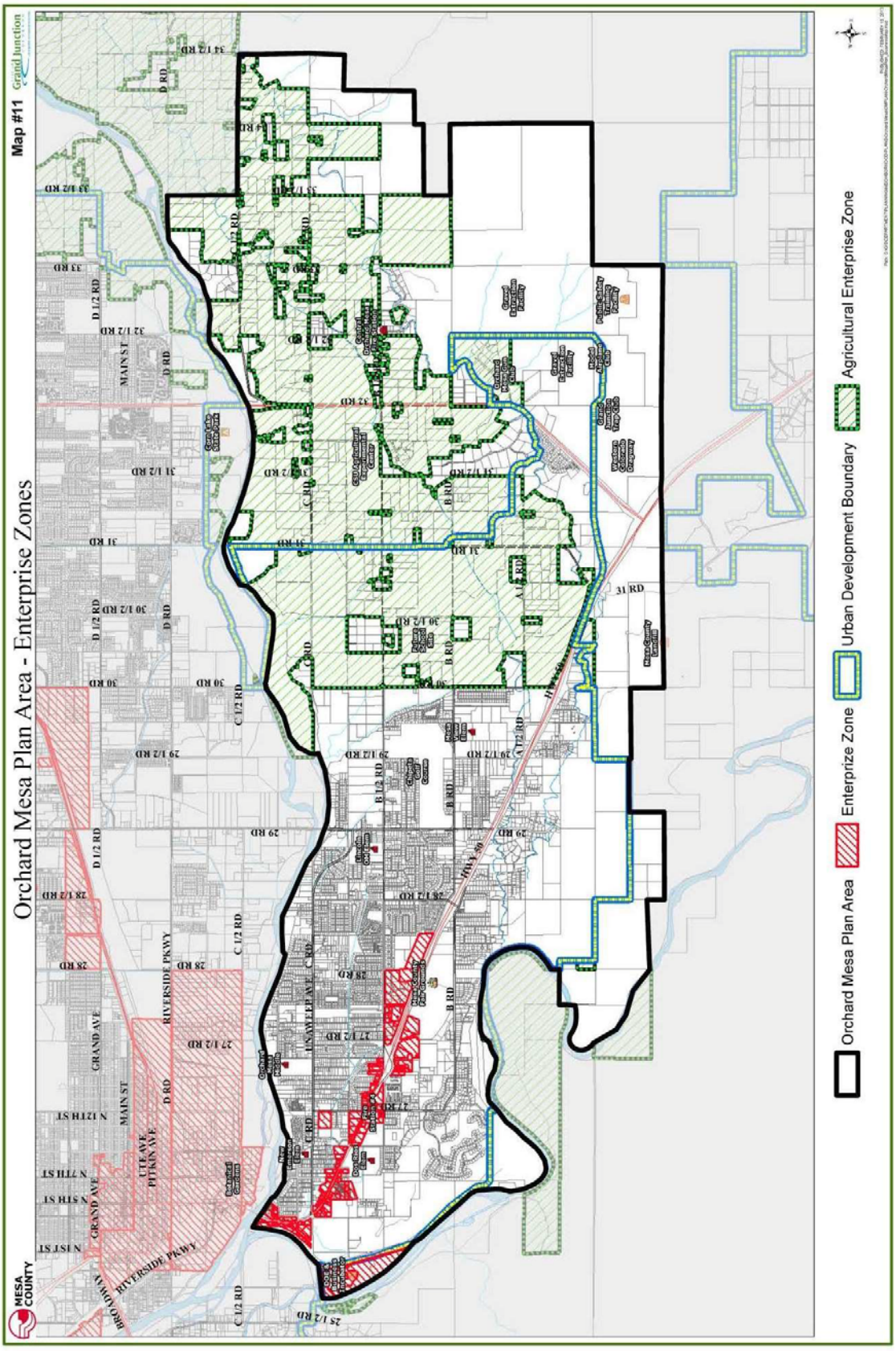
(Ord. 4629, 5-7-14)

39.56.100 Whitewater Hill Recreation and Training Facilities.



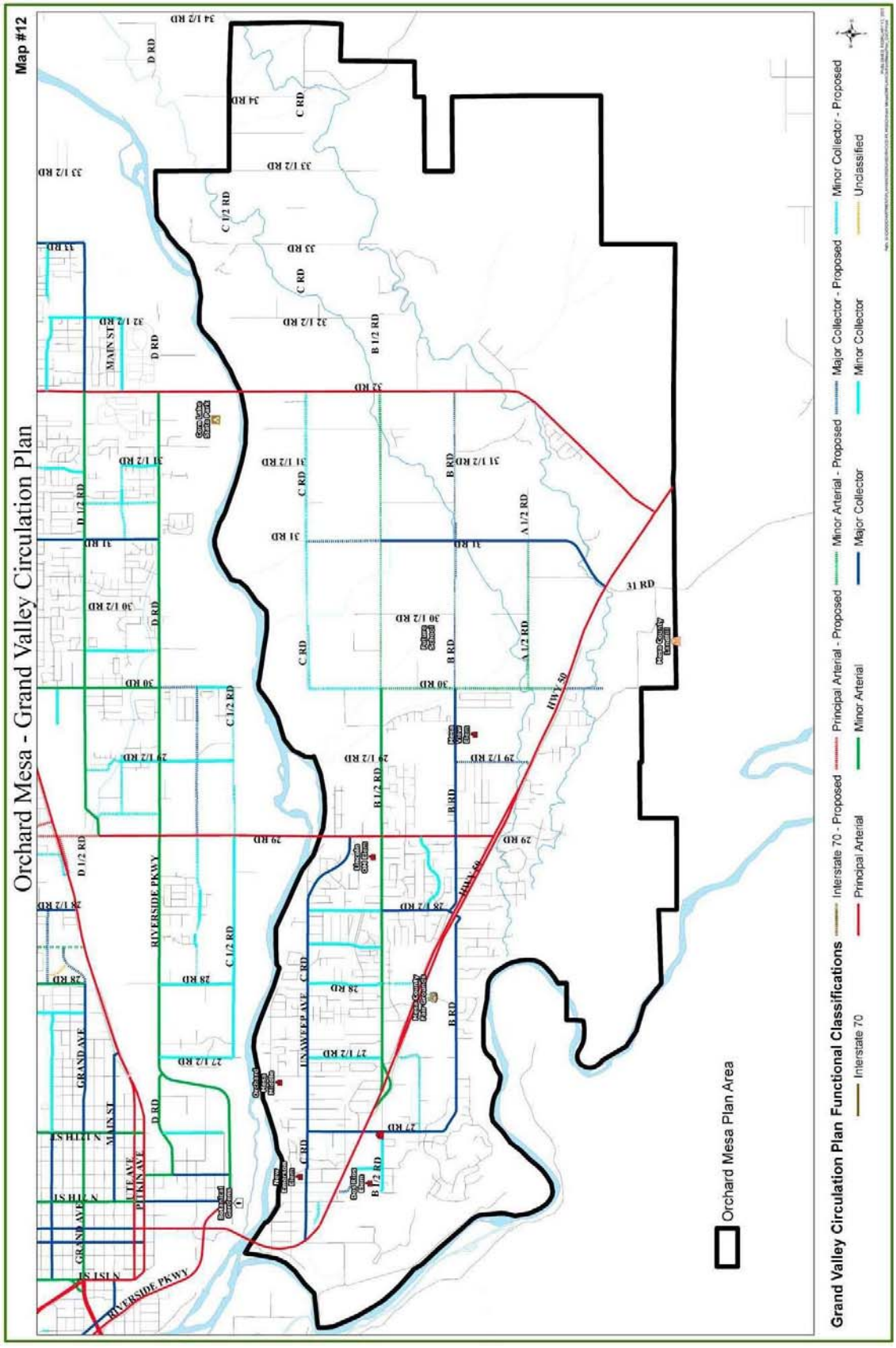
(Ord. 4629, 5-7-14)

39.56.110 Enterprise Zones.



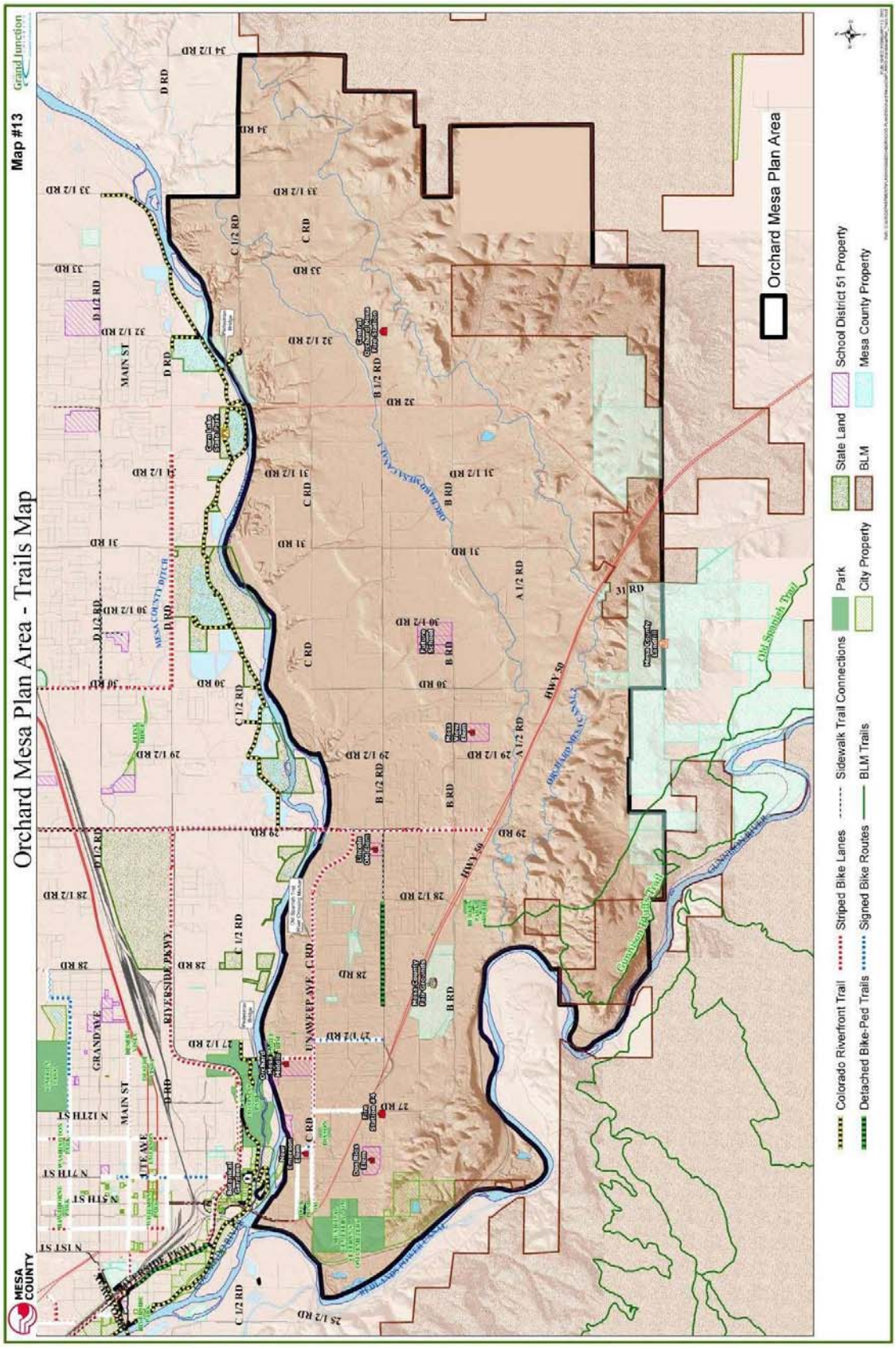
(Ord. 4629, 5-7-14)

39.56.120 Grand Junction Circulation Plan (formerly Grand Valley Circulation Plan).



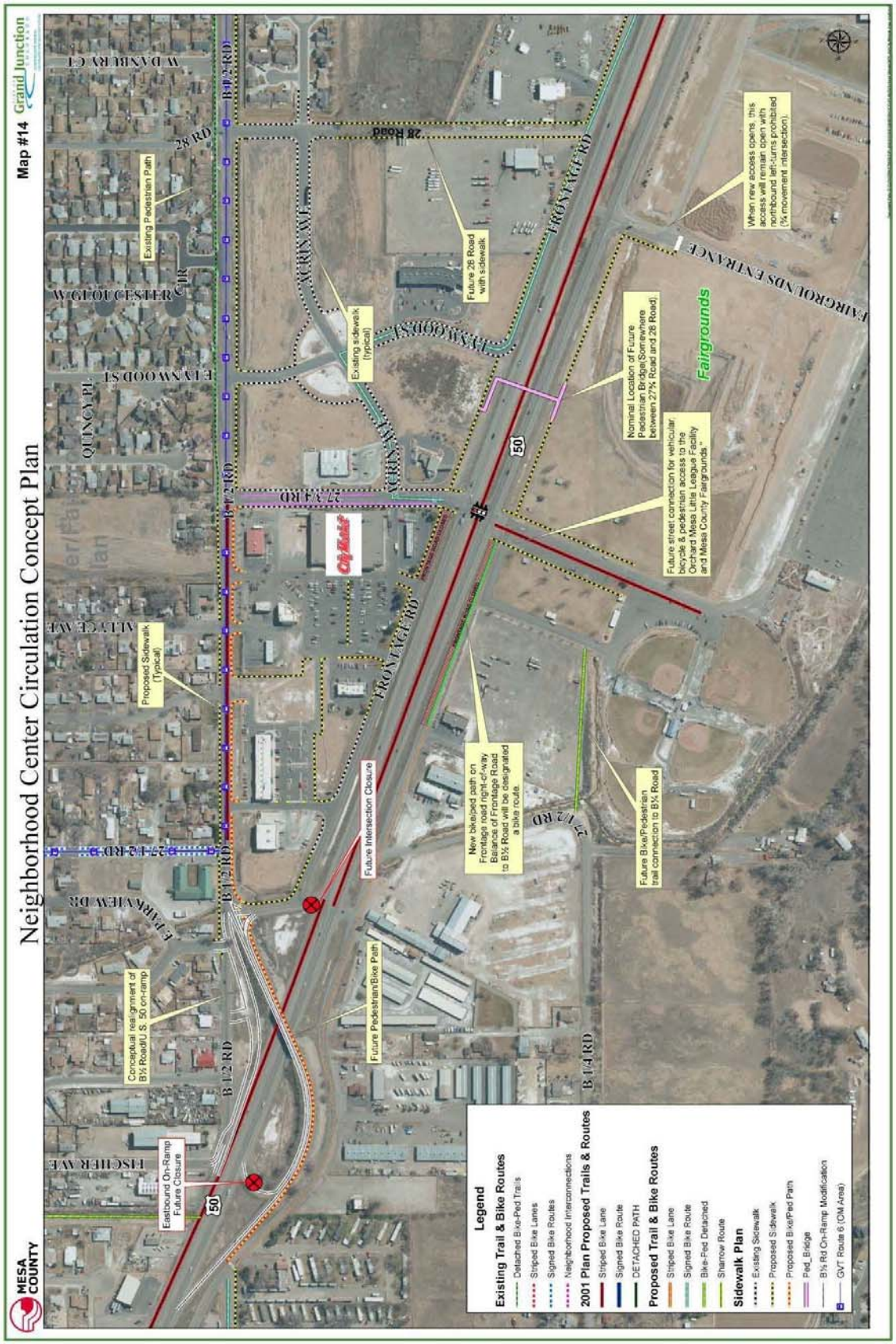
(Ord. 4629, 5-7-14)

39.56.130 Existing Trails (Sidewalks, Trails, Bike Lanes, Bike Routes).



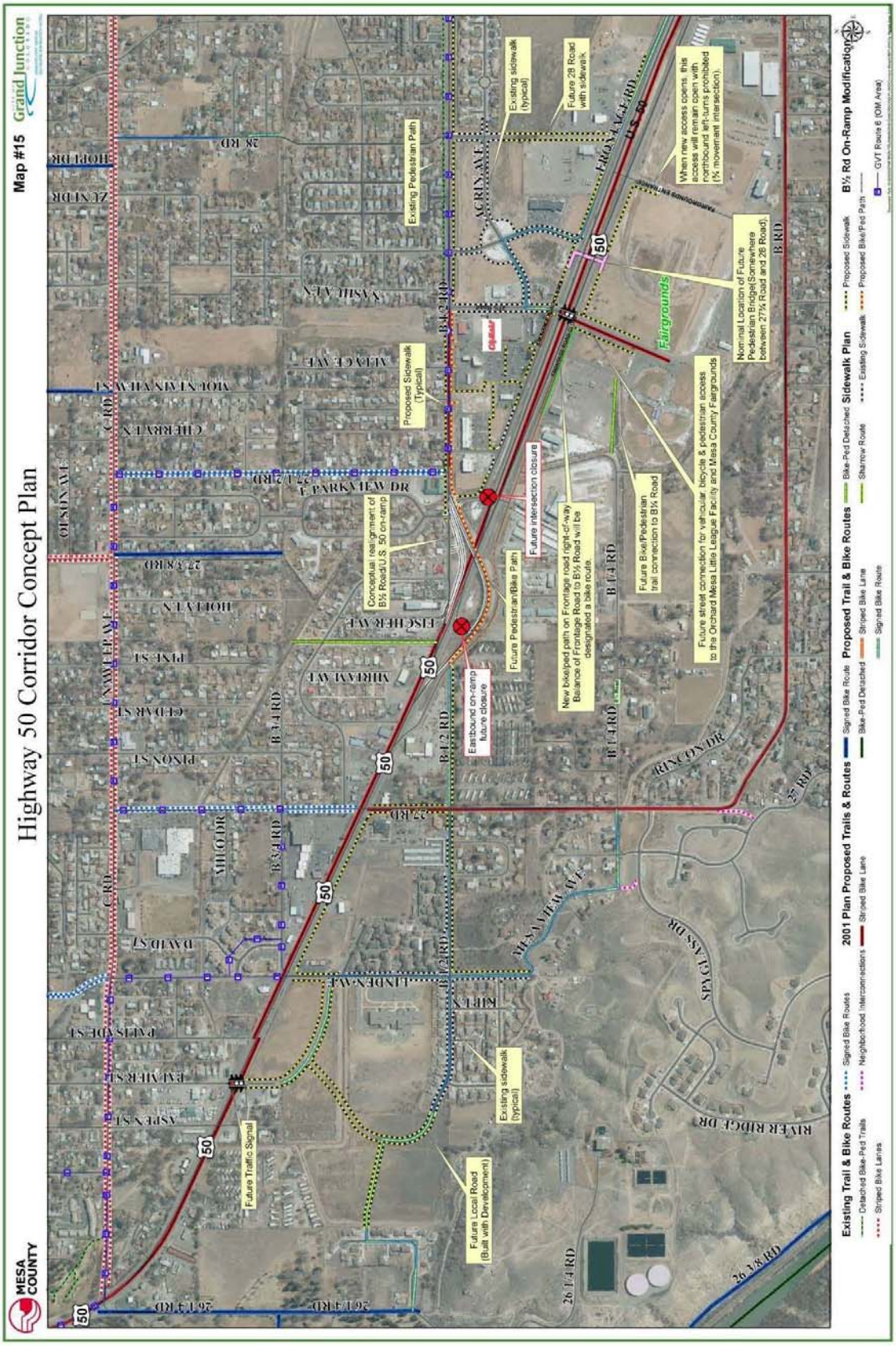
(Ord. 4629, 5-7-14)

39.56.140 Neighborhood Center Circulation Concept Plan.



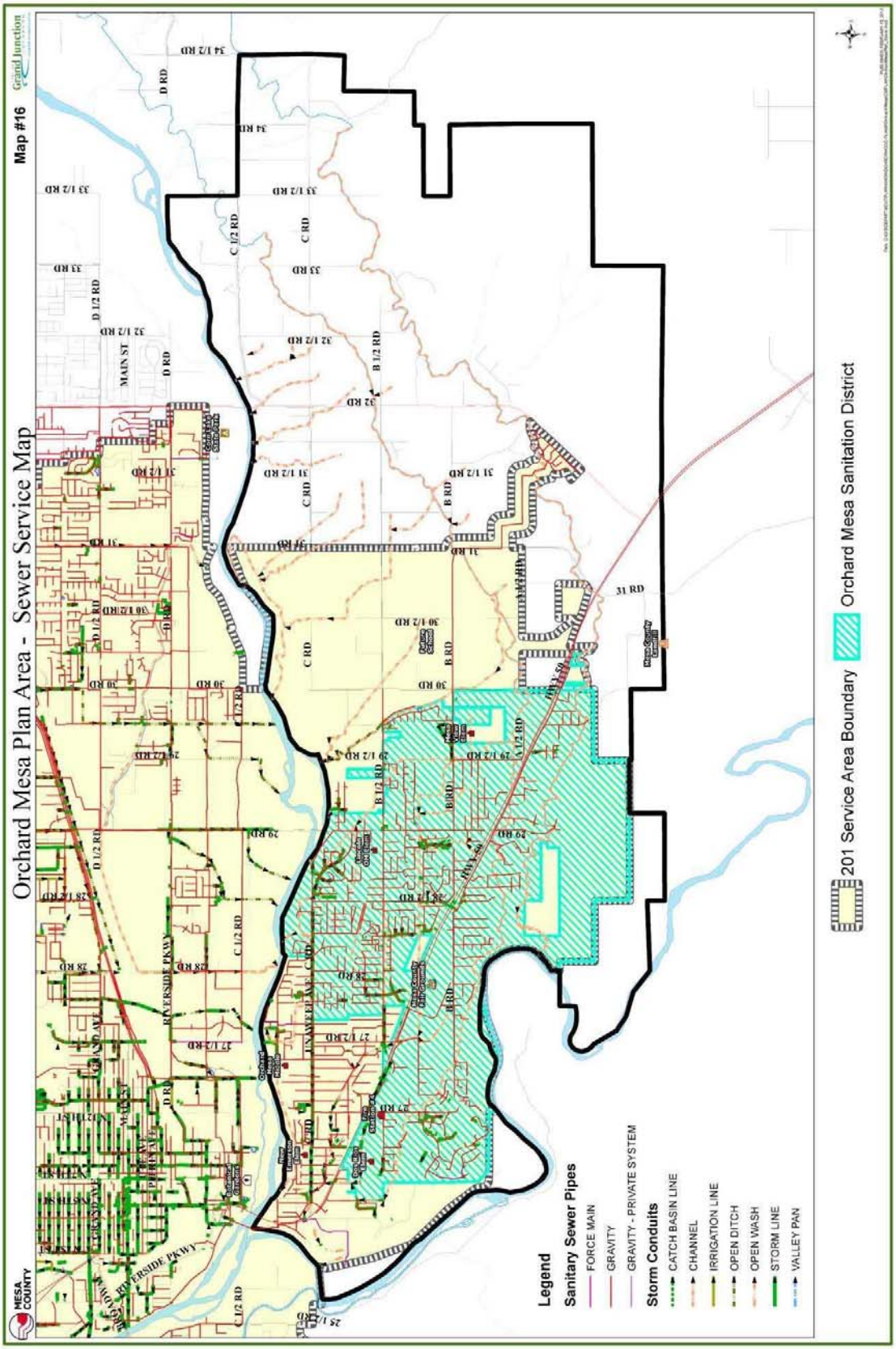
(Ord. 4629, 5-7-14)

39.56.150 Highway 50 Corridor Circulation Concept Plan.



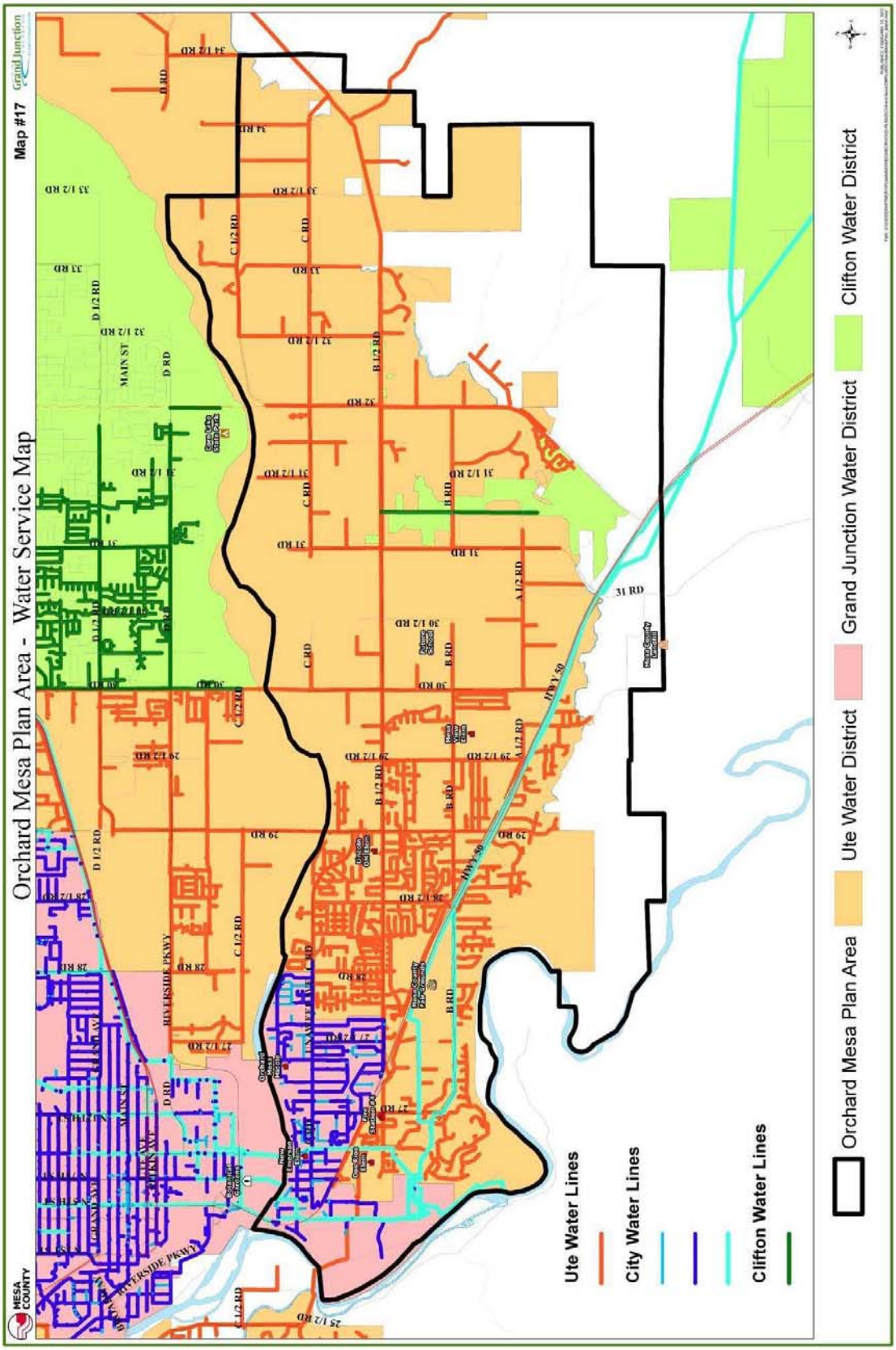
(Ord. 4629, 5-7-14)

39.56.160 Utilities – Sewer Service.



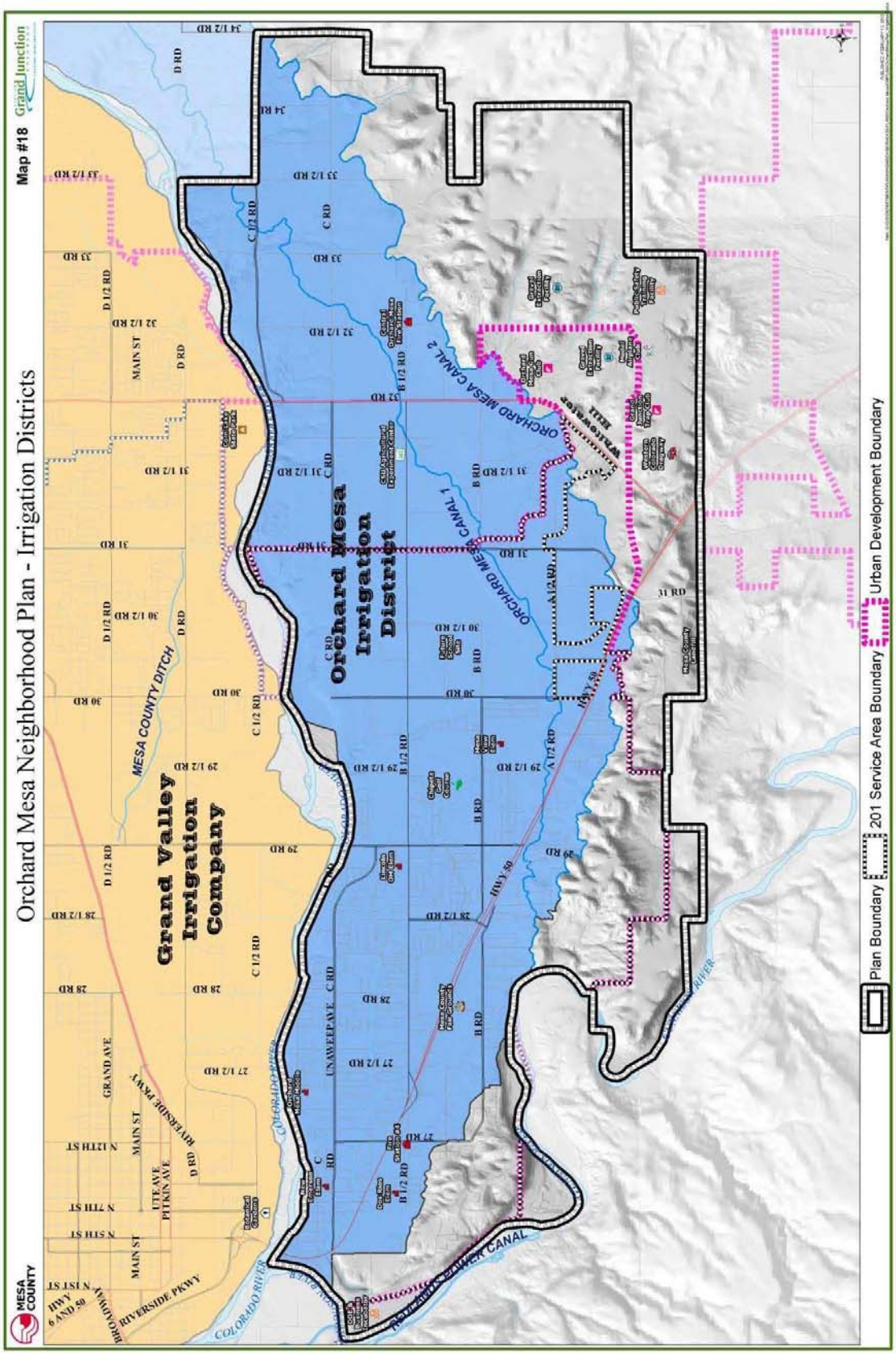
(Ord. 4629, 5-7-14)

39.56.170 Utilities – Water Service.



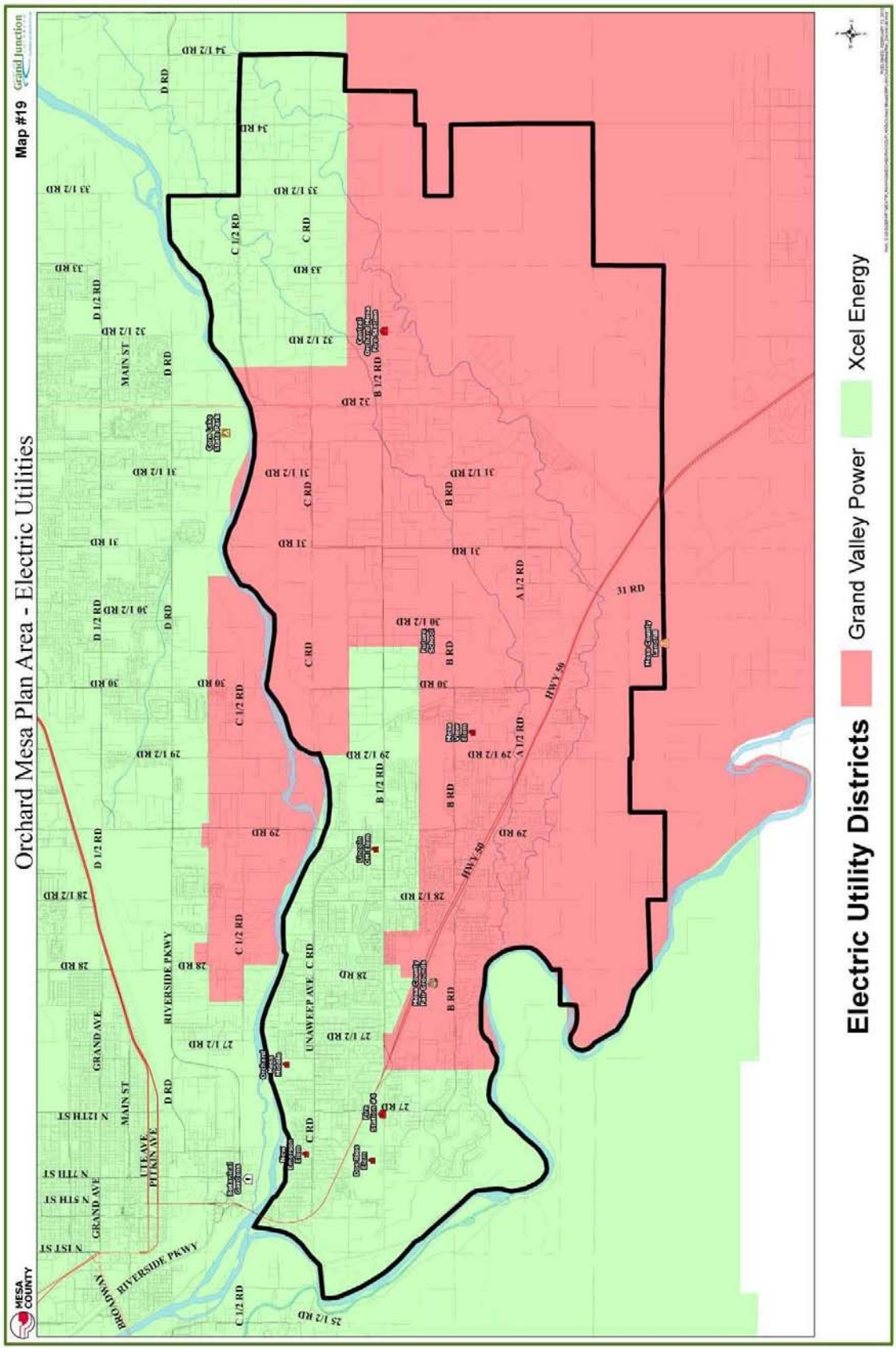
(Ord. 4629, 5-7-14)

39.56.180 Orchard Mesa Irrigation District.



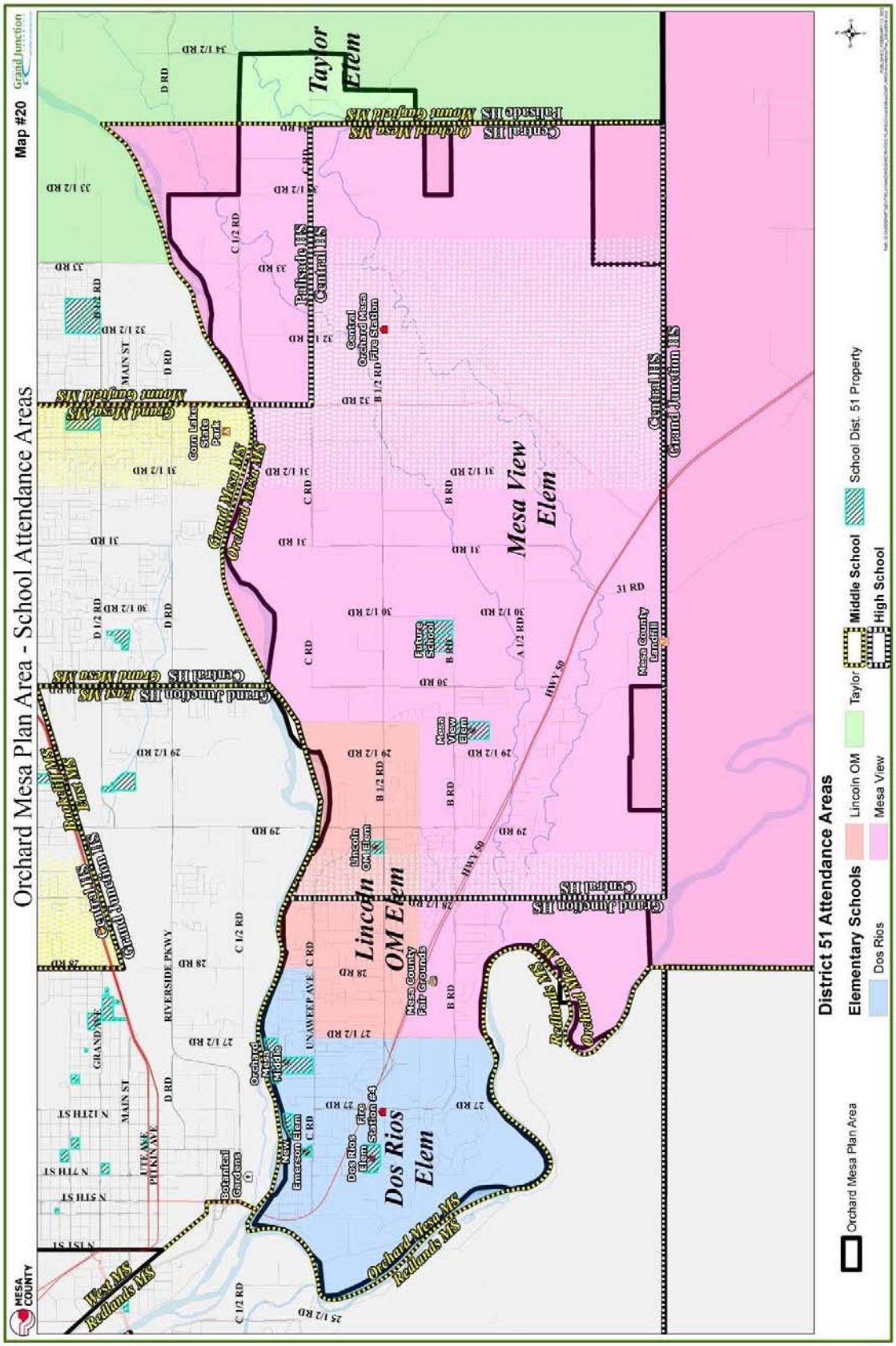
(Ord. 4629, 5-7-14)

39.56.190 Utilities – Electric.



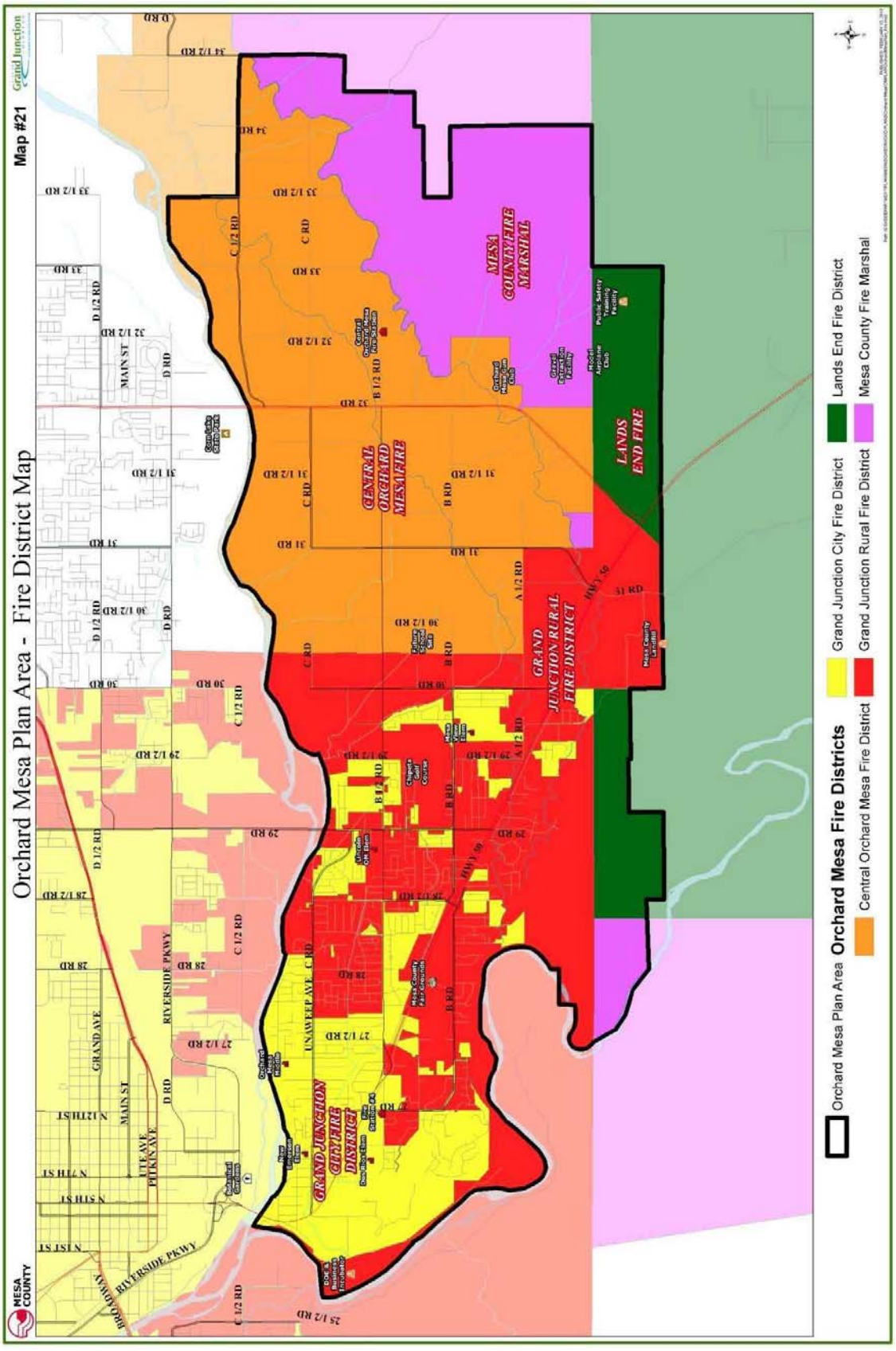
(Ord. 4629, 5-7-14)

39.56.200 School Attendance Areas.



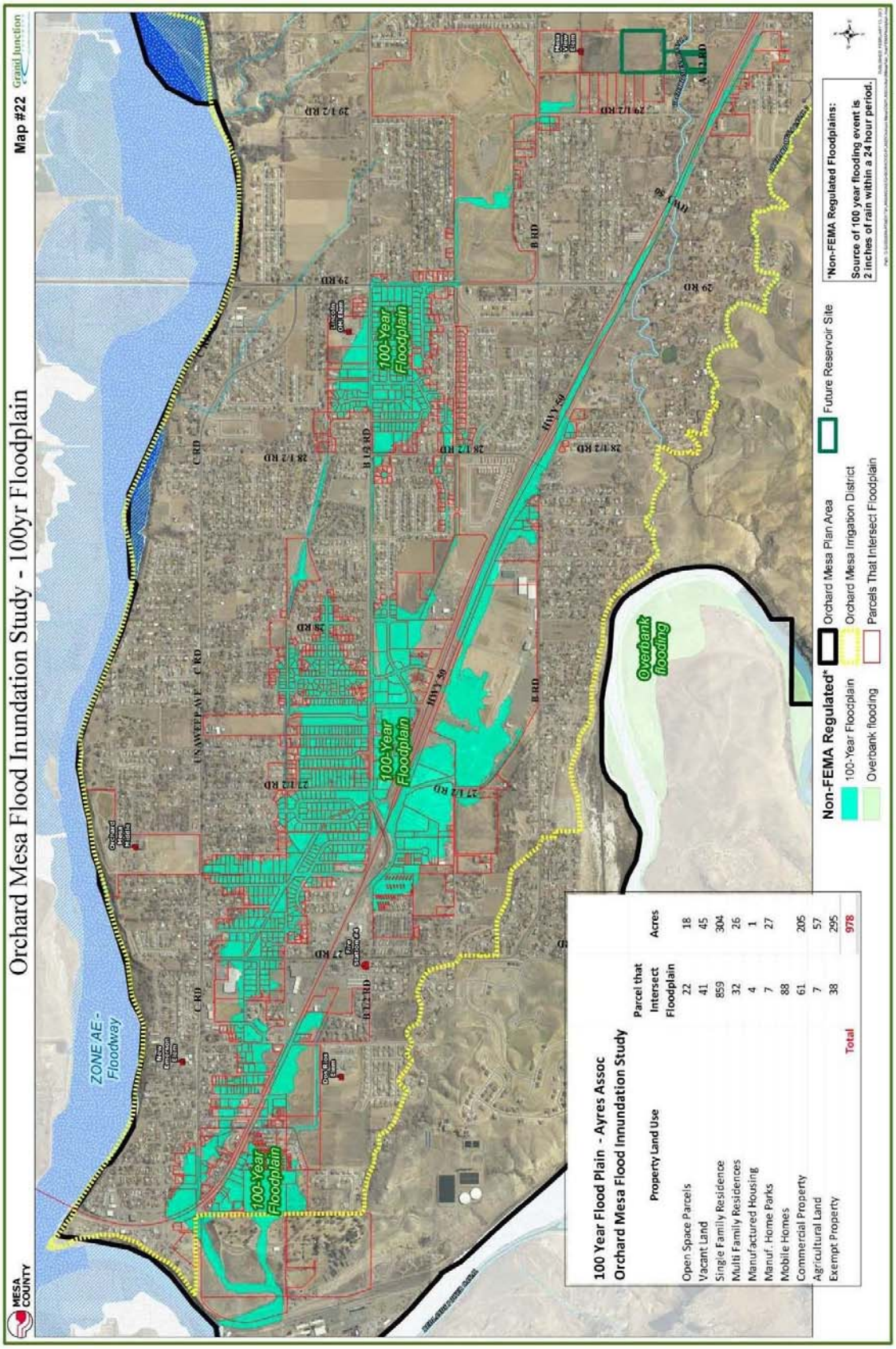
(Ord. 4629, 5-7-14)

39.56.210 Fire Districts.



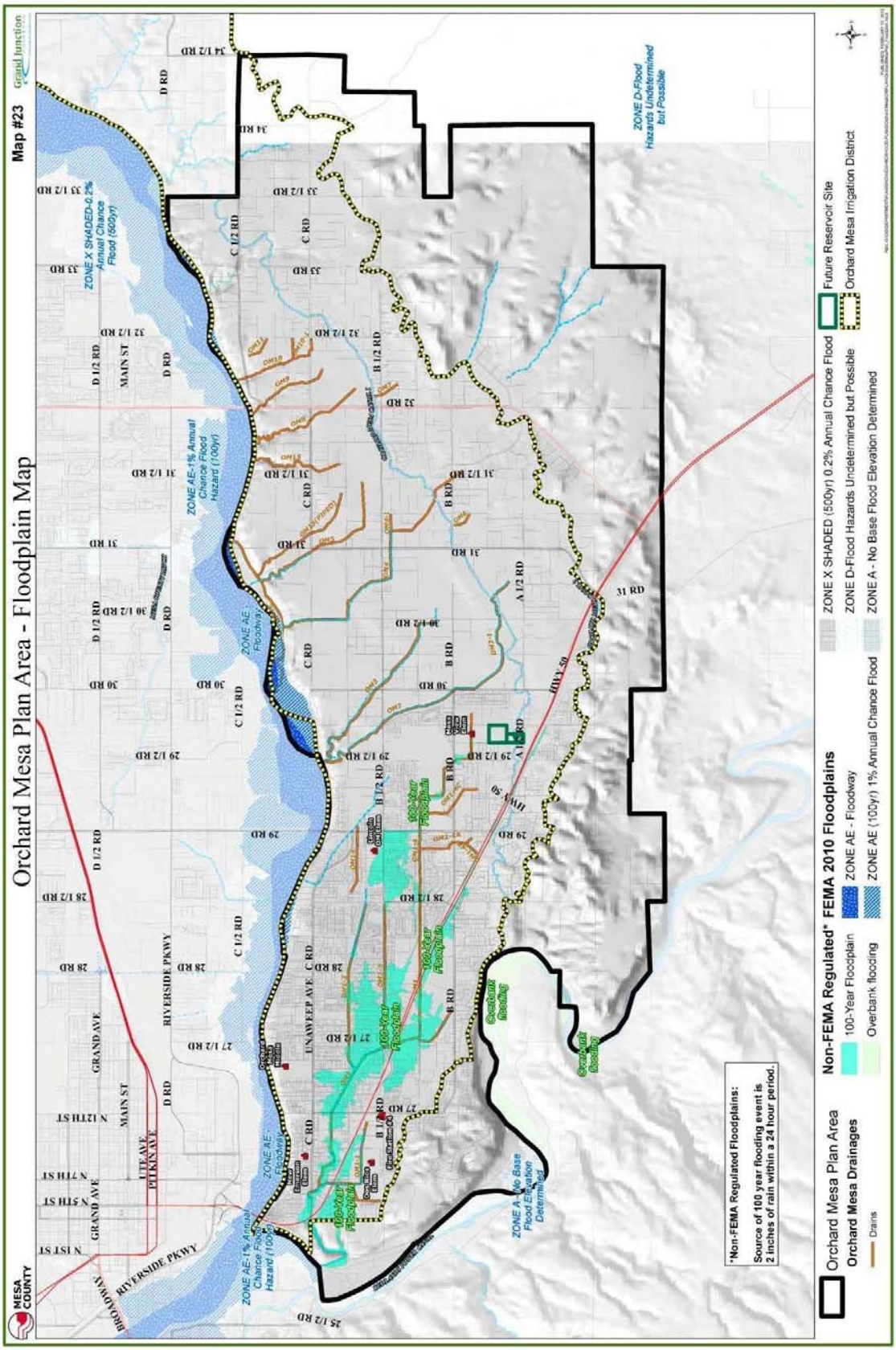
(Ord. 4629, 5-7-14)

39.56.220 Flood Inundation Study – 100 Year Area.



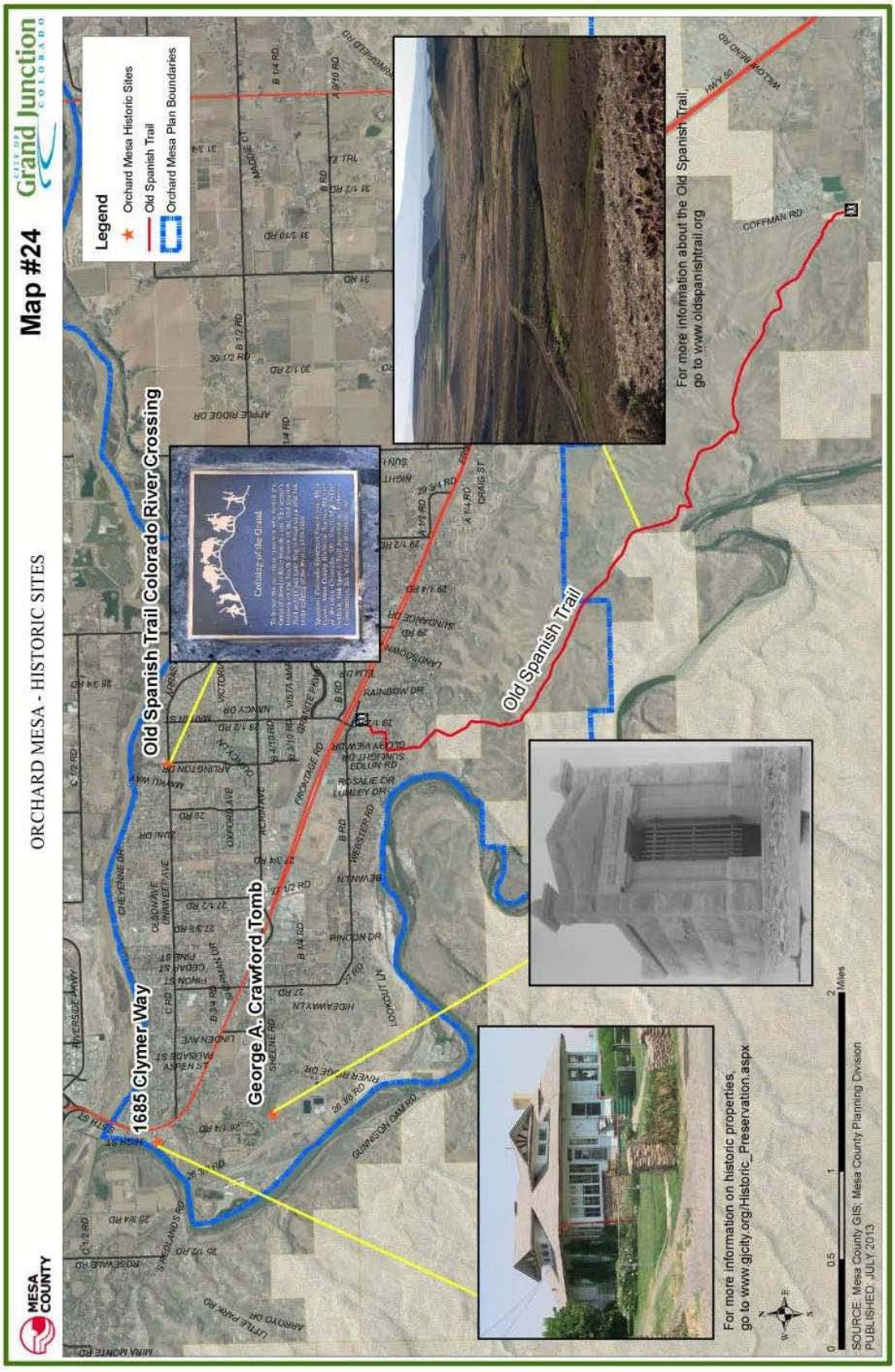
(Ord. 4629, 5-7-14)

39.56.230 Floodplain.



(Ord. 4629, 5-7-14)

39.56.240 Historic Resource Map.



(Ord. 4629, 5-7-14)