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CITY OF Grand Junction COLORADO

CITY COUNCIL AGENDA
WEDNESDAY, DECEMBER 6, 2023
250 NORTH 5TH STREET - AUDITORIUM
VIRTUAL MEETING - LIVE STREAMED
BROADCAST ON CABLE CHANNEL 191

5:30 PM – REGULAR MEETING

Call to Order, Pledge of Allegiance, Moment of Silence

Presentations

Recognition of 2024 Calendar Photographers

Public Comments

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

The public has four options to provide Public Comments: 1) in person during the meeting, 2) virtually during the meeting (registration required), 3) via phone by leaving a message at 970-244-1504 until noon on Wednesday, December 6, 2023 or 4) submitting comments online until noon on Wednesday, December 6, 2023 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.

City Manager Report

Boards and Commission Liaison Reports

CONSENT AGENDA

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

1. Approval of Minutes

a. Summary of the November 13, 2023 Workshop

b. Minutes of the November 15, 2023 Regular Meeting

2. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Repealing the 2010 Title 21 Zoning and Development Code and Adopting the 2023 Zoning and Development Code; Introduction of an Ordinance Transitioning Zone Districts on the Official Zoning Map in Accordance with the 2023 Zoning and Development Code, and Setting a Public Hearing for December 20, 2023

ii. Introduction of an Ordinance Amending the One Grand Junction Comprehensive Plan with Revised Implementing Zone Districts to be Consistent with the Zoning & Development Code Update, and Setting a Public Hearing for December 20, 2023

b. Quasi-judicial

i. Introduction of an Ordinance Approving a Rezone for Approximately 174.3 Acres from PD (Planned Development) to PD (Planned Development) and Adopting an Outline Development Plan for "Mesa Trails," Located Between 23 1/4 and 23 3/4 Roads, from G Road to Highway 6 and 50, and Setting a Public Hearing for December 20, 2023

ii. Introduction of an Ordinance Zoning Approximately 2.96 Acres to I-1 (Light Industrial), Located at 821 21 1/2 Road, and Setting a Public Hearing for December 20, 2023

3. Procurements

a. Authorize Change Order #3 with Garney Construction for the Phase 1 Persigo Wastewater Treatment Plant Expansion Project that includes early procurement of large diameter PVC pipe.

4. Resolutions

a. A Resolution Vacating a Portion of a Utility Easement within the Orchard View Way Right-of-Way

b. Resolutions Levying Taxes for the Year 2023 in the City of Grand Junction, Colorado and the Downtown Development Authority

c. A Resolution Adopting Rates, Fees, and Charges Effective January 1, 2024

d. A Resolution Allocating Certain Property Tax and Sales Tax Revenues for the Grand Junction Downtown Development Authority and for Certification of Property Tax Distribution Percentages to the County Assessor

e. A Resolution Authorizing the City Manager to Sell and Convey Right of Way and Easements to the Colorado Department of Transportation for the I-70B Improvement Project South of Rood Ave (Phase 6)

f. A Resolution for Reimbursement from Bond Proceeds for Capital Expenditures Related to the Community Recreation Center

5. Other Action Items

a. Downtown Grand Junction Business Improvement District's 2024 Operating Plan and Budget

b. Horizon Drive Business Improvement District's 2024 Operating Plan and Budget

REGULAR AGENDA

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

6. Public Hearings

a. Legislative

i. 2024 Budget Presentation, Second Public Hearing, and an Ordinance Appropriating Certain Sums of Money to Defray the Necessary Expenses and Liabilities of the City of Grand Junction, Colorado and the Downtown Development Authority for the Year Beginning January 1, 2024 and Ending December 31, 2024

ii. An Ordinance Amending Title 29 of the Grand Junction Municipal Code to Repeal and Readopt the Transportation Engineering Design Standards (TEDS) ***- Continued from November 15, 2023***

7. Non-Scheduled Comments

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

8. Other Business

9. Adjournment

GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY
November 13, 2023

Meeting Convened: 4:02 p.m. The meeting was held in person at the Fire Department Training Room, 625 Ute Avenue, and live streamed via GoToWebinar.

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

Staff present: City Manager Greg Caton, City Attorney John Shaver, Assistant to the City Manager Johnny McFarland, Director of Community Development Tamra Allen, Finance Director Emeritus Jodi Welch, Finance Director Jennifer Tomaszewski, Public Works Director Trent Prall, Fire Chief Ken Watkins, Sustainability Coordinator Jennifer Nitzky, Police Chief Matt Smith, City Clerk Amy Phillips, and Deputy City Clerk Selestina Sandoval.

1. Discussion Topics

a. Sustainability and Adaptation Plan

Sustainability Coordinator Jennifer Nitzky, and Consultants Anna Laybourn and Allison Bourquin presented an update on the plan process, key themes and an overview of the first project deliverable.

The Sustainability and Adaptation Plan for the City of Grand Junction provides long-range goals to guide the community, partners, and the City towards more sustainable practices and policies. This Plan complements the *One Grand Junction Comprehensive Plan* to address social, environmental, and economic implications and opportunities for sustainability and adaptation in the region to ensure a healthy future for all community members. Staff have been working with Consultants from Design Workshop and Spirit Environmental since May 2023 on a four-phase planning process. Two of these phases, "Understanding" and "Initiate and Describe" have been completed, culminating in the *Current Conditions and Community Engagement Summary* document provided in the agenda packet. The document provides a snapshot of baseline assessment research and community outreach completed thus far. The document includes community priorities (key themes) and a baseline of current challenges, opportunities, and ongoing efforts.

Staff and consultants engaged with the community to learn about the current conditions and determine key themes of the plan. Between July and September, residents provided foundational information and guidance on the planning process. These included focus group interviews; convening and listening to the steering committee; hosting a questionnaire on EngageGJ, and hosting pop-up booths at farmer's markets, Mesa County Libraries, and local schools/school programs in partnership with Eureka! Science Museum.

The five key themes that have emerged from this collection of community input include:
1. Climate Resilience
2. Waste Management
3 Energy Stewardship
4. Water Conservation
5. Built Environment

With the identification of the key themes, the next phase "Evaluate and Target" will focus on the development of goals and strategies. A technical working group will convene to help determine science-based targets and feasible, rooted-in-data strategies to achieve those targets with key performance indicators to track progress. Strategies will be cross-referenced by the steering committee and the public through an iterative process before a draft plan will be placed before Council in the final phase.

Discussion ensued regarding concerns of a perceived low community engagement turnout. The Consultants explained the ongoing efforts, including focus groups and outreach to diverse community members.

Concerns were raised about affordable housing and regulatory impacts on the working class. Questions regarding prioritization of the focus groups' input surfaced, advancing a request for more Council influence. It was suggested that major focus be on transportation and emissions.

In response to concerns raised, the Mayor emphasizes the importance of a sustainability plan, urging a comprehensive exploration of options and priorities for the City.

Discussion concluded with next steps, and a focus on developing goals, strategies, and key performance indicators (KPIs) under each theme. The Consultants stressed ongoing community input and the iterative nature of the plan and briefly delved into energy usage data, explaining the increase in natural gas and decrease in electricity usage.

On Thursday, November 16, the project team will host an open house to reveal the key themes of the plan, allow the public to provide input on the City's role in each of these areas, and provide education to encourage behavioral changes.

b. Zoning and Development Code

Director of Community Development Tamra Allen and Consultant Elizabeth Garvin gave an overview of the Zoning and Development Code Update process.

Ms. Allen stated that a final draft of the Code has been completed and adoption hearings are scheduled for the Planning Commission on November 14, 2023 and City Council on December 20, 2023. She noted that a final draft code titled the "Adoption Draft" is available on EngageGJ, along with all associated materials for the Planning Commission public hearing. In addition to the project documents, the EngageGJ site has a Zone District Identification Tool allowing users to enter an address and see how a property will transition zone districts under the proposed Update.

In the final workshops leading to the hearings, the Planning Commission reviewed several areas of the proposed Code Update in which staff has identified that the revisions do not implement or could go further to align with the principles, goals, and strategies of the Comprehensive Plan. These items include:

1. Drive-Through Regulations in the 24 Road Corridor.
2. Open Space Dedication Procedures.
3. Transitional Housing.

4. Parking.
5. Utility Undergrounding.

Discussion focused on the key areas of focus for the Update including alignment with the Comprehensive Plan, making it more concise, and addressing barriers to affordable housing. The Consultants emphasized tying the Code back to community feedback and incorporating best practices.

The project timeline, initially set for completion in the summer of 2023, experienced a delay, with the first draft remanded back to the Planning Commission after a March hearing. The City actively worked on refining the Code based on the feedback received, recognizing the role of the Planning Commission, which is appointed by the City Council.

The presentation on the Zoning and Development Code Update covered the project schedule, issues identified by the Development Code Committee, survey results on short-term costs of Code changes, and categories of issues related to implementing the One Grand Junction Plan. The presenters outlined ongoing discussions and unresolved issues, including determinations for open space dedication and drive-thrus in the 24 Road corridor overlay. They stated that the Draft Code reflects the Code Committee's recommendations, and any changes would be modifications to that proposed language.

Additional issues discussed included permitting transitional housing, allowing more surface parking, and the utility undergrounding issue. The Code Committee expresses support for the proposed Draft Code to move forward without amendments.

Council members appreciated the thorough process and discussed the different perspectives presented. Complex issues related to drive-thrus, open space dedication, surface parking downtown, and utility undergrounding require careful consideration. The Code Committee's desire to explore options related to drive-thrus and open space dedication is acknowledged, with ongoing discussions planned and a commitment to monitor the committee's perspectives on these matters.

Transitional housing is identified as a crucial topic requiring further exploration, particularly in the context of the housing needs assessment and the community's requirements. Transitional housing is described as a temporary solution aiding individuals in transitioning from homelessness to more permanent housing options, such as tiny homes or shelters.

Council expressed commitment to continue discussing these matters in future workshops, considering feedback from the Code Committee and other stakeholders. The objective is to ensure a comprehensive and well-informed decision-making process.

c. Unhoused Needs Assessment

Tamra Allen, Community Development Director, Ashley Chambers, Housing Manager, and Consultants Brandon Green, Erika Berglund, and Suzanna Powell gave an overview of the Assessment and process.

They reported that in December 2022, the City's Housing Division developed a survey to hear directly from People Experiencing Houselessness (PEH), with the goal of pinpointing gateways of entry into, and barriers against exiting out of, houselessness in Grand Junction. The design of the survey was informed by a "systems-thinking" approach to solving houselessness, which views houselessness as a solvable problem. The survey report provided a snapshot of the characteristics and experiences of PEH. At the same time, the City identified that there was a need to have a more robust evaluation of houselessness in the Grand Junction area as well as a collaborative strategy to address the growing unhoused and housing-insecure population in the community.

City Manager Caton noted that the assessment and strategy are being developed in close collaboration with the Mesa County Behavioral Health Team staff, as well as the Grand Junction Housing Authority. In addition to City funding, he reported a funding partnership was formed through Mesa County Multi-Agency Collaboration (MAC) Behavioral Health Team, Grand Junction Housing Authority, Rocky Mountain Health Foundation, and the Western Colorado Community Foundation, as well as a grant received by the City from the Department of Local Affairs.

In June 2023, the City and its partners selected JG Research and Evaluation, LLC (JG) and project partner OMNI Institute as the project consultants. Phase One (Needs Assessment - or UNHA) included aggregation of demographic data, special population identification and needs assessment, and evaluation of current and past economic conditions utilizing various governmental and local data sources. Additionally, phase one qualitative data included in-person interviews with PEH, local service providers, businesses, and community leaders. A guided conversation with 40 service providers to address and identify existing services, current gaps in services and housing, and barriers to accessing services was also held. From early July to early August, an online community survey on the unhoused was completed with 677 unduplicated results. Originally, the assessment portion was set to be completed in mid-September; however, additional time was needed to aggregate data due to the significant community response in both the community survey, interviews, and the volume of data from local and government agencies.

Phase 2 (Strategy) development will kick off the week of November 13. JG, in partnership with The OMNI Institute, will host several focus groups to discuss the reported findings of the UHNA data and begin strategic planning. This will include feedback sessions with concerned citizens, first responders, local service providers, business leaders, the faith community, and those with lived experience. The Unhoused Strategic Plan (Phase 2) will include researched best practices, tools, and strategies for meeting the assessed needs of the unhoused community, provide recommendations for additional services, and scalable strategies, and provide numerical targets for supply by housing or shelter type and give some potential opportunities for future funding sources.

The presentation briefly touches on interactions with first responders, specifically the Grand Junction Police Department, and highlights data on encounters, gender distribution, substance use, and incident types. Overall, the presentation aims to offer a comprehensive view of the issue by incorporating data from various sources.

Continuing, the focus shifted to the housing infrastructure and supportive services available in Grand Junction. The housing continuum, including emergency shelter, transitional housing, permanent supportive housing, and subsidized affordable housing, is explained, with definitions for each housing type provided. The importance of each component within the continuum is emphasized to address the non-linear trajectory of individuals experiencing homelessness.

The presentation delved into the geographic distribution of the risk of becoming unhoused, identifying areas with the highest relative risk. Factors like the rent-to-income ratio are considered to understand housing affordability, with data presented on changes in this ratio from 2016 to 2021.

A discussion follows on the percentage of occupations with a median rent-to-income ratio exceeding 30%, indicating potential challenges in housing affordability. The analysis suggests that wages have not increased at a similar rate to jobs in sectors at risk, contributing to the housing crisis.

The presentation concludes with a transition to housing infrastructure, discussing the utilization and capacity of emergency shelters, transitional housing, and permanent supportive housing.

Differences in available beds or units across these housing types are highlighted, along with the role of various entities in providing different housing options.

The presentation identifies supportive services available for individuals' experiencing homelessness, including outreach, case management, and housing navigation. The variety of services aims to address the diverse needs of this population, highlighting collaborative efforts across multiple entities in Grand Junction.

The presentation explores barriers and challenges faced by individuals accessing services, categorizing them into education, resource, and process challenges. Education challenges include stigma and a lack of awareness, while resource challenges involve limited funding and staff.

Identified gaps in the system of care were discussed, with transitional housing recognized as a high-priority need. Permanent supportive housing is highlighted for individuals with chronic physical or mental health conditions, and there's a consistent call for additional subsidized affordable housing.

The concept of sanctuary camping, providing legal spaces for camping, was discussed as a potential solution, particularly among those currently unsheltered. The presentation estimated the potential demand for different housing types based on the unhoused population, emphasizing the inadequacy of current capacity within temporary emergency shelters.

The issue of mental health services as a high priority need for the chronically unhoused population was discussed acknowledging the prevalence of mental health issues among individuals experiencing homelessness.

Overall, the presentation provided a comprehensive understanding of the challenges, gaps, and potential solutions in addressing homelessness in the Grand Junction area, drawing on input from key informants, experts, and community members.

Concluding discussion, the topic of prevention and diversion services was highlighted, emphasizing the cost-effectiveness of preventing homelessness compared to addressing it once it occurs. Rental assistance programs were discussed as a means of preventing homelessness, with cost estimates provided for individuals at risk of homelessness due to being doubled up or living below the poverty level.

Key takeaways included economic challenges, estimated size of the homeless population, the need for various housing resources, and the importance of supportive services. The next steps are outlined, including the development of a strategy document and continued engagement with the community to ensure support for proposed strategies.

Efforts to address immediate challenges, such as winter-related issues for vulnerable populations, were discussed, including expanding emergency shelter options and engaging faith communities. Ongoing initiatives, such as shelter expansion and long-term leasing of motels, were mentioned, along with discussions around securing funds for outreach, emergency shelter, and support for vulnerable populations during the winter.

Council members express gratitude for the information provided in the report, highlighting the importance of translating data into actionable strategies for the community.

2. **City Council Communication**
   None

3. **Next Workshop Topics**

City Manager Caton reported the items for the December 4, 2023, Workshop will be:

a. Zoning and Development Code

Adjournment

There being no further business, the Workshop adjourned at 8:15 p.m.

GRAND JUNCTION CITY COUNCIL
MINUTES OF THE REGULAR MEETING

November 15, 2023

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 15th day of November at 5:30 p.m. Those present were Councilmembers Scott Beilfuss, Cody Kennedy (virtual), Jason Nguyen, Dennis Simpson, and Council President Anna Stout. Councilmember Randall Reitz and Council President Pro Tem Abe Herman were absent.

Also present were City Manager Greg Caton, City Attorney John Shaver, Senior Planner Timothy Lehrbach, Finance Director Emeritus Jodi Welch, City Clerk Amy Phillips, and Deputy City Clerks Selestina Sandoval and Krystle Koehler.

Council President Stout called the meeting to order. The Stout Student led the Pledge of Allegiance, followed by a moment of silence.

Proclamations

Proclaiming November 15 - 21, 2023 as Interfaith Awareness Week in the City of Grand Junction

Council President Stout read the proclamation. Chair Emeritus Sherry Cole of Grand Valley Interfaith Network accepted the proclamation.

Public Comments

Ed Kowalski expressed concern about drag racing on city streets.

Denise Romero, owner of Raptors, expressed concern that her skill arcade may be shut down.

David Scott, manager of Raptors stated they try to do the right thing and they shouldn't be shut down based on how other like businesses are run.

Troy Romero, owner of Raptors, stated they do not have criminal activity at their location and hopes they can stay open.

Stephanie Stelter, daughter of Raptors owners, spoke against the possible closure.

Matthew Abeyta, employee of Raptors, spoke in support of keeping the business open.

City Manager Report

City Manager Caton invited the public to several events on November 16, 2023: a community outreach session at the Fire Administration Training Room regarding the development of unhoused strategies at 7:30 a.m., Coffee with the City Manager at 8:00 a.m. at Baker's Boutique, and an open house at the Lincoln Park Barn regarding the Sustainability and Adaptation Plan from 5:30 p.m. to 7:30 p.m.

Board and Commission Liaison Reports

Councilmember Kennedy gave a Forestry Board update.

Council President Stout will be attending the Colorado Municipal League (CML) Policy Committee on Friday, December 8th, and will be presenting at the CML Mayor's Day Summit on November 30th and December 1st and she gave an update on Visit Grand Junction.

CONSENT AGENDA

1. Approval of Minutes

a. Summary of the October 30, 2023 Workshop

b. Minutes of the November 1, 2023 Regular Meeting

2. Set Public Hearings

a. Quasi-judicial

i. A Resolution Referring a Petition to the City Council for the Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the Hartman Brothers Annexation of 2.96 Acres, Located at 821 21 ½ Road, and Setting a Public Hearing for December 20, 2023

ii. A Resolution Approving the Assessable Cost of the Improvements Made in and for Alley Improvement District No. ST-23 and Setting a Public Hearing for the Second Reading of an Ordinance Approving the Assessable Cost of the Improvements Made in and for Alley Improvement District No. ST-23 for December 20, 2023

3. Continue Public Hearings

a. Legislative

i. An Ordinance Amending Title 29 of the Grand Junction Municipal Code to Repeal and Readopt the Transportation Engineering

Design Standards (TEDS) - Continued to December 6, 2023

4. Agreements

a. A Memorandum of Understanding (MOU) to Protect, Restore, and Maintain Native River Corridor Habitat in Mesa and Delta Counties through the Development of Community Partnerships as a Member of the Desert Rivers Collaborative

5. Resolutions

a. A Resolution Acknowledging Defense of Officer Brian Degrange in Civil Action No. 23-cv-01397 CSN-NRN

b. A Resolution Supporting the Application for a Gray & Black Market Marijuana Enforcement Grant from the Department of Local Affairs

c. A Resolution Authorizing Payment for the Acquisition of Real Property Located at 674 23 ¾ Road from 4PF GZ Impact Fund LLC and Ratifying Actions Heretofore Taken and Directing Further Actions in Connections Therewith

d. A Resolution Authorizing the City Manager to Submit a Grant Request to the Department of Local Affairs for Fire Station 7

e. A Resolution Authorizing the City Manager to Execute a Lease for the Property at 261 Ute Avenue and an Operating Agreement with United Way of Mesa County and/or Homeward Bound of the Grand Valley Resource Center for Homeless and Other Vulnerable Persons

Councilmember Simpson moved and Councilmember Nguyen seconded to adopt Consent Agenda Items 1 – 5. Motion carried by unanimous voice vote.

REGULAR AGENDA

A Resolution Accepting the Petition for the Annexation of 1.49 Acres of Land and Ordinances Annexing and Zoning the PERS Investments Annexation to C-2 (General Commercial), Located at 3175 D Road

The applicant requested annexation of land and a zone of annexation of C-2 (General Commercial) for the PERS Investments Annexation. The approximately 1.49-acre annexation is located at 3175 D Road. The subject property is undeveloped.

The property is Annexable Development per the Persigo Agreement. The Applicant is requesting annexation into the city limits. Annexation is being sought in anticipation of developing this property. The proposed zone district of C-2 is consistent with the Commercial Land Use category of the Comprehensive Plan. The request for annexation

was presented with the zone of annexation request.

Senior Planner Timothy Lehrbach presented this item.

The public hearing opened at 6:02 p.m.

There were no comments.

The public hearing closed at 6:02 p.m.

Councilmember Nguyen moved and Councilmember Simpson seconded to adopt Resolution No. 101-23, a resolution accepting a petition to the City Council for the annexation of lands to the City of Grand Junction, Colorado, the PERS Investments Annexation, approximately 1.49 acres, located at 3175 D Road. Motion carried by a unanimous 5-0 roll call vote.

Councilmember Simpson moved and Councilmember Nguyen seconded to adopt Ordinance No. 5183, an ordinance annexing territory to the City of Grand Junction, Colorado, PERS Investments Annexation, approximately 1.49 acres, located at 3175 D Road, on final passage and ordered final publication in pamphlet form. Motion carried by unanimous 5-0 roll call vote.

Councilmember Beilfuss moved and Councilmember Simpson seconded to adopt Ordinance No. 5184, an ordinance zoning the PERS Investments Annexation to C-2 (General Commercial) zone district, on final passage and ordered final publication in pamphlet form. Motion carried by unanimous 5-0 roll call vote.

An Ordinance Authorizing a Supplemental Appropriation for Funding of a Resource Center for Unhoused and Other Vulnerable Persons

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

This supplemental appropriation is required for spending authorization to allocate $912,400 in American Rescue Plan Act (ARPA) funds to HomewardBound and United Way for a resource center for unhoused and other vulnerable persons. The allocation is for estimated 2023 costs including capital of $773,176, startup costs of $109,490, and one-month operating expenses of $29,734.

Finance Director Emeritus Jodi Welch presented this item.

The public hearing opened at 6:07 p.m.

There were no comments.

The public hearing closed at 6:07 p.m.

Council expressed gratitude to HomewardBound for this undertaking. Conversation ensued regarding community outreach with the neighbors of the proposed location (HomewardBound Chair Bill Wade stated they have engaged with 85% of the residents of that area). Community Development Director Tamra Allen stated there would be a community meeting on November 29th. The timeline for startup was discussed and they hope to have the facility up and running by December 15, 2023 at the latest.

Non-Scheduled Comments

Ben VanDyke has growing concerns over the lack of communication from the City, Catholic Outreach and HomewardBound regarding the houseless population.

Mesa County employee Ryan Serad thanked the Council for providing funding to fight the Japanese Beetle problem.

Stephania Vasconez, Executive Director for Mutual Aid Partners, thanked Council for their funding of the resource center and encouraged more community engagement from the public for solutions for the houseless.

Garrett Davis commented on the land banking purchase of property at 23 ¾ Road and the funds used to purchase it.

Other Business

Councilmember Kennedy spoke of Bruce Lohmiller's service and wanted to remember him publicly.

Councilmember Beilfuss asked for more information on the Raptor public comments. City Attorney Shaver stated he would investigate and then update Council.

Adjournment

The meeting adjourned at 6:22 p.m.

_____
Amy Phillips, CMC
City Clerk

Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date:	December 6, 2023
Presented By:	Niki Galehouse, Planning Supervisor
Department:	Community Development
Submitted By:	Niki Galehouse, Planning Supervisor

Information

SUBJECT:

Introduction of an Ordinance Repealing the 2010 Title 21 Zoning and Development Code and Adopting the 2023 Zoning and Development Code; Introduction of an Ordinance Transitioning Zone Districts on the Official Zoning Map in Accordance with the 2023 Zoning and Development Code, and Setting a Public Hearing for December 20, 2023

RECOMMENDATION:

Planning Commission heard this item at the November 14, 2023 meeting. The following recommendations were made:

- Planning Commission voted (6-2) to recommend approval to repeal and replace the 2010 Title 21 Zoning and Development Code of the Grand Junction Municipal Code, as amended, with an additional recommendation that a committee be formed, comprised of local expertise as well as appropriate City staff, to discuss adjacent issues.
- Planning Commission voted (7-0) to recommend approval to incorporate the proposed revisions in Exhibit 8 - Addendum to the Adoption Draft into the Zoning and Development Code prior to final adoption.
- Planning Commission voted (7-0) to recommend approval to transition zone districts on the Official Zoning Map in accordance with the 2023 Zoning and Development Code.
- Planning Commission voted (6-1) to recommend to move issues B (24 Road Restaurant and Retail Drive Throughs) and C (Open Space Dedication) from Exhibit 6 - Consultant Team Recommendations to the "adjacent issues list" to be discussed by a future committee.

EXECUTIVE SUMMARY:

The City contracted with Clarion Associates in December 2021 to update the City's Zoning and Development Code with the intent of updating regulations to better reflect the key principles and policies described in the 2020 One Grand Junction Comprehensive Plan, achieve a higher level of regulatory efficiency, consistency, and simplicity, and identify constraints and opportunities for affordable and attainable housing, consistent with those identified in the City's recently adopted Housing Strategies. Comprehensive Plan Principle 3 item 1(e) provides "Ensure zoning and development regulations are consistent with the One Grand Junction Comprehensive Plan." The process for updating the Code commenced with a Code Assessment based on review of the City's Comprehensive Plan and subarea plans, Housing Needs Assessment and Strategy, and extensive interviews and focus groups, which then informed the areas of the Code to be updated. The update effort was supported by an 18-member Development Code Committee (DCC). The DCC met frequently over the past 18 months to discuss and ultimately to recommend adoption of an Updated Zoning and Development Code.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The City last authored a new development Code in 2010, and since 2017, the City has been regularly updating limited sections of the code largely for clarity, reduction of redundancy and easing of regulatory burden for specific issue areas.

On December 16, 2020, the City adopted the One Grand Junction Comprehensive Plan. It is considered best practice to update a jurisdiction's zoning and development code after the adoption of a Comprehensive Plan to ensure the city's land development regulations work to implement the city's vision. In addition, the City adopted on October 6, 2021 the City's first Housing Strategy which developed various strategies, including reviewing certain sections of the City's zoning and development code to remove barriers to affordable housing.

In December 2021, the City initiated a contract with Clarion Associates for an update to the Grand Junction Zoning and Development Code (the "Code"). Clarion Associates has extensive experience drafting development regulations across the United States and the project team is led by two land use attorneys. In early 2022, the project team initiated work on assessing the current code, reviewing the 2020 One Grand Junction Comprehensive Plan, the Housing Needs Assessment and Housing Strategy reports, and conducting extensive interviews and focus groups along with a public open house to receive feedback on the existing code. The objectives established by the Assessment were to:

1. Update the City's regulations to better reflect the key principles and policies described in the 2020 One Grand Junction Comprehensive Plan, especially those Key Principles related to Responsible and Managed Growth and Strong Neighborhoods and Housing Choices

2. Achieve a higher level of regulatory efficiency, consistency, and simplicity
3. Identify constraints and opportunities for affordable and attainable housing, consistent with those identified in the City's recently adopted Housing Strategies

City Council appointed an 18-member Development Code Committee (DCC) to help guide the updates to the Code. One member of the Code Committee withdrew in July 2023. A list of the Code Committee members is included as Exhibit 1. Code Committee members gathered for their first meeting on April 6, 2022.

In June 2022, a Code Assessment Report, attached as Exhibit 2, was completed which described input of the existing regulations from the public, the DCC, City Council, Planning Commission, community members, and City staff. The initial drafting of the code occurred in three modules:

- June 2022: Code Assessment Report completed
- August 2022: Module 1 – Administration and Procedures
- October 2022: Module 2 – Zoning Districts and Uses
- December 2022: Module 3 – Development Standards
- March 2023: Consolidated Draft

Following the modules, Clarion with the input of staff and the DCC authored a Consolidated Draft and a Public Review Draft that was presented to the Planning Commission on March 28, 2023. At that hearing, there was significant concern raised that the document was not ready for adoption. Planning Commission remanded the item back to staff and the consultant to work with the DCC to find consensus on outstanding issues raised at the hearing, which included utility undergrounding, stormwater, multimodal circulation, significant trees, site plan review, cottage court standards, drive-through regulations, and dwelling definitions.

Since the commencement of the Code in the spring of 2021, staff has brought forth individual code sections for updating, including amendments to the landscaping regulations, removing density caps in non-residential zone districts, easing Accessory Dwelling Unit regulations and redefining Short-Term Rentals and including percentage limitations within geographic areas of the city.

The project team, staff, and the DCC have met 14 times since March 28 from April to October 2023. The DCC has addressed the following items over the past seven months including:

- utility undergrounding
- stormwater
- multimodal circulation
- significant trees

- site plan review
- cottage court regulations
- manufactured home communities
- housing definitions
- commercial parking downtown
- drive-through regulations
- electric vehicle charging
- the principal use table
- rezoning review criteria
- bicycle circulation
- open space dedications

The revisions made over the last seven months represent a product of collaboration and compromise and are indicative of a strong desire by all parties to create positive change in the City of Grand Junction.

The DCC met on October 10 to discuss the transmittal documents and associated cost matrix that would be conveyed to the Planning Commission and City Council for review and consideration. A summary report of the edits made by the DCC is provided as Exhibit 3. DCC was surveyed to indicate their sentiment with regard to overall cost impacts (decrease, no impact, increase) for particular code provisions; these results are provided in Exhibit 7. The impacts of future development in Exhibit 7 are reflective of the consultant's perception of the proposed changes.

NOTIFICATION REQUIREMENTS

Notice was completed as required by Section 21.02.080(g). Notice of the public hearing was published on October 15, 2023, in the Grand Junction Daily Sentinel.

In addition to the required notice, the project team conducted extensive outreach on the update project, and each module and draft of the code was released via a press release, posted on the City's website, and made available directly to industry groups. The meetings held are outlined in the table below. In addition to those dates listed below, staff met with individuals from industry groups to discuss the Code and was an occasional presenter to groups such as Bray Commercial Realtors, AMGD (Associated Member of Growth and Development) and the HBA of Western Colorado at their Governmental Affairs luncheon.

Z&DC Committee	Public Engagement	Planning Commission Workshops	City Council Workshops
4/6/2022	4/5/2022 (Kick Off)	6 Jan 2022 (Z&DC Assign.)	4/6/2022
5/17/2022	4/6/2022 (Kick Off)	7 Apr 2022 (Public Engage.)	6/13/2022
6/15/2022	4/7/2022 (Kick Off)	5/19/2022	3/14/2022
9/6/2022	4/14/2022 (HBA)	7/7/2022	5/16/2022
11/1/2022	4/22/2022 (MC CommUNITY)	4 Aug 2022 (Assess. Report)	9/19/2022
11/10/2022	4/28/2022 (GJARA)	8 Sep 2022 (Module 1)	10/31/2022
11/17/2022	5/6/2022 (WCLCC)	6 Oct 2022 (ADUs, STRs)	12/19/2022
12/19/2022	6/14/2022 (Lion's Club)	20 Oct 2022 (ADUs, STRs	1/9/2023
1/19/2023	11/3/2022 (AMGD Meeting)	11/3/2022	2/27/2023 (1:1)
1/23/2023	11/3/2022 (#1 Public Engagement, Modules 1 & 2)	11/17/2022	2/28/2023 (1:1)
1/30/2023	11/4/2022 (#2 Public Engagement, Modules 1 & 2)	12/20/2022	3/6/2023 (1:1)
2/21/2023	11/4/2022 (#3 Public Engagement, Modules 1 & 2)	1/5/2023	3/13/2023
2/27/2023	1/19/2023 (Public Engagement, Module 3)	1/19/2023	6/12/2023 (Joint with DCC)
3/3/2023	1/20/2023 (Public Engagement, Module 3)	2/23/2023	8/14/2023
3/17/2023	2/8/2023 (Chamber of Commerce Webinar)	3/8/2023	12/13/2023
3/21/2023		3/9/2023	
4/26/2023		3/22/2023	
5/17/2023		3/23/2023	
5/31/2023		5/18/2023	
6/14/2023		6/22/2023	
6/28/2023		7/6/2023	
7/12/2023		7/20/2023	
7/26/2023		8/17/2023	
8/9/2023		9/7/2023	
8/23/2023		9/21/2023	
9/6/2023		10/5/2023	
9/13/2023		10/19/2023	
9/20/2023		10/24/2023	
10/4/2023		11/9/2023	
10/10/2023			

ANALYSIS

In accordance with Section 21.02.140(c), a proposed Code amendment shall address in writing the reasons for the proposed amendment. The items below are not intended to be exhaustive but demonstrate some of the proposed changes and how they directly achieve the stated goals of the project. The Adoption Draft is included for review of this analysis as Exhibit 4.

1. Update the City's regulations to better reflect the key principles and policies described in the 2020 One Grand Junction Comprehensive Plan, especially those Key Principles related to Responsible and Managed Growth and Strong Neighborhoods and Housing Choices

The Grand Junction Municipal Code (Sec 21.01.060) states: *"The code is intended to implement the goals and policies of the Grand Junction Comprehensive Plan, as amended ("Comprehensive Plan") and to be consistent with the Comprehensive Plan."* This code update process has made a variety of changes to increase consistency with the Comprehensive Plan, especially concerning Plan Principles 3 & 5.

Plan Principle 3: Responsible and Managed Growth and Plan Principle 5: Strong Neighborhoods and Housing Choices present a variety of goals and strategies that the project team endeavored to address through the updates. Those goals and strategies are detailed in the Code Assessment Report and the changes are cataloged in the GJ Zoning & Development Code Transmittal Memo, attached as Exhibit 5. Here are some of the major change areas summarized:

a. Outdoor Lighting – *Plan Principle 3, Goal 4, Strategy e. Outdoor Lighting. Use development regulations to promote best practices in lighting that protect night skies.*

The 2020 One Grand Junction Comprehensive Plan specifically calls for regulations to protect night skies from lighting related to urban development. The updated regulations establish a maximum Kelvin temperature of 3,000 kelvins for all new developments. They also contain language that allows for exceptions to up to 5,000 kelvins to address potential safety concerns. These maximums allow for adequate lighting within a range of color temperatures which are friendlier to night skies and natural rhythms among people and wildlife.

b. Shift in parking requirements – *Plan Principle 3, Goal 1. Support fiscally responsible growth and annexation policies that promote a compact pattern of growth, maintain or improve levels of service, and encourage the efficient use of land.*
Plan Principle 3, Goal 2. Encourage infill and redevelopment to leverage existing infrastructure.

Plan Principle 5, Goal 1, Strategy g. Parking. Evaluate parking standards to ensure both sufficient parking for the context and area of which a project is planned to occur. Parking should be evaluated based on specific areas and should be consistent with the City's Urban Intensification goals.

Plan Principle 5, Goal 4. Promote the integration of transportation mode choices into existing and new neighborhoods.

Minimum parking standards present a variety of difficulties for a development project. Vehicle parking spaces are expensive, create additional stormwater management needs, and take up valuable space better used for other purposes. This code update includes an overall reduction in the City's required minimum parking standards, eliminates minimum parking standards for nonresidential development in the City's defined redevelopment areas, and increases the provision of onsite bicycle parking. Developers and business owners often have the best understanding of their own parking needs, and these changes allow them to play a greater role in determining how much parking they need to invest in.

The heightened bicycle parking standards will allow for secure storage of bicycles, increasing usability of citywide networks, a much healthier and less expensive

form of transportation. The cost and spatial savings achieved by the reduction in required vehicle spaces should more than compensate for the increase in required bicycle parking.

c. More flexibility in Zone Districts and Use Table – *Plan Principle 3, Goal 1. Support fiscally responsible growth and annexation policies that promote a compact pattern of growth, maintain or improve levels of service, and encourage the efficient use of land.*

Plan Principle 3, Goal 2. Encourage infill and redevelopment to leverage existing infrastructure.

Plan Principle 5, Goal 5, Strategy c. Innovative Design. Encourage creativity, flexibility, and innovation in the design and construction of new developments and neighborhoods to adapt to unique site conditions and that promote an engaged community and facilitate active and healthy lifestyles (e.g., co-housing, community gardens, and recreational amenities).

The Zone Districts and Use Table have been updated to facilitate a wider variety of development options within the parameters established by the 2020 One Grand Junction Comprehensive Plan. This includes combining like Zone Districts into a single district and updating the Use Table to keep conditional uses to a minimum and allow more uses by-right. Bulk standards were revised where appropriate to allow a larger buildable footprint by relaxing height standards and minimum setbacks.

2. Achieve a higher level of regulatory efficiency, consistency, and simplicity

In the beginning of the Code Assessment effort, the project team received significant feedback that the City's regulations could be revised for clarity and simplicity. The following comes from the Code Assessment:

"Beyond the Z&DC content-based issues discussed in this Code Assessment, both staff members and stakeholders said they find the development regulations cumbersome to use and difficult to understand. Issues include an unclear organization, redundant and sometimes conflicting information, and lack of explanatory measurements and graphics. It appears from our discussions with stakeholders that the lack of a well-organized, user-friendly code can also impede effective communication between applicants and the City, resulting in a perception (and complaints) that the development review process does not work as well as it could."

The Code update addresses these issues through the following strategies:

a. Improve Document Layout and Organization

The existing layout often requires a user to reference multiple code sections to get a full understanding of requirements for a specific project. The proposed regulations have been restructured to provide a logical organization pattern, grouping standards by district or use. Definitions were often included in specific code sections, making them difficult to find. All existing and new definitions are contained in the Definitions at the end of the Code. Definitions containing regulatory information have been cleaned and the regulatory information moved to the relevant section of the Code.

The updates also include new or revised illustrations for measurements and application processes, which reinforce the language and make regulations easier to understand and increase consistent implementation.

b. Improve Drafting Language

The project team focused on removing highly technical language and jargon from the code. When found, these occurrences were replaced with plain language and in many cases a definition was created. The project team also removed redundant lists and clarified regulations hidden in exceptions.

c. Fix Conflicts Created by Piecemeal Amendments

Code amendments proffered over time have served the City well to address immediate concerns or issues with the Code. However, as previously mentioned, it can be difficult to ensure that each amendment includes updates to related portions of the Code. The project team worked to address as many of these inconsistencies as were identified.

d. Improve Clarity, Consistency, and Predictability

The project team focused on two primary concerns around clarity – removing subjective review standards and establishing clear guidelines where regulations provide for director discretion. Subjective review standards include regulations such as those that require "compatibility" or "sufficiency." As much as possible subjective terms have been removed or reworded to have some kind of measurable standard. However, the DCC also expressed that some degree of flexibility should also be maintained and in some cases opted to retain some level of director discretion for unique circumstances.

3. Identify constraints and opportunities for affordable and attainable housing, consistent with those identified in the City's recently adopted Housing Strategies

The Comprehensive Plan and the Housing Needs Strategy Report both detail the housing issues the City currently faces. Plan Principle 5: Strong Neighborhoods and Housing Choices specifically recommends a variety of goals and strategies that are implemented by the proposed regulations.

a. *Plan Principle 5, Goal 1, Strategy c. Housing Types. Promote a variety of housing types that can provide housing options while increasing density in both new and existing neighborhoods, such as duplexes, triplexes, multiplexes, apartments, townhomes, and accessory dwelling units, while maintaining neighborhood character.*

Plan Principle 5, Goal 5. Foster the development of neighborhoods where people of all ages, incomes, and backgrounds live together and share a feeling of community.
Strategy c. Innovative Design. Encourage creativity, flexibility, and innovation in the design and construction of new developments and neighborhoods to adapt to unique site conditions and that promote an engaged community and facilitate active and healthy lifestyles (e.g., co-housing, community gardens, and recreational amenities).

The proposed regulations expand residential uses and allow for their development in a more strategic manner in alignment with the Comprehensive Plan. In the existing Code, many housing types that the Comprehensive Plan strives to encourage, often referred to as "missing middle housing", are all grouped together under the use "multifamily". Multifamily in the existing Code includes everything from a three-unit townhome to the largest apartment complexes, making zoning changes to develop missing middle housing challenging. The proposed use table now includes the following additional uses: Dwelling, Tiny Home; Dwelling Single-Family Attached; Dwelling, Cottage Court; and Dwelling, Duplex.

b. *Goal 4 Principle 5: Promote the integration of transportation mode choices into existing and new neighborhoods.*

Goal 4.c Principle 5: Prioritize walking and bicycling infrastructure improvements needed to complete gaps or "missing links" between existing neighborhoods and other community destinations such as schools, transit stops, neighborhood centers, parks, public open space, and trailheads.

The proposed regulations also incorporate a higher level of required bicycle parking and connectivity. These requirements facilitate a safer and more affordable mode of transportation, which addresses an often-neglected component of the affordability issue.

In addition, the Housing Needs Strategy Report Appendix A summarizes areas of opportunity within the current code that were evaluated through the proposed regulations.

c. *Zoning Districts and Permitted Uses. Areas of Opportunity. The City of Grand Junction provides for a robust mix of housing types in residential and mixed-use*

districts. To allow for residential infill development, the city should consider permitting triplexes and rowhomes in lower density residential districts by right.

Types of residential uses and the zone districts they are permitted in were evaluated in all zone districts with the goal of enhancing flexibility where possible. For example, Single-family attached use is proposed to be allowed by-right in RL-4 (formerly R-4), limited to 4 units per building. Cottage courts are a new use proposed and allowed by-right in residential districts starting at RL-4 density and in MU-1 and MU-2 districts. This new use is a creative means of land development and provides a 20 percent density bonus. During the course of the process, the State adopted a new definition for "Tiny Home," which are reflected in this code and are proposed to be allowed in residential zone districts that allow single-family detached dwellings.

d. *Residential Development Standards. Areas of Opportunity. The City of Grand Junction has relatively flexible land use development standards with minimum densities and in some instances no minimum lot sizes. However, there are development standards that are prohibitive for the development of certain housing products—townhomes and duplexes—and limit the number of units in multifamily developments—through maximum densities. There is an opportunity to examine the potential for reducing or eliminating these standards to increase development capacity and thereby affordability.*

Revised bulk standards have been included which create minimum lot sizes that are specific to use type (i.e. – single-family attached, multifamily) and which reduce setbacks for principal structures. These revisions allow for greater flexibility in site design. Raised during the code update, but brought ahead and adopted already, maximum density in nonresidential zone districts were removed (Ordinance No. 5052). This will most directly impact multifamily developments and allow this type of development to build with greater density and flexibility.

e. *Parking Standards. Areas of Opportunity. Although these requirements are not unreasonable, many cities are adopting lower parking standards for more urban areas, particularly for multifamily housing. Grand Junction should consider adjusting parking standards downward to promote affordability and greater land utilization.*

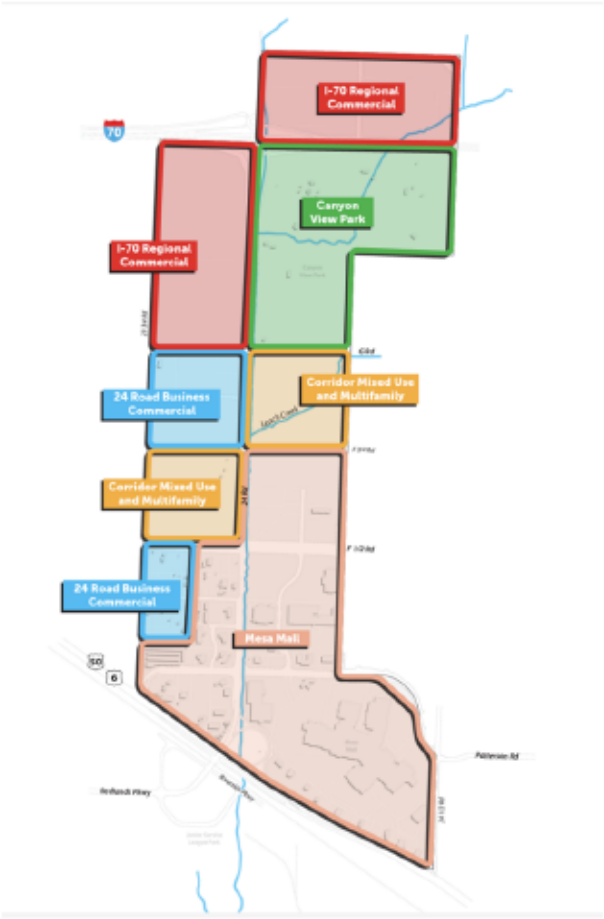
The proposed code reduces parking spaces for the 'missing middle' housing types at one space per unit for single-family attached, co-housing, cottage court, duplex, triplex, fourplex; affordable housing reduction at 0.75 spaces per unit. Another issue raised during the code update process but separated and adopted in advance (Ordinance No. 5115). as it related to ADUS, was revised to allow for on-street parking to count for required parking.

There are five areas of the proposed Code Update in which staff finds that the revisions do not implement or could go further to align with the principles, goals, and strategies of

the Comprehensive Plan. Additional analysis and recommendation from the Consultant Team on these issues is provided in Exhibit 6.

1. **Drive-Through Regulations in the 24 Road Corridor.** As part of the establishment of zoning districts in the proposed update, Chapter 21.03.30, the Mixed Use zone district is proposed to be combined with the Light Commercial (C-1) zone district into the new Mixed-Use Light Commercial, MU-2 zone district. As part of this consolidation, every effort was made to ensure that entitled uses were not lost as part of this process. In combining these specific districts, a major area of reconciliation was the use of drive-throughs, which are currently not permitted in M-U but are permitted in C-1. DCC has taken the position to broadly expand the use of drive-throughs throughout the entirety of the new MU-2 zone district, however, staff finds that this is a significant deviation along the 24 Road Corridor, both with the standards of the Overlay District as well as the Character Areas as described in the most recently adopted Comprehensive Plan.

   The majority of properties within the City with a Mixed Use (M-U) zoning designation lie along the 24 Road Corridor. The 24 Road Corridor is identified within the Comprehensive Plan as a unique site, comprised of multiple character areas – I-70 Regional Commercial, 24 Road Business Commercial, Corridor Mixed Use and Multifamily, and Mesa Mall. The M-U zone districts encompass the entirety of the Corridor Mixed Use and Multifamily character area and a portion of the I-70 Regional Commercial, 24 Road Business Commercial, and Mesa Mall character areas. These areas are described in the Comprehensive Plan (Chapter 4, p.81-85) and generally do not appear to support vehicle-centric uses in the Corridor Mixed Use and Multifamily character areas, as show in the graphic below.



The functional improvements component of the character area analysis indicates that drive-through uses should not be located near Leach Creek, which runs through the Corridor Mixed Use and Multifamily character areas. These areas also have a land use designation of Mixed Use, which indicates a lower intensity of uses than a Commercial designation would. The 24 Road Business Commercial character areas are described with the intent of 'modern business campuses to attract uses such as technology, education, research, entrepreneurship, and light manufacturing.' Drive-through uses are not conducive to development in alignment with this goal. It is staff's recommendation that at a minimum, drive-through uses not be permitted within the Corridor Mixed Use and Multifamily character areas, but ideally not within both those and the 24 Road Business Commercial character areas.

2. Open Space Dedication Procedures. Residential development of 10 or more lots of dwelling units requires dedication of 10 percent of the gross acreage of the property or the equivalent 10 percent of the value of the property. The existing code reads as follows: "The decision as to whether to accept money or land as required by this section shall be made by the Director." Procedurally, when a property of larger size is being proposed for residential development, Planning staff will discuss with Parks and Engineering if there is a need for open space in the area (eg. Parkland, drainage, enhancements to trail corridors). If it is determined that there is no public

benefit/need, the Director conveys to the applicant in the initial phases of project scoping that the City will accept a fee-in-lieu payment instead of land dedication. If land is needed to implement the City's Parks and Recreation Space (PROS) plan, for example, staff will discuss this with the developer and work together to identify an appropriate location for the land dedication to occur.

During DCC meetings, the DCC expressed concern that this dedication was the City's decision to make and not the applicant's. They also expressed concern that the City could require dedication of a portion property that otherwise conflicted with their development plans. Subsequently, a recommendation was made by the DCC to revise this language to read "The applicant shall decide whether to dedicate land or to pay a fee-in-lieu." This represents a significant shift in both policy and administration. Concerns surrounding this shift include that dedications will not be proffered unless the land is unusable and the City will lose its ability to use the land dedication process to obtain land which implements the vision of the Parks and Recreation Open Space Master Plan. Comprehensive Plan Principle 7, Goal 1, Strategy c recommends 'actively pursuing opportunities to acquire and retain open space, trails, and drainages that support the implementation of an interconnected network within the urbanizing area of the city, consistent with adopted City plans.'

In discussions with Planning Commission regarding the shift in open space dedication procedures, it was requested that options be provided to guide decision-making. The consultant team put together a document outlining the DCC, staff, and consultant team recommendations, which was then brought to the Parks and Recreation Advisory Board (PRAB) for their input. The difference between the staff and consultant team recommendations is the establishment of dedication standards that better describe property that is appropriate for donation, reflecting the concerns of both parties. During the discussion with PRAB, the board members offered further refinement to these criteria, clarifying considerations about the proximity to the nearest park, relativity to the PROS plan, and whether the presence of easements should preclude property from consideration. With this additional input and refinement from PRAB, staff therefore find it appropriate to shift its recommendation to support the inclusion of these criteria in alignment with the consultant team recommendation.

3. Transitional Housing. The topic of Transitional Housing is an important housing type along the housing continuum. The Comprehensive Plan identifies this in Plan Principle 5, Goal 1, Strategy d where it outlines the need to 'integrate residential care and treatment facilities, shelters, permanent supportive housing, group homes, and senior housing throughout the city in areas that are well served by amenities and public transportation' and Strategy 9 of the Housing Strategy includes supporting conversion of hotels/motels into affordable or transitional housing. Issues related to transitional housing began to be articulated with more clarity in the summer of 2023. Considering the timing and the complexity of the issue, the Code Committee recommended this important land use topic be set aside as an adjacent

issue. Both staff and the DCC recommend this should be taken up as one of the next priorities.

4. Parking. The Comprehensive Plan references infill/redevelopment of existing parking lots in multiple locations, including Plan Principle 3, Goal 2, Strategy a and Plan Principle 4, Goal 3, Strategy e, which 'support the use of creative strategies to revitalize vacant, blighted, or otherwise underutilized sites, including infill of existing surface parking lots.' It is possible that the proposed regulations do not take revisions to parking standards as far as they could for certain circumstances. For example, the elimination of minimum parking requirements in the redevelopment areas could also be applicable to residential projects or applied at a 50 percent reduction for residential projects. This elimination could also be expanded into a broader segment of the City, for example, it could apply to properties that are within ¼ mile of an existing transit route. Parking maximums could also be considered. In addition, the allowance for new surface parking to occur with a conditional use permit does not appear to implement multiple strategies of the Comprehensive Plan, elements of the City's Greater Downtown Plan, nor the vision and intent of the DDA's Plan of Development.

5. Utility Undergrounding. The proposed regulations include the following language: *"All new electric utilities shall be provided and paid for by the developer and shall be installed underground."* This is a policy shift from the current Code language, which reads: *"All existing overhead utilities along streets contiguous with the development shall be installed underground prior to street construction."* The Comprehensive Plan supports the current code language in Plan Principle 3, Goal 3, Strategy e., which states *"Continue to require new and existing electrical lines to be buried."* However, the first part of this strategy also indicates a need to *"evaluate current policy for undergrounding overhead utility lines and in lieu of payments."* Burying existing utility lines can have a significant impact on the cost of developing a lot, potentially creating barriers to affordable housing. Housing Strategy 3 is to i*mplement land use code changes that facilitate attainable housing development and housing diversity*. The City can still implement the second half of the strategy by requiring overhead utilities to be installed underground at the time of a capital or public project that qualifies for the use of Xcel undergrounding funds instead of at the time of subdivision or other associated land development activity. The consultants have also provided other alternatives to the City's current policies that can be explored are outlined on p.10-11 of Exhibit 6. Staff supports the code language as proposed.

Addendum to Adoption Draft

In preparing for hearings, several concerns were raised that staff felt it would be prudent to address prior to adoption. Exhibit 8 outlines the changes needed and provides the detailed strikethrough/underline revisions. The following is a summary of changes and why they were necessary:

- 21.02.030(d)(2)(i) - Initial Application (Fees): This section unintentionally required development fees per 21.02.070, which outlines impact fees, to be paid with the submittal of an application. This revision removes that requirement.
- 21.02.030(b)(4) - Table 21.03-2 Comprehensive Plan Implementation: In preparing the associated Comprehensive Plan amendment agenda item, it was noticed that previous edits to this table were not shown properly. The table was revised to ensure consistency with the Comprehensive Plan amendment. The two changes made were removing Commercial General as an implementing zone district for Mixed Use land use and removing the Airport Environs Overlay from the table altogether.
- 21.03.050(g)(2) - R-2R Zone District Bulk Standards: This revision corrects the height for the zone district to 35 ft; it had unintentionally been reduced to 20 ft.
- 21.04.020(E) - Use Table: A change was made to the Principal Use Table to align with the Airport Environs Overlay District, not allowing airports or heliports in other zone districts but allowing helipads to remain as a potential use.
- 21.04.030(d)(1) & 21.14.020 - Skilled Gaming Facilities: Amendments to the Adult Entertainment Use-Specific Standards were adopted by City Council earlier this year. This revision incorporates these changes into the overall udpate.
- 21.04.040(e)(2)(i)(E) - Drive-Through Facility: This change relocates text from 21.05.060(e)(2) to keep drive-through standards together.
- 21.04.050(b)(2) - Temporary Parking Lots: This change is a correction to remove limitations on the location of temporary parking lots, which are now located in the use table.
- 21.05.020(e)(4)(iv)(D)a. - Platting, Dedication, Homeowners' Association: This subsection was missing the end of a sentence; it was added for clarity.
- 21.07.040(d) & (e) - Replacement of Significant Trees: Edits in these sections unintentionally removed clarity regarding placement of replacement trees where significant trees were removed and the ability to remove significant trees within the minimum 30 percent requirement by replacing at a higher rate or paying a fee-in-lieu. These sections were revised to retain the original intent and regain clarity.

Transitioning of Zone Districts

As part of the Zoning and Development Code update, a new list of Zone Districts has been established which implements the Comprehensive Plan, expands opportunities for a wider mix of uses, and consolidates existing districts based on similarities. The implementation of the Zoning and Development Code update necessitates that the legacy districts be retired or transitioned with the updated district titles. These changes will be reflected on the Official Zoning Map, in compliance with Section 21.03.020 of the proposed regulations. The Zone District transitions will take place as outlined in Table 21.03-1: Zone District Summary, shown below:

Table 21.03-1: Zone Districts Summary	
Legacy Districts	**Updated District Titles**
Residential	
R-R: Residential – Rural	Residential – Rural, R-R
R-E: Residential – Estate	Residential – Estate Retired, R-ER
R-1: Residential – 1	Residential 1 Retired, R-1R
R-2: Residential – 2	Residential 2 Retired, R-2R
R-4: Residential – 4	Residential Low 4, RL-4
R-5: Residential – 5	Residential Low 5, RL-5
R-8: Residential – 8	Residential Medium 8, RM-8
R-12: Residential – 12	Residential Medium 12, RM-12
R-16: Residential – 16	Residential High 16, RH-16
R-24: Residential – 24	Residential High 24, RH-24
Mixed-Use Commercial	
R-O: Residential – Office	Mixed-Use Neighborhood, MU-1
B-1: Neighborhood Business	[Combined with R-O into MU-1]
B-2: Downtown Business	Mixed-Use Downtown, MU-3
M-U: Mixed Use	Mixed-Use Light Commercial, MU-2
C-1: Light Commercial	[Combined with M-U into MU-2]
BP: Business Park Mixed-Use	[Combined with M-U into MU-2]
C-2 General Commercial	Commercial General, CG
MXR: Mixed Use Residential	[Combined with Residential Districts]
MXG: Mixed Use General	[Combined with closest MU district]
MXS: Mixed Use Shopfront	[Combined with closest MU district]
MXOC: Mixed Use Opportunity Corridor	[Combined with MU-2]
Industrial	
I-O: Industrial/Office Park	Industrial/Office Park Retired, I-OR
I-1: Light Industrial	Industrial Light, I-1
I-2: General Industrial	Industrial General, I-2
Public, Parks, and Open Space	
CSR: Community Services and Recreation (Parks and Open Space only)	Public Parks and Open Space, P-1
CSR: Community Services and Recreation (Public, Civic and Institutional Facilities)	Public, Civic, and Institutional Campus, P-2
Planned Development	
PD: Planned Development	Planned Development, PD

For clarity, in the form based districts, excluding MXOC, there are only properties zoned MXG-3, MXS-3, and MXR-3. For the MXG-3 and MXS-3 properties, the closest MU district would be MU-1, so these properties would be transitioned into the MU-1 district.

For the MXR-3 property, it will be transitioned into the RM-8 district.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the proposed replacement for Title 21 Zoning and Development Code, the following findings of fact have been made:

1. The Code Update, including the Transition of Zoning Districts, works to implement the vision, goals and strategies of the 2020 One Grand Junction Comprehensive Plan.
2. The Code Update, including the Transition of Zoning Districts, reduces barriers to affordable housing and allows for a wider variety of housing types across a greater portion of the City.
3. The Code Update reduces inconsistencies and improves the efficiency, consistency, and readability of the Code.

Planning Commission heard this item at the November 14, 2023 meeting. Discussion primarily surrounded two of the remaining items that were identified in the staff analysis above and in Exhibit 6 - drive-throughs in the 24 Road Corridor and the dedication process for open space. Regarding drive-throughs in the 24 Road Corridor, the conversation attempted to identify what concerns were caused by the use, if the exclusion of the use was appropriate, and if there was sufficient public input to make a change at this time. There was debate as to whether the 24 Road Corridor Overlay and the subareas contemplated within the Comprehensive Plan intended to disallow or strongly discourage drive-throughs, raising the question as to if a change related to the use would be in-line with these plan goals. When discussing the process for open space dedication, the core of the issue focused on which party was more appropriate to make the decision - the City (Director, followed by City Council) or the Developer/Applicant. The conversation also highlighted the benefits of having criteria for the decision, but noted a need to have additional conversation about what these criteria included with subject-matter experts involved. Since both items indicated benefits from larger discussions, the discussion also included the possibility of adding these items to the 'adjacent issues list,' created by the DCC, along with the formation of a committee to follow these issues post-code adoption.

Therefore, the Planning Commission recommended the following:

- Planning Commission voted (6-2) to recommend approval to repeal and replace the 2010 Title 21 Zoning and Development Code of the Grand Junction Municipal Code, as amended, with an additional recommendation that a committee be formed, comprised of local expertise as well as appropriate City staff, to discuss adjacent issues.
- Planning Commission voted (7-0) to recommend approval to incorporate the proposed revisions in Exhibit 8 - Addendum to the Adoption Draft into the Zoning and Development Code prior to final adoption.

- Planning Commission voted (7-0) to recommend approval to transition zone districts on the Official Zoning Map in accordance with the 2023 Zoning and Development Code.
- Planning Commission voted (6-1) to recommend to move issues B and C from Exhibit 6 - Consultant Team Recommendations, more specifically, drive-throughs on 24 Road and the open space dedication process, to the adjacent issues list to be discussed by a future committee.

FISCAL IMPACT:

There is no direct fiscal impact related to this request.

SUGGESTED MOTION:

I move to introduce an ordinance repealing and replacing the 2010 Title 21 Zoning and Development Code of the Grand Junction Municipal Code, as amended, and incorporating the proposed revisions in Exhibit 8 - Addendum to the Adoption Draft, and set a public hearing for December 20, 2023.

I move to introduce an ordinance transitioning zone districts on the Official Zoning Map in accordance with the 2023 Zoning and Development Code and set a public hearing for December 20, 2023.

Attachments

1. Exhibit 1 - Code Committee Roster
2. Exhibit 2 - GJ Code Assessment Report June 2022
3. Exhibit 3 - DCC Summary Report
4. Exhibit 4 - Adoption Draft
5. Exhibit 5 - GJ Z&DC Adoption Draft Transmittal Memo
6. Exhibit 6 - Consultant Team Recommendations
7. Exhibit 7 - Impact of Code Changes
8. Exhibit 8 - GJZDC Adoption Draft Full Addendum Packet_11.07.23
9. PRAB Open Space Letter 11 7 23
10. GJN COMMENTS RE ZDCU 10-20-23
11. GJZDC Issue Recommendations Memo
12. Land Use Letter Nov 2023
13. Zoning Code Letter
14. Usher Email
15. Planning Commission Minutes - 2023 - November 14 - Draft
16. Draft Repeal-Replace Ordinance
17. Draft Zone District Transition Ordinance

ZONING & DEVELOPMENT CODE COMMITTEE 2022-2023

No.	Name	Background/Profession	Member of Comprehensive Plan Advisory Committee
1	Colin St. Clair	Neighborhood Advocate, Real Estate Broker	
2	Kevin Bray	Bray Real Estate, Developer	
3	Mike Foster	Coldwell Banker, Commercial Broker	X
4	Ivan Geer	River City Engineering, Professional Engineer	X
5	Mark Austin	Austin Civil Group, Professional Engineer	
6	Ron Abeloe	Chaparral West/Bella Partners, HBA, AMGD, WCCA	
7	Jane Quimby	La Plata Communities, Colorado West Land Trust	
8	Shelley Dackonish	Dufford Waldeck Law, Land Use Attorney	
9	Candace Carnahan	Grand Junction Chamber of Commerce	
10	Jonathan Purdy	Horizon Drive BID Executive Director	X
11	Brandon Stam	Downtown Grand Junction	
12	Bill Wade	Former Planning Commissioner, Homeward Bound	
13	Emilee Powell	Housing Resources of Colorado	
14	Jill Norris	Grand Junction Housing Authority	
15	Nancy Strippel	Parks and Recreation Advisory Board	
16	Andrew Teske	Planning Commission Chair	
17	Keith Ehlers	Planning Commission, Consultant	X

Erin Nix*	Director of Testing & Accom. at CMU	X	

*withdrew on 07.22.23

Zoning & Development Code

Grand Junction, Colorado

One Grand Junction



Zoning & Development Code Update
Code Assessment

Public Discussion Draft
June 2022

CLARION | ONE GRAND JUNCTION ZONING & DEVELOPMENT CODE UPDATE

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Introduction and Executive Summary

Project Goals

The City of Grand Junction is undertaking this project to update the Zoning and Development Code (Z&DC) so that the City's zoning and subdivision regulations support and implement the recently adopted One Grand Junction Comprehensive Plan. The project is being managed by a team comprised of city staff from Community Development Department, the Zoning and Development Code Committee appointed by the City Council, and support from the consultant team at Clarion Associates. The key goals of the project are to:

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

A portion of the funding for the Z&DC update project is being provided through an Innovative Housing Strategies Planning Grant from the Colorado Department of Local Affairs (DOLA). The grant is intended to help communities understand their housing needs and adopt policy and regulatory strategies aimed at promoting the development of affordable housing. DOLA has identified a set of strategies for communities to consider, and the City of Grand Junction has chosen several to explore in more detail, described in later portions of this Code Assessment.



Code Assessment Approach and Content

The purpose of this Code Assessment is to establish a framework for the Z&DC update. The Code Assessment is focused on: (1) preliminary issue spotting, (2) identifying potential regulatory approaches to address the issues identified; and (3) creating an organizational framework to ensure that the code drafting process is comprehensive. The Code Assessment will not be revised following community input on the issues and options presented; instead, detailed drafting approaches and responses to community-based suggestions will be incorporated into the Z&DC drafting process and reflected in the follow-up discussion with each draft of the Z&DC. Community input will be welcome throughout the project and will be requested as part of the project drafting milestones.

The content of this Code Assessment is organized around the project goals as follows:

Part 1: Implementing the One Grand Junction Comprehensive Plan and Grand Junction Housing Strategy (Content Issues)

Includes brief descriptions of adopted One Grand Junction Comprehensive Plan principles and policies and a summary of the Housing Strategy findings and recommendations that will help guide and inform the project. Part 1 starts on page 6.

Part 2: Drafting and Regulating for Efficiency, Consistency, and Simplicity (Drafting Issues)

Explores how better drafting, basic Z&DC housekeeping, and document layout can be improved to create a more predictable and user-friendly experience. Part 2 starts on page 20.

Part 3: Annotated Outline

Presents a chapter-by-chapter organization of the Z&DC and identifies key topics and potential approaches for both content issues and drafting issues. Part 3 starts on page 26.

Community Outreach



The consultant team undertook a preliminary round of community outreach efforts in April 2022, asking stakeholders and residents what they thought worked well in the Z&DC and what doesn't work so well. The goal of these first outreach efforts was to listen and learn about any current regulatory provisions consistently identified as problematic. The project team also aimed to identify regulations that need a more detailed examination during the drafting process. A short summary of the issues identified during these meetings is provided on page 26.

This project will provide multiple opportunities in the future for additional public input as the updated Z&DC is drafted. Following the completion of this Code Assessment, the updated Z&DC will be drafted in four installments. A public draft of each installment will be shared with the community followed by formal and information opportunities for discussion.

Summary of Key Recommendations

The table below summarizes the major recommendations made in this Z&DC Code Assessment. These recommendations are described in more detail as part of the Annotated Outline, starting on page 26.

Chap/ Title	Recommendation
21.01 General Provisions	
	Add transitional provisions that specify how updated Z&DC will apply to projects in application process when the Code is adopted
21.02 Administration and Procedures	
	• Update development review process table

Chap/ Title	Recommendation
	• Consolidate common procedures from two sections (administrative development permits and permits requiring a public hearing) into one, update as needed • Limit use of "as determined by" and replace with specific submission requirements • Review "highly recommended" text and either convert to requirement or identify as optional • Add process-specific flow charts • Update broad review criteria and application-specific review criteria with objective standards wherever possible • Create a sliding-scale process to apply site standards like parking to redevelopment and infill projects • Revise the administrative adjustment process and consider adding a design-specific adjustment process • Consider any additional review streamlining options and discuss whether to create any affordable-housing specific options • Relocate Historic Preservation process here • Relocate development fees to this chapter (development fees will not be updated as part of the Z&DC review process) • Document available affordable housing incentives, such as existing fee waivers
21.03 Zone Districts	
	• Review residential district densities, required lot dimensions, and maximum height standards to ensure that all plan densities and housing choices can be fully implemented (e.g., small lots, moderate density); consider establishing minimum density requirements and eliminating maximum density requirements for R-R, R-E, and R-1 through R-4 zone districts • Review the housing types allowed in each residential district to make recommendations for missing middle housing choices • Create a manufactured home district, relocate manufactured home standards from use standards into district • Convert the form-based districts into mixed-use districts at three scales: neighborhood, corridor, and center/Downtown; consider replacing some business and commercial districts with mixed-use districts • Discuss the role of any additional density or height bonuses for the provision of affordable housing • Relocate overlay districts here (e.g. Airport Environs), review overlay districts located outside of Title 21 for relocation and potential consolidation into base districts • Explore options for consolidating overlay districts into base zone district standards to eliminate the confusion caused by layers of zoning • Consider zone district master planning options that create an alternative to planned development • Clean-up older zoning that inadvertently creates nonconformities • Move use-specific standards, such as outdoor storage and display, out of the zone districts and into the use standards
21.04 Use Standards	
	• Reorganize the use table for ease of understanding and application; refine the use categorization to improve predictability

Chap/ Title	Recommendation
	• Expand the Household Living use category to specifically list a full range of missing middle housing types, such as triplexes, fourplexes, townhomes, and small apartment buildings • Review housing types allowed in residential zone districts to allow a wider range of housing to be approved administratively, including duplexes, triplexes, and townhomes in R-1 through R-4 districts • Create a separate accessory use table • Update use-specific regulations to remove non-use information (e.g., landscaping, parking, outdoor lighting) with cross-reference to development standards, and simplify where possible • Remove application and submission information from use standards subject to standard use reviews; if application information is use specific, consolidate into subsection of specific process (e.g., medical and hazardous waste transfer facilities or group living facilities) • Clarify accessory and temporary use approval processes and update administration chapter as needed
21.05 Site & Structure Development Standards	
	• Relocate and update the residential design standards and cluster development standards here • Relocate and update the multifamily use standards here and revise to incorporate more objective/specific requirements • Establish mixed-use site layout and design standards; update mixed-use opportunity corridor standards if possible • Carry forward one version of the current performance standards from the mixed-use, commercial, and industrial districts • Move the superstore/big box standards from the use regulations into this chapter, update as needed • Update street and sidewalk standards into cohesive section on mobility and connectivity • Update private street standards to better reflect City concerns expressed in the purpose language • Move shared driveway and loop land standards here, update as needed
21.06 Stewardship and Resilience	
	• Carry forward environmentally sensitive lands standards, update as needed, particularly for hillside regulations • Incorporate solar standards • Carry forward flood damage protection standards
21.07 Landscaping, Buffering, and Screening	
	• Incorporate 2022 draft landscaping standards • Move fence standards here from use standards
21.08 Vehicle Parking and Loading	
	• Carry forward and review current off-street parking and loading requirements, explore options to reduce amount of required on-site parking for all uses and also for affordable housing development

Chap/ Title	Recommendation
	• Explore options for different urban and suburban standards; add mixed-use standards • Move parking lot lighting requirements to lighting chapter • Remove requirement for alternative parking plan prior to applying parking reductions • Established specific shared parking percentages that allow creation of shared parking without parking study • Add more robust bicycle parking and storage options • Add electric vehicle charging standards
21.09 Subdivision Standards	
	• Carry forward and update the subdivision standards as needed • Discuss options for urban (small lot/small block) standards and suburban (larger lot/larger block) standards • Discuss and update the public and private park and open spaces standards • Discuss and update trails dedication and construction requirement • Relocate application and review requirements to the administration chapter
21.10 Sign Standards	
	• Carry forward and update for ease of understanding • Consolidate use or overlay specific standards into this chapter • Explore options for updated nonconformity standards that allows minor nonconforming signs to remain in place • Move measurement standards to measurement chapter and illustrate or update illustrations
21.11 Outdoor Lighting	
	• Update current standards to incorporate more measurable standards and add definitions as needed • Propose Dark Skies lighting standards as needed to supplement current regulations • Explore need for urban and non-urban lighting standards
21.12 Nonconformities	
	• Review and update standards • Consider creation of a specific adjustment process for changes to nonconformities • Consider creation of major and minor nonconformities that treats minor nonconformities as Z&DC compliant
21.13 Violations and Enforcement	
	Carry forward current standards and update based on conversations with staff and legal department
21.14 Measurements and Definitions	
	• Review current definitions, update as needed, clean out regulations that can go elsewhere in the Z&DC (e.g., flea market), move measurements to measurement section (e.g., density); update/add illustrations as needed • Collect measurement instructions from various code sections (e.g., fences), consolidate, and standardize approach, adding illustrations as needed. • Relocate definitions from the body of the Z&DC to this section (e.g., telecom facilities, signs)

Part 1: Implementing One Grand Junction and the Grand Junction Housing Strategy

This goal describes the next step in Grand Junction's comprehensive planning process – revising the land development regulations (Z&DC) so they align with and implement the One Grand Junction Comprehensive Plan and the Grand Junction Housing Strategy.

ONE GRAND JUNCTION PLAN PRINCIPLES

The One Grand Junction Comprehensive Plan, adopted in December of 2020, serves as the foundational document for City policies and priorities and guides future growth and development in the City. According to the plan, One Grand Junction is "[a] guide for the entire community that envisions the kind of place we desire to be in the future, sets the overall direction for the changes we want, and outlines the steps we will need to take to get there."



The One Grand Junction Comprehensive Plan is available on the City's website.

One Grand Junction is organized around eleven fundamental principles with associated goals and strategies that are designed to help the community achieve its vision. Implementing the comprehensive plan is done through cooperation with community partners like Mesa County and the school district, updates to City policies, and updating regulations in the Grand Junction Municipal Code (GJMC). The Zoning & Development Code, found in Title 21 of the GJMC, provides that zoning and development in Grand Junction should be consistent with the comprehensive plan. This Z&DC

update project is designed to revise the current zoning and development standards so they can be used to guide development that is consistent with One Grand Junction.

The Z&DC update will cover changes needed to implement all of the plan policies, but it will specifically focus on two principles: **Principle 3: Responsible and Managed Growth**, and **Principle 5: Strong Neighborhoods and Housing Choices**. These principles are summarized here. Additional principles, goals, and strategies relevant to the Z&DC update are summarized in Appendix A, starting on page 55.

Plan Principle 3: Responsible and Managed Growth



Principle 3: Responsible and Managed Growth

Grand Junction is a thriving city with a historic downtown, quality residential neighborhoods, and easy access to open spaces. With a growing population and limited supply of available land served by urban infrastructure, the City expects to focus on infill and redevelopment to meet housing and service demands.

This "guided growth" approach can be reflected in the Z&DC by implementing the following (summarized here, see OGJ pgs. 20-21 for the full text):

- **Goal 1**: Promote a compact pattern of growth and encourage the efficient use of land;
- **Goal 2**: Encourage infill and redevelopment through adaptive reuse, incentives, and other creative strategies that leverage existing infrastructure;
- **Policy 4.e., Outdoor Lighting**: Protect night skies and light from urban development;
- **Policy 4.f., Parking**: Encourage efficient land usage and intensity and implement adopted parking demand, location, and pricing Downtown;
- **Policies 4.h. and j., Parks and Recreation Facilities and Trails**: Provide residents access to parks, trails, and recreational opportunities;
- **Goal 6**: Support the development of neighborhood-scaled commercial uses and mixed-use development including employment areas and walkable centers that require context-sensitive building and design forms;
- **Policy 7.b, Design Standards**: Develop basic design standards for key corridors to improve visual cohesiveness of key corridors and physical appearance of the City generally; and
- **Policy 7.d, Code Enforcement**: Ensure compliance with required property maintenance standards including, but not limited to parking, signage, landscaping, access, and other design elements.

Plan Principle 5: Strong Neighborhoods and Housing Choices





Principle 5: Strong Neighborhoods and Housing Choices

Since 2011, the community has experienced an increase of over 70 percent in the cost of for-sale housing with most recent years showing upwards of nine percent year-over-year increases in sale price. One Grand Junction promotes walkable neighborhoods with a variety of housing types that expand the housing stock in both new and existing neighborhoods.

The Z&DC update can help implement the following strong neighborhood goals and policies (summarized here, see OGJ pgs. 28-29 for the full text):

- **Goal 5.1**: Promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes;
- **Policy 5.1.a, Supply of Land:** Promote a variety of housing types;
- **Policy 5.1.d, Specialized Housing Needs:** Integrate residential care and treatment facilities, shelters, permanent supportive housing, group homes, and senior housing throughout the city;
- **Policy 5.1.g, Parking:** Evaluate parking standards to ensure both sufficient parking for the context and area of which a project is planned to occur;
- **Policy 5.2.b, Housing Incentives:** Explore options for providing incentives for projects that incorporate units affordable to income levels identified in the housing strategy;
- **Goal 5.3:** Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods;
- **Policy 5.3.c, Preserving Historic Homes and Character:** Encourage the preservation of the city's historic homes and neighborhoods;
- **Policy 5.3.d, Neighborhood Amenities:** Promote land use patterns that provide neighborhoods with local services and gathering places;
- **Goal 5.4**: Promote the integration of transportation mode choices into existing and new neighborhoods;
- **Policy 5.4.a, Neighborhood Connections:** Connect new and existing neighborhoods with features such as sidewalks, trails, parks, schools, community gardens;
- **Policy 5.4.b, Connectivity and Access:** Promote housing density located near existing or future transit routes and in areas where pedestrian and bicycle facilities can provide a safe and direct connection to neighborhood and employment centers;
- **Goal 5.5:** Foster the development of neighborhoods where people of all ages, incomes, and backgrounds live together and share a feeling of community; and
- **Policy 5.5.C, Innovative Design:** Encourage creativity, flexibility, and

innovation in the design and construction of new developments and neighborhoods.

LAND USE AND GROWTH PLAN

In addition to the plan principles, One Grand Junction also establishes a future Land Use and Growth Plan that is illustrated through two future land use maps: (1) an Intensification and Growth Tiers map, describing where growth should be focused; and (2) Land Use and Growth Plan map that describes the factors influencing growth and development in Grand Junction and maps preferred future locations for different types of land uses based on anticipated development capacity. The Land Use and Growth Plan is influenced by, and tries to account for, a number of growth-related variables, including:

- Grand Junction's estimated growth from 65,000 to over 90,000 residents by 2040,
- The Persigo 201 Service Area Boundary,
- Housing demand and price escalation,
- Changing community demographics – much of Grand Junction's growth is expected to be in older and younger age groups, and
- Anticipated commercial and employment gaps and needs.

Intensification and Growth Tiers

At a community-wide level, the Land Use and Growth Plan explores opportunities to intensify development in Grand Junction in a context sensitive manner across three distinct geographic areas, described as Tiers (summarized here, see OGJ pg. 56 for the full description):

Tier 1: Urban Infill. Description: Areas where urban services already exist and generally meet service levels, usually within existing City limits, where the focus is on intensifying residential and commercial areas through infill and redevelopment. **Policy:** Development should be directed toward vacant and underutilized parcels located primarily within Grand Junction's existing municipal limits. This will encourage orderly development patterns and limit infrastructure extensions while still allowing for both residential and business growth. Development in this Tier, in general, does not require City expansion of services or extension of infrastructure, though improvements to infrastructure capacity may be necessary. Portions of the Redlands, Orchard Mesa, Pear Park, and Northwest areas offer some of the most significant opportunities for Tier 1 infill development and growth within City limits.

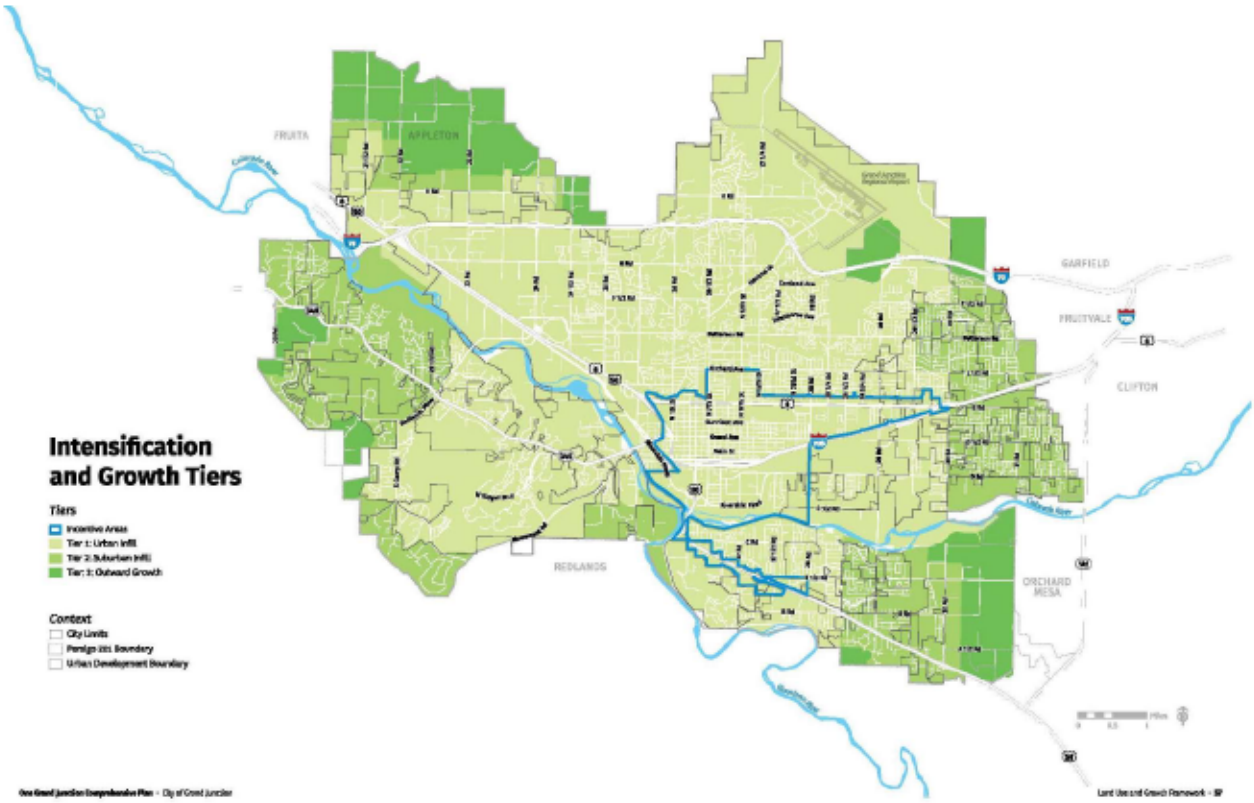
Tier 2: Suburban Infill. Description: Areas within the existing Urban Development Boundary (UDB) and 201 that are urbanizing or proximate to areas that are urbanizing. This Tier also includes areas that were mostly developed in unincorporated Mesa County and infrequently improved with urban infrastructure such as curb, gutter, sidewalks, and parks. Annexation is appropriate for new development and redevelopment in Tier 2 areas, though annexation for existing subdivisions and/or neighborhoods is not generally desirable. **Policy:** In Tier 2, the City should promote the annexation of those parcels which are surrounded by, or have direct adjacency to, the City limits of Grand Junction. Annexation and development of these parcels will provide development opportunities

while minimizing the impact on infrastructure and City services. Tier 2 includes western portions of Redlands on the City's west side, as well as Pear Park and Orchard Mesa.

Tier 3: Outward Growth. Description: Areas predominantly characterized as rural and larger acreage properties not currently served by urban infrastructure and that are prioritized to stay rural for the duration of the 20-year planning horizon to promote more focused development activity in Tier 1 and Tier 2. **Policy:** The priority for Tier 3 is to continue outward growth and annexation into the Urban Development Boundary after substantial infill and growth in Tier 1 and Tier 2 areas. Tier 3 growth areas include large parcels that provide development potential, can be served by an extension of utilities and urban infrastructure, and are identified as Rural Residential the Future Land Use Map.

Balanced growth, according to One Grand Junction, should be achieved "through both infill/redevelopment as well as greenfield development. Greenfield opportunities exist on all edges of the city; however, the city also has a significant amount of vacant and underutilized land near core areas. Priority will be given to development that works to intensify urban as well as suburban areas, allowing for—but not encouraging— greenfield development outside of priority areas as provided in the Intensification and Tiered Growth Plan."

The Growth Tiers are identified on the Intensification and Growth Tiers map (OGJ pg. 57):



Community Outreach

During the April stakeholder outreach meetings and survey for the Z&DC project, the consultant team heard comments in support of the priorities expressed in the Growth Tiers. Some community

representatives shared concern regarding sprawling development and unmanaged growth and a desire to prioritize infill or redevelopment to avoid the loss of open space, conserve water, and address other climate concerns. Similarly, some survey respondents were concerned with the rate and unpredictable patterns of growth occurring in the city and its effect on the high quality of life Grand Junction is known for. Some were concerned that additional housing density will produce excessive traffic, straining existing infrastructure and City resources. Others worried that current regulations do not allow for smaller lot sizes or higher density housing options thereby requiring development to sprawl into the City's ample open space and into environmentally sensitive lands.

Land Use Categories

Within the Growth Tiers, the plan identifies a set of land use designations for Rural Residential, Residential Low, Residential Medium, Residential High, Mixed-Use, Commercial, Industrial, Airport, and Parks and Open Space. Each designation is described by the general development characteristics anticipated for the area. For example, Residential Medium development is described as:

Residential Medium

Range of Density: Between 5.5 and 12 dwelling units per acre.

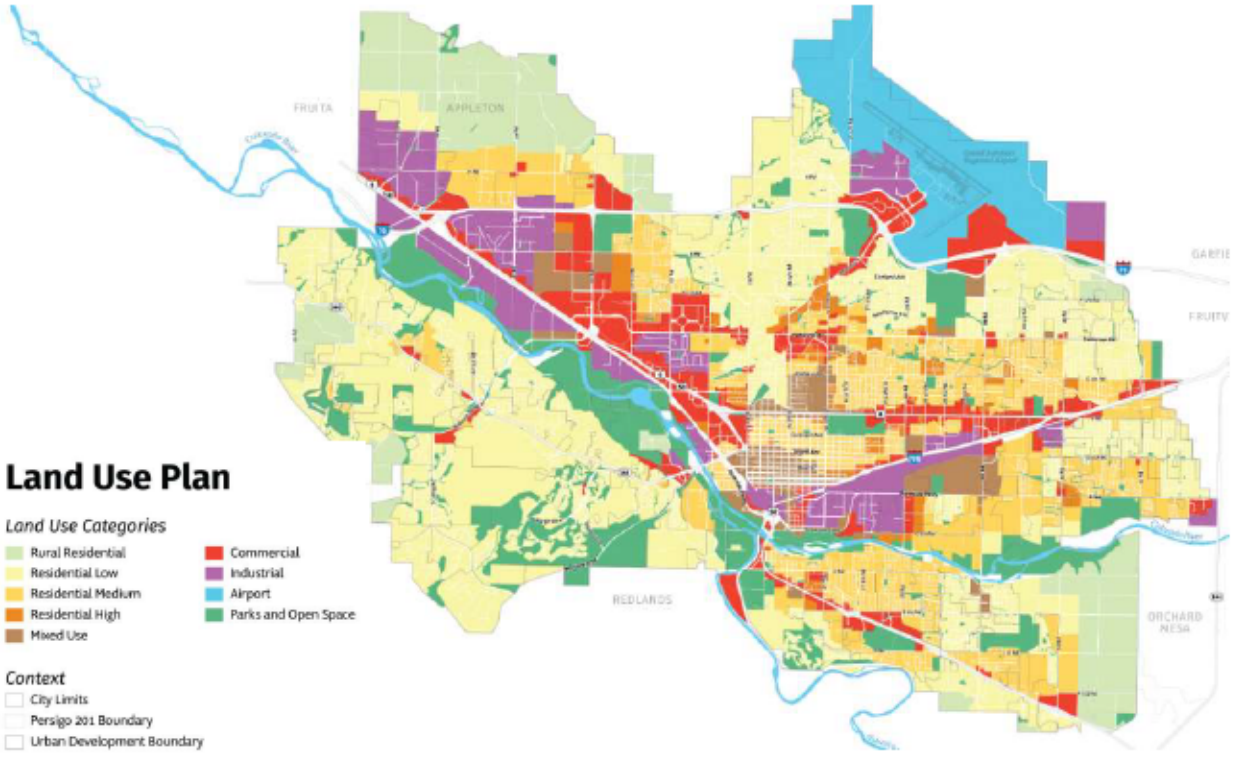
Characteristics:

- Comprised of residential uses with a range of housing types and densities.
- Typically located in areas within walking distance of services and amenities and public transit.
- Provides housing near commercial and employment areas.

Land Uses:

- Primary: residential, home-based businesses.
- Secondary: accessory dwelling units, shared common space, parks, schools, places of worship, home-based businesses, other public/institutional uses, other complementary neighborhood uses.

The land use designations are mapped on the Land Use Plan (OGJ pg. 59):



ONE GRAND JUNCTION PLAN IMPLEMENTATION STRATEGIES

Implementing these principles, goals, policies, and land use designations will take place through updates across the entire Z&DC. Some chapters, such as zone districts, use regulations, site and structure standards, and off-street parking may be subject to more editing than the general provisions or sign chapters. Preliminary review and revision strategies for recommended updates include:

Fine-Tune the Zone Districts and Allowed Uses. Confirm that the current districts meet Grand Junction's needs both now and, in the future, sufficiently enough to implement One Grand Junction. Also, confirm that the districts allow the expanded housing choices recommended by the Housing Strategy. Review and update the districts and uses if necessary to reflect City goals and policies. For instance, we heard that increased density and height may be appropriate in the downtown, subject to strong design standards to preserve character and protect nearby neighborhoods.

Support Compact Growth and Efficient Land Use. Establish zoning and use standards that allow more housing on smaller lots and a wider variety of residential and commercial uses. Prioritize walkable distances between residential and commercial uses to take advantage of existing infrastructure investments. Consider allowing extra height or density for additional stories of residential uses. Establish site and mobility standards that allow the creation of safe and accessible multimodal transportation routes for residents of all ages and mobility types.





Regulate for Infill and Redevelopment. Clearly establish how infill and redevelopment projects can comply with zoning and development standards. Create a process to determine how to apply development standards, such as landscaping and parking requirements, to redevelopment on a sliding scale that accounts for the unique characteristics of the project and the site. Propose regulations that create a method for converting single unit homes into two- or three-unit homes without expanding lot size.

Reflect Western Slope Design Priorities and Creating Standards for Neighborhood Manners. Create or update multiunit (multifamily), mixed-use, and commercial design standards to help new development and redevelopment blend into the fabric of the community. Focus on structural fit and Western Slope style over specific architectural features, making sure that new and redevelopment achieves a scale that complements existing development more so than just requiring the same color palette. Create a toolkit of standards that allow structures with different uses to develop close together while still getting along like good neighbors. Explore the use of bulk regulation tools such as height stepdown or setback (similar approaches that require taller structures to more closely meet the height of adjacent shorter structures), screening and buffering, restrictions on outdoor noise amplification, and clear measurements of lighting trespass. Support neighborhood connections with updated parking reductions and easier recognition of shared parking lots.

Collect and Upgrade Development Standards. Collect lighting, parking, sign, and design standards from a variety of hiding places across the code and create predictable baseline standards. Review growth tier and infill/redevelopment plan priorities to determine whether urban/suburban/target area-specific standards will be helpful in those development areas.

Discuss the Future of Mobility and Parking. Many communities are encouraging more mixed-use development that allows residents greater mobility options to reach daily activities, while changing the community's relationship with parking. This shifts the regulatory focus from cars to people. The Z&DC discussion about parking standards will explore mobility options and consider whether parking should remain a development requirement or be converted to a development choice.

Protect Important Outdoor Places and Assets. Review and update standards that address stormwater management, environmentally sensitive areas, geologically hazardous areas, wildlife habitat, and potential wildfire areas.



GRAND VALLEY HOUSING NEEDS ASSESSMENT AND GRAND JUNCTION HOUSING STRATEGY (2021)



The City recently adopted the Grand Valley Housing Needs Assessment (available on the City's website) and Grand Junction Housing Strategy (available on the City's website). These reports explore the existing and growing housing "crunch" in Grand Junction. Both reports are important to the Z&DC update. They help identify the range of housing types needed to create a useful mix of housing choices in Grand Junction. This section provides excerpts from both reports.

Identification of Home Ownership and Rental Unit Gaps

The Grand Valley Housing Needs Assessment identifies both home ownership and rental "gaps" in Grand Junction, identifying both where housing is not available to current residents in their price range and where less expensive units are housing residents who can afford more expensive units that do not exist.

The rental gap exists at both ends of the income spectrum, as described in Figure III-34 and the following two summaries:

Figure III-34.
Gaps in Rental Market, Grand Junction, 2019

Renter Incomes	Maximum Affordable Gross Rent	Rental Demand (Current Renters)		Rental Supply (Current Units)		Gap
		Number	Percent	Number	Percent	
Less than $5,000	$125	517	5%	94	1%	(423)
$5,000 to $9,999	$250	805	7%	393	4%	(412)
$10,000 to $14,999	$375	1,126	10%	416	4%	(710)
$15,000 to $19,999	$500	923	8%	371	3%	(552)
$20,000 to $24,999	$625	1,051	10%	981	9%	(70)
$25,000 to $34,999	$875	1,185	11%	2,709	24%	1,524
$35,000 to $49,999	$1,250	1,833	17%	3,242	29%	1,409
$50,000 to $74,999	$1,875	1,592	14%	2,356	21%	764
$75,000 to $99,999	$2,500	1,056	10%	454	4%	(602)
$100,000 to $149,999	$3,750	640	6%	151	1%	(489)
$150,000 +	$3750+	280	3%	41	0%	(239)
Total/Low Income Gap		11,008	100%	11,207	100%	(2,168)

Note: Low-income gap refers to income below $25,000.

Source: 2019 5-year ACS, and Root Policy Research.

- Forty percent of renters (about 4,400 households) living in Grand Junction earn less than $25,000 per year and need rental units of $625/month or less to avoid being cost burdened.

Just 20% of rental units (around 2,250 units) in the city rent for less than $625/month. This leaves a "gap," or shortage, of 2,168 units for these low-income households. This is an increase from a 626-unit gap in 2010.

- Most rental units in Grand Junction rent for between $875 and $1,875 per month— nearly three fourths of rental units fall within this range (74%). There are approximately 4,600 renter households who can afford rents in this range and over 8,000 units priced appropriately for them, leaving a surplus of almost 3,700 units. The "shortage" shown for higher income renters (earning more than $75,000 per year) suggests those renters are spending less than 30% of their income on housing. This points to an income mismatch in the market in which higher income households are occupying homes affordable to lower income households.

The for-sale housing gap for renters who want to purchase a home in Grand Junction shows insufficient housing available in a for-sale range up to around $250,000; this is the affordable range for residents earning $50,000 or less annually which represents 68% of all renters. The for-sale market is affordable for renters earning more than $50,000 annually:

Figure III-37.
Market Options for Renters Wanting to Buy, Grand Junction

Income Range	Max Affordable Home Price	Potential Demand among 1st Time Buyers (Current Renters)		For-Sale Supply (Homes Sold 2020-2021)		Renter Purchase Gap	Cumulative Gap Excluding <$20,000
		Number	Percent	Number	Percent		
Less than $20,000	$96,473	3,371	31%	53	2%	-29%	N/A
$20,000 to $24,999	$120,592	1,051	10%	35	1%	-9%	-9%
$25,000 to $34,999	$168,831	1,185	11%	169	5%	-6%	-14%
$35,000 to $49,999	$241,190	1,833	17%	744	21%	5%	-10%
$50,000 to $74,999	$361,787	1,592	14%	1,512	44%	29%	20%
$75,000 to $99,999	$482,384	1,056	10%	538	16%	6%	26%
$100,000 to $149,999	$723,578	640	6%	308	9%	3%	29%
$150,000 or more	$723,578+	280	3%	103	3%	0%	29%

Note: Data for 2021 cover home sales from January through March 11, 2021. Maximum affordable home price is based on a 30-year mortgage with a 10% down payment and an interest rate of 3.11%. Property taxes, insurance, HOA and utilities are assumed to collectively account for 25% of the monthly payment.

Source: 2019 5-year ACS, 2020/21 MLS data by Bray Real Estate, and Root Policy Research.

Overview of Worker Affordability

The Housing Needs Assessment provides the following information about local workers incomes in Mesa County (pgs. 36-37) :

Figure III-39.
Worker Affordability, Mesa County

Industry	Average Annual Wage	Max Affordable Rent	Can Afford Median Rent?	Max Affordable Home Price	Can Afford Median Home Price?	Can Afford Median Home Price with 1.5 Earners per Household?
Goods Producing	**$58,968**	**$1,474**	**yes**	**$284,455**	**no**	**yes**
Natural Resources and Mining	$81,952	$2,049	yes	$395,327	yes	yes
Construction	$54,444	$1,361	yes	$262,632	no	yes
Manufacturing	$46,124	$1,153	yes	$222,497	no	yes
Service Producing	**$45,594**	**$1,140**	**yes**	**$219,940**	**no**	**yes**
Trade, Transportation, and Utilities	$42,435	$1,061	yes	$204,704	no	yes
Information	$49,244	$1,231	yes	$237,548	no	yes
Financial Activities	$60,112	$1,503	yes	$289,974	yes	yes
Professional and Business Services	$48,343	$1,209	yes	$233,202	no	yes
Education and Health Services	$50,232	$1,256	yes	$242,315	no	yes
Leisure and Hospitality	$20,325	$508	no	$98,044	no	no
Public Administration	$56,300	$1,408	yes	$271,585	no	yes
Other Services	$33,280	$832	no	$160,539	no	no
Total Employment	**$49,869**	**$1,247**	**yes**	**$240,563**	**no**	**yes**

Note: Maximum affordable home price is based on a 30-year mortgage with a 10% down payment and an interest rate of 3.11%. Property taxes, insurance, HOA and utilities are assumed to collectively account for 25% of the monthly payment.

Source: Bureau of Labor Statistics, 2019 1-year ACS, 2020/21 MLS data by Bray Real Estate, and Root Policy Research.

What can workers afford. Figure III-39 displays affordable rental and ownership options for workers earning the average wage by industry in Mesa County.

Most industries have average wages high enough to afford the median rent of $981 per month in Mesa County. However, workers employed in leisure and hospitality; and other services cannot afford the median rent based on average wages. These workers account for 17% of total employment.

On the ownership side, only workers employed in the natural resources and mining and the financial activities industries can afford the median home price with one earner per household. Workers employed in leisure and hospitality; and other services cannot afford the median home price even if they have 1.5 earners per household (assuming the work in the same industry).

Projection of Future Housing Unit Needs

Projecting forward, the Housing Needs Assessment estimates the need for the following number of additional owner and rental units in Mesa County in both 2030 and 2040:

Figure III-41. Housing Units Needed to Meet Household Growth, by Tenure and AMI, Mesa County

Note:
Estimates assume income and tenure distribution from 2019 remains constant.

Source:
DOLA, 2019 1-year ACS, HUD 2020 income limits, and Root Policy Research.

	2030		2040	
Income Range	Owner Units	Renter Units	Owner Units	Renter Units
0-30% AMI	970	1,114	2,129	2,446
31-50% AMI	551	310	1,210	681
51-60% AMI	435	147	955	323
61-80% AMI	1,259	467	2,765	1,025
81-100% AMI	741	317	1,628	695
101-120% AMI	780	279	1,713	612
Over 120% AMI	3,259	595	7,153	1,307

HOUSING STRATEGY RECOMMENDATIONS

The Grand Junction Housing Strategy provides a collection of recommendations designed to build upon the housing needs identifies in the Grand Valley Housing Needs Assessment. The Housing Strategy identifies a number of top housing needs in Grand Junction, including:

- Additional affordable rental units (or rental assistance), reflecting the decline in rental affordability in Grand Junction over the past decade as rent prices rose faster than incomes;
- Starter homes and family homes priced near or below $250,000 to address a decade-long decline in for-sale (as compared to for-rent) unit affordability and ownership rates. According to the Housing Strategy: "Cash offers for affordably priced homes crowd out other

buyers, while rising rents and home prices raise barriers to ownership (and financing)." (pg. 4);

- Additional housing resources to address unique needs among special needs populations, including residents with accessibility/mobility needs, older adults, people experiencing homelessness, and low-income households; and
- Diverse housing options to accommodate evolving needs of residents and provide a wider array of market preferences and individual needs.

The Housing Strategy also addresses the following areas of opportunity for Z&DC changes that will help address Grand Junction's housing needs:

Allow residential infill in traditionally single-family districts. The City of Grand Junction provides for a robust mix of housing types in residential and mixed-use districts. To allow for residential infill development, the city should consider permitting duplexes/triplexes and townhomes in low density residential districts and six-plexes in medium density residential districts by right.

Consider relaxing minimum lot sizes and maximum densities. The City of Grand Junction has relatively flexible land use development standards with minimum densities and in some instances no minimum lot sizes. However, there are development standards that are prohibitive for the development of housing products such as townhomes and duplexes—and limit the number of units in multifamily developments—through maximum densities. The City has an opportunity to increase development capacity and affordability by relaxing the lot size and density standards.

Adjust parking standards to align with the type and intensity of land use. Although the city's parking requirements are not atypical, many cities are adopting lower parking standards for more urban areas, particularly for multifamily housing in both multifamily and mixed-use zone districts. For housing in areas of mixed use and served by transit, walking and/or biking, Grand Junction might consider adjusting those standards downward to maximize development potential and reduce overall project costs.

Formalize existing incentives and consider additional incentives for affordable housing development. Consider adopting additional incentives for residential developments that meet the city's affordability goals such as deed restricted affordable units and reflects the vision of the community. Ensure available incentives, and fee waivers, are formal and documented in either city policy or ordinance to reduce subjectivity in the process and project long-term benefit to the community.

Explore the feasibility of an inclusionary zoning requirement. Through the comprehensive planning process and the development of the Housing Needs Assessment, the City of Grand Junction has made strides in understanding the housing needs of the community which is the first step toward increasing the supply of housing and promoting housing affordability. The City should explore the economic feasibility and overall general viability of an inclusionary zoning ordinance to increase the long-term supply of affordable units.

Part 2: Drafting and Regulating for Efficiency, Consistency, and Simplicity

This goal is aimed at making the Z&DC a more user-friendly document with consistent and predictable regulations.

Beyond the Z&DC content-based issues discussed in this Code Assessment, both staff members and stakeholders said they find the development regulations cumbersome to use and difficult to understand. Issues include an unclear organization, redundant and sometimes conflicting information, and lack of explanatory measurements and graphics. It appears from our discussions with stakeholders that the lack of a well-organized, user-friendly code can also impede effective communication between applicants and the City, resulting in a perception (and complaints) that the development review process does not work as well as it could.

These problems typically stem from three sources : (1) document layout and organization, (2) piecemeal amendments over time, and (3) overreliance on discretionary decision-making within the code standards. These challenges are not unusual. Many communities find that, as zoning rules are modified and updated over time, they become increasingly complicated and more difficult to navigate and understand. The consultant team recommends the following key changes to create a more efficient, consistent, and simple Z&DC.

Improve Document Layout and Organization

The recommendations below propose to make the Z&DC more user-friendly, which should help improve the efficiency of the review process and overall effectiveness of the Z&DC.

Establish a Clear Organization

The entire Z&DC should be reorganized in a user-friendly manner. Similar information should be grouped to achieve two goals: improve the way related information is provided to readers (such as revising the zone districts to include district-specific dimensional standards), to reduce repetition and eliminate regulatory conflicts. The proposed new organization of the Z&DC is discussed in detail in Part 3: Annotated Outline of this report.

Improve the Document and Page Layout

The current development regulations are primarily available via an online platform (Code Publishing). While it is common for communities to contract with an online publishing service, the constraints of the online platform can sometimes make it difficult to identify how a specific provision fits in with the overall document hierarchy. These platforms might also overly simplify formatting and reduce graphic quality. Beyond the platform issues, a variety of authors have written Grand Junction's current development regulations, resulting in inconsistent formatting.

In addition to an online version of the code, many planning offices also retain an editable and formatted digital version, usually as a Microsoft Word or PDF file. The formatted digital version allows for enhanced formatting and presents information in a more user-friendly format, enhancing the reader's ability to understand the context for specific provisions. The Word/PDF version also allows staff to keep an internal record of any proposed edits and revisions to the document.

The updated Z&DC will feature a new document layout with content-specific headers (showing section references for that page), footers, page numbers, and illustrations with captions. The Z&DC content will also be organized with user comprehension and navigation in mind. The sample below, from another Clarion code, shows how layout and graphics can be incorporated to help code uses identify key zone district information and cross-references to related development standards, such as uses and off-street parking.

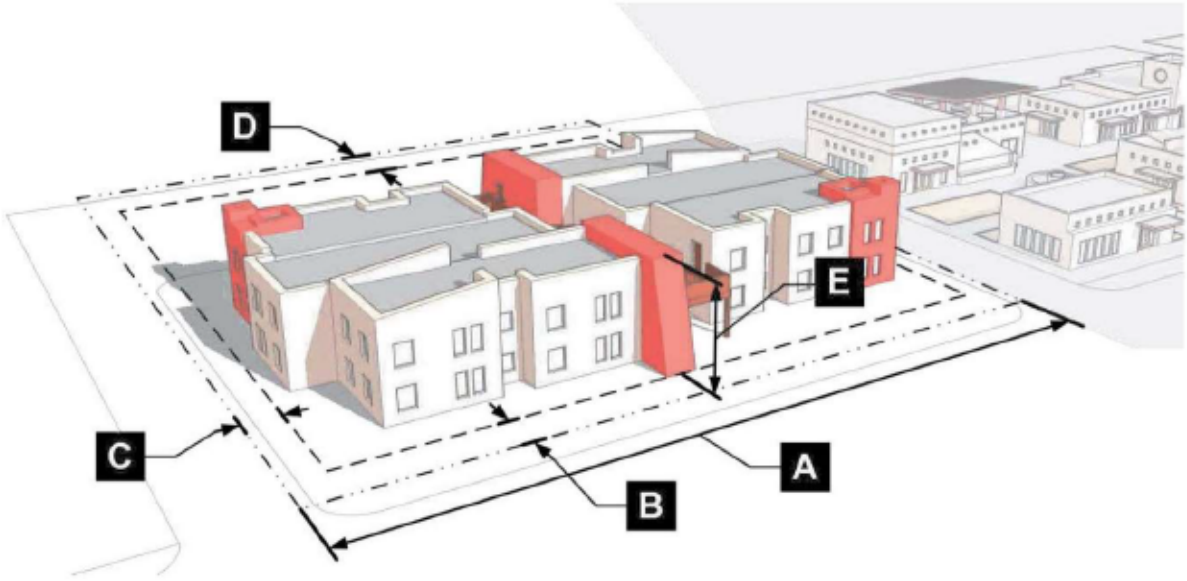
B. RM-3 Lot and Building Standards

Lot Standards		
A	Width (minimum)	100 feet
	Area (minimum)	8,000 sq. ft.[1][38]
	Density (maximum)	20 du/acre
Setbacks (minimum)		
B	Front	10 feet [2][39]
C	Side [3]	8 feet [4]
D	Rear	20 feet [5]
Height (maximum)		
E	Building height	25 feet
Impervious Coverage (maximum)		
	Building coverage	40 percent [6][40]
	Total coverage	70 percent

C. Other Standards

Other Standards	Location in LDC
Measurements and Exceptions	Section 2.23
Use-Specific Standards	Section 3.3
Off-Street Parking	Section 5.5
Landscaping, Buffering	Section 5.6
Site and Building Design	Section 5.7

Notes:
[1] Currently 21,780 sq. ft. (1/2 acre)
[2] Currently 20 feet
[3] Did not carry forward the side setback abutting a street, which is currently 15 feet
[4] Currently 10 feet
[5] Currently 25 feet
[6] Currently 25 percent



Add Illustrations and Other Graphics

Illustrations, flowcharts, and tables should be used frequently throughout the updated Z&DC to explain standards and summarize detailed information. Graphics in the updated Z&DC can support the following standards:

- **Zoning districts**. District diagrams can communicate the intended character of a zoning district while also include key information related to the lot and building standards, such as lot area, lot frontage requirements, building setbacks, and height.
- **Development standards**. Graphics may include tables for parking requirements, illustrations of landscaping, buffering, and screening requirements, rules of measurement, and diagrams for site layout or access and connectivity standards.
- **Administration and procedures**. Process-related flowcharts can clarify (and visually communicate) the approval process for development applications. Additionally, a summary table of review procedures gives the reader a quick snapshot of the types of development applications in Grand Junction, what type of notice is required (the current Z&DC includes separate tables for this), and who the review and decision-making authorities are for each application type.

Each community is unique in how they choose to illustrate a code (freehand versus software, heavy detail versus light detail, etc.). We will work with staff during the drafting process to select a style that works best for Grand Junction.

Sample process flow chart from another community



IMPROVE Z&DC SUBSTANTIVE DRAFTING AND ORGANIZATION

Draft in Plain Language

The Z&DC text should be reviewed and rewritten for easier comprehension, and to reduce subjective standards and/or broad individual discretion (discussed in more detail below). We will also identify and remove "legalese" and planning and development jargon and replace it with plain language or a helpful definition. We will also fix outdated drafting structure that includes problems like:

- Redundant and repetitive lists,
- Regulations where the rule is hidden among the exceptions, and

- Provisions that identify a requirement but are not clear about where the requirement applies, how it is reviewed, or when it could be changed.

An example of a provision that could be revised for easier understanding is the following residential outdoor storage standard:

Current: Outdoor storage is permitted in all residential districts. Residential outdoor storage is presumed if the following or like materials are outside of a dwelling for a period of longer than 48 consecutive hours and occupy a volume or more than 150 cubic feet: (A) Appliances, (B) Building materials, and (C) Inoperable vehicles.

Revised: Outdoor storage is permitted in all residential districts. It must be located on the rear half of the lot (defined in Lot Measurement [link]) and screened according to this section. The storage of large items, such as appliances, vehicles, and building materials (unless there is a valid building permit in effect for the property) for more than 48 hours is automatically considered outdoor storage and shall comply with location and screening requirements.

Fix Conflicts Created by Piecemeal Amendments Made Over Time

In addition to the Z&DC's confusing and sometimes conflicting organization, experience tells us that non-specific complaints that the code "doesn't work" can also result from the way the regulations are drafted.

In amending the regulations, different authors have added or changed regulations in a single location without identifying the impact of that change across related provisions of the Z&DC. A good example of this can be found in the mini-warehouse standards, which require the following additional landscaping:

(4) Landscaping and Screening. All mini-warehouses shall provide the following in addition to meeting standards of GJMC 21.06.040:

(i) A 30-inch-high by 10-feet-wide landscaped berm is required between storage units and the abutting public right-of-way. The berm shall include trees that are planted every 30 feet.

(ii) For outdoor mini-warehouse units, landscaping islands shall be provided at the end of each row of storage units. Landscape islands shall be planted with shrubs that reach at least five feet of height at maturity.

When drafted, the landscaping standards that might have been helpful for mini warehouses located in commercial districts may not be appropriate for the same use in an industrial district that typically requires less landscaping. This type of regulatory conflict is not uncommon as codes are updated, and this overall look at the Z&DC is a great opportunity to fix these issues. Grouping and reviewing similar standards located across the Z&DC in higher level categories such as zone districts and development standards (grouping "like with like") will allow the consultant team to identify and clean-up inadvertent drafting conflicts.

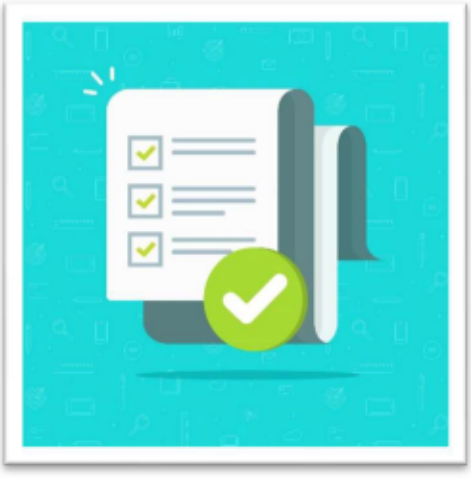


Improve Clarity, Consistency, and Predictability

Consistency and predictability are key regulatory requirements for good development. Predictable regulations consistently applied will yield anticipated outcomes more frequently. If the City wants five-foot wide sidewalks in front of all residential development, the development regulations need to specify how that will happen for new development, redevelopment, and places where there won't be changes to development but where sidewalks somehow must be built. Perhaps less obviously, regulatory predictability also affects how participants behave in the development process. Applicants seeking to minimize unnecessary costs will not volunteer to comply with regulations that are not clearly and specifically applicable, and will either ignore unclear standards or seek to negotiate a better deal. Staff, seeking compliant development for the community, will typically interpret unclear regulations and may inadvertently throw new (or at least unanticipated) requirements at an applicant. This pattern results in a pervasive feeling that somebody is getting a better deal, reinforcing the need to negotiate. In this scenario, many decisions are left for city council to decide in public hearing, which is almost always the worst place to settle on development design.

Lack of predictability can result from two specific drafting problems. The first problem is the use of subjective review standards that require an applicant to show compliance with an undefined concept (such as "character" or "effective"). For example, in reviewing a conditional use permit application, the Planning Commission is asked to determine whether the proposed development is of "compatible design and integration" and that "all elements of a plan shall coexist in a harmonious manner with nearby existing and anticipated development." Terms like compatible and harmonious have limited practical application unless measured in a fully described design context. Similarly, in reviewing the design of multifamily development, the Director, "to the extent practicable [shall determine that] multifamily dwellings shall be developed in small clusters to create a sense of place." Sense of place is not defined in the current regulations and this requirement opens an opportunity for disagreement and negotiation between the Director and the applicant.

The second drafting problem is the creation of regulations that give discretion or a range of options to a staff position, such as the community development director or public works director, to make a project-specific determination with no standards placed on the decision-making. An example of this is provided in the multifamily development standards, where the Director is authorized to mitigate impacts of multifamily development design and location through imposition of one or more of the following: (i) additional landscaping, (ii) wider setbacks, (iii) modifying the orientation of buildings, (iv) providing screen walls, (v) relocation of access ways, (vi) relocation of recreation facilities, and/or (vii) reorienting buildings to take advantage of "pleasant off-site views…." All of these changes would have an impact on site design and some of them could have a significant impact on site engineering, resulting in additional costs for the applicant and approval delay.



The consultant teams recognizes a great opportunity to address some of the expressed concerns with the development process by rewriting sections of the Code which currently contain subjective language and standards. The consultant team will review the Code for opportunities to provide greater certainty by removing the use of purely subjective or discretionary language, disconnected from any measurable criteria.

The updated Z&DC, and particularly the new development standards, should use clear, objective language that presents a win-win opportunity for both the community and developers. It is important to note that increased flexibility can also be achieved through clear and objective development standards and the use of procedures that allow adjustments or limited regulatory departures. For example, the City can establish both a minimum and a maximum off-street parking requirement, allowing the developer to decide how much parking to provide. Projects near public transit facilities or those with age-restricted dwelling units may not need as many parking spaces a fixed minimum parking standard might require. Clearly stating the City's standards up-front can save time and money, establish expectations at the beginning of the development process, and reduce the need for negotiating design standards.

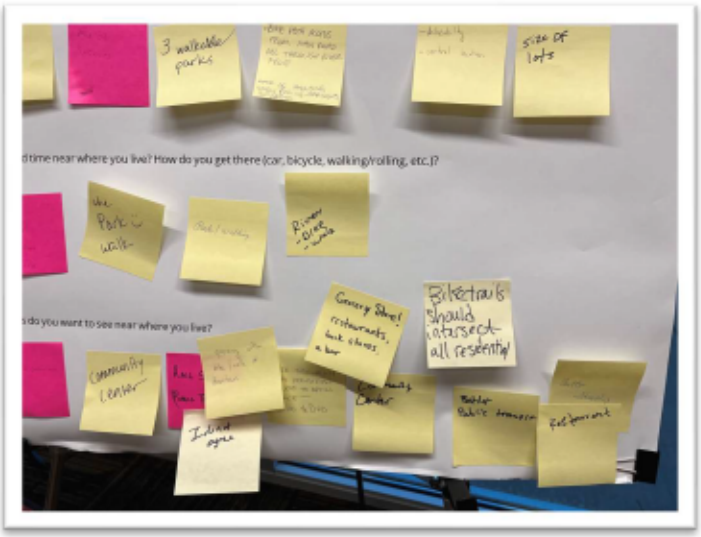


Part 3: Annotated Outline and Updates to the Zoning and Development Code

OVERVIEW

The consultant team undertook a section-by-section review of Grand Junction's current Zoning & Development Code. We examined the Code through both the perspective of a general code user to ask: "how can I accomplish this development?" along with the more critical review of drafting and organizational choices as seen through the perspective of a land use code consultant.

We supplemented our initial observations about the Z&DC through the early April public outreach process, asking code users and community members what works and what doesn't in the current regulations. During and following those meetings, a community-wide survey (in English and Spanish) was posted on the City's website for response and comment. During the survey process, staff participated in additional in-person meetings with local organizations and individuals. Early Z&DC update themes identified during these conversations include:



- Improve the application review process by eliminating "hidden" standards and late review comments; consider options to speed-up the review timeline.
- Add flexibility to the Z&DC standards through the inclusion of new zone districts and easier administrative options for regulatory adjustments.
- Meet community housing needs through a diversification of housing choices, particularly smaller home options. Provide more affordable housing for vulnerable populations (e.g., seniors and low-income families), sustainable and walkable affordable housing development.
- Add regulatory tools to allow the development of triplexes, fourplexes, small groups of low-rise apartments or condominiums, and other forms of low-impact housing without the need for individualized hearings or negotiated approvals.
- Reduce parking minimums for multifamily housing, especially in areas that are income restricted, walkable, and that have access to transit.
- Improve connectivity; lack of connectivity was a significant theme among survey responses, especially related to pedestrian and bicycle routes and overall accessibility.
- Consider the distribution of businesses, retail establishments, offices, and other services throughout the City as a whole and particularly within heavily residential areas.

- Celebrate local features and amenities; maintain Grand Junction's quality of life. Main Street was commonly noted as one of the most attractive places in the City, but that there could be similar high-quality development with public art, pedestrian amenities, and local businesses and restaurants in other parts of the City.
- Explore the impact of land development tools that work outside of the Z&DC, including application of the building and fire codes, role of HOAs, and impact of transportation and other engineering standards.

Issue-specific stakeholder and survey respondent comments and responses relevant to the Z&DC update are included across the various recommendations in this Code Assessment. Through this review, we have identified a series of regulatory updates and corrections that we anticipate will make the Code function better. We will combine these edits with the Part 1 strategies and the drafting edits described in Part 2 to outline the following comprehensive update of the Grand Junction Zoning and Development Code.

ANNOTATED OUTLINE

To make the Z&DC more user-friendly and accessible, the consultant team recommends some limited reorganization that is primarily focused on moving major sections to a higher level in the table of contents, making them easier to find and use. The proposed reorganization will generally follow this structure:

Chapter 21.01 General Provisions

Chapter 21.02 Administration and Procedures

Chapter 21.03 Zone Districts

Chapter 21.04 Use Standards

Chapter 21.05 Site and Structure Development Standards

Chapter 21.06 Community Stewardship and Resilience

Chapter 21.07 Landscaping, Buffering, and Screening

Chapter 21.08 Vehicle Parking and Storage

Chapter 21.09 Subdivision Standards

Chapter 21.10 Sign Standards

Chapter 21.11 Outdoor Lighting

Chapter 21.12 Nonconformities

Chapter 21.13 Violation and Enforcement

Chapter 21.14 Measurements and Definitions

This outline is intended as a starting point for further discussion. Each proposed chapter includes a description of the purpose and organization of the chapter, including comments on potential ways to reorganize or restructure the content to make the Z&DC more user-friendly and intuitive. Each chapter also includes a high-level list of proposed content updates including modifications to existing content and the addition of new content or key topics to better align the Z&DC with the One Grand Junction Comprehensive Plan.

CHAPTER 21.01 GENERAL PROVISIONS

Purpose and Organization

The opening section of a zoning and development code typically contains a collection of general provisions that establish the basic legal framework for the full code. Even though this section is not read frequently, it contains important information, such as the statutory authority to regulate land use, a specific link to local plans and planning policies, the title of the code, instructions about how a court should proceed if part of the code is found illegal, and standards for replacing the current code with a new one.

The updated General Provisions chapter will include the following content and will involve the clarification of City policy related to HOAs and post-Covid emergency practices:

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Comments**
Chapter 21.01 – General Provisions		
21.01.010 Title	21.01.010 Title	Carry forward
21.01.020 Authority	21.01.020 Authority	Carry forward
21.01.030 Application	21.01.030 Application	Carry forward
21.01.040 Purpose	21.01.040 Purpose	Carry forward
21.01.050 Severability	21.01.050 Severability	Carry forward
21.01.060 Consistency With Comprehensive Plan	21.01.060 Consistency With Comprehensive Plan	Carry forward
21.01.070 Minimum Standards	21.01.070 Minimum Standards	Carry forward
21.01.080 Private Restrictions	21.01.080 Private Restrictions	Carry forward, discuss clarification of City policy re: HOA enforcement
21.01.090 Application of Regulations During Local Emergency	21.01.090 Application of Regulations During Local Emergency	Carry forward, discuss post-Covid amendments
21.01.100 Violations Under Prior Code		Move to 21.01.100 Transitional Provisions
21.01.110 Nonconformities Under Prior Code		Move to 21.01.100 Transitional Provisions
21.01.120 Applicability	21.01.100 Transitional Provisions	Combine current transitional regulations with new standards that describe how these Code updates will be applied to existing and new applications and projects
21.01.130 Decision-Making Authority		Move to Chapter 21.02, Administration and Procedures

Content Updates

Add Transitional Standards

This section of the current Z&DC is generally in good shape. Updates to the General Provisions will be focused primarily on creating a robust set of transitional standards to clarify how the City will address projects that are in the review pipeline when the updated Z&DC is adopted. We recommend that this new section allow for applications, in general, to be processed under the rules in place at the time a complete application is submitted.

CHAPTER 21.02 ADMINISTRATION AND PROCEDURES

Purpose and Organization

This chapter establishes both the general procedures and specific procedures that apply to the review and determination of development applications. It is typically organized into common procedures, applicable to many specific development processes, and two types of application review procedures: permits and specific procedures. This chapter will also carry forward and include provisions that identify each of the review and decision-making bodies participating in Grand Junction's development processes and will outline their authority.

The updated administration and procedures chapter will be organized as follows:

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.02 Administration and Procedures		
21.02.010 to 21.02.060 were repealed	21.02.010 Decision-Making Authority	Move from 21.01.130
21.02.070 Administrative Development Permits 21.02.080 Permits Requiring a Public Hearing	21.02.020 Commonly Applicable Procedures	Combine common procedures from 21.07.070 and .080; separate administrative permit or hearing information
	21.02.030 Permits	Group all permit related procedures here
	21.02.040 Specific Procedures	Group zoning, subdivision, and adjustment procedures here
21.02.090 Vacation of Plat		Move to 21.02.040 Specific Procedures
21.02.100 Vacation of Public Right-Of-Way or Easement		Move to 21.02.040 Specific Procedures
21.02.110 Conditional Use Permit (CUP)		Move to 21.02.040 Specific Procedures
21.02.120 Special Permit		Move to 21.02.040 Specific Procedures
21.02.130 Comprehensive Plan Amendment (CPA)		Move to 21.02.040 Specific Procedures

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
21.02.140 Code Amendment and Rezoning		Move to 21.02.040 Specific Procedures
21.02.150 Planned Development (PD)		Move to 21.02.040 Specific Procedures; alternatively, consider specific chapter for PD process and content
21.02.160 Annexation		Move to 21.02.040 Specific Procedures
21.02.170 Vested Property Rights		Move to 21.02.040 Specific Procedures
21.02.180 Revocable Permit		Move to 21.02.030 Permits
21.02.190 Institutional and Civic Facility Master Plans		Move to 21.02.040 Specific Procedures
21.02.200 Variance		Move to 21.02.040 Specific Procedures
21.02.210 Rehearing and Appeal		Move to 21.02.040 Specific Procedures
	21.02.050 School Land Dedication Fee	Move from 21.06.030 School land dedication fee
21.11 Development Impact Fees	21.02.060 Development Impact Fees	

Content Updates

As shown in the proposed organization table, updates to the Administration and Procedures chapter will include both reorganization and substantive revisions.

Orient Code Users

The Administration and Procedures chapter contains both legal and planning information that is pertinent to both frequent code users and community members trying to understand zoning or subdivision for a specific project. To ensure this chapter is easily understood and navigable, two big picture tables are usually helpful. First, a table that summarizes the procedural steps required for each application type. Second, a summary of the review and decision-making process for each application type. The project team will review the existing decision-making table, update it as needed, and add an applicable procedural steps table.

Consolidate Commonly Applicable Procedures

The current Z&DC has two sets of "common" procedures; those that require a public hearing and those that do not. This organizational approach results in duplicate procedures and probably creates confusion for code users who don't understand why the no hearing/hearing distinction is important. We recommend consolidating the commonly applicable procedures into a single section, specifying differences for public hearings as needed. Content for this section will include:

1. Optional and required pre-application meetings
2. Application submittal requirements
3. Fees
4. Determination of a complete application
5. Staff review
6. Public notice requirements
7. Recommending and decision-making bodies
8. Continuance, withdrawal, and inactive applications
9. Successive applications
10. Modification of approvals
11. Lapsing and extension of approvals
12. Appeals

Additional changes will include:

- Removing vague "as determined by the Director" and "highly recommended" text and indicating more specifically when a general meeting or pre-application meeting is required.
- Clarifying the difference between a general meeting and a pre-application meeting.
- Evaluating public noticing procedures and considering whether there are areas to integrate flexibility and improve equitable noticing.

Community Input: We heard feedback about some processes taking too long and requiring too many regulatory steps. We also heard feedback from some residents who felt that the process went too quickly and didn't offer enough opportunity for public input. We will revisit these processes and make appropriate adjustments to the city's notification and public hearing procedures.

Update Review and Decision-Making Standards

Community Input. We heard that the application review process is taking far than anticipated and includes unanticipated detours to address comments and interpret the Z&DC. While this may be caused in part by an exceptionally heavy application load that is shouldered by understaffed City departments, the consultant team thinks that Z&DC drafting may also contribute to this problem.

As part of drafting the consolidated set of commonly applicable procedures, we anticipate removing the very broadly drafted general approval criteria, that we understand are not applied to most approvals, and customizing the approval criteria to each of the specific procedures, reflecting both the decision-maker and the role of the applicant. The goal of these edits will be to reduce and limit the number of subjective review criteria - those criteria that require the application of judgment and opinion – and replace them, to the extent possible, with more measurable criteria. Measurable criteria allow an applicant to know what standards the application will be measured against and help decision-makers to ensure consistent application of the Z&DC.

Looking, for example, at the conditional use permit (Sec. 21.02.110), the approval criteria require a determination that, "all elements of a plan shall coexist in a harmonious manner with nearby existing and anticipated development." Decision-makers are instructed to consider "buildings, outdoor storage areas and equipment, utility structures, building and paving coverage, landscaping, lighting, glare, dust, signage, views, noise, and odors," but are not instructed how to determine whether these elements "coexist in a harmonious manner." The consultant team tends to see one of three outcomes when codes include language like this: (1) the decision-making body does their best to interpret and apply the requirement, (2) the harmonious requirement is generally overlooked in the review process, or (3) harmonious is not a big issue in the review process until the adjacent property owners oppose a conditional use proposal and believe it is not harmonious with their uses. In any of these situations, it is still a code drafting best practice to revise this and similar requirements to require a more objective determination that the project complies with applicable development standards (zone district dimensions and height, applicable design criteria, parking, lighting, landscaping), and limit the subjective discussion to whether the proposed conditional use is appropriate where it is requested, based on other, similar uses that are allowed in the zone district, and the potential impacts of the specific use that made it conditional in the first place. The Cit of Longmont, for comparison, uses the following conditional use review criteria:

- The conditional use as proposed is of a scale and design and in a location this is compatible with surrounding uses and potential adverse impacts of the use will be mitigated to the maximum extent feasible.
- The conditional use as proposed is consistent with the comprehensive plan and the purpose and intent of the code and underlying zoning district.
- The conditional use as proposed will not substantially diminish the availability of land within the underlying zoning district for permitted primary uses.

The uses in the building in the image below could meet all of the applicable Z&DC criteria and still not be considered harmonious with surrounding lots and structures.



Establish Applicability Standards for Infill and Redevelopment

One Grand Junction includes multiple policies related to encouraging infill and redevelopment in the built-out areas of the community. To help ensure that the Z&DC does not create a regulatory or financial barrier to infill and redevelopment, this new section will establish a procedure to apply relevant development standards, such as parking and landscaping, in a proportionate manner to the project. A simple example of this might be a site where the property owner expands an existing structure by 50% by adding a story to the building but does not change anything else on the lot. The Z&DC will identify:

- Those regulations that must be complied with fully, such design standards for the new addition;
- Those regulations that need to be complied with at a percentage based on total added square feet or building permit valuation, such as parking, lighting, or landscaping; and
- Those regulations from which the structure is exempt based on the type of renovation, such as parking access location or a front build-to line.

Create a Range of Flexibility Options

The Z&DC includes a process to request an administrative adjustment that does not appear to be as easy to use or as well-used as it could be. This could be because it has a very narrow scope of applicability and may be too strict to actually allow any meaningful adjustments. The narrow scope for the administrative adjustment might also contribute to potential applicants deciding to request a planned development (PD) to make a wider range of adjustments. To give applicants a less complex option than PD projects, this process will be revised for ease of use. Additional regulatory flexibility options, such as design standard adjustments, and major/minor nonconformity distinctions will be included in the updated Administration and Procedures chapter. This will equip applicants and staff with an administrative option to facilitate projects on challenging sites or improve sites and structures with slight regulatory noncompliances.

Community Input. The consultant team also heard that there are some processes, such as site plan and PUD review that do not allow for minor revisions after initial approval and require the project to start the process from the beginning – something that causes duplicative work for the applicant and city staff. The updated administration and procedures section will include procedural options for minor amendment.

Stakeholder Input Update: Expedited Development Review Process for Affordable Housing

Community Input. Expediting the development review process for affordable housing projects at 120% AMI is one of the DOLA strategies included in Grand Junction's initial considerations. This approach generated a great deal of stakeholder feedback, much of it focused on two questions: (1) how would expediting some projects impact the timing of other projects waiting for staff or city review, and (2) if the City can expedite some housing projects, could the City expedite all housing projects? As discussed below, expediting only affordable housing may create too narrow a response to the City's overall housing needs.

First, consider why DOLA recommends expediting some affordable housing projects. In many communities, one of the biggest zoning barriers to affordable housing development is the time,

expense, and uncertainty of having to pass through multiple public hearings or submit multiple development applications. Each cost added to the project has an impact on the overall affordability. An "expedited development review process" may include faster and more streamlined review for affordable housing projects, such as allowing affordable housing projects to be approved administratively (by staff) without any public hearings.

Second, as shown in the Grand Valley Housing Assessment, Grand Junction needs to provide both more housing AND more affordable housing. More housing is needed to give residents options to move into larger homes or move into smaller homes. And more affordable housing is needed to keep lower-income residents housed and provide rental and ownership options for residents in jobs that historically have lower wages, such as leisure and hospitality. Resolving this issue will involve a two-part conversation with the community: (1) what are the circumstances where residential housing projects need anything more than administrative review for compliance with the Z&DC, and (2) is there still a need to further expedite affordable housing, and if so, how should that happen?

A third topic for exploration here is whether there are opportunities for proactive (e.g., City-led) residential upzoning in Grand Junction to remove the cost and barrier of rezoning hearings from the development review process.

Development Fees

The current development fees will not be updated as part of the Z&DC rewrite project.

CHAPTER 21.03 ZONE DISTRICTS

Purpose and Organization

Zone districts (also called zoning districts) are groupings of structures, uses, and related regulations that are applicable to lots within specific areas of the City. The regulations that describe what is allowed and what is restricted in the different zone districts are provided in the Z&DC, and the map of where the districts are applied is available on the City's website.

The updated zone districts chapter will be organized as follows:

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.03 – Zone Districts		
21.03.010 Purpose	21.03.010 Purpose	
21.03.020 Zoning Map	21.03.020 Zoning Map	
21.03.030 Measurements		Move to 21.14 Measurements and Definitions
21.03.040 Residential Districts	21.03.030 Residential Districts	
21.03.050 Residential Design Standards		Move to 21.05 Site and Structure Design Standards

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
21.03.060 Cluster Developments		Move to 21.02.040 Specific Procedures; combine with subdivision
21.03.070 Mixed Use Districts	21.03.040 Mixed-Use Districts	
	21.03.050 Commercial Districts	Potential section for commercial-only districts
21.03.080 Industrial Districts	21.03.060 Industrial Districts	
21.03.090 Form Districts		Combine with 21.03.040 Mixed-Use Districts
	21.03.070 Planned Development	Move here from 21.05, discuss combining with 21.02.150

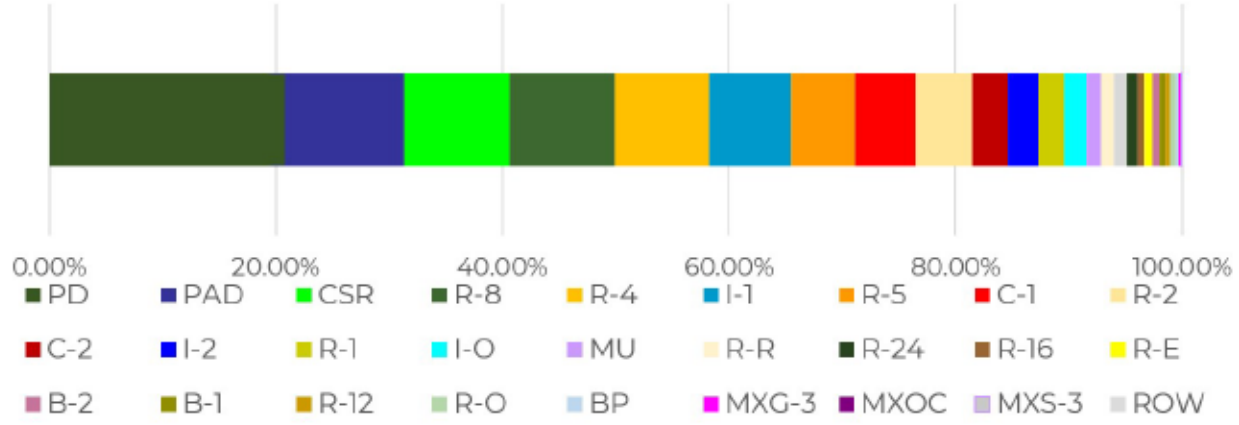
Content Updates

The zone districts in any community should accommodate a wide range and mixture of housing types, commercial and industrial businesses, institutional uses, and recreational opportunities, within and across districts. In evaluating the lineup of zone districts in any code update, we typically consider the following:

- Is the intent of each district clear and does the district name match the intent?
- Is the district currently used or is it unnecessary or obsolete?
- Are new districts needed (e.g., new mixed-use districts)?
- Are any districts so similar in purpose and standards that they overlap and could be consolidated?
- Are the dimensional standards for each district (setbacks, density, and height) appropriately tailored to the purpose of the district?
- Do the uses allowed in each district match the district's intent?

Background

Initial analysis of the current zone districts shows that Planned Developments (including Planned Airport Developments PD and PAD), Community Service and Recreation (CSR), the "medium-low" density residential zone districts (R-8 and R-4), and the Light Industrial (I-1) zone district are the most commonly applied on the zoning map. It also shows that the form districts, originally intended to create mixed-use centers (MX) to transition in scale to existing neighborhoods, have been seldom applied.



Percent of Total Land by Zoning District

PD	PAD	CSR	R-8	R-4	I-1	R-5	C-1	R-2	C-2
20.62%	11.84%	9.26%	9.24%	8.34%	7.27%	5.67%	5.38%	4.95%	3.14%

I-2	R-1	I-O	MU	R-R	R-24	R-16	R-E	B-2
2.68%	2.28%	1.98%	1.20%	1.19%	0.96%	0.67%	0.66%	0.64%

B-1	R-12	R-O	BP	MXG-3	MXOC	MXS-3	ROW
0.57%	0.42%	0.41%	0.35%	0.21%	0.05%	0.02%	0.01%

Update the Zone District Lineup to Implement One Grand Junction

Grand Junction's current zone district line-up is more focused on lot size distinctions in residential development and not as focused on the various permutations and impacts of nonresidential development. Over time, the effect of nonresidential development on the overall community fabric appears to have become clearer, and supplemental overlay districts were added. The problem with this approach, though, was that the special and overlay districts were designed to work as mini-zoning codes without much reference to city-wide approaches to issues such as use regulations, landscaping regulations, building design, and parking. Each of the overlay districts essentially creates a zoning island, very much like PD zoning.

To better delineate the multiple types, characters, and scales of development in Grand Junction, we recommend updating the zone district line-up as described in the table below. All of these recommendations will be subject to further discussion with staff and the Code Committee at the outset of the drafting process.

Land Use Plan Category	Current Districts	Zone District Recommendations
Residential		
Rural Residential	R-R Residential – Rural	Carry forward
	R-E Residential – Estate	Carry forward

Land Use Plan Category	Current Districts	Zone District Recommendations
	R-1 Residential – 1	Combine with R-E
	R-2 Residential – 2	Combine with R-E
Residential Low	R-4 Residential – 4	Carry forward
	R-5 Residential – 5	Carry forward
Residential Medium	R-8 Residential – 8	Carry forward
	R-12 Residential – 12	Carry forward
Residential High	R-16 Residential – 16	Combine with R-24
	R-24 Residential – 24	Combine with R-16
	Mixed-Use	
Commercial and Mixed Use	R-O Residential – Office	Consolidate into proposed MU-1
Commercial and Mixed Use	B-1 Neighborhood Business	Consolidate into proposed MU-1
Commercial and Mixed Use	B-2 Downtown Business	Replace with proposed MU-3
Commercial and Mixed Use	C-1 Light Commercial	Replace with proposed MU-1
Commercial	C-2 General Commercial	Replace with proposed MU or I-O district based on location and existing commercial development scale
Parks and Open Space	CSR Community Services and Recreation	Carry forward
Commercial and Mixed-Use	M-U Mixed Use	Expand district into 3 zone districts: **MU-1 (Neighborhood)** = Intended to implement the Neighborhood Centers identified in OGJ and provide opportunities for a mix of low- to -medium intensity, neighborhood-serving office, small scale commercial, institutional, and residential uses. **MU-2 (Corridor)** = Intended to implement the Commercial Corridors and Mixed-Use Corridors identified in OGJ and provide opportunities for a mix of medium- to high-intensity office, commercial, institutional, and residential uses along portions of collector or arterial streets. **MU-3 (Downtown or Center)** = Intended to implement the Downtown Core area identified in OGJ and accommodate the needs of the city's Downtown and to provide for activities conducive to a compact, concentrated, and walkable built environment.

Land Use Plan Category	Current Districts	Zone District Recommendations
	BP Business Park Mixed Use	Consolidate into proposed MU-2 or I-O
	Industrial	
Industrial	I-O Industrial/Office Park	Carry forward
	I-1 Light Industrial	Carry forward
	I-2 General Industrial	Carry forward
	Form	
N/A	MXR- Mixed Use Residential	Remove district and integrate dimensional standards from Apartment and Townhouse building types into MU-1 district
	MXG- Mixed Use General	Remove district and integrate dimensional standards from General building type into MU-2 district
	MXS- Mixed Use Shopfront	Remove district and integrate dimensional standards from Shopfront building type other MU districts with locational criteria
	MXOC Mixed Use Opportunity Corridor	Remove district and integrate dimensional standards from all building types into MU-2 district

Zone for Housing

In order to implement the Grand Junction Housing Strategy, we will analyze how dimensional standards (minimum lot area, minimum building setbacks, maximum lot coverage, maximum building height, and density requirements) affect the availability and affordability of housing. This allows us to discuss how these standards should be changed to encourage a range of missing middle housing types, and whether affordable housing projects can or should be further incentivized through more flexible dimensional standards such as increased building height allowances. We will also recommend an updated menu of residential and mixed-use zone districts with dimensional standards designed to allow a much wider range of housing types to occur "by right" in those locations supported by the One Grand Junction Comprehensive Plan. In some cases, the Z&DC could also allow additional types of housing (for example, duplexes or triplexes) in a zone that would not otherwise allow them, provided those units are income-restricted for long-term affordability.

Reduce Reliance on Planned Development

Staff and community stakeholders both identified the need to reduce reliance on Planned Development zoning to produce the desired type or design of development. While PD zoning allows regulatory flexibility, it can also present several challenges for a community. One challenge is that PDs become very difficult to administer over time. As more and more property owners choose to develop their site as a PD rather than choosing and adhering to the standards of a base zoning

district, the City becomes responsible for maintaining and administering an increasing number of "miniature zoning ordinances" that live outside of the Z&DC.

Another substantial challenge is that once a PD has been adopted and applied to a specific parcel(s), those regulations are tied to the land until the PD is amended or the land is rezoned to a base zoning district. As the PD-designated land changes ownership and new plans are envisioned by the new property owner, the owner must either adhere to the current standards of the existing PD or request to amend the PD or rezone. All of those options can be costly and time intensive endeavors without certainty of approval.

The PD district standards and procedures will be evaluated in tandem with the establishment of a new zone district lineup and improved development standards. This may result in a number of changes including:

- Clarifying those items that qualify as a public benefit in exchange for flexibility,
- Clarifying the thresholds between the Outline Development Plan and Final Development Plan,
- Increasing the flexibility of the amendment criteria to allow for more administrative amendments,
- Clarifying the processes for administrative and non-administrative adjustments, and
- Reviewing the approval criteria for Planned Developments.

Get Creative with Manufactured Housing

Some stakeholders expressed a desire to make it easier to build new manufactured home parks, as well as tiny home villages. Although historically disfavored, manufactured home parks are an effective source of affordable housing, and many newer codes provide zone districts in which this use can occur subject to clear standards to ensure quality development on a par with that in the surrounding neighborhoods.

Account for Nonconformities and Variances

Multiple Z&DC updates over the past 20 years, including large updates in 2000 and 2010, have created nonconformities that could be eliminated (meaning the property or use could be made conforming, not eliminated) with this update. While revising the zone district line-up, the consultant team will also look for opportunities within the code dimensional standards to bring existing nonconforming lots and structures, particularly nonconforming residential units, into compliance to encourage reuse and reinvestment.

CHAPTER 21.04 USE REGULATIONS

Purpose and Organization

The use regulations section includes three types of information for code users. (1) which uses or categories of uses are allowed in a specific zone district, (2) what type of approval is required for that use (e.g., administrative or special permit), and (3) whether there are any specific standards associated with the use (as compared to standards associated with the zone district).

The updated uses chapter will be organized as follows:

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.04 – Use Regulations		
21.04.010 Use Table	21.04.010 Use Table	Revise the table to integrate the larger use categories (e.g., residential living) as table rows and delete definitions within Use Table.
21.04.020 Use Categories	21.04.020 Use Categories	Carry forward and modernize as needed
21.04.030 Use-Specific Standards	21.04.030 Use-Specific Standards	Relocate generally applicable design or development standards to the applicable Chapter (21.05, 21.06, 21.07, 21.08)
21.04.040 Accessory Uses And Structures	21.04.040 Accessory Uses And Structures	List accessory use types in Use Table Move fence standards to Chapter 21.07
21.04.050 Temporary Uses And Structures	21.04.050 Temporary Uses And Structures	Carry forward

Content Updates

The overall goal of the following recommendations is to move way away from seeing uses as the basis for site design and focus on regulating the impacts of specific uses separately from preferred design.

Reorganize the Use Table

Rather than listing the use categories and brief definitions in the left-most column of the Use Table, the new Z&DC will eliminate the catchall "All Other" designations and better define or add new uses as necessary to capture any uses not specifically listed. We will explore whether specific "problematic" or missing use types need to be added as well as whether currently listed uses are subject to requests for interpretation and could be clarified. The Use Table will also group and list all accessory uses in a separate section at the bottom of the table.

Refine the Use Categorization

Generally, the Z&DC will carry forward the use categorization approach with larger groupings of uses based on common functional, product, or physical characteristics. Any modifications to the current content will be to simplify the structure of the content and make it consistent between all use categories, modernize the examples used to describe use categories, add, or consolidate use categories where appropriate, and drafting any supplemental definitions that support the understanding of the categorization.

Simplify the Use-Specific Regulations

The current use-specific regulations are not consistent in the total number, extent, and detail of standards applied to individual uses. For example, the standards applied to flea markets include parking requirements, access limitations, and site layout standards whereas there is only one

standard related to the placement of above-ground equipment applied to service stations. Many of the subsections of use-specific standards include full landscaping, architectural, off-street parking, signage, and procedural standards. This makes it challenging for a code user to know if such standards are in addition to or in replacement of the general standards set forth in the Development Standards.

The consultant team heard several community representatives specifically mention the mini-warehouse standards as a use that had specific and detailed requirements drafted only for that use, meaning there are adjacent properties with similar storage, light industrial, or office uses that would not be subject to those same standards. Though it is reasonable to have certain uses that require a lengthier list of standards based on unique procedural or design requirements (e.g., short-term rentals and multifamily development), there are certain standards that may be better applied generally across one or multiple zone districts as development and design standards or deleted entirely. The Z&DC will better tailor use-specific standards for uses with more potential impact on neighboring properties by context and based on specific, known impacts.

Increase Housing Options

In addition to the One Grand Junction Strong Neighborhoods and Housing Choices principle, the Grand Junction Housing Strategy and DOLA strategies identify needed clarifications to residential uses that can be made during this Z&DC update. Several strategies focus on updating the use table to incorporate a wider range of housing types (e.g., townhomes, courtyard cottages, patio homes and tiny homes) across a wider range of zone districts. Further discussion may also include:

- Expanding the number of accessory dwelling units (ADUs) in Grand Junction by allowing multiple ADUs on one property,
- Increasing the flexibility of developments standards,
- Removing impediments to the creation of new manufactured housing developments, and
- Protecting existing manufactured housing parks.

CHAPTER 21.05 SITE AND STRUCTURE DEVELOPMENT STANDARDS

Purpose and Organization

This chapter will include information relevant to the general location of structures and site elements (loading, sidewalks, infrastructure, parks and trails) on a lot, as well as standards related to structure design such as residential design standards or commercial design standards. Standards that are specific to a zone district will be located in that zone district.

The new site and structure development chapter will include the following sections:

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.05 –Site and Structure Development Standards		
	21.05.010 Applicability	

Current Sections	New Organization	Organizational Comments
21.03.05 Residential Design Standards	21.05.020 Residential Design Standards	Move from 21.03.050
	21.05.030 Affordable Housing Design Standards and Incentives	
	21.05.040 Mixed-Use and Commercial Design Standards	Placeholder section for overlay design standards and potential new regulations
21.06.010 Infrastructure Standards (part)	21.05.050 Mobility and Connectivity	Move remaining infrastructure requirements to 21.05.060
21.06.100 Private Streets, Shared Driveways and Loop Lanes		Combine with 21.05.050 Mobility and Connectivity
21.06.090 Site Circulation (part)	21.05.060 Mobility and Connectivity	Move parking circulation standards to 21.08 Off-Street Parking
21.06.010 Infrastructure Standards (part)	21.05.060 Infrastructure and Utilities	
21.06.020 Public and Private Parks and Open Space	21.05.070 Parks, Open Space, and Trails	Consider relationship to fee in-lieu when determining location in Code
21.06.030 School Land Dedication Fee		Move to 21.15 Development Fees
	21.05.080 Maintenance and Operation	Placeholder for potential new standards

Content Updates

During the community outreach sessions and survey in April, some participants emphasized a lack of standards designed to ensure that infill development maintains the character of the surrounding neighborhood, especially building height. This concern can be addressed through the creation of contextual infill standards and neighborhood design standards.

Residential Design Standards

The existing residential design standards will be carried forward and updated as needed to support allowing residential projects to be approved administratively. The residential design standards will also include any additional incentives or regulatory flexibility available for affordable housing projects, potentially including:

- Site-specific flexibility, such as additional height, reduced parking, dimensional adjustments (setbacks, lot coverage);
- By-right use allowances (A in the use table) for a range of multiunit structures when the units will be affordable; and

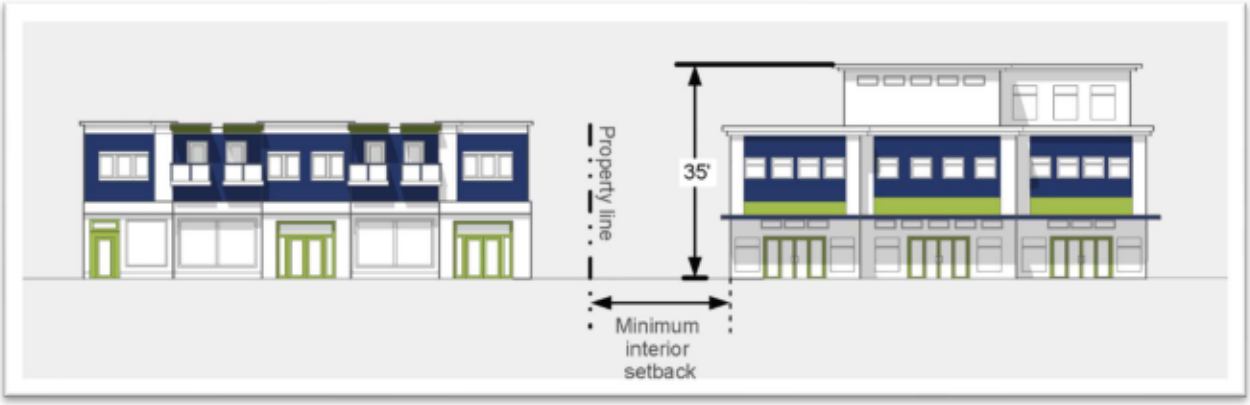
- Cross-references to regulatory incentives for residential developments that meet the City's affordability goals and reflects the vision of the community.

Policy updates may be needed to support affordable housing goals; the consultant team will work with staff to determine how best to inform code users about affordable housing information that is available outside of the Z&DC.

Mixed-Use and Commercial Design Standards

One Grand Junction includes a number of policies related to community design, such as **Principle 3, Policy 7.b, Design Standards:** Develop basic design standards for key corridors to improve visual cohesiveness of key corridors and physical appearance of the City generally; and **Principle 7, Policy 5.5.C, Innovative Design**: Encourage creativity, flexibility, and innovation in the design and construction of new developments and neighborhoods. Additionally, input from the April community survey identified a desire for more attractive commercial development.

Some design standards will be provided through the creation of updated zone districts that incorporate more tailored dimensional standards, regulatory provisions for "contextual design" that allows site-based flexibility to match adjoining lot dimensional standards, and better implementation of the City's form-based standards. Additional design will be provided through baseline mixed-use and commercial building design standards, including those design standards currently embedded in the use regulations, such as the 21.04.030(l) big box standards. There are many elements of building form that regulations can address to improving development quality without imposing on the architectural design of the structure. For example, regulations can address large, unbroken expanses of blank wall with requirements for façade articulation, varying rooflines, and fenestration. Preferred material types can be specified, particularly those materials that can withstand the solar exposure of Western Colorado, and variations in material as well as color can be considered.



Beyond building design, site design requirements can also help ensure quality developments, especially in instances where buildings of different scale or use are located next to one another. Many communities find this particularly important along boundaries and edges, for example, where a residential building or zone is next to a non-residential building or zone. Standards for additional building setbacks along shared property lines, or stepbacks where higher floors of taller buildings are pulled back from the building edge so the larger structure does not "loom over" smaller neighboring ones as illustrated in the image above. These same standards can be applied at a scale

greater than individual adjacent lots, smoothing transitions between lower and higher intensity use areas, such as commercial strips next to residential neighborhoods. At this scale, standards might include building stepback requirements, articulation standards, modified height limits, or other measures to function as neighborhood protection standards.

Mobility and Connectivity

The ability to move easily around Grand Junction is important to residents, and the importance of maintaining and enhancing connections is reflected across One Grand Junction, particularly in **Principle 5**. The new Mobility and Connectivity section will include standards that address connectivity between lots and streets, streets and streets, the provision of sidewalks, requirements for complete streets, and overall neighborhood development for both new development and redevelopment. The mobility provisions will focus on providing walkable, rollable, and bikeable connections throughout the City.

CHAPTER 21.06 COMMUNITY STEWARDSHIP AND RESILIENCE

Purpose and Organization

The purpose of this new Z&DC section will be to establish standards that reinforce the long-term safety and sustainability of development in Grand Junction. This will include specifying where and how renewable energy systems can be used, site development standards that minimize water use, and required connections between development and outdoor recreation. This chapter will also include regulations designed to protect environmentally sensitive areas and limit development in those areas prone to natural hazards.

The new sustainability, environmentally sensitive areas, and hazards chapter will include the following sections:

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.06 –Sustainability, Environmentally Sensitive Areas, and Hazards		
21.07.020 Environmental/Sensitive Lands Regulations	21.06.010 Environmental/Sensitive Lands Regulations	Includes standards for wildfire, wildlife habitat protection, hillside development, ridgeline development, natural resources, and geologic hazards
	21.06.020 Renewable Energy Systems (wind/solar)	Carry forward solar, discuss need for accessory wind standards
21.07.010 Flood Damage Protection	21.06.030 Flood Damage Protection	

Content Updates

Much of the basic stewardship and resilience work of the updated Z&DC will take place in the core zone district and site layout standards. These standards will encourage compact, walkable, water-friendly development while setting a path for redevelopment that makes the most of existing

infrastructure resources and limits residential and commercial encroachment into protected agricultural and industrial areas.

Sensitive Lands and Hazards

The consultant team heard feedback about needed revisions to the hillside standards, and we will review all of the sensitive lands and hazards standards to ensure they are up-to-date and have sufficient procedures to ensure comprehensive review.

CHAPTER 21.07 LANDSCAPING, BUFFERING, AND SCREENING

The City is currently in the process of updating the landscaping standards. The adopted version of those standards will be incorporated into this Chapter and revised as needed to work with other updated Z&DC zone districts, uses, and standards.

CHAPTER 21.08 VEHICLE PARKING AND LOADING

Purpose and Organization

The updated vehicle parking and loading chapter will include the following sections:

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.08 – Off-Street Parking, Loading, Bicycles, and Electric Vehicles		
21.06.050 Off-Street Parking, Loading, and Bicycle Storage	21.08.010 Off-Street Parking and Loading	
	21.08.020 Bicycle Parking and Storage	
	21.08.030 Electric Vehicle Charging	Placeholder section for new standards

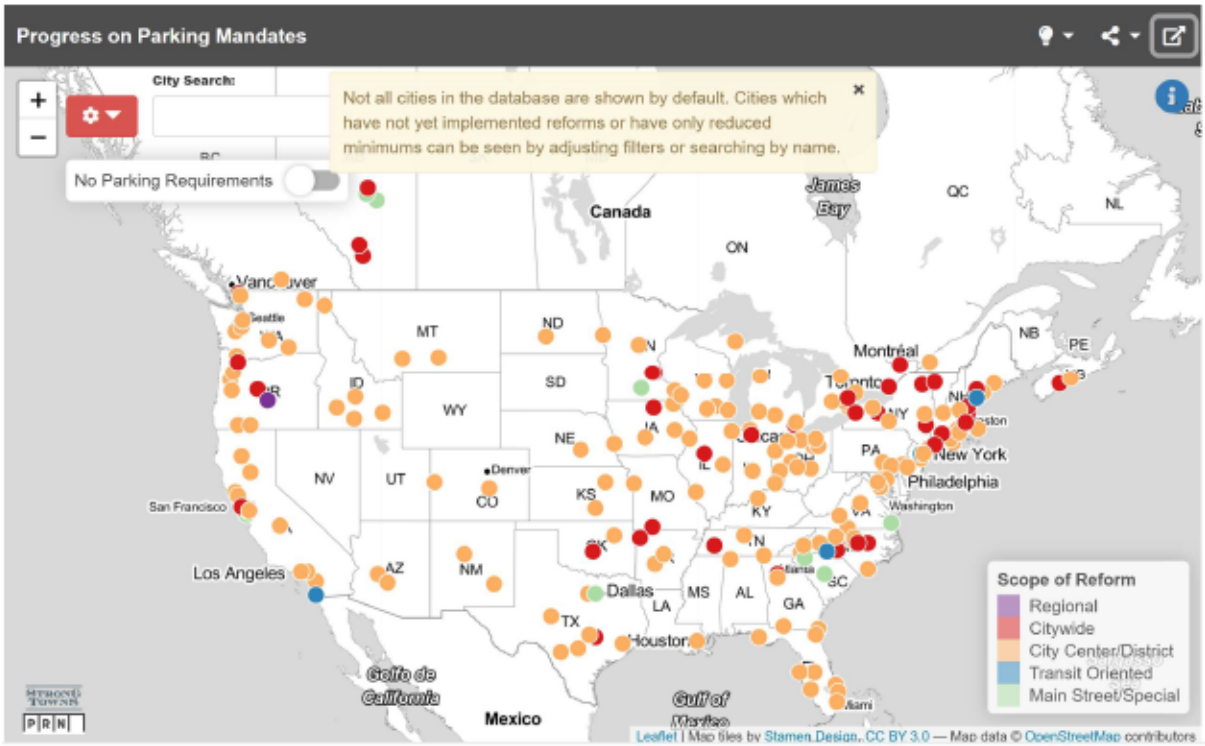
Content Updates

During our early community outreach, the consultant team heard some comments about parking issues, but those comments did not coalesce into a set of specific concerns. One Grand Junction includes equally unspecific recommendations, such as: **Policy 6.g, Parking:** Allow for sufficient parking that does not unduly burden businesses with the cost of building or maintaining surface lots. The consultant team will discuss how to proceed with parking changes with City staff and the Z&DC Code Committee at the start of the parking standards drafting process.

Better Define the Goals and Impacts of Off-Street Parking

When revising the parking standards, the consultant team anticipates first facilitating a larger conversation with the community about the need to require off-street parking at all. This is in keeping with similar conversations taking place across the county. Local governments are increasingly leaving parking decisions to developers, allowing the amount of parking provided to be based on what the developer determines to be needed for the development.

Self-reported map of communities that have reduced or eliminated parking minimums
(Strong Towns)



Align Required Off-Street Parking with Development Character

The Z&DC currently includes standards that limit the requirement for new parking Downtown (B-2 zone district), but otherwise requires the application of a uniform set of parking standards across the city. This approach may work in a smaller, less developmentally diverse community, but Grand Junction may want to consider establishing some gradations of parking requirements. Depending on the outcome of the "should there be parking standards?" discussion, specific updates are anticipated to include changes in required minimum parking ratios that are targeted to zone district categories (such as rural and recreation parking standards) or development types (such as mixed-use parking standards). Other changes may include standardizing parking requirements based on building square footage rather than employee or seat count, and a more detailed break-out of use categories to create a more targeted set of parking standards and reductions. We will also explore the creation of maximum parking standards that can be used in conjunction with stormwater management requirements and to limit the creation of lightly-used surface parking in Grand Junction's more urban areas.

Consider Reduced Base Parking Requirements for Affordable Housing

According to the Housing Strategy, "[a]lthough the city's parking requirements are not atypical, many cities are adopting lower parking standards for more urban areas, particularly for multifamily housing. For housing in areas of mixed use and served by transit, walking and/or biking, Grand Junction might consider adjusting those standards downward to maximize development potential and reduce overall project costs." This can be accomplished as part of the creation of more diverse

parking standards as described in the previous section, and can serve both all housing and affordable housing.

Make Parking Reductions and Shared Parking Easier

Currently, the Z&DC includes a number of options for parking reductions, including:

- Reductions based on a use-specific parking study
- Credit for on-street parking
- Allowance of off-site parking within a certain distance from the site
- Shared parking
- Valet parking

The barrier to including these approaches, though, is that they are hidden behind a regulatory pay wall – applicants must obtain approval of an alternative parking plan and, for some reductions, pay for a parking study. Many communities treat these parking reduction approaches as part of the parking calculation and approve them as part of the site plan process without any additional discretion.

Within this list, one parking approach change that can be used to manage the creation and maintenance of excess surface parking is making the provision of shared parking easier through the creation of pre-established shared parking percentages. In the current Z&DC, applicants have to pay for the preparation of a parking study to share parking between uses with different peak parking times. Rather than making this determination on a case-by-case basis, some communities have established a standard matrix that specifies how shared parking works across different uses. Applicants that can meet the shared percentages are approved for shared parking. The updated Z&DC draft will include these proposed changes to the parking standards for community review.

Incorporate More Robust Standards for Bicycle Parking and Electric Vehicle Charging

In order to best support One Grand Junction's vision of a connected community for bicycle users, the Z&DC must include requirements for adequate and safe storage of bicycles. The current Z&DC includes limited requirements for bicycle storage (1 space per 20 vehicle spaces) and does not specify standards related to the location or design of bicycle facilities (e.g., bicycle spaces shall be located within 50 feet from a public building entrance). As mentioned for off-street vehicle parking spaces, above, there is an opportunity to tailor the amount of bicycle parking required and other design considerations to the development character.

One Grand Junction **Policy 8.g.** reads "...expand electric vehicle charging stations as part of the City's infrastructure..." The current Z&DC does not include requirements for electric vehicle charging stations. Many communities around Colorado, including along the West Slope, are taking varied approaches to allowing for, encouraging, and requiring electric vehicle parking spaces. Some communities require the full installation of a charger, others require the supportive infrastructure (e.g., conduit and electric outlets), and others take a tiered approach based on parking lot size, zone district, or use. Further discussion is required to find the right approach that best supports Grand Junction's transportation network.

CHAPTER 21.09 SUBDIVISION STANDARDS

Purpose and Organization

This chapter contains the City's regulations for how subdivisions are designed along with the infrastructure and public utilities that must be provided to serve proposed development or redevelopment.

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.09 – Subdivision Standards		
21.06.060 Subdivision Standards	21.09 Subdivision Standards	

Content Updates

Evaluate Parks, Open Space, and Trail Dedication and Development

Community Input 1. In the stakeholder meetings, community representatives expressed concerns with the current Z&DC requirement in both subdivision and site plan to dedicate and build trails, pointing out requirements for disconnected trail segments and parks that have been dedicated but not developed.

As the consultant team has started exploring this issue, it appears that the construction requirement creates a cost burden for smaller developments. Because trails are considered a part of Grand Junction's active transportation system, the consultant team will work with staff to explore options for a more equitable cost-sharing approach.

Community Input 2. When asked if they agreed if the requirements of the Z&DC result in adequate public parks and open space, majority of survey respondents (52%) strongly disagreed or disagreed. Additionally, many respondents mentioned the preservation of open space as a major concern related to future development in the City. A few respondents highlighted existing high quality open spaces as the feature that makes certain areas or neighborhoods more attractive to live or visit. In addition to protecting open spaces, respondents emphasized the importance of water conservation (e.g., prioritizing or incentivizing development that uses existing infrastructure) and providing natural amenities such as community gardens, parks, trails, and open spaces near housing.

Redevelopment and Infrastructure

Typically, when moving from a new development-oriented code to a code that also focuses on redevelopment, communities will have issues when applying infrastructure requirements to already created lots. As needed, the Z&DC updated will include clear identification of the applicability of required improvements and services by project type, such as: residential, mixed-use, nonresidential, infill, and redevelopment, rather than by approval type, such as subdivision or rezoning.

Specific Standards

The consultant team received stakeholder feedback about the over-lighting of public streets in subdivisions and the expense of undergrounding utilities. These issues are typically regulated in

external subdivision design standards, such as the TEDS standards. We are recording them here to encourage further City conversation about the impacts of these requirements.

Creation of HOAs

The long-term role of HOAs was raised as a frequent issue during our April outreach meetings. While HOAs exist outside of the Z&DC, the subdivision standards and approval processes can play a major part in the need for and creation of HOAs. The consultant team will explore this issue with the community as part of the Z&DC updates.

CHAPTER 21.10 SIGN STANDARDS

Purpose and Organization

This chapter contains the City's sign regulations and will be evaluated and revised to ensure they are meeting the City's policy goals, are user-friendly, and are enforceable.

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.10 – Sign Regulations		
21.06.070 Sign Regulations	21.10 Sign Regulations	

Content Updates

The consultant team received a few limited comments about the substance of the sign regulations, which were recently updated and appear to be generally content-neutral and in compliance with recent United States Supreme Court requirements. These comments were focused on sign size and aesthetics, particularly along major corridors in Grand Junction. We will explore these issues further in the drafting process, as well as updating and refining the sign code as needed to reflect the creation of new zone districts that are not currently included in the regulations.

CHAPTER 21.11 OUTDOOR LIGHTING

Purpose and Organization

The outdoor lighting standards are designed to establish requirements for lighting in public places, lighting required for night-time safety, and to limit or prevent light pollution that can interfere with the ability to see the night sky.

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.11 -Outdoor Lighting		
21.06.060 Outdoor Lighting	21.11 Outdoor Lighting	

Content Updates

We heard through the survey and One Grand Junction **Principle 3, Policy 4.e, Outdoor Lighting**: Protect night skies and light from urban development, that updating the current outdoor lighting

standards to provide more dark-skies protection is important to the community. The current standards are fairly minimal and do not include some of the light measurement requirements that more modern lighting regulations can include.

Revise the Baseline Standards to Include Measurable Requirements

The current outdoor lighting standards can be improved by adding specific standards in places where the code is ambiguous and by creating site or use-specific standards. This would include standards identifying where and how to measure light trespass between neighboring uses, standards for parking lot lighting intensity near building entrances, lighting requirements for pedestrian and recreation areas, and measurable timeframes for turning off commercial lighting after hours.

The current outdoor lighting standards also include many optional provisions that "encourage" specific activities; these can be revised as requirements.

Expand Regulations to Protect Night Sky Visibility

Read generously, the current outdoor lighting standards may require some night sky protections. These standards can be updated to include specific dark sky standards for outdoor lighting and fixtures and may include:

- Expanding the list of prohibited lighting types;
- Integrating additional lighting type and efficiency standards (e.g., maximum energy consumed, light sources, and correlated color temperature); and
- Adding specific standards for other lighting types, similar to parking lot lighting, including canopy lighting, pedestrian-scaled lighting, and landscape lighting.

CHAPTER 21.12 NONCONFORMITIES

Purpose and Organization

The nonconformities chapter identifies how Grand Junction addresses lots, structures, uses, and "site elements" such as parking or landscaping, that were legally established (presumptively) but that do not comply with the regulations applicable to the site.

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.12 – Nonconformities		
21.08.010 Nonconformities In General	21.12.010 Nonconformities In General	
21.08.020 Nonconforming Uses	21.12.020 Nonconforming Uses	
21.08.030 Nonconforming Structures	21.12.030 Nonconforming Structures	
21.08.040 Nonconforming Sites	21.12.040 Nonconforming Sites	

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
21.08.050 Nonconforming Lots/Parcels	21.12.050 Nonconforming Lots/Parcels	

Content Updates

The current standards establish only the basics in terms of nonconformity regulations, defining nonconforming uses, structures, and lots and establishing the standards for continuance or requirement for discontinuance. The current standards are not as strict as some nonconformity standards we've worked with, but declaring structures and uses nonconforming can have unintended detrimental consequences. It is likely that the application of the regulations has still resulted in some development in Grand Junction being unnecessarily frozen in time.

We recommend revising nonconformity regulations to move to a more flexible approach that groups nonconformities as "minor" and "major." Minor nonconformities will be treated more like conforming uses and structures with property owners encouraged to reinvest and update the properties and uses, even if this could result in the expansion of the nonconformity. Major nonconformities, typically restricted life safety hazards or development that is extensively inappropriate for the surrounding area, will be limited to those situations that are the most impactful on the overall community.

CHAPTER 21.13 VIOLATIONS AND ENFORCEMENT

Purpose and Organization

The violations and enforcement chapter identifies specific and general activities that are Z&DC violations and describes the options available to the City to enforce the provisions of the Code.

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.13 – Violations and Enforcement		
21.09.010 Director	21.13.010 Director	
21.09.020 Inspection	21.13.020 Inspection	
21.09.030 Code Violations and Enforcement	21.13.030 Code Violations and Enforcement	
21.09.040 Continuing Violations	21.13.040 Continuing Violations	
21.09.050 Civil Remedies And Enforcement Powers	21.13.050 Civil Remedies And Enforcement Powers	
21.09.060 Criminal Penalty	21.13.060 Criminal Penalty	

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
21.09.070 Enforcement Procedures	21.13.070 Enforcement Procedures	
21.09.080 Continued Compliance	21.13.080 Continued Compliance	
21.09.090 Enforcement and Revocation	21.13.090 Enforcement and Revocation	

Content Updates

The current enforcement regulations are in good shape and will be carried forward into the updated Z&DC. The consultant team will work with Staff to ensure that any needed updates are incorporated.

CHAPTER 21.14 MEASUREMENTS AND DEFINITIONS

Purpose and Organization

The measurements and definitions chapter provides a set of standardized measurements that can be used across the Z&DC and defines the specific terms used in different parts of the Code.

Grand Junction Z&DC Proposed Organization		
Current Sections	**New Organization**	**Organizational Comments**
Chapter 21.14 - Measurements and Definitions		
	21.14.010 Measurements	New section to identify standard measurements
21.10 Definitions	21.14.020 Definitions	

Content Updates

General Definitions

A good definitions chapter is key to the transparency, efficiency, and predictability of any land use code. The definitions section should include current definitions of all uses, terms that have Code-specific uses, and all site and structure standards that are required on a lot or building. A complete set of zoning definitions goes a long way toward providing clarity in code interpretations and makes the Z&DC easier to use for both staff and the public.

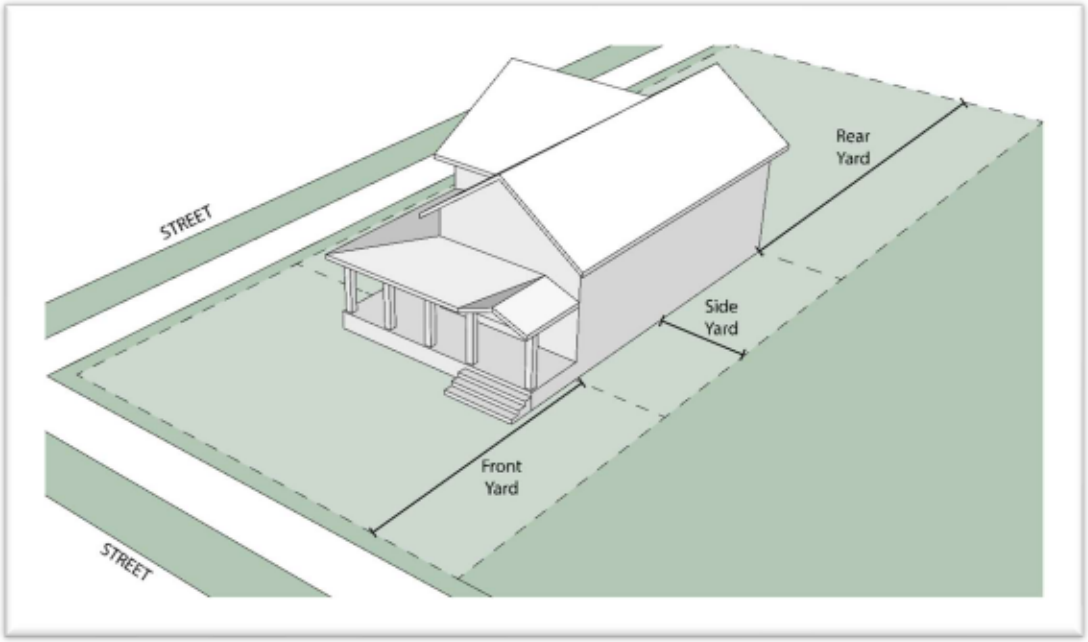
Overall, the current definitions appear to be in good shape. As we work through the updated drafts, we will concurrently review and update the related terms in the definitions; for example, as we draft Installment 1, Zone Districts and Uses, we will update terms and measurements related to the districts and all of the uses. This may include defining housing uses and structures such as triplexes, fourplexes, townhomes, rowhomes, courtyard cottages, patio homes, tiny homes, and low-to-mid-rise apartments.

Definition sections in older codes frequently contain substantive standards within the definition of terms. As we find those standards during our review, we will revise the definition and move the standards to the appropriate regulatory sections of the Z&DC so that they are easy to find. Similarly, the use-specific standards in the current Z&DC include a number of definitions that should be located in the definition section. These definitions will be moved and updated as needed.

Measurements

Understanding how dimensions or distances are measured can be challenging in many zoning codes. We find that codes are: (1) silent about common measurements, (2) combine the measurements with definitions, or (3) scatter the measurement instructions in specific standards. We recommend that the updated Z&DC include rules of measurement for at least the following standards: lot area, lot width, lot depth, lot lines (front, side, and rear), building coverage, total lot coverage, setbacks, and height. Illustrations will be provided showing how to make certain measurements, such as setbacks on flag lots, pie-shaped lots, and lots with no street frontage. We will work with Staff throughout the drafting process to develop a list of measurements to be included and illustrated

Sample illustration of yard types and measurements from another community



Conclusion and Next Steps

The Grand Junction Planning Staff and consultant team will schedule stakeholder and public review meetings to discuss this Code Assessment report and gather any additional information that will be helpful to the project at this phase. This Assessment will not be updated following the review meetings, but a summary of comments will be posted to the project website along with this final version of the Code Assessment.

The Z&DC updates will be drafted and reviewed across the second half of 2022 generally as follows:

Module 1	**Administration and Procedures**	**Public Draft**
21.01	General Provisions	
21.02	Administration and Procedures	
21.12	Nonconformities	Mid-August
21.13	Violations and Enforcement	
21.14	Measurements and Definitions	
Module 2	**Zone Districts and Uses**	**Public Draft**
21.03	Zone Districts and Uses	
21.04	Use Standards	Mid-September
21.14	Measurements and Definitions	
Module 3	**Development Standards 1**	**Public Draft**
21.05	Site and Structure Development Standards	
21.08	Parking, Loading, Bikes	
21.09	Subdivision Standards	Mid-October
21.10	Sign Standards	
21.14	Measurements and Definitions	
Module 4	**Development Standards 2**	**Public Draft**
21.06	Community Resilience	
21.07	Landscaping, Buffering, and Screening	Mid-November
21.11	Outdoor Lighting	
21.14	Measurements and Definitions	
Full Draft Z&DC		**Public Draft**
Art. 21	Preliminary Draft	TBD 2023
Art. 21	Public Review Draft	

This schedule is subject to adjustment based on the amount of review and community discussion requested for specific modules or issues. Project stakeholders and the public will be invited to review and comment on each draft module of the Z&DC as it is completed. City staff and consultant team will schedule a range of public review and input meetings to ensure that those who wish to participate are given multiple options to do so.

Appendix A: Additional One Grand Junction Principles and Community Plans

ONE GRAND JUNCTION PRINCIPLES

In addition to the land use goals and policies in Principles 3 and 5, the following principles, goals, and policies are land-use related and will be reflected in the Z&DC update:

Principle 1: Collective Identity

Grand Junction's collective identity is described by a strong sense of place, in a growing community that values both its agricultural roots and its growing and changing economy. Preserving, promoting, and celebrating Grand Junction's identity, diversity, and history can be supported by implementing the following (OGJ pg. 15):

- **Policy 1.e, Heritage Preservation:** Emphasizing the economic benefits of historic preservation and heritage tourism; and
- **Policy 1.g, Agricultural and Industrial Roots:** Supporting the retention and evolution of agriculture, industry, and other sectors with deep roots in the local economy.

Principle 2: Resilient and Diverse Economy

Coming out of the Great Recession, Grand Junction has focused on encouraging a more broad-based, sustainable, and balanced economy. Updating the Z&DC to support the City's efforts toward a resilient and diverse economy will include implementing the following (OGJ pgs. 17-18):

Policy 2.a, Quality of Life: Invest in attainable housing, access to open space, arts and culture, and new recreational amenities;

- **Policy 2.c, Urban Reinvestment:** Continue efforts to revitalize Downtown and other mixed-use areas;
- **Policy 3.c Agricultural Products:** Capitalize on agriculture and agriculture-related industries;
- **Policy 3.d, Encroachment:** Protect key industrial areas from encroachment by potentially incompatible land uses or conversion to alternative uses;
- **Goal 4:** Support the expansion of a responsible and sustainable tourism industry;
- **Policy 6.a, Attainable Housing:** Invest in the development of attainable housing;
- **Policy 6.d, Regional Amenities:** Continue to invest in parks, recreation, and a connected trail system; and
- **Policy 6.g, Parking:** Allow for sufficient parking that does not unduly burden businesses with the cost of building or maintaining surface lots.

Principle 4: Downtown and University Districts

As a popular destination for outdoor enthusiasts and tourists, Grand Junction's Downtown offers both tourists and residents a variety of amenities including hotels, restaurants, and other local

businesses. Located just outside of Downtown, the areas around Colorado Mesa University attracts local and outside students, researchers, educators, and other administrators. The City is focused on investing in and improving upon these key districts in order to create a flourishing Downtown and a well-connected University district that prioritizes bicycle and pedestrian connections. The Z&DC update can help implement the following (OGJ pgs. 23-24):

Goal 1: Cultivate energetic and livable greater Downtown and University districts that balance the needs of residents, students, and visitors;

- **Policy 1.a, Mix of Uses:** Support a mix of uses that tailors allowances based on the subdistricts of the Downtown district (Main Street, Historic Residential Core, Rail District, River District) and the University district;
- **Policy 1.c, Housing Options:** Encourage a variety of housing options at a range of price points;
- **Policy 1.d, Neighborhood Services:** Allow a variety of neighborhood-serving businesses such as grocers, childcare facilities, small medical offices, and other basic services;
- **Policy 2.a, Pedestrian and Bicycle Network:** Enhance bicycle and pedestrian connections and infrastructure including bicycle parking facilities and other access and connectivity improvements;
- **Policy 3.a, Diversification of Downtown Economic Base:** Allow a mix of residential, commercial, and industrial uses to support the creation of a "Tech and Rec" hub Downtown;
- **Policy 3.b, Tourism, Arts, and Entertainment:** Allow a mix of entertainment and recreation uses that appeal to a diverse demographic;
- **Policy 3.d, Design for Knowledge:** Incorporate urban design standards in the University district that foster creativity and establish a strong local character; and
- **Policy 3.e and f, Underutilized Properties and Adaptive Reuse:** Encourage the redevelopment of underutilized property and the adaptive reuse and rehabilitation of historic residences through incentives or other regulatory tools.

Principle 6: Efficient and Connected Transportation

Most current Grand Junction residents' primary form of transportation is personal vehicles. However, due to rising traffic levels, limited funding for transportation projects, and a growing demand for non-motorized modes of travel (e.g., biking, transit, and walking), One Grand Junction promotes widespread improvements to the City's transportation system. While improvements to the existing vehicular network are included, the main focus is on expanding and connecting a safe network of transit and biking/walking trails. The Z&DC update can help implement the following (OGJ pgs. 32-34):

Policy 1.a, Balanced Modes: Balance the safety and needs of all transportation modes in development review;

- **Policy 1.f, Complete Streets:** Implement the adopted Complete Streets Policy through connectivity requirements for streets, sidewalks, and other pedestrian or bicycle routes;
- **Policy 2.g, Parking:** Ensure adequate motorized and non-motorized parking options;

- **Policy 3.b, Airport Development:** Protect critical flight path areas from development that poses risks to flight safety;
- **Policy 3.c, Airport Noise:** Mitigate noise impact from airport activities on surrounding development;
- **Policy 4.d, First and Last Mile Connections:** Prioritize and require pedestrian and bicycle improvements when in close proximity to transit service;
- **Policy 4.e, Bicycle Facilities:** Require the integration of bicycle parking and other facilities (e.g. showers and lockers) as part of new development;
- **Policy 4.f, Transit-Supportive Development:** Encourage higher density development in regional and employment centers, along urban corridors, and other locations served by transit; and
- **Policy 5.a and b, Prepare for an Automated Future and Transportation Infrastructure:** Implement best practices in parking, access, and site design regulation related to the integration of electric vehicles (EVs), autonomous vehicles (AVs), drones and other delivery services into the overall transportation network.

Principle 7: Great Places and Recreation

Beyond its location between acres public land to recreate within, Grand Junction is home to many public parks and facilities, including a variety of recreation programs and activities, regional destinations (e.g., Main Street) and hosts a variety of local, regional, and national events (e.g., Junior College World Series). Grand Junction also has a thriving arts and cultural community with many opportunities for artists, residents, and visitors to create and experience a variety of art, theater, museums and other cultural programs. The Z&DC can help implement the following (OGJ pgs. 38-39):**Policy 1.a, New Parks:** Require new parks are dedicated and constructed, prioritizing high growth and low service level areas;

- **Policy 1.c, Open Space, Greenways, and Trails Network:** Support the implementation of an interconnected network within the urbanizing area of the city;
- **Policy 2.b, Recreational Opportunities:** Provide access to active and passive recreational opportunities within walking distance of most neighborhoods;
- **Policy 2.c, Connectivity:** Implement an interconnected network of shared-use trails between residences and other community facilities and basic services (e.g. groceries and healthcare);
- **Goal 3:** Foster opportunities to bring people together by developing great public spaces;
- **Policy 4.d, Infill and Redevelopment Support:** Encourage maker-spaces, live-work opportunities, or other creative activities in rehabilitated or adaptive reuse properties;
- **Policy 5.b, Access Points:** Require new development to provide public access points to existing and planned trails; and
- **Policy 5.c, Flexible Design:** Encourage cluster development, flexible lot sizes, and other innovation site design standards that protect open space, sensitive lands, and cultural resources.

Principle 8: Resource Stewardship

Rivers, agricultural land, recreational opportunities, unrivaled and panoramic geology are all natural features and resources that make Grand Junction a great place to live. Preserving, maintaining, and restoring these natural features is key in ensuring the health of the City's recreation, growth, and economy presently and in the future. Environmental stewardship requires careful attention to the City's growth and development to minimize impacts to the river system, water resources, wildlife, and other resources that contribute to the community's character and residents' well being. The Z&DC update can help implement the following (OGJ pg. 42):

Policy 1.b, Drought Tolerant Landscaping: Promote the use of native and/or drought-tolerant plant materials and other water conservation landscaping techniques;

- **Policy 1.c, Pervious Surfaces:** Encourage the use of pervious surfaces that allow on-site infiltration of storm water;
- **Policy 2.a, Maximizing Infrastructure:** Concentrate urban development in areas that maximize existing infrastructure, preserve agricultural land, and meet other resource stewardship goals;
- **Policy 2.b, Greener Building:** Incentivize development projects that maximize energy and water efficiency in both new buildings and redevelopment;
- **Policy 3.c, Integrate Land Use with Transportation:** Promote development in centers and corridors to reduce vehicle trips and encourage walkability;
- **Policy 3.g, EV Charging:** Allow and/or require electric vehicle charging stations throughout the city;
- **Goal 4:** Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat; and
- **Policy 5.c, Tree Installation, Replacement, and Protection:** Protect healthy, established trees and plant new water-wise trees species in new development, infill/redevelopment and major renovations.

Principle 10: Safe, Healthy, and Inclusive Community

Due to its position as a relatively isolated regional hub, Grand Junction faces unique public health and safety needs and challenges. One Grand Junction envisions a community that prioritizes public health with widespread access to quality and affordable health services and responds to emergencies or other safety concerns in a coordinated and collaborative manner. The Z&DC update can help implement the following (OGJ pg. 47):

Policy 2.b, Access: Ensure access to health and human services by co-location higher-density housing and assisted living facilities near existing health facilities, transit service, parks and other services; and

- **Goal 4:** Promote a safe and more resilient community through the implementation of hazard mitigation techniques addressing geologic and wildfire hazards and flood management;

Principle 11: Effective and Transparent Government

The City is dedicated to providing high-quality services that respond to the needs of its residents, visitors, employees, and businesses in the city. The City is committed to providing opportunities for meaningful citizen involvement and maintaining a transparent communication and decision-making processes that ultimately fosters a culture of collaboration and accountability. The Z&DC update can help implement the following (OGJ pg. 49):

Goal 2: Provide opportunities for meaningful and inclusive community involvement by ensuring decision-making processed are clear, open, and well documented and the public has a range of opportunities and approaches (with adequate translation services) to provide feedback;

- **Policy 3.e, Equitable Considerations**: Include equity considerations in decision-making process and ensure regulations do not disproportionately affect a particular group or geographic location; and
- **Policy 3.i, Universal Design**: Improve access to public facilities, businesses, and residences for those with physical or other disabilities.

Neighborhood and Subarea Plans and Overlays

Grand Junction has a number of adopted neighborhood and subarea plans that take a deeper dive into place-specific planning goals and policies. These plans will be reviewed as part of the Z&DC update process and potentially used to guide specific drafting decisions.

The following descriptions are taken from the One Grand Junction Comprehensive Plan.

Greater Downtown Plan (2013)

The plan includes three subdistricts: Downtown, Rail, and River, and provides goals and policies for each district. Each was analyzed separately due to its unique characteristics, and each includes specific recommendations and implementation actions. The plan incorporates an overlay district as part of the recommendations and guides zoning and streetscape design for primary corridors in the Downtown area. Recommendations and implementation strategies are provided, including proposed zoning, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

Orchard Mesa Neighborhood Plan (2014)

The plan focuses on managing growth in the Orchard Mesa neighborhood with specific emphasis on community image, rural resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The plan implements a blended residential land use map to provide additional housing opportunities within the Orchard Mesa Plan area.

North Avenue Neighborhood Plan (2007, 2011)

The plan promotes the revitalization of the North Avenue thoroughfare from the Interstate 70 Business Loop to 29 Road. Components include a Student and Entertainment District, a mixed-use Neighborhood Center, higher-density residential neighborhoods, civic gathering spaces throughout,

and a regional retail anchor on the east end of the corridor. In 2011 a corresponding zoning overlay district was established.

H Road/Northwest Area Plan (2006)

The plan addresses the development of a 250-acre area around the 21 ½ Road and H Road intersection. It includes the reclassification of rural land uses to commercial and industrial. The plan's policies and performance standards mitigate impacts on residential neighborhoods and establish a street network to accommodate potential growth.

Pear Park Neighborhood Plan (2004)

The plan focuses on managing and directing growth and development as this largely unincorporated area on the southeast side of the City becomes annexed into Grand Junction. Establishing a transportation, circulation, and access plan; providing adequate schools and other community facilities and services; and establishing higher density residential and neighborhood commercial uses are goals of this Plan.

Redlands Neighborhood Plan (2002)

The plan creates a growth management plan to remove inconsistencies in the future land use map. Created for the Redlands Planning Area on the west side of the City, the plan examines geological hazards, mineral resources, potential impacts to wildlife, and open space and trailhead access. The goals for the plan include character preservation, maintaining the Fruita-Grand Junction buffer zone, and natural area conservation.

Other Plans and Policies Relevant to the Z&DC Update

Grand Valley 2045 Regional Transportation Plan (2020)

The Grand Valley 2045 Regional Transportation Plan (RTP) was adopted to maintain the region's transportation system, ensure the efficient movement of people and goods, and support future growth and development. The RTP vision statement is as follows: "*Travel in the Grand Valley will be on well-maintained roadways that are safe and accessible for people walking, biking, driving, and taking transit, and will leverage partnerships and reliable funding sources for enhancing multimodal travel for users of all ages and abilities.*" The RTP is framed around goal statements for Active Transportation, Transit, Regional Roadways, Safety, Freight, Funding, and Maintenance.

Vibrant Together: A Downtown Initiative (2019)

The Plan was developed by the Downtown Development Authority (DDA) and adopted by the City in 2019. Vibrant Together recognizes that Grand Junction's Downtown is a hub for the region, and a central place for culture, commerce, and activity. Specific strategies include improving the pedestrian environment of Downtown's north-south oriented streets, activating alleyways, reducing the negative impacts of large parking lots, prioritizing adaptive reuse of historical structures, and leveraging a variety of financial tools for reinvestment in Downtown. The plan's goals are consistent with the One Grand Junction Comprehensive Plan, and the two documents should be used in coordination.

Complete Streets Policy (2018)

The City adopted a Complete Streets Policy in 2018 to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the community to equitably serve all users and modes of transportation. The policy establishes complete streets principles to encourage street design that enables safe use and mobility for people of all ages and abilities, whether they are traveling as pedestrians, bicyclists, transit riders, or drivers. It also sets context-sensitive design standards and approaches for all construction and reconstruction of the city's transportation system.

Strategic Cultural Plan (2017)

The Strategic Cultural Plan identifies the necessity of "planning for culture" to envision and realize Grand Junction's character and spirit. The plan notes that while places evolve organically, focused effort can help to create a vibrant environment. To that end, the plan's goals, strategies, and actions include the areas of:

- Arts Education
- Creative Districts and Creative Industries
- Economic Impact
- History, Science and Culture
- Public Art
- Urban Planning and Cultural Facilities

The plan's goal to successfully establish a Colorado Creative Industries Creative District was realized in formation of the Grand Junction Downtown Creative District in 2019. The District is known for its public art, artists, and galleries which help make Downtown a lively and appealing destination.

Circulation Plan (2018)

The Circulation Plan establishes a comprehensive approach to transportation planning through the four Plan Elements. Conceptual and corridor maps are included to aid decision makers and city and county staff to improve the transportation systems. The Circulation Plan includes:

- The Network Map of important corridors and linkages
- The Street Function Classification Map
- The Active Transportation Corridors Map
- Specific Strategies and Policies.

The Circulation Plan's vision is to create 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.

Appendix B: Community Survey

To help kick-off interest in the project and gather initial feedback, a general survey, available in both English and Spanish, was made available on the project website and widely advertised through a variety of media channels. The survey is still open and available here: https://www.gjcity.org/1221/Zoning-and-Development-Code-Update. The following summary was produced based on all data collected as of June 6th.

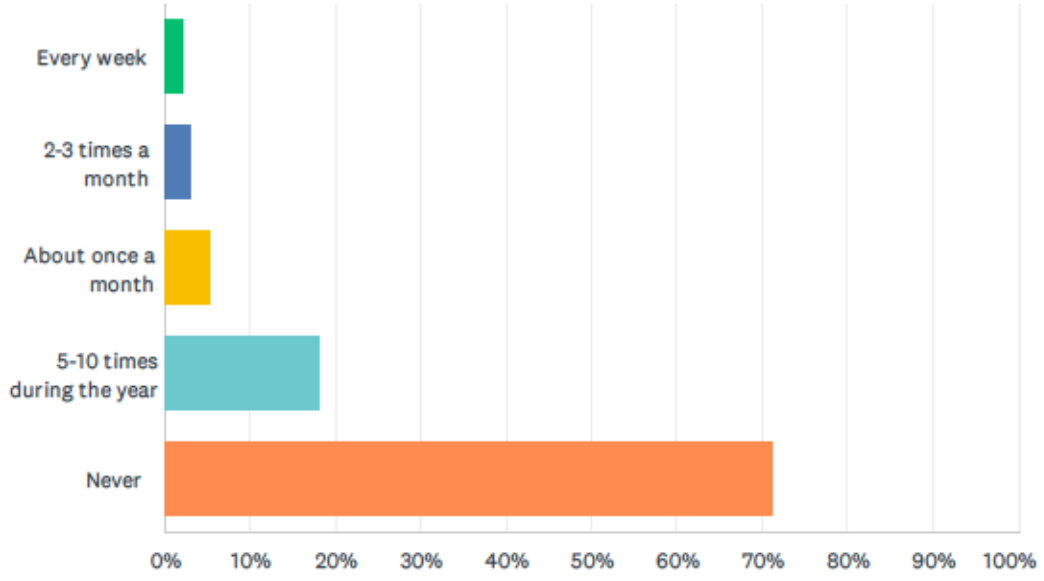
The initial section of the survey asked respondents generally about their familiarity with and use of the Z&DC. The majority of respondents (71%) have never used the Z&DC and a large portion expressed interest in, but were unable to attend, a planning, zoning, or subdivision process or project in the City (45%). Some respondents have attended City Council or other area-specific meetings, but noted that there is a lack of information available about when and where meetings occur and how to participate in the process.

The next section of the survey asked respondents about various aspects of the built environment and respondents' experiences living in the city and their priorities for development that the Z&DC update needs to address. The final section of the survey asked respondents to describe themselves and preferences for future outreach events and opportunities. The majority of respondents were residents and property owners (85%) and the most frequently chosen times and places to participate in public meetings were weekday evenings in a location within a neighborhood, at a community center, a library, or high school or virtually online.

Feedback received on this survey will be used by the project team to inform the Z&DC update and help identify what is working well, where to focus improvements, and topics that may require more targeted education or outreach opportunities (e.g., affordable housing).

Q1 How often have you used the Z&DC in the past 12 months?

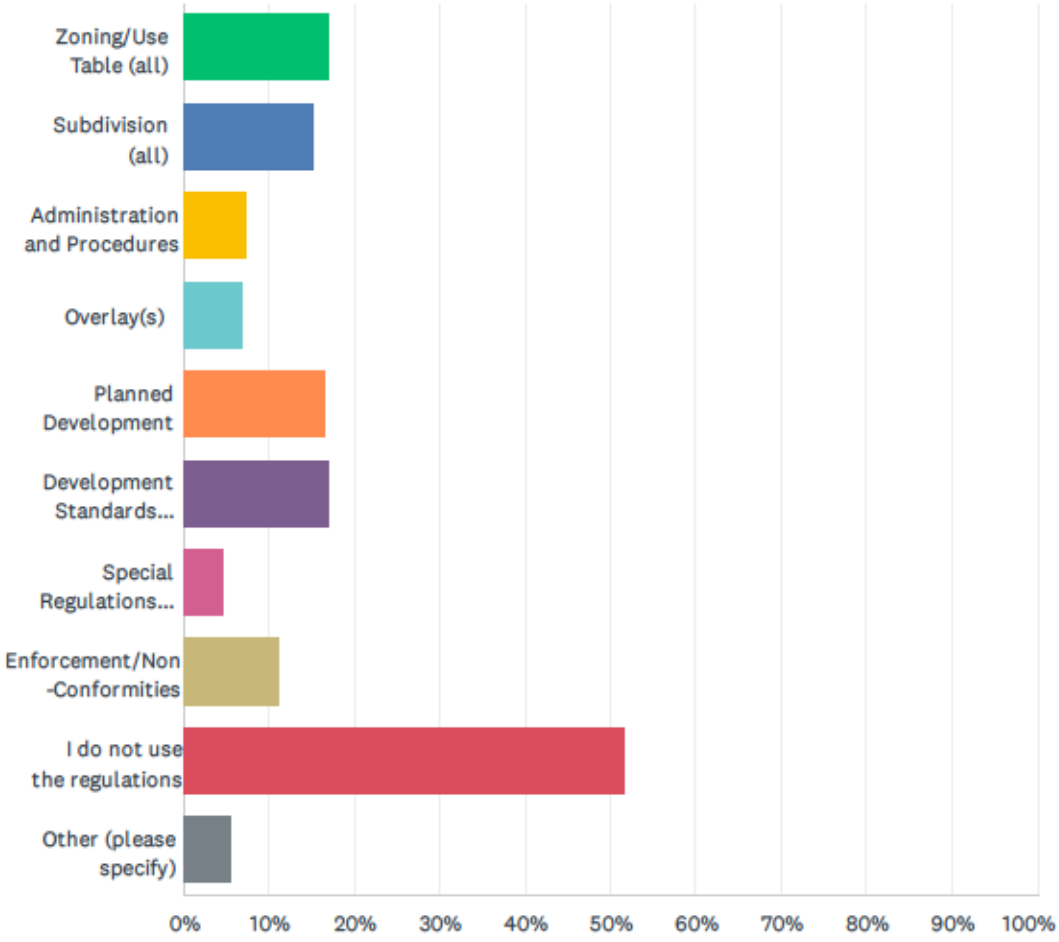
Answered: 225 Skipped: 5



ANSWER CHOICES	RESPONSES	
Every week	2.22%	5
2-3 times a month	3.11%	7
About once a month	5.33%	12
5-10 times during the year	18.22%	41
Never	71.11%	160
TOTAL		225

Q2 Which section(s) of the current Z&DC are you most familiar with?

Answered: 217 Skipped: 13

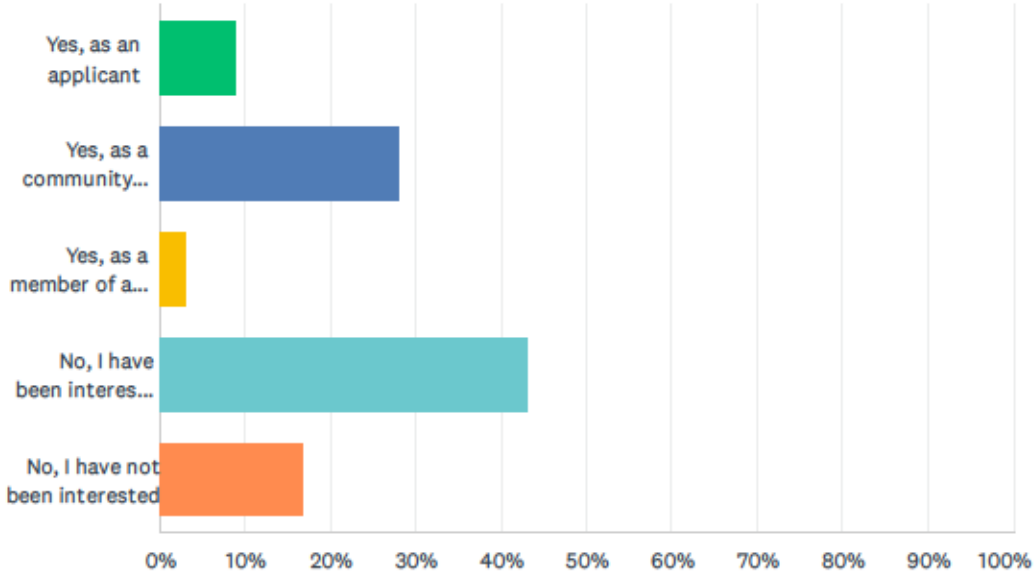


ANSWER CHOICES	RESPONSES	
Zoning/Use Table (all)	17.05%	37
Subdivision (all)	15.21%	33
Administration and Procedures	7.37%	16
Overlay(s)	6.91%	15
Planned Development	16.59%	36
Development Standards (landscaping, parking, signs, lighting, parks)	17.05%	37
Special Regulations (hillside, steep slopes, floodplain)	4.61%	10
Enforcement/Non-Conformities	11.06%	24
I do not use the regulations	51.61%	112
Other (please specify)	5.53%	12
Total Respondents: 217		

#	OTHER (PLEASE SPECIFY)	DATE
1	Off street and on street parking	5/25/2022 1:23 PM
2	I've called code enforcement a few times since 1995	4/25/2022 3:00 PM
3	My neighborhood and some general press	4/11/2022 7:08 PM
4	Though very interested in this issue, I was not aware of the existence of Z&DC. I think there is a very serious communication problem in GJ.	4/11/2022 12:42 PM
5	none	4/11/2022 9:33 AM
6	None	4/8/2022 1:54 PM
7	It has been a while, I use plannned development and Zoning for real estate	4/6/2022 9:52 AM
8	Never used any of these sections	4/5/2022 9:18 PM
9	Accessory dwelling units downtown	4/5/2022 5:50 PM
10	Have no idea what you are talking about.	4/5/2022 5:18 PM
11	Not sure	4/5/2022 4:16 PM
12	Not familiar	4/5/2022 3:25 PM

Q3 Have you ever participated in a planning, zoning, or subdivision process or project in the City?

Answered: 221 Skipped: 9



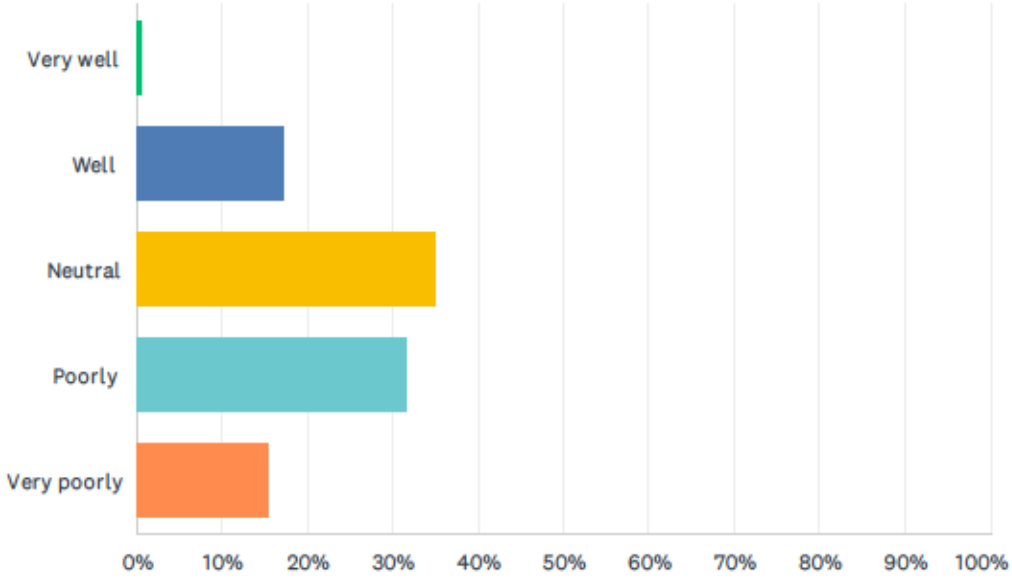
ANSWER CHOICES	RESPONSES	
Yes, as an applicant	9.05%	20
Yes, as a community member providing input or information on a project (either in support of or opposed to)	28.05%	62
Yes, as a member of a board or committee for a City planning, zoning, or subdivision project	3.17%	7
No, I have been interested but not able to attend	42.99%	95
No, I have not been interested	16.74%	37
TOTAL		221

#	WOULD YOU LIKE TO PROVIDE ANY ADDITIONAL INFORMATION?	DATE
1	I have attended city council meetings.	4/25/2022 3:00 PM
2	I am extremely concerned about my mothers property and all the illegal things that continue to carry on at that property. It has been called in by every neighbor. I myself, have gone to the PD, to speak with a officer several times, waited over a hour sometimes longer, have never been available to speak to one.	4/25/2022 8:48 AM
3	Practiced as an attorney in GJ for clients with development issues.	4/12/2022 10:06 AM
4	Nothing says buzz off like bureatic gobbly-gook instead of words. Where are the Z&DC on you web site? Oops.	4/11/2022 4:25 PM
5	I would like to participate - need the info as to when and where.	4/11/2022 12:42 PM
6	I have attended meetings concerning the area south of Riverside and see some signs posted for hearings Am interested as I live in the area.	4/8/2022 10:51 PM
7	As a business owner years ago	4/6/2022 1:50 PM

8	Deer Ceek Subdivision. The new Subdivision will have access through Alpine Meadows and Sedona, which will add an estimated 200 cars per day on already failing streets.	4/6/2022 12:14 PM
9	my input seems to not be as important as the developers that are taking the city project managers out to lunch or coffee. I've seen them frequenting places on Main Street.	4/6/2022 9:55 AM
10	I have participated about 14 yrs ago. a lot has changed. in real estate so its been hit and miss	4/6/2022 9:52 AM
11	Opposition input to whatever the city wants falls on deaf ears, it is all about the $ and who has it and how the city can profit from the project.	4/6/2022 7:23 AM
12	Have participated many times as an owner representative.	4/6/2022 5:35 AM
13	Zoning does not fill through and will even release your personal information about you to the person not in compliance! Don't really feel that in this day and age that is appropriate. Nobody wants to respond or resolve issues it completely useless.	4/5/2022 9:23 PM
14	None of the above answers apply to me. I am a newer resident of GJ. It appears GJ does not send out information to affected property owners as well as other municipalities.	4/5/2022 8:20 PM
15	I felt like my voice was not listened to. I was told in reference to open space in the new subdivisions, they will not put pocket parks in as they are too expensive to keep up and we have Machett Park anyway. That was 5 or more years ago and we still do not have a park or open space but houses crammed together.	4/5/2022 5:53 PM
16	Money spending is all hush hush until its done.	4/5/2022 5:18 PM
17	Years ago we petitioned successfully for our subdivision to be annexed by the city. Never regretted it.	4/5/2022 4:28 PM
18	I am a former member of the Grand Junction/Mesa County Planning Department (1982/1983) staff. Served as a alternet member of the Longmont (CO) Planning Commission	4/5/2022 3:03 PM
19	When Seventh Street was changed up and our business parking removed, I was impressed by the fact that not one person on the board cared that we ended up with a commercial property that they had re-zoned ended up with zero parking.	4/5/2022 2:51 PM
20	The zoning use table has been incorrectly used by the planning staff.	4/5/2022 1:49 PM
21	Information meeting for community center at Matchett	4/5/2022 1:32 PM
22	As an applicant, community member, stakeholder as President/Board member of the HBA	4/5/2022 12:27 PM

Q4 The Z&DC describes what can be built and the general size and scale (small, medium, large) of structures that can be built. How well do you think the Z&DC works to produce residential areas that are well-balanced in terms of size and scale to create a sense of place or community?

Answered: 180 Skipped: 50



ANSWER CHOICES	RESPONSES	
Very well	0.56%	1
Well	17.22%	31
Neutral	35.00%	63
Poorly	31.67%	57
Very poorly	15.56%	28
TOTAL		180

#	WOULD YOU LIKE TO ELABORATE OR PROVIDE EXAMPLES?	DATE
1	It's house on top of house. It appears that very little thought goes into it.	5/28/2022 7:06 AM
2	Too many R-5 subdivisions being developed within /amongst established existing R-4 neighborhoods!	5/27/2022 9:40 AM
3	Poorly designed round abouts	5/27/2022 7:30 AM
4	The zoning reads for those who are preparing a subdivision but for a person who are seeking zoning rules and general information you would need a translator.	5/25/2022 1:29 PM
5	Need higher density housing downtown and along transportation corridors with biking and walking paths connected	4/28/2022 1:00 PM
6	Need more affordable housing	4/26/2022 3:34 PM

7	Too slow	4/25/2022 3:23 PM
8	I think that y'all are doing a great job. What you've done along D road is excellent	4/25/2022 3:06 PM
9	I have tried many times to reach out about this issue, I want my mom's property to be the way she would like for it to be! Not a druggie bin... or a flop house for her son in law, and all of his druggie, friends, I'm not sure who all is there. Neighbors tell me approximately 20 people on that property!	4/25/2022 8:55 AM
10	This city greatly lacks sense of community	4/24/2022 7:49 AM
11	Too much emphasis is placed on cramming houses in and not enough is placed on open spaces.	4/23/2022 9:37 PM
12	We are building FAR too many 3 bdr homes without the infrastructure to support MORE children in our school without charging IMPACT fees against the developers. Also - the land base around the homes are ridiculously small. Every darn green patch is being built on in the city and surrounding neighborhoods. STOP the depletion of open areas.	4/23/2022 9:31 PM
13	Not providing enough bike friendly environments	4/14/2022 4:44 AM
14	Codes disproportionately favor entitled folks with money, at the cost of providing equitable and sustainable housing for a broader range of socio-economic groups	4/13/2022 9:07 AM
15	I find that most new neighborhoods feel very exclusive and aren't cohesive within the greater community.	4/13/2022 7:39 AM
16	No community center and no Matchette Park	4/12/2022 11:02 AM
17	The intermixing of residential and light or not-so-light industrial makes for a patchy, unplanned feel.	4/12/2022 9:44 AM
18	Seem to just be urban sprawl in the idea that all growth is good	4/11/2022 7:12 PM
19	Don't know	4/11/2022 12:44 PM
20	In general the Z&DC is ok but I have seen some commercial scale, metal buildings installed on residential lots that truly detract from the neighborhood. An example is the lot at the corner of Walnut and Hillcrest drive.	4/11/2022 11:06 AM
21	traditiional neighborhoods not considered with high densities	4/11/2022 9:35 AM
22	It seems that only affordable housing is the main focus - not the neighborhood, traffic, noise, water, etc.	4/11/2022 9:17 AM
23	Too many subdivisions going in without regard to infrastructure....better roads and access.	4/11/2022 8:13 AM
24	It doesn't look there has been much of a plan other than money talks	4/11/2022 7:54 AM
25	Too often the planners already have decided what they are going to do, input is just noise to them.	4/9/2022 9:53 PM
26	To really understand and to answer this question needs to tied into the current zoning and what is in the comprehensive plan. We also need to look at the demographics of the people living in Grand Junction and people moving to Grand Junction.	4/9/2022 2:22 PM
27	It is complicated and takes to long. To much review	4/9/2022 11:17 AM
28	New neighborhoods within the city limits seem packed way too tightly	4/8/2022 1:16 PM
29	nobody seems to hear communities complaining of building on every square inch. Traffic is becoming unbelievable.	4/7/2022 2:40 PM
30	It doesn't help with the lower class making their way into the housing market. The housing market is only for the middle upper class.	4/7/2022 1:44 PM
31	The recent Karis Project (off 12th, behind the Unity Church) is a monstrosity and an eyesore. It bears NO relationship to any of the existing structures in the area, neither Lakeside, nor Northwoods.	4/7/2022 1:22 PM
32	Leniency should be giving to existing urban fabric and more restrictive zoning on new suburban sprawl	4/7/2022 11:09 AM

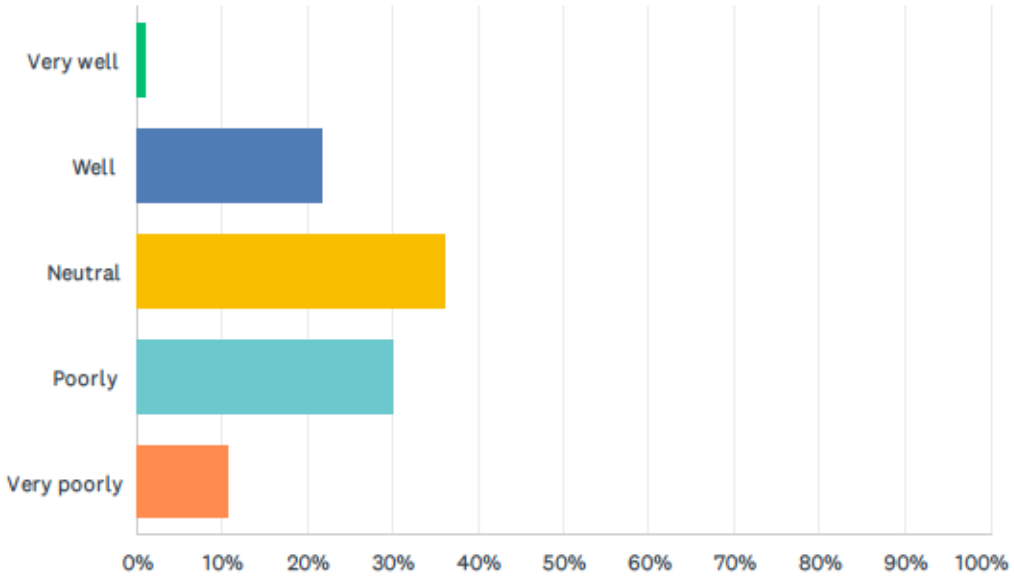
33	you put all the homeless services/shelters and mental health building all in one neighborhood that use to be a nice quiet neighborhood to live in and now the homeless roam all around and thefts have increased	4/7/2022 10:12 AM
34	I am appalled at some of the houses that are built in the old downtown. They look very industrial in the midst of the Victorian and Craftsman structures.	4/7/2022 7:38 AM
35	Residential areas are isolated by large roads, and they spread out. I makes me want to drive to stores and restaurants. It's hard to connect with my community from a moving car.	4/6/2022 9:45 PM
36	Seems like there can be controversy because folks are not well acquainted with the codes.y	4/6/2022 9:07 PM
37	Not sure, but hope the structures are better than the stuectures in 1996!	4/6/2022 8:34 PM
38	You need to take into account the infrastructure needs and include the costs of those in developments.	4/6/2022 8:18 PM
39	The code makes it difficult to successfully implement creative projects with density	4/6/2022 6:31 PM
40	City puts too many restrictions on sub divisions. HOA good and bad	4/6/2022 1:56 PM
41	First of all, you guys are out of touch with reality. I believe there are many people who would like to become more involved with things, but surveys like this seem like they are in fact, meant to intimidate and drive people away from your processes	4/6/2022 11:55 AM
42	Spanish Trail subdivision	4/6/2022 11:23 AM
43	I have zero visibility into the impact or actions that this department takes. No idea what you do or how it impacts me.	4/6/2022 11:16 AM
44	Everywhere I look there is new development, particularly on the north end of town. It is clearly not balanced with open space. It reminds me of the gold rush of old, only it is not about $s from gold this time, but rather $s from development. The CO front range has done the same thing from CO Springs to Ft. Collins and have created a very undesirable place to live---overdevelopment, not sufficient road infrastructure, too many people, too much traffic, no regard for quality of life. If that is how we wished to live, we would still be living on the front range that we fled from for all those reasons! Once you lose the quality of life that exists in Grand Junction, you won't be able to get it back. Don't sell out for the almighty dollar.	4/6/2022 11:04 AM
45	More emphasis needs to be placed on preserving Open spaces and not taking every opportunity to sell off these open lands for new construction. These open spaces is a major part of what makes this community special and attracts others to move here. There also needs to be some limit on the number of 80 use that residence can build on their property. Seems like every other house in downtown has a second structure almost larger than the initial structure.	4/6/2022 10:12 AM
46	I believe it should be explainable to the consumer, not the lawyers. More laymans terms need to apply	4/6/2022 9:56 AM
47	Folks seem to be able to add 2nd homes on their small city lots and many are very tall 2 or 3 story structures. Very unattractive in the downtown area	4/6/2022 8:50 AM
48	Elevation 4591 subdivision looks ridiculous, totally out of place where the developer and the City wanted and got it to be built.	4/6/2022 7:30 AM
49	The code is written as to eliminate housing diversity.	4/6/2022 5:36 AM
50	I was NOT impressed whatsoever w the city planning dept when 26 1/2 and H 1/2 Rd subdivision filing came up (the prior Saccamanno land) ... it felt as though the city had the explanation all ready to go for Emerald Ridge Estates and that nothing we could say, do, present or discuss would prevent the forward momentum of that high density development. It was useless working w the city or even trying.	4/5/2022 9:34 PM
51	Seems to be very haphazard	4/5/2022 9:21 PM
52	Pienso que no hay muchas áreas con sentido de lugar o comunidad.	4/5/2022 8:35 PM
53	I think there should be more regulation on short term rentals.	4/5/2022 7:38 PM
54	There is a significant city effort to bring revenue into the limits of Grand Junction and its surrounding areas while not supplying probably in lieu of deficient labor and manpower enough to accommodate for those areas which bring the city less	4/5/2022 6:51 PM

55	Dislike all the contemporary construction being allowed in older neighborhoods	4/5/2022 6:42 PM
56	There's nothing inherently wrong with local zoning as is, but if issues like parking requirements aren't curbed then they'll continue to be used by NIMBY residents to bludgeon dense housing proposals to death.	4/5/2022 6:35 PM
57	city is only concerned in getting cookie cutter houses so they get mor taxes	4/5/2022 6:32 PM
58	This is very poor planning and actually an assault on current homeowners. The authorities that govern this have NEVER seen a development they don't like in pursuit of the good ol boy network around here and the almighty dollar. The infrastucture, particularly roads do not exist to support the out of control development at this point. Have you seen the traffic in these areas of development and resulting increase in accidents?	4/5/2022 6:26 PM
59	I feel that houses are being built anywhere without regard for open spaces and maintaining a ruralish city that we have had for years.	4/5/2022 6:25 PM
60	Need more open space and larger lots for houses in planned developments. There is not enough space for on and off street parking. Lots have too little room for children to play in and they end up in streets that haven't even enough space for parking! Very dangerous for children and for drivers. Huge safety issue.	4/5/2022 6:20 PM
61	The downtown neighborhood is out of space. Every available lot is being filled with larger and taller structures. We would like some open space.	4/5/2022 6:17 PM
62	Hugh houses on small lots for families with children. People walk dogs on streets and children play in streets.	4/5/2022 5:57 PM
63	I would like to see open space/play areas in every neighborhood as well as basic services within walking distance.	4/5/2022 5:31 PM
64	We are seeing more large 2 story+ storage garages in otherwise single family neighborhoods. Also there are additional living structures and trailers being built/used for permanent living purposes in otherwise single family neighborhoods	4/5/2022 5:15 PM
65	Emerald Ridge Estates--way too dense.	4/5/2022 4:57 PM
66	Quit trying to cram high density housing into low density neighorhoods.	4/5/2022 4:30 PM
67	Existing homeowner's input is minimize while developers receive preferential consideration	4/5/2022 3:40 PM
68	Does not create walkable communities and subsidizes corporate big box stores	4/5/2022 3:35 PM
69	In our downtown neighborhood anyone can build anything anywhere at anytime with zero oversight including the trashy travel trailer in the next door neighbor's backyard that's used as a rental.	4/5/2022 2:56 PM
70	Residential homes are built way to close to each other and yards are the smallest I have ever seen.	4/5/2022 2:39 PM
71	Huge density issues. Too many homes per acre!! Plus no area is sacred anymore. Money talks	4/5/2022 2:16 PM
72	See previous comment	4/5/2022 1:49 PM
73	Too much density in most new subdivisions	4/5/2022 1:37 PM
74	Politics become involved	4/5/2022 12:58 PM
75	Our code seems to be too strict, limiting housing options, which ultimately forces single-family houses and promotes sprawl, decreasing neighborhood character, walkability, etc.	4/5/2022 12:01 PM
76	I think it's progressing in a more beneficial way, but overall it does appear that most housing in the valley is large and oversized therefore out of the budget range for a many GJ residents and it is only catering to those moving into town with more money. Therefore leaving many of GJ residents without access to housing they can afford and housing that they can afford tends to push them further away from the areas that most of their life, like work and schools is which increases the overall amount of driving and trip time for them, this decreasing their access to the area that they live.	4/5/2022 9:52 AM
77	I'd like to see more community/public spaces and more accessibility for alternate forms of	4/5/2022 9:35 AM

	transportation	
78	The code currently requires large setbacks and low residential density that creates a car dependent city.	4/5/2022 8:54 AM

Q5 How well do you think the Z&DC works to produce attractive or desirable residential neighborhoods?

Answered: 179 Skipped: 51



ANSWER CHOICES	RESPONSES	
Very well	1.12%	2
Well	21.79%	39
Neutral	36.31%	65
Poorly	30.17%	54
Very poorly	10.61%	19
TOTAL		179

#	WOULD YOU LIKE TO ELABORATE OR PROVIDE EXAMPLES?	DATE
1	there is no consideration for green space that is not a mono culture plant environment (grass and a few small trees). the suburban spread is not appealing but something people settle for to be in an area of abundant natural resources and beauty.	5/28/2022 5:09 PM
2	This area has the opportunity to be very attractive yet new areas do not have any space and are being developed in areas that reduce or completely take away outdoor space. GJ is about being able to be outdoors all year yet you are taking away that value prop to meet the demands of short sighted money hungry developers	5/28/2022 7:06 AM
3	Too many R-5 subdivisions being developed within /amongst established existing R-4 neighborhoods!	5/27/2022 9:40 AM
4	Need more neighborhoods with mixed use, access to small grocery, coffee shops, parks, walkable spaces	4/30/2022 11:41 AM
5	Code enforcement appears to be a problem; junk on lots, poor maintenance, etc.	4/28/2022 1:00 PM
6	Need more affordable housing	4/26/2022 3:34 PM

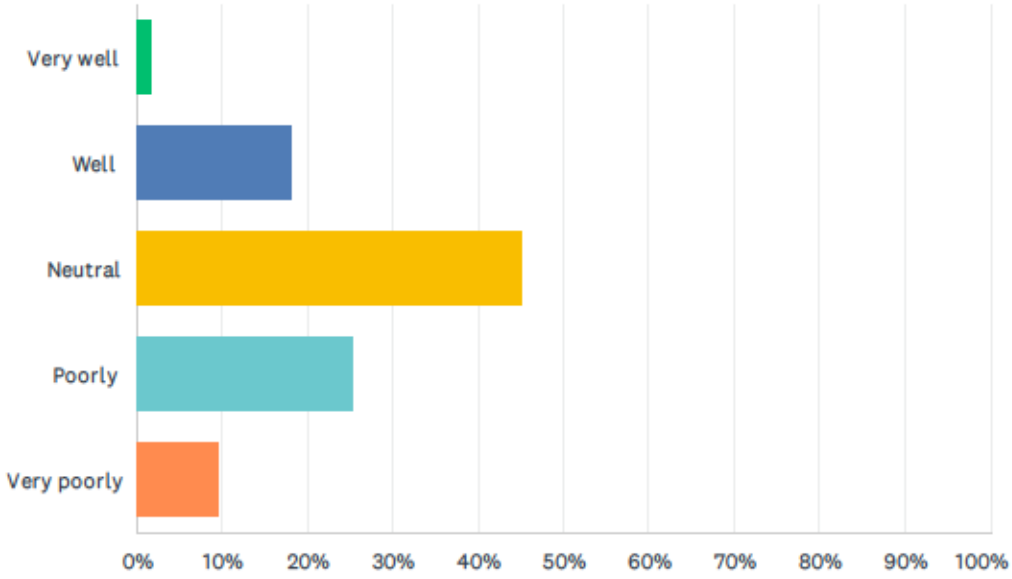
7	No consideration of affordable housing	4/25/2022 3:23 PM
8	I absolutely hate the tiny yards. Too many houses on such small parcels of land. As a side affect there are too many cars in neighbourhoods	4/25/2022 3:06 PM
9	Most neighborhoods are in well shape! I'm only speaking of my moms and it only continues to go farther down hill.	4/25/2022 8:55 AM
10	Neighborhood are not conducive to building community	4/24/2022 7:49 AM
11	Lots SO small - why ??	4/23/2022 9:31 PM
12	See above. Attractive and desirable for who? People moving here from Denver and Bend?	4/13/2022 9:07 AM
13	These neighborhoods being built are poorly designed, ugly and add to urban sprawl.	4/13/2022 7:39 AM
14	High density housing stuffed into areas that enjoy much lower housing density	4/12/2022 11:02 AM
15	maybe outside ZD&C purview, but there are many very poorly maintained and junk/weed filled properties.	4/12/2022 9:44 AM
16	Most seems to be cheap quick build	4/11/2022 7:12 PM
17	Don't know	4/11/2022 12:44 PM
18	Depends if the neighborhood is new or putting a subdivision in the middle of an established neighborhood.	4/11/2022 9:17 AM
19	High density neighborhoods where orchards once stood are not attractive nor practical.	4/11/2022 8:13 AM
20	The idea of creating denser housing like around Mesa College, just looks like ad hoc crap added to old crap houses	4/11/2022 7:54 AM
21	The water-run off ponds at each subdivision is a poor answer. The regulations for subdivision are oppressive and often capricious.	4/9/2022 9:53 PM
22	It only works with the Planned development, not the existing home in areas of Grand Junction.	4/9/2022 2:22 PM
23	I can see businesses in the Dos Rios area not sure I like 3 story bldgs with living space on 3rd floor Offices are ok	4/8/2022 11:04 PM
24	Homes are being built too close to each other. Suffocating!	4/7/2022 2:40 PM
25	Needs more free	4/7/2022 1:45 PM
26	Though the ideas in place are good, they do not account for urban development. The code is designed currently for tract homes	4/7/2022 11:09 AM
27	Keep cars off the streets by implementing alleys	4/7/2022 9:01 AM
28	Subdivisions all separate entities not tied together	4/6/2022 9:39 PM
29	would like to see the electrical work, gutter, etc. on new homes.	4/6/2022 8:34 PM
30	Infrastructure needs to be done first!	4/6/2022 8:18 PM
31	Market seems to be buying everything we create quickly	4/6/2022 6:31 PM
32	I used to live in the central part of GJ, near 18th street and Orchard avenue. When I moved there as a first time home owner, the neighborhood was cute with single family ranch homes. The zoning was later changed to allow single family homes to be torn down and replaced with 4-8 units for "in fill". So big apartment type units could be built, towering over the cute little bungalows . Totally ruined the integrity of the 1950s style neighborhood. It took me a few years, but I sold and left as soon as I could. The idea of infilling established neighborhoods in this inconsistent way creates ugly looking areas and impacts the lower socioeconomic groups, like first time home owners, the most.	4/6/2022 4:55 PM
33	Might be attractive but too many rules.	4/6/2022 1:56 PM
34	In the Redlands it's great; other parts of town are severely lacking.	4/6/2022 12:54 PM
35	There should be a park area for major subdivisions, Each subdivision should have permanent attractive fencing on major streets	4/6/2022 11:23 AM

36	Give people an example of this and we can then determine if it was worth it.	4/6/2022 11:16 AM
37	Overdevelopment and insufficient infrastructure.	4/6/2022 11:04 AM
38	Again, added parks and outdoor spaces are key. Having bike lanes and sidewalks is also a major component that is highly lacking. One must have a car in this town to get anywhere outside of downtown.	4/6/2022 10:12 AM
39	It is more the developers that put the covenants together. We need to decrease the amount of water landscaping to be less, less trees and bushes. WE are in a drought and will remain there.	4/6/2022 9:56 AM
40	houses to close and to much impact on roads.	4/6/2022 9:35 AM
41	See above. But mainly it seems code enforcement is the problem. You see structures being built without any permits posted. Look at Elm Ave all the way from 12th to 28th streets	4/6/2022 8:50 AM
42	Elevation 4591 subdivision	4/6/2022 7:30 AM
43	Notifications are basically provided after the project seems to be pre approved. Public very seldom notified what's being built where. Communication failure.	4/5/2022 9:27 PM
44	Not well thought out...especially with the rapid growth. Developers are ruining the uniqueness of this valley	4/5/2022 9:21 PM
45	Me gustaría que los vecindarios sean áreas done se pueda caminar fácilmente a los lugares necesarios, como el súper mercado o la oficina de correo. Sería mejor que la gente se sienta cómoda a caminar entre su trabajo, su casa, y otros lugares.	4/5/2022 8:35 PM
46	Redlands 360	4/5/2022 6:51 PM
47	All new residential homes look the same - big and bland	4/5/2022 6:42 PM
48	All the subdivisions look alike. So boring	4/5/2022 6:32 PM
49	As stated above.	4/5/2022 6:20 PM
50	They mostly all look the same.	4/5/2022 5:57 PM
51	Too many developments have houses that all basically look alike, too close together, with no trees or play areas.	4/5/2022 5:31 PM
52	Extremely bright street lighting l d, etc is being installed in new development which negatively affects the night sky darkness. Night sky visibility is one reason we settled here!	4/5/2022 5:15 PM
53	Emerald Ridge Estates	4/5/2022 4:57 PM
54	Does not produce walkable communities, creates roads that are dangerous to all users that divide neighborhoods, allows massive parking lots, favors large multinational corporations over local business	4/5/2022 3:35 PM
55	It appears open space requirements only apply to SF residential developments over 100 Units and developers plan 99 Unit developments That are contiguous creating much larger under served areas.	4/5/2022 3:07 PM
56	Last year several remodels went in that don't match anything in the neighborhood and then the forestry department came and cut down two healthy trees in our parking and left three diseased trees in the neighboring parking with no regard to anyone in the area.	4/5/2022 2:56 PM
57	Homes are built way to close to each other with no yards. 3000+ sq ft homes are so close you could reach out and touch the neighbors house	4/5/2022 2:39 PM
58	Close quarters to house don't make for much privacy and no space for outdoor recreation	4/5/2022 2:23 PM
59	Emerald Ridge pricey homes on tint lots, crammed in, poorly built too.	4/5/2022 2:16 PM
60	More open space/park areas within new neighborhoods would be appreciated and add value to the community.	4/5/2022 2:15 PM
61	Faith Heights Church got a mixed use zone for their property because the zoning map was incorrectly applied by the planning staff.	4/5/2022 1:49 PM

62	New developments are almost exclusively car-dependent, single-family homes. This is a unequitable and unsustainable development pattern. Reduce unnecessary restrictions and let the market decide density, housing types, residential/commercial mix, etc.	4/5/2022 12:01 PM
63	Some of the highest value housing in the country is mixed use "missing-middle" housing, e.g. townhomes, apartments, condos, etc. Giving developers and residents the option to live in something other than single family detached housing is essential for housing affordability.	4/5/2022 8:54 AM

Q6 How well do you think the Z&DC works to produce commercial development (areas where we work, shop, and enjoy entertainment) that is well-balanced in terms of size and scale?

Answered: 177 Skipped: 53



ANSWER CHOICES	RESPONSES	
Very well	1.69%	3
Well	18.08%	32
Neutral	45.20%	80
Poorly	25.42%	45
Very poorly	9.60%	17
TOTAL		177

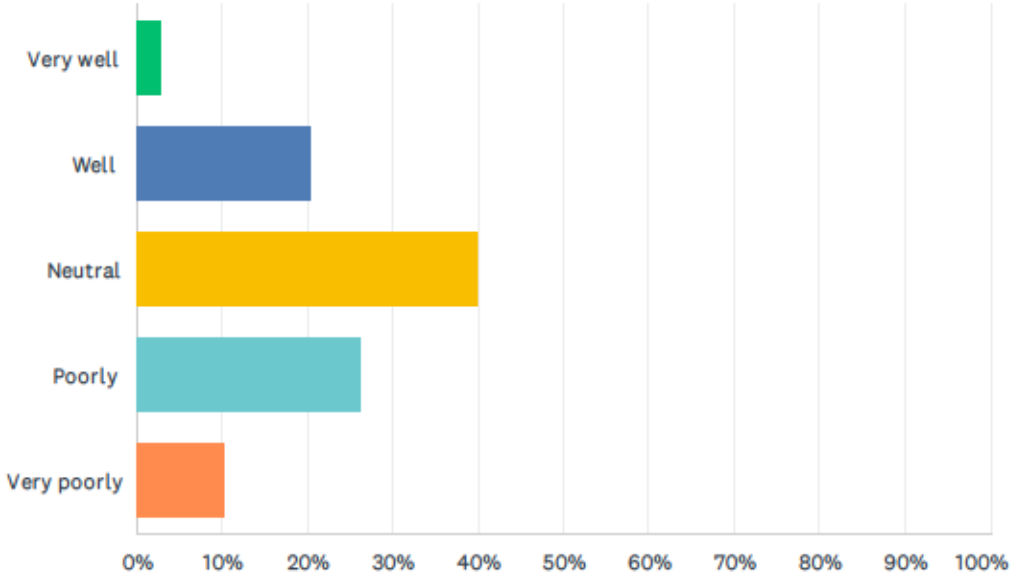
#	WOULD YOU LIKE TO ELABORATE OR PROVIDE EXAMPLES?	DATE
1	Due to minimum parking spots per commercial space, it's much harder to create an attractive density of shops and entertainment that can draw people in on foot. If you have less parking spots, walking will be encouraged and that's beneficial for businesses.	5/30/2022 11:57 PM
2	Again bypassing the reason people want to come and live in GJ	5/28/2022 7:06 AM
3	The commercial lots are great but don't attract large business to the area for expanding employment opportunities.	5/25/2022 1:29 PM
4	Have to drive a car to get out to shopping areas (downtown is the exception) - huge commercial areas that are terrible to walk/bike to	4/30/2022 11:41 AM
5	Need more concentrated development instead of continued sprawl	4/28/2022 1:00 PM
6	Too many generic franchises	4/25/2022 3:23 PM

7	I certainly don't appreciate yet another tattoo parlor/smoke shop, pot shop	4/25/2022 3:06 PM
8	Some areas looks really nice but most of north ave is an eye sore, partly because of business and empty buildings. Like the Far East building.	4/25/2022 9:46 AM
9	Yes I would like to. Not enough space here	4/24/2022 7:49 AM
10	We need to FIX the ugly landscape of deserted commercial space before embarking on new development. We need to find a sister-city to align with and to learn from to enhance our "could-be-amazing" valley. LEARN from what's already been successful.	4/23/2022 9:31 PM
11	Companies are leaving the area	4/14/2022 4:44 AM
12	Need small family run stores	4/13/2022 3:17 PM
13	How many Walmarts are in GJ? The North Ave corridor is an eyesore, and everything along Business 50 is concrete and buildings. Downtown GJ is beautiful and very few outsiders know or appreciate it (an aside, whoever approved that new glass and orange monstrosity on 7th and Main should be fired, it ruins the historical charm of downtown and doesn't fit in at all with any of the other buildings)	4/13/2022 9:07 AM
14	All I see are shopping areas that the rest of the country does. There's no innovation, there's no long-term thinking and it ends up leaving big buildings that need lots of repair, are generally only good for commercial enterprises and use lots of space.	4/13/2022 7:39 AM
15	Doesn't seem to be planned. Just a thing goes	4/11/2022 7:12 PM
16	Poor traffic flow. Adjacent parking lots not connected.	4/11/2022 3:47 PM
17	Increasing the use of smaller pockets of commercial development in the vicinity of homes would be helpful.	4/11/2022 1:56 PM
18	Don't know - no info available to me.	4/11/2022 12:44 PM
19	Often the commercial areas are approved with inadequate road and access improvements required of the developer. Rimrock is an example along with the unfortunate roundabout by Sam's Club. Other examples exist along Highway 6 & 50 where the failure to require frontage roads has led to congestion on the highway.	4/11/2022 11:06 AM
20	Parking is almost always insufficient. Also, they try to spruce it up and end up blocking sight when trying to enter or exit the business.	4/11/2022 9:17 AM
21	Some commercial development is needed in places like Orchard Mesa so folks don't have to drive a long ways for services, thus clogging roadways.	4/11/2022 8:13 AM
22	What commercial development? Where? Along the river. Those have closed, haven't they?	4/11/2022 7:54 AM
23	How about thinking about what we have and getting that up to scale. North Ave is mess of overhead wires and awful sidewalks. Where are the bike trails in the new subdivisions or walking on both sides of the street.	4/9/2022 9:53 PM
24	This question requires more input from the developers	4/9/2022 2:22 PM
25	Around North Ave in CMU area as there are many young people in this area. In Dos Rios you have a lot of seniors living here Just not sure that 3 story bldgs are ok	4/8/2022 11:04 PM
26	Downtown GJ is beautiful	4/8/2022 1:16 PM
27	Needs more green spaces	4/7/2022 1:45 PM
28	Same as answers before, remove red tape and blanket statements and be more focused on types of development. 3 acre site in downtown requires 264 bushes and 44 2" caliper trees is impossible to match	4/7/2022 11:09 AM
29	everything is being put into the west end of G.J. and you have left the east end deteriorate.	4/7/2022 10:12 AM
30	All located in single location near mall	4/6/2022 9:39 PM
31	Don't know without a map of the home, etc.!	4/6/2022 8:34 PM
32	Infrastructure needs to be paid for by developers!	4/6/2022 8:18 PM

33	Depends on the overlay district	4/6/2022 6:31 PM
34	I like that the code requires landscaping for the big parking areas so that we don't create an urban heat island, like in Phoenix. I have not looked at zoning maps lately but would like to ensure that density is feathered in, e.g single home and duplex, to smaller town homes before big apartment buildings.	4/6/2022 4:55 PM
35	Areas should be more pedestrian/bike friendly	4/6/2022 11:43 AM
36	Rimrock area needs something done about traffic congestion. That's clearly the busiest place in the entire city especially on weekends.	4/6/2022 11:16 AM
37	There really needs to be more commercial development going east in Grand Junction. Will lessen congestion on the west side by mall	4/6/2022 9:56 AM
38	city market on 12th	4/6/2022 9:35 AM
39	It's all about the Benjamin's for the city.	4/6/2022 7:30 AM
40	I think our prior “buffer zones are disappearing” we are having our own mini-valley sprawl snd I’m not very happy with it.	4/5/2022 9:34 PM
41	Grand Junction becoming a mini Denver. Again public notification via local news. No upfront way to know what’s being built where. Lacks grocery choices.	4/5/2022 9:27 PM
42	Wish the new commercial buildings were more than just big ugly boxes.	4/5/2022 6:42 PM
43	Zoning and city incentives too strongly favor ambitious efforts to develop new areas like Las Colonias rather than filling in blighted or unused commercial districts.	4/5/2022 6:35 PM
44	We need more commercial and residential overlap. This will reduce reliance on vehicles.	4/5/2022 5:53 PM
45	Communication coal development happens whoever/whenever proposed. Anything g for the tax revenues.	4/5/2022 5:15 PM
46	3 walmarts, abandoned large commercial spaces that aren't reused. Turning grocery store into overpriced apartments, car dependent society	4/5/2022 3:35 PM
47	Who okayed the parking spaces at any of the major shopping areas? What member of the zoning board drives a Smart ForTwo that actually fits?	4/5/2022 2:56 PM
48	There is no competition in stores	4/5/2022 1:58 PM
49	Hopefully more commercial diversity is coming soon	4/5/2022 1:37 PM
50	Commercial development is OK, though still way to car-dependent. The incredible amount of space we dedicate to cars is a problem, and a self-fulfilling prophecy - we assume everyone wants/needs cars, we design our cities around cars, and therefore they become a requirement to existing in our cities.	4/5/2022 12:01 PM
51	Access to a majority of the parking lots is poor. Also the signage everywhere you look is is distracting and distasteful. Many areas feel like a freeway exit	4/5/2022 9:52 AM
52	Allowing for more mixed use commercial and residential areas and promoting essential work, retail, and services within walking distance. In addition, minimum parking and setback requirements create an alienating feel to bikes and pedestrians, and clearly prioritize loud , dangerous, and inefficient vehicle traffic	4/5/2022 8:54 AM

Q7 How well do you think the Z&DC works to produce attractive commercial development (areas where we work, shop, and enjoy entertainment) that feels welcoming, where we like to visit and where we take family and guests?

Answered: 175 Skipped: 55



ANSWER CHOICES	RESPONSES	
Very well	2.86%	5
Well	20.57%	36
Neutral	40.00%	70
Poorly	26.29%	46
Very poorly	10.29%	18
TOTAL		175

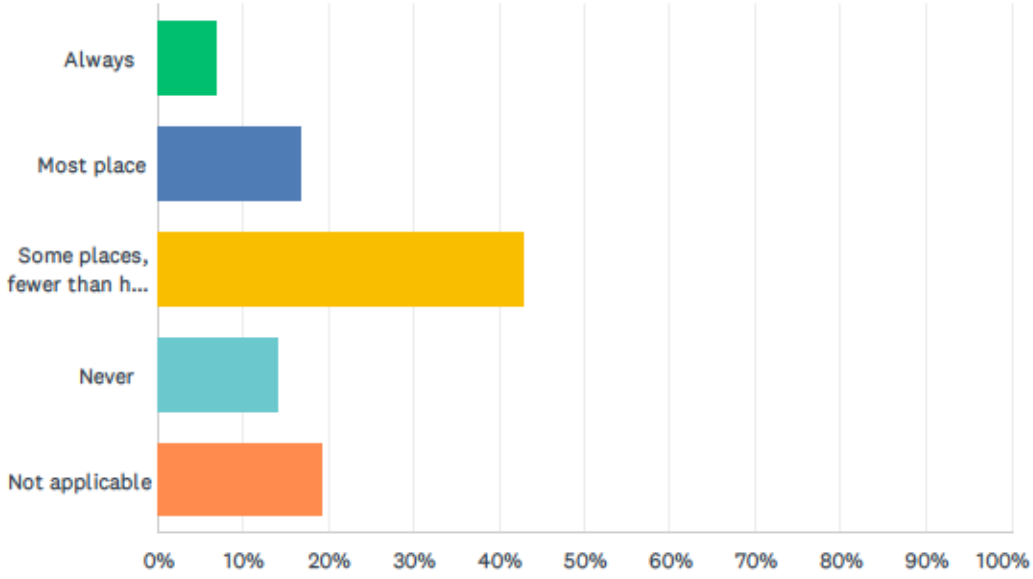
#	WOULD YOU LIKE TO ELABORATE OR PROVIDE EXAMPLES?	DATE
1	Downtown is the one good example of a place i like to take people from out of town. The rest of the city has no attempt at being pedestrian friendly	5/30/2022 11:57 PM
2	The city has poorly plan certain non-profits into areas of the city that are now consider undesirable areas to shop, eat or conduct businesses in due to the look and deterioration of the building structures.	5/25/2022 1:29 PM
3	More attractive signage requirements, landscaping, etc. would help	4/28/2022 1:00 PM
4	Access to new developments is not well thought out. There's little to no consideration given to nonmotorized access.	4/26/2022 3:58 PM
5	I think that the facades of the buildings are ugly; or at least, the existing ones	4/25/2022 3:06 PM

6	I am excited about some of the new businesses coming to the valley, like Panda Express.	4/25/2022 9:46 AM
7	So far, developments lack necessary community building elements	4/24/2022 7:49 AM
8	We continue to embrace sprawl without good walking/biking options, healthy outdoor spaces and with an eye for how much development our existing infrastructure can support.	4/23/2022 9:37 PM
9	Where are these attractively developed commercial areas?? Downtown is lovely, yes, but that's been done for years.	4/23/2022 9:31 PM
10	companies are leaving the area. NO supermarket downtown.	4/14/2022 4:44 AM
11	Las Colonias Park is stunning and we always take friends and family to walk and visit.	4/13/2022 9:07 AM
12	The only place this has been done well is Main St. and that's only because it's a carry over from the turn of the 20th century. There are no new commercial developments where I can't wait to take family and friends, it's all the same stuff that everyone else has in every other city across America and it's boring. Mostly functional but extremely boring and impersonal.	4/13/2022 7:39 AM
13	Many businesses have a slapped together, unplanned feel in their environment, with no landscaping and surrounded by poorly maintained asphalt.	4/12/2022 9:44 AM
14	Need to strike the right balance between economic feasibility and parks and open space	4/11/2022 1:56 PM
15	See above	4/11/2022 12:44 PM
16	Patterson st development of Beede	4/11/2022 9:35 AM
17	Might look nice, but still the parking is a huge issue especially when there is not enough parking for employees.	4/11/2022 9:17 AM
18	Seems to work in some areas but not others. North Avenue is an abomination	4/11/2022 8:13 AM
19	Foresite commercial development on North Ave is still awful.	4/9/2022 9:53 PM
20	Z&DC is just guideline that the developers will use to make feasibility assessment. Talk to the Developers to see what their vision is.	4/9/2022 2:22 PM
21	Main Street is great and the living on top in this area has worked and is diversified with stores, offices and some housing Be nice to have a grocery store in this area	4/8/2022 11:04 PM
22	Again, Downtown GJ is beautiful and welcoming	4/8/2022 1:16 PM
23	Proposed projects fail to take into account traffic, parking, safety.	4/7/2022 11:10 PM
24	Downtown is favorite; others, not so much.	4/7/2022 2:40 PM
25	The current code promotes cars, while future visioning is promoting pedestrian - which are you going with?	4/7/2022 11:09 AM
26	I appreciate the art district.	4/7/2022 7:38 AM
27	downtown gj is a great mix of shopping, entertainment, etc. Most other places are disconnected by giant parking lots and big roads.	4/6/2022 9:45 PM
28	No architectural design	4/6/2022 9:39 PM
29	Poor infrastructure!	4/6/2022 8:18 PM
30	This looks will be a hard thing to align with market demand	4/6/2022 6:31 PM
31	See above note on green space/landscaping. I think it's vital for our health to have green space throughout our city. It is also shown to keep people calm and lower crime rates.	4/6/2022 4:55 PM
32	Commercial developments need not to have so many landscaping requirements. Too much money spent.	4/6/2022 1:56 PM
33	The mall area is good. Other areas loof run-down.	4/6/2022 12:54 PM
34	We're living in a drought, in a desert, and yet you persist in requiring ridiculous amounts of landscaping for commercial properties.	4/6/2022 11:55 AM
35	Again --- too much.	4/6/2022 11:04 AM

36	Again, consider preserving some of the last remaining open spaces before it all turns into commercial development. Once it's gone you'll never get it back. Integrating green spaces into these areas is what makes it more welcoming.	4/6/2022 10:12 AM
37	It's great on the West side and the redlands area. But affordable home buyers are moving to the east side of town. Let's get it built up folks....	4/6/2022 9:56 AM
38	It's all about the Benjamin's for the city.	4/6/2022 7:30 AM
39	Clueless how the process works..this in itself shows poor communication with the residents!	4/5/2022 9:21 PM
40	Areas are large in scale with poor traffic flow. Some areas discourage visitors by charging to park while other areas are congested.	4/5/2022 8:24 PM
41	Most new buildings are still big ugly boxes. Parking lots are difficult and dangerous especially Rim Rock shopping complex.	4/5/2022 6:42 PM
42	As long as parking and single-car traffic are prioritized for these areas, they'll be a nightmare to drive to and park at. Developments must be forced to accomodate pedestrian and bicycle traffic the same way they're required to meet parking requirements.	4/5/2022 6:35 PM
43	Too much money devoted to downtown and the river front development.	4/5/2022 6:20 PM
44	I think Fruita does a lot better at all the planning. I plan to move to that area to get out of Grand Junction that is not people family friendly.	4/5/2022 5:57 PM
45	Outside of downtown there is not an area I would call welcoming.	4/5/2022 5:53 PM
46	See above, it's getting repetitive, it does very poorly	4/5/2022 3:35 PM
47	Some of the designed commercial areas are plain ugly. For example the new area on the north side of Patterson across from Pomona Elementary School.	4/5/2022 2:56 PM
48	7th and Main buildings are very nice but too many vacant commercial buildings still in town	4/5/2022 1:37 PM
49	Downtown and Las Colonias are good examples, though the latter included a massive amount of largely unnecessary parking. Hard to find good examples beyond that.	4/5/2022 12:01 PM
50	The only place we will take people that are visiting is downtown or the riverfront	4/5/2022 9:52 AM
51	Woudl like to see less big chains and malls and more small businesses and mixed use development	4/5/2022 9:35 AM
52	See above	4/5/2022 8:54 AM

Q8 If you walk/roll or bike to work, school or to run errands, can you get to the places you want to go?

Answered: 177 Skipped: 53



ANSWER CHOICES	RESPONSES	
Always	6.78%	12
Most place	16.95%	30
Some places, fewer than half of where I'd like to go	42.94%	76
Never	14.12%	25
Not applicable	19.21%	34
TOTAL		177

#	WOULD YOU LIKE TO PROVIDE ANY EXPLANATION FOR YOUR ANSWERS ABOVE?	DATE
1	Keep creating easy and pleasing bike routes.	5/28/2022 7:08 AM
2	Growing up here in the valley I rode my bike all over, cross town to the college, downtown and to the mall. River front trail has areas that one should not venture into for walking or bike riding. Also certain streets are unsafe, due to motorist not be held liable for actions on the road. I see many sheriffs and state troopers but the city police has gotten lazy.	5/25/2022 1:33 PM
3	My family only has one car so some of us are always walking or biking. The infrastructure in our town is designed for and prioritizes automobiles rather than people. This is an equity problem. I often feel unsafe biking to where I need to go. I've lived in towns with good biking/pedestrian infrastructure and when people feel safe they use the infrastructure. If we built it - people would use it. And it must be more than a bike lane in a gutter littered with debris. It should be physically protected from cars and kept clean.	4/30/2022 11:46 AM
4	Lack of dedicated bike lanes north/south from Patterson to downtown; no bike lane continued from Redlands Parkway to mall or northwards	4/28/2022 1:03 PM
5	Few bike lanes in the downtown core city.	4/28/2022 6:51 AM

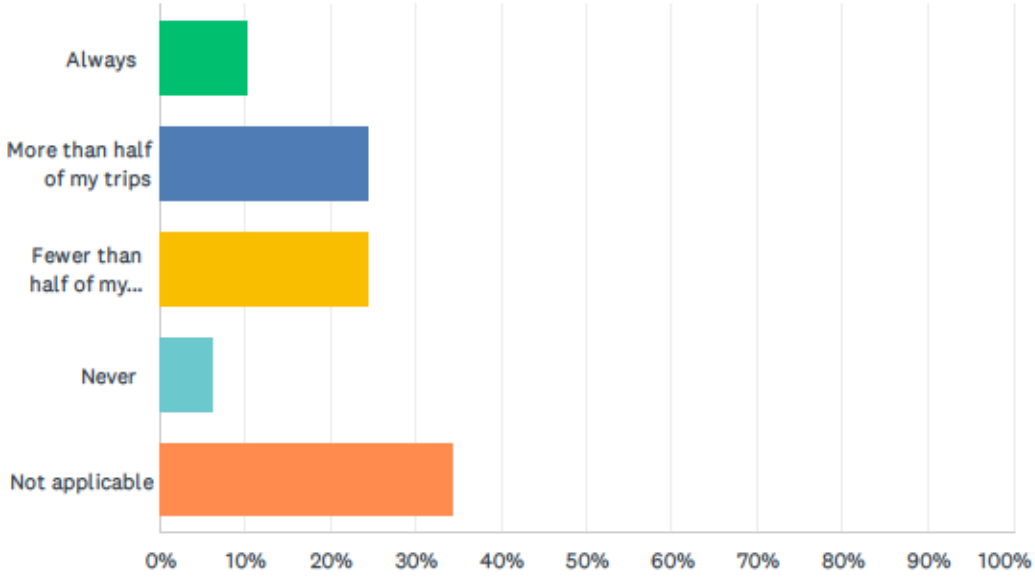
6	Look too dangerous to even try	4/26/2022 3:35 PM
7	I have to use scary roads but I always get around.	4/25/2022 5:54 PM
8	Terrible connections	4/25/2022 3:23 PM
9	When I lived on 29 road I would all of the time. I now live on 32 and E and I no longer enjoy this activity	4/25/2022 3:08 PM
10	I live fairly close to North Ave and the amount of homeless people prevent me from going anywhere alone with my son with me.	4/25/2022 9:48 AM
11	I do bike some but as an older person I am reluctant to get out in the streets. I feel safe walking jsut about anywhere, just limited in distance.	4/25/2022 7:48 AM
12	There are no sidewalks, bike lanes, crosswalks or street lamps	4/24/2022 7:54 AM
13	Yes but the speeding automobiles are a huge problem.'	4/24/2022 6:27 AM
14	I would love to be able to ride my bike most places but there are simply not safe ways for me to get around town with my kids.	4/23/2022 9:40 PM
15	Bike routes are improving, but there are still gaps.	4/21/2022 8:54 PM
16	Not enough bike friendly paths across north.	4/14/2022 4:46 AM
17	There are terrifying stretches of routes that make biking feel unsafe. The new bike lane painted barrier on Main Street is incredible!	4/13/2022 9:12 AM
18	Often times bike lanes and/or sidewalks will simply disappear. Sometimes the should of the road is non-existent or too small for use. The Broadway bridge over the river has a pedestrian path but it's BARELY able to fit two bikes going opposite directions, it's a joke. Things have been getting better but on the whole I find biking to be relatively unsafe to go get groceries on a regular basis. When I went into the office getting to Orchard mesa required going out of my way to be safe and even then Unaweep, with a bike lane, didn't exactly feel safe.	4/13/2022 7:44 AM
19	The mall business area is like 5 miles away. You need to drive a car.	4/12/2022 11:05 AM
20	I would like to walk to do errands, but this is impossible from my neighborhood.	4/12/2022 9:45 AM
21	ONLY an IDIOT would use the most DANGEROUS mode of transport in a town with OUT OF CONTROL DEVELOPMENT and OVER BUILT	4/12/2022 6:55 AM
22	Not available from The Redlands.	4/11/2022 12:45 PM
23	Urban trail access to the Riverfront trail is inadequate and often unsafe.	4/11/2022 11:09 AM
24	Blind spots around round-abouts make it dangerous. Bike lanes are not kept free of debris and are too narrow in parts of county.	4/11/2022 9:28 AM
25	You keep adding bike routes, screwing up auto traffic flow. Where are the bike riders?	4/11/2022 7:56 AM
26	Getting from the Redlands to the Mall is awful.	4/9/2022 9:58 PM
27	Retired in Downtown	4/9/2022 2:23 PM
28	I am a senior so I drive to where I need to go as in a 6 mile radius	4/8/2022 11:07 PM
29	Riverside Parkway to Foresight Circle - I can get there, but it is not safe for a cyclist.	4/8/2022 1:17 PM
30	No sidewalks in my area. 26 road is getting very busy and there are no sidewalks to get to east middle school and biking is not safe along that road	4/7/2022 6:32 PM
31	Clifton isn't very walkable or safe.	4/7/2022 1:45 PM
32	Grand Junction is car centric	4/7/2022 11:12 AM
33	I support bike friendly roads	4/7/2022 9:03 AM
34	Bike lanes not connecting so does not feel safe	4/6/2022 9:42 PM
35	We have just enough trails and access for multi modal	4/6/2022 6:32 PM

36	Some streets are way too busy to bike on safely. I like roundabouts but it's hard to cross them safely, on a bike or on foot. Some unincorporated areas don't have sidewalks.	4/6/2022 4:58 PM
37	This area is in need for more bike paths for the safety of the riders.	4/6/2022 1:57 PM
38	I use to commute to work on my bicycle and very little of my commute included bike lanes. Our city has done a poor job making it bike accessible	4/6/2022 1:22 PM
39	No sidewalks in many areas of North, such as 27 Rd over interstate.	4/6/2022 12:17 PM
40	Pedestrian access on 24 Rd/Redlands parkway. Unsafe to get from mall/commercial area across 70 business to river trails and Redlands area.	4/6/2022 11:47 AM
41	More safe bike paths and trails protected for cars, cars do not give ample space.	4/6/2022 11:37 AM
42	too far away and too dangerous next to roads	4/6/2022 11:24 AM
43	I live in the Redlands. It kills me that there is absolutely no safe way to get to city market on 24 Road or any of the shops off of Patterson. It is completely unsafe with no pedestrian access. All of the construction that went into the intersection at first and grand and they didn't even put in any bike lanes is so disappointing. That was such an opportunity to provide inclusion.	4/6/2022 10:15 AM
44	Again, not enough growth for us on the east side. We ride bikes too. Where are our trails.	4/6/2022 9:58 AM
45	Need more bike lanes, please	4/5/2022 9:36 PM
46	Trying to get over 5th Street Bridge not safe	4/5/2022 9:29 PM
47	North of town has poor walking and lack of resources	4/5/2022 9:23 PM
48	Muchas de las calles grandes no son seguras para andar en bicicleta. Sería mejor que hubiera mas conectividad en los senderos para bicicleta.	4/5/2022 8:40 PM
49	Larger areas have limited access that is not overly congested.	4/5/2022 8:27 PM
50	I walk to work. Some sidewalks are heaving. Have to duck under overgrown trees and avoid plants growing onto the sidewalks.	4/5/2022 6:45 PM
51	Nearly every commute involves a brisk jog across a major artery of traffic filled with motorists who can't be counted on to slow for a walking pace. I can't imagine what a nightmare it might be for our wheelchair bound friends or anyone not capable of sprinting for their lives to make way for an F-250 Platinum edition that wouldn't check the cross walk before making a right-hand turn if there were money offered to do so.	4/5/2022 6:40 PM
52	Have you seen the traffic around here? No one bikes/walks or rolls to work, school or errands. It is purely done recreationally and should be removed from these insufficient roadways.	4/5/2022 6:29 PM
53	need bike lanes so cars don't run you off the road	4/5/2022 6:27 PM
54	Too distant for persons of my age who live independently.	4/5/2022 6:23 PM
55	There is not a grocery store in the downtown area. The Z &DC claims that Sprouts and Rimrock Walmart are only 1.3 miles away, but they are not walkable miles. I wouldn't send my kids on their bikes, either. We need a downtown grocery store.	4/5/2022 6:22 PM
56	There are limited ways for a bike or pedestrian to cross the 3 major obstacles in town. North Ave, Patterson, and 6&50	4/5/2022 5:55 PM
57	ALL roads including Frontage roads must have sidewalks for safety, values, weed control.	4/5/2022 5:13 PM
58	Please, do not base development on bicycles and walking. We would live in a large, dense city if we wanted that.	4/5/2022 4:58 PM
59	I don't commute on a bike but I have ridden all over GJ. More bike lanes are needed.	4/5/2022 3:58 PM
60	Town neighborhoods are separated by massive parking lots, big box stores, and minihighways	4/5/2022 3:37 PM
61	Fruitvale has limited bike path, only one park and no sidewalks on 29 or 29 1/2 North of Patterson	4/5/2022 3:32 PM
62	Not enough safe crossing areas for pedestrians.	4/5/2022 2:57 PM

63	No bike lanes on older roads like H rd. No extra space for pedestrians on most older roads	4/5/2022 2:40 PM
64	I feel unsafe and uncomfortable on a lot of our roadways on my bike and especially when with my children. They want to ride places but I don't feel that our city has prioritized any reasonable and safe bike lanes or paths to actually get around. We almost always have to load a bike in a car to then ride it.	4/5/2022 1:59 PM
65	Allow bikes on sidewalks for more safety from rude doadway drivers.	4/5/2022 1:06 PM
66	I can usually get there, but I am certainly putting myself at greater safety risk than if I just decided to hop in the car instead. Some places are certainly so unsafe/inconvenient that they are practically off-limits.	4/5/2022 12:05 PM
67	Cannot easily bike to services from downtown (grocery store, pharmacy).	4/5/2022 10:55 AM
68	I will bike most places but I do not feel comfortable on certain roads to get to other places so I will take different routes, sometimes very out of the way so that I do not need to worry about being hit by a car.	4/5/2022 9:54 AM
69	Sometimes not safe bike lane or path for me to ge to my destination	4/5/2022 9:37 AM
70	I'm lucky to live close to my grocery store, doctors office, work, and school, but I am also an aggressive/confident rider. People of every age and skill level need to feel safe and able to make a choice as to their transportation options.	4/5/2022 8:57 AM

Q9 If you walk/roll or bike as a form of transportation, are you able to reach your destination in a reasonable amount of time?

Answered: 175 Skipped: 55



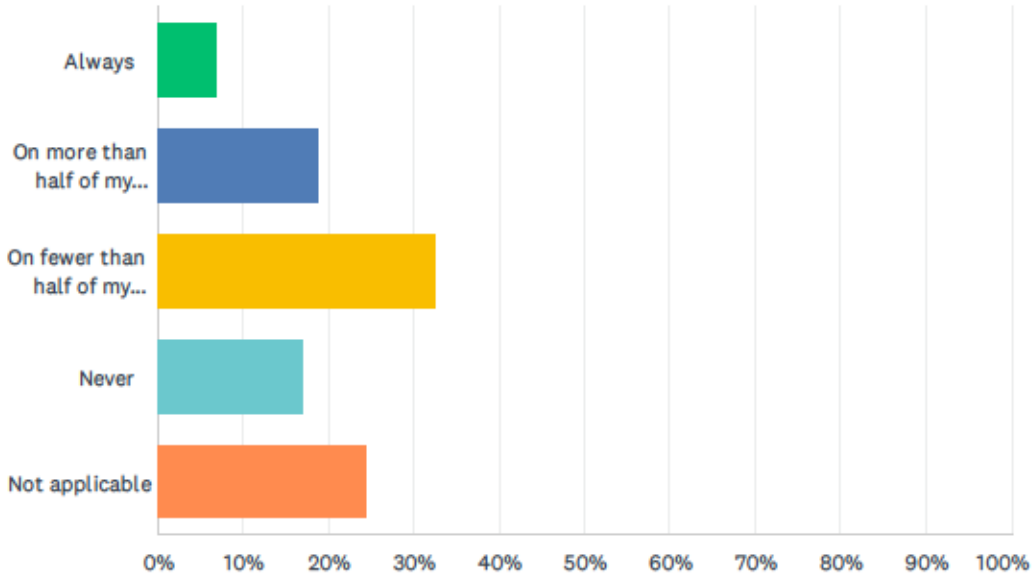
ANSWER CHOICES	RESPONSES	
Always	10.29%	18
More than half of my trips	24.57%	43
Fewer than half of my trips	24.57%	43
Never	6.29%	11
Not applicable	34.29%	60
TOTAL		175

#	WOULD YOU LIKE TO PROVIDE ANY EXPLANATION FOR YOUR ANSWERS ABOVE?	DATE
1	Distances can be too far or safety becomes an issue	4/28/2022 1:03 PM
2	I need a safe connection from the riverfront trail to the mall area.	4/25/2022 5:54 PM
3	Places I need to go are too far away to bike/walk to	4/24/2022 7:54 AM
4	Yes but always a risk of being killed by a speeding car/truck	4/24/2022 6:27 AM
5	I'm not in the city proper.	4/23/2022 9:32 PM
6	I find that unless you go really far out of your way to maintain as much safety as possible the transport times aren't bad.	4/13/2022 7:44 AM
7	N/A	4/11/2022 12:45 PM
8	So much construction, it's hard to get anywhere on time.	4/11/2022 9:28 AM
9	The connection of South Camp and the trail on Monument Road is incomplete.	4/9/2022 9:58 PM

10	Poor roads, potholes, nobody seems to inspect road projects near or at completion for quailty	4/7/2022 11:14 PM
11	Many many many 5 & 6 lane roads separate the residential and commercial areas - promote mixed use development	4/7/2022 11:12 AM
12	I support bike friendly roads	4/7/2022 9:03 AM
13	I consider it too dangerous to try to bike to work	4/6/2022 9:42 PM
14	Lights are not timed good. Turn arrows allow only a few cars to pass through.	4/6/2022 12:17 PM
15	The bike lanes are so intermittent that it takes you so far out of the way from your destination.	4/6/2022 10:15 AM
16	Dont ride my bike on the east side of town. No bike trails.	4/6/2022 9:58 AM
17	Around the mall is very scary!!!	4/5/2022 9:36 PM
18	Ver la respuesta arriba	4/5/2022 8:40 PM
19	This would not be the case if I weren't fortunate in my health. The breadth of sprawl and challenging crossings would be difficult for many.	4/5/2022 6:40 PM
20	are you kidding me?	4/5/2022 6:29 PM
21	have to avoid cars that honk and swerve close to bikers	4/5/2022 6:27 PM
22	I use the downtown post office, bank, and library. All that is missing is a grocery store. (See above.)	4/5/2022 6:22 PM
23	After years of trial and error I have been able to find efficient routes	4/5/2022 5:55 PM
24	Same as above	4/5/2022 3:37 PM
25	Fruitvale has only one public park for a huge area	4/5/2022 3:32 PM
26	Not enough bike paths.	4/5/2022 2:57 PM
27	Trails not really planed for destinations, but where there is room. Along the River does not get you down town, or to lodging.	4/5/2022 1:06 PM
28	As a bike-commuter, unfortunately you have to learn to deal with inconveniences every step of the way. Lights not changing for you, unsafe paths (debris filled, high speed unbuffered traffic nearby), etc. As such, you often have to modulate your route to minimize these negatives. We can do better.	4/5/2022 12:05 PM
29	With the river and certain streets stopping through town, there are sometimes limited routes. Especially bike-only routes (like a bike path separate from a road, like on a greenway)	4/5/2022 9:37 AM
30	I'm super fast.	4/5/2022 8:57 AM

Q10 If you walk/roll or bike to work, school or to run errands, how often do you feel safe?

Answered: 175 Skipped: 55



ANSWER CHOICES	RESPONSES	
Always	6.86%	12
On more than half of my trips	18.86%	33
On fewer than half of my trips	32.57%	57
Never	17.14%	30
Not applicable	24.57%	43
TOTAL		175

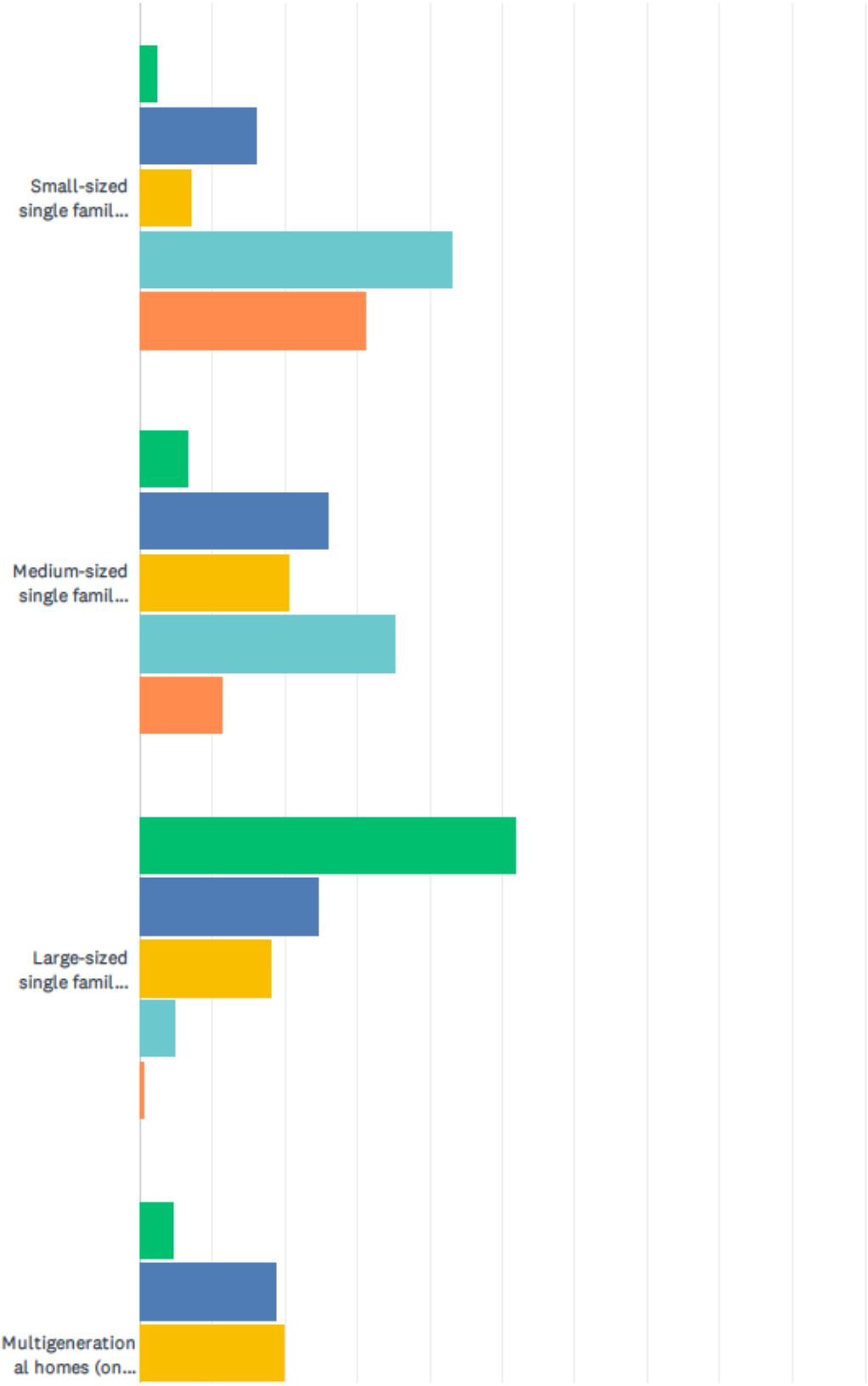
#	WOULD YOU LIKE TO PROVIDE ANY EXPLANATION FOR YOUR ANSWERS ABOVE?	DATE
1	There are areas near the river where it's a bit sketchy	5/28/2022 7:08 AM
2	Dettached sidewalks are always a more comfortable experience	5/4/2022 4:58 PM
3	Very rarely do I truly feel safe. Physical barriers are incredibly important for pedestrians and bikers, children	4/30/2022 11:46 AM
4	But, I don't go some places I would like to go because the most direct route is unsafe.	4/28/2022 5:08 PM
5	Where I do bike for errands it is usually on a dedicated path	4/28/2022 1:03 PM
6	GJ not a very bike friendly/bike knowledgeable city.	4/28/2022 6:51 AM
7	No protected bike lanes anywhere and no safe way to get from north GJ to downtown. Mesa Mall area is a terrible example of an island accessable only by cars.	4/26/2022 4:05 PM
8	They 'roll coal' on me and romp on big truck or motorcycle pipes to blast my ears. Drivers in this town hate cyclists.	4/25/2022 5:54 PM

9	No	4/25/2022 3:08 PM
10	I feel safe walking but not biking.	4/25/2022 7:48 AM
11	I've been hit by cars while on a bike. First in a bike lane, so I tried riding on the sidewalk, that didn't go well either	4/24/2022 7:54 AM
12	Cars drive 20-40 mph faster than posted limits and there are no consequences, I rarely see police and never see anyone pulled over.	4/24/2022 6:27 AM
13	I wish that the city invested in paths (like the river path) along major roads so that there was good connectivity north to south and east to west. I need to ride with my kids and it just isn't safe riding bike paths next to roads. Drivers here are not supportive enough of bikes.	4/23/2022 9:40 PM
14	Referring to cycling only. Reason- Long stretches without dedicated bike lanes.	4/21/2022 8:54 PM
15	No dedicated bike paths across North or along North .	4/14/2022 4:46 AM
16	Drivers in Grand Junction are often rude, dangerously close, or don't know how to drive near cyclists. PSA's and public outreach would be appreciated to educate these jerks in their lifted diesel trucks about respectfully and safely driving around cyclists. I've been coal-rolled by trucks more times than I can count, yelled at, honked at, and sped by at unnecessary speeds. Almost all of these behaviors can be attributed to a lack of education, understanding, respect, and appreciation for cycling.	4/13/2022 9:12 AM
17	If I go to the 12th and Patterson City Market I never feel safe as there's some elements of 12th St. and North Ave. I have to deal with. Going to Safeway in the Redlands I can make it relatively safely with main st. to Broadway but I don't like shopping there. Biking to work, when I went into the office, I rarely felt safe as it required some travel across 5th St. bridge.	4/13/2022 7:44 AM
18	It is totally impractical and significantly dangerous to do so.	4/12/2022 11:05 AM
19	N/A	4/11/2022 12:45 PM
20	This is the key issue. Drivers in GJ are not particularly supportive of bike traffic.	4/11/2022 7:33 AM
21	I just don't go where it is not reasonably safe. But competition with cars is becoming more difficult to ride on the road. Just too much traffic. The round about is always a nervous situation even with lights.....stop lights are just better.	4/9/2022 9:58 PM
22	No enforcement of speed limits. Where is everyone going in such a hurry endangering the safety of others on the road.	4/7/2022 11:14 PM
23	Do not bike or walk since not safe	4/7/2022 6:32 PM
24	Especially in Clifton, which deserves to be developed.	4/7/2022 1:45 PM
25	Many many many 5 & 6 lane roads separate the residential and commercial areas - promote mixed use development	4/7/2022 11:12 AM
26	Bums defacating, screaming, ec	4/7/2022 7:05 AM
27	Can access a few places safely by	4/6/2022 9:42 PM
28	Traffic is busy and many vehicles do not give bike riders space	4/6/2022 4:58 PM
29	Due to traffic lights and inadequate turn times on lights, many cars run red lights.	4/6/2022 12:17 PM
30	Cars do not give enough space most times	4/6/2022 11:37 AM
31	The route's to most of these places do not have proper bike lanes and as such I am forced to ride in traffic.	4/6/2022 10:15 AM
32	The roads are not safe. too many people. not enough bike lanes. Especially on the east side of town,.	4/6/2022 9:58 AM
33	Coming in on 26 1/2 from N into town!!! No bike lanes	4/5/2022 9:36 PM
34	Los senderos para bicicleta necesitan ser más grandes y conectados	4/5/2022 8:40 PM
35	Drivers are not looking out for/not aware enough.	4/5/2022 8:27 PM
36	Drivers in this town are insane. An independent team of United Nations inspectors should be	4/5/2022 6:40 PM

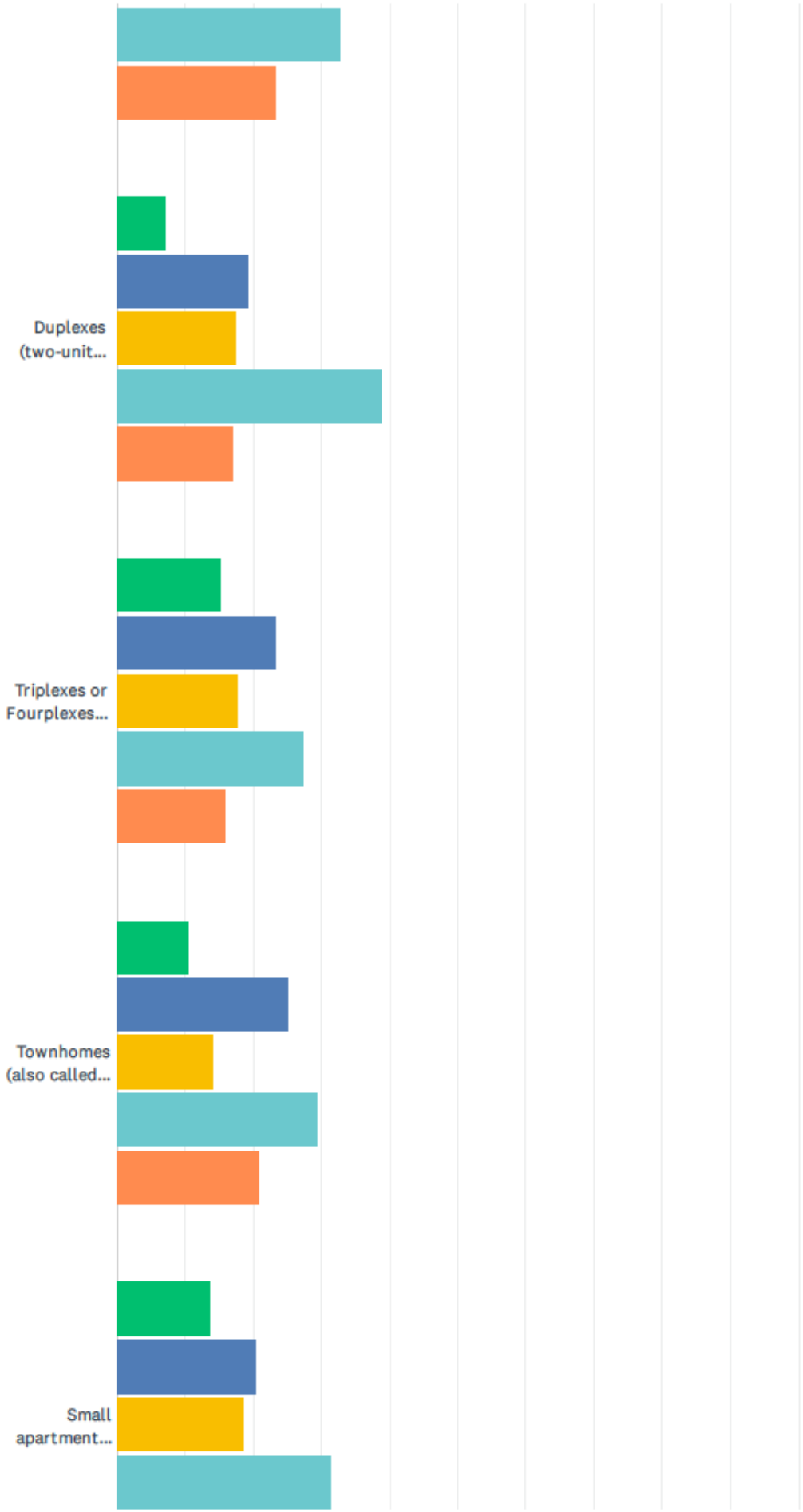
	brought in to examine the phenomenon.	
37	seriously, it feels like cars do not give bikers much room on the road	4/5/2022 6:27 PM
38	GJPD provides excellent service to the downtown area.	4/5/2022 6:22 PM
39	Would like to have more biking and walking trails like in Ft. Collins and on the Redlands.	4/5/2022 5:59 PM
40	I live close to the places I frequent so I don't have to navigate the major vehicle arteries often	4/5/2022 5:55 PM
41	Orchard Mesa- I don't think you've done much that falls within the city. One can't hardly walk along Hwy 50. Trailer courts are abandoned or in disrepair From the bridge south we should all be embarrassed. Fix the issues and GJ can prosper. I retired here but if had to do again I'd look hard at Montrose sad to say. We look like a dump heading south no pun intended.	4/5/2022 5:13 PM
42	North ave, ute/Pitkin. Paterson are death traps.	4/5/2022 3:37 PM
43	No sidewalks on 29 rd or 29 1.2 rd north of Patterson. Very dangerous!	4/5/2022 3:32 PM
44	Unless I use side streets. I do not feel safe using my bike on many n roads in this community	4/5/2022 3:27 PM
45	Cars do not share the road well	4/5/2022 2:40 PM
46	The traffic too scary to even consider doing some of these.	4/5/2022 2:17 PM
47	Drivers of bikes, walkers, and pick up trucks are all guilty of bad manners. Excuses of whom is in the wrong or fight do not mean much in hospital or jaiil.	4/5/2022 1:06 PM
48	As a bike-commuter, unfortunately you have to learn to deal with inconveniences every step of the way. Lights not changing for you, unsafe paths (debris filled, high speed unbuffered traffic nearby), etc. As such, you often have to modulate your route to minimize these negatives. We can do better.	4/5/2022 12:05 PM
49	Need more access for walkers and riders.	4/5/2022 11:01 AM
50	The connectivity of bike path and sidewalks is lacking to go from area to area. how to get to and from the bike path safely. bike routes/sidewalks end without notice- making it feel unsafe and unsure to connect between neighborhoods and services.	4/5/2022 10:55 AM
51	Lots of big trucks in GJ and they drive very fast. Only limited safety on bike lane. Bike path with no cars preferred.	4/5/2022 9:37 AM
52	While the UTC is certainly making the right recommendations to City Council and Public Works, I would like to see a significant investment increase in bike and red infrastructure across the city.	4/5/2022 8:57 AM

Q11 Grand Junction is exploring how to diversify housing types across the city. What types of housing do you think should be considered?

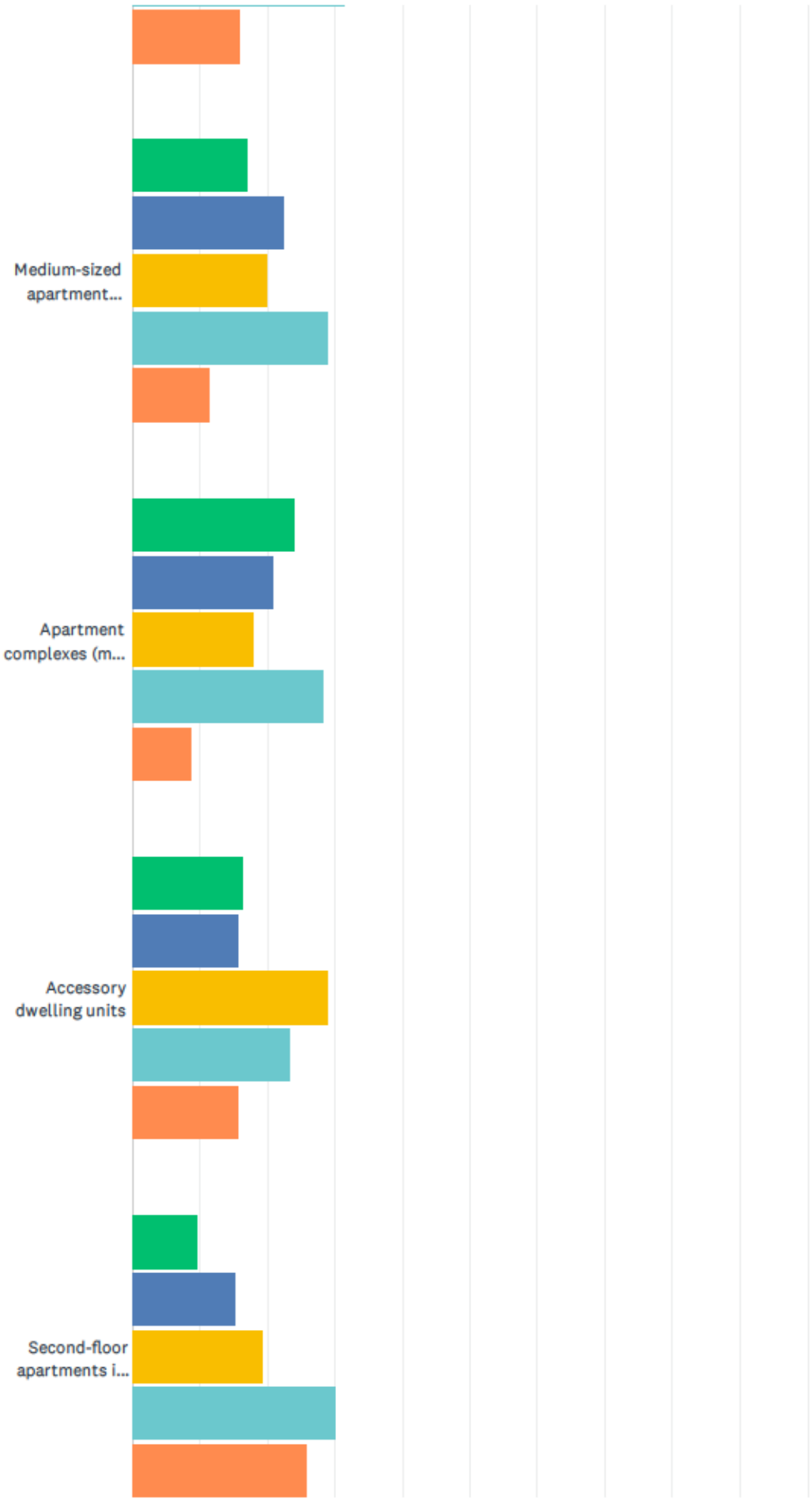
Answered: 170 Skipped: 60



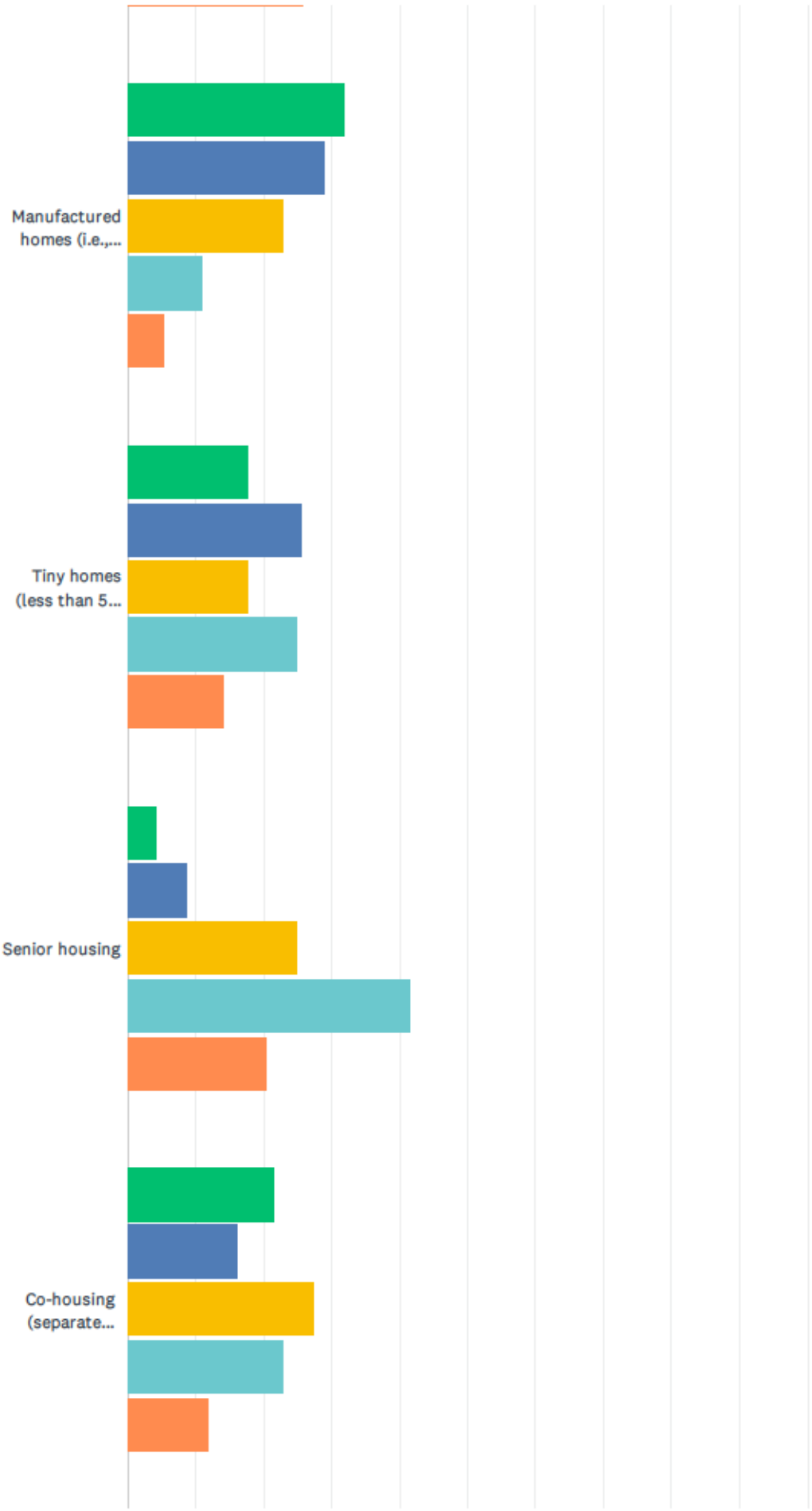
Grand Junction Z&DC Update | General Survey 1: Big Issues

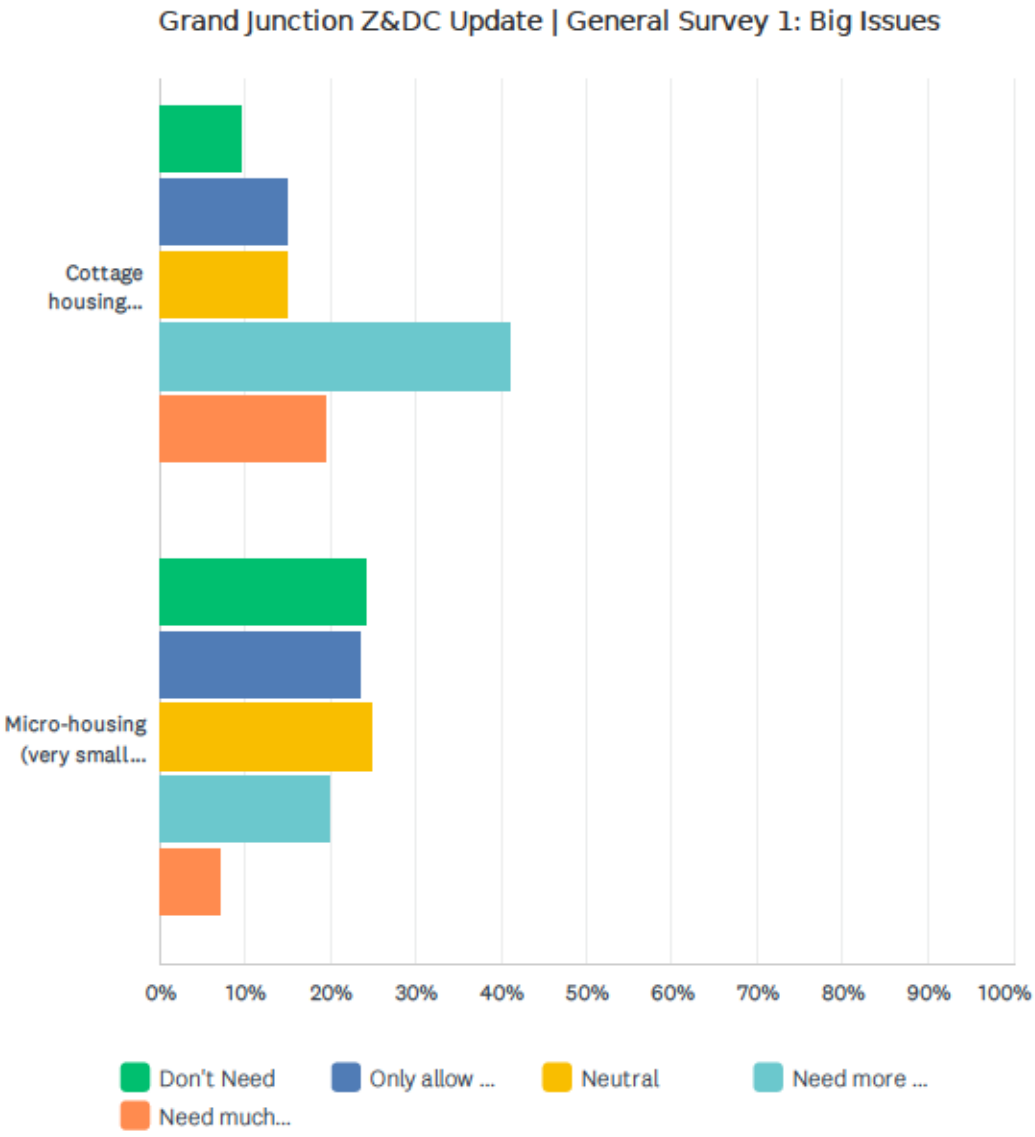


Grand Junction Z&DC Update | General Survey 1: Big Issues



Grand Junction Z&DC Update | General Survey 1: Big Issues

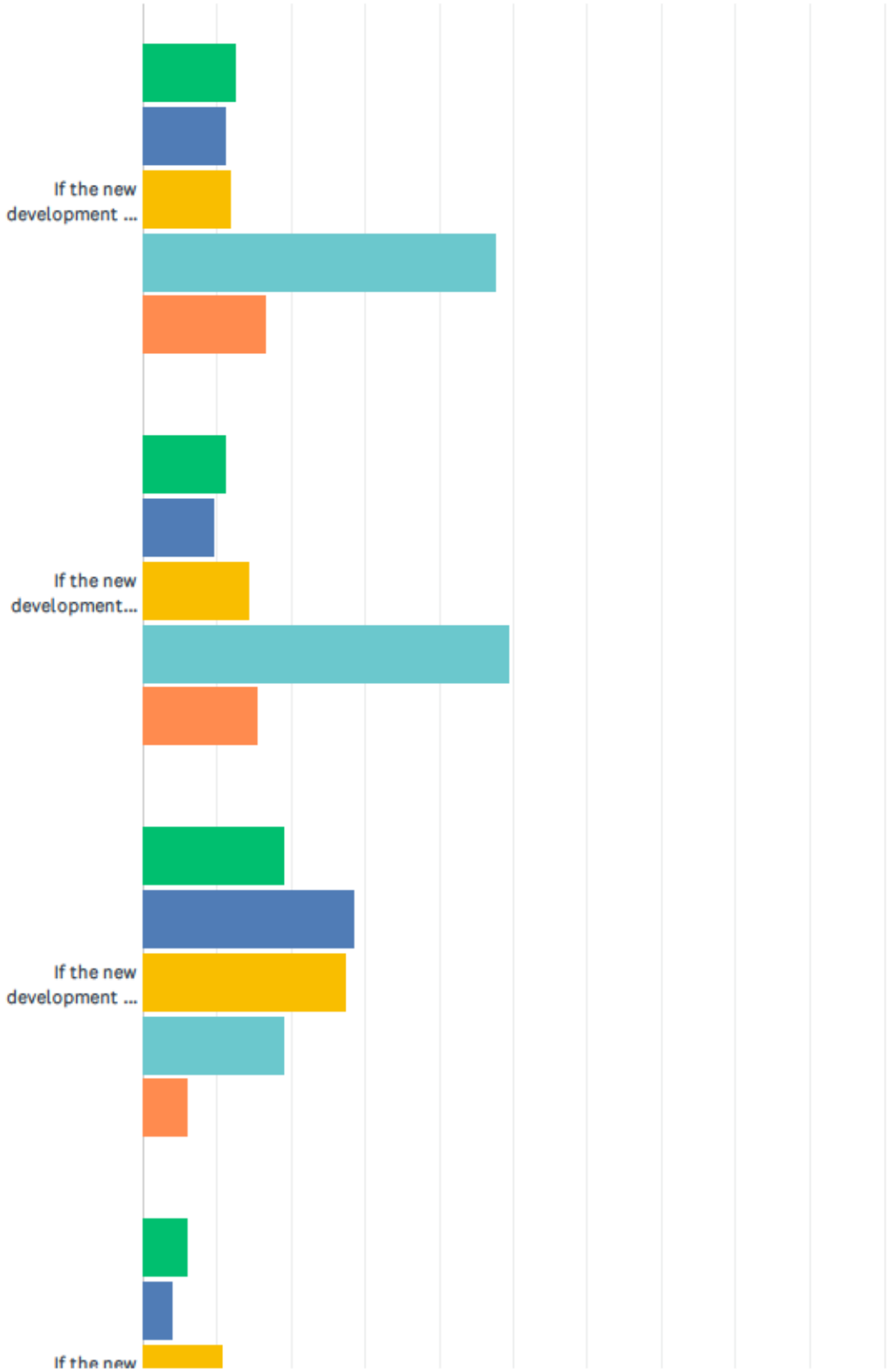


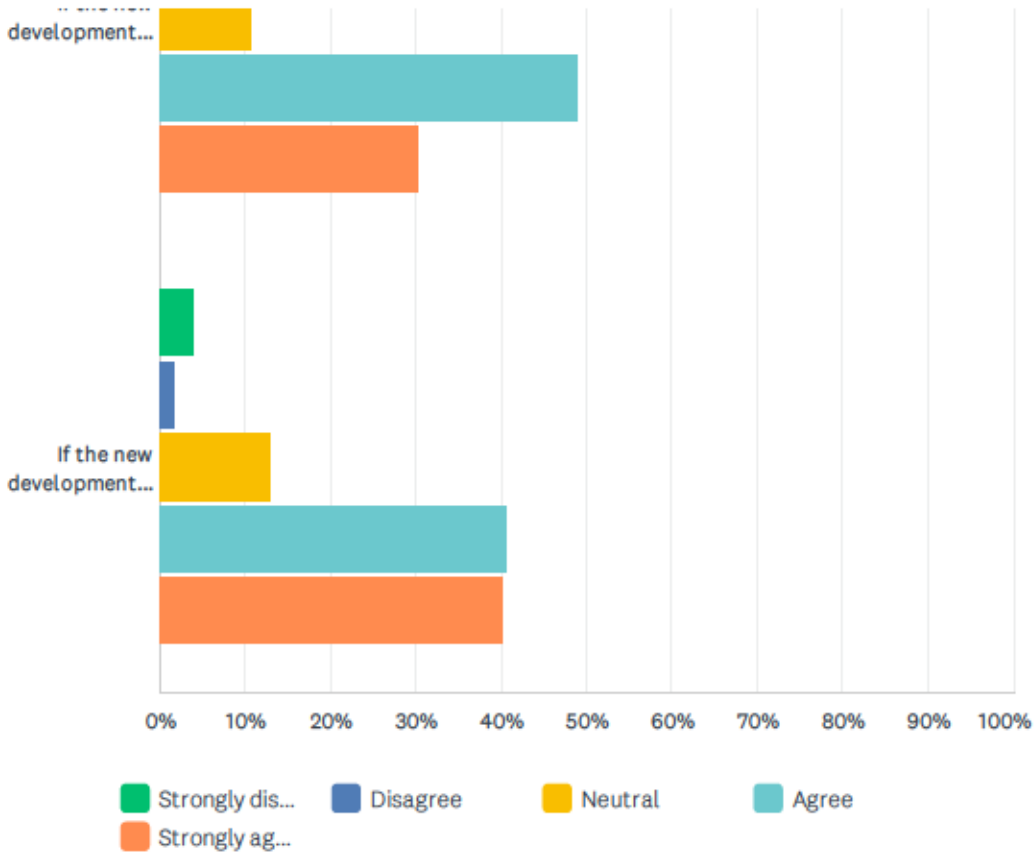

Grand Junction Z&DC Update | General Survey 1: Big Issues
Cottage housing...
Micro-housing (very small...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Don't Need
Only allow ...
Neutral
Need more ...
Need much...

	DON'T NEED	ONLY ALLOW A LIMITED AMOUNT	NEUTRAL	NEED MORE IN SOME PLACES	NEED MUCH MORE IN MANY PLACES	TOTAL	WEIGHTED AVERAGE
Small-sized single family detached homes (less than 1,500 square feet)	2.40% 4	16.17% 27	7.19% 12	43.11% 72	31.14% 52	167	3.84
Medium-sized single family detached homes (1,500 to 3,000 square feet)	6.67% 11	26.06% 43	20.61% 34	35.15% 58	11.52% 19	165	3.19
Large-sized single family detached homes (more than 5,000 square feet)	51.81% 86	24.70% 41	18.07% 30	4.82% 8	0.60% 1	166	1.78
Multigenerational homes (one house with spaces for grandparents, parents, and adult kids)	4.71% 8	18.82% 32	20.00% 34	32.94% 56	23.53% 40	170	3.52
Duplexes (two-unit homes)	7.27% 12	19.39% 32	17.58% 29	38.79% 64	16.97% 28	165	3.39
Triplexes or Fourplexes (three- or four-unit homes)	15.34% 25	23.31% 38	17.79% 29	27.61% 45	15.95% 26	163	3.06
Townhomes (also called rowhomes, a group of 6-8 homes)	10.43% 17	25.15% 41	14.11% 23	29.45% 48	20.86% 34	163	3.25
Small apartment buildings (up to 9 units)	13.58% 22	20.37% 33	18.52% 30	31.48% 51	16.05% 26	162	3.16
Medium-sized apartment buildings (up to 16 units)	16.97% 28	22.42% 37	20.00% 33	29.09% 48	11.52% 19	165	2.96
Apartment complexes (more than one building)	24.07% 39	20.99% 34	17.90% 29	28.40% 46	8.64% 14	162	2.77
Accessory dwelling units	16.35% 26	15.72% 25	28.93% 46	23.27% 37	15.72% 25	159	3.06
Second-floor apartments in commercial buildings (mixed-use)	9.64% 16	15.06% 25	19.28% 32	30.12% 50	25.90% 43	166	3.48
Manufactured homes (i.e., mobile homes)	31.93% 53	28.92% 48	22.89% 38	10.84% 18	5.42% 9	166	2.29
Tiny homes (less than 500 square feet)	17.68% 29	25.61% 42	17.68% 29	25.00% 41	14.02% 23	164	2.92
Senior housing	4.35% 7	8.70% 14	24.84% 40	41.61% 67	20.50% 33	161	3.65
Co-housing (separate houses with shared community space like a kitchen)	21.56% 36	16.17% 27	27.54% 46	22.75% 38	11.98% 20	167	2.87
Cottage housing (small-sized single-family homes around a courtyard)	9.52% 16	14.88% 25	14.88% 25	41.07% 69	19.64% 33	168	3.46
Micro-housing (very small apartments)	24.24% 40	23.64% 39	24.85% 41	20.00% 33	7.27% 12	165	2.62

Q12 Do you think redevelopment that adds more residential housing in existing neighborhoods should be allowed if it meets the following requirements:

Answered: 169 Skipped: 61

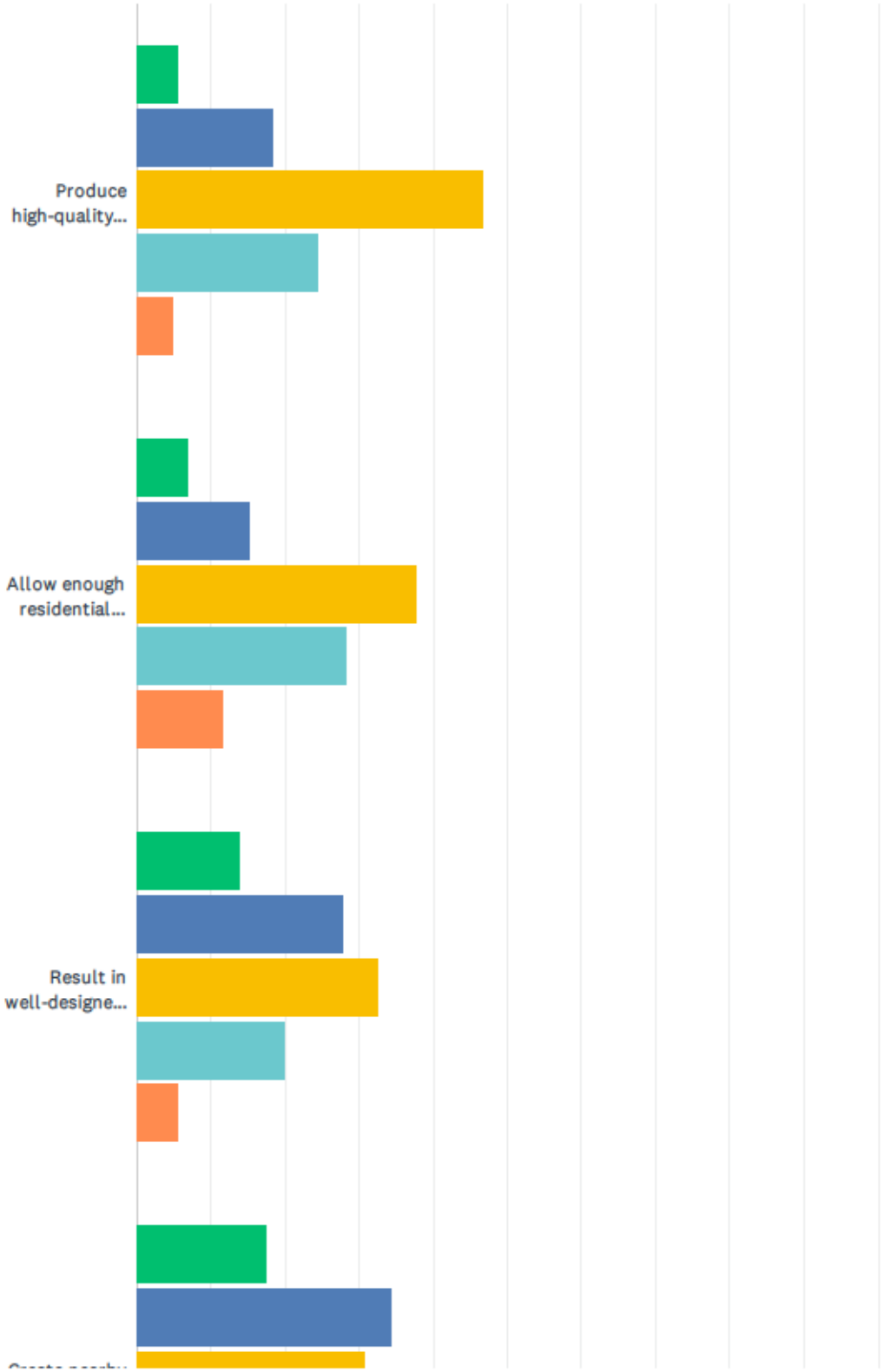




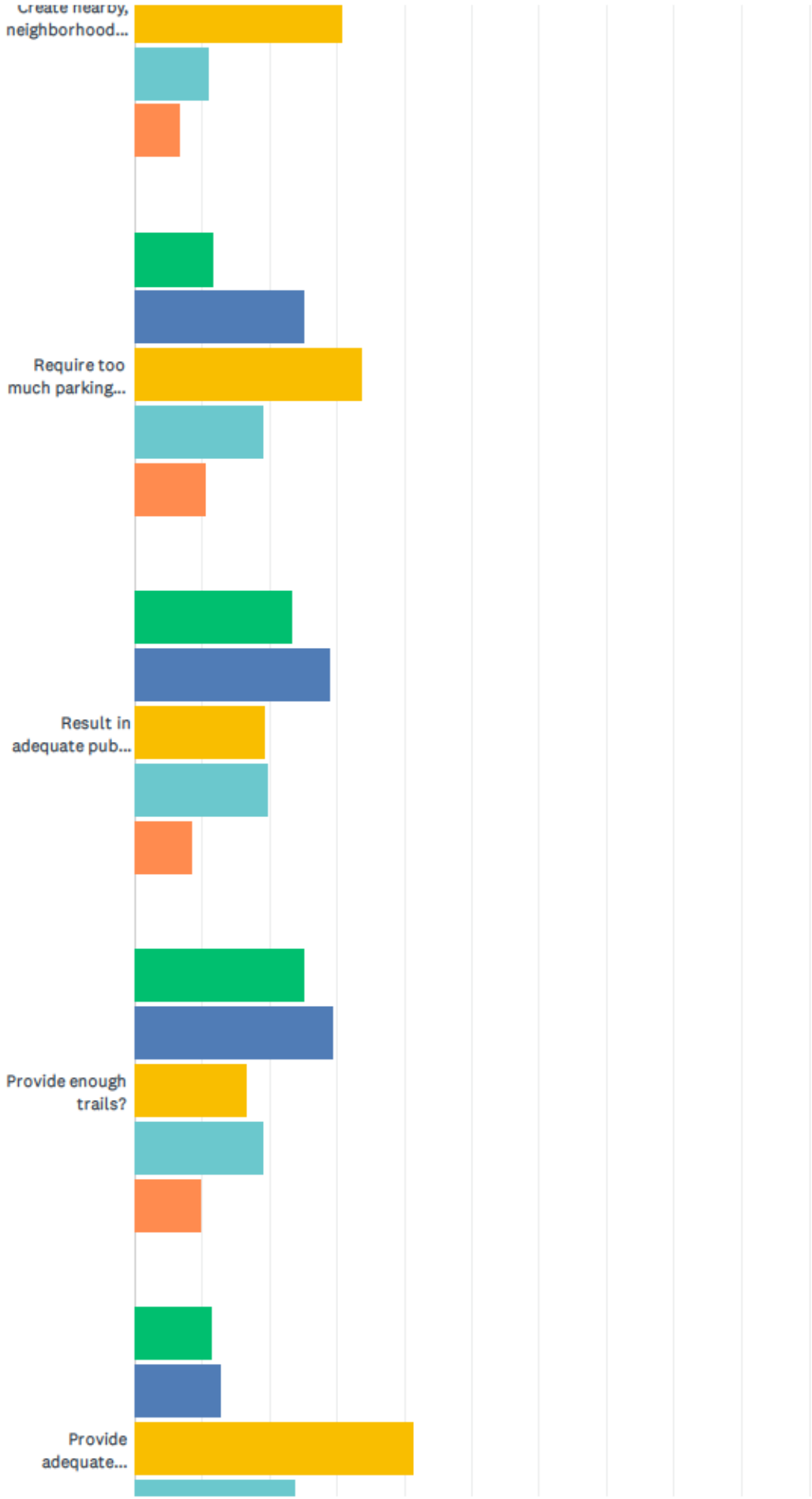
	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
If the new development is the same size and scale as surrounding development.	12.50% 21	11.31% 19	11.90% 20	47.62% 80	16.67% 28	168	3.45
If the new development looks like the surrounding development.	11.31% 19	9.52% 16	14.29% 24	49.40% 83	15.48% 26	168	3.48
If the new development is built on large lots that can be subdivided.	19.05% 32	28.57% 48	27.38% 46	19.05% 32	5.95% 10	168	2.64
If the new development replaces older, poorly maintained buildings.	5.92% 10	4.14% 7	10.65% 18	49.11% 83	30.18% 51	169	3.93
If the new development rehabilitates older buildings.	4.14% 7	1.78% 3	13.02% 22	40.83% 69	40.24% 68	169	4.11

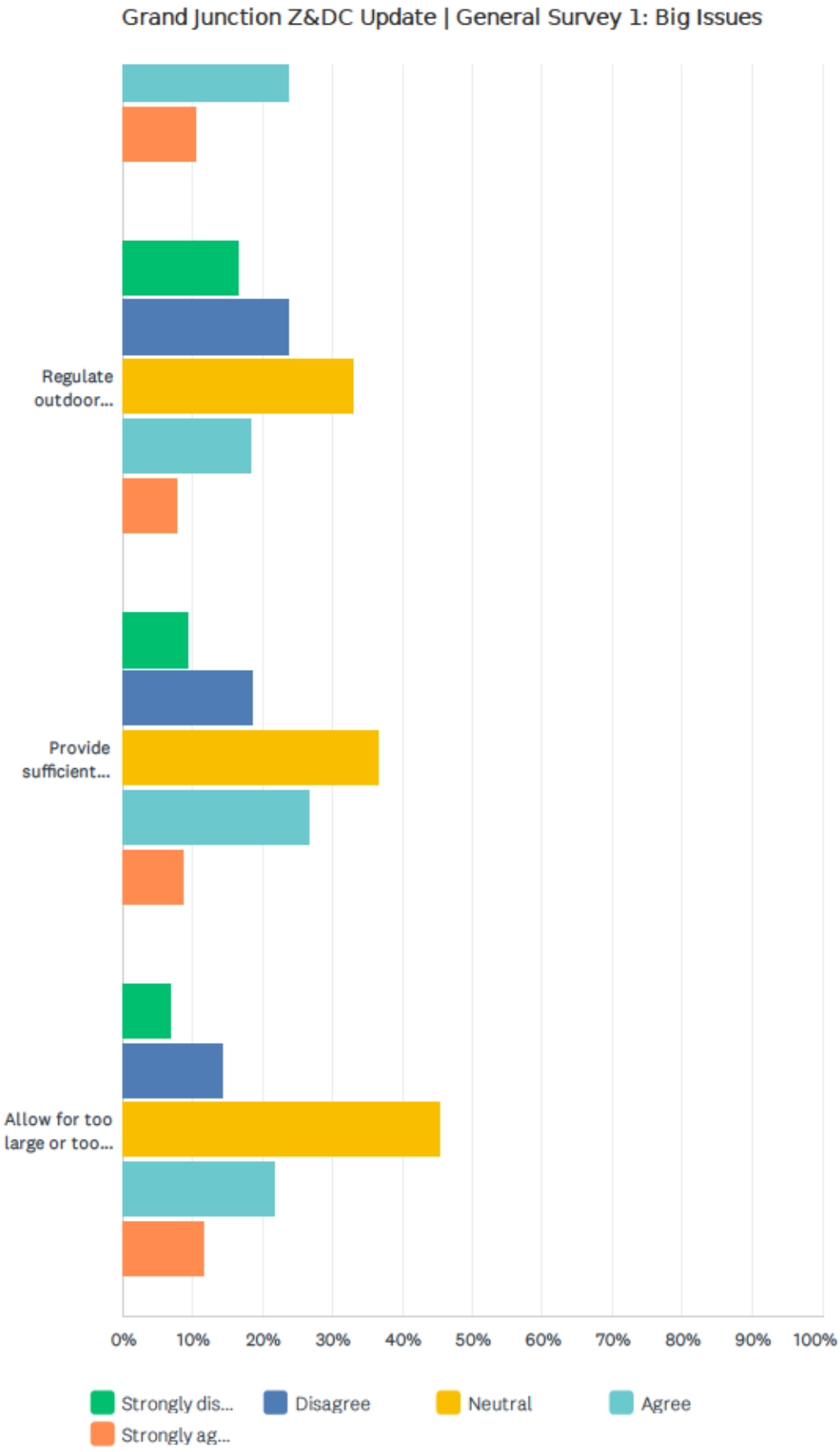
Q13 Development regulations address building design, parking and landscaping requirements and other development standards. Does the current Z&DC:

Answered: 167 Skipped: 63



Grand Junction Z&DC Update | General Survey 1: Big Issues

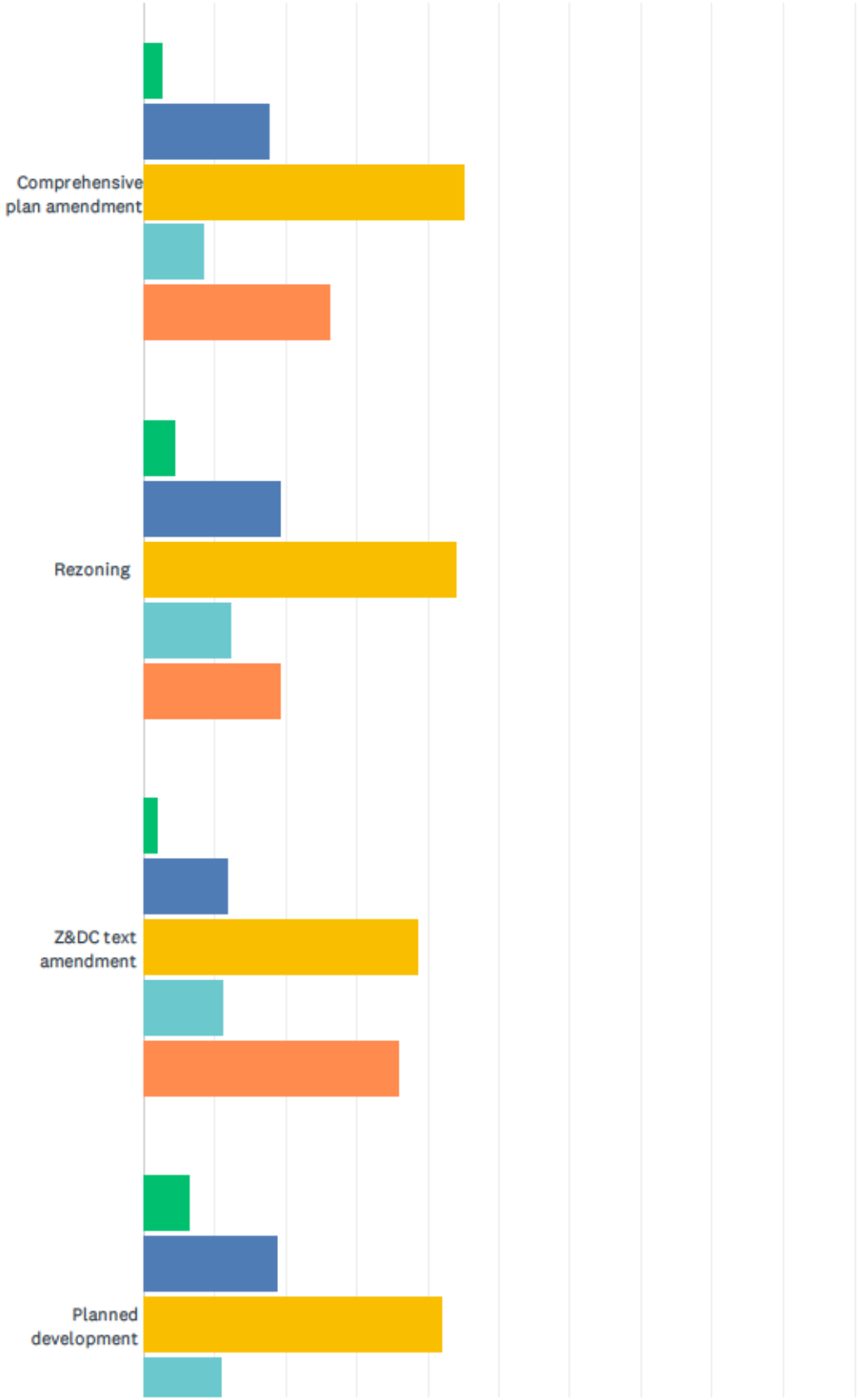



Grand Junction Z&DC Update | General Survey 1: Big Issues
Regulate outdoor...
Provide sufficient...
Allow for too large or too...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Strongly dis...
Disagree
Neutral
Agree
Strongly ag...

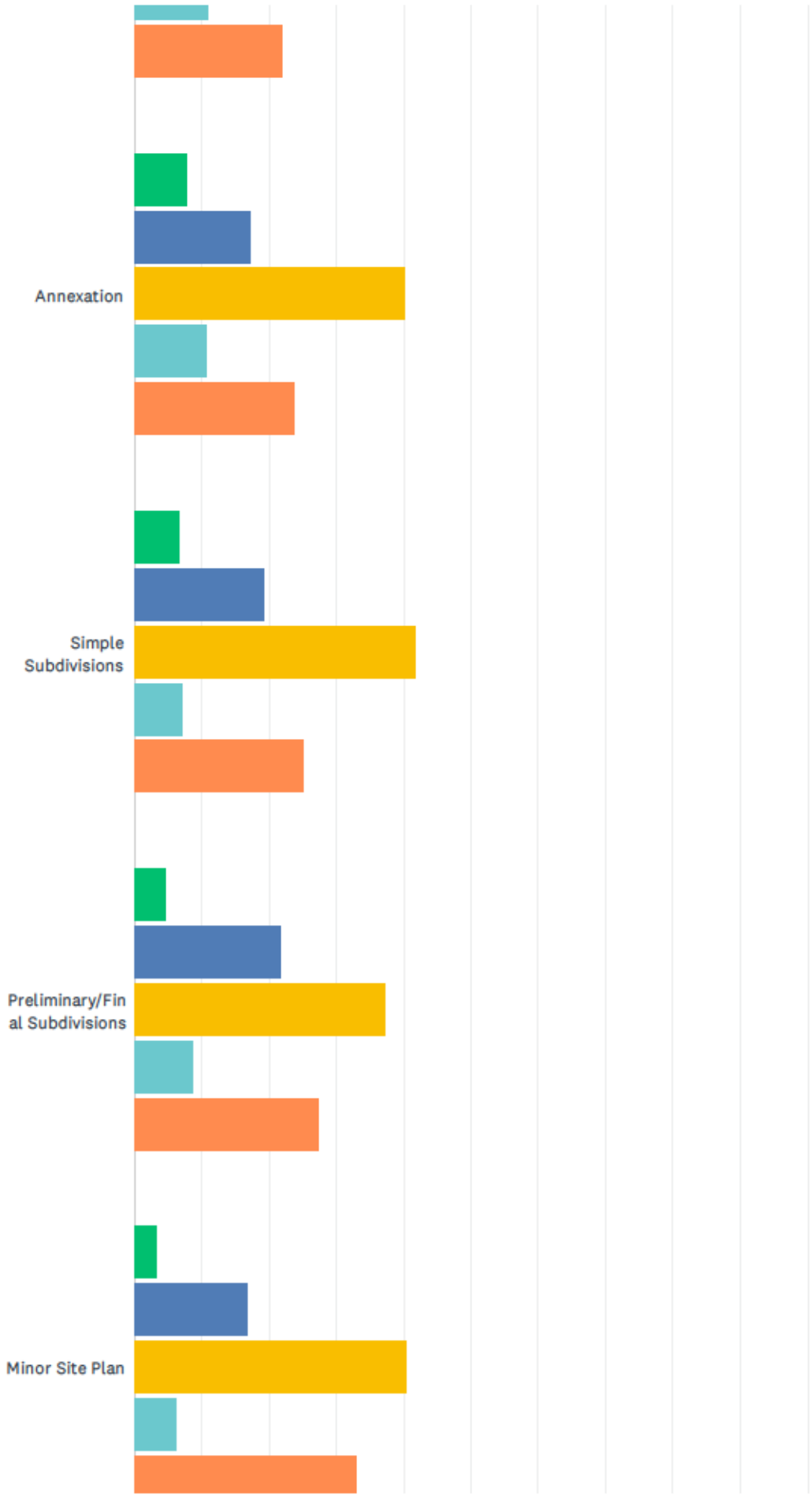
	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Produce high-quality, well-designed buildings?	5.52% 9	18.40% 30	46.63% 76	24.54% 40	4.91% 8	163	3.05
Allow enough residential construction?	6.79% 11	15.43% 25	37.65% 61	28.40% 46	11.73% 19	162	3.23
Result in well-designed neighborhoods?	13.94% 23	27.88% 46	32.73% 54	20.00% 33	5.45% 9	165	2.75
Create nearby, neighborhood shopping and service areas?	17.47% 29	34.34% 57	30.72% 51	10.84% 18	6.63% 11	166	2.55
Require too much parking to be provided on the site?	11.66% 19	25.15% 41	33.74% 55	19.02% 31	10.43% 17	163	2.91
Result in adequate public parks and open space?	23.49% 39	28.92% 48	19.28% 32	19.88% 33	8.43% 14	166	2.61
Provide enough trails?	25.15% 41	29.45% 48	16.56% 27	19.02% 31	9.82% 16	163	2.59
Provide adequate protection for the City's historic neighborhoods and buildings?	11.59% 19	12.80% 21	41.46% 68	23.78% 39	10.37% 17	164	3.09
Regulate outdoor lighting to keep the City dark enough to see the night sky?	16.56% 27	23.93% 39	33.13% 54	18.40% 30	7.98% 13	163	2.77
Provide sufficient landscaping?	9.32% 15	18.63% 30	36.65% 59	26.71% 43	8.70% 14	161	3.07
Allow for too large or too many signs?	6.83% 11	14.29% 23	45.34% 73	21.74% 35	11.80% 19	161	3.17

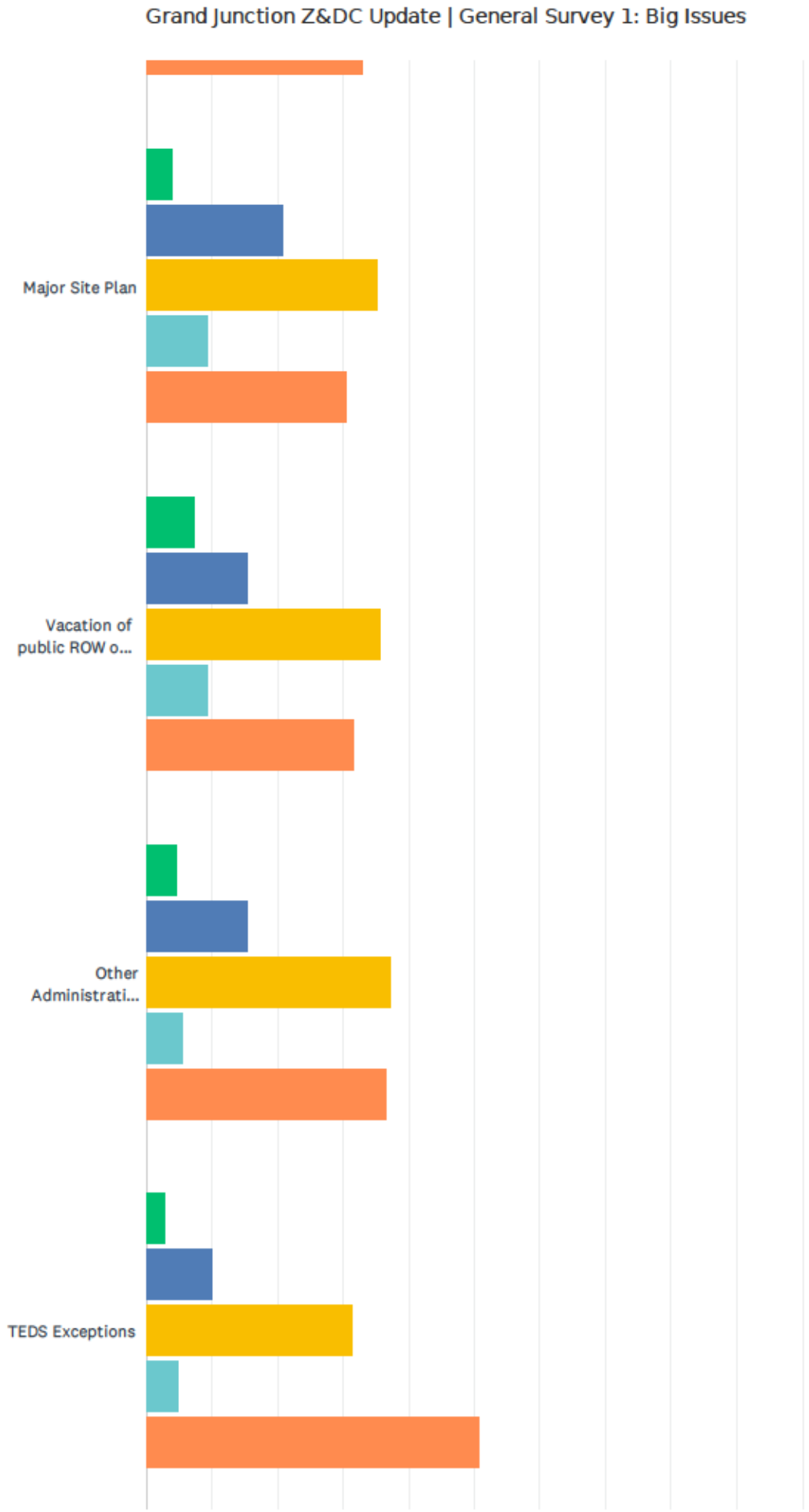
Q14 Do you think the following processes have predictable outcomes:

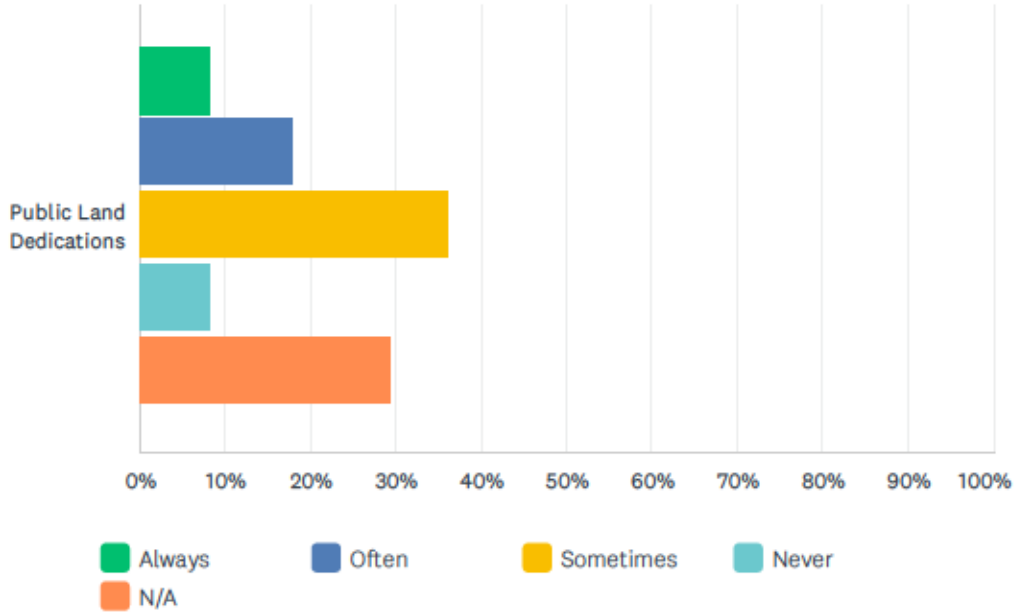
Answered: 157 Skipped: 73



Grand Junction Z&DC Update | General Survey 1: Big Issues




Grand Junction Z&DC Update | General Survey 1: Big Issues
Major Site Plan
Vacation of public ROW o...
Other Administrati...
TEDS Exceptions



	ALWAYS	OFTEN	SOMETIMES	NEVER	N/A	TOTAL	WEIGHTED AVERAGE
Comprehensive plan amendment	2.61% 4	17.65% 27	45.10% 69	8.50% 13	26.14% 40	153	2.81
Rezoning	4.55% 7	19.48% 30	44.16% 68	12.34% 19	19.48% 30	154	2.80
Z&DC text amendment	2.00% 3	12.00% 18	38.67% 58	11.33% 17	36.00% 54	150	2.93
Planned development	6.45% 10	18.71% 29	41.94% 65	10.97% 17	21.94% 34	155	2.74
Annexation	7.95% 12	17.22% 26	40.40% 61	10.60% 16	23.84% 36	151	2.70
Simple Subdivisions	6.62% 10	19.21% 29	41.72% 63	7.28% 11	25.17% 38	151	2.66
Preliminary/Final Subdivisions	4.76% 7	21.77% 32	37.41% 55	8.84% 13	27.21% 40	147	2.69
Minor Site Plan	3.38% 5	16.89% 25	40.54% 60	6.08% 9	33.11% 49	148	2.74
Major Site Plan	4.05% 6	20.95% 31	35.14% 52	9.46% 14	30.41% 45	148	2.72
Vacation of public ROW or Easement	7.43% 11	15.54% 23	35.81% 53	9.46% 14	31.76% 47	148	2.69
Other Administrative Permits	4.76% 7	15.65% 23	37.41% 55	5.44% 8	36.73% 54	147	2.69
TEDS Exceptions	2.86% 4	10.00% 14	31.43% 44	5.00% 7	50.71% 71	140	2.78
Public Land Dedications	8.22% 12	17.81% 26	36.30% 53	8.22% 12	29.45% 43	146	2.63

Q15 What are the most important priorities for development in Grand Junction that this project needs to address?

Answered: 129 Skipped: 101

#	RESPONSES	DATE
1	Providing more points of interest than just in downtown. Think of neighborhoods as nodes where people can walk to get dinner, and be close to a grocery store	5/31/2022 12:04 AM
2	Protecting the natural resources promises draw people to colorado - clean air, clean water, views, basic needs accessibility for all income levels, improvement of public transit, open spaces both wild and manicured.	5/28/2022 5:18 PM
3	Trader Joe's	5/28/2022 3:08 PM
4	Outdoor space at reasonable prices is key. We don't want to become the next Denver. Our community should stay relaxed, open and affordable.	5/28/2022 7:17 AM
5	Revitalize old neighborhoods where homeless hang out Encourage nighttime lighting to reduce crime	5/27/2022 6:11 PM
6	Stop approving R-5 subdivisions being developed within /amongst established, existing already congested R-4 neighborhoods! Build more bridges from OM to GJ across the river.	5/27/2022 9:49 AM
7	Keep our buffer zones, keep our natural areas, trails and natural beauty and do not overdevelop our town	5/27/2022 8:04 AM
8	Clarification of residential parking, how many parking spots to a home, landlord responsibility for providing adequate parking to renters, residential parking permits program to limit squatters and overflow of vehicles.	5/25/2022 1:42 PM
9	Homeless people. They have taken over our parks, sidewalks, bus stops, empty fields, you name it, and they are there setting up camps. There need to be strict and enforced regulations/rules as to where they can & can't be.	5/9/2022 10:56 AM
10	predictable outcomes for development. The City/Community usually wants "high quality" buildings and development but they are the ones paying for it. There needs to be more incentives for development to provide higher quality product.	5/4/2022 5:06 PM
11	Homeless and low-income housing	5/4/2022 2:36 PM
12	Affordable, more dense housing encouraging amenities in neighborhoods like access to grocery, parks, open space, trails. Less sprawl - all of us are subsidizing low density zoning with our taxpayer dollars while lower income individuals are struggling to afford a place to live. Plan this community for ALL people, not just wealthy folks and developers. Provide infrastructure for those who don't have cars or choose to bike/walk. Less cars on the road is better for everyone.	4/30/2022 11:55 AM
13	Street access for bikes and pedestrians, more and better multi-family housing in the core of the city through redevelopment of old housing.	4/28/2022 5:21 PM
14	Climate change resilience: updated building codes, xeriscape landscaping requirements, incentives for solar. Bikeable/walkable communities that are connected with dedicated trails.	4/28/2022 1:13 PM
15	Make GJ more walkable and bike friendly.	4/28/2022 6:59 AM
16	Unified development, both commercial and residential,instead of many little one-acre developments with cul-de-sacs that don't connect with each other.	4/26/2022 4:11 PM
17	Affordable housing	4/26/2022 3:42 PM
18	Too many houses on too little property space. I'm tired of looking at the homeless. Tiny apartments are great. Put said apartments behind the Catholic Outreach Center. I don't want Grand Junction to look like Kensington PA. Why can't Grand Junction get a YMCA?	4/25/2022 7:52 PM

19	Charge bank owned properties for leaving homes vacant. It brings down neighbors property values and morale, while banks can wait for the housing market to increase.	4/25/2022 6:08 PM
20	Affordable housing, senior housing, higher density Connect bike lanes	4/25/2022 3:30 PM
21	We need more affordable house. Affordable being the key word. The housing market is out of control for buying and renting. If something was to happen to my home finding another one would be impossible. My brother in law has been looking for a rental for months and months, has done so many applications and paid so many application fees to be denied for one reason or another. He has decent credit, a good job, and one dog, it shouldn't be that hard to find a rental. I like how the city stays on top of peoples housing for weed control and things like that. But then you allow an eye sore like the old Far East building on north to just sit there, run down. A lot of North Ave looks very run down and the homeless population is out of control.	4/25/2022 9:59 AM
22	I think GJ needs to put in a REC center, I pray daily Willow Rd. 536 1/2 especially is tended to. My sister knows what is going on at the house, every neighbor has called and asked to please evict him. My sister refuses because he is the father of her 3 grown children. He has dropped the property value on every neighbor home due to the way they have cared for my mothers property at 536 1/2 Willow Rd. He has continued to break the law, let alone my parents hearts, all the love that they provided over the years, and this is how my sister and brother-in-law say thanks mom & dad. This is why I am saying that I need your assistance with this matter... GJ	4/25/2022 9:28 AM
23	Affordable housing.	4/25/2022 7:53 AM
24	providing affordable housing, cleaning up some of the “run down” neighborhoods,	4/24/2022 9:05 AM
25	Common sense: if you want neighbors to interact with each other, does it make sense to build homes where nobody ever sees their neighbors? Without sidewalks, community gardens community recreation areas or parks?	4/24/2022 8:17 AM
26	We need to be investing in open space within our community. There are tracks of private land that could be purchased in partnership with land trusts to create those spaces. We need to make paths for safe biking a key component of development. Our community is changing with lots of new development. This strains infrastructure and alters the quality of life that we enjoy here.	4/23/2022 9:46 PM
27	Stip taking our green space for too many homes built on too little land with NO IMPACT FEES for developers. We need to learn from what other towns have already learned - let's not spin our wheels in frustration before its too late. We need to think of ageing place - tiny homes, communal living, no impact on schools and services for children! GJ is drawing retirees.....they don't want to see their tax dollars go to crowded schools with overworked teachers!!! Let the developers pay.....	4/23/2022 9:43 PM
28	address infill and maintain rural areas	4/22/2022 4:38 PM
29	Allowing for considerate development that increases housing options at all levels, yet works to maintain the character of Grand Junction (established neighborhoods/historic homes and building preserved and repurposed rather than replaced). I would also like to see the load of increased density shared throughout the City of Grand Junction, and not just focused in places like Downtown. Continuing to allow ADUs Downtown may be a way to increase density while preserving original old homes too. I would also like to see incentives offered to developers to preserve and reimagine older buildings (mixed use/residential/retail/office).	4/21/2022 9:10 PM
30	Bike paths and supermarket downtown	4/14/2022 4:54 AM
31	Connection with walk and bike lanes small stores to walk and bike to	4/13/2022 3:24 PM
32	Open spaces, trails, parks, denser affordable housing, less eyesore new buildings in historic areas, STOP BUILDING ALONG LUNCH LOOPS (as a recreational user, this is the city’s greatest asset & part of Colorado’s 2 billion dollar Rec industry, but by all means, build another mansion for a handful of rich white guys from Aspen)	4/13/2022 9:19 AM
33	I know there's a transportation plan too but I'd really like to see better movement within the city via bike lanes and pedestrian paths. We need to be building UP instead of OUT. These new single family home developments going in are a joke. Stop thinking with the traditional American mindset that everyone needs a 3/2 house with a yard. These three story apartment complexes are a step in the right direction but it's still not great because they almost all have to have a vehicle if they don't want to be limited to one store. Put retail underneath dense housing. Stop building strip mall type places. ADU regulations should be relaxed too, if your	4/13/2022 7:52 AM

	property has the room for over 900sqft then why not? I'd really like to see Grand Junction lead the way for attempts at doing something different and progressive with developments in the valley but I don't have much hope. I see sprawl, I see traffic, I see overused resources and I see another typical American city.	
34	A slow, thoughtful, process considering all aspects and impacts before rushing into development of new neighborhoods and commercial. It all feels very fast and jammed right now. You can feel the intensity here.	4/12/2022 4:00 PM
35	Commercial property upgrades	4/12/2022 12:46 PM
36	Too much cramming of development into every nook and cranny reduces the quality of the neighborhood, as does increased housing density stuffed into residential neighborhoods.	4/12/2022 11:22 AM
37	It needs to allow for private sector development to bring product to the market that exists without tampering, downzoning, extraction, and punitive measures	4/12/2022 11:04 AM
38	Affordable housing in GJ, encourage in-fill development and mixed use development	4/12/2022 11:00 AM
39	I do not see grocery stores being integrated into developments. The loss of the downtown City Market left all downtown residents and visitors with no easy place to obtain nutritious food at reasonable prices. Development must include more realistic services for the residents. Please insist that any development will provide for easy foot traffic to a food center. Not everyone has access to an auto or bus transport. Please!	4/12/2022 10:14 AM
40	again, don't know if this is your purview, but many existing buildings and homes are poorly maintained, with weed filled or no landscaping, and too much asphalt which is not broken up by plantings or other features.	4/12/2022 9:50 AM
41	STOP DEVELOPMENT UNTIL THE REAL COSTS ARE PROPERLY ASSESSED and FAIRLY APPORTIONED. Traffic mitigation and ROAD construction MUST BE paid BY THE DEVELOPERS not the taxpayers. -- Hire Competent planners and traffic engineers. FIRE the City Manager .	4/12/2022 7:02 AM
42	Streamline the process; maintain reasonable fee structure	4/11/2022 9:11 PM
43	Quality not sprawl. Fill in before adding more massive buildouts	4/11/2022 7:20 PM
44	Developer responsibility for street damage and maintenance for longer than current requirements. The City is full of dips, ruts and bumps caused by development or utility work. and bumps caused by development work	4/11/2022 4:00 PM
45	Traffic planning.	4/11/2022 2:09 PM
46	To provide parks and recreation areas close to housing. To prevent density that is an overriding problem on the front range.	4/11/2022 12:53 PM
47	Require development to include adequate public infrastructure improvements especially in the areas of transportation and drainage.	4/11/2022 11:19 AM
48	More bike lanes and preserve mountain bike areas around town. More recreational areas.	4/11/2022 10:32 AM
49	How all these new applications will impact traffic, water, schools, road repair, noise, services. We do not need Grand Junction to be Denver. Our roads are so bad and there is so much more traffic.	4/11/2022 10:06 AM
50	preserve open space; allow less high density development; preserve agricultural aspect of Grand Valley	4/11/2022 9:42 AM
51	Covering the ugly rail yard and oil tanks that face Riverfront Drive. Mandating property clean ups, where necessary.	4/11/2022 9:05 AM
52	Adequate or expanded roads and access before approval of large scale developments which only bring more automobiles into the area.	4/11/2022 8:21 AM
53	Mesa State needs to provide more parking-before they are allowed to build more. Auto traffic flow needs to be first, before bikes and peds. Stop shrinking 4 lanes to 2.	4/11/2022 8:05 AM
54	Recreation Center - NOT IN Lincoln Park	4/11/2022 7:57 AM
55	Affordable housing is a for-real crisis. I'm 67 and my kids are in their 30s but all struggled to	4/11/2022 7:38 AM

	get into the market (one may never own his own home). I've got relatives in very large homes on huge lots and if we can afford as a community to support that kind of life style, surely we can support living space options on the other end of the scale.	
56	- Eliminate parking requirements for residential uses in the B2 zone and for ADUs in all zones. - Revise the transportation development impact fee program so that paid by development in the B-2 zone or the designated redevelopment zones doesn't pay for new lane-mile capacity (road expansions) but is instead used to pay for multimodal improvements and parking management which benefits infill/downtown development. - Do a nexus study for the open space exaction fee program before it's challenged in court as illegal and increase the threshold from subdivisions of 10 or more to subdivisions of 50 or more. - Stop prohibiting grey water systems for landscaping irrigation in new residential development.	4/10/2022 12:58 PM
57	Simplify the amount and type of review required and make the zones more flexible. More administrative approval	4/9/2022 11:27 AM
58	It is irresponsible for commercial properties to be required to have lawn and shrubs in the desert, especially in when everyone is asked to conserve water usage. Seems hypocritical and wasteful. There should be an allowance for xeriscaping or rock. I'm thinking of 555 & 610 W Gunnison, the fuel station at 1st & Grand with the dead grass, etc.	4/9/2022 10:01 AM
59	Rec center!!!!!!!!! More pickleball courts. Please plan growth so we look like a real city and not hodge lodge.	4/9/2022 8:28 AM
60	Housing for the homeless if they will are willing to get off the street and be safe	4/8/2022 11:23 PM
61	Maintain open space, preserve public access	4/8/2022 1:24 PM
62	Safety, safety and acceptance of final project meeting improvement specifications	4/7/2022 11:26 PM
63	Foremost, the Rec center at Matchett Park. Nobody in "powers that be" seems to listen to what we want and where it should be built. Other sites are rediculous!	4/7/2022 3:05 PM
64	Grand Junction needs to work on helping the lower class escape the poverty cycle by offering us housing opportunities. Clifton deserves to feel like a community. Living there feels dreadful. The commercialized spaces do not feel like they do in town. It feels unsafe. Considering this is the only affordable neighborhood to get out of the renting market, Clifton deserves to feel like a community that is cared about.	4/7/2022 1:55 PM
65	Affordable housing for young families. Beautification of common areas with green spaces.	4/7/2022 1:53 PM
66	Quit allowing for suburban sprawl before we have a doughnut shaped city like Cleveland or Detroit. Make it easier to develop in the core of the city to promote the vision that keeps being shown in all of the visioning/future plans of the city. Removing one way streets, protected pedestrian cross walks, ease of urban development and remove the blanket policies that are geared toward tract homes - that would be strong start. Also force the city to encourage development in the urban area with financial incentives for all development - not just income/age restricted housing like we have had over the past 2-3 decades. The city should not be a land developer (River Front), but a accessible means to private equity who can do that work at a fraction of the cost and for a profit. Having the city on the same page as the DDA would make a world of difference in progress for the overall community.	4/7/2022 11:25 AM
67	Affordable housing for seniors on main bus routes. Do not give tax breaks and other giveaways to developers, this just causes other taxpayers to foot the bill that are just trying to break even. If developers need giveaways then they don't really know if they have a market. If there is a market, then some other developer will step in.	4/7/2022 10:23 AM
68	The city of GJ needs to celebrate the Colorado and Gunnison rivers and not treat the like sewers or run-off ditches. We need more development overlooking the rivers so we can enjoy the sacred water. (Have you ever been to the San Antonia, TX river walk?)	4/7/2022 9:12 AM
69	Affordable housing, housing first for the homeless.	4/7/2022 7:46 AM
70	Affordable housing, reduced reliance on cars, increased density instead of sprawl	4/6/2022 9:52 PM
71	Affordable housing for Seniors who can support each other yet remain independent. Circular housing with maintenance and other amenities provided.	4/6/2022 9:18 PM
72	MAKE DEVELOPERS PAY FOR INFRASTURE AND KEEP REAL ESTATE PEOPLE AND DEVELOPERS OUT OF PUBLIC OFFICE!	4/6/2022 8:22 PM

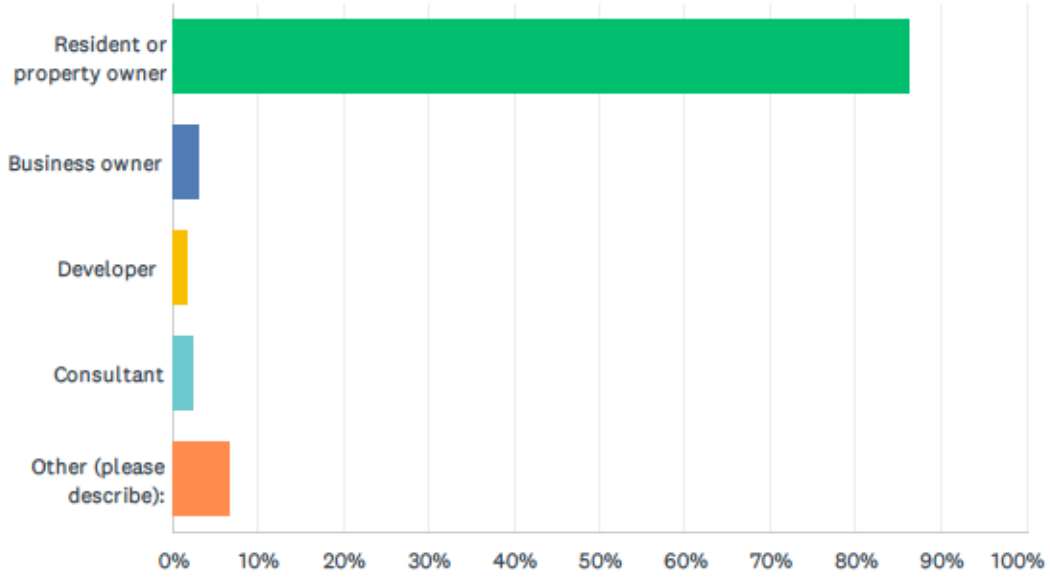
73	Find ways to reduce cost, increase density, create codes that are more predictable for creative projects	4/6/2022 6:44 PM
74	Consistent zoning; keep the character of existing neighborhoods and feather in higher density slowly! no big buildings next to existing single family homes; green space planned into the city everywhere, especially in poorer areas.	4/6/2022 5:07 PM
75	Clean up the city. The city is ugly with trash, delipidated buildings and just an overall junky appearance. The city needs to work with the county for a coordinated clean up of the place.	4/6/2022 3:17 PM
76	traffic flow. As new housing goes in, and it should, traffic flow must be considered	4/6/2022 1:29 PM
77	Drought and the problems inherent in requiring residents to conserve water while approving more and more subdivisions, making water more and more scarce. This is a nightmare scenario.	4/6/2022 1:04 PM
78	Affordable housing that is made sustainably, minimizing impact on the environment (e.g. native plants vs grass), and allowing a walkable/bikeable/public transportation lifestyle vs relying on cars. I also believe there is tremendous opportunity to help build community with mindful design/architecture. For example, building homes with front porches and front space will encourage neighbors to interact. "Micro" community spaces (e.g. smaller flexible community centers) that are walkable/bikeable for residents in a neighborhood can also help build community and bring people together.	4/6/2022 11:55 AM
79	More trails like the river front trail. Maybe protected bike lanes? Too many times iave been ran off the road by unfriendly cars on the road. Even on the down town strip ive had people speed around me and cut me off just to meet them at the next stop light while im calmly riding at the right side of the road. Safe bike lanes are a great option.	4/6/2022 11:44 AM
80	increase in traffic, beautification of the city, water availability, senior housing with smaller houses and no yard maintenance (like Del Webb community)	4/6/2022 11:36 AM
81	Too much growth Developing too quickly Charge developers much more money for tap fees, etc. This would slow the number/speed of new developments and would still help the City tax base. Be VERY MINDFUL of GJ's quality of life -- don't destroy a good thing.	4/6/2022 11:27 AM
82	Tearing down the aging structures around town, especially downtown to make it more of an inviting and welcome, safe environment for tourists and locals. Second priority is better landscaping at places like along the Horizon/I-70 exit with all the hotels. Making it more attractive and less transient looking.	4/6/2022 11:21 AM
83	As mentioned earlier, preserving existing open spaces rather than turning them into commercial or residential areas. These open green spaces are what attracts people to this area that other places lack. Once you destroy these areas you will never get them back. They are far more valuable than any type of housing or business structure. The same goes for prioritizing parks. I can't believe that despite all of the development in the Redlands there are so few parks. Lastly, prioritize and always include bike lanes in the planning process. Provide safe alternative paths for people to access major shops and stores.	4/6/2022 10:23 AM
84	#1 REC CENTER OR SOMETHING FOR THE KIDS TO DO AND GO. WE HAVE MORE FOR HOMELESS AND CRIMINALS TO DO THAN OUR OWN CHILDEREN. #2 More development on the east side of town. We very little over there and a lot of space to build. The eastside is the most populated and the most desirable right now for affordability. Cut your traffic down.... #3. The city lights need to looked at. Maverick by the hwy in Clifton, so many run the light because you sit for almost 5 minutes. Again. the east side is the most problem with light times.	4/6/2022 10:09 AM
85	There is a huge need for affordable housing. This is housing priced under $300,000, preferably under $250,000. Also, the City Planning Department shouldn't send out notices on input for a new project that affects my quality of living only to be told it has already been approved.	4/6/2022 10:06 AM
86	fixing the streets and making people clean up propertys	4/6/2022 9:48 AM
87	Code enforcement	4/6/2022 8:56 AM
88	Clean up around 5th street bridge	4/6/2022 8:39 AM
89	OVERdevelopment within the city limits	4/6/2022 7:40 AM

90	Public input!	4/5/2022 9:35 PM
91	Too rapid growth without good, well thought out planning leads to poor, unwelcome outcomes!!	4/5/2022 9:32 PM
92	Accessibility and developing a town that can be lived in without a vehicle.	4/5/2022 9:18 PM
93	Más casas y apartamentos con precios cómodos, más áreas fáciles para caminar o andar en bicicleta	4/5/2022 8:55 PM
94	New developments need to invite homeowners and residents to participate. Not just the developers who don't care how their projects may negatively affect people who live and work here.	4/5/2022 8:41 PM
95	To many short term rentals aka Airb&b's in one area. Need to limit the number per block or area. Also need individual notice of meetings etc.	4/5/2022 7:47 PM
96	Too much development and not enough concern for infrastructure and paying for the development. We need to keep some open space!	4/5/2022 7:18 PM
97	Need to realize that there is only so much land and water and that at some point, the area will need to reconsider ongoing growth and development.	4/5/2022 6:56 PM
98	Three categories: Curb housing contractors and add restrictions to elevate urban buildings by height, within a zone circular and proportional to pop. density per sq. Area Buy out mobile homes. Designate few areas for industrial uses, business sector, tech and industry.	4/5/2022 6:55 PM
99	Denser neighborhoods capitalizing on infill of existing lots (how many gravel lots does the city plan on collecting?) More trails and wider sidewalks and some way to slow motorvehicle traffic through pedestrian friendly areas (perhaps a spike strip at the 7th and Main roundabout or some kind of rhinoceros crossing guard.)	4/5/2022 6:45 PM
100	A simple moratorium on development for a period of time to address infrasture issues as the highest priority before any further development occurs.	4/5/2022 6:40 PM
101	stop building so many new homes and mcmansions, keep open space	4/5/2022 6:32 PM
102	Rec center, downtown grocery store, public parks/open space	4/5/2022 6:28 PM
103	More park development and walking and biking paths that lead to where we work, shop and play. Making certain to upgrade and widen roads before putting in large housing development or subdivisions,	4/5/2022 6:13 PM
104	The future development needs to prioritize pedestrians and alternative modes of transportation beyond vehicles. Higher density residential living to prevent urban sprawl and protect the open space that makes the valley unique. Combining commercial and residential spaces will make for a more useful and efficient neighborhood.	4/5/2022 6:03 PM
105	I would like to see self-sufficient neighborhoods that allow for walking and biking to obtain basic services. It's also important that young people can afford to buy homes here. There is way too much development for millionaires from out of state and not enough for the people who grew up here. If we want GJ to thrive, we need to be family friendly and offer a sustainable, affordable lifestyle.	4/5/2022 5:39 PM
106	Cleaning up some existing properties! Annex more of Orchard Mesa. One doesn't have to have much to keep ALL properties neat and tidy. No trash, no non running vehicles. These items help eliminate crime as people care. Replace the GJ sign on highway 50. It reflects on how you care. Expand the fairgrounds by purchasing property to the west while you can! Cleanup lower downtown by bridge to make it attractive. Purchase space for future while cleaning up	4/5/2022 5:32 PM
107	PROTECT THE NIGHT SKY FROM ADDITIONAL ARTIFICIAL KIGHTING. Eliminate multi use housing in single family neighborhoods. Ban large storage buildings ga/garages from being built in residential areas. Recreational toys snd rvs can be stored in areas dedicated for that purpose where appropriately zoned.	4/5/2022 5:25 PM
108	Don't change zoning of areas that are low density to high density. Property owners make their buying decisions, in part, based on density, and changing to permit higher density housing in a traditionally low density area reduces the current owner's way of life and property values.	4/5/2022 5:02 PM
109	compatible, consistent, appropriately timed/scheduled, include amenities	4/5/2022 4:48 PM
110	Affordable housing.	4/5/2022 4:34 PM

111	affordable housing for renters!!! My 24 YO daughter cannot find even a studio for $1000/mo.	4/5/2022 4:04 PM
112	smaller homes than use less resources	4/5/2022 3:50 PM
113	Stop out of town 2nd and 3rd homeowners, reduce short term rentals. Increase density, reduce parking lots. Start developing for residents and stop developing for tourists	4/5/2022 3:41 PM
114	Provide single family homes for low income. Provide opportunities for businesses in eastern low income part of town. Community Hospital should have been built in eastern low income part of town, not the rich part of town. Hire people with common sense to achieve a more balanced community design. Currently everyone who participates in the process is affluent and does not understand the needs of low income families.	4/5/2022 3:40 PM
115	Affordable housing for young families trying to make a go of it with the low wages paid in the area.	4/5/2022 3:04 PM
116	Give residential homes more space and yards.	4/5/2022 2:45 PM
117	Too many subdivisions without addressing neighbor concerns and changing zoning to put in high density homes. Turning farmland into mini estates. Too many people without consideration of the infrastructure and water needs. After all with all the growth and traffic concerns, maybe time to address what the community wants and NOT the real estate agents, which there are hundreds, or the developers. If not restrained, though money talks, we will be another Denver or Silicon Valley which I left for the very same reason, uncontrolled growth and the loss of quality if life. I'm all for a semi moratorium to address where we are and if we can handle more growth. The traffic issues already an issue. Lets take a break and reconsider where we are heading with this grow, grow a d get bigger attitude. I guarantee at least 75% of the people are in my court. Think carefully, once done it can't be undone!	4/5/2022 2:32 PM
118	We need competition for retail stores and warehouse stores. Very limited on where you can shop	4/5/2022 2:10 PM
119	affordable housing Open spaces	4/5/2022 1:51 PM
120	Incentives if necessary to investors to tear down the non-maintained, old, vacant buildings or blocks of houses and rebuild	4/5/2022 1:48 PM
121	Flowing traffic, school access.	4/5/2022 1:14 PM
122	Density and the need for more diversification of housing. ie: condos, townhomes, tiny homes, multigenerational/ADU (with two stoves!)	4/5/2022 12:33 PM
123	Housing supply, densification/infill, safe and efficient pedestrian/cycling infrastructure, transit feasibility.	4/5/2022 12:17 PM
124	Easy access by walking and bicycling (15-20 minutes or less) through attractive and safe street scapes to grocery shopping, and other like amenities. Providing a variety of housing options and price pointed in each neighborhood.	4/5/2022 11:48 AM
125	Walkability/Bikeability of neighborhoods.	4/5/2022 11:06 AM
126	Continuing to grow the connectivity of the city (ie. maybe we don't need a new grocery store or shopping plaza downtown, if it is connected by easy and safe transport by bike or foot). Allowing neighborhoods to mesh and use each others services (very strong divide between North of North or South of North or Redlands or Riverside). Making things more cohesive as a city. Utilize things already existing and a new fashion instead of just a bunch of new modern build items. I like the way that the city tries to preserve the historic charm of the area while trying to be innovate and bring new/modern services and feel to the old charm.	4/5/2022 11:02 AM
127	Commuter friendly (not for motor vehicles)	4/5/2022 9:41 AM
128	Safe biking/ green transportation and allowing for a more walkable city	4/5/2022 9:31 AM
129	As housing costs continue to increase in the Valley, it is essential to increase our housing stock, but only through building up rather than out. Our agricultural industry is essential to our culture, and emphasizing dense mixed use housing and commercial districts prevents urban sprawl encroaching on family farms. In addition, reducing or eliminating the minimum parking requirement allows for increased walkability and bike ability, boosting quality of life and financial viability of developments.	4/5/2022 9:04 AM

Q16 Tell us about you! I am a:

Answered: 168 Skipped: 62



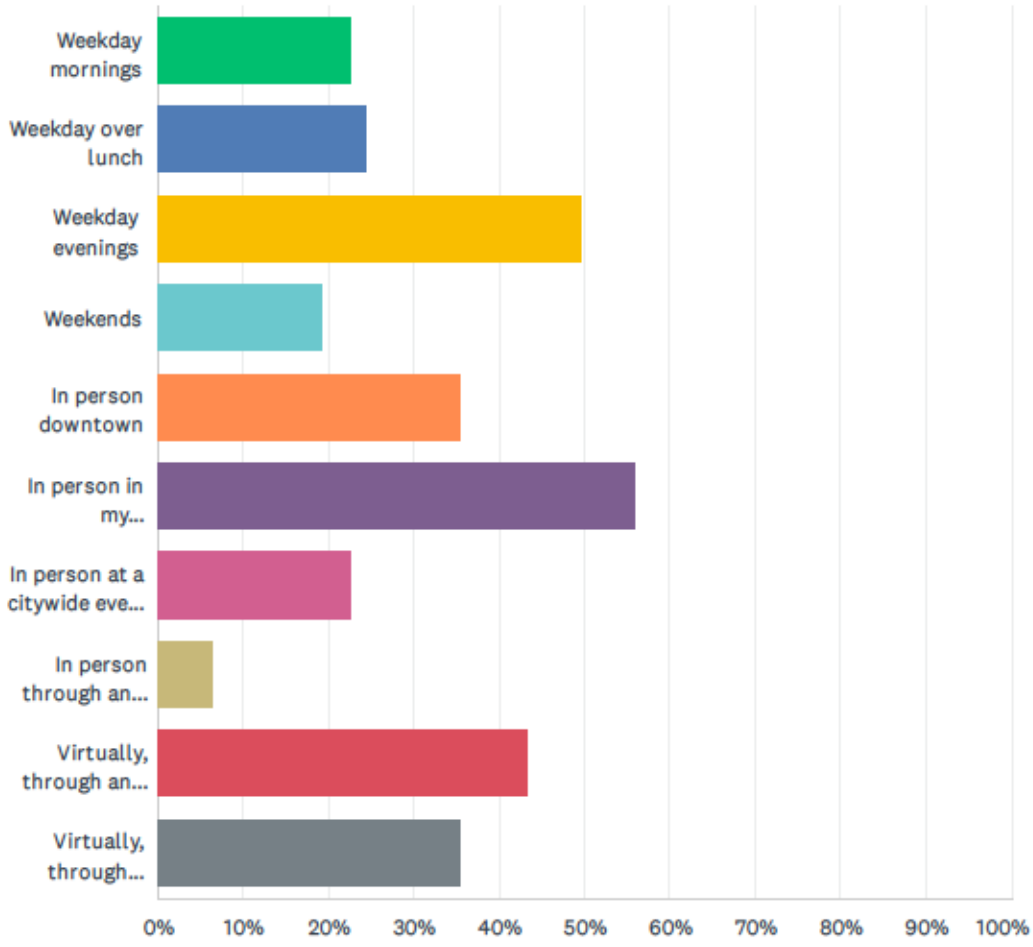
ANSWER CHOICES	RESPONSES	
Resident or property owner	86.31%	145
Business owner	2.98%	5
Developer	1.79%	3
Consultant	2.38%	4
Other (please describe):	6.55%	11
TOTAL		168

#	OTHER (PLEASE DESCRIBE):	DATE
1	57 year old, straight, white, female, grandmother who's concerned about my straight voice being crushed.	4/25/2022 7:52 PM
2	I am a property owner in Fruitvale. I love our area and our facilities and public workers. Give our leadership (in planning/zoning) the opportunity to learn from others - successful towns. Let's get the blueprints instead of wasting time and energy on reinventing the wheel.	4/23/2022 9:43 PM
3	Also a business owner, question should allow multiple selections.	4/13/2022 9:19 AM
4	Former city resident living in Grand Junction suburbs who daily uses city services. Former atty who is concerned about the ability of folks in developments to have easy foot access to grocery stores, among other things.	4/12/2022 10:14 AM
5	So, why would you think I am just one of these! I am at least three. This is not adapted to multi-tasking.	4/9/2022 10:07 PM
6	Property Owner, Business Owner, Developer	4/7/2022 11:25 AM
7	I am a Real Estate agent in the valley for over 20 yrs.	4/6/2022 10:09 AM

8	Resident, property owner and business owner.	4/5/2022 8:41 PM
9	Citizen	4/5/2022 6:55 PM
10	A property owner who will no longer be a resident if this persists.	4/5/2022 6:40 PM
11	all of the above	4/5/2022 12:33 PM

Q17 What is a good time and place for you to participate in public meetings about this project? Check all that apply:

Answered: 155 Skipped: 75



ANSWER CHOICES	RESPONSES	
Weekday mornings	22.58%	35
Weekday over lunch	24.52%	38
Weekday evenings	49.68%	77
Weekends	19.35%	30
In person downtown	35.48%	55
In person in my neighborhood, at a community center, a library, or a high school	56.13%	87
In person at a citywide event like a farmers' market or an art fair	22.58%	35
In person through an event with my faith community or a neighborhood group	6.45%	10
Virtually, through an online meeting	43.23%	67
Virtually, through interacting with information on the project website	35.48%	55
Total Respondents: 155		



GRAND JUNCTION Z&DC UPDATE CODE COMMITTEE SUMMARY REPORT

Grand Junction Zoning and Development Code
Development Code Committee Summary Report
November 7, 2023

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Overview

The purpose of this report is to summarize Z&DC edits made by the Development Code Committee between April and October 2023. Earlier edits were reflected in the late March public review version.

Chapter 21.02: Administration and Procedures

A. Section 21.02.040(k) Site Plan

1. Description of Changes

Current code language creates confusion about which changes require minor site plan and whether the Director can exempt applicants from site plan review.

a. Eliminate Site Plan review requirement for residential accessory structures, parking lot resurfacing, temporary office trailers, enclosing outdoor courtyards within existing building envelopers, co-location of telecommunication towers, electric vehicle charging stations, public utility structures, and unenclosed structures that do not require water/sewer.

b. Description: Clarify that the Director may determine that a development does not require Major Site Plan review when it will not adversely affect the neighborhood.

2. Proposed Edits:

(ii) Minor Site Plan

The following types of development require a Minor Site Plan:

(A) A new, non-habitable structure of up to 1,000 gross square feet ifof water and sewer services are not provided and if no structures currently exist on the parcel;

(B) An addition of up to 1,000 gross square feet to an existing structure, or a new structure of up to 1,000 square feet on a lot with one or more structures;

(C) An existing unpaved parking lot or existing unpaved work area to be paved with asphalt or concrete;

~~(D) A temporary office trailer;~~

(D) Similar low-impact uses.; and~~or~~

(E) A development that the Director determines does not require a Major Site Plan review whenif the development will not adversely affect the neighborhood and meets the purpose and intent of this Code.

(iii) Exempt Development Types

The following development types are exempt from the Site Plan review process:

(A) A residential structure with one or two dwellings and associated accessory structures;

(B) Nonresidential, interior remodeling which will cost 25 percent or less of the fair market value of the existing structure;

(C) An approved home occupation;

(D) An approved temporary use;

(E) An approved fence ~~and~~ or wall; ~~and~~

(F) An approved sign.; ~~and~~

(G) Parking lot resurfacing, provided that the number of stalls is not reduced beyond the minimum required or, if legally nonconforming, in compliance with GJMC Chapter 21.12;

(H) A temporary office trailer;

(I) Enclosing outdoor courtyards within existing building envelopes;

(J) Co-location of telecommunication tower;

(K) Electric vehicle charging stations;

(L) Public utility structures;

(M) Unenclosed structures constructed over already impervious areas and that do not require water/sewer; and

(N) A development that the Director determines does not require a Minor Site Plan review when the development will not adversely affect the neighborhood and meets the purpose and intent of this Code.

~~(F)~~

~~(G) A development that the Director determines does not require a Major Site Plan review if the development will not adversely affect the neighborhood and meets the purpose and intent of this Code.~~

Chapter 21.03: Zone Districts and Dimensional Standards

No post-March updates.

Chapter 21.04: Use Standards

A. Table 21.04-1 Long-Term Temporary Parking Lots

Description of Changes

New surface parking lots are not allowed Downtown. Change to allow MU-3 lots (Downtown) that are currently vacant to be used as temporary parking through a time-limited Conditional Use Permit. This will:

- Create more parking opportunities near Downtown businesses
- Allow property owners to make use of currently vacant lots
- Help address on-site parking issues on some lots
- Allow the City to oversee the appropriateness of the lot for parking through the CUP approval.

Proposed Edits

a. Use Table

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.40

Current Zone Districts	R-R	R-E	R-1	R-2	R-4	R-5	R-8, MXR-3	R-12, MXR-5	R-16	R-24, MXR-8	R-O, B-1, MXG-3, MXS-3,MXOC	M-U, BP, C-1, MXG-5, MXS-5, MXG-8, MXS-8, MXOC	B-2	C-2	I-O	I-1	I-2	CSR/New	CSR/New	
Proposed Zone Districts	**R-R**	**R-ER**	**R-1R**	**R-2R**	**RL-4**	**RL-5**	**RM-8**	**RM-12**	**RH-16**	**RH-24**	**MU-1**	**MU-2**	**MU-3**	**CG**	**I-OR**	**I-1**	**I-2**	**P-1**	**P-2**	**Use-Specific Standards**
Helipad												C[198]	C	C	C	C	C		C	
Parking ~~Lot or~~ Garage, Commercial[199]											A 200	A		A	A	A	A		A	
Parking Lot, Commercial[201]											A 202	A	C 203	A	A	A	A		A	21.04.30(d)(10)
Transportation Depot[204]												A[205]	A	A	A	A	A		A	

b. Use Standards

(10) Parking Lot, Commercial[302]

In the MU-3 zone district, the following standards apply:

(i) The parking lot shall comply with the temporary parking lot standards in GJMC 21.04.50(b).

(ii) A Conditional Use Permit for a commercial parking lot shall not be granted if demolition of an existing building is required to complete the project or the prior building on the lot was demolished within the previous three years.

(iii) The approval conditions of a Conditional Use Permit for a commercial parking lot shall specify a period of validity not to exceed five years and shall allow for up to two, five-year extensions of the approval.

B. Table 21.04-2 Accessory Uses

1. Description of Changes

Restaurant drive-throughs are not currently allowed in the MU zoning area of the 24 Road Corridor Overlay. Change this to allow restaurant drive-throughs in all areas of the 24 Road Corridor Overlay to:

- Encourage more restaurant development and more development in general
- Take advantage of the traffic along I-70
- Provide drive-through opportunities for sports teams using the adjacent park area
- Reflect that the 24 Road Corridor standards and MU zoning are too restrictive for the corridor

2. Proposed Edits

Table 21.04-2: Accessory Use Table
A = Allowed Use C = Conditional Use

Current Zone Districts	R-R	R-E	R-1	R-2	R-4	R-5	R-8, MXR-3	R-12, MXR-5	R-16	R-24, MXR-8	R-O, B-1, MXG-3, MXS-3, MXOC	M-U, BP, C-1, MXG-5, MXS-5, MXG-8, MXS-8, MXOC	B-2	C-2	I-O	I-1	I-2	CSR/New	CSR/New	
Proposed Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	**Use-Specific Standards**
Drive-Through Facility[336]											~~C~~[337]	~~C~~[338]	A	A	A[339]	A			~~C~~[340]	~~21.04.040(e)(2)(i)~~
Office											~~C~~[341]	~~A~~	~~A~~	~~A~~	~~A~~	~~A~~			~~A~~	21.04.40(e)(2)(i)
Restaurant												~~A~~ [342]	~~A~~	~~A~~		~~A~~				21.04.40(e)(2)(i)
Retail											~~C~~[343]	~~A~~ [344]	~~A~~	~~A~~		~~A~~				21.04.40(e)(2)(i)

C. Section 21.04.030(b) Cottage Courts

1. Description of Changes

The March draft version of the cottage court standards was too restrictive to encourage this type of development. Revisions to:

- Adjust lot and unit size requirements to reflect positive investment return
- Add a density bonus to encourage small housing development, potentially included in a larger overall development
- Clarify applicable perimeter landscaping requirements

2. Proposed Edits

Dwelling, Cottage Court[573]

A residential development, including co-housing developments, that combines a group of small individually owned or rented single-family dwelling units, including tiny homes, on a single parcel of land that are oriented around a shared open space for communal use by the residents of the development and may include a shared parking area and/or a shared community building.~~See Cottage Court.~~

(1) Cottage Court Dwelling[263]

(i) Dimensional and Density Standards

(A) The minimum project size for a cottage court development is one-half acre and the maximum project size is five acres. The cottage court development may be a designated area within a larger development.

(B) ~~Lot and setback standards for the zone district shall be applied to the perimeter of the entire project.~~ The following standards shall apply to individual units:

~~Lot Standards~~		~~Building Standards~~
~~Dimensions (min, length ft or area sf)~~		~~Density (units/acre)~~
~~Lot area (min sf,~~		~~Per zone district~~
~~Tiny home or hou per unit)~~		
		~~Avg. 1,000~~
		~~Avg. 20~~
~~Private Comm~~		
~~Area of individua~~		~~Per zone district~~
~~Dimension of any~~		~~Per building code~~

Lot Standards	
Private Common Open Space	
Area of Individual open space (min, sf)	400
Dimensions of any sSide (min, ft)	20
Building Standards	
Density (units/acre)	
Minimum | Maximum	Per zone district
Footprint Area (max)	
Per cottage (sf)	1,200 average
Height and Separation	
Height (max)	Per zone district
Building separation (min)	Per Building Code

(C) ~~The maximum density permitted is the maximum density of the Comprehensive Plan Land Use Designation applicable to the~~ A minimum of one dwelling unit or an increase of up to 20 percent ~~increase~~ over the maximum density (rounded up) ~~permitted in the underlying zoning district by 20 percent~~ is allowed when the project can meet all other applicable GJMC standards.

~~(A) Cottage courts may include tiny homes or tiny houses.~~

~~(B)~~(D) All other building and lot requirements, including principal and accessory structure setbacks and lot coverage limitations, for the base zone district shall apply to the project site as a whole, not individual units.

(ii) Design Standards

~~Accessory dwelling units are prohibited on lots containing an approved cottage court development.~~

~~Cottage court developments shall meet all landscaping requirements applicable to multifamily dwellings in GJMC Chapter 21.07.~~

(A) ~~Individual dwellings shall be clustered around a shared open space containing a~~A minimum of 10 percent of the total lot~~site~~ area shall be private common open space. The private common open space may be divided into multiple locations, each of which shall meet the minimum area and dimensional standards.

(B) A community building(s) for the sole use of the cottage court dwelling residents may be used to meet up to 25 percent of the required common open space requirement. ~~A shared facility for communal cooking, dining, and other activities containing no more than 2,000 square feet may be provided and shall not count against the maximum density limits.~~Community buildings shall not count toward the maximum density calculation.

(C) Paved paths for pedestrian circulation may count toward common open space, but parking areas and driveways for vehicular circulation may not count toward common open space.

(D) Accessory dwelling units are prohibited.

~~(C)~~(E) Multifamily dwellings landscaping requirements apply ~~y:If required is required by~~ per GJMC Chapter 21.07 and ~~landscaped areas~~ may count toward up to 30 percent of the required private common open space.

~~Lot and setback requirements for the base zoning district shall apply to the project site as a whole.~~

D. Section 21.04.030(b) Manufactured Housing Communities

1. Description of Changes

Manufactured Housing Communities were limited to a density of 8 dwelling units/acre. Redrafted manufactured home use standards to allow manufactured home communities to be built to the density of the zone district in which they are located.

2. Proposed Edits

~~(3)~~(2) Manufactured Housing Community[266]

(i) Density and Setbacks[267]

~~M~~All building and lot requirements, including principal structure setbacks and maximum density requirements, for the base zone district shall apply to the project site as a whole (not individual units).

~~(A) anufactured housing communities shall have a maximum density of eight units per acre and a minimum density of four units per acre.~~

~~(B) No manufactured home or structure shall be closer than 25 feet to any perimeter property line, nor closer than 20 feet to another manufactured home or any building in the community, except where manufactured homes are parked end-to-end, the end clearance shall be at least 15 feet.~~

Chapter 21.05: Site and Structure Development Standards

A. Section 21.05.02(e)(3)

1. Description of Changes

The code currently requires new and existing utilities to be placed underground as part of construction.

- Revised underground utilities requirement to no longer require existing overhead utilities to be undergrounded; require only new electric utilities to be placed underground.
- Significant cost savings that should spur redevelopment of previously overlooked infill parcels

2. Proposed Edits

(3) Utilities~~389~~

All new electric utilities shall be provided and paid for by the developer and shall be installed underground. ~~Necessary~~ Aabove-ground facilities associated with new installations (e.g., pedestals, transformers, and transmission lines of 50kv capacity or greater) and temporary overhead lines may be allowed if deemed necessary by the Director.

B. Section 21.05.2(e)(1) Multimodal Transportation System, Design Standards

1. Description of Changes

Clarify implementation of bicycle circulation standards by:

- Updating "off-road trail system" to "Active Transportation Corridors"

- Clarifying that applicants must provide bike lane right-of-way, not construct the bike lanes.

2. Proposed Edits

(1) Design Standards

(i) The developer shall dedicate, design, and ~~provide a multi-modal transportation system, including~~construct all streets, alleys, sidewalks, trails, ~~active transportation corridors,~~ and ~~bike paths~~Active Transportation Corridors ~~shall be designed and constructed~~ consistent with the Grand Junction Circulation Plan and in accordance with TEDS (GJMC Title 29)~~GJMC Title 29, TEDS~~.

C. Section 21.05.2(e)(2) Multimodal Transportation System, Required Street Improvements

1. Description of Changes

Access, turn lane, oversizing standards grouped and edited for clarity.

2. Proposed Edits

(iii) External Streets

(A) All development shall provide Minimum Access, pursuant to GJMC 29.24.020, required for the safe ingress and egress of vehicular traffic to and from the development. Minimum Access includes 20 feet width of asphalt and may include curb and gutter if ~~needed for drainage~~safety or infrastructure concerns exist.

(B) Where a perimeter street is not required for Minimum ~~a~~Access , no local improvements will be required.

(C) The developer shall design and construct safety improvements (e.g., turn lanes, traffic lights) needed to achieve safe ingress and/or egress, as may be warranted based on a traffic impact study.

(D) Where a safety improvement is for the benefit of a development but will also benefit other future developments, the developer may request the City to provide a reimbursement agreement.

(E) Where a safety improvement also benefits existing development, the developer may request the City create a cost share agreement for the improvement.

(F) Agreements will be based on traffic study and proportional impacts.

D. Section 21.05.30(a) Open Space Dedication or Payment of Fee in-Lieu

1. Description of Changes to Section (a)(1) Applicability

The Code currently allows the Director to determine whether a land dedication or payment of fee in-lieu is appropriate. Where a land dedication is preferred, the Director negotiates with the applicant for a preferred site. This change allows the applicant to make an offer of a specific site for dedication and, if the site is not acceptable to the City, the applicant can opt to make an in-lieu payment instead, without engaging in negotiation. This change:

- Allows the developer to maintain control over the project design
- Limits the City's ability to require land dedication from some projects but allow in-lieu fee payment from others

- Provides the City with in-lieu funds to purchase desired open space locations rather than require dedication.

2. Proposed Edits

(1) Applicability

(i) The owner of any residential development, being developed in full or incrementally, of 10 or more lots or 10 or more dwelling units shall dedicate 10 percent of the gross acreage of the property or the equivalent of 10 percent of the value of the property as a fee in-lieu of dedication.

(A) The Director shall decide whether to request the fee in-lieu or a land dedication.

(B) If a land dedication is preferred by the City, the Director shall work with the applicant to determine an appropriate location on the property

Proposed Revisions:

(A) The applicant ~~Director~~ shall decide whether to dedicate land or to pay a request ~~the~~ fee in-lieu. ~~dedication.~~

(B) If the land offered for dedication by the applicant is not acceptable to the City, the applicant shall pay a fee in-lieu instead.

E. Section 21.05.30(a)(2) Open Space Dedication or Payment of Fee in-Lieu

1. Description of Changes

Simplification of open space dedication calculation requirements, removal of MAI appraiser requirement

2. Proposed Edits

(2) Calculation of Fee In-Lieu

(i) To calculate the ~~correct~~ fee in-lieu, the owner shall have the property appraised by a~~n MAI~~ Colorado certified appraiser. ~~For purposes of this requirement, the property shall be considered~~ The appraiser shall value the total acreage of the property notwithstanding the fact that the owner may develop or propose to develop the property in filings or phases. The ~~owner~~ applicant is responsible for all costs of the appraisal and report. ~~An appraisal is not required for a 10 percent land dedication.~~

(ii) The ~~appraiser's~~ Appraisal Rreport shall be in a Summary Appraisal Report form as prescribed by the most recent edition of the Uniform Standards of Professional Appraisal Practice (USPAP). The Appraisal Report shall be provided by the Applicant to

(3) Dedication and/or Fee Payment

(i) ~~The required dedication and/or payment shall be subject to and made in accordance with this Code. If the Director decides that land shall be dedicated, theny the Director shall providemake a written a recommendation to City Council. If the land to dedicated has open space or recreational value, the Parks and Recreation Advisory Board shall also provide a written recommendation.~~ The City Council may accept the dedication of land so long as the land dedicated to the City is at least 10 percent of gross acreage or is found to provide adequate public benefit. If the dedication is less than 10 percent of the gross acreage ~~and is not found to provide adequate public benefit~~, the owner shall have the ~~property~~ gross acreage appraised per GJMC 21.05.30(a)(2) to ~~determine~~ calculate the difference in value between the land dedication and value of the ~~property~~ gross acreage. The owner shall pay the difference in calculation to equal the value of 10 %percent of gross acreage. ~~and to calculate a fee that corrects the difference.~~

~~In-lieu fee = Value of 10% Dedication (Value of Dedication/Value of Gross Acreage)~~

(i) ~~As part of any project approval, the owner shall dedicate, at no cost to the City, public trails, rights-of-way and waterfront greenbelts/access as designed on and as needed to implement adopted plans of the City. Property dedicated to meet this requirement shall be included in the 10 percent land dedication calculation. If such dedication is claimed to exceed constitutional standards, the owner shall so inform the City Attorney who, if he agrees, shall ask the City Council to pay a fair share of the value of such dedication or waive all or part of such required dedication.~~

A. Section 21.07.40, Preservation of Significant Trees

1. Description of Changes

a. Limit the applicability of requiring a significant tree inventory to new, non-industrial development and infill/redevelopment on lots of less than one acre.

b. Allow the Director to waive the significant tree survey requirement if a landscape professional determines there are no potential significant trees on the site.

c. Allow significant trees to be included in individual lots or private common areas and contribute to any land that meets the valuation requirement for public land dedications.

d. Allow for the use of cluster development if the 30 percent significant tree preservation requirement impedes the primary development of a site in the R-8 and higher zone districts.

2. Proposed Edits

21.07.40 PRESERVATION OF SIGNIFICANT TREES

(a) This section applies to the following:

(1) New residential, mixed-use, and commercial development; ~~and~~

(2) ~~nfill or r~~Redevelopment ~~on lots~~as follows:

(i) Preservation is required for all lots in MU-3

(ii) Preservation is required for lots larger than one acre ~~in areas~~in all other zone districts unless otherwise exempt.

~~(1)~~(3) All development in Industrial ~~development~~zone districts is exempt from this section.

(b) Existing landscape features such as escarpments, large trees or stands, heavy ~~vegetaltive~~vegetative cover, ponds, and bluffs ~~that exist at the time of development~~ shall be identified by the ~~A~~applicant as part of the development review process.

(1) This identification shall include a surveyed inventory of significant trees ~~to be produced with a landscaping plan~~. Prior to undertaking a survey, an applicant may have a landscape professional view the site and determine whether there are any potential significant trees on the site. If there are no potentially significant trees on the site, the applicant may request the Director waive the survey requirement.

~~(1)~~(2) Any significant tree to be preserved during development shall be identified on the proposed landscaping plan.

(c) All trees, except those identified as ~~included~~ 'excluded' on the Suitable Plants List, that meet all of the following criteria as determined by a certified arborist shall be considered significant:

(1) ~~have385ave a diameter exceeding 15 caliper inches,~~ Are~~exceed~~ 15 inches or larger in ~~diameter at breast height~~DBH;

(2) Are in fair or better condition;~~,~~

(3) Are free from irreparable structural defects;~~,~~ and

(4) ~~is~~Are not infested with a disease or pestilence that threatens the good health of other trees ~~,as determined by a certified arborist shall be considered significant.~~

(d) Preservation Required

~~(2)~~

(1) Where significant trees exist on a property, ~~no fewer than~~ at least one and no less than 30 percent of significant trees shall be preserved during development.

(2) If the 30 percent minimum preservation requirement impedes the proposed Primary Development of a site, then the Director may grant a 10 percent adjustment of the minimum setbacks, lot size, parking lot interior landscaping, and parking count requirements, or allow the use of cluster development.

(3) Furthermore, the City Forester may adjust the drip line protection standards described in (6)(i) of this section so to allow for additional flexibility for the development to occur around the identified significant trees.

(4) Tree replacement shall be required for all significant trees on a property at the following ratios:

Table 21.07.3 - : Tree Replacement Requirements	
Percent of Trees Preserved	**Tree Replacement Ratio**
Minimum 30% preservation	3 caliper in. per 5 in. DBH [1]
Above 30% minimum	1 caliper in. per 3 in. DBH [2]
Significant trees damaged or killed during construction	3 caliper in. per 5 in. DBH [1]
Notes: [1] If developer cannot replace trees on-site, they may pay a fee-in-lieu according to GJMC 21.07.40(f). [2] See GJMC 21.7.90(f) for credit applied to preserved trees.21.07.40(e)(2).	

(e) Replacement of Significant Trees

~~(c)~~(1) Significant trees may be included in individual lots or private common areas.

(2) Significant trees may also be included in land dedicated for public use while still credited to the site tree preservation requirement. Where the value of the land dedication does not meet the minimum assessment requirement of GJMC 21.05.30(a), the valuation of the significant tree shall not be considered separately from or added to the assessment total.

~~(d) Fee-in-LieuSignificant trees that are removed shall be replaced at a rate of one caliper inch of tree per three inches in diameter at breast height of the significant tree to be removed, in addition to new tree plantings otherwise required by this Code. See GJMC 21.07.090(f) for credit applied to preserved trees.~~

~~(e) Significant trees to be preserved shall be visibly healthy and free from disease or parasite infection.~~

~~(f) If the 30 percent minimum preservation requirement impedes the proposed Primary Development of a site, then the Director may grant a 10 percent adjustment of the minimum~~

~~setbacks, lot size, parking lot interior landscaping, and parking count requirements, or allow the use of cluster development. Furthermore, the City Forester may adjust the drip line protection standards described in (5~~6)~~(i) of this section so to allow for additional flexibility for the development to occur around the identified significant trees.~~

~~(f) If these adjustments do not provide a viable means of developing the site with the preservation of the minimum required significant trees then, at the developer's discretion, the developer may:~~

~~(1) Replace the required significant trees on-site at a ratio of three caliper inches~~ of new tree(s) ~~per five inches in diameter at breast height of significant tree removed with trees identified as preferred trees on the Suitable Plants List, and/or~~

~~(2) Pay a fee in lieu of replanting the required on-site replacement trees.~~ The ~~developer~~fee in-lieu shall be based on ~~shall pay to the City~~ the value of the required replacement tree(s) not planted on site, along with the total cost of installation. The City shall use this payment to purchase the required replacement trees not planted on-site and plant them on nearby public property.

~~(g) Significant trees~~ that are not included in the 30% preservation requirement and are ~~removed shall be replaced at a rate of one caliper inch of tree per three inches in diameter at breast height of the significant tree to be removed, in addition to new tree plantings otherwise required by this Code. See GJMC 21.07.110(f) for credit applied to preserved trees.~~

~~(h)~~(g) Features to be preserved shall be protected throughout site development. No person shall kill or damage a landscape feature required to be preserved by this section. The developer shall protect trees from compaction.

(1) During construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five feet outside the canopy dripline. In no case shall vehicles be parked, or materials or equipment be stored or stockpiled within the enclosed area.

(2) Irrigation shall be provided to trees preserved during construction of sufficient quantity to ensure their health and survival.

~~(3) If a significant tree which~~ that ~~was to be preserved dies or is substantially damaged, the developer shall replace it at the rate of three caliper inches of new tree per five caliper inches of diameter at breast height of damaged or destroyed tree or pay the applicable fee in-lieu.~~

A. Section 21.14.20

1. Description of Changes and Proposed Edits

a. Updated dwelling definitions to better explain difference between single-family attached and multifamily and clarify that HUD certified manufactured homes are allowed where single-family detached development is allowed.

Dwelling, Multifamily[576]

A single building that contains three or more dwelling units on the same lot, including co-housing dwellings.

~~One or more buildings or portion of buildings on a single lot arranged, designed, and intended to be used for occupancy by five or more families living independently of each other and containing five or more dwelling units on the same or separate lots.~~

~~Medium Multifamily~~

~~A multifamily dwelling lot that contains 5 to 12 dwelling units.~~

~~Large Multifamily~~

~~A multifamily dwelling that contains over 12 dwelling units.~~

Dwelling, Single-Family Detached[577]

A residential building designed for use and occupancy by no more than one family and is not attached to any other dwelling or building by any means (except an approved accessory dwelling unit), on a single lot. Manufactured homes shall be considered single-family detached dwellings.[578]

Dwelling, Single-Family Attached[579]

~~Three~~ Two or more attached single-family dwelling units attached side by side under one roof that share a common vertical side or rear wall reaching from the building foundation to the roof structure, each of which is located on its own separate lot. This use is also referred to as a townhome.

b. Define and allow co-housing options

Dwelling, Co-~~H~~housing[572]

A community of private dwelling units that includes shared spaces, such as a community room, or shared facilities, such as a kitchen for community use. Each private unit must include sleeping and sanitary facilities. Where community spaces or facilities are provided, they need not be provided in individual units. Dormitories, rooming/boarding houses, and fraternities or sororities are not considered co-housing. Co-housing may be designed as either a multifamily structure or cottage court development. ~~See Co-housing~~

c. Updated definitions of tiny home and tiny house to account for new state regulations.

Dwelling, Tiny Home[580]

A structure that:

1. Is permanently constructed on a vehicle chassis;
2. Is designed for long-term residency;
3. Includes electrical, mechanical, or plumbing services that are fabricated, formed, or assembled at a location other than the site of the completed home;
4. Is not self-propelled; and
5. Has a square footage of not more than 400 square feet.~~single-family dwelling constructed on a frame and capable of being transported on its own wheels but from which the wheels have been removed, that contains less than 400 square feet of gross floor area, and that meets either the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. Sections 5401 et. seq.) or the building code.~~

In order to meet this definition, a tiny home must be built to the International Residential Code as adopted by the Building Codes & Standards program within the Division of Housing. Colorado tiny homes will receive a metal plate insignia that certifies the tiny home is built to the codes and standards of the program. This use does not include manufactured homes, recreational park trailers, or recreational vehicles.

Dwelling, Tiny House[581]

See Dwelling, Single-Family Detached.

Adjacent Issues

The issues identified in this section, with the exception of transitional housing, are outside of the legal scope of authority of the Zoning & Development Code. These issues, however, play a role in both the cost of development and overall project decision-making by applicants. The Development Code Committee recommends that the City Council establish a post-adoption committee that is tasked with review and comment on these issues for further City Council consideration. The Code Committee also recommends that the City explore options for transitional housing that can be made as future amendments to the new Z&DC.

A. Cost to Development of Required Fees and Dedications

Members of the DCC have requested that the City review the current impact fees and explore opportunities for additional credits to help reduce the overall cost of development.

1. **Ongoing discussion about the relationship between impact fees, land dedications, and fees in-lieu; perception that the City is "double dipping"**
   a. Open space and trails
   b. Roads, sidewalks, active transportation corridors
2. **Potential for authorizing additional impact fee credits**
3. **Council asked: Is the question "how does this work" or "who pays for it"? Yes, both**

B. Cost to Development of Required Improvements from City Plans and Standards

Members of the DCC have expressed concerns about the impact of new development requirements in the updated Z&DC on the cost of housing.

1. **Stormwater: Onsite stormwater vs regional- potential for less expensive development**
2. **Pedestrian & Bicycle Plan requirements**
   a. Additional street infrastructure requirements
   b. Additional short and long-term bicycle parking requirements
   c. Pedestrian block length standards with cul-de-sac connection for pedestrian access (Follow up)
   d. Updated TEDS standards

C. Length of Time and Late Comments During Internal and External Review Process

Members of the DCC have discussed delays in application processing and receipt of City staff comments regarding application content, particularly comments that come late in the process and contradict earlier review comments.

a. Requirements of fire access plan
b. Review agency requirements i.e., fire truck turnarounds
c. Exhausting review process (Fire, Legal, and canal company discharge permits (requested change to language of GJMC 28.16.200 per KB email))

D. Individual Issues

a. Policy: Multipurpose easement size related to TEDS roll-out? Can this be reduced from 14 to 9 feet? What happens when structures should be placed at the lot line?

b. Public Services and Facilities : What is policy on lift stations?
c. Public v. Private Responsibility: CCRs, DIAs, etc. Legal review of CCRs holds up many projects, why is this review needed? Can be changed following recordation.
d. Housing Definitions: Does the ZDC allow for the full range of housing types, including emergency shelters and transitional housing, to meet the needs of the community? Are there housing-related definitions that need to be adjusted ? Citywide consideration of transitional housing.

Zoning & Development Code

Grand Junction, Colorado

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ONE GRAND JUNCTION

ZONING & DEVELOPMENT CODE UPDATE

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Chapter 21.01 General Provisions

21.01.010 Title

These regulations shall be known and cited as the City of Grand Junction Zoning and Development Code ("Code"). This Code replaces the previous Zoning and Development Code adopted pursuant to Ordinance No. 4419 dated April 5, 2010, and as amended thereto.

21.01.020 Authority

The City of Grand Junction ("City") is authorized by its home rule powers pursuant to the Colorado Constitution and the Charter of the City of Grand Junction, Colorado. The City Council chooses to exercise broad powers including the regulation of zoning, planning, and subdivision of land. In addition, the City Council intends that all other available powers shall support this Code including those provided by state law, such as but not limited to municipal powers: § 31-15-101 C.R.S., et seq.; planning and zoning § 31-23-101 C.R.S., et seq.; § 30-28-201 C.R.S., et seq.; § 29-20-101 C.R.S., et seq.; the power to designate and administer areas and activities of state interest, § 24-65.1-101 C.R.S., et seq.; and regulation of planned unit development, § 24-67-101 C.R.S., et seq. If other authority is available because of changes in statutory and case law, state and federal, the City Council intends to avail itself of those resources as well.

21.01.030 Effective Date

(a) This Code shall become effective on _____ (Effective Date). The Zoning and Development Code that was effective immediately prior to this Code shall be referred to as the 2010 Code.

(b) Two copies of the 2010 Code shall be maintained and remain of record in the City Clerk's Office and the Community Development Department, either in hard copy or electronically. An unofficial public copy may also be maintained on the City's website. All copies of the 2010 Code that are publicly available shall be clearly identified as outdated.

21.01.040 Scope

(a) This Code shall apply to all activities on public and private land over which the City has jurisdiction under the constitution and laws of the State of Colorado, the United States, or pursuant to the City's powers.

(b) Not all situations will fall into easily identifiable processes and requirements. This Code provides flexibility in dealing with situations in general, and especially those which do not fit well with typical processes and standard requirements. The elements that make up this Code are interrelated and cannot be taken in isolation; all provisions and regulations must be taken within the context and intent of the entire Code.

(c) No person shall begin or change a land use or development in the City without first obtaining an appropriate permit or approval.

21.01.050 Purpose

This Code is intended to:

(a) Promote the health, safety and general welfare of the citizens and residents of the City;

(b) Implement the goals and policies of the Comprehensive Plan;

(c) Promote a compact pattern of growth and encourage the efficient use of land;

(d) Bring about more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes;

(e) Balance the safety and needs of all transportation modes to ensure an efficient transportation system for pedestrians, cyclists, transit, and other vehicles;

(f) Preserve and enhance natural resources and unique assets, such as scenic, riparian, recreation areas, and wildlife habitat through sustainable development practices;

(g) Protect the City's historic resources including agriculture and industry and support the development and expansion of public spaces that promote a collective identity; and

(h) Ensure regulations do not disproportionately affect a particular group or geographic location.

21.01.060 Severability

The provisions of this Code shall be severable. If any provision is declared invalid by a court of competent jurisdiction, the effect of the decision shall be limited to that provision or provisions which are expressly stated in the decision to be invalid and may, as determined by the City Attorney, be further limited to the specific persons or parcels that are the subject of the decision. The applicable provision shall be removed from the Code or otherwise identified as severed, and the decision shall not affect, impair, or nullify the remainder of the Code.

21.01.070 Minimum Standards

This Code sets the minimum requirements necessary for the promotion of public health, safety, and welfare. In many instances, the public is best served when such minimums are exceeded. Where the requirements of this Code are at variance with other applicable law, rule, contract, resolution, or regulation of the City, county, state, or federal government contains standards covering the same subject matter, the more restrictive requirement or higher standard shall control.

21.01.080 Private Restrictions

(a) If any provision of this Code is more restrictive or imposes a higher standard than any such private restriction, the requirements of this Code shall control.

(b) This Code is not intended to affect any private agreement or condition such as a deed restriction or covenant. Where the provisions of any private restriction are more restrictive or impose higher standards than the provisions of this Code, the City has no duty to enforce such private restrictions, nor is the City obligated to adopt regulations consistent with private restrictions.

21.01.090 Application of Regulations During Local Emergency

The Director may waive applicable provisions of this Code during a local emergency declared by the Mayor or City Manager. A public health emergency, wildfire, flood, or other catastrophic situations are examples of a local emergency.

21.01.0100 Fees, Charges, and Expenses

The City Council shall set fees in amounts sufficient to recover all or a portion of the taxpayer costs spent administering this Code, including for processing, giving notice, and reviewing development applications. The City Council may, by resolution, modify any fee at any Council meeting.

21.01.0110 Transitional Provisions

(a) Intent and Applicability

This Code is not intended to abrogate or annul any building permit, certificate of occupancy, variance, or other lawful permit issued before the Effective Date. Applications and permits that have not achieved final approval as of the Effective Date shall be processed according to the provisions of this section.

(b) Existing Development Approvals

(1) Any development validly approved under any prior regulations, may be carried out under the terms and conditions of the approval provided the approval has not expired and the development complies with any applicable standards of this Code regarding ongoing operations and maintenance.

(2) Any Planned Development approved prior to the Effective Date shall comply with the requirements of GJMC 21.02.050(i).

(3) If a prior approval expires based on an expiration established in the 2010 Code or the project development approval, is revoked, or otherwise becomes invalid, any subsequent development of the site shall be subject to the procedures and standards of this Code.

(4) The Director may renew or extend the time of a previous approval if the required standards or criteria for approval remain valid. Any extension granted shall not exceed the time specified for the extension of the specific approval specified in GJMC 21.02.030(j).

(5) Any re-application for an expired, lapsed, or terminated project approval shall meet the standards in effect at the time of re-application.

(6) Unless otherwise provided in the initial approval, any proposed revision to an existing application or approval shall be reviewed based on the Code in effect at the time of submission of a complete application for the revision.

(c) Applications in Progress

(1) A complete application for a single-step approval, submitted prior to the Effective Date and pending approval at the time of adoption of this Code may be decided under the regulations in effect when the application was determined to be complete, or may be reviewed and decided under this Code at the request of the applicant. Applications shall

not be processed under a combination of prior regulations and this Code. Any re-application after the Effective Date shall comply with the requirements of this Code.

(2) Complete applications for the first step of a multiple-step approval process submitted prior to the Effective Date shall continue to be processed pursuant to the 2010 Code. Later step applications shall be processed pursuant to the 2010 Code if the first step approval was design specific, and pursuant to the 2023 Code if the first step approval was conceptual, as follows:

Table 21.01-1: Applications in Progress

Complete Application, First Step	2023 Code	2010 Code	Later Step Application [1]	2023 Code	2010 Code
Conditional Use Permit					
CUP Application		x	Site Plan	x	
Planned Development					
Outline Development Plan		x	Final Development Plan(s)		x
			Site Plan(s) [2]		x
Rezoning					
Rezoning Application		x	Site Plan	x	
Subdivision					
Preliminary Plan		x	Final Plat		x

Notes:
[1] Processed pursuant to 2010 Code only if First Step approval has not expired.
[2] Applicant may elect review under 2023 Code.

(3) Any questions about whether this Code or the 2010 Code is applicable shall be determined by the decision-making body. An applicability decision by either the Planning Commission or the City Council may only be appealed in accordance with Colorado Rule of Civil Procedure 106.

(d) No Applications Submitted

Projects for which no application has been submitted and accepted as complete prior to the Effective Date shall be subject to all requirements and standards of this Code.

(e) Lapsing

Regardless of whether or not a completed application has been received prior to the Effective Date, any permit or approval issued following the Effective Date shall be subject to the lapsing provisions of GJMC 21.02.030(j).

(f) Violations under Prior Code

Any violation occurring under the 2010 Code will continue to be a violation under this Code and be subject to penalties and enforcement pursuant to GJMC Chapter 21.13.

Chapter 21.02 Administration and Procedures

21.02.010 Decision-Making Authority

(a) City Council

In addition to the powers and duties in City Charter Article VI, the City Council shall:

(1) Appoint members to the Planning Commission, the Zoning Board of Appeals, and the Historic Preservation Board.

(2) As it deems appropriate, decide, adopt, and/or amend a:

(i) Comprehensive Plan;

(ii) Area, corridor, neighborhood, circulation, street, annexation, or other City plan;

(iii) Vacation of right-of-way and of lesser interest in land such as an easement;

(iv) Designation of a local historic site, structure and/or district, and revocation of such designation; and

(v) Fee to pay for, at least in part, the impacts of development, consistent with the nexus study for the fee when applicable.

(3) Hear and decide requests for:

(i) Annexation and change to the City's limits;

(ii) Zoning and/or change to zone or a zoning map, including a Planned Development zone;

(iii) Special Dimensional Permit;

(iv) Planned Development Outline Development Plan (ODP) or change to an ODP;

(v) Preliminary Plan for a Planned Development without a valid ODP;

(vi) Revocable Permit for use or occupancy of a City right-of-way or public place (except that the City Council may delegate such authority to the Director for minor or temporary uses or occupancies such as landscaping or irrigation facilities);

(vii) Vested right for a site-specific development plan per GJMC 21.02.050(q)(2);

(viii) Appeal of Planning Commission and Director decisions as provided in this Code;

(ix) Street name change;

(x) Fee in lieu of land dedication waiver;

(xi) Sewer variance; and

(xii) Appeal of decisions of Historic Preservation Board.

(b) Planning Commission

(1) Composition

The Planning Commission shall consist of seven regular members and two alternate members. Alternate members shall attend Commission meetings and shall serve and vote as may be required during the temporary unavailability of any regular member. The City Council shall, at the time of appointment, designate a first alternate and a second

alternate; each shall fill in during the temporary absence of a regular member according to their priority. Members shall be appointed to provide a balanced, community-wide representation.

(2) Member Qualifications

Regular and alternate members shall be residents of the City of Grand Junction and shall represent the interests of the City as a whole. No member shall be employed by the City, hold any other City office, or be a contractor with the City. The members shall be selected from the fields of engineering, planning, architecture, construction trades, and/or law, and from citizens at large.

(3) Term

Members shall serve terms of four years. Members are limited to two consecutive terms.

(4) Vacancies

When there is a vacancy among the regular members of the Planning Commission, the first alternate shall be appointed to fill it, the second alternate shall become the first alternate, and a new second alternate shall be appointed. All vacancies shall be filled by appointment by the City Council. If a member ceases to reside in the City, that person's membership on the Commission shall immediately terminate and an appointment made to fill the unexpired term.

(5) Removal

Members may be removed after public hearing by the City Council on grounds of inefficiency, neglect of duty, malfeasance, or misfeasance in office. The City Council shall make public a written statement of reasons for removal prior to any public hearing seeking removal of a member.

(6) Meetings

Planning Commission meetings shall be regularly scheduled not fewer than one time per month, provided there are pending items or matters to be brought before the Commission, at a time and place designated annually by resolution of the City Council. Special meetings may be held as provided by rules of procedure adopted by the Commission and/or this Code or law.

(7) Voting

The presence of four voting members shall constitute a quorum. All recommendations to the City Council and all final decisions of the Planning Commission shall require an affirmative vote of no fewer than four members (a majority of the seven members of the Commission, which may be comprised of regular, or regular plus alternate, members).

(8) Compensation

Members shall be compensated at a rate established by the City Council by resolution.

(9) Powers and Duties

Except as otherwise provided by this Code, or by ordinance, rule, policy or regulation of the City Council, the Commission shall be governed by § 31-23-201 C.R.S., et seq. and shall

have the powers provided therein. The Commission's actions shall be governed by the procedures set forth in this Code, and/or law, ordinance, rule, regulation, or policy of the City Council. The powers and duties of the Planning Commission include, but are not limited to:

(i) Provide a recommendation to the City Council on adoption of or amendment to any of the following:

(A) Comprehensive Plan;

(B) Area, corridor, neighborhood, circulation, traffic, or other City plan;

(C) Review fee; and

(D) Impact fee.

(ii) Hear and make a recommendation to the City Council upon any request for a:

(A) Vacation of Public Right-of-Way or Easement;

(B) Code text amendment

(C) Zoning or change to a zone or zoning map, including Planned Development zoning;

(D) Special Dimensional Permit;

(E) Planned development Outline Development Plan or major amendment thereto;

(F) Vested right as provided in this Code for a Site-Specific Development Plan; and

(G) Sewer Variance.

(iii) Decide:

(A) Plat Vacation;

(B) Conditional Use Permit;

(C) Variance as provided by this Code; and

(D) Other tasks as assigned by the City Council.

(c) Zoning Board of Appeals (ZBA)

(1) Composition

The Zoning Board of Appeals shall consist of three members, who shall represent the interests of the City as a whole. Members shall be appointed by the City Council from time-to-time. Generally, members shall be the Chairperson of the Planning Commission along with the first and second alternate Planning Commission members, or as otherwise appointed by the City Council.

(2) Removal

The City Council may, after a public hearing, remove any member of the Board for good cause including inefficiency, neglect of duty, malfeasance, or misfeasance in office. The

Council shall make public a written statement of the reasons for the removal prior to the public hearing.

(3) Meetings

The Board shall meet on an as-needed basis.

(4) Voting

The presence of two members shall constitute a quorum of the Board. A majority of a quorum of the Board shall be sufficient to conduct the business of the Board. A lesser number than a quorum may act to adjourn or continue a meeting.

(5) Compensation

Members shall be compensated at a rate established by the City Council by resolution.

(6) Powers and Duties

Except as otherwise provided by this Code, ordinance, rule, policy, or regulation of the City Council, the Zoning Board of Appeals shall be governed by § 31-23-307 C.R.S. The Board shall have the power and duty to decide:

(i) Appeals of administrative determinations as provided in GJMC 21.02.050(j);

(ii) Requests to for Variances per GJMC 21.02.050(p); and

(iii) Requests for relief from the nonconforming provisions established in GJMC Chapter 21.12.

(d) Director

The Director shall serve as the administrator of this Code at the direction of the City Manager. The Director shall serve as staff to the Planning Commission, the Zoning Board of Appeals and the Historic Preservation Board and shall have such other duties and responsibilities as specifically prescribed in this Code. The term Director also includes the Director's designee(s).

(1) Powers and Duties

The Director shall render the decision on every request for

(i) Any Administrative Permit listed in GJMC 21.02.040;

(ii) Site Plan Review (Major or Minor);

(iii) Sign Package;

(iv) Simple Subdivision

(v) Subdivision Final Plat;

(vi) Subdivision Construction Plan;

(vii) Subdivision Preliminary Plan;

(viii) Planned Development Final Plan and minor amendment to a Final Plan;

(ix) Development Improvement Agreement;

(x) Administrative Adjustment;

(xi) Revocable Permit for landscaping and irrigation in the public right-of-way and other such use of the right-of-way as delegated by the City Council;

(xii) Administrative Comprehensive Plan Amendment.

(e) Historic Preservation Board

(1) Composition

The Historic Board shall consist of not fewer than five nor more than seven members appointed by the City Council. The City Council shall determine the number of members when it makes an appointment. Members shall be appointed to provide a balanced, community-wide representation.

(2) Member Qualifications

When there are more than five members, at least four shall be professionals or have expertise in a preservation-related discipline such as history, architecture, or planning or archaeology; when there are five members, at least three shall have such qualifications.

(3) Term

Members shall serve four-year terms. City Council shall stagger the terms from the date of appointment. A member may continue to serve until a successor has been appointed.

(4) Vacancies

Vacancies shall be filled by appointment by the City Council.

(5) Removal

Members may be removed by the City Council without cause.

(6) Meetings

The Historic Board shall establish a regular meeting schedule. Minutes shall be kept of all proceedings. The Board shall conduct its business in accordance with the Open Meetings and Public Records Acts and other laws applicable to public bodies.

(7) Voting

A quorum shall require three members if the Historic Board consists of five members; four if it consists of more than five members. A quorum shall be required for the Board to conduct any business, and an affirmative vote of the majority of those present shall be required to pass any motion.

(8) Compensation

Members serve without compensation, except that the City Council may authorize, in advance, payment of such amounts it determines appropriate to offset expenses incurred in the performance of Board duties.

(9) Powers and Duties

The Historic Board shall, after public notice and solicitation of public comment:

(i) Recommend eligibility criteria for the designation of historic resources and for review of proposals to alter designated resources;

(ii) Review and determine qualifications of properties nominated for designation as either an historic structure, site or district and recommend to City Council approval or denial of a designation;

(iii) Upon property owner's request, review and make recommendations to the owner on proposed alterations to a designated historic structure, site, or district;

(iv) Advise and assist owners of historic properties on physical and financial aspects of preservation, renovation, rehabilitation, and reuse, including nomination to the City Register, the State Register, and the National Register of Historic Places;

(v) Develop and assist in public education programs including, but not limited to, walking tours, brochures, a marker program for historic properties, lectures, exhibits and conferences;

(vi) Conduct surveys of historic sites, properties, and areas for the purpose of defining those of historic significance and prioritizing the importance of identified historic areas. The Historic Board may create a list of structures of historical or archeological merit which have not been designated;

(vii) Advise the City Council on matters related to preserving the historic character and substance of the City and recommend easements, covenants, licenses, and other methods which would implement the completion of the purposes of this section;

(viii) Actively pursue financial assistance for preservation-related programs;

(ix) Review and decide applications for a Certificate of Appropriateness for alteration to a site and/or structure in the North Seventh Street Historic Residential District; and

(x) Review and decide applications for changes to other historic sites and structures as specifically prescribed by this Code for a duly designated historic site, district, or area.

21.02.020 Summary Table of Review and Decision-Making Bodies

Table 21.02-2: Summary Table of Review and Decision-Making Bodies
R= Recommendation D = Decision A = Appeal

Section	Procedure	Director	Plan Comm.	HPB	City Council	ZBA
Administrative Permits						
21.02.040(c)(2)(i)	Change of Use Permit	D	A			
21.02.040(b)	Fence Permit	D	A			
21.02.040(c)(2)(ii)	Floodplain Development Permit	D	A			
21.02.040(b)	Home Occupation Permit	D	A			
21.02.040(b)	Planning Clearance and Building Permit	D	A			
21.02.040(c)(2)(iii)	Sign Permit	D	A			
21.02.040(b)	Temporary Use Permit	D	A			
21.02.040(b)	Any Administrative Permit not listed	D	A			
Administrative Approvals						
21.02.040(d)	Administrative Adjustment	D				A
21.02.040(e)	Code Interpretation by Director	D				A
21.02.040(f)	Comprehensive Plan Amendment, Administrative Changes [1]	D			A	
21.02.040(l)(5)	Final Plat	D			A	
21.02.040(g)	Group Living Processes	D			A	
21.02.040(h)	Minor Plat Amendment	D				
21.02.040(l)(4)	Preliminary Subdivision Plan	D			A	
21.02.040(b)	Revocable Permit, Director approval [2]	D			A	
21.02.040(i)	Sign Package	D				
21.02.040(j)	Simple Subdivision	D			A	
21.02.040(k)	Site Plan, Major or Minor	D			A	
Applications Requiring a Public Hearing						
21.02.050(c)	Annexation	R			D	

Table 21.02-2: Summary Table of Review and Decision-Making Bodies R= Recommendation D = Decision A = Appeal						
Section	**Procedure**	**Director**	**Plan Comm.**	**HPB**	**City Council**	**ZBA**
21.02.050(d)	Code Text Amendment	R	R		D	
21.02.050(e)	Comprehensive Plan Amendment (CPA), Non-Administrative	R	R		D	
21.02.050(f)	Conditional Use Permit (CUP)	R	D		A	
21.02.050(g)	Conditional Use and Special Dimensional Permit Amendment, Termination, or Revocation	R	D		A	
21.02.050(h)	Institutional and Civic Facility Master Plans	R	R		D	
21.02.050(i)	Planned Development	R	R		D	
21.02.050(k)	Revocable Permit, City Council Approval	R			D	
21.02.050(l)	Rezoning	R	R		D	
21.02.050(m)	Special Dimensional Permit	R	R		D	
21.02.050(n)	Vacation of Plat [4]	R	D		A	
21.02.050(o)	Vacation of Public Right-of-Way or Easement	R	R		D	
21.02.050(p)	Variance	R				D
21.02.050(q)	Vested Property Rights	R	R		D	
Historic Preservation						
21.02.060	Historic Preservation Procedures	R		R or D[4]	D or A[4]	

Notes:
[1] Administrative Changes as defined in GJMC 21.02.040(f).
[2] Revocable Permit for irrigation or landscaping.
[3] For a Vacation of Plat without public right-of-way or easement.
[4] For Certificate of Appropriateness, N. Seventh Street Historic District.

21.02.030 Commonly Applicable Procedures

The requirements described in this section are common to many of the procedures contained in this Code. Table 21.02-3 summarizes the common application procedures in this Code and identifies

whether they are required for the specific procedures defined in GJMC 21.02.050. Exceptions to these general rules apply and may be identified in the regulations for the specific procedures.

(a) Summary Table of Commonly Applicable Procedures

Table 21.02-3: Summary Table of Commonly Applicable Procedures
*** = Optional ✓ = Required Gray Box = Not Applicable**
PDIM = Proposed Development Information Meeting
NCM = Neighborhood Comment Meeting

Section	Procedure	General Mtg	Pre-App Mtg	Applic. Outreach Mtg	Public Notice	Public Hearing
	Detailed requirements in GJMC:	21.02.030(b)(1)	21.02.030(b)(2)	21.02.030(c)	21.02.030(g)	
Administrative Permits						
21.02.040(c)(2)(i)	Change of Use Permit					
21.02.040(b)	Fence Permit					
21.02.040(c)(2)(ii)	Floodplain Development Permit					
21.02.040(b)	Home Occupation Permit					
21.02.040(b)	Planning Clearance and Building Permit					
21.02.040(c)(2)(iii)	Sign Permit					
21.02.040(b)	Temporary Use Permit					
Administrative Approvals						
21.02.040(d)	Administrative Adjustment	*	*			
21.02.040(e)	Code Interpretation					
21.02.040(f)	Comprehensive Plan Amendment, Administrative Changes [1]	*	*			
21.02.040(l)(5)	Final Plat	*	*			
21.02.040(g)	Group Living Processes	*	*	PDIM		
21.02.040(h)	Minor Plat Amendments	*	*			
21.02.040(l)(4)	Preliminary Subdivision Plan	*	✓	PDIM [2]		
21.02.040(b)	Revocable Permit, Director approval [2]	*	*			
21.02.040(i)	Sign Package	*	*			

Table 21.02-3: Summary Table of Commonly Applicable Procedures
*** = Optional ✓ = Required Gray Box = Not Applicable**
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NCM = Neighborhood Comment Meeting

Section	Procedure	General Mtg	Pre-App Mtg	Applic. Outreach Mtg	Public Notice	Public Hearing
	Detailed requirements in GJMC:	21.02.030(b)(1)	21.02.030(b)(2)	21.02.030(c)	21.02.030(g)	
21.02.040(j)	Simple Subdivision	*	*			
21.02.040(k)	Site Plan (Major and Minor)	*	✓ [1]			
Applications Requiring a Public Hearing						
21.02.050(c)	Annexation	*	*	NCM	✓	✓
21.02.050(d)	Code Text Amendment	*	*	NCM	✓	✓
21.02.050(e)	Comprehensive Plan Amendment (CPA), Non-Administrative	*	*	NCM	✓	✓
21.02.050(f)	Conditional Use Permit (CUP)	*	*	NCM	✓	✓
21.02.050(g)	Conditional Use and Special Dimensional Permit Amendment, Termination, or Revocation	*	*	NCM	✓	✓
21.02.050(h)	Institutional and Civic Facility Master Plans	*	*	NCM	✓	✓
21.02.050(i)	Planned Development	*	✓	NCM [4]	✓	✓
21.02.050(j)	Rehearing and Appeal	*	*		✓	✓
21.02.050(k)	Revocable Permit, City Council Approval	*	*		✓	✓
21.02.050(l)	Rezoning	*	*	NCM	✓	✓
21.02.050(m)	Special Dimensional Permit	*	*	NCM	✓	✓
21.02.050(n)	Vacation of Plat	*	*	NCM	✓[5]	✓[5]
21.02.050(o)	Vacation of Public Right-of-Way or Easement	*	*	NCM	✓	✓
21.02.050(p)	Variance	*	*	NCM	✓	✓
21.02.050(q)	Vested Property Rights	*	*		✓	✓

Table 21.02-3: Summary Table of Commonly Applicable Procedures
*** = Optional ✓ = Required Gray Box = Not Applicable**
PDIM = Proposed Development Information Meeting
NCM = Neighborhood Comment Meeting

Section	Procedure	General Mtg	Pre-App Mtg	Applic. Outreach Mtg	Public Notice	Public Hearing
	Detailed requirements in GJMC:	21.02.030(b)(1)	21.02.030(b)(2)	21.02.030(c)	21.02.030(g)	
Historic Preservation						
21.02.060	Historic Preservation Procedures	*	*		✓	✓

Notes:
[1] Major site plans only.
[2] PDIM, Major subdivision only.
[3] NCM required for Fraternity/Sorority, Group Living, and Rooming/Boarding House applications.
[4] Neighborhood Comment meetings are only required at the time of Outline Development Plan and a subsequent Neighborhood Comment or Proposed Development Information Meeting is not required for the associated Final Development Plan and Preliminary Subdivision Plan.
[5] Vacation of Plat with public right-of-way or easement.

(b) General and Pre-Application Meetings

The purpose of General and Pre-Application Meetings is to provide an opportunity for the applicant and the City to discuss the development concept prior to the application submission for a project or permit.

(1) General Meeting

(i) Purpose

The purpose of a General Meeting is to allow an applicant to discuss a project concept with City staff to obtain general feedback and ideas.

(ii) Applicability

A General Meeting is optional for all development applications.

(iii) Procedure

(A) Based on the level of detail and information provided, the staff will give direction on the merits, procedures, and issues on a proposed project.

(B) A General Meeting is advisory only and does not constitute or effect approval of any aspect or item of an application.

(C) Applicants that participate in a General Meeting may still participate in a Pre-Application Meeting.

(2) Pre-Application Meeting

(i) Purpose

The purpose of a Pre-Application Meeting is to:

(A) Understand the proposed project and the applicant's specific objectives;

(B) Identify applicant time goals such as property closing dates, construction starts, and operation dates;

(C) Identify City approvals needed before any development starts;

(D) Identify documents, plans, drawings, fees, and process other materials necessary for a complete application;

(E) Identify significant issues; and

(F) Begin to familiarize the applicant with City requirements and this Code.

(ii) Applicability

A Pre-Application Meeting is required for the following application types and optional for all other development applications:

(A) Preliminary Subdivision Plan,

(B) Major Site Plan, and

(C) Planned Development.

(iii) Procedure

(A) The Director shall inform the applicant what information the applicant must supply at the time of application submittal to begin the assessment of the project. The Director shall list the requirements and all relevant information in the applicant's project file.

(B) Any information or discussions held at the Pre-Application Meeting shall not be binding on the City or the applicant. Discussions of potential conditions or commitments to mitigate impacts do not reflect actions by the decision-making body until and unless a decision-making body takes formal action to attach that condition or commitment to an approval.

(C) The City is not responsible for making or keeping a summary of the general topics discussed at the Pre-Application Meeting.

(D) Where a Pre-Application Meeting is required for a specific application type, the application shall be filed within one year of the meeting or a new meeting shall be required.

(c) Application Outreach Meetings

(1) Purpose

The purposes of application outreach are to:

(i) Inform neighboring property owners of the details of a proposed development;

(ii) Identify how the developer intends to meet the standards contained in this Code; and

(iii) For specific application types, to allow the applicant to receive preliminary public comment on the proposal.

(2) Meeting Types

There are two types of application outreach meetings:

(i) A Neighborhood Comment Meeting (NCM) is held prior to a public hearing on an application. The purpose of an NCM is to allow the neighborhood to provide that applicant with feedback that may be relevant to improving the design of the project to address neighborhood concerns that may otherwise be raised at the public hearing.

(ii) A Proposed Development Information Meeting (PDIM) is held to share information about a proposed project with the neighborhood. Attendees are invited to share comments but shall be informed that the standard of approval for the application is compliance with this Code and suggestions may not be incorporated.

(3) Applicability

(i) An Application Outreach Meeting is required as indicated in Table 21.02-2 and is optional for all other applications.

(ii) The Director may waive this step if the project will have little potential to create material negative impacts on the surrounding neighborhood. If the Director waives a required outreach meeting, the Director will provide the applicant a written explanation of the reasons why the meeting was waived for inclusion with the project application.

(4) Notice

(i) The applicant shall provide written notice of the meeting type (NCM/PDIM), date, time, place, and subject of the meeting to the Director for approval at least 14 days before the meeting. This shall include all information required to access the meeting if conducted virtually.

(ii) Once the notice has been approved, the Director will assist the applicant to identify all property owners and organized groups in the neighborhood or outreach area. The application shall:

(A) Mail the notice to every owner and group identified, as well as the Community Development Department.

(B) Provide courtesy electronic notice to any affected neighborhood organizations that request notification from the Community Development Department. A copy of the meeting notice shall be attached to the electronic notice to allow additional distribution within the organization.

(C) Post a copy of the notice in at least two locations in or within 1,000 feet of the outreach area that are open to the public, such as a community notice board in a grocery store or coffee shop.

(D) If the applicant or project has a website, post a copy of the notice on the website.

(iii) The notice must be mailed/emailed no later than 10 calendar days prior to the meeting date.

(iv) For purposes of this section, all properties located within a radius of 500 feet of any portion of the project are considered "the neighborhood." Notice shall also be provided to organized groups that have registered with the City, such as a homeowners' association, condominium association, neighborhood group, or any member's lot or parcel within 1,000 feet of the project.

(v) Community Development staff is not responsible for verifying or correcting email addresses provided by a neighborhood organization and failure of a neighborhood organization or individual member to receive notice does not affect the validity of the Application Outreach Meeting.

(5) Procedures

(i) Meeting Time and Procedure

(A) The applicant must provide for and conduct either a physical or virtual meeting. Meetings must be held on a non-holiday, weekday evening beginning between 5:30 p.m. and 8:00 p.m.

(B) A required application outreach meeting must be held 180 days or fewer before the application is submitted.

(ii) Meeting Content and Conduct

(A) At the meeting, the applicant shall present a concept plan, describe project impacts, describe ways to mitigate impacts, facilitate a discussion, and answer questions during the meeting.

(B) The concept plan shall, at a minimum, delineate access to the site, internal circulation, the range of density of the entire property or the maximum intensity (square footage and stories for all buildings).

(C) The meeting shall be conducted so that participants have an opportunity to ask questions and provide comments.

(D) A member of City staff shall attend the meeting and be available to explain applicable Code requirements and, as needed, the project's compliance with the Comprehensive Plan and any applicable adopted plan or ordinance.

(iii) Information Provided with Application

(A) The following information shall be included with the application submittal:

a. A written list of names and addresses of those given notice, how notice was provided, and meeting participants.

b. A written summary of the meeting including all public comments.

(B) The Director shall make, or instruct the applicant to make, the summary available to the meeting attendees and the public for inspection following the filing of a complete application.

(d) Application Submittal and Fees

(1) Application Requirements

(i) Applications shall be submitted on the prescribed forms and according to the deadlines contained in the Submittal Standards for Improvements and Development (SSID) manual. The City may also make application forms available electronically.

(ii) The Director may require additional information necessary to evaluate the application based on size, complexity, development timeline, or potential impacts of the project on the surrounding neighborhood or the City's transportation or utility systems.

(iii) The Director may waive application submittal requirements of this Code in order to reduce the burden on the applicant and tailor the requirements to the information required to review a specific application. The applicant shall make a written request identifying the specific submission items to be waived and why, and the Director may waive the requirements on a finding of the following:

(A) The applicant shows good cause for the requested waiver;

(B) The project size, complexity, anticipated impacts, or other factors support a waiver;

(C) The waiver does not compromise a proper and complete review; and

(D) The information is not material to describing the proposal or demonstrating compliance with approval criteria.

(2) Fees

(i) Initial Application

The applicant shall pay all required application fees, including development fees per GJMC 21.02.070, to the City in full before an application will be reviewed by the Director or scheduled for a public hearing. Application fees are generally nonrefundable.

(ii) Changes to Complete Applications

In addition to fees set forth in the City fee schedule, the following fees shall apply to actions taken on a complete application:

(A) Withdrawn Application: All fees are forfeited in the event the City has incurred any expense related to the application. If the application is refiled within 180 calendar days a resubmittal fee must be paid. The submission fee shall be paid again in full if the application is resubmitted after six months.

(B) Continuance of Application: Payment of fees may be required to cover the cost of additional notice.

(C) Reapplication: Payment of fees shall be required for a reapplication where a previous application has been denied.

(D) Modification or Revision of Approved Site Plan

a. Minor modifications: An application for administrative relief and payment of the associated fee is required.

b. Major modifications: Any requested modifications that do not qualify for administrative relief shall be considered major modifications. A new application is required along with the associated application fee.

(3) Who Can File an Application

Applications processed under this Code shall be submitted by one of the following unless otherwise specified in this Code:

(i) The owner(s), or any other person having a recognized property interest in the land on which development is proposed within the City;

(ii) A person authorized to submit the petition on behalf of the owner or other person having a recognized property interest in the land, as evidenced by a letter or document signed by the owner; or

(iii) Planning Commission, City Council, or City staff may file an application for a Comprehensive Plan Amendment, Code Amendment, Planned Development, or a Rezoning.

(4) Determination of a Complete Application

(i) A complete application is one that contains all of the information, materials, and fees required by subsections (1) and (2), above. On determining the application is complete, the Director shall accept the application for review in accordance with the procedures and standards of this Code. Incomplete applications will not be processed or reviewed by the City.

(ii) If the application is deemed incomplete, the Director shall notify the applicant of the information or materials that are still needed to make the application complete.

(A) The applicant shall have 45 days to resubmit a completed application.

(B) If the applicant does not resubmit the application within 45 days, the application shall be considered abandoned. The City shall return the application to the applicant and take no further steps of review.

(e) Application Review

(1) Staff Review

An application shall be reviewed by City staff and other appropriate external agencies for compliance with applicable regulations, laws, and policies. Upon completion of staff review, the staff shall provide its comments in writing to the applicant.

(2) Review by Other Agencies

The staff shall forward copies of the applications to appropriate agencies for their comments. Examples of review agencies are:

(i) City departments;

(ii) Telecommunications, gas, electric and other utilities;

(iii) Irrigation, drainage, water and sewage, sewer provider special districts;

(iv) School and fire agencies;

(v) Law enforcement;

(vi) Mesa County staff, Planning Commission, or Board of Commissioners;

(vii) State agencies (e.g., Colorado Geologic Survey, Colorado Department of Transportation, Colorado Department of Natural Resources, Colorado Division of Wildlife); and

(viii) Federal agencies (e.g., Federal Emergency Management Agency, Bureau of Land Management, U.S. Army Corps of Engineers).

(3) Agency and Department Comments

External agency reviews will be advisory in character and do not constitute approval or disapproval. All comments shall be forwarded to the applicant for response.

(4) Applicant's Response

An application submitted to the City for review must be diligently pursued and processed by the applicant. Applicants shall have 90 days to resubmit revised documents to address comments from the City or the application shall be considered inactive and abandoned. The Director may grant two extensions to the resubmission deadline, not to exceed a total extension of 180 days.

(5) Review of Response

The Director shall determine if sufficient information has been provided to schedule an application for a hearing or approve, approve with conditions, or disapprove the application. If the application is insufficient the applicant shall be notified. The applicant shall be allowed additional resubmittals and responses, pursuant to the same timeframes as the original response, before the application is scheduled for a hearing or before the Director decides whether the application is complete.

(6) Final Report

The Director's written report and recommendations shall be made publicly available at least three calendar days before a public hearing.

(f) Complete Applications with Changed Status

(1) Withdrawn Application

(i) Prior to Public Notice

(A) An applicant may withdraw an application by providing written notice to the Director of the applicant's intent to withdraw. After such withdrawal, no further City action on the application shall take place.

(B) A rezone application may be withdrawn at any time prior to the publication of the legal advertisement for the first public hearing. A withdrawn rezone application may be refiled after a 120-day waiting period.

(C) To re-initiate review, the applicant shall re-submit the application with a new application fee payment, and the application shall in all respects be treated as a new application for purposes of review and scheduling.

(ii) Following Public Notice

(A) No application may be amended or modified after the legal advertising has been published.

(B) After legal notice for the Planning Commission or Board of Adjustment has been published, a request for withdrawal shall be submitted in writing to the Director at least 24 hours prior to the first or only public hearing.

(C) Once a Planning Commission meeting or hearing has been opened, the Planning Commission may allow withdrawal of an application by a majority vote of the members present.

(D) After the Planning Commission hearing or for any application that is decided by the City Council without Planning Commission review, a request for withdrawal shall be submitted to the Director and may only be submitted by the property owner or authorized agent, as listed on the application. The City Council shall have exclusive authority to act on any request for withdrawal after notice of the public hearing has been published.

(2) Postponement

(i) The applicant may request an application be postponed to a future scheduled public hearing date.

(ii) A request submitted prior to public notice: shall be in writing, sent either by mail or email, and received by the Director prior to date of publication of the notice of public hearing.

(iii) If a request is either submitted or received by the Director following publication of notice: The applicant must attend the public hearing to request the application be postponed to a future scheduled public hearing date.

(iv) If the Director determines the applicant is not taking affirmative steps to advance a postponed application for a final determination or the applicant requests that an application be postponed for a second time, the Director may declare the application terminated.

(A) No further processing of such application shall occur and the application fees shall be forfeited.

(B) Any re-submittal of the application shall be treated as a new application for purposes of review, scheduling, and payment of application fees.

(g) Public Notice and Public Hearing Requirements

(1) Purpose

Public hearings must comply with legal requirements for due process (the opportunity to be heard) and allow for community input.

(2) Applicability

(i) Notice shall be provided as required by Table 21.02-4 and all costs to provide notice shall be paid by the applicant.

(ii) The Director may determine based on the scope or nature of the project that additional notice shall be provided, which shall be done at the applicant's cost.

(iii) If a project requires action on several applications at the same hearing, the Director may provide for a single, combined notice.

(3) Public Notice

(i) Notice Required

(A) Applications for development shall comply with the Colorado law and the provisions of this section with regard to public notification. The required notice for each application type is identified in Table 21.02-4. Application-specific notice requirements are located in the section for the specific application types.

(B) No public notice under this section shall be made for incomplete applications or for applications requiring additional revisions and review. Applications that remain incomplete or requiring revision after the notice publishing, posting, or mailing deadline shall be removed from the applicable meeting agenda and placed on the next available meeting agenda.

(ii) Summary Table of Public Notice Requirements

Table 21.02-4: Summary Table of Public Notice Requirements
Date/Distance/Yes = Required Notice Gray Box = Not Applicable

Section	Procedure	Published Notice	Mailed Notice	Sign Notice
Administrative Permits				
21.02.040(c)(2)(i)	Change of Use Permit			
21.02.040(b)	Fence Permit			
21.02.040(c)(2)(ii)	Floodplain Development Permit			
21.02.040(b)	Home Occupation Permit			
21.02.040(b)	Planning Clearance and Building Permit			
21.02.040(c)(2)(iii)	Sign Permit			
21.02.040(b)	Temporary Use Permit			
Administrative Approvals				
21.02.040(d)	Administrative Adjustment			

Table 21.02-4: Summary Table of Public Notice Requirements Date/Distance/Yes = Required Notice Gray Box = Not Applicable				
Section	**Procedure**	**Published Notice**	**Mailed Notice**	**Sign Notice**
21.02.040(e)	Code Interpretation			
21.02.040(f)	Comprehensive Plan Amendment, Administrative Changes [1]	7 days		
21.02.040(l)(5)	Final Plat		Owners w/in 500 feet	Yes
21.02.040(g)	Group Living Processes			
21.02.040(h)	Minor Plat Amendment			
21.02.040(l)(4)	Preliminary Subdivision Plan		Owners w/in 500 feet	Yes
21.02.040(b)	Revocable Permit, Director approval [2]			
21.02.040(i)	Sign Package			
21.02.040(j)	Simple Subdivision		Owners w/in 500 feet	Yes
21.02.040(k)	Site Plan (Major and Minor)		Owners w/in 500 feet	Yes
Applications Requiring a Public Hearing				
21.02.050(c)	Annexation	7 days	Owners within 500 feet [1]	Yes
21.02.050(d)	Code Text Amendment [2] or Rezoning	7 days	Owners within 500 feet [1]	Yes
21.02.050(e)	Comprehensive Plan Amendment (CPA), Non-Administrative [1]	7 days	Owners within 500 feet	Yes
21.02.050(f)	Conditional Use Permit (CUP)	7 days	Owners within 500 feet	Yes
21.02.050(g)	Conditional Use and Special Dimensional Permit Amendment, Termination, or Revocation	7 days	Owners within 500 feet	Yes
21.02.050(h)	Institutional and Civic Facility Master Plans	7 days	Owners within 500 feet	Yes

Table 21.02-4: Summary Table of Public Notice Requirements
Date/Distance/Yes = Required Notice Gray Box = Not Applicable

Section	Procedure	Published Notice	Mailed Notice	Sign Notice
21.02.050(i)	Planned Development	7 days	Owners within 500 feet	Yes
21.02.050(j)	Rehearing and Appeal	[3]	[3]	[3]
21.02.050(k)	Revocable Permit, City Council Approval			
21.02.050(l)	Special Dimensional Permit	7 days	Owners within 500 feet	Yes
21.02.050(n)	Vacation of Plat [4]	7 days	Owners within 500 feet	Yes
21.02.050(o)	Vacation of Public Right-of-Way or Easement	7 days	Owners within 500 feet	Yes
21.02.050(p)	Variance	7 days	Owners within 500 feet	Yes
21.02.050(q)	Vested Property Rights	Within 10 days of approval		
Historic Preservation				
21.02.060	Historic Preservation Procedures	7 days		

Notes:

[1] Mailed notice and sign posting is not required for CPA, Rezonings, or Annexation for requests relating to more than five percent of the area of the City and/or related to a Citywide or area plan process.

[2] Mailed and sign notice are not required for a Code Text Amendment.

[3] Notice of the appeal hearing shall be provided in the same manner as was required with the original action.

[4] Plats with rights-of-way or easements only.

(iii) Content

Required notices, whether by publication or written, shall meet the general requirements of notice provided by the City and provide the following information:

(A) Address or location of the property subject to the application and the name, address, email, and telephone number of the applicant or the applicant's agent;

(B) Date, time, and place of the public hearing;

(C) Description of the nature, scope, and purpose of the application or proposal including a description of the development plan and, where appropriate, the classification or change sought;

(D) Notification about where the public may view the application; and

(E) State that the public may appear at the public hearing.

(F) Contact information for arranging participation in the public hearings for individuals with hearing, speech, or vision impairment.

(iv) Agenda Notice

Agenda notice shall be posted and published on the City's website a minimum of 48 hours prior to a meeting.

(v) Published Notice

(A) When required by Table 21.02-4, a notice including the information described in GJMC 21.02.030(g)(3)(iii) must be published at least once. The Director shall be responsible for giving notice.

(B) In computing notice time, the day of the hearing shall be excluded.

(C) The applicant shall either provide the information for the notice or pay the City to prepare the information.

(D) All published notices shall be published in a local newspaper of general circulation recognized by the City. Based on the size, complexity, or potential impacts of a proposed application, the Director may require that courtesy notice be provided to other newspapers, radio, and television stations servicing the City for use as a public service announcement.

(vi) Mailed Notice

(A) When required by Table 21.02-4, a notice including the information described in GJMC 21.02.030(g)(3)(iii) shall be sent by U.S. mail as provided in this section.

(B) Notice shall be provided to:

a. Within the distance specified in Table 21.02-4, each owner and tenant at the address on file with the Mesa County, Colorado, Assessor;

b. Each homeowners' association (HOA) or other group registered with the Community Development Department and located within 1,000 feet of the subject property; and

c. Each person who attended any required Application Outreach Meeting and signed-up to receive notice.

(C) All mailed notices must be sent at least 10 days before a public hearing.

(D) Failure of any individual addressee of such letter of notification to receive the same shall not in any way invalidate or affect subsequent action on the

application and such requirement shall not be construed as a legal precedent to the official approval.

(E) Mailed notice to property owners shall be required only for the initial presentation of the proposed development at a public hearing. Additional mailed notice shall not be required for any subsequent hearings except when the hearing is deferred or continued at the applicant's request. In that case, the applicant shall be responsible for paying any additional fees for the purposes of re-notifying adjacent property owners.

(vii) Property Sign

(A) The City shall prepare and the applicant shall post signs including the information described in GJMC 21.02.030(g)(3)(iii) as follows:

a. At least one sign shall be posted on each street frontage of the property.

b. Each sign shall be posted at least 10 calendar days before the initial public hearing and remain posted until the day after the final hearing.

(B) The applicant shall maintain the sign on the property until the day after the final public hearing. If the decision-making body continues the meeting or public hearing at which the application is being considered to a later date, or if the decision-making body decides to consider the application at any time other than that specified on the notification signs, the Director shall update the existing signs with the new date.

(viii) Courtesy Notice

(A) The City may, as a courtesy, provide notice to any persons or organization in the City or Mesa County, or to any governmental, public, or quasi-government organization regarding any matter related to this Code that may be of interest to of that person or organization, or on any matter on which any such person or organization has requested notice.

(B) Courtesy notice may be provided in any appropriate manner, including electronically, and may be directed to an organization through its leadership for distribution rather than to the entire membership.

(C) The failure of the City to send courtesy notice or the failure of any resident or property owner to receive such notice shall not affect the validity of any City action with respect to an application.

(ix) Five Percent Notice

Applications that are applicable to more than five percent of the area of the City and/or related to a Citywide or area plan process, such as Comprehensive Plan Amendments, some Rezonings, or zones of annexation, are not required to provide mailed or property sign notice.

(x) Constructive Notice and Substantial Compliance

(A) Notice is sufficient if there is substantial compliance with the requirements of this section.

(B) Minor defects in any notice shall not impair the notice or invalidate proceedings pursuant to the notice if a bona fide attempt has been made to comply with applicable notice requirements. Minor defects in notice may include, but are not limited to errors in legal descriptions, typographical or grammatical errors, or errors of actual acreage that do not impede communication of the notice to the affected parties.

(C) Failure of one or more individual parties to receive written notice shall not invalidate subsequent action.

(D) If questions arise at a review hearing regarding the adequacy of notice, the decision-making authority shall direct the Director to make a formal finding as to whether there was substantial compliance with the notice requirements of this Code, and such finding shall be made available to the decision-making authority prior to final action on the request.

(E) When City records document the publication, mailing, or posting of notices as required by this section, it shall be presumed that notice of a public hearing was given as required by this section.

(4) Public Hearing

(i) Timing

The Director shall schedule an application for hearing only when all issues have been resolved or can be resolved through post-review procedures, and a determination of compliance with all codes and regulations is made.

(ii) Applicant's Option

An applicant has the right to request a hearing at any time during the review process.

(iii) Request for a Continuance Prior to Hearing

(A) An applicant shall have the right to one continuance before the Planning Commission, Zoning Board of Appeals or City Council. A written request for the continuance shall be submitted to the Director by the applicant or their representative at least three days before the hearing. A request for a continuance may also be made by the City staff, the Planning Commission, or City Council.

(B) An applicant requesting a continuance shall make reasonable efforts to notify all persons previously advised of the hearing that a continuance has been requested. Reasonable efforts shall include, but not be limited to, personal notice, broadcast or print media notice and any other form of notice determined by the Director to be reasonable.

(C) The review body may grant one continuance to a time, place, and date certain, without taking any testimony, except pertaining to the adequacy of the notice.

(iv) Conduct of Hearing

(A) Any person may offer relevant information in writing or in person. Every speaker representing one or more other persons shall state their name, street address, and if an organization or group, the name and mailing address of the organization or group.

(B) The Chair shall exclude testimony and evidence that is irrelevant, immaterial, unduly repetitious, or disruptive. Ordinarily no one presenting testimony or evidence may ask questions of other persons appearing as witnesses; although the chairperson of the body may ask questions suggested by a person presenting testimony. At any point, members of the body conducting the hearing may ask questions of the applicant, staff or public.

(C) No person shall knowingly make a false statement nor present false, deceptive, or slanderous testimony, comment, or remarks at a public hearing.

(v) Continuance of Public Hearing

The decision-making body may grant a continuance of the public hearing.

(vi) Additional Rules

The decision-making body conducting the hearing may adopt rules of procedure to limit the number of applications to be considered per meeting, limit the time for each presentation or speaker or as provided by this section, temporarily hear and decide quasi-judicial hearings in accordance with the alternative hearing procedure, which are adopted by this reference and incorporated as if fully set forth.

(h) Recommendation and Decision

(1) Planning Commission as Recommending Body

If the Planning Commission is the recommending body, the Planning Commission shall review the application against applicable decision-making criteria and prepare a recommendation that shall be forwarded to the City Council. All recommendations, including recommendations of denial, shall be heard by the City Council without necessity of appeal.

(2) Approval Criteria

(i) Decision by Director

(A) Where Table 21.02-2 indicates that the Director must make the decision on an application, the Director shall review and approve the application, approve it with conditions designed to bring the application into compliance with the specific requirements of this Code, or deny the application based on the application of the criteria specified for the application.

(B) The decision shall be based on the information submitted with the application, comments from referral agencies, and any required approvals from other agencies.

(ii) Decision by Planning Commission, City Council, or Zoning Board of Appeals

(A) Where Table 21.02-2 or another provision of this Code indicates that the Planning Commission, City Council, or Zoning Board of Appeals shall make the decision on an application, the decision-making body shall review and approve the application, approve it with conditions, or deny the application.

(B) The decision-making body shall review the application against the applicable criteria and make decisions based on policies, standards, plans, recommendations, the applicable law, the testimony, and information presented at the hearing.

(C) Where there has been a public hearing before the Planning Commission, hearings shall be de novo before the Council. An affirmative vote of five members of the City Council shall be required to approve rezones and Comprehensive Plan amendments recommended for denial by the Planning Commission. Procedural requirements provided elsewhere in this Code shall be applicable.

(iii) Conditions

(A) A decision-making body, including the Director, this Code may impose conditions as needed to ensure that the approval is consistent with the purposes of the Comprehensive Plan and the general purpose of this Code stated in GJMC 21.01.050.

(B) All conditions of approval shall be reasonably related to the anticipated impacts of the proposed use or development or shall be based upon standards duly adopted by the City prior to the review of an application. Conditions may include those necessary to carry out the purpose and intent of the Comprehensive Plan and this Code.

(C) Discussions of potential conditions to mitigate impacts do not reflect actions by the decision-making body unless and until the decision-making body takes formal action to attach that condition to a development approval.

(D) Any conditions that require an applicant to dedicate land or pay money to a public entity in an amount that is not calculated according to a principle applicable to a broad class of applicants, any condition imposed shall include an individualized determination and shall be roughly proportional both in nature and extent to the anticipated impacts of the proposed development, as shown through an individualized determination of impacts.

(3) Development Improvements Agreement (DIA)

(i) Development Improvements Agreement Authorized

The Director may defer the requirement for the completion of required improvements if the applicant enters into a Development Improvements Agreement (DIA) by which the applicant agrees to complete all required public improvements in accordance with an agreed schedule. The Director may require the applicant to complete and dedicate some required public improvements prior to approval of the Final Plat and to enter into a DIA for completion of the remainder of the required improvements. The City Attorney shall approve any DIA as to form.

(ii) Agreement to Run with the Land

The Development Improvements Agreement shall provide that the requirements contained therein shall run with the land and bind all successors, heirs, and assignees of the applicant. The DIA for subdivisions shall be recorded with the Mesa County Clerk and Recorder. All other DIAs may, at the Director's discretion, be recorded or deposited with the City Clerk. All existing lien holders shall be required to subordinate their liens to the guarantees contained in the DIA.

(iii) Performance Security

(A) Whenever the Director permits an applicant to enter into a Development Improvements Agreement, the applicant shall be required to provide sufficient security to ensure completion of the required public improvements. The security shall be in the form of a cash deposit made to the City, a letter of credit or disbursement agreement from an authorized financial institution, a subdivision bond, or a completed, unrecorded plat. The letter of credit, disbursement agreement, or subdivision bond shall be in a form approved by the City Attorney.

(B) The guarantee shall be in an amount estimated by the Director as reflecting 120 percent of the cost of the improvements in the approved Construction Plan and shall be sufficient to cover all promises and conditions contained in the DIA.

(C) In addition to all other security, when the City participates in the cost of an improvement, the applicant shall provide a performance bond from the contractor, with the City as a co-obligee.

(D) The issuer of any guarantee shall be subject to the approval of the City in accordance with adopted policies.

(iv) Maintenance Guarantee for DIA

(A) The applicant shall guarantee the improvements against defects in workmanship and materials for a period of one year from the date of City acceptance of such improvements. The maintenance guarantee shall be secured by a letter of credit, cash escrow, maintenance bond, or other form acceptable to the Director.

a. If the security is a letter of credit or cash escrow, then it shall be in an amount reflecting 20 percent of the cost of the completed improvements.

b. If the form of security is a maintenance bond, it must be in a form acceptable to the City Attorney, in the principal amount of 20 percent of the value of the project's public improvements, for a period of one year from the date of final acceptance by the City of all improvements in the project, or as applicable, the phase or filing of a project for which improvements are constructed and accepted.

c. If repairs, replacements, or modifications to the project's public improvements are made by the applicant or are required to be made by the City during the one-year maintenance period, then the City, at its sole option and discretion, may require an extension of the security in an amount equal to the actual or estimated repair, replacement, or modification costs plus 20 percent. If the Director has reason to believe that the security will be extended beyond the one-year initial term, then the Director shall notify the applicant in writing no later than 30 days before expiration of the security. Mailing of an extension notice shall cause the applicant to extend the security (bond, cash, or letter of credit) for an additional 12 months. The extension shall be on the same terms as the security being extended. The security may be extended for one additional year as may be necessary for the bond to be called or for the improvements to be repaired, modified, or replaced in a manner that satisfies the City. If the Director has reason to believe that the type or extent of the repair, replacement or modification does not warrant extension of the maintenance security, then the security may be released after the initial one-year period. In making the decision to extend the security the Director may consider any facts or information deemed relevant, which may include, but is not limited to, whether the failed improvements are above or below grade, whether the failed improvements may reasonably be found to constitute life, health and/or imminent safety hazard; whether other phases or filings depend on the improvements and/or the degree of failure of the improvements.

(B) If the applicant has not warranted and guaranteed required improvements pursuant to a DIA, the applicant shall give the City security equal to at least 50 percent of the cost of the required improvements.

(v) Offers to Dedicate Streets, Roads, and Other Lands

(A) Acceptance of Dedication

The City Council, or its designees, may accept, accept with conditions, or reject any offer to dedicate any land or facility. Any offer to dedicate made pursuant to or as a condition of a review or approval pursuant to this Code constitutes the owner irrevocable warranty that such owner has the right, title, and interest to convey to the City and that no hazardous or other regulated substance is present on, under or in the property.

(B) Acceptance of Maintenance

Approval of a subdivision does not mean the City will accept any road, street, or public site for maintenance. The City shall not be obligated to maintain any land unless it explicitly agrees to do so in writing.

(vi) Temporary Improvements

The Developer shall construct and pay for all costs of temporary improvements required by the City to protect the public, neighborhood, or another person. The applicant shall maintain said temporary improvements for the period specified.

(vii) Completion of Improvements

(A) Construction of Required Improvements

a. Before construction begins, the developer must be familiar with the submittal, construction, plans and inspection requirements of each utility or agency.

b. After the City and/or other utility providers has inspected and approved all or a portion of the required improvements, the developer may request, in writing, that the approved portion be accepted for maintenance by the appropriate agency. The City shall establish the developer's limits of responsibility for the improvements. The City may condition its acceptance and may require additional guarantees and assurances for at least one year following acceptance.

c. Even if the City does not accept all or a portion of the required improvements, or delays any acceptance, the City may require the Developer to correct such defects or deficiencies identified by the City, in which case, final acceptance may be extended for one additional year.

(B) Release of Improvements Agreement and Guarantee

a. The developer shall submit a written request for a release from the Development Improvements Agreement for the improvements that have been accepted for maintenance by the appropriate agency. Proof of acceptance for maintenance and proof that there are no outstanding judgments or liens against the property shall accompany this request.

b. The City Council, or its authorized representative, shall review the request. If the requirements of the DIA concerning that portion requested for release have been complied with, the appropriate document of release shall be recorded with the Mesa County Clerk and Recorder's Office.

c. Release of the DIA does not constitute a certificate of completion and release of responsibility.

(C) Certificate of Completion and Release of Responsibility

Upon expiration of the limits of responsibility established in this Code, the developer may request a certificate of completion and release of responsibility from the appropriate agency.

(viii) Extension of Development Improvements Agreement and Security

(A) If the applicant is unable to complete all required improvements contained in an executed Development Improvements Agreement within the time stated therein, he/she shall provide written notice of same to the Director at least 30 calendar days prior to the deadline of the milestones he will be unable to meet. The applicant shall make a formal written request for an extension of the completion date for performance in the DIA and security and provide a revised development schedule, which shall be reviewed by the Director. The Director shall approve, approve with conditions or deny the request for an extension. Based on the Director's decision the existing DIA may be amended, a new DIA drawn up and executed, or the Director may exercise any default provisions contained in the approved DIA. Any amendments or new agreements shall be recorded in the same manner as the original DIA, if required by the Director.

(B) If the DIA is to be extended or a new DIA is to be executed, the applicant shall provide sufficient security which may be the same as or greater than the original security, up to 120 percent, as was required with the original guarantee. No amendment or replacement DIA shall be executed, recorded or effective until security acceptable to the Director is provided.

(i) Post-Decision Actions

(1) Change in Ownership

Unless otherwise stated for a specific type of permit, application, or decision under this Code, or unless otherwise stated on the permit or approval document, permits, approvals, and approvals with conditions under this Code run with the land and are not affected by changes in ownership, tenancy, or the form of ownership or tenancy of the property. Subsequent owners and tenants of the property have the same rights and obligations with respect to the permit, approval, or decision as the initial applicant.

(2) Successive Applications

No application for Rezoning, Conditional Use Permit, or Variance on the same request nor one involving the same tract shall be permitted within one year of an application denial.

(3) Modifications of Approvals

After City approval or approval with conditions of an application under this Code, a property owner or holder of a permit or approval may apply for an Administrative Adjustment of the permit or approval under GJMC 21.02.040(c).

(4) Amendments

(i) All substantial changes, modifications, removal, or release of the provisions of an approved application that do not qualify as Administrative Adjustments under GJMC 21.02.040(c) shall be considered amendments of the application. Amendments shall include, but are not limited to, changes in use, access, layout, any condition of approval, any change resulting in significant increased off-site impacts, and similar changes as determined by the Director.

(ii) Proposed amendments shall be treated as new applications. If the proposed amendment is not consistent with an earlier, preliminary approval, the Director shall inform the applicant that a new application for the earlier approval will need to be submitted.

(iii) The Director may require that an application for Administrative Adjustment to an approved application be treated as an application for amendment if the Director determines that the application raises a significant public controversy in which numerous parties other than the owner of the property may want to offer testimony.

(5) Effect of Modification or Amendment

If approved, the modification or amendment shall then supersede the previous approval, and subsequent development on the property shall be in accord with the amended approval.

(6) Rehearing and Appeal

Any aggrieved person, including the Director, may request a rehearing or file an appeal of final action under GJMC 21.02.050(j).

(j) Lapsing and Extension of Approvals

(1) Period of Validity

(i) Permit or Administrative Approval

An administrative permit or approval granted under this Code shall lapse and shall become void one year following the date of final approval unless, prior to the expiration date, construction is commenced and pursued toward completion. A different timeframe may be established during the approval of a permit or specific administrative approval.

(ii) Approval Requiring a Public Hearing

(A) Except where a different timeframe is provided in a specific procedure or set by the decision-making body, the validity of any approval requiring a public hearing is two years.

(B) A Rezoning, including rezoning to Planned Development, is not subject to expiration.

(2) Extension of Approval Term

(i) Extension Request

A request to extend any approval shall be submitted in writing to the Director prior to the expiration of the original approval.

(ii) Permit or Administrative Approval

(A) Unless otherwise stated in a permit or specific procedure for an administrative approval, the Director may extend the validity of the permit or approval for up to 180 more days if the applicant proves they can complete the project in conformance with currently adopted codes and policies.

(B) The Director may grant one extension of 12 months for a preliminary subdivision or unrecorded Final Plat, in accordance with GJMC 21.02.040(l)(5)(ii)(F)b.

(iii) Approval Requiring a Public Hearing

The decision-making body may extend any deadline if the applicant demonstrates why the original effective period or development phasing schedule was not sufficient and cannot be met. When deciding to extend or change any deadlines, the decision-making body shall consider if development regulations have materially changed so as to render the project inconsistent with the regulations prevailing at the time the extension would expire.

21.02.040 Administrative Applications

(a) Overview

Administrative applications are reviewed and decided on by the Director or other specified City staff member. The following application types are administrative and some of them have additional review requirements that are identified in the right column:

Table 21.02-5: Administrative Applications

Application Type	Purpose	Additional Application Requirements
Administrative Permits		
Change of Use Permit	Changes to use of structure or property	0
Fence Permit	Erect a fence or wall up to 6' in height	
Floodplain Development Permit	Construct structures or make changes within a floodplain	21.02.040(c)(2)(ii)
Home Occupation Permit	Allow home occupations	
Planning Clearance and Building Permit	Establish, construct, modify, or expand a use or structure	
Revocable Permit, Director Approval	Allow limited use of public right-of-way for specific installations	
Sign Permit	Approve non-exempt signs	21.02.040(c)(2)(iii)
Temporary Use Permit	Allow a temporary use that will last longer than 48 hours	
Administrative Approvals		
Administrative Adjustment	Small change to specific regulations	21.02.040(d)
Code Interpretation	Provide an interpretation of the contents and requirements of the Code	21.02.040(e)
Comprehensive Plan, Administrative Changes	Allow minor changes to plan language and land use designations	21.02.040(f)
Group Living Processes	Confirm requirements for group living facilities, rooming and boarding houses, fraternities, and sororities.	21.02.040(g)
Minor Plat Amendments	Limited amendments to approved Final Plats	21.02.040(h)
Revocable Permit, Director Approval	Review to ensure that any private development on public land is safely conducted in a manner that does not pose potential burdens on the public	
Sign Package	Allow review of multiple signs on a site that function as one	21.02.040(i)

Table 21.02-5: Administrative Applications		
Application Type	**Purpose**	**Additional Application Requirements**
Simple Subdivision	Allow an applicant to create or consolidate lots, move lot lines, and correct plats.	21.02.040(j)
Site Plan, Major and Minor	Review of proposed development for compliance with this Code and applicable plans and policies	21.02.040(k)
Subdivision, Major (includes Preliminary Subdivision and Final Plat)	Review of proposed subdivisions of land that are not otherwise exempt	21.02.040(l)

(b) Common Procedures

(1) Review Procedures for Administrative Applications

Procedures for review and decision of administrative applications are established in GJMC 21.02.030. They are summarized here for applicant convenience.

Administrative Applications

	Action	When Applicable	Described in Section
1	General Meeting or Pre-Application Meeting	Per Table 21.02-3	21.02.030(b)
2	Application Submittal & Review	All Applications	21.02.030(d) 21.02.030(e)
3	Making changes to complete applications: Complete Applications with Changed Status	Individually, As Needed	21.02.030(f))
4	Director Decision	All Applications	21.02.030(h)
5	Post-Decision Actions	Individually, As Needed	21.02.030(i)

(2) Review Criteria for All Administrative Application Types

The decision-maker shall review each application against the following criteria. Individual application types may include exceptions to these criteria or impose additional criteria.

(i) The application complies with all provisions of this Code;

(ii) The application is consistent with the Comprehensive Plan;

(iii) The application complies with any other approvals on the property

(iv) The applications complies with or will comply with other City, state, and federal regulations;

(v) The property is not subject to a pending notice of violation or legal action as a result of a violation of any federal, state, county, or city land use law or administrative rule.

(vi) Public facilities and utilities shall be available concurrent with the development.

(3) Lapsing and Extension of Approvals

Administrative permits shall remain valid according to the following table unless otherwise specified in this section:

Table 21.02-6: Administrative Permit Validity

Permit Type	Valid For:
Fence Permit	180 days
Floodplain Development Permit	Per approved permit
Home Occupation Permit	N/A
Planning Clearance	180 days
Revocable Permit, Director Approval	N/A
All Other Administrative Permits	One year

(4) Applicability, Procedures, and Review Criteria for Specific Administrative Applications

The common procedures and review criteria for administrative applications apply unless otherwise specified in the specific application type in the following sections.

(c) Administrative Permits

(1) General Procedures

Follow GJMC 21.02.040(b).

(2) Specific Procedures

The following administrative permit applications have requirements in addition to the general procedures.

(i) Change of Use Permit

(A) Purpose and Applicability

A Change of Use Permit is required to change the use of a structure or property.

(B) Additional Permits

The following additional permits may be required with a Change of Use Permit:

a. Other permits (such as a CUP), review (such as a Major or Minor Site Plan review) or approvals may also be required when use of a land or structure has changed.

b. A change from any use in the Household Living use category to any other use requires a Site Plan review.

Common Procedures for Administrative Permits

1. **General Meeting or Pre-Application Meeting** — **Per Table 21.02-3**
2. **Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)**
3. **Complete Applications with Changed Status** — **Sec. 21.02.030(f)**
4. **Director Decision** — **Sec. 21.02.030(h)**
5. **Post-Decision Actions** — **Sec. 21.02.030(i)**

c. A change of use from any nonresidential use to a residential use requires a Site Plan Review.

d. For a change of use within the same principal use listing in Table 21.04-1: Principal Use Table (for example, a change from Retail Sales, Small use to another Retail Sales, Small use), a Change of Use Permit is not required unless:

1. The Code requires more off-street parking for the new use than is available on the property;
2. There is any actual or projected increase in traffic; or
3. The amount of stormwater runoff or impervious area is increased.

(ii) Floodplain Development Permit

(A) Applicability

No person shall construct or maintain any use or structure nor make any development or topographically alter land for any purpose including agriculture that may adversely impact the floodplain or floodway or within any area of special flood hazard (GJMC 21.06.020) unless the Director has issued a floodplain permit.

(B) Additional Approval Criteria

When base flood elevation data has not been provided in accordance with GJMC 21.06.020(c), the Director may use any flood elevation and floodway data available from a federal, state, or other source as criteria to decide how and if

construction, substantial improvements, or other development in the floodplain may be permitted.

(iii) Sign Permit

(A) Required

No person shall erect or display a nonexempt sign (see GJMC Chapter 21.10) unless the Director has issued a Sign Permit.

(B) Exceptions

a. An on-premises temporary sign may be erected without a permit if done as referred to in GJMC 21.10.070(e).

b. Touching up or repainting existing letters, symbols, or other non-electric sign features, is maintenance and does not require a permit.

(d) Administrative Adjustment

(1) Purpose

The purpose of an Administrative Adjustment is to allow for the modification of existing numeric dimensional standards to accommodate site-specific or minor construction issues.

(2) Applicability

(i) Administrative Adjustments may be requested for the situations described in subsection (4) below.

(ii) Administrative Adjustments may not be used to:

(A) Permit uses other than those permitted in the zone district, or

(B) Make any changes to sign standards.

Common Procedures for Administrative Applications

1. **General Meeting or Pre-Application Meeting**
   Per Table 21.02-3
2. **Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)**
3. **Complete Applications with Changed Status**
   Sec. 21.02.030(f)
4. **Director Decision**
   Sec. 21.02.030(h)
5. **Post-Decision Actions**
   Sec. 21.02.030(i)

(3) Review Procedures

Applications for Administrative Adjustment shall meet the common review procedures for administrative applications in GJMC 21.02.040(b), with the following modifications:

(i) All applications for Administrative Adjustment shall identify the specific issue that the Administrative Adjustment is intended to address and how the Administrative Adjustment will resolve that issue:

(A) A request for Administrative Adjustment prior to issuance of a building permit shall be submitted with the project Site Plan or Planning Clearance application. Where the Site Plan is submitted in conjunction with a primary application, such as a Conditional Use Permit request, that is decided by the City Council, the request for Administrative Adjustment shall also be decided by that body. For example, if an Administrative Adjustment request is submitted with a Rezoning application, the City Council will also decide on the Administrative Adjustment.

(B) A request for Administrative Adjustment to address a minor construction issue shall be submitted with the approved project Site Plan, a written description of the minor construction issue, and an amended drawing of that part of the site for which the Administrative Adjustment is requested.

(ii) The applicant is responsible for ensuring that the requested Administrative Adjustment does not conflict with any recorded covenants applicable to the property.

(4) Permitted Type and Scope of Administrative Adjustment

The Director may grant Administrative Adjustments up to the following maximum adjustment percentage, measurement, or location. No more than six distinct Administrative Adjustments may be approved for any development application; one type of adjustment may be applicable in more than one location, as specified by the Director.

(i) Residential and Public, Parks, and Open Space Zone Districts

(A) Height

a. Maximum height: up to five percent total increase in building height.

b. Fence requirements:

1. Height: fences not located in a front yard may be increased by up to ten percent but no fence may be taller than eight feet.

2. Setbacks: fences may encroach up to two feet into any required setback.

(B) Setbacks and Structure Placement

a. Required build-to line or setback – adjust forward across the build-to line or setback up to two feet; may not encroach into the public right-of-way.

b. Required build-to line minimum percentage built-to – reduction of up to five percent of required length.

(ii) Mixed-Use and Industrial Zone Districts

(A) The Director may grant Administrative Adjustments that conform to the following requirements:

a. Setbacks

1. Principal structure: modifications of the front, side, or rear yard setback requirement, provided that the total modification shall not reduce the applicable setbacks by more than 10 percent of those otherwise required in the zone.

2. Accessory structure: modification of the side or rear yard setback requirement, provided that the total modification shall not reduce the applicable setbacks by more than 30 percent of those otherwise required in the zone.

b. Structure Heights. Modifications of the building or structure height requirement; provided, that the total modification shall not increase the applicable building or structure height by more than ten percent of the otherwise maximum height in the zone, nor add another habitable story or mezzanine.

c. Fences

1. Height: Modifications of the maximum fence height requirement provided that the total modification shall not increase the applicable fence height by more than 10 percent of the otherwise maximum height in the zone or no more than eight feet tall, whichever is lower.

2. Setbacks: fences may encroach up to five feet into any required setback.

3. Electric Fence: may be installed no more than one foot higher than the structural fence on which it is located.

d. Parking. In any zone, a decrease in the number of required parking spaces of not more than 10 percent when total required spaces are at least 10 spaces.

e. Deviations from Final Planned Development Maps. In any planned development zone, adjustments of up to 10 percent of elements of final planned development maps that are:

1. Made to a dimensional or development standard with a specific measurement, and

2. Consistent with the requirements of the preliminary planned development, final planned development conditions of approval, or development standards of the underlying zone district.

(5) Review Criteria

The following additional review criteria shall apply to requests for specific types of Administrative Adjustments:

(i) The proposed use, structure, or activity is permitted in the underlying zone district.

(ii) There are special circumstances existing on the property for which the application is made related to size, shape, area, topography, surrounding conditions, and location that do not apply generally to other property in the same area and zone district; and

(iii) The special circumstances have not been created by the applicant.

(e) Code Interpretation

(1) Applicability

(i) The Director is authorized to provide a written interpretation of the contents and requirements of this Code.

(ii) The Director is authorized to interpret the any use table to determine whether a use not specifically mentioned can reasonably be interpreted to fit into a use category.

(iii) Interpretations may be requested for a provision of this Code subject to a proposed or current application, hearing, or appeal.

(iv) Director may also provide a property-specific code interpretation in the form of a Code clarification that identifies whether specific regulations in this Code are applicable to the subject property.

Common Procedures for Administrative Applications

1. **General Meeting or Pre-Application Meeting**
   Per Table 21.02-3
2. **Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)**
3. **Complete Applications with Changed Status**
   Sec. 21.02.030(f)
4. **Director Decision**
   Sec. 21.02.030(h)
5. **Post-Decision Actions**
   Sec. 21.02.030(i)

(2) Authority

An interpretation may be requested by any:

(i) Applicant,

(ii) Person affected by an action proposed pursuant to this Code, or

(iii) Any City departments or other governmental agencies that may be subject to the provisions of this Code.

(3) Review Procedures

(i) Applications for Code Interpretation shall meet the common review procedures for administrative applications in GJMC 21.02.040(b).

(ii) The Director may ask the Planning Commission at a regularly scheduled meeting to ratify any use interpretation decisions.

(f) Comprehensive Plan, Administrative Changes

(1) Purpose

To ensure that proposed amendments to the Comprehensive Plan are consistent with the vision, goals, and policies include in the Plan.

(2) Applicability

Where the City has sole jurisdiction, the Director has the authority to:

(i) Make minor additions or clarifications to the policy sections; and

(ii) Correct errors or grammar.

(3) Review Procedures

Applications for administrative changes to the Comprehensive Plan shall meet the common review procedures for administrative applications in GJMC 21.02.040(b).

Common Procedures for Administrative Applications

1. **General Meeting or Pre-Application Meeting**
   Per Table 21.02-3
2. **Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)**
3. **Complete Applications with Changed Status**
   Sec. 21.02.030(f)
4. **Director Decision**
   Sec. 21.02.030(h)
5. **Post-Decision Actions**
   Sec. 21.02.030(i)

(g) Group Living Processes

(1) Application Outreach Meeting

(i) Prior to establishing a new group living facility, boarding or rooming house (including conversion of an existing building or buildings), fraternity, or sorority, the applicant shall hold a Project Development Information Meeting per GJMC 21.02.030(c), inviting owners of property within 1,000 feet of the proposed facility.

(ii) At the meeting, the applicant shall describe the facility and its proposed uses.

(2) Application Review

(i) The Director shall review and decide on applications for a group living facility that does not house sex offenders, boarding/rooming house, fraternity, or sorority based on GJMC 21.02.040.

(ii) The Planning Commission shall review and decide on any application for a group living facility that houses one or more sex offenders, as defined by Colorado law.

(A) In addition to the other criteria provided in this subsection, the Planning Commission shall consider whether the proposed owner/operator has established by clear and convincing evidence that the facility will not adversely impact the neighborhood and/or its residents.

(B) An appeal from a Planning Commission decision made under this subsection shall be in accordance with Rule 106 of the Colorado Rules of Civil Procedure.

(3) Validity

(i) A development approval for a group living facility, rooming/boarding house, fraternity, or sorority is valid for a period of 12 months, subject to renewal by the Director. When annual registration is required, renewal is made subject to valid annual registration.

(ii) A group living facility development approval is specific to a maximum number of residents and specifically permitted accessory use(s). If the applicant wants to increase the number of residents or modify the specifically permitted accessory use(s), a new application is required.

(4) Annual Registration Required

(i) Fraternity or Sorority

(A) Application

a. A fraternity or sorority shall register with the City once every 12 calendar months. No person shall own, operate, or manage a fraternity or sorority unless the facility is registered with the City. Annual registration shall include:

1. Proof that the fraternity or sorority is recognized and in good standing with an accredited school, university, or college;

2. Proof that the fraternity or sorority is affiliated and in good standing with a nationally or locally chartered fraternal membership organization;

3. Documentation that the fraternity or sorority has complied with the applicable City, state and other building, fire, health, and safety codes as well as all applicable requirements of the zone district in which the fraternity or sorority is located;

4. Statement that the only administrative activities conducted on the premises are those of the fraternal organization sponsored, conducted, or related to the fraternity or sorority;

5. Documentation that the fraternity or sorority complies with the applicable parking requirements, as demonstrated by accurate graphic depiction of parking lot(s), and/or copies of parking agreements, leases, or licenses;

6. Documentation that the maximum number of residents allowed is not exceeded, as demonstrated by the total square feet of the living areas, the number of residents, the number of sleeping rooms and the number of beds; and

7. The total number of calls for police or emergency services to the premises within the previous year.

b. A fraternity or sorority that does not meet the standards and registration requirements of this subsection is subject to revocation of land use permit, abatement, prosecution and/or other enforcement as provided in this Code.

c. A fraternity or sorority is subject to and shall permit annual inspection by the Building Department, Fire Department and Code Enforcement Department to ensure compliance with applicable standards.

(B) Renewal

A development approval for a fraternity or sorority is valid for a period of 12 months, with renewal by the Director upon a review and confirmation of the facility's annual registration as described in GJMC 21.02.040(g)(4)(i)(A) above and a finding that:

a. The facility has not adversely affected the neighborhood. A facility is considered to have an adverse effect on a neighborhood if one or more of the following are shown:

b. Public and private services such as street, sewers, water and/or utility systems are burdened by the facility, to the extent that usage exceeds that normally associated with such a use or in the particular neighborhood;

c. The facility unreasonably interferes with the peace, quiet, and dignity of the neighborhood;

d. The facility creates, imposes, aggravates, or leads to inadequate, impractical, unsafe, or unhealthy conditions; or

e. The facility is found to be dangerous or unsafe due to an increased number of police or emergency visits, or to a single criminal act by a resident involving serious bodily injury or extensive property damage, or to an increased number of incidences of criminal acts by residents of the facility involving bodily injury or property damage.

f. Within 10 days of the Director's renewal, nonrenewal or condition of renewal, an individual aggrieved by the Director's decision may appeal the Director's decision to the Zoning Board of Appeals. Appeals shall be in writing and perfected in accordance with GJMC 21.02.030(i)(6).

(ii) Group Living Facility

(A) Application

a. A group living facility shall register with the City once every 12 calendar months. No person shall own, operate, or manage any group living facility unless the facility is registered with the City.

b. A group living facility for adult or juvenile offenders shall also submit all registration documentation to the juvenile and/or adult corrections board for review in accordance with subsection (6)(ii)(b) of this section.

c. Annual registration shall include:

1. Proof that the group living facility has a valid Colorado license, if any is required by state law, and documentation showing that the facility complies with the requirements of the state license. In the event there is a conflict between a City and a state requirement for the facility, the more stringent rule shall apply;

2. Documentation showing that the group living facility has complied with the applicable City, state and other building, fire, health, and safety codes as well as all applicable requirements of the zone district in which the group living facility is located;

3. Documentation showing that the group living facility complies with the parking requirements of this Code;

4. Documentation showing that the maximum number of residents allowed is not exceeded;

5. For a group living facility housing adult or juvenile offenders, all documentation necessary for review by the juvenile and/or adult corrections board(s) in accordance with subsection (p)(2)(iv)(B) of this section;

6. Documentation showing that any and all conditions of the initial land use permit/approval are met;

7. Description of the administrative or other activities that occur at the facility, including number of staff and general duties of each staff member;

8. Description and documentation of any changes to the site or structure(s) made since the prior registration.

d. A group living facility that fails to register or does not meet the registration requirements may be denied renewal, abated, prosecuted and/or otherwise subject to enforcement action under this Code.

(B) Renewal

a. The Director may renew the land use approval for a group living facility upon an annual registration of the facility if the Director finds that the registration requirements have been met and that the facility has not adversely affected the neighborhood.

b. A facility is considered to have an adverse effect on a neighborhood if one or more of the following are shown:

1. Public and private services such as street, sewers, water and/or utility systems are burdened by the group living facility, to the extent that usage exceeds that normally associated with such a use or in the particular neighborhood;

2. The group living facility unreasonably interferes with the peace, quiet, and dignity of the neighborhood;

3. The group living facility creates, imposes, aggravates, or leads to inadequate, impractical, unsafe, or unhealthy conditions; or

4. The group living facility is found to be dangerous or unsafe due to an increased number of police or emergency visits, or to a single criminal act by a resident involving serious bodily injury or extensive property damage, or to an increased number of incidences of criminal acts by residents of the facility involving bodily injury or property damage.

c. When considering whether an adverse impact exists, the Director shall consider the following:

1. Whether the impact is real or perceived based upon stereotypes of the population served by the group living facility;

2. The existence of alarms and/or fences in and of itself shall not constitute a safety issue which would be an adverse impact; or

3. Whether complaints and/or police calls regarding the group living facility have been founded or unfounded.

d. In determining whether an adverse impact exists, the Director may rely on comments received by the residents of the neighborhood or other interested persons in making the decision whether to renew, renew with conditions, or non-renew the permit upon annual registration. The Director shall not be required to research the comment or otherwise investigate the motive of the commenting parties unless the Director relies on that information when making the decision.

e. The Director may modify the land use permit/approval upon renewal (or renew with conditions) by limiting the number of residents and/or by limiting accessory uses if the Director finds that the neighborhood is adversely impacted by the number of residents or intensity or number of accessory uses occurring on the site.

f. The Director shall issue a decision within 30 days of receiving a complete registration application from the facility. If the Director does not issue a decision within 30 days of receiving a complete registration application, the registration shall be deemed renewed for the next year.

(C) Special Review for Group Living Facility for Adult or Juvenile Offenders

An application for a group living facility for adult or juvenile offenders shall be reviewed as follows:

a. The Mesa County Juvenile Community Corrections Board shall conduct the review if the facility houses juvenile offenders or the Adult Community Corrections Board if the facility houses adult offenders. If the facility houses a combination of adult and juvenile offenders, the facility shall be reviewed by the Juvenile Board if there are a greater number of juveniles residing in the facility or, if there are a greater number of adults than juveniles residing in the facility, by the Adult Board.

b. The review shall include but not necessarily be limited to criteria established by the applicable board and adopted by the City. Criteria shall be established and maintained by the applicable board and shall be based upon researched factors that have been demonstrated to be correlative to risk to the community, community expectations, prudent land use practices and legal standards. Before any criteria being used by either board, the City shall review and adopt such criteria.

c. It is the responsibility of the group living facility that is being reviewed to provide the appropriate board with complete and accurate information regarding the types of offenders, the number of offenders, the average length of placements and responses to the other established criteria.

d. The appropriate board shall make a recommendation to the Director to approve, deny, or approve with conditions the land use application for the facility. The appropriate board shall take into consideration the interests of

the community in light of the criteria established by the board and approved by the City.

(h) Minor Plat Amendment

(1) Purpose

The purpose of this section is to describe the approval procedure for minor amendments to approved plats.

Common Procedures for Administrative Applications

1. **General Meeting or Pre-Application Meeting** — **Per Table 21.02-3**
2. **Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)**
3. **Complete Applications with Changed Status** — **Sec. 21.02.030(f)**
4. **Director Decision** — **Sec. 21.02.030(h)**
5. **Post-Decision Actions** — **Sec. 21.02.030(i)**

(2) Applicability

The Director may approve minor amendments to approved plats, which shall be recorded and shall control over the preceding or Final Plat without vacation of that plat, if the amending plat is signed by the applicants only and the sole purpose of the amending plat is to:

(i) Correct an error in a course or distance shown on the preceding plat;

(ii) Add a course or distance that was omitted on the preceding plat;

(iii) Correct an error in a real property description shown on the preceding plat;

(iv) Indicate monuments set after the death, disability, or retirement from practice of the engineer or surveyor responsible for setting monuments;

(v) Show the location or character of a monument that has been changed in location or character or that is shown incorrectly as to location or character on the preceding plat;

(vi) Correct any other type of scrivener or clerical error or omission previously approved by the municipal authority responsible for approving plats, including lot numbers, acreage, street names, and identification of adjacent recorded plats;

(vii) Correct an error in courses and distances of lot lines between two adjacent lots if:

(A) Both lot owners join in the application for amending the plat;

(B) Neither lot is abolished;

(C) The amendment does not attempt to remove recorded covenants or restrictions; and

(D) The amendment does not have a material adverse effect on the property rights of the owners in the plat;

(viii) Relocate a lot line to eliminate an inadvertent encroachment of a building or other improvement on a lot line or easement; or

(ix) Relocate or remove one or more lot lines between one or more adjacent lots if all of the following have been met:

(A) The owners of all those lots join in the application for amending the plat;

(B) The amendment does not attempt to remove recorded covenants or restrictions; and

(C) The amendment does not increase the number of lots.

(3) Review Procedures

Applications for Minor Plat Amendment shall meet the common review procedures for administrative applications in GJMC 21.02.040(b), with the following modifications:

(i) Form of Approval

Minor Plat Amendments shall be prepared in the form of an affidavit or, where deemed necessary by the Director, a revised plat certified by a land surveyor licensed with the State of Colorado and shall be filed with the Mesa County Clerk and Recorder.

(ii) Review Criteria

The Director shall approve or deny a request for a Minor Plat Amendment based upon a finding that the adjustment to the previously approved Final Plat complies with the following criteria:

(A) There is no increase the number of lots or parcels nor does the amendment create new lots or parcels;

(B) The amendment does not affect a recorded easement without approval of the easement holder;

(C) Street locations will not be changed; and

(D) The amendment will not create any nonconformities or increase the degree of nonconformity of any existing structure, use, or development standards.

(4) Post-Approval Actions

(i) If the request for a Minor Plat Amendment is denied, the applicant shall be entitled to request a major amendment to a previously approved Final Plat or a subdivision exemption, if applicable.

(ii) If an application is approved, the applicant shall submit to the Director an amended plat of the affected lots for approval, containing signatures of all owners and mortgagees of the affected property.

(iii) The plat shall be recorded within 90 days of the date of approval.

(i) Sign Package

(1) Purpose

The purpose of a sign package application is to allow the review and approval of signs that function as one on a developed site or abutting developed sites with the sharing of vehicular access through, across, over, entrance onto, and/or exit from the site and/or parking.

(2) Review Procedures

Applications for a Sign Package shall meet the common review procedures for administrative applications in GJMC 21.02.040(b), with the following modifications:

Common Procedures for Administrative Applications

1. **General Meeting or Pre-Application Meeting**
   Per Table 21.02-3
2. **Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)**
3. **Complete Applications with Changed Status**
   Sec. 21.02.030(f)
4. **Director Decision**
   Sec. 21.02.030(h)
5. **Post-Decision Actions**
   Sec. 21.02.030(i)

(i) Review Criteria

The following addition review criteria apply to a sign package application:

(A) All signs included on the site shall be in conformance with the criteria set forth in GJMC 21.10.070.

(B) The application of the sign package is not contrary to and better implements the goals and objectives of the Comprehensive Plan, including but not limited to applicable neighborhood plans, corridor plans, and other adopted plans.

(C) The application of the Sign Package is not contrary to and better implements the goals and objectives of moderating the size and number of signs as well as the reduction of clutter and obtrusive placement of signs.

(ii) Post-Decision Actions

A Sign Package approval limits the characteristics of each sign within the Sign Package. Any increase in any sign characteristic must be reviewed and approved as a new Sign Package. Any changes to the Sign Package approval, including modification or termination, other than termination due to change of use on a site or termination of the shared access or parking, shall require the written consent of all landowners of each of the sites included within the approved Sign Package.

(iii) Lapsing and Extension of Approvals

A Sign Package does not expire as long as the Sign Package is established within 180 days of approval and as long as a use on a site has not changed and the site continues to share vehicular access through, across, over, entrance onto, and/or exit from the site and/or parking. All the parcels functioning as one shall be considered the site to which the Sign Package is applicable.

(j) Simple Subdivision

Common Procedures for Administrative Applications

1. **General Meeting or Pre-Application Meeting** — **Per Table 21.02-3**
2. **Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)**
3. **Complete Applications with Changed Status** — **Sec. 21.02.030(f)**
4. **Director Decision** — **Sec. 21.02.030(h)**
5. **Post-Decision Actions** — **Sec. 21.02.030(i)**

(1) Purpose

The Simple Subdivision process allows an applicant to create or consolidate lots, move lot lines, and correct plats.

(2) Applicability

This section shall apply to any application to:

(i) Consolidate one or more lots;

(ii) Create up to three additional lots where no new infrastructure is required except as provided in GJMC 21.02.040(j)(3)(i) below;

(iii) Adjust a lot line(s) between parcels in the same ownership;

(iv) Change a non-disputed boundary line between abutting lots or parcels; or

(v) Change a plat to:

(A) Correct an error in the description;

(B) Correct any monument; or

(C) Correct a clerical error such as lot numbers, acreage, street names and identification of adjacent recorded plats.

(3) Review Procedures

Applications for a Simple Subdivision shall meet the common review procedures for administrative applications in GJMC 21.02.040(b) with the following modifications:

(i) Lots with Individual Septic Disposal Systems

An applicant may request a subdivision of existing parcels that are 25 acres or larger into three or fewer lots each of which are two acres or larger in size in Residential zone districts provided the resulting subdivision complies with the following criteria:

(A) All lots comply with this Code; except that the minimum density/intensity requirements of a zone district or the Comprehensive Plan do not apply except in the R-R zone and the sewer regulations pertaining to the extension of sewer as a condition of subdivision need not be complied with if the applicant can demonstrate the following:

a. The applicant's Colorado professional engineer affirms in writing that the lot can be served by an individual septic disposal system (ISDS) constructed at or prior to use of the lot for uses allowed by this Code then in existence;

b. The constructed ISDS system continues to function properly;

c. Sewer is not constructed within 400 feet of any lot line of any lot or out lot or out parcel created under the minor exemption subdivision process; and

1. The landowner executes a utility extension agreement in a form acceptable to the City. The utility extension agreement shall authorize the sewer to be extended by the City at a future date (all as provided herein) at the then landowner's expense and/or in accordance with financing provided by the City and/or the sewer system.

2. The applicant is not seeking a variance or is seeking only to vary the requirement of extending sewer. No other variances shall be considered with a Simple Subdivision. Any other variances requested shall require the application be processed as a Major Subdivision;

3. The proposed lot(s) is two acres or larger in size on a gross acreage basis and is created from a parcel at least 25 acres in size;

4. The property from which the new lot(s) is proposed has been taxed agriculturally for the five years preceding the Simple Subdivision application; and

5. The lot or originating parcel has not previously had a Minor Exemption Subdivision (2010 Code), Simple Subdivision, a Mesa County minor subdivision, and/or Mesa County simple land division approval.

(B) If the Minor Exemption Subdivision does not comply with the sewer regulations at the time of approval, then the approval shall be a conditional approval requiring the ISDS to be abandoned prior to the end of its useful life if a sewer is constructed either within 400 feet of the lot line of any lot or out lot or out parcel created under the Minor Exemption Subdivision process, or if the ISDS fails, or a sewer improvement district is formed that includes the lot created and any out lot or parcel.

(ii) Review Criteria

The Director shall review the application against the following additional criteria:

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

(B) The right-of-way shown on the Grand Junction Circulation Plan is not changed;

(C) If any part of the original parcel has an ISDS, the requirements of GJMC 21.02.040(j)(3)(i) are met; and

(D) If a new lot(s) is being created, the total number of new lots on the property created through Simple Subdivision within the preceding 10 years does not exceed four.

(iii) Plat Notes

Approved Simple Subdivisions shall include the following plat notes, as applicable:

(A) "Any additional lot splits are required to be processed through applicable City subdivision processes. The property shown hereon may not be further subdivided without approval of the City in accordance with then applicable law."

(B) "In accordance with a Utility Extension Agreement the City may require any ISDS on the property to be abandoned prior to the end of its useful life if a sewer is constructed within 400 feet of the lot line of any lot created under the Minor Exemption Subdivision process or the ISDS fails or a sewer improvement district is formed that includes the lot."

(4) Post-Decision Actions

The final Simple Subdivision plat shall be recorded pursuant to GJMC 21.02.040(l)(5)(ii)(F)b.

(5) Lapsing and Extension of Approvals

A Simple Subdivision shall be recorded within two years of approval or it shall expire.

(6) Effect

Approval of a Simple Subdivision does not transfer property between the two affected property owners. The real estate transfer must be achieved through separate action by both property owners involved.

(k) Site Plan, Major and Minor

(1) Purpose

The purpose of this section is to determine if proposed development is in compliance with this Code, the Comprehensive Plan, adopted corridor guidelines, and other applicable regulations.

(2) Applicability

Site Plan review is required for all development applications except as provided in this section.

(i) Major Site Plan

Any proposed development that exceeds the criteria for a Minor Site Plan in subsection (ii) and that is not exempt in subsection (iii) is required to be reviewed through the Major Site Plan process.

Common Procedures for Administrative Applications

1. **General Meeting or Pre-Application Meeting**
   Per Table 21.02-3
2. **Application Submittal & Review | Sec. 21.02.030(d) and 21.02.030(e)**
3. **Complete Applications with Changed Status**
   Sec. 21.02.030(f)
4. **Director Decision**
   Sec. 21.02.030(h)
5. **Post-Decision Actions**
   Sec. 21.02.030(i)

(ii) Minor Site Plan

The following types of development require a Minor Site Plan:

(A) A new, non-habitable structure of up to 1,000 gross square feet of water and sewer services are not provided and if no structures currently exist on the parcel;

(B) An addition of up to 1,000 gross square feet to an existing structure, or a new structure of up to 1,000 square feet on a lot with one or more structures;

(C) An existing unpaved parking lot or existing unpaved work area to be paved with asphalt or concrete;

(D) Similar low-impact uses; and

(E) A development that the Director determines does not require a Major Site Plan review when the development will not adversely affect the neighborhood and meets the purpose and intent of this Code.

(iii) Exempt Development Types

The following development types are exempt from the Site Plan review process:

(A) A residential structure with one or two dwellings and associated accessory structures;

(B) Nonresidential, interior remodeling which will cost 25 percent or less of the fair market value of the existing structure;

(C) An approved home occupation;

(D) An approved temporary use;

(E) An approved fence or wall;

(F) An approved sign;

(G) Parking lot resurfacing, provided that the number of stalls is not reduced beyond the minimum required or, if legally nonconforming, in compliance with GJMC Chapter 21.12;

(H) A temporary office trailer;

(I) Enclosing outdoor courtyards within existing building envelopes;

(J) Co-location of telecommunication tower;

(K) Electric vehicle charging stations;

(L) Public utility structures;

(M) Unenclosed structures constructed over already impervious areas that do not require water/sewer; and

(N) A development that the Director determines does not require a Minor Site Plan review when the development will not adversely affect the neighborhood and meets the purpose and intent of this Code.

(3) Post-Decision Actions

(i) Planning Clearance and Building Permit

Major Site Plan review shall be completed prior to issuance of a Planning Clearance and a Building Permit.

(ii) Construction Plans

(A) Purpose and Applicability

a. The purpose of Construction Plans is to confirm the location, design, and composition of all improvements identified in an approved development application.

b. Construction Plans are required for any Major Site Plan approval that necessitates the construction, reconstruction, or modification of new or existing improvements.

(B) Review Procedures

a. When required, a completed Development Improvements Agreement (DIA) for any required public improvements, together with an acceptable financial guarantee, must be submitted with the construction drawings.

b. Construction Plans shall be prepared in conformance with the approved Final Plat and the City's adopted standards for public improvements including those contained in this Code.

c. As-built plans must be submitted to the Director prior to acceptance of public improvements for City maintenance.

(4) Lapsing and Extension of Approvals

Approved Major or Minor Site Plans shall remain valid for two years.

(l) Subdivision, Major

(1) Purpose

The purposes of the major subdivision review process are to:

(i) Ensure conformance with the Comprehensive Plan and other adopted plans including all corridor design guidelines;

(ii) Assist orderly, efficient, and integrated development;

(iii) Promote the health, safety, and welfare of the residents of the City;

(iv) Ensure conformance of land subdivision plans with the public improvement plans of the City, county and state;

(v) Ensure coordination of the public improvement plans and programs of the several area governmental entities;

(vi) Encourage well-planned and well-built subdivisions by establishing minimal standards for design and improvement;

(vii) Improve land survey monuments and records by establishing minimal standards for survey and plats;

(viii) Safeguard the interests of the public, the homeowner, and the subdivider;

(ix) Secure equitable handling of all subdivision plans by providing uniform procedures and standards;

(x) Ensure that pedestrian and bicycle paths and trails are extended in accordance with applicable City plans;

(xi) Preserve natural vegetation and cover, and to promote the natural beauty of the City;

(xii) Prevent and control erosion, sedimentation, and other pollution of surface and subsurface water;

(xiii) Prevent flood damage to persons and properties;

(xiv) Restrict building in areas poorly suited for building or construction;

(xv) Prevent loss and injury from landslides, mudflows, and other geologic hazards;

(xvi) Ensure adequate public facilities and services are available or will be available concurrent with the projected impacts of the subdivision; and

(xvii) Ensure the proposal will not impose hardship or substantial inconvenience to nearby landowners or residents.

(2) Subdivision Required

No person shall record a plat of a subdivision nor prepare or execute any documents which purport to create or creates a new parcel or airspace unit, nor record or execute a deed of trust or a mortgage descriptive of the property other than all of a lot or parcel unless such plat, deed, deed of trust or mortgage has been approved by the City and unless it conforms to all of the provisions of this Code.

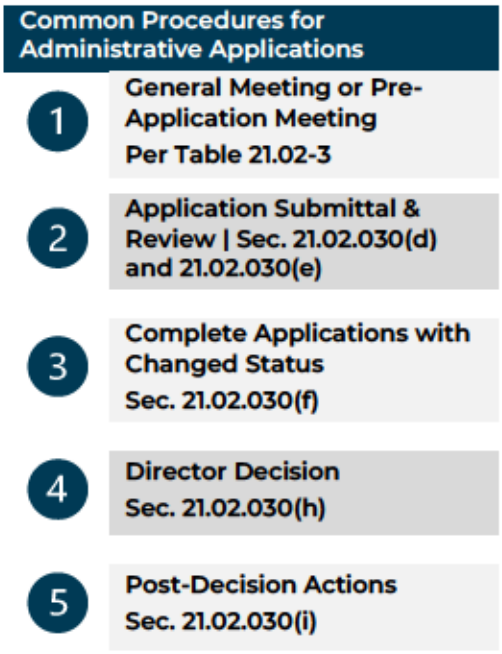
(3) Applicability

This section shall apply to all subdivisions that do not meet the criteria for a Simple Subdivision.

(4) Preliminary Subdivision Plan

(i) Review Procedures

Applications for a Preliminary Subdivision Plan shall meet the common review procedures for administrative applications in GJMC 21.02.040(b), with the following modifications:



(A) Application

In an effort expedite Final Plat approval, the applicant may provide more detailed information than is required for Preliminary Subdivision Plan review.

(B) Public Notice

Notice shall be provided as follows:

a. Within five working days of receipt of a complete application, the Director shall give notice, at the applicant's cost, by U.S. mail to each person shown as an owner within 500 feet and at the address by the County Assessor.

b. The Director may require the applicant pay for additional notice, in any form, for any type of proposal if such notice will further the purpose or intent of this Code.

(C) Review Criteria

The Director shall review the application for Preliminary Subdivision Plan in light of the following additional criteria:

a. Conformance with the Comprehensive Plan, Grand Junction Circulation Plan, and other adopted plans;

b. Conformance with the standards and requirements of this Code and other City policies and regulations;

c. The project will have little or no adverse or negative impact(s) upon the natural or social environment;

d. Adequate public facilities and services will be available concurrent with the subdivision;

e. Compatibility with existing and proposed development on adjacent properties;

f. Adjacent agricultural property and land uses will not be harmed;

g. Is neither piecemeal development nor premature development of agricultural land or other unique areas;

h. There is adequate land to dedicate for provision of public services; and

i. This project will not cause an undue burden on the City for maintenance or improvement of land and/or facilities.

(ii) Lapsing and Extension of Approvals

(A) The applicant may propose a development phasing schedule at the time of application for a Preliminary Subdivision Plan for consideration by the Director.

(B) In the absence of an approved phasing schedule, a Preliminary Subdivision Plan approval shall be valid for only two years, during which the applicant shall obtain Final Plat approval for all or a portion of the property.

(C) If a part of the property in the Preliminary Subdivision Plan is Final Platted within two years, the Preliminary Subdivision Plan approval shall be automatically renewed for an additional one year following the recording of each Final Plat, unless the Director notifies the applicant, in writing, to the contrary.

(D) The applicant shall plat the entire property included in the Preliminary Subdivision Plan within six years of the initial plan approval date. After six years, approval of unplatted portions of the Preliminary Subdivision Plan shall be considered void unless an extension is requested and approved by the decision-making body. One extension of 12 months may be granted by the Director so long as the Preliminary Subdivision Plan is consistent with the Comprehensive Plan and current zoning requirements. Additional extensions may be granted by the Planning Commission so long as the plan is consistent with the Comprehensive Plan and current zoning requirements.

(5) Final Plat

(i) Applicability

This section shall apply to all subdivisions that do not meet the criteria for a Simple Subdivision.

(ii) Review Procedures

Applications for a Final Plat shall meet the common review procedures for administrative applications in GJMC 21.02.040(b), with the following modifications:

(A) Portion of Preliminary Plan

A portion of the land area within the approved Preliminary Plan may be approved for platting.

(B) Common Interest Community

If the subdivision is a "common interest community" as defined in § 38-33.3-103(8) C.R.S., then the following shall apply:

a. The applicant shall include a declaration pursuant to §§ 38-33.3-201, 38-33.3-205 and 38-33.3-209 C.R.S.;

b. The applicant shall address the exercise of development rights pursuant to § 38-33.3-210 C.R.S.;

c. The applicant shall include the association bylaws pursuant to § 38-33.3-306 C.R.S. as applicable; and

d. An association shall be formed pursuant to § 38-33.3-301 C.R.S. and filed with the Colorado Secretary of State.

(C) Title Commitment

A title commitment no older than ten days shall be provided before the filing of the Final Plat for all of the platted property.

(D) Concurrent Processing

If a minor revision of a Preliminary Subdivision Plan is required, the review of the revised Preliminary Subdivision Plan may, at the discretion of the Director, proceed concurrently with Final Plat review.

(E) Review Criteria

The Director shall review the application for Final Plat in light of the following additional criteria:

a. The decision criteria for a Preliminary Subdivision Plan set forth in GJMC 21.02.040(l)(4)(i)(C);

b. The terms of the Preliminary Subdivision Plan approval and any conditions attached to the approval; and

c. Any actions required to remedy existing or potential boundary line encroachments, including the relocation of fences or structures, prior to recording the Final Plat.

(F) Post-Decision Actions

a. Plat Revisions

If the Director approves the Final Plat, then the applicant's surveyor or engineer shall then make any changes necessary or required to comply with final approval conditions. The form of final approval by the Director shall be the recording of the Final Plat.

b. Recordation

1. The Director shall record all Final Plats and related documents.

2. When all boundary line encroachments have been remedied, the Director shall proceed with recording as follows:

   i. The original plat, together with any other required documentation such as, but not limited to, the following, shall be submitted for recording along with all necessary recording fees: a Mylar copy; improvements agreements; powers of attorney; easement or right-of-way dedications not shown on the plat; covenants; deeds conveying property to the homeowners' association; etc. The plat shall contain notarized signatures of each owner of the property, necessary engineer's and surveyor's signatures, and corporate seal, if required. All signatures and seals on the plat shall be in permanent black ink.

   ii. The Director shall obtain the applicable signatures of public officials required on the plat. Upon review and payment of fees by the applicant, the Director shall record the plat at the office of the County Clerk and Recorder.

   iii. Upon recording the plat, applications for Planning Clearances and Building Permits may be submitted in accordance with the provisions of this Code.

c. Guarantees for Public Improvement

1. Except as provided herein, before the plat is recorded by the Director, all applicants shall be required to complete, to the satisfaction of the Director, all street, sanitary, and other public improvements, as well as lot improvements on the individual lots of the subdivision or addition as required by this Code. The required improvements shall be those specified in the approved Construction Plans.

2. The plat shall not be recorded until the improvements have been completed or as a condition of Final Plat approval, the City shall require the applicant to enter into a Development Improvements Agreement and post a guarantee for the completion of all required improvements.

d. Construction Plans

Construction Plans shall be submitted and reviewed pursuant to GJMC 21.02.040(f).

(iii) Lapsing and Extension of Approvals

A Final Plat shall be recorded within two years of action by the Director or as directed in the approved development phasing schedule, subject to the extensions set forth in GJMC 21.02.040(l)(4)(ii). Final Plats that are not recorded within the appropriate timeframe shall be considered expired.

21.02.050 Applications Requiring a Public Hearing

(a) Overview

Major development applications are reviewed and decided on by the Planning Commission or City Council. The following application types are major development applications:

Table 21.02-7: Major Development Application Summary

Application Type	Purpose	Additional Application Requirements
Annexation	Expand the City's boundaries to include new land area or relocate the City's boundaries to remove existing land area	21.02.050(c)
Code Text Amendment	Review requested amendments to the Code text	21.02.050(d)
Comprehensive Plan Amendment, Non-Administrative	Review requested non-administrative amendments to the Comprehensive Plan or Circulation Plan.	21.02.050(e)
Conditional Use Permit	Review a request to use a property for an activity that normally is not permitted within a zone district	21.02.050(f)
Conditional Use and Special Dimensional Permit Amendment, Termination, or Revocation	Allow the post-approval review of Conditional Use Permits and Special Dimensional Permits for change or termination.	21.02.050(g)
Institutional and Civic Facility Master Plans	Early review of major institutional and civic facilities that provide a needed service to the community	21.02.050(h)
Planned Development	Allow the creation of developments with project-specific standards in situations where the development will provide a benefit to the community.	21.02.050(i)
Rehearing and Appeal	Provide for a rehearing and appeal process for permits and approvals	21.02.050(j)
Revocable Permit, City Council Approval	Review to ensure that any private development on public land is safely conducted in a manner that does not pose potential burdens on the public	21.02.050(k)
Rezoning	Review requested amendments to the Zoning Map	21.02.050(l)
Special Dimensional Permit	Provide an opportunity for additional dimensional flexibility in certain zone districts	21.02.050(m)
Vacation of Plat	Process for the vacation of any plat that has not been developed, has been	21.02.050(n)

Table 21.02-7: Major Development Application Summary		
Application Type	**Purpose**	**Additional Application Requirements**
	partially developed, or has not been developed as approved	
Vacation of Public Right-of-Way or Easement	Process for the vacation of any street, alley, easement, or other public reservation	21.02.050(o)
Variance	Process for consideration of variances from certain standards of this Code	21.02.050(p)
Vested Property Right	Procedures to implement the statutory vested rights provisions	21.02.050(q)

(b) Common Procedures

(1) Review Procedures for Major Development Applications

Procedures for review and decision of major development applications are established in GJMC 21.02.030. They are summarized here for applicant convenience.

Major Development Applications

	Action	When Applicable	Described in Section
1	General Meeting or Pre-Application Meeting	Per Table 21.02-3	21.02.030(b)
2	Application Submittal & Review	All Applications	21.02.030(d) 21.02.030(e) 21.02.030(f)
3	Complete Applications with Changed Status	Individually, As Needed	21.02.030(f)
4	Public Notice	Determined by Specific Application Type	21.02.030(g)
5	Planning Commission Recommendation or Decision	Determined by Specific Application Type	21.02.030(h)
6	City Council Decision	Determined by Specific Application Type	21.02.030(h)

Major Development Applications

	Action	When Applicable	Described in Section
7	Post-Decision Actions	Individually, As Needed	21.02.030(i)

(2) Review Criteria for Major Development Application Types

The decision-maker shall review each application against the criteria described in the specific application type.

(c) Annexation

(1) Purpose

In accordance with state law, land may be annexed to, or de-annexed from, the City as determined by the City Council.

(2) Applicability

Any lands to be added to or deleted from the corporate limits of the City shall comply with this section.

(i) Waiver of Vested Rights

Any landowner requesting annexation shall waive in writing any preexisting vested property rights from other jurisdictions in the petition for annexation. An owner's written consent is considered sufficient to waive any prior vested property rights.

(ii) City-Initiated Annexations

Annexations of enclaves, property owned by the City or under lease to the City with an option to purchase, and property predominately containing a City-managed or -operated facility are exempt from Steps 1 through 3 of the common review procedures for major development applications.

(3) Review Procedures

Application requirements and processing procedures shall comply with those described in state law.

(4) Approval Criteria

The application shall meet all applicable statutory and City administrative requirements. The City Council shall use the following criteria when evaluating a request for annexation. Annexation is, however, a discretionary, legislative act. The City shall never be compelled to annex, unless otherwise required by state law, even if all these review criteria have been satisfied.

(i) The annexation complies with the Municipal Annexation Act of 1965, as amended (§ 31-12-101 C.R.S., et seq.). Contiguity is presumed to satisfy the eligibility requirement of § 31-12-104 C.R.S.

(ii) The proposed zoning is appropriate, based upon consideration of the following factors:

(A) The proposed zoning is consistent with the Comprehensive Plan designation of the property; and

(B) The proposed land uses are consistent with the purpose and intent of the proposed zone district.

(iii) The annexation will not limit the ability to integrate surrounding land into the City or cause variances or exceptions to be granted if the adjacent land is annexed or developed.

(iv) The landowner has waived in writing any preexisting vested property rights as a condition of such annexation.

(5) Review and Recommendation

The Director shall make recommendations to City Council.

(6) Decision by City Council

City Council shall approve, conditionally approve, or disapprove all applications for annexation or de-annexation of the municipal limits.

(7) Zoning of Annexed Areas

Land annexed to the City shall be zoned in accordance with GJMC 21.02.050(d) to a district that is consistent with the adopted Comprehensive Plan and the criteria set forth. Where a required density is not specified in the Comprehensive Plan, future development shall be at a density equal to or greater than the allowed density of the applicable County zone district.

(d) Code Text Amendment

(1) Purpose

The purpose of this section is to establish the procedure and requirements for requested amendments to the text of this Code.

(2) Authority to Initiate

Amendments to this Code may be proposed by property owners, the City, the Planning Commission, or City Council in order to:

(i) Reflect trends in development or regulatory practices;

(ii) Expand, modify, or add requirements for development in general or to address specific development issues;

(iii) To add, modify or expand zone districts; or

(iv) To clarify or modify procedures for processing development applications.

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review** Sec. 21.02.030(d)(1)
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** Sec. 21.02.030(h)
6. **City Council Decision** Sec. 21.02.030(h)
7. **Post-Decision Actions** Sec. 21.02.030(i)

(3) Review Procedures

Applications for Code Text Amendment shall meet the common review procedures for major development applications in GJMC 21.02.050(b), with the following modifications:

(i) Application Information

An application for a Code Amendment shall address in writing the reasons for the proposed amendment.

(ii) Public Notice and Hearing Requirements

The application for either Code Text Amendment shall be scheduled for public hearings before the Planning Commission and City Council and shall be noticed pursuant to GJMC 21.02.030(g).

(iii) Review Criteria

An applicant for a Code Text Amendment has the burden of producing evidence that proves each of the following criteria:

(A) Consistency with Comprehensive Plan

The proposed Code Text Amendment is generally consistent with applicable provisions of the Comprehensive Plan.

(B) Consistency with Zoning and Development Code Standards

The proposed Code Text Amendment is consistent with and does not conflict with or contradict other provisions of this Code.

(C) Specific Reasons

The proposed Code Text Amendment shall meet at least one of the following specific reasons:

a. To address trends in development or regulatory practices;

b. To expand, modify, or add requirements for development in general or to address specific development issues;

c. To add, modify or expand zone districts; or

d. To clarify or modify procedures for processing development applications.

(4) Lapsing and Extension of Approvals

Approved Code Text Amendments do not expire.

(e) Comprehensive Plan Amendment, Non-Administrative

(1) Purpose

The purpose of this section is to ensure administrative changes and proposed amendments to the Comprehensive Plan are consistent with the vision, goals, and policies included in the Plan.

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review** Sec. 21.02.030(d)(1)
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** Sec. 21.02.030(h)
6. **City Council Decision** Sec. 21.02.030(h)
7. **Post-Decision Actions** Sec. 21.02.030(i)

(2) Applicability

(i) This section shall apply to all proposed amendments to or adoption of the text of the Comprehensive Plan. For purposes of this section, the Comprehensive Plan shall include all neighborhood plans, corridor plans, area plans, the Grand Junction Circulation Plan, and all other elements adopted as a part of the Comprehensive Plan.

(ii) Any proposed development that is inconsistent with any goals or policies of the Comprehensive Plan shall first receive approval of a Comprehensive Plan Amendment.

(3) Jurisdiction Approvals

Changes to various areas of the Grand Junction Comprehensive Plan require different land use approvals:

(i) Land use changes located within the City limits may be approved by the City and do not require County approval.

(ii) Changes to land use designations inside the Persigo 201 Boundary (outside the City limits) require annexation and City approval and do not require County approval.

(iii) Changes to land use designations outside of the Persigo 201 Boundary require County approval and do not require City approval.

(iv) Changes to the Persigo 201 Service Area require approval by the Persigo Board, which is comprised of the County Commissioners and the City Council.

(v) Each entity will have an opportunity to comment on proposed changes to the Comprehensive Plan prior to adoption of the amendment.

(4) Review Procedures

Applications for Comprehensive Plan Amendment shall meet the common review procedures for major development applications in GJMC 21.02.050(b), with the following modifications:

(i) Public Notice and Public Hearing Requirements

The application shall be scheduled for public hearings before the Planning Commission and City Council and shall be noticed pursuant to GJMC 21.02.030(g) unless the amendment meets the criteria for an administrative change.

(ii) Administrative Changes

Where the City has sole jurisdiction, the Director has the authority to approve Comprehensive Plan Amendment Applications pursuant to GJMC 21.02.040(f).

(iii) Review Criteria for Comprehensive Plan Amendments (Non-Administrative)

The Planning Commission and City Council shall review a Comprehensive Plan Amendment request in light of the following criteria:

(A) The existing Comprehensive Plan and/or any related element thereof requires the proposed amendment; and

(B) The community or area will derive benefits from the proposed amendment; and/or

(C) The amendment will be consistent with the vision, goals, principles, and policies of the Comprehensive Plan and the elements thereof.

(iv) Review Criteria for Circulation Plan Amendments (Non-Administrative)

Unless otherwise specified in (a), above the Planning Commission and City Council shall review a Circulation Plan Amendment request in light of the following criteria:

(A) There was an error such that then-existing facts, projects, or trends that were reasonably foreseeable were not accounted for; or

(B) Subsequent events have invalidated the original premises and findings;

(C) The character and/or condition of the area have changed enough that the amendment is acceptable;

(D) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment;

(E) The change will facilitate safe and efficient access for all modes of transportation; and

(F) The change furthers the goals for circulation and interconnectivity.

(v) Failure of Amendment

If an amendment request fails, any pending development application must be changed to be consistent with the plan.

(5) Lapsing and Extension of Approvals

An approved Comprehensive Plan or Circulation Plan Amendment does not expire.

(f) Conditional Use Permit (CUP)

(1) Purpose

The purpose of this section is to provide an opportunity for an applicant to request to use a property for an activity that normally is not permitted within a zone district because it could be detrimental to other permitted uses. A conditional use may be permitted under circumstances particular to the proposed location and subject to conditions that provide protection to adjacent land uses. A conditional use is not a use by right; it is one that is otherwise prohibited within a given zone district without approval of a Conditional Use Permit.

(2) Applicability

This section shall apply to any use that is classified as a Conditional Use in Table 21.04-1: Principal Use Table, Table 21.04-2: Accessory Use Table, or elsewhere in this Code.

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review** Sec. 21.02.030(d)(1)
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** Sec. 21.02.030(h)
6. **City Council Decision** Sec. 21.02.030(h)
7. **Post-Decision Actions** Sec. 21.02.030(i)

(3) Review Procedures, General

Applications for Conditional Use Permits shall meet the common review procedures for major development applications in GJMC 21.02.050(b), with the following modifications:

(i) Site plan review and approval (pursuant to GJMC 21.02.040(k)) can occur either before or after the approval of a Conditional Use Permit by the Planning Commission. In either case, the applicant shall submit a site sketch showing sufficient detail to enable the Planning Commission to make findings on the Conditional Use Permit criteria and showing all site design features which are proposed or necessary to mitigate neighborhood impacts and/or enhance neighborhood compatibility.

(ii) The Planning Commission can request additional information from the applicant if it deems the site sketch is insufficient to enable it to make a determination on the criteria. In any subsequent site plan review, the Director shall ensure and determine that all mitigating/enhancing site features approved or made conditions of approval by the Planning Commission are depicted on the approved site plan.

(iii) Public Notice and Public Hearing Requirements

The application shall be scheduled for a public hearing before the Planning Commission and shall be noticed pursuant to GJMC 21.02.030(g), unless the application is for a minor expansion or change of a Conditional Use Permit in accordance with GJMC 21.02.050(f), below.

(iv) Review Criteria for Conditional Use Permits

The Planning Commission shall review and decide on a Conditional Use Permit request in light of the following criteria:

(A) The proposed use is consistent with the Comprehensive Plan and the purpose of the applicable zone district.

(B) The proposed use complies with the requirements of this Code, including any use-specific standards for the use in GJMC Chapter 21.04.

(C) The proposed use is of a scale and design and in a location that is compatible with surrounding uses and potential adverse effects of the use will be mitigated to the maximum extent practicable.

(D) The proposed conditional use will not substantially diminish the availability of land for principal uses within the applicable zone district.

(E) The City's existing infrastructure and public improvements, including but not limited to its street, trail, and sidewalk systems, have adequate capacity to serve the proposed development.

(4) Review Procedures, Mining and Extraction

(i) Commercial extraction of mineral deposits shall not begin or occur until an excavation and land reclamation plan have been approved in writing by the Colorado Mined Land Reclamation Board. A plan approved as part of a Conditional Use Permit and/or a reclamation/development schedule being followed under previous regulations fulfills this requirement.

(ii) Asphalt, cement and/or other batch plant operations shall be subject to Conditional Use Permit requirements.

(iii) Upon approval, the excavation and reclamation plans shall be filed with the City and recorded with the Mesa County Clerk and Recorder. Any change in excavation or reclamation plan shall be prohibited unless amended through the Conditional Use Permit process.

(iv) If the development schedule is not, met the Conditional Use Permit:

(A) May be revoked;

(B) The Director may grant a two-year extension per request;

(C) The Planning Commission shall have the power, after hearing, to revoke any Conditional Use Permit for any violation;

(D) Upon at least 10 days' written notice to the owner, the Planning Commission may hold a hearing to determine the nature and extent of the alleged violation, and shall have the power, upon showing of good cause, to revoke the permit and the plan and to require reclamation of the land;

(E) If not extended or revoked, a new application and extraction plan will need to be submitted and reviewed in the manner described in this subsection;

(F) An extension request shall provide information in writing detailing the reasons for the request. The Director shall consider the stated reasons, as well as the extent conditions have changed in the area, if any, before granting an extension;

(G) If a written request to extend the development schedule is submitted to the Director it shall include but not necessarily be limited to the factors and reasons for the requested extension. New conditions may be imposed as a part of the granting of an extension. New conditions, if any, may be appealed to the Planning Commission to be considered at a public hearing;

(H) The Director may forward any extension request to the Planning Commission; and

(I) Extension requests will be evaluated by the Director and/or Planning Commission on the same basis and with the same information as per the Conditional Use Permit process.

(v) If the use has not operated or if no material has been extracted in accordance with the development schedule or any extension of the development schedule, the Conditional Use Permit shall expire.

(5) Post-Decision Actions

(i) Major or Minor Change or Expansion

If the applicant proposes to change or expand a structure or other feature of a site that is subject to a Conditional Use Permit, the Director shall determine whether the expansion/change is major or minor as follows:

(A) Determination of Major or Minor Status

a. A major expansion or change is one that:

1. Affects, changes, removes, or eliminates a site feature or condition that was approved or imposed for the purpose of mitigating neighborhood impacts or enhancing neighborhood compatibility;

2. Increases the intensity of the use, the off-site impacts such as noise, light or odor, or the hours of operation; and

3. Results in a substantial change to the features shown on the site sketch which formed the basis of the Planning Commission's approval of the Conditional Use Permit.

b. All other expansion/changes shall be considered minor.

(B) Application Process

a. A major expansion/change shall be reviewed by the Planning Commission in accordance with the criteria for an original application for Conditional Use Permit.

b. A minor expansion/change shall be reviewed by the Director in accordance with the applicable site plan review criteria and conditions of the Conditional Use Permit.

(ii) Amendment, Revocation, or Termination

Conditional Use Permits may be amended, revoked, or terminated pursuant to GJMC 21.02.050(g).

(iii) Lapsing and Extension of Approvals

A Conditional Use Permit approval shall remain valid until the property changes use or the use is abandoned and nonoperational for a period of 12 consecutive months.

(g) Conditional Use and Special Dimensional Permit Amendment, Termination, or Revocation

(1) Purpose

This section is intended to allow the post-approval review of Conditional Use Permits and Special Dimensional Permits for amendment, termination, or revocation.

(2) Interested Party

Any interested party may apply to the City for the amendment, termination, or revocation of a Conditional Use or Special Dimensional Permit. For purposes of this section, "interested party" shall include the following:

(i) The original applicant or successor in interest, or the current owner or lessee of the property for which the conditional use was granted (permit holder);

(ii) The City; and

(iii) Any owner or lessee of property that lies within 500 feet of the property for which the Conditional Use Permit was granted.

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review** Sec. 21.02.030(d)(1)
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** Sec. 21.02.030(h)
6. **City Council Decision** Sec. 21.02.030(h)
7. **Post-Decision Actions** Sec. 21.02.030(i)

(3) Preliminary Criteria

An applicant for amendment, termination, or revocation of a Conditional Use or Special Dimensional Permit must establish the following to the satisfaction of the decision-maker before the requested change(s) can be considered by the decision-maker:

(i) Permit Holder

A Conditional Use or Special Dimensional Permit may be amended or terminated at the request of the permit holder as follows:

(A) Grounds for Amendment

The permit holder shall show that a substantial change in circumstance has occurred since the approval of the permit that would justify a change in the permit.

(B) Grounds for Termination

The permit holder shall show that the use is an allowed use in the zone district in which it is now established.

(ii) Other Interested Party

A Conditional Use or Special Dimensional Permit may be revoked at the request of any other interested party if one or more of the following is established:

(A) The permit was obtained by misrepresentation or fraud;

(B) The use, or, if more than one, all the uses, for which the permit was granted has ceased or has been suspended for six months;

(C) The permit holder has failed to comply with any one or more of the conditions placed on the issuance of the permit;

(D) The permit holder has failed to comply with one or more of the City regulation governing the conduct of that use;

(E) The permit holder has failed to construct or maintain the approved site as shown on the approved Site Plan;

(F) The operation of the use or the character of the site has been found to be a nuisance or a public nuisance by a court of competent jurisdiction in any civil or criminal proceeding.

(4) Due Process

(i) No Conditional Use or Special Dimensional Permit shall be revoked without first giving the permit holder an opportunity to appear before the decision-maker and show cause as to why the permit should not be revoked.

(ii) Revocation of the permit shall not limit the City's ability to initiate or complete other legal proceedings against the holder or user of the permit.

(5) Review Procedures

(i) All applications for amendment, revocation, or termination of a Conditional Use or Special Dimensional Permit shall be processed in the same manner and based on the same review criteria as a new request for a Conditional Use or Special Dimensional Permit.

(ii) Any person or entity, other than the City, seeking to amend, terminate, or revoke an approved Conditional Use or Special Dimensional Permit shall pay a fee in the amount established for an original application for a Conditional Use or Special Dimensional Permit.

(h) Institutional and Civic Facility Master Plans

(1) Purpose

The purpose of this section is to provide an opportunity for the early review of major institutional and civic facilities that provide a needed service to the community but might impact the surrounding community. The I&C Facility Master Plan review allows the City to assess any impacts early in the review process and direct the applicant about how best to address the impacts.

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** — **Sec. 21.02.030(b)**
2. **Application Submittal & Review** — **Sec. 21.02.030(d)(1)**
3. **Complete Applications with Changed Status** — **Sec. 21.02.030(f)**
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** — **Sec. 21.02.030(h)**
6. **City Council Decision** — **Sec. 21.02.030(h)**
7. **Post-Decision Actions** — **Sec. 21.02.030(i)**

(2) Applicability

This section shall apply to any institutional and/or civic use when the use will include two or more buildings sharing common facilities on an undivided lot and the development will include any of the following:

(i) Multiple phases of construction;

(ii) 100,000 square feet in one or more buildings;

(iii) Modification of the existing transportation circulation patterns; or

(iv) When the Director deems the project and/or the City would benefit from such a review.

(3) Review Procedures

Applications for I&C Facility Master Plans shall meet the common review procedures for major development applications in GJMC 21.02.050(b) with the following modifications:

(i) Application Review

(A) The review of an I&C Facility Master Plan shall precede, or be concurrent with, any other required review process.

(B) The content of the I&C Facility Master Plan document shall be sufficient to generally assess the following:

a. Site access, traffic flow, pedestrian circulation/safety;

b. Adequate parking;

c. Location of open space and trails;

d. Drainage and stormwater management;

e. General building location and size; and

f. Adequate screening and buffering.

(ii) Public Notice and Hearing Requirements

The application shall be scheduled for public hearings before the Planning Commission and City Council and shall be noticed pursuant to GJMC 21.02.030(g).

(iii) Review Criteria

The Planning Commission and City Council shall review the application in light of the following criteria:

(A) Conformance with the Comprehensive Plan and other area, corridor, or neighborhood plans;

(B) Conformance with the Grand Junction Circulation Plan and general transportation planning requirements;

(C) Conformance with the standards in this Code;

(D) Consistency with prior approvals and conditions placed on the site; and

(E) Community benefits from the proposal.

(4) Effect of Approval

(i) Approved I&C Facility Master Plans shall be binding upon the property owner(s) and their successors, transferees, and assigns.

(ii) No permit shall be issued for any building, structure, or use that does not conform to an approved I&C Facility Master Plan.

(iii) No building, structure, use or other element of the approved master site plan shall be modified without amending the I&C Facility Master Plan.

(iv) All buildings, structures and uses shall remain in conformance with the approved master site plan or be subject to enforcement action.

(v) All phases of projects being developed shall be in conformance with the approved plan.

(5) Amendment

(i) Amendments to the I&C Facility Master Plan may be proposed at any time through this process.

(ii) An amended Master Plan is required if changes are proposed to any of the following:

(A) Site access,

(B) Traffic flow, or

(C) Pedestrian circulation/safety.

(6) Lapsing and Extension of Approvals

An I&C Facility Master Plan shall remain valid for a minimum of five years, unless otherwise established by the City Council.

(i) Planned Development

(1) Purpose

The planned development (PD) district is intended to apply to mixed-use or unique single use projects to provide design flexibility not available through strict application and interpretation of the standards established in this Code. Modifications to applicable base zone districts may be permitted as described in Chapter 21.03.0100 and the approved modifications are made applicable to the subject property through the PD rezoning process.

(2) Required Approvals

Planned Development applications are reviewed through a two-step process, both of which are described below:

(i) Outline Development Plan

(ii) Final Development Plan

(3) Outline Development Plan (ODP)

(i) Applicability

An outline development plan is required for all PD applications.

(ii) Purpose and Content

(A) The purpose of an ODP is to demonstrate conformance with the Comprehensive Plan, identify applicable base zone districts and requested adjustment to applicable standards, and coordination of improvements within and among individually platted parcels, sections, or phases of a development prior to the approval of a Final Plat.

(B) An ODP shall include a site plan that identifies the base zoning established for the entire property or for each phase designated for development.

(C) An applicant may file an ODP with a Final Development Plan (FDP) for all or a portion of the property, as determined by the Director at the Pre-Application Meeting.

(iii) Review Procedures

Applications for ODP shall meet the common review procedures for major development applications in GJMC 21.02.050(b) with the following modifications:

(A) Site plan review and approval (pursuant to GJMC 21.02.040(k)) can occur either before or after the approval of ODP by the City Council. In either case, the applicant shall submit a site sketch, as described in the Submittal Standards for Improvements and Development (SSID) manual, showing sufficient detail to enable the Planning Commission and City Council to review and make findings on the ODP review criteria.

(B) The Planning Commission or City Council can request additional information from the applicant if it deems the site sketch is insufficient to enable it to make a

determination on the criteria. In any subsequent site plan review, the Director shall ensure and determine that all mitigating/enhancing site features approved or made conditions of approval by the City Council are depicted on the approved site plan.

(C) An applicant may file an ODP with a final development plan for all or a portion of the property, as determined by the Director at the Pre-Application Meeting.

(iv) Public Notice and Public Hearing Requirements

The ODP application shall be scheduled for public hearings before the Planning Commission and City Council and shall be noticed pursuant to GJMC 21.02.030(g).

(v) Review Criteria for ODP

The Planning Commission shall review and recommend, and the City Council shall review and decide on an ODP based on demonstrated conformance with all of the following criteria:

(A) The Comprehensive Plan, Grand Junction Circulation Plan and other adopted plans and policies;

(B) The applicable corridor guidelines and other overlay districts in GJMC Titles 23, 24 and 25;

(C) The rezoning criteria provided in GJMC 21.02.050(d);

(D) The ODP meets the planned development requirements of GJMC 21.03.0100 and specifically shows the following:

a. Adequate public services and facilities shall be provided concurrent with the projected impacts of the development;

b. Adequate circulation and access shall be provided to serve all development pods/areas to be developed;

c. Appropriate screening and buffering of adjacent property, uses, and structures shall be provided;

d. An appropriate range of density for the entire property or for each development pod/area to be developed;

e. An appropriate set of base zone district standards for the entire property or for each development pod/area to be developed; and

f. An appropriate phasing or development schedule for the entire property or for each development pod/area to be developed.

(vi) Post-Decision Actions

(A) Modification or Amendment

The ODP amendment process is provided in GJMC 21.02.050(i)(5).

(B) Lapsing and Extension of Approvals

a. The effective period of the ODP/phasing schedule shall be determined concurrently with ODP approval.

b. The ODP/phasing schedule shall be subject to the validity provisions GJMC 21.02.050(i)(7).

c. The ODP/phasing schedule may be extended by the City Council per GJMC 21.02.050(i)(8).

(4) Final Development Plan (FDP)

(i) Applicability

(A) Following approval of an ODP, a subsequent final development plan approval shall be required before any development activity occurs. The plan and the plat ensure consistency with the approved ODP and specific development and construction requirements of various adopted codes.

(B) Unless specified otherwise at the time of ODP approval, if the form of ODP approval was a subdivision plan, a Final Plat may be approved and recorded prior to FDP approval for individual lots.

(ii) Review Procedures

(A) Applications for a Final Development Plan shall meet the common review procedures for administrative applications in GJMC 21.02.040(b), with the following modifications:

(B) A portion of the land area within the approved ODP may be approved for FDP.

(iii) Public Notice and Public Hearing Requirements

Notice of a Final Development Plan is not required unless the Planning Commission elects to take final action. In such instances, notice shall be provided in the same manner and form as is required with an ODP.

(iv) Review Criteria

The Director, or the Planning Commission if applicable, shall review and decide on the application for FDP in light of the following additional criteria:

(A) The approved ODP, if applicable;

(B) The approved PD rezoning ordinance, if applicable;

(C) The Submittal Standards for Improvements and Development, Transportation Engineering Design Standards (GJMC Title 29), and Stormwater Management Manual (GJMC Title 28) manuals and all other applicable development and construction codes, ordinances, and policies;

(D) The applicable site plan review criteria in GJMC 21.02.040(k); and

(E) The applicable Final Plat review criteria in GJMC 21.02.040(l)(5).

(v) Post-Decision Actions

(A) Improvements and Recordation

a. The Final Plat shall be recorded pursuant to GJMC 21.02.040(l)(5)(ii)(F)b.

b. Except as provided herein, before the plan and plat are recorded by the Director, all applicants shall be required to complete, to the satisfaction of the Director, all street, sanitary, and other public improvements, as well as lot improvements on the individual lots of the subdivision as required by this Code. The required improvements shall be those specified in the approved Construction Plans as per GJMC 21.05.020(c); or

c. As a condition of final plan and plat approval, the City shall require the applicant to enter into a development improvements agreement and post a guarantee for the completion of all required improvements as per GJMC 21.05.020(c)(2).

(B) Contractual Agreement

a. Approval of a PD allows the development and use of a parcel of land under certain, specific conditions. Conditions of approval shall be filed with the Director in the review process.

b. No use of the parcel, nor construction, modification, or alteration of any use or structures within a PD project shall be permitted unless such construction, modification or use complies with the terms and conditions of an approved final development plan.

c. Each subsequent owner and entity created by the developer, such as property owners' associations or an architectural review committee, shall comply with the terms and conditions of approval. The developer shall set forth the conditions of approval within covenants. Such covenants shall be recorded with the final approved plan and plat.

(C) Transfer of Ownership

No person shall sell, convey, or transfer ownership of any property or any portion thereof within a PD zone until such person has informed the buyer of the property's status with respect to the PD process and conditions of approval. The City shall bear no liability for misrepresentation of terms and conditions of an existing approval.

(D) Planned Development Zone Designation

The Director shall designate each approved PD on the Official Zoning Map.

(5) Amendment to Approved Plans

(i) Planned Development Rezoning Ordinance

The use, density, dimensional, and base zone district standards contained in an approved PD rezoning ordinance may be amended only as follows, unless specified otherwise in the rezoning ordinance:

(A) No use may be established that is not permitted in the PD without amending the rezoning ordinance through the rezoning process. Uses may be transferred between development pods/areas to be developed through an amendment to the ODP provided the overall density for the entire PD is not exceeded;

(B) The maximum and minimum density for the entire PD shall not be exceeded without amending the rezoning ordinance through the rezoning process. Density/intensity may be transferred between development pods/areas to be developed unless explicitly prohibited by the ODP approval; and

(C) The dimensional and base zone district standards may not be amended for the PD or a development pod/area to be developed without amending the PD rezoning ordinance through the rezoning process.

(ii) Outline Development Plan

The approved Outline Development Plan may be amended only by the same process by which it was approved, except for minor amendments. Unless the adopted PD rezoning ordinance provides otherwise, the approved Outline Development Plan may be amended as follows:

(A) Minor Amendments

a. Permitted Amendments

The Director may approve the following amendments for individual lots within the area covered by an outline development plan provided all standards in the adopted PD rezoning ordinance are met:

1. Decreases in density so long as the character of the site is maintained;
2. Changes in dimensional standards of up to 10 percent so long as the character of the site is maintained;
3. Changes in the location and type of landscaping and/or screening so long as the character and intent of the original design are maintained;
4. Changes in the orientation or location of parking areas and vehicular and pedestrian circulation areas so long as the effectiveness and character of the overall site circulation, parking and parking lot screening are maintained;
5. The reorientation, but not complete relocation, of major structures so long as the character of the site is maintained; and
6. Simple subdivision.

b. Minor Amendment Review Process

Minor amendments shall be reviewed and decided on by the Director based on the review criteria that the amendment shall not represent a significant change in any of the agreed upon deviations from the default standards.

(B) Major Amendments.

All other amendments to the ODP shall be reviewed by the Director and Planning Commission using the same process and criteria used for ODP review and approval. Final decision shall be made by City Council.

(6) Planned Developments Approved Under Prior Codes

(i) Intent

The City's intent is to continue to allow the development PDs approved under prior codes, determining that they remain valid under this Code subject to the lapse provisions of GJMC 21.02.050(i)(7). To give effect to this intent, interpretation may be required to fully describe applicable terms and requirements and to avoid the continuance of shell PDs that cannot be fully implemented or developed.

(ii) Interpretation

PDs approved under prior codes shall be interpreted as follows:

(A) Planned Developments that predate this Code shall be narrowly interpreted and are limited to the specified terms of approval.

(B) Planned Developments that refer to zone districts not included in this Code shall be interpreted or applied according to the 2010 Code (or earlier) requirements.

(C) If the Planned Development approval is silent as to a term or requirement, the most closely similar provision of this 2023 Code shall be applied. For example, if a Planned Development does not specify a process for amendment, the process for amending Planned Development approvals in GJMC 21.02.050(i)(5) will be used.

(D) Where a base zone district(s) was not specified in the Planned Development approval, the Director shall interpret and apply a zone district(s) from this Code that most closely reflects the PD's dimensional and use standards.

(E) Where this Code changes a generally applicable standard, such as updates to ADU or outdoor lighting standards, the updated generally applicable standards are also applicable to approved PDs unless the PD was approved with a specific standard(s) regulating the same topic.

(7) Lapse of Plan

If a single-phase Planned Development is less than 75 percent completed, as measured in terms of residential unit count or approved total mixed-use or nonresidential structure footprint, or a multiphase Planned Development is less than 75 percent complete in terms of residential unit count, total structure footprint, or total phases, as specified in the ODP approval, as of the end date of the approved development schedule, a lapse of the ODP as applied to the incomplete lots or parcels shall be deemed to have occurred.

(i) If the PD was approved with base zone districts, future development may proceed in compliance with the requirements of the base zone districts and this Code, but any approved PD modifications shall be lapsed.

(ii) If the PD was not approved with base zone districts, the Director may determine the appropriate base zone districts and future development may proceed in compliance with the requirements of the base zone districts.

(8) Development Schedule Extension

(i) An applicant may request an extension of the development schedule as follows:

(A) The Director may extend the schedule one time for up to one year.

(B) The applicant may request a PD development schedule review from the City Council at any point prior to the end date of the schedule.

(ii) The Director may extend the development schedule timeframe for up to three years in the event of any of the following:

(A) A national or regional economic recession,

(B) A national or regional health emergency, or

(C) National or regional events in or outside of the United States that impact the general price or availability of labor or materials by more than 20 percent.

(iii) The maximum allowed cumulative extension period is five years. Any PD that has not been completed within this extension timeframe may be resubmitted as a new application or shall be subject to GJMC 21.02.050(i)(7), above.

(j) Rehearing and Appeal

(1) Purpose

The purpose of this section is to provide for a rehearing and appeal process for decisions and actions by the Director, Zoning Board of Appeals, Planning Commission, and City Council.

(2) Applicability

(i) Administrative Appeal

An Administrative Appeal shall include:

(A) Any person, including any officer or agent of the City, aggrieved, or claimed to be aggrieved by an interpretation of this Code rendered by the Director; or

(B) Any person, including any officer or agent of the City, aggrieved, or claimed to be aggrieved by a final action of the Director on an administrative application.

(ii) Non-Administrative Appeal

A Non-Administrative Appeal shall include any person, including any officer or agent of the City, aggrieved by or claimed to be aggrieved by a final decision of the Planning Commission.

(3) Review Procedure

Applications for Rehearing or Appeal shall meet the common review procedures for major development applications in GJMC 21.02.050(b), with the following modifications:

(i) Application Submittal

(A) The application shall be submitted pursuant to GJMC 21.02.030(d) within 10 calendar days of the action taken or interpretation made by the decision maker.

(B) The appellant shall provide a written statement with the application:

a. Citing the specific provision of this Code that the appellant believes the Director has incorrectly interpreted and the appellant's interpretation of the provision; or

b. Explaining the rational of the appeal based on the criteria provided in GJMC 21.02.050(j)(3)(iii).

(C) The Director shall:

a. Prepare a report detailing the specific provision of this Code that is in question, interpretation of the provision, and the general basis of the interpretation; or

b. Compile all material made a part of the official record of the decision-maker's action. As may be requested by the appellate body, the Director also may provide a summary report of the record.

(D) If the appellant is not the applicant, the Director, within five working days of receipt of the request for appeal, shall notify the applicant of the request and the applicant shall have 10 working days to review the request and provide a written response.

(E) For a Non-Administrative Appeal, the appellant shall submit evidence of their attendance at the original hearing or other testimony or correspondence from them that was in the official record at the time of the original hearing.

(ii) Public Notice and Hearing Requirements

(A) Administrative Appeal

a. Notice of the hearing shall be provided to the applicant and is not required to be provided to anyone else.

b. The appellate body shall hold a hearing pursuant to GJMC 21.02.030(g).

c. At the hearing, the appellate body shall consider only that evidence that was before the Director at the time of the Director's final action.

(B) Non-Administrative Appeal

a. Notice of the appeal hearing shall be provided in the same manner as was required with the original action.

b. The Director shall schedule the appeal before the appellate body within 45 calendar days of receipt of the appeal. The appellate body shall hold a hearing pursuant to GJMC 21.02.030(g) and render a decision within 30 calendar days of the close of that hearing.

c. At the hearing, the appellate body shall review the record of the decision-maker's action. No new evidence or testimony may be presented, except that City staff may be asked to interpret materials contained in the record.

(iii) Decision

The appellate body shall affirm, reverse, or remand the decision pursuant to GJMC 21.02.030(h) and the following criteria. In reversing or remanding the decision back to the decision-maker, the appellate body shall state the rationale for its decision. An affirmative vote of four members of the appellate body shall be required to reverse the decision-maker's action.

(A) Administrative Appeal

a. Director's Interpretation

In granting an appeal of a Director's interpretation, the Zoning Board of Appeals shall determine whether the interpretation by the Director was in accordance with the intent and requirements of this Code.

b. Director's Decision

The appellate body shall consider, based on the information in the record before the Director, whether the Director:

1. Acted in a manner inconsistent with the provisions of this Code or other applicable local, state, or federal law; or
2. Made erroneous findings of fact based on the evidence and testimony on the record; or
3. Failed to fully consider mitigating measures or revisions offered by the applicant that would have brought the proposed project into compliance; or
4. Acted arbitrarily, or capriciously.

(B) Non-Administrative Appeal

a. Findings

In granting a Non-Administrative Appeal the appellate body shall find:

1. The decision maker may have acted in a manner inconsistent with the provisions of this Code or other applicable local, state, or federal law; or
2. The decision maker may have made erroneous findings of fact based on the evidence and testimony on the record; or
3. The decision maker may have failed to fully consider mitigating measures or revisions offered by the applicant that would have brought the proposed project into compliance; or
4. The decision-maker may have acted arbitrarily, acted capriciously, and/or abused its discretion; or
5. In addition to one or more of the above findings, the appellate body shall find the appellant was present at the hearing during which the original decision was made or was otherwise on the official record concerning the development application.

b. Facts on Record

1. In considering a request for appeal, the appellate body shall consider only those facts, evidence, testimony, and witnesses that were part of the official record of the decision-maker's action. No new evidence or testimony may be considered, except City staff may be asked to interpret materials contained in the record.
2. If the appellate body finds that pertinent facts were not considered or made a part of the record, they shall remand the item back to the decision-maker for a rehearing and direct that such facts be included on the record.

(k) Revocable Permit

(1) Purpose

The purpose of this section is to ensure that any private development on public land is safely conducted in a manner that does not pose potential burdens on the public.

(2) Applicability

This section shall apply to the construction, maintenance, and use of public right of way for any structure, fence, sign, or other permanent object.

(3) Review Procedures

Applications for a Revocable Permit shall meet the common review procedures for administrative applications in GJMC 21.02.040(b), with the following modifications:

Common Procedures for Administrative Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review | Sec. 21.02.030(d)**
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Director Decision** Sec. 21.02.030(h)
5. **Post-Decision Actions** Sec. 21.02.030(i)

(i) Application Submission Requirements

The application complies with the submittal requirements as set forth in Section 127 of the City Charter, this section, and the Submittal Standards for Improvements and Development (SSID) manual.

(ii) Review Criteria

The application shall be reviewed against the following additional criteria:

(A) There will be benefits derived by the community or area by granting the proposed Revocable Permit;

(B) There is a community need for the private development use proposed for the City property;

(C) The City property is suitable for the proposed uses and no other uses or conflicting uses are anticipated for the property;

(D) The proposed use shall not negatively impact access, traffic circulation, neighborhood stability or character, sensitive areas such as floodplains or natural hazard areas; and

(E) The proposed use is in conformance with and in furtherance of the implementation of the goals, objectives and policies of the Comprehensive Plan, other adopted plans and the policies, intents and requirements of this Code and other City policies.

(iii) Decision

(A) A Revocable Permit for fences, irrigation, drainage infrastructure, or landscaping in a right-of-way shall be reviewed and decided on by the Director.

(B) The City Council shall review and decide on all other applications for Revocable Permit.

(4) Lapsing and Extension of Approvals

A Revocable Permit shall remain valid pursuant to GJMC 21.02.030(j).

(l) Rezoning

(1) Purpose

The purpose of this section is to establish the procedure and requirements for requested amendments to the Zoning Map.

(2) Authority to Initiate

Amendments to the Zoning Map may be proposed by property owners, the City, the Planning Commission, or City Council in order to add, modify or expand zone districts.

(3) Review Procedures

Applications for Rezoning shall meet the common review procedures for major development applications in GJMC 21.02.050(b), with the following modifications:

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review** Sec. 21.02.030(d)(1)
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** Sec. 21.02.030(h)
6. **City Council Decision** Sec. 21.02.030(h)
7. **Post-Decision Actions** Sec. 21.02.030(i)

(i) Public Notice and Hearing Requirements

(A) The application for Rezoning shall be scheduled for public hearings before the Planning Commission and City Council and shall be noticed pursuant to GJMC 21.02.030(g).

(B) The Planning Commission or City Council may add additional property to be considered for a Rezoning if such additional property is identified in the notice.

(ii) Review Criteria

An applicant for Rezoning has the burden of producing evidence that proves each of the following criteria:

(A) Consistency

The proposed zoning is generally consistent with applicable provisions of the Comprehensive Plan.

(B) Development Patterns

The proposed zoning will result in logical and orderly development pattern(s).

(C) Benefits

The community or area, as decided by the reviewing body, derives an overall benefit(s) from the proposed zoning.

(4) Lapsing and Extension of Approvals

Approved Rezonings do not expire.

(m) Special Dimensional Permit

(1) Purpose

The purpose of this section is to provide an opportunity for additional dimensional flexibility in certain zone districts when more flexibility is required beyond that afforded to the Director through the Administrative Adjustment process.

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review** Sec. 21.02.030(d)(1)
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** Sec. 21.02.030(h)
6. **City Council Decision** Sec. 21.02.030(h)
7. **Post-Decision Actions** Sec. 21.02.030(i)

(2) Applicability

A Special Dimensional Permit may be requested in the following circumstances:

(i) For development in those areas designated Neighborhood Center, Village Center, City Center (which includes Downtown) or Mixed-Use Opportunity Corridors on the Future Land Use Map of the Comprehensive Plan or in the C-1 and I-OR zone districts along Horizon Drive north of G Road including Crossroads Boulevard and Horizon Court to allow:

(A) Additional height beyond that permitted by a zone district's dimensional standards; or

(B) Additional building area beyond that permitted by a district's dimensional standards.

(ii) In all zone districts for the following uses, and shall be required prior to an interim use located in any zone district where:

(A) The development is proposed as an interim use that is allowed in the district, or as an interim use established with a minimal investment that can be easily redeveloped at the density or intensity envisioned by the Comprehensive Plan; and

(B) The applicant demonstrates that the development design and any proposed infrastructure improvements further the future development of the property at the density or intensity envisioned by the Comprehensive Plan.

(iii) Any other Special Dimensional Permit found elsewhere in this Code.

(3) Review Procedures

Applications for Special Dimensional Permit shall meet the common review procedures for major development applications in GJMC 21.02.050(b) with the following modifications:

(i) Public Notice and Hearing Requirements

The application shall be scheduled for public hearings before the Planning Commission and City Council and shall be noticed pursuant to GJMC 21.02.030(g).

(ii) Decision

(A) The Special Dimensional Permit review is accomplished through a City Council discretionary review process.

(B) A Special Dimensional Permit may be permitted under circumstances particular to the proposed location and subject to conditions that provide protection to adjacent land uses.

(4) Lapsing and Extension of Approvals

A Special Dimensional Permit does not expire unless otherwise limited by the City Council.

(n) Vacation of Plat

(1) Applicability

This section shall apply to the vacation of any plat that has not been developed, has been partially developed, or has not been developed as approved and does not include rights of ways or easements.



(2) Review Procedure

Applications for Vacation of Plat shall meet the common review procedures for major development applications in GJMC 21.02.050(b), with the following modifications:

(i) Public Notice and Public Hearing Requirements

The application shall be scheduled for a public hearing before the Planning Commission and shall be noticed pursuant to GJMC 21.02.030(g).

(ii) Review Criteria

The Director and the Planning Commission shall review the application in light of the following additional criteria:

(A) The vacation is in conformance with the Comprehensive Plan, Grand Junction Circulation Plan, and other adopted plans and policies of the City;

(B) No parcel shall be landlocked as a result of the vacation;

(C) Access to any parcel shall not be restricted to the point that access is unreasonable, economically prohibitive, and/or reduces or devalues any property affected by the proposed vacation;

(D) There shall be no adverse impacts on the health, safety, and/or welfare of the general community, and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g., police/fire protection and utility services); and

(E) The provision of adequate public facilities and services to any property as required in GJMC 21.05.020 shall not be inhibited by the proposed vacation.

(3) Lapsing and Extension of Approvals

A Vacation Plat shall be recorded within two years of approval or it shall be considered expired.

(o) Vacation of Public Right-of-Way or Easement

(1) Applicability

This section shall apply to the vacation of any street, alley, easement, or other public reservation.

(2) Review Procedure

Applications for Vacation of Public Right-of-Way or Easement shall meet the common review procedures for major development applications in GJMC 21.02.050(b), with the following modifications:

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review** Sec. 21.02.030(d)(1)
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** Sec. 21.02.030(h)
6. **City Council Decision** Sec. 21.02.030(h)
7. **Post-Decision Actions** Sec. 21.02.030(i)

(i) Public Notice and Public Hearing Requirements

The application shall be scheduled for public hearings before the Planning Commission and City Council and shall be noticed pursuant to GJMC 21.02.030(g), unless the request Is for the vacation of an easement created for a temporary purpose, granted to the City by a separate instrument and not dedicated on a plat or map.

(ii) Public Vote

A public vote is not necessary for a vacation of a public right-of-way or easement. The process of vacating a public right-of-way or easement does not involve the sale of public property in accordance with Charter Article VI, Paragraph 48.

(iii) Review Criteria and Decision

(A) The Director shall decide on any request for the vacation of an easement created for a temporary purpose, granted to the City by a separate instrument, and not dedicated on a plat or map.

(B) The Planning Commission shall recommend to and the City Council shall decide on all other request in light of the following criteria:

a. The vacation is in conformance with the Comprehensive Plan, Grand Junction Circulation Plan, and other adopted plans and policies of the City;

b. No parcel shall be landlocked as a result of the vacation;

c. Access to any parcel shall not be restricted to the point where access is unreasonable, economically prohibitive, or reduces or devalues any property affected by the proposed vacation;

d. There shall be no adverse impacts on the health, safety, and/or welfare of the general community, and the quality of public facilities and services provided to any parcel of land shall not be reduced, including, but not limited to, police and fire protection and utility services;

e. The provision of adequate public facilities and services to any property as required in GJMC 21.05.020 shall not be inhibited by the proposed vacation; and

f. The proposal shall not hinder public and City functions.

(C) Vacation of a right-of-way shall be accomplished by the passing of an ordinance by the City Council. Vacation of an easement shall be accomplished by resolution of the City Council.

(3) Post-Decision Actions

The final ordinance or resolution establishing the vacation shall be recorded pursuant to GJMC 21.02.040(l)(5)(ii)(F)b.

(4) Lapsing and Extension of Approvals

A resolution or an ordinance for a Vacation of Public Right-of-Way or Easement shall not expire.

(p) Variance

(1) Purpose

The purpose of this section is to provide a process for consideration of variances from certain standards of this Code.

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** — **Sec. 21.02.030(b)**
2. **Application Submittal & Review** — **Sec. 21.02.030(d)(1)**
3. **Complete Applications with Changed Status** — **Sec. 21.02.030(f)**
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** — **Sec. 21.02.030(h)**
6. **City Council Decision** — **Sec. 21.02.030(h)**
7. **Post-Decision Actions** — **Sec. 21.02.030(i)**

(2) Applicability

(i) A variance may be requested for a departure from bulk standards, performance or use-specific standards of GJMC Chapter 21.04, all overlay district regulations of GJMC 21.03.090, 21.06.010, and 21.02.060, excluding corridor overlay districts, and the sign regulations of GJMC Chapter 21.10.

(ii) Variances are not permitted for:

(A) The establishment or expansion of a use in a district in which the use is not permitted by this Code;

(B) Residential development that would result in an increase in density greater than that permitted in the applicable zone district; and

(C) Changes or modifications to any definition contained in this Code.

(3) Review Procedure

Applications for Variance shall meet the common review procedures for major development applications in GJMC 21.02.050(b), with the following modifications:

(i) Public Notice and Public Hearing Requirements

The application shall be scheduled for a public hearing before the Zoning Board of Appeals or Planning Commission and shall be noticed pursuant to GJMC 21.02.030(g).

(ii) Decision-Maker

(A) Zoning Board of Appeals shall hear requests for variance from:

a. Bulk or dimensional standards in the individual zone districts,

b. Performance or use-specific standards of GJMC Chapter 21.04,

c. All overlay district regulations of GJMC 21.03.090, 21.06.010, and 21.02.060 excluding corridor overlay districts, and

d. Sign regulations of GJMC Chapter 21.10.

(B) The Planning Commission shall hear and decide requests for variances to all other standards, unless otherwise specified.

(iii) Review Criteria

The Zoning Board of Appeals or Planning Commission shall review the application in light of the following:

(A) There are exceptional conditions creating an undue hardship, applicable only to the property involved or the intended use thereof, which do not apply generally to the other land areas or uses within the same zone district, and such exceptional conditions or undue hardship was not created by the action or inaction of the applicant or owner of the property;

(B) The Variance shall not confer on the applicant any special privilege that is denied to other lands or structures in the same zone district;

(C) The literal interpretation of the provisions of the regulations would deprive the applicant of rights commonly enjoyed by other properties in the same zone district and would cause unnecessary and undue hardship on the applicant;

(D) The applicant and the owner of the property cannot derive a reasonable use of the property without the requested Variance;

(E) The Variance is the minimum necessary to make possible the reasonable use of land or structures;

(F) The granting of a Variance shall not conflict with the purposes and intents expressed or implied in this Code; and

(G) The granting of a Variance shall not conflict with the goals, policies, and guiding principles of the Comprehensive Plan.

(q) Vested Property Rights

(1) Purpose

The purpose of this section is to provide the procedures necessary to implement the provisions of § 24-68-101 C.R.S., et seq. and § 29-20-101 C.R.S., et seq.

(2) Definitions

The following definitions are for the purposes of administration of this section only and do not apply to any other sections of this Code.

(i) "Site-specific development plan" (SSDP) means, for all developments requiring a public hearing, the final step, irrespective of its title, which occurs prior to building permit application; provided, however, that if the landowner wishes said approval to have the effect of creating vested rights, pursuant to § 24-68-101 C.R.S., et seq., the landowner must so request, in writing, at the time of application for said approval. Failure to so request renders the approval not a "site-specific development plan," and no vested rights shall be deemed to have been created.

(ii) "Vested property right" means the right to undertake and complete the development and use of property under the terms and conditions of a site-specific development plan.

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review** Sec. 21.02.030(d)(1)
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** Sec. 21.02.030(h)
6. **City Council Decision** Sec. 21.02.030(h)
7. **Post-Decision Actions** Sec. 21.02.030(i)

(3) Limitations

Nothing in this section is intended to create any vested property right, but only to implement the provisions of § 24-68-101 C.R.S., et seq. and § 29-20-101 C.R.S., et seq. In the event of the repeal of § 24-68-101 C.R.S., et seq. and § 29-20-101 C.R.S., et seq. or a judicial determination that these statutory provisions are invalid or unconstitutional, this section shall be deemed to be repealed, and the provisions hereof no longer effective.

(4) Applicability

An applicant may request, in writing, to have property rights vest with a Site-Specific Development Plan (SSDP). The SSDP shall be applicable only to:

(i) Property zoned Planned Development with the approved Final Development Plan constituting the SSDP; or

(ii) Any other application (i.e., Outline Development Plan, Site Plan, Conditional Use, Subdivision Plat, Final Development Plan or Development Improvements Agreement); provided, that:

(A) The applicant requests in writing that the Planning Commission hold a public hearing and approve a specific document/application as a SSDP; and/or

(B) State law requires that a vested property right be granted, in which case the Planning Commission shall determine, at its discretion, which, if any, document/application shall constitute a SSDP.

(5) Review Procedure

Applications for a determination of Vested Rights shall meet the common review procedures for major development applications in GJMC 21.02.030 with the following modifications:

(i) Application Submittal

(A) In addition to any and all other fees and charges imposed by this Code, the applicant shall pay all costs incurred by the City as a result of the SSDP review, including publication of notices, public hearing, and review costs.

(B) An application for approval of a SSDP shall be submitted and reviewed concurrently with an application for a Final Development Plan or any other document that the Planning Commission shall determine, at its discretion, constitutes a SSDP.

(C) It is the applicant's responsibility to ensure that each final plan, map, plat or site plan, or other document constituting a SSDP contains the following language: "Approval of this plan may create a vested property right pursuant to § 24-68-101 C.R.S., et seq." Omission of this statement shall invalidate the creation of the vested property right.

(ii) Public Notice and Hearing Requirements

The application shall be scheduled for public hearings before the Planning Commission and City Council and shall be noticed pursuant to GJMC 21.02.030(g).

(iii) Decision-Maker

The Planning Commission shall recommend to and City Council shall decide on an application based on compliance with the following:

(A) The provisions stated in § 24-68-101 C.R.S., et seq.; and

(B) The final development plan review criteria of GJMC 21.02.050(i)(4).

(iv) Effect of Determination

(A) A SSDP shall be deemed approved upon the last action by the City Council related to the SSDP.

(B) Approval of a SSDP shall not constitute an exemption from, or waiver of, any other provisions of this Code pertaining to the development or use of property.

(6) Post-Decision Actions

(i) Within 14 calendar days after the approval of the SSDP, the applicant shall:

(A) Satisfy the notice requirements of § 24-68-103(1) C.R.S. by publishing at their expense a notice, in a newspaper of general circulation within the City, advising the public of the SSDP approval and creation of vested property rights pursuant to law, together with a legal description of the property at issue in the SSDP; and

(B) Acknowledge by written instrument that the applicant confirms their obligation to satisfy all other requirements under the City codes, rules and regulations including, but not limited to, all studies that may be required, including studies concerning traffic, drainage, erosion control, and utilities.

(ii) No amendment of a SSDP shall extend or change the effective date of vesting of a property right unless specifically provided by written agreement. In the event amendments to a SSDP are proposed and approved, the effective date of such amendments, for purposes of duration of vested property right, shall be the initial date of the approval of the SSDP.

(iii) Any waiver, be it in part or in full, of a vested property right shall be accomplished by written agreement between the owner and the City and shall be recorded in the Mesa County land records.

(7) Lapsing and Extension of Approvals

The duration of any vesting shall be no longer than required by state law unless a different duration is provided by written agreement between the owner and the City. Failure to comply with any condition of approval of a SSDP shall result in forfeiture of vested rights and the SSDP shall be declared void and lapsed.

(8) Pending Applications for a Site-Specific Development Plan—Applicable Rules and Regulations

(i) General Rule

Pursuant to § 24-68-102.5 C.R.S., the review, approval, approval with conditions, or denial of a complete application for a site-specific development plan shall be governed by the duly adopted laws and regulations in effect at the time a complete application for a site-specific development plan is submitted pursuant to this Code.

(ii) Exception

Notwithstanding the limitations contained in subsection (p)(8)(i) above, the City may apply to the pending complete application for a site-specific development plan any subsequently enacted or amended ordinances, rules, regulations, or policies that are necessary for the immediate preservation of the public health and safety.

(9) Waiver

A landowner may waive a vested property right by separate agreement, which shall be recorded in the county where the property is located.

(10) Other Provisions Unaffected

Approval of a site-specific development plan shall not constitute an exemption from or waiver of any other provisions of this development code pertaining to annexation, development, and use of property.

21.02.060 Historic Preservation Procedures

(a) Purpose

This purpose of this section is to enhance the community's local resources and promotes the public health, safety, prosperity and welfare through the protection and preservation of the City's architectural, historic, and cultural heritage, as embodied in designated historic structures, sites and districts, by application of appropriate regulations and incentives. Those regulations and incentives include:

(1) The establishment of a City Register listing designated structures, sites, and districts; and

(2) The provision of educational opportunities to increase public appreciation of Grand Junction's unique heritage.

(b) Board Established

The City Council hereby creates a Historic Preservation Board, which may be referred to as the Historic Board or Preservation Board. The Historic Board shall have principal responsibility for matters of historic preservation, and shall have such membership, authority, duties, and responsibilities as further provided in GJMC 21.02.010(e).

(c) City Registry Established

(1) The City Council hereby establishes the City Register of historic sites, structures, and districts. Historic sites, structures or districts may be listed on said register only if said site, structure or district has been designated by the City Council following recommendation by the Historic Board.

(2) All properties listed on the National or State Register are eligible for the City Register but are not designated until approval, pursuant to this Code, is obtained.

(d) Designation of Historic Structures, Sites and Districts

(1) The City Council:

(i) May by resolution designate as historic an individual structure, site or other feature or an integrated group of structures or features on a lot or site. Designation shall be for a special historical or architectural value; or

(ii) May by resolution designate as an historic district an area containing a number of structures or sites having a special historical or architectural value.

(2) Each such designation shall include a description of the characteristics of the structure, site or historic district which justify its designation and a description of the particular features that should be preserved and shall include a legal description of the location and boundaries of the historic structure, site, or district.

(3) No individual structure or site shall be designated without the consent of all owners of record. Historic districts may be designated in accordance with state law and the provisions in this section.

(4) The purpose and effect of designation is:

(i) To assist local interests in preservation of physical structures, sites, or districts and to recognize locally significant structures, sites, or districts;

(ii) To provide a mechanism to educate the public on local history, development of the community, architectural styles and housing and business development;

(iii) To enable the owners of the property in the City to take advantage of historic preservation programs and opportunities; and

(iv) To make all properties listed on the City Registry eligible for such incentive programs as may be developed.

(e) Procedure for Designating Historic Structures, Sites and Districts for Preservation

(1) Nomination

A nomination for designation to the City Register may be made by the Historic Board or by any citizen by filing an application with the Community Development Department. The applicant shall pay all public notice expenses, recording fees and any other fees established by resolution of the City Council.

(2) Historic Board Review

(i) The Historic Board shall hold a public meeting on the designation application no more than 30 days after the filing of the application.

(ii) The Historic Board shall review the application for conformance with the established criteria for designation and with the purposes of this section.

(iii) Within 10 days after the conclusion of the public meeting, but in no event more than 30 days after the meeting, unless mutually agreed to by the Historic Board, the applicant, and the owner or owners other than the applicant, the Historic Board shall recommend either approval, modification and approval or disapproval of the application.

(iv) The Historic Board may recommend approval conditional upon the execution of certain easements, covenants, or licenses.

(v) The Historic Board shall forward to the City Council written recommendations concerning a designation and further state any recommendations as to easements, covenants or licenses that must be met by the property owner in order to receive and/or maintain the designation.

(3) City Council Review

(i) The City Council shall hold a public hearing on the designation application no more than 30 days after receipt of the Board's recommendation.

(ii) The City Council shall review the application for conformance with the established criteria for designation and with the purposes of this section.

(4) Notification

When a structure, site or historic district has been designated as provided herein, the Director shall promptly notify the record owners of the property, as shown in the County Assessor's records or other available information, and record the designation in the land records of the Mesa County Clerk and Recorder.

(5) Limitation on Resubmission and Reconsideration of Proposed Designation

If the City Council disapproves a proposed designation, no person shall submit an application that is the same or substantially the same for at least one year from the Effective Date of the denial of the application.

(f) Criteria for Designation

The Historic Board and City Council shall consider the following criteria in reviewing nominations/applications for designation.

(1) Structures

Structures must be at least 50 years old and meet one or more of the architectural, cultural, or geographic/environmental significance criteria. A structure can be exempted from the age requirement if the Council finds it to be exceptionally important in other criteria.

(i) Historic structures or sites shall meet one or more of the following in order to be considered for designation.

(A) Architectural

a. Exemplifies specific elements of an architectural style or period;

b. Is an example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally;

c. Demonstrates superior craftsmanship or high artistic value;

d. Represents an innovation in construction, materials, or design;

e. Represents a built environment of a group of people in an era of history;

f. Exhibits a pattern or grouping of elements representing at least one of the above criteria; or

g. Is a significant historic remodel.

(B) Cultural

a. Is a site of an historic event that had an effect upon society;

b. Exemplifies the cultural, political, economic, or ethnic heritage of the City; or

c. Is associated with a notable person or the work of a notable person.

(C) Geographic/Environmental

a. Enhances the sense of identity of the City; or

b. Is an established and familiar natural setting or visual feature of the City.

(ii) Prehistoric and historic archaeological structures or sites shall meet one or more of the following:

(A) Architectural

a. Exhibits distinctive characteristics of a type, period, or manner of construction; or

b. Is a unique example of structure.

(B) Cultural

a. Has the potential to make an important contribution to the knowledge of the area's history or prehistory;

b. Is associated with an important event in the area's development;

c. Is associated with a notable person or the work of a notable person;

d. Is a typical example or is associated with a particular ethnic or other community group; or

e. Is a unique example of an event in local history.

(C) Geographic/Environmental

Is geographically or regionally important.

(iii) Each property shall also be evaluated based on physical integrity using the following criteria (a property need not meet all the following criteria):

(A) Shows character, interest, or value as part of the development, heritage or cultural characteristics of the community, region, state, or nation;

(B) Retains original design features, materials and/or character;

(C) Is in the original location or same historic context if it has been moved; or

(D) Has been accurately reconstructed or restored.

(2) Historic Districts

(i) For the purposes of this section, a historic district is a geographically definable area including a concentration, linkage or continuity of sites, buildings, structures and/or objects. A historic district is related by a pattern of either physical elements or social activities.

(ii) Significance is determined by applying criteria to the pattern and unifying elements.

(iii) Nominations/applications for historic district designation shall not be approved unless the application contains written approval from owners of at least 60 percent of the properties within the proposed district boundaries.

(iv) Properties that do not contribute to the significance of the historic district may be included within the boundaries so long as the noncontributing elements do not noticeably detract from the district's sense of time, place, and historical development. Noncontributing elements shall be evaluated for their magnitude of impact by considering their size, scale, design, location and/or information potential.

(v) Historic district boundaries shall be defined by visual changes, historical documentation of different associations or patterns of development, or evidence of changes in site type or site density as established through testing or survey.

(vi) When districts are designated, applicable design guidelines and other appropriate restrictions may be included as part of the designation.

(vii) In addition to meeting at least one of the criteria as outlined in subsection (f)(2)(viii) below, the designated contributing sites and structures within the district must be at least 50 years old. The district could be exempt from the age standard if the resources are found to be exceptionally important in other significant criteria.

(viii) Historic districts shall meet one or more of the following:

(A) Architectural

a. Exemplifies specific elements of an architectural period or style;

b. Is an example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally;

c. Demonstrates superior craftsmanship or high artistic value;

d. Represents an innovation in construction, materials, or design;

e. Represents a built environment of a group of people in an era of history;

f. Is a pattern or a group of elements representing at least one of the above criteria; or

g. Is a significant historic remodel.

(B) Cultural

a. Is the site of an historic event that had an effect upon society;

b. Exemplifies cultural, political, economic, or social heritage of the community; or

c. Is associated with a notable person or the work of a notable person.

(C) Geographic/Environmental

a. Enhances the sense of identity of the community; or

b. Is an established and familiar natural setting or visual feature of the community.

(D) Archaeology/Subsurface

a. Has the potential to make an important contribution to the area's history or prehistory;

b. Is associated with an important event in the area's development;

c. Is associated with a notable person or the work of a notable person;

d. Has distinctive characteristics of a type, period, or manner of construction;

e. Is of geographical importance;

f. Is a typical example/association with a particular ethnic group;

g. Is a typical example/association with a local cultural or economic activity; or

h. Is a unique example of an event or structure.

(g) Review of Alterations

(1) City Registry

The owner of any historic structure or site on the City Registry designated pursuant to subsection (e) of this section is requested to consult with the Historic Board before making any alteration. The Historic Board shall determine if the alteration is compatible with the designation. In reviewing a proposed alteration, the Historic Board shall consider design, finish, material, scale, mass, and height. When the subject site is in an historic district, the Historic Board must also find that the proposed development is visually compatible with development on adjacent properties, as well as any guidelines adopted as part of the given historic district designation. For the purposes of this section, the term "compatible" shall mean consistent with, harmonious with and/or enhances the mixture of complementary architectural styles either of the architecture of an individual structure or the character of the surrounding structures. The Historic Board shall use the following criteria to determine compatibility of a proposed alteration:

(i) The effect upon the general historical and architectural character of the structure and property;

(ii) The architectural style, arrangement, texture, and material used on the existing and proposed structures and their relation and compatibility with other structures;

(iii) The size of the structure, its setbacks, its site, location, and the appropriateness thereof, when compared to existing structure and the site;

(iv) The compatibility of accessory structures and fences with the main structure on the site, and with other structures;

(v) The effects of the proposed work in creating, changing, destroying, or otherwise impacting the exterior architectural features of the structure upon which such work is done;

(vi) The condition of existing improvements and whether they are a hazard to public health and safety; or

(vii) The effects of the proposed work upon the protection, enhancement, perpetuation, and use of the property.

(2) North Seventh Street Historic Residential District

The owner of any property within the North Seventh Street Historic Residential District shall comply with the North Seventh Street Historic Residential District Guidelines and Standards.

(i) Before making any construction or alteration to a site or structure, such owner shall make application to the City for a Certificate of Appropriateness. The Director shall review such application for compliance with the Guidelines and Standards and make an initial determination and recommendation to the Board. The Director may include in that recommendation any conditions deemed appropriate to comply with the Guidelines and Standards and with the Zoning and Development Code.

(ii) The Board shall have jurisdiction to review City staff recommendations and to decide applications for Certificates of Appropriateness at a public hearing. The Board may include any conditions of approval deemed appropriate for compliance with the Guidelines and Standards. No owner shall construct or alter a structure or site in the District without first obtaining a Certificate of Appropriateness from the Board.

(iii) A decision of the Board may be appealed to City Council within 30 days of the issuance of the decision. Appeals to City Council shall be de novo.

(iv) All reviews pursuant to this subsection (2) shall determine if the new construction or alteration is compatible with the historic designation as provided in the North Seventh Street Historic Residential District Guidelines and Standards. In reviewing an application, consideration shall be given to design, siting, form, texture, setbacks, orientation, alignment, finish, material, scale, mass, height, and overall visual compatibility, according to and with reference to the applicable Guidelines and Standards of the North Seventh Street Historic Residential District. For purposes of this section, the term "compatible" shall mean consistent with, harmonious with and/or enhancing the mixture of complementary architectural styles either of the architecture of an individual structure or the character of the surrounding structures.

(h) Revocation of Designation

(1) If a building or special feature on a designated site has been altered in such a way so as to negate the features necessary to retain designation, the owner may apply to the Historic Board for a revocation of the designation or the Historic Board shall recommend revocation of the designation to the City Council in the absence of the owner's application to do so.

(2) If a designated structure is moved or demolished, the designation shall, without notice and without Historic Board recommendation, automatically terminate. If moved, a new application for designation at the new location must be made in order for designation to be considered.

(3) Upon the City Council's decision to revoke a designation, the Director shall cause a revocation notice to be sent to the property owner.

21.02.070 Development Fees

(a) Development Impact Fees

(1) Title

This section shall be known and may be cited as the "Grand Junction, Colorado, Impact Fee Ordinance" or "Impact Fee Ordinance."

(2) Authority

The City has the authority to adopt this section pursuant to Article XX, § 6 of the Colorado State Constitution, the City's home rule charter, the City's general police powers, and other laws of the State of Colorado.

(3) Application

This section shall apply to all development within the territorial limits of the City, except development exempted pursuant to GJMC 21.02.070(a)(5)(ii).

(4) Purpose

(i) The intent of this section is to ensure that new development pays a proportionate share of the cost of city parks and recreation, fire, police, and transportation capital facilities.

(ii) It is the intent of this section that the impact fees imposed on new development are no greater than necessary to defray the impacts directly related to proposed new development.

(iii) Nothing in this section shall restrict the City from requiring an applicant for a development approval to construct reasonable capital facility improvements designed and intended to serve the needs of an applicant's project, whether or not such capital facility improvements are of a type for which credits are available under GJMC 21.02.070(a)(6), Credits.

(5) Development Impact Fees to Be Imposed

(i) Fee Obligation, Payment, and Deposit

(A) Obligation to Pay and Time of Payment

Any person who causes the commencement of impact-generating development, except those exempted pursuant to GJMC 21.02.070(a)(5)(ii) shall be obligated to pay impact fees pursuant to the terms of this section. The obligation to pay the impact fees shall run with the land. The amount of the impact fees shall be determined in accordance with GJMC 21.02.070(a)(5)(iii) and the fee schedule in effect at the time of issuance of a Planning Clearance and paid to the Director at the time of issuance of a Planning Clearance. If any credits are due pursuant to GJMC 21.02.070(a)(6) those shall be determined prior to the issuance of a Planning Clearance and payment of the impact fees.

(B) Fees Promptly Deposited into City Accounting Funds

All monies paid by a fee payer pursuant to this section shall be identified as impact fees and shall be promptly deposited in the appropriate City impact fee accounting funds established and described in GJMC 21.02.070(a)(7).

(C) Extension of Previously Issued Development Approval

If the fee payer is applying for an extension of a development approval issued prior to January 1, 2020, the impact fees required to be paid shall be the net increase between the impact fees applicable at the time of the current permit

extension application and any impact fees previously paid pursuant to this section, and shall include any impact fees established subsequent to such prior payment.

(D) Fee Based on Approved Development

If the Planning Clearance is for less floor area than the entire development approved pursuant to the development approval, the fee shall be computed separately for the floor area of development covered by the Planning Clearance, and with reference to the use categories applicable to such development covered by the Planning Clearance.

(E) Permit for Change in Use, Expansion, Redevelopment, Modification

If the fee payer is applying for a Planning Clearance to allow for a change of use or for the expansion, redevelopment, or modification of an existing development, the impact fees required to be paid shall be based on the net increase in the impact fees for the new use as compared to the previous use and actual fee paid for the previous use, and shall include any impact fees established subsequent to such prior payment.

(F) Prior Conditions and/or Agreements

Any person who prior to January 1, 2020, has agreed in writing with the City, as a condition of permit approval, to pay an impact fee shall be responsible for the payment of the impact fees under the terms of such agreement, and the payment of the impact fees may be offset against any impact fees due pursuant to the terms of this section.

(G) Time of Submittal

For nonresidential and multifamily development (excluding townhomes, duplexes, and condominium residence(s)) the fee shall be calculated as of the submission of a complete application and construction commences within two years of approval. Should construction fail to commence within two years, the applicant shall pay those fees in place at the time of issuance of a Planning Clearance.

(ii) Exemptions

The following types of development shall be exempt from payment of impact fees. Any claim for exemption shall be made no later than the time when the applicant applies for the first Planning Clearance. Any claim for exemption not made at or before that time shall be waived. The Director shall determine the validity of any claim for exemption pursuant to the standards set forth below.

(A) Replacing Existing Residential Unit with New Unit

Reconstruction, expansion, alteration, or replacement of a previously existing residential unit that does not create any additional residential units.

(B) New Impact-Generating Development Creates No Greater Demand than Previous Development.

New impact-generating development that the fee payer can demonstrate will create no greater demand over and above that produced by the existing use or development.

(C) Building after Fire or Other Catastrophe

Rebuilding the same amount of floor space of a structure that was destroyed by fire or other catastrophe.

(D) Accessory Structures

Construction of unoccupied accessory structures related to a residential unit.

(E) Previous Payment of Same Amount of Impact Fees

Impact-generating development for which an impact fee was previously paid in an amount that equals or exceeds the impact fee that would be required by this section.

(F) Government

Development by the federal government, the state, school district, county or the City.

(G) Complete Development Application Approved Prior to Effective Date of Chapter

For development for which a complete application for a Planning Clearance was approved prior to January 1, 2020; and for nonresidential and multifamily development for which a complete application was submitted prior to January 1, 2020, so long as construction commences by January 1, 2022, the required fees shall be those in effect at time of submittal.

(H) Small Additions and Renovations for Residential Uses

Construction of an addition to an existing dwelling unit of 500 square feet or less, or expansion of finished space for an existing dwelling unit of 500 square feet or less. This exemption shall only be used one time for each dwelling unit and does not apply to accessory dwelling units.

(iii) Calculation of Amount of Impact Fees

(A) Impact Fee Schedule

Except for those electing to pay impact fees pursuant to GJMC 21.02.070(a)(5)(iii)(B), the impact fees applicable to the impact-generating development shall be as determined by the impact fee schedule, which is hereby adopted and incorporated herein. The impact fee schedules are based on the impact fee studies. It applies to classes of land uses within the City, differentiates between types of land uses, and is intended to defray the projected impacts caused by proposed new development on city capital facilities. The determination of the land use category(ies) in the impact fee schedules that are applicable to

impact-generating development shall be made by the Director with reference to the impact fee studies and the methodologies therein; the then-current edition of the ITE Trip Generation Manual, published by the Institute of Traffic Engineers; the City zoning and development code; the then-current land use approvals for the development; and any additional criteria set forth in duly promulgated administrative rules.

a. Annual Adjustment of Impact Fees to Reflect Effects of Inflation

The impact fee schedule shall be adjusted annually and/or biannually consistent with the impact fee study. Commencing on January 1, 2023, and on January 1st of each subsequent year, each impact fee amount set forth in the impact fee schedule shall be adjusted for inflation, as follows:

1. For transportation impact fees, the fees shall be adjusted for inflation based on the latest 10-year average of the Colorado Department of Transportation Construction Cost Index, published quarterly by CDOT.
2. For fire, police, and parks the fees shall be adjusted for inflation based on the most recent Construction Cost Index published by Engineering News Record.
3. The adjusted impact fee schedule shall become effective immediately upon calculation and certification by the City Manager and shall not require additional action by the City Council to be effective.

b. Impact-Generating Development Not Listed in the Impact Fee Schedule

If the proposed impact-generating development is of a type not listed in the impact fee schedule, then the impact fees applicable are those of the most nearly comparable type of land use. The determination of the most nearly comparable type of land use shall be made by the Director with reference to the impact fee study and City code.

c. Mix of Uses

If the proposed impact-generating development includes a mix of those uses listed in the impact fee schedule, then the impact fees shall be determined by adding the impact fees that would be payable for each use as if it was a freestanding use pursuant to the impact fee schedule.

(B) Independent Fee Calculation Study

In lieu of calculating the amount(s) of impact fees by reference to the impact fee schedule, a fee payer may request that the amount of the required impact fee be determined by reference to an independent fee calculation study.

a. Preparation of Independent Fee Calculation Study

If a fee payer requests the use of an independent fee calculation study, the fee payer shall be responsible for retaining a qualified professional (as

determined by the Director) to prepare the independent fee calculation study that complies with the requirements of this section, at the fee payer's expense.

b. General Parameters for Independent Fee Calculation Study

Each independent fee calculation study shall be based on the same level of service standards and unit costs for the capital facilities used in the impact fee study and shall document the relevant methodologies and assumptions used.

c. Procedure

1. An independent fee calculation study shall be initiated by submitting an application to the Director together with an application fee to defray the costs associated with the review of the independent fee calculation study.
2. The Director shall determine if the application is complete. If it is determined the application is not complete, a written statement outlining the deficiencies shall be sent by mail to the person submitting the application. The Director shall take no further action on the application until it is complete.
3. When it is determined the application is complete, the application shall be reviewed by the Director and a written decision rendered on whether the impact fees should be modified, and, if so, what the amount should be, based on the standards in GJMC 21.02.070(a)(6)(i).

d. Standards

If, on the basis of generally recognized principles of impact analysis, the Director determines the data, demand information and assumptions used by the applicant to calculate the impact fees in the independent fee calculation study more accurately measure the proposed impact-generating development's impact on the appropriate capital facilities, the impact fees determined in the independent fee calculation study shall be deemed the impact fees due and owing for the proposed development. The fee adjustment shall be set forth in a fee agreement. If the independent fee calculation study fails to satisfy these requirements, the impact fees applied shall be the impact fees established in the impact fee schedule.

(6) Credits

(i) Standards

(A) General

Any person causing the commencement of impact-generating development may apply for credit against impact fees otherwise due, up to but not exceeding the full obligation of impact fees proposed to be paid pursuant to the provisions of

this section, for any contributions or construction (as determined appropriate by the Director) accepted in writing by the City for capital facilities. Credits against impact fees shall be provided only for that impact fee for which the fee is collected.

(B) Valuation of Credits

a. Construction

Credit for construction of capital facilities shall be valued by the City based on complete engineering drawings, specifications, and construction costs estimates submitted by the fee payer to the City. The Director shall determine the amount of credit due, if any, based on the information submitted, or, if he/she determines the information is inaccurate or unreliable, then on alternative engineering or construction costs determined by and acceptable to the Director.

b. Contributions

Contributions for capital facilities shall be based on the value of the contribution or payment at the time it is made to the City.

(C) When Credits Become Effective

a. Construction

Credits for construction of capital facilities shall become effective after the credit is approved pursuant to this section, a written credit agreement is entered into and (a) all required construction has been completed and has been accepted by the City, (b) suitable maintenance and financial warranty has been received and approved by the City, and (c) all design, construction, inspection, testing, financial warranty, and acceptance procedures have been completed in compliance with all applicable City requirements. Approved credits for the construction of capital facilities may become effective at an earlier date if the fee payer posts security in the form of an irrevocable letter of credit, escrow agreement, or cash and the amount and terms of such security are acceptable by the City Manager. At a minimum, such security must be in the amount of the approved construction credit plus 20 percent, or an amount determined to be adequate to allow the City to construct the capital facilities for which the credit was given, whichever is higher.

b. Contribution

Credits for contributions for capital facilities shall become effective after the credit is approved in writing pursuant to this section, a credit agreement is entered into and the contribution is made to the City in a form acceptable to the City.

c. Transferability of Credits

Credits for contributions, construction or dedication of land shall be transferable within the same development and for the same capital facility

for which the credit is provided but shall not be transferable outside the development. Credit may be transferred pursuant to these terms and conditions by a written instrument, to which the City is a signatory, that clearly identifies which credits issued under this section are to be transferred. The instrument shall be signed by both the transferor and transferee, and the document shall be delivered to the Director for registration of the change in ownership. If there are outstanding obligations under a credit agreement, the City may require that the transferor or transferee or both (as appropriate) enter into an amendment to the credit agreement to assure the performance of such obligations.

d. Total Amount of Credit

The total amount of the credit shall not exceed the amount of the impact fees due for the specific facility fee (e.g., fire, police, parks).

e. Capital Contribution Front-Ending Agreement

The City may enter into a capital contribution front-ending agreement with any developer who proposes to construct capital facilities to the extent the fair market value of the construction of these capital facilities exceeds the obligation to pay impact fees for which a credit is provided pursuant to this section. The capital contribution front-ending agreement shall provide proportionate and fair share reimbursement linked to the impact-generating development's use of the capital facilities constructed.

(ii) Procedure

(A) Submission of Application

In order to obtain a credit against impact fees, the fee payer shall submit an offer for contribution or construction. The offer shall be submitted to the Director and must specifically request a credit against impact fees.

(B) Contribution Offer Contents

The offer for contribution credit shall include the following:

a. Construction

If the proposed credit involves construction of capital facilities:

1. The proposed plan for the specific construction certified by a duly qualified and licensed Colorado engineer;
2. The projected costs for the suggested improvement, which shall be based on local information for similar improvements, along with the construction timetable for the completion thereof. Such estimated costs may include the costs of construction or reconstruction, the costs of all labor and materials, the costs of all lands, property, rights, easements and franchises acquired, financing charges, interest prior to and during construction and for one year after completion of construction, costs of

plans and specifications, surveys of estimates of costs and of revenues, costs of professional services, and all other expenses necessary or incident to determining the feasibility or practicability of such construction or reconstruction;

3. A statement made under oath of the facts that qualify the fee payer to receive a contribution credit.

b. Contribution

If the proposed offer involves a credit for any contribution for capital facilities, the following documentation shall be provided:

1. A copy of the Planning Clearance for which the contribution was established;
2. If payment has been made, proof of payment; or
3. If payment has not been made, the proposed method of payment.

(C) Determination of Completeness

The Director shall determine if the application is complete. If it is determined that the proposed application is not complete, the Director shall send a written statement to the applicant outlining the deficiencies. No further action shall be taken on the application until all deficiencies have been corrected.

(D) Decision

The Director shall determine if the offer for credit is complete and if the offer complies with the standards in GJMC 21.02.070(a)(6)(i).

(iii) Credit Agreement

If the offer for credit is approved by the Director, a credit agreement shall be prepared and signed by the applicant and the City Manager. The credit agreement shall provide the details of the construction or contribution of capital facilities, the time by which it shall be dedicated, completed, or paid, and the value (in dollars) of the credit against the impact fees the fee payer shall receive for the construction or contribution.

(iv) Accounting of Credits

Each time a request to use approved credits is presented to the City, the Director shall reduce the amount of the impact fees, and shall note in the City's records and the credit agreement the amount of credit remaining, if any.

(7) Impact Fee Accounts

(i) Establishment of Impact Fee Accounts

(A) Establishment of Impact Fee Accounts

For the purpose of ensuring impact fees collected pursuant to this section are designated for the mitigation of capital facility impacts reasonably attributable to new impact-generating development that paid the impact fees.

(B) Establishment of Impact Fee Accounts

Impact fees shall be deposited into five accounts (collectively, Impact Fee Accounts): transportation, parks and recreation, capital facilities, fire capital facilities, and police capital facilities accounts.

(ii) Deposit and Management of Impact Fee Accounts

(A) Managed in Conformance with § 29-1-801 C.R.S. et seq

The Impact Fee Accounts shall bear interest and shall be managed in conformance with § 29-1-801 C.R.S. et seq. No impact fees(s) or other similar development land development charge(s) shall be imposed or collected except pursuant to a schedule(s) that is(are) (a) adopted by ordinance by the City Council, pursuant to a legally sufficient study(ies); (b) generally applicable to a broad class of property; and (c) serves to defray the projected impacts on capital facilities caused by development. The City shall from time to time quantify the reasonable impacts of proposed development on existing capital facilities and establish the impact fee(s) or land development charge(s) at a level no greater than necessary to defray such impacts directly related to proposed development. No impact fee or other similar land development charge shall be imposed to remedy any deficiency in capital facilities that exists without regard to the proposed development.

(B) Immediate Deposit of Impact Fees in City Accounting Funds

All Parks and Recreation, Fire, Police, and Transportation impact fees collected by the City pursuant to this section shall be promptly deposited into the appropriate interest bearing accounting fund(s) ("Impact Fee Accounts") of the City designated, as allowed by § 29-1-803 C.R.S., by category, account or fund as determined by the City Manager or their designee. Any interest or other income earned on money deposited shall be credited to the Impact Fees Account(s) and no other City accounting fund(s).

(C) Interest Earned on Impact Fee Account Monies

Any impact fees not immediately expended shall be deposited as provided in this section. Interest earned on money in the Impact Fee Accounts shall be considered part of such account(s) and shall be subject to the same restrictions on use applicable to the impact fees deposited in such account.

(D) Income Derived Retained in Accounts until Spent

All income derived from the deposits shall be retained in the accounts until spent pursuant to the requirements of this section.

(E) Expenditure of Impact Fees

Monies in each account shall be considered to be spent in the order collected, on a first-in/first-out basis.

(iii) Annual Report

At least once annually the City will publish on its official website a report for the most recent fiscal year stating the amount of each Impact fee and/or land development charge collected to the Impact Fee Accounts, the average annual interest rate on each account and the total amount disbursed from each account.

(8) Expenditure of Impact Fees

(i) Capital Facilities Impact Fees

The monies collected from each capital facilities impact fee shall be used only to acquire or construct capital facilities within the City. Each and all capital facilities impact fees may, as determined by the City Council, be expended anywhere within the City notwithstanding the location of the project for which the impacts were paid.

(ii) No Monies Spent for Routine Maintenance, Rehabilitation or Replacement of Capital Facilities

No monies shall be spent for periodic or routine maintenance, rehabilitation, or replacement of any City transportation, parks and recreation, fire, or police capital facilities.

(iii) No Monies Spent to Remedy Deficiencies Existing on Effective Date of Chapter

No monies shall be spent to remedy existing deficiencies in transportation capital facilities, parks and recreation capital facilities, fire capital facilities, or police capital facilities.

(iv) Transportation Impact Fees

Transportation impact fee monies may be spent for the reconstruction and replacement of existing roads, the construction of new road systems and may be used to pay debt service on any portion of any current or future general obligation bond or revenue bond issued after July 6, 2004, and used to finance major road system improvements. All Transportation Impact Fees may, as determined by the City Council, be expended anywhere within the City notwithstanding the location of the project for which the impacts were paid.

(9) Refund of Impact Fees Paid

(i) Refund of Impact Fees Not Spent or Encumbered in 10 Years

A fee payer or the fee payer's successor-in-interest may request a refund of any impact fees not spent or encumbered within 10 years from the date the fee was paid, along with interest actually earned on the fees. Impact fees shall be deemed to be spent on the basis of the first fee collected shall be the first fee spent.

(ii) Procedure for Refund

The refund shall be administered by the Director, and shall be undertaken through the following process:

(A) Submission of Refund Application

A fee payer or successor-in-interest shall submit within one year following the end of the tenth year from the date on which the Planning Clearance was issued for which a refund is requested. The refund application shall include the following information:

a. A copy of the dated receipt issued for payment of the impact fee;

b. A copy of the Planning Clearance.

(B) Determination of Completeness

The Director shall determine if the refund application is complete. If the application is not complete, the Director shall mail the applicant a written statement outlining the deficiencies. The Director shall take no further action on the refund application until it is complete.

(C) Decision on Refund Application

When the refund application is complete, it shall be reviewed and approved if the Director determines a fee has been paid which has not been spent within the 10-year period. The refund shall include the fee paid plus interest actually earned on the impact fee.

(iii) Limitations

(A) Expiration of Planning Clearance without Possibility of Extension

If a fee payer has paid an impact fee required by this section and obtained a Planning Clearance, and the Planning Clearance for which the impact fee was paid later expires without the possibility of further extension, then the fee payer or the fee payer's successor-in-interest may be entitled to a refund of the impact fee paid, without interest. In order to be eligible to receive a refund of impact fees pursuant to this subsection, the fee payer or the fee payer's successor-in-interest shall be required to submit an application for such refund to the Director within 30 days after the expiration of the Planning Clearance for which the fee was paid. If a successor-in-interest claims a refund of the impact fee, the City may require written documentation that such rights have been conveyed to the claimant. If there is uncertainty as to the person to whom the refund is to be paid or if there are conflicting demands for such refund, the City Attorney may interplead such funds.

(iv) No Refund If Project Demolished, Destroyed, Altered, Reconstructed or Reconfigured

After an impact fee has been paid pursuant to this section, no refund of any part of such fee shall be made if the development for which the impact fee was paid is later demolished, destroyed, or is altered, reconstructed, reconfigured, or changed in use so as to reduce the size or intensity of the development or the number of units in the development.

(10) Low-Moderate Income Housing

In order to promote the provision of low-moderate income housing in the City, the City Council may agree in writing to pay some or all of the impact fees imposed on a proposed low or moderate income housing development by this section from other unrestricted funds of the City. Payment of impact fees on behalf of a fee payer shall be at the discretion of the City Council and may be made pursuant to goals and objectives adopted by the City Council to promote housing affordability.

(11) Administration, Appeals and Updates of Determination or Decision of Director to City Manager

(i) Review Every Seven Years

The impact fees described in this section and the administrative procedures of this section shall be reviewed at least once every seven years by the City Manager to ensure that (i) the demand and cost assumptions underlying the impact fees are still valid, (ii) the resulting impact fees do not exceed the actual costs of constructing capital facilities that are of the type for which the impact fees are paid and that are required to serve new impact-generating development, (iii) the monies collected or to be collected in each impact account have been and are expected to be spent for capital facilities for which the impact fees were paid, and (iv) the capital facilities for which the impact fees are to be used will benefit the new development paying the impact fees.

(ii) Appeal

(A) Director Determination or Decision

Any determination or decision made by the Director under this section may be appealed to the City Manager by filing with the City Manager within 30 days of the determination or decision for which the appeal is being filed: (A) a written notice of appeal on a form provided by the City Manager, (B) a written explanation of why the appellant feels the determination or decision is in error, and (C) an appeal fee established by the City.

(B) City Manager Review

The City Manager shall fix a time and place for hearing the appeal, and shall mail notice of the hearing to the appellant at the address given in the notice of appeal. The hearing shall be conducted at the time and place stated in the notice given by the City Manager. At the hearing, the City Manager shall consider the appeal and either affirm or modify the decision or determination of the Director based on the relevant standards and requirements of this section. The decision of the City Manager shall be final.

(C) Administrative Rules

The City Manager and Director, and their respective designees, may from time to time establish written administrative rules, not inconsistent with the provisions of this section, to facilitate the implementation of this section as provided in GJMC

21.02.010. Without limiting the foregoing, the Director is authorized to establish written administrative rules, not inconsistent with the provisions of this section, for use in the determination of the land use category(ies) in the impact fee schedule that is applicable to impact-generating development. All administrative rules adopted pursuant hereto shall be published in written form and copies thereof maintained in the offices of the Director and City Clerk. Administrative rules adopted pursuant hereto and a copy of such rules shall be made available without charge to fee payers and other persons requesting a copy thereof.

(12) Impact Fee Schedule – Fire, Police, Parks and Recreation, and Transportation

Table 21.02-7: Impact Fee Schedule (2023) Fire, Police, Parks and Recreation & Transportation

		Fire	Police	Parks & Recreation	Transportation
Single-Family					
<1,250 sq. ft. of living area	Dwelling	$751	$323	$1,333	$3,078
1,250 to 1,649 sq. ft. of living area	Dwelling	$751	$323	$1,333	$4,711
1,650 to 2,299 sq. ft. of living area	Dwelling	$751	$323	$1,333	$5,377
2,300 sq. ft. or more of living area	Dwelling	$751	$323	$1,333	$7,042
Manufactured Home in a Manufactured Housing Community	Pad	$751	$323	$1,333	$3,196
Multi-family	Dwelling	$494	$212	$897	$2,881
RV Park	Pad	$494	$212	---	$3,196
Hotel/Lodging	1,000 sf	$517	$218	---	$3,972 [1]
Retail/Commercial	1,000 sf	$517	$218	---	$7,227
Convenience Commercial (Gas station/Drive Thru)	1,000 sf	$517	$218	---	$15,364
Office	1,000 sf	$202	$86	---	$5,799
Institutional/ Public	1,000 sf	$202	$86	---	$1,426
Industrial	1,000 sf	$70	$30	---	$2,025
Warehousing	1,000 sf	$36	$15	---	$921

Notes:
[1] Hotel/Lodging Transportation Fee calculated per Room
Fees will be increased annually for inflation

(b) School Land Dedication Fee

(1) Standard for School Land Dedication

Dedication of suitable school lands for school purposes shall be required of any development if the school district determines that such development includes within it

land which is necessary for implementing a school plan. In all other cases, the fee required under GJMC 21.02.070(b)(1)(ii) shall be paid in lieu of a school land dedication.

(i) Standard for Fee in Lieu of School Land Dedication

Except in cases where a school land dedication is required in accordance with this section, or an exemption under this section applies, all development and all projects which contain a new dwelling shall be subject to fees in lieu of school land dedication (SLD fee) in an amount per dwelling unit determined by resolution of the City Council. SLD fees shall be collected by the City for the exclusive use and benefit of the school district in which such development is located and shall be expended by the school district solely to acquire real property or interests in real property reasonably needed for development or expansion of school sites and facilities, or to reimburse the school district for sums expended to acquire such property or interests. Revenues from such fees shall be used only for such purposes.

(ii) Payment, Prepayment, Exemption, Credit, and Refund of SLD Fee

(A) No building permit shall be issued for a dwelling, multiple-family dwelling or multifamily dwelling which is or contains one or more dwelling units until and unless the SLD fee for such dwelling unit in effect at the time such permit is applied for has been paid as required by this section.

(B) Nothing in GJMC 21.02.070(b)(1)(i) shall preclude a holder of a development permit for a residential development or mixed-use development containing a residential development component from prepaying the SLD fees to become due under this section for one or more dwellings, multiple-family dwellings or multifamily dwellings to be constructed in such development. Such prepayment shall be made upon the filing of a Final Plat for residential development, at the SLD fee rate then in effect and in the amount which would have been due had a building permit application for such dwelling been pending at the time of prepayment. A subsequent building permit for a dwelling, multiple-family dwelling or multifamily dwelling which is or contains one or more dwelling units for which the SLD fees have been prepaid shall be issued without payment of any additional SLD fees. However, if such permit would allow additional dwelling units for which SLD fees have not been prepaid, such permit shall not be issued until the SLD fees for such additional dwelling units have been paid at the rate per dwelling unit in effect at the time the building permit application was made.

(C) Any prepayment of SLD fees in accordance with this section shall be documented by a memorandum of prepayment which shall contain, at minimum, the following:

a. The legal description of the real property subject to residential development for which an SLD fee is being prepaid;

b. A description of the development permit issued concerning such real property, and a detailed statement of the SLD fees owed pursuant to such permit which are being prepaid;

c. The notarized signatures of the record owner of the property or their duly authorized agents;

d. The notarized signature of the County Manager indicating approval of the prepayment plan, if the fee was paid while the real property was outside the limits of the City; or if the fee was paid at the time the real property was within the limits of the City, of the City Manager, indicating approval of the prepayment plan.

(iii) Exemptions

The following shall be exempted from payment of the SLD fee:

(A) Alterations or expansion of an existing building except where the use is changed from nonresidential to residential and except where additional dwelling units result;

(B) The construction of accessory buildings or structures;

(C) The replacement of a destroyed or partially destroyed building or structure with a new building or structure of the same size and use;

(D) The installation of a replacement mobile home on a lot or other parcel when a fee in lieu of land dedication for such mobile home has previously been paid pursuant to this section or where a residential mobile home legally existed on such site on or before the Effective Date of the ordinance codified in this section;

(E) Nonresidential buildings, nonresidential structures, or nonresidential mobile homes;

(F) Nursing homes, adult foster care facilities or specialized group facilities;

(G) City- or County-approved planned residential developments that are subject to recorded covenants restricting the age of the residents of said dwelling units such that the dwelling units may be classified as housing for older persons pursuant to the Federal Fair Housing Amendments Act of 1988.

(iv) Credits

(A) An applicant for a development permit (or a holder of such a permit) who owns other suitable school lands within the school district in which the development is located may offer to convey such lands to the school district in exchange for credit against all or a portion of the SLD fees otherwise due or to become due. The offer must be in writing, specifically request credit against fees in lieu of school land dedication, and set forth the amount of credit requested. If the City and the school district accept such offer, the credit shall be in the amount of the

value of the suitable school lands conveyed, as determined by written agreement between the City, the school district and the permit holder or applicant.

(B) Credit against SLD fees otherwise due or to become due will not be provided until good and sufficient title to the property offered under this subsection is conveyed to and accepted by the school district. Upon such conveyance, the school district and the City shall provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, and a description of the project or development to which the credit shall be applied.

(C) Credits shall not be transferable from one project or development to another.

(v) Refund of Fees Paid

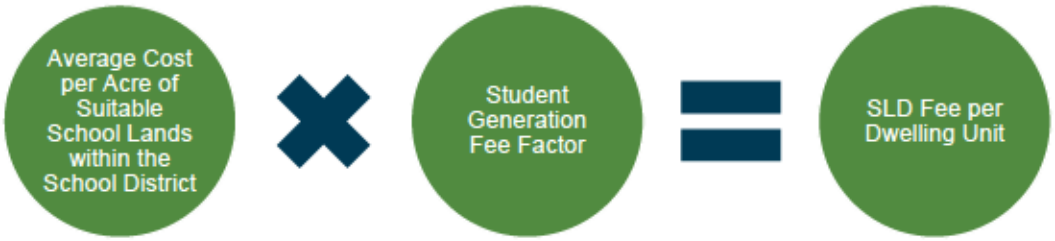
(A) Any SLD fee which has not been expended by the school district within five years of the date of collection shall be refunded, with interest at the rate of five percent per annum compounded annually, to the person who paid the fee. Prior to such refund, such amount shall be reduced by an amount equal to three percent of the principal amount to be refunded, for the costs incurred by the City in the refund of such fee. The City shall give written notice by U.S. mail to the person who paid the fee at their address as reflected in the records of the Mesa County Clerk and Recorder. If such person does not file a written claim for such refund with the City within 90 days of the mailing of such notice, such refund shall be forfeited and shall be retained and used for the purposes set forth in this section.

(B) The City Council may, upon the school district's request, extend the five-year period of time specified in GJMC 21.02.070(b)(1)(v)(A) upon a showing that such extension is reasonably necessary in order for the school district to complete or close a purchase transaction entered into in writing by such district prior to expiration of such period, or to give the school district an opportunity to exercise a purchase option it acquired prior to expiration of such period. Such request shall be made at a public hearing of the City Council. In no event shall any extension of time exceed an additional five-year period.

(2) Fees in Lieu of School Land Dedication (SLD Fees)

(i) SLD fees shall be collected and held in trust for the use and benefit of the school district containing the residential development for which the fee is collected. Such fees shall be expended by the school district to acquire additional real property for expansion of school facilities and construction of new school facilities necessitated by new residential development in the school district, or to reimburse the school district for sums expended to acquire such property. The amount of the SLD fee shall be based on a methodology which takes into account the student generation rates of new residential development, the quantity of land required to build new school facilities on a per pupil basis, and the anticipated cost of acquiring suitable school lands in the school district to expand existing school facilities and construct new school facilities to accommodate new residential development without decreasing current levels of educational services.

(ii) The SLD fee and the value of the variables in the formula to determine the SLD fee shall be set by resolution of the City Council in accordance with the following formula:



(For example, if the average cost of suitable school lands within the school district is $15,000 per acre and the student generation fee factor is 0.023, the SLD fee per dwelling unit would be $15,000 x 0.023, or $345.00.)

(iii) The average cost per acre of suitable school lands within the school district ("average cost per acre for SLD fee") and the student generation fee factor ("SGF factor") shall be determined by City Council. Before City Council considers modification of either, a 60-day prior written notice shall be provided to the school district. If a written request for a public hearing specifying which factor, the average cost per acre for SLD fee and/or the SGF factor, the school district wants to be heard on is received by the City from the school district at least 30 days before the matter is scheduled to be determined by City Council, a public hearing shall occur. At a hearing where City Council is considering the modification of the average cost per acre for SLD fee, City Council shall consider the school district's long range capital improvement plans and any other evidence, comments or recommendations submitted by the school district. At a hearing where City Council is considering the modification of the SGF factor, City Council shall consider the school district's school facilities plan currently in place, the methodology and data supporting the proposed modification, and any evidence, comments or recommendations submitted by the school district.

(iv) The SLD fee in effect as of January 1, 2006, was $460.00. The SGF factor used to determine the SLD fee was 0.023. This SLD fee and SGF factor shall continue until otherwise modified by City Council as set forth in this Code.

Chapter 21.03 Zone Districts and Dimensional Standards

21.03.010 Purpose

The purpose of this section is to establish zone districts that:

(a) Implement the Comprehensive Plan;

(b) Encourage the most appropriate use of land throughout the City and to ensure logical and orderly growth and development of the physical elements of the City;

(c) Prevent scattered, haphazard growth and guide the orderly development, infill, and redevelopment of urban areas;

(d) Conserve and enhance economic, social, and aesthetic values;

(e) Protect and maintain the integrity and character of established neighborhoods;

(f) Facilitate provision of adequate public facilities and services, such as transportation, water, sewerage, schools, streets, and parks;

(g) Promote the development of convenient and beneficial clusters of uses, including business and shopping facilities, in locations that provide safe walkability and reasonable vehicular access;

(h) Provide for adequate light and clean air;

(i) Aid in designing safe and effective mobility in the streets and public ways of the City;

(j) Prevent unduly noisome and/or injurious substances, conditions, and operations in or near residential areas;

(k) Secure safety from fire, panic, and other dangers; and

(l) Promote the public health, safety, and welfare.

21.03.020 Zoning Map

(a) Establishment

(1) The boundaries of the zone districts established by this Code shall be shown on a map entitled Zoning Map of the City of Grand Junction. The Zoning Map is, by this reference, made a part of this Code.

(2) The official Zoning Map shall be located in, and maintained by, the Community Development Department in keeping with the City Clerk's custodial requirements. An electronic version of the official map shall be displayed on the City of Grand Junction website or other online venue.

(3) All amendments to the Zoning Map shall be shown on the map. Changes made to zone district boundaries shall be promptly entered on the Zoning Map after amendment by the City Council.

(b) Boundaries

The following rules shall be applied as necessary to interpret the Zoning Map. Rules of interpretation may be applied either singularly or jointly, as needed.

(1) Zone Boundaries

(i) Zone boundaries shall be located on municipal corporate lines, section lines, parcel lines, natural feature boundary lines or on the center lines of highways, streets, alleys, railroad rights-of-way, water bodies (natural and man-made), ditches, or canals or these lines extended. Boundaries that appear to follow an established line shall be construed to follow the line.

(ii) In cases where these lines are not used, the zone district lines shall be as determined by using the Zoning Map scale.

(iii) Rights-of-way are not zoned unless vacated. Vacated ROW is zoned with the same district as the parcel into which it is incorporated or next to which it is adjacent. If a vacated ROW is adjacent to two or more zone districts the Director shall interpret the application of the Zoning Map.

(2) Zoning Standards

If a parcel of land is divided by a zone district boundary line at the time of enactment of this Code or by subsequent amendments, the appropriate standards and uses for each zone district shall apply on the portion of the parcel covered by that zone district.

(3) District Boundary Disputes

Disputes concerning the exact location of any zone district boundary line shall be decided in accordance with GJMC 21.02.040(e).

21.03.030 Zone District Establishment

(a) Zone Districts Created

(1) To carry out the provisions of this title, the City is hereby divided into the following zone districts. The regulations in each zone district shall be uniform throughout that district but may differ from those in other districts.

(2) Within the various zone districts and as indicated on the Zoning Map and subject to the requirements of those districts, no building or structure shall be erected, reconstructed, or structurally altered, nor shall any land, building or structure be used for any purpose except as allowed in the applicable zone district unless the provisions of GJMC Chapter 21.12 apply.

Table 21.03-1: Zone Districts Summary

Legacy Districts	Updated District Titles	Section
Residential		
R-R: Residential – Rural	Residential – Rural, R-R	21.03.050(d)
R-E: Residential – Estate	Residential – Estate Retired, R-ER	0
R-1: Residential – 1	Residential 1 Retired, R-1R	21.03.050(f)
R-2: Residential – 2	Residential 2 Retired, R-2R	21.03.050(g)
R-4: Residential – 4	Residential Low 4, RL-4	21.03.050(h)
R-5: Residential – 5	Residential Low 5, RL-5	21.03.050(i)

Table 21.03-1: Zone Districts Summary		
Legacy Districts	**Updated District Titles**	**Section**
R-8: Residential – 8	Residential Medium 8, RM-8	21.03.050(j)
R-12: Residential – 12	Residential Medium 12, RM-12	21.03.050(k)
R-16: Residential – 16	Residential High 16, RH-16	21.03.050(l)
R-24: Residential – 24	Residential High 24, RH-24	21.03.050(m)
Mixed-Use Commercial		
R-O: Residential – Office	Mixed-Use Neighborhood, MU-1	21.03.060(c)
B-1: Neighborhood Business	[Combined with R-O into MU-1]	
B-2: Downtown Business	Mixed-Use Downtown, MU-3	21.03.060(e)
M-U: Mixed Use	Mixed-Use Light Commercial, MU-2	21.03.060(d)
C-1: Light Commercial	[Combined with M-U into MU-2]	
BP: Business Park Mixed-Use	[Combined with M-U into MU-2]	
C-2 General Commercial	Commercial General, CG	21.03.060(f)
MXR: Mixed Use Residential	[Combined with Residential Districts]	
MXG: Mixed Use General	[Combined with closest MU district]	
MXS: Mixed Use Shopfront	[Combined with closest MU district]	
MXOC: Mixed Use Opportunity Corridor	[Combined with MU-2]	
Industrial		
I-O: Industrial/Office Park	Industrial/Office Park Retired, I-OR	21.03.070(d)
I-1: Light Industrial	Industrial Light, I-1	21.03.070(e)
I-2: General Industrial	Industrial General, I-2	21.03.070(f)
Public, Parks, and Open Space		
CSR: Community Services and Recreation (Parks and Open Space only)	Public Parks and Open Space, P-1	21.03.080(c)
CSR: Community Services and Recreation (Public, Civic and Institutional Facilities)	Public, Civic, and Institutional Campus, P-2	21.03.080(d)
Planned Development		
PD: Planned Development	Planned Development, PD	21.03.0100
Overlay		
AE: Airport Environs Overlay	Airport Environs Overlay, AE	21.03.090
H Road/Northwest Area	H Road/Northwest Area	GJMC Title 22
North Avenue Overlay	North Avenue Overlay	GJMC Title 23
Greater Downtown Overlay	Greater Downtown Overlay	GJMC Title 24

Table 21.03-1: Zone Districts Summary		
Legacy Districts	**Updated District Titles**	**Section**
24 Road Corridor Standards	24 Road Corridor Standards	GJMC Title 25
North Seventh Avenue Historic Residential District	North Seventh Avenue Historic Residential District	GJMC Title 26
Horizon Drive District Overlay	Horizon Drive District Overlay	GJMC Title 27

(b) Districts to Regulate Development and Implement the Comprehensive Plan

(1) Table 21.03-2: identifies which zone district(s) appropriately implement(s) a given future land use designation identified in the Land Use Plan of the One Grand Junction Comprehensive Plan ("OGJ LUP").

(2) An OGJ LUP designation is a broad identified of future land use and can be implemented through more than one zone district. A dot indicates that the zone district implements the corresponding OGJ LUP designation and is therefore an appropriate option for zoning or rezoning of land within that designated area on the OGJ LUP map.

(3) A blank cell (no dot) indicates that the zone district is not an appropriate option for zoning or rezoning of land within the corresponding OGJ LUP designation.

(4) This Code includes zone districts that pre-date and do not implement the OGJ LUP. These zone districts have been carried forward to this Code and remain current and conforming zoning, but lack of implementation of an OGJ LUP designation may be considered reason for rezoning denial. This Code also includes zone districts that have been retired and to which property may not be rezoned. These districts are not included in the following table.

Table 21.03-2: Comprehensive Plan Implementation

Zone Districts	Rural Res	Res Low	Res Med	Res High	Mixed Use	Comm	Ind	Air port	Parks & Open Space
Residential									
Residential – Rural	●								
Residential – Estate									
Residential – 1									
Residential - 2									
Residential Low 4		●							
Residential Low 5		●							
Residential Medium 8			●						
Residential Medium 12			●						
Residential High 16				●	●				
Residential High 24				●	●				
Mixed-Use and Commercial									
Mixed-Use 1: Neighborhood				●	●				
Mixed-Use 2: Light Commercial					●	●			
Mixed-Use 3: Downtown					●				
Commercial General					●	●	●		
Industrial									
Industrial 1: Light							●		
Industrial 2: General							●		
Public, Parks, and Open Space									
Public, Parks and Open Space, P-1	●	●	●	●	●				●
Public, Civic, and Institutional Campus, P-2	●	●	●	●	●	●		●	●
Overlay									
Airport Environs								●	
Planned Development									
Planned Development		●	●	●	●	●	●		

21.03.040 Dimensional Standards General Rules and Exceptions

(a) Dimensional Standards Established by Zone District

(1) The dimensional standards applicable to each zone district are located within that zone district.

(2) Legally nonconforming lots may be developed per GJMC 21.12.050.

(3) Exceptions and restrictions applicable to some dimensional standards are provided in this section. Other exceptions or restrictions may be provided for elsewhere in this Code. Where there is uncertainty about the applicability of dimensional exception, an applicant may request a Code Interpretation per GJMC 21.02.040(e).

(b) Flag Lots

Where permitted by the Director, flag lots shall meet the standards in GJMC Chapter 21.09.

(c) Height Exceptions

(1) Structures and Equipment

(i) Zone district height limit exceptions are allowed as follows:

Table 21.03-3: Permitted Height Exceptions

Projection	Height Increase, max
Chimneys, stacks, vents, and flues	30% over zone district max height
Antennas and towers (except as provided in Sec. xx, Wireless Communication Facilities)	30 ft
Emergency sirens and similar devices	Any distance
Mechanical, electrical, and plumbing equipment; solar panels or solar array; air conditioner and evaporative coolers	30% over zone district max height
Parapet walls, safety railings, and screening walls	4 ft
Architectural features such as unoccupied belfries, flagpoles, spires, silos, domes, and windmills	30% over zone district max height

(2) Federal Aviation Administration Prohibitions

(i) Any hazard or obstruction to aircraft as regulated by the FAA is prohibited. Buildings, belfries, towers, trees, and flagpoles are examples of such hazards depending on location and height.

(ii) The construction, maintenance, or establishment of any building, tree, smokestack, chimney, flagpole, wire, tower or other structure or appurtenances thereto, which may constitute a hazard or obstruction to safe air navigation, landing, or takeoff of aircraft near an airport, is prohibited.

(iii) Regulations adopted by the Federal Aviation Administration (FAA) shall be minimum standards. No request shall be approved if it violates FAA standards.

(d) Lot Area, Width, or Setback Exceptions

(1) Unoccupied public utility installations, such as substations, shall be permitted in an area smaller than the minimum lot area prescribed by this Code. While coverage requirements shall not apply, all landscaping, screening and other requirements shall apply.

(2) The location of minimum lot width measurement on existing, irregularly shaped lots may be adjusted by the Director to the widest location on the lot.

(3) The minimum lot size, width, or required setbacks may be reduced (dimensional reduction) by the Director on lots abutting "tracts" (as defined below) where the following conditions are met and to the extent the abutting tract provides for a portion of the minimum lot size, width, or setback space:

(i) The abutting "tract" includes one or more of the following:

(A) A park, trail, or open space that has been dedicated to the City for the use of the general public;

(B) Public water or public sewer lines;

(C) A required landscape buffer;

(D) A required drainage facility; or

(E) Open space (whether required by this Code or otherwise established), which is land within a development designed for and perpetually limited to the common use or enjoyment of the residents or occupants of the development and/or the public, but not including areas used for streets, alleys, driveways, or off-street parking or loading areas.

(ii) Only that portion of the proposed lot line that is contiguous with the abutting tract may be used for purposes of determining the proposed dimensional reduction;

(iii) The dimensional reduction shall be less than or equal to the open area provided by the tract;

(iv) Maintenance of the tract shall be provided for in a binding agreement approved by the City;

(v) The tract is part of the subdivision or development that is the subject of the application.

(vi) Abutting tracts may not be used to reduce any dimension of an easement.

(e) Setback Exceptions

(1) Calculating Setbacks Across Contiguous Parcels

More than one contiguous parcel of land in the same ownership may be used for a principal use and to satisfy setback requirements for structures. The owner shall record an instrument, approved by the City Attorney, that limits the uses and rights to convey (including for loans) the contiguous parcel.

(2) Permitted Encroachments

(i) Setback encroachments are building and site elements that project into or are located on the "non-buildable" side of a setback line, typically in a required setback area.

(ii) Permitted encroachments, identified below, are allowed where the required dimension is measured by a setback line, not a build-to line.

Table 21.03-4: Permitted Setback Encroachments

	Encroachment into Principal Structure Setback	
Permitted Encroachment	**Front or Street Side Setback (max, feet)**	**Internal or Rear Setback (max, feet)**
Building Element		
Approved accessibility ramps	Any distance	Any distance
Bay windows	3	3
Belt courses, sills, lintels, pilasters, pediments	1	1
Breezeways, unenclosed	Not permitted	Not permitted
Carport, Open	Not permitted	Up to 0.5 into the setback, but not closer than 3 feet to the lot line
Chimneys not greater than 6 ft. in width	2	2
Eaves, roof overhangs, cornices, gutters, and downspouts	6	6
Porches, stoops, decks, terraces, balconies, and associated stairs (uncovered and unenclosed)	6 feet into the setback, but no closer than 3 feet to any property line	6 feet into the setback, but no closer than 3 feet to any property line
Shading devices such as awnings and canopies	5	5
Stairs and fire escapes (unenclosed)	6	6
Window wells	Any distance	3
Site Elements		
Accessory Structure	Not permitted	Not permitted
Clothes lines and poles	Not permitted	Any distance
Driveway, curbs, and sidewalks	Any distance	Any distance
Fences and walls	Any distance	Any distance
Flagpoles and signs	Any distance	Any distance
Gardens and landscaping	Any distance	Any distance
Ornamental lights in yards and service areas	Any distance	Any distance
Play equipment	Not permitted	Not Permitted

Table 21.03-4: Permitted Setback Encroachments		
	Encroachment into Principal Structure Setback	
Permitted Encroachment	Front or Street Side Setback (max, feet)	Internal or Rear Setback (max, feet)
Swimming pools and hot tubs including mechanical equipment and deck	Not permitted	Any distance
Trash containers	Not permitted	Not Permitted
Mechanical, Electric, and Plumbing Elements		
Evaporative coolers or air conditioners (window)	2	2
Evaporative coolers or air conditioners (ground)	3	3
Gas and electric meters	2	2
Solar energy collectors and heat storage units	3	3
Underground utilities	Any distance	Any distance
Transformers	Not permitted	Not Permitted

(3) Residential Setback Adjustments

(i) Zero Lot Line Development

In a zero lot line development, dwellings are shifted to one side of the lot to provide greater usable yard space on each lot.

(A) A zero lot line development is allowed in any Residential zone district except in R-R, R-E, R-1R or R-2R.

(B) The outside boundary of the permissible building envelope for each lot must be graphically depicted on a map and be recorded with the plat. The corresponding plat shall note the existence of the building envelope map and reference its recording information.

(C) One side setback may be reduced down to zero. The street side setback and interior side setbacks abutting a property outside the project shall not change.

(D) All zero lot line development shall comply with the following:

a. The minimum distance between adjacent structures in the development must be equal to twice the required side setback of the zone unless changed pursuant to a cluster.

1. The eaves, including any gutters, on the side of the dwelling with the reduced setback may encroach up to 18 inches into the abutting lot within the project.

2. The building envelope map shall note the extent and location of the potential encroachment. Appropriate easements shall be created for maintenance/repair purposes.

b. A maintenance/repair easement shall be created when the eaves or side wall of a proposed house would be within four feet of the abutting property. In addition, any structure on the abutting lot is restricted to one or more feet from the common boundary so that after construction of both dwellings there remains at least five feet between the structures at all points, except when the structure is attached dwelling units.

c. If a side wall of a structure is on the property line, or within three feet of the property line, windows or other openings that allow for visibility into the side yard of the adjacent lot are not allowed. Openings do not allow for visibility into the side yard of the adjacent lot, such as a clerestory skylight or opaque window, are allowed.

1. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or translucent window, are allowed.

2. When openings are permitted, all building and fire codes shall apply.

(4) Setback Averaging

Regardless of the minimum front setback required by the zone district, a front or street side setback may be reduced to the average of the setbacks of the immediately adjoining lots that are on both sides of the subject lot. The following rules apply in calculating the average setback:

(i) Only the setbacks on the lots that abut a side of the subject lot at the street and are on the same side of the street may be used. Setbacks across the street or along a different street may not be used; and

(ii) When one abutting lot is vacant, or if the subject lot is a corner lot, then the average is calculated using the setback of the not vacant lot and the zone district minimum setback.

(iii) Approval of setback averaging shall be in the form of a letter from the Director.

(5) Special Setbacks

The following special setbacks shall apply where noted:

(i) On corner lots, in areas where an existing parkway strip exceeds 10 feet in width between a sidewalk and the curb, the front yard setback on a side street may be varied by the Director under the conditions and restrictions listed below. A side street shall be considered that street corresponding to the side yard of the majority of the structures on a block. In unusual or conflicting circumstances, the Director shall designate which street is the side street.

(A) No variance shall be approved to less than five feet from property line.

(B) A variance may be approved only for a single-family residential use.

(C) Any variance approved shall meet all other provisions of this Code, including sight distance requirements. No variance shall be granted unless the City Engineer finds, in writing, that the proposal will not create a danger to pedestrians or vehicle circulation.

(D) No vehicular access shall be allowed from a side street to any structure approved for a variance under the provisions of this section.

(E) A variance shall only be effective if it is issued by the Director, contains the legal description and any terms and conditions, and is recorded by the applicant prior to issuance of a building permit.

(ii) Accessory structures may be allowed in a front setback through an administrative adjustment (see GJMC 21.02.040(c)), unless prohibited in the zone district.

(f) Cluster Development

(1) Purpose

The purpose of cluster developments is to encourage the preservation of environmentally sensitive areas, open space, stands of three or more significant trees, and agricultural lands, while encouraging and providing the ability to develop at a density range supported by the Comprehensive Plan and those densities that are consistent with the property's zoning designation.

(2) Applicability

(i) Cluster development is permitted in all Residential districts except RH-16 and RH-24.

(ii) In any Residential zone district where clustering is permitted, the Director may approve lots that are smaller and arranged differently than otherwise allowed under this Code.

(3) Design Standards

Unless provided otherwise by the subdivision approval, cluster subdivisions must meet the following standards:

(i) Lot Size and Layout

(A) The minimum lot size is the percentage of open space of total acres of the entire development multiplied by 1.5, with a resulting minimum lot size no smaller than 3,000 sq. ft. Expressed as an equation, this is:

(B) Min. Lot Size = (existing min. lot size) – ((% open space x 1.5) x existing min. lot size)

(C) The minimum lot size requirement of the underlying zone district may then be reduced by the resulting percentage. The following table provides example lot sizes based on various open space reservations.

Table 21.03-5: Cluster Development Lot Size Examples					
Zone Districts	Min Lot Size	20% Open Space	30% Open Space	50% Open Space	66% Open Space
R-R	5 acres	3.5 acres	2.75 acres	1.25 acres	2,178 sq. ft.
R-E	1 acre	30,492 sq. ft.	23,958 sq. ft.	16,890 sq. ft.	2,000 sq. ft.
R-1R	30,000 sq. ft.	21,000 sq. ft.	16,00 sq. ft.	7,500 sq. ft.	2,000 sq. ft.
R-2R	15,000 sq. ft.	10,500 sq. ft.	8,250 sq. ft.	3,750 sq. ft.	2,000 sq. ft.
RL-4	7,000 sq. ft.	4,900 sq. ft.	3,850 sq. ft.	3,000 sq. ft.	2,000 sq. ft.
RL-5	4,000 sq. ft.	3,000 sq. ft.	3,000 sq. ft.	3,000 sq. ft.	2,000 sq. ft.
RM-8	3,000 sq. ft.	2,100 sq. ft.	2,000 sq. ft.	2,000 sq. ft.	2,000 sq. ft.

(D) Minimum lot size shall also be subject to other provisions, such as GJMC 21.06.010(f), which might further restrict lot size.

(E) In no event shall any lot be less than 2,000 square feet.

(F) Dimensional standard requirements for clustered lots are those of the district which has the closest lot sizes. For example, if an R-2R district is developed with 30 percent open space then the dimensional requirements of the RL-4 district apply.

(G) Where clustering is used in areas that are not otherwise limited by topography or other natural features, lots shall generally be organized where lots located near adjacent developments are designed with similarly sized lots or should be planned where open space, buffering and/or other tools such as building envelopes and setbacks can help minimize impacts on existing adjacent development.

(ii) Open Space Size and Design

(A) At least 20 percent of the gross acreage of a cluster development shall be open space.

(B) Unless the Director approves otherwise, public open space shall abut or provide easy access to or protect other public land, especially federal land. Open space design and developer constructed improvements shall:

a. Be linked to existing and planned public open spaces, constructed areas and trails as the Director deems possible;

b. Maximize access and use by residents of the cluster development; and

c. Provide trails, paths and walkways to recreation areas, schools, commercial areas, and other public facilities.

(C) The Director may require:

a. Paved pedestrian paths, located in rights-of-way or easements;

b. Paved bicycle ways; and

c. Equestrian trails surfaced with softer materials such as wood chips or gravel.

(D) All open space shall be conveyed to, owned, and maintained by an entity approved by the City. The applicant for cluster development shall:

a. Offer the open space to dedicate to a local government or other entity approved by the Director. Open space in a cluster shall be offered as a dedication to the City or, at the election of the City, to a nonprofit trust or conservancy approved by the City;

b. Convey open space to an entity to hold it in perpetuity for the owners of lots and/or the public; or

c. Establish a conservation easement for agricultural land to be preserved in the form approved by the City Attorney.

(E) The covenants and restrictions regarding perpetual preservation and maintenance of the open space shall include provisions addressing:

a. Maintenance duties of the grantee;

b. A mechanism so that each lot owner may be assessed by the grantee; and

c. The power but not any duty of the City to enforce any covenant or restriction.

(iii) Buffering

(A) A perimeter enclosure in accordance with GJMC 21.07.090 may be required to create a visual barrier between the cluster development and adjoining development.

(B) The perimeter of a cluster development that abuts a right-of-way shall provide a buffer. The type of buffer shall take in to account the future road classification, right-of-way width, and type of current and future development on adjacent properties.

(C) The project landscaping and buffer design shall be established as part of any preliminary subdivision plan approval.

(4) Project Phasing

A cluster development project may be developed in phases. The Director may require the applicant to divide the project into phases in order to meet these standards.

(i) Each phase must be self-sufficient with adequate facilities and services and contain a mix of residential uses and densities and open space, while meeting the requirements, standards, and conditions applicable to the project as a whole.

(ii) Open space shall be provided for each phase of a development or all may be provided at the first phase. If common open space will not be provided proportionally by phase, the developer shall identify on the first plat all areas of all phases that are intended to be open space and deliver to the City Clerk a warranty deed to all open space areas. The plat will be recorded if the development is not completed.

21.03.050 Residential Districts

(a) Residential Districts Established

The following Residential zone districts are established in this Code, as summarized in Table 21.03-1. When the Code refers to "Residential" zone districts, these districts are included:

Table 21.03-6: Residential Zone Districts Summary		
Legacy Zone Districts	**Zone District Name**	**Section**
R-R: Residential – Rural	Residential – Rural, R-R	21.03.050(d)
R-E: Residential – Estate	Residential – Estate Retired, R-ER	0
R-1: Residential – 1	Residential 1 Retired, R-1R	
R-2: Residential – 2	Residential 2 Retired, R-2R	21.03.050(g)
R-4: Residential – 4	Residential Low 4, RL-4	21.03.050(h)
R-5: Residential – 5	Residential Low 5, RL-5	0
R-8: Residential – 8 and MXR-3: Mixed-Use Residential	Residential Medium 8, RM-8	0
R-12: Residential – 12 and MXR-5: Mixed Use Residential	Residential Medium 12, RM-12	21.03.050(k)
R-16: Residential – 16	Residential High 16, RH-16	21.03.050(l)
R-24: Residential – 24 and MXR-8: Mixed-Use Residential	Residential High 24, RH-24	21.03.050(m)

(b) Purpose

The Residential zone districts are intended to:

(1) Implement the goals, strategies, and future land use plan of the Grand Junction Comprehensive Plan;

(2) Provide appropriately located areas for residential development in a range of patterns, housing mixes, and densities to create housing opportunities for the community;

(3) Protect the character of existing residential neighborhoods while encouraging the creation of new neighborhoods and mixed-use living options;

(4) Discourage the establishment of incompatible uses that would create safety, health, or quality of life concerns for the residents of Grand Junction.

(c) Standards Applicable to All Residential Zone Districts

(1) Setbacks

(i) Setback averaging (GJMC 21.03.040(e)(4)) may be applied to primary and accessory setbacks and the vehicle storage setback may be adjusted proportionately.

(ii) Attached single-family dwellings that front onto a private drive, shared drive, parking lot, or other private access way shall be set back a minimum of 15 feet from the edge of the access way, with front loading garages set back a minimum of 20 feet from any vehicular or pedestrian access way.

(d) Residential Rural (R-R)

(1) Intent

To provide areas for low intensity agricultural operations and large lot single-family detached dwelling uses in a rural setting. This district is appropriate for the Rural Residential future land use designation or where terrain and/or lack of public facilities and services require low intensity development, as indicated in Table 21.03-2: Comprehensive Plan Implementation.

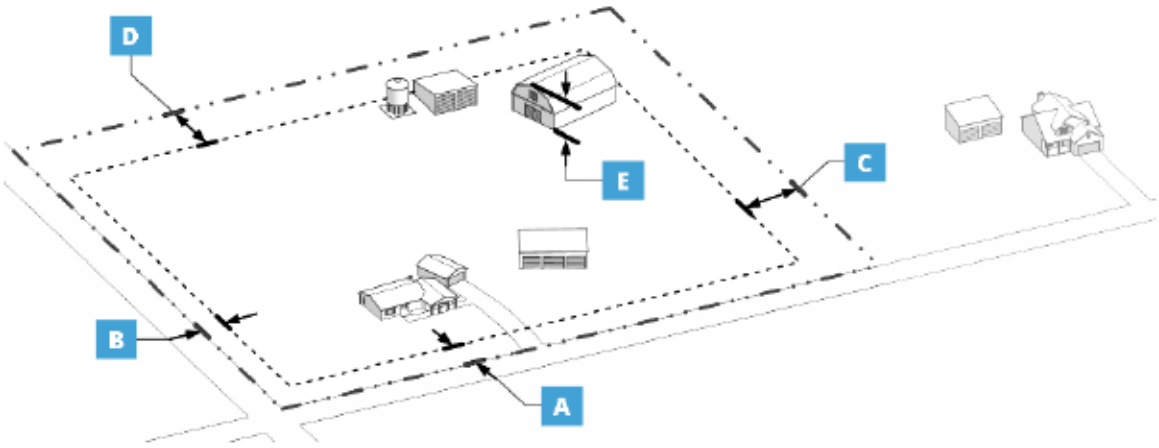
(2) Sewer and Roads

Each structure shall be served by the Persigo 201 Sewer System unless waived by the City Council. Rural road standards may apply.

(3) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the R-R zone district:



Lot Standards	
Dimensions (min, length ft or area sf)	
Lot area	5 acres
Lot width	150
Lot frontage	50
Density (units/acre)	
Minimum units/acre	n/a
Maximum units/acre	1 unit/5 acres
Cluster allowed per 21.03.040(f)?	Yes
Lot Coverage (max, %)	
Lot coverage	5

Building Standards		
Setbacks: Principal Structure (min, ft)		
A	Front	20
B	Street Side	20
C	Side	50
D	Rear	50
Setbacks: Accessory Structure (min, ft)		
	Front	25
	Street Side	25
	Side	50
	Rear	50
Height (max, ft)		

Lot Standards

Building Standards		
E	Height	35
Notes: See 21.03.050(c) for setback adjustments		

(e) Residential Estate Retired (R-ER)

(1) Intent

The Residential Estate zone district has been retired from future use. Property that is zoned R-E as of the Effective Date shall be permitted to continue as conforming to this Code but rezoning any additional areas to R-E is prohibited. The intent of the R-ER zone district is to provide areas for low density, estate-type single-family residential detached dwelling development on lots of at least one acre in size.

(2) Sewer and Roads

Each structure shall be served by the Persigo 201 Sewer System unless waived by the City Council. Rural road standards may apply.

(3) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the R-ER zone district:

Lot Standards	
Dimensions (min, length ft or area sf)	
Lot area	1 acre
Lot width	150
Lot frontage	50
Cul-de-sac	30
Density (units/acre)	
Minimum | Maximum	n/a | 1
Density measurement GJMC 21.14.010(a)	
Cluster allowed per 21.03.040(f)	Yes
Lot Coverage (max, %)	
Lot coverage	15

Building Standards	
Setback: Principal Structure (min, ft)	
Front	20
Street Side	15
Side	15
Rear	30
Setback: Accessory Structure (min, ft)	
Front	25
Street Side	20
Side	5
Rear	10
Height (max, ft)	
Height	35
Notes: See 21.03.050(c) for setback adjustments	

(f) Residential 1 Retired (R-1R)

(1) Intent

The Residential 1 zone district has been retired from future use. Property that is zoned R-1 as of the Effective Date shall be permitted to continue as conforming to this Code but rezoning any additional areas to R-1 is prohibited. R-1R development shall comply with the dimensional standards in this section and general standards in other sections of this Code. The intent of the R-1R zone district is to provide areas for low density residential uses in less intensely developed areas.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the R-1R zone district:

Lot Standards	
Dimensions (min, length ft or area sf)	
Lot area	30,000
Lot width	100
Lot frontage	50
Cul-de-sac	30
Density (units/acre)	
Minimum | Maximum	n/a | 1
Density measurement GJMC 21.14.010(a)	
Cluster allowed per 21.03.040(f)	Yes
Lot Coverage (max, %)	
Lot coverage	20

Building Standards	
Setback: Principal Structure (min, ft)	
Front	20
Street Side	15
Side	15
Rear	30
Setback: Accessory Structure (min, ft)	
Front	25
Street Side	20
Side	3
Rear	10
Height (max, ft)	
Height	35

(g) Residential 2 Retired (R-2R)

(1) Intent

The Residential 2 zone district has been retired from future use. Property that is zoned R-2 as of the Effective Date shall be permitted to continue as conforming to this Code but rezoning any additional areas to R-2 is prohibited. The intent of the R-2R district is to provide areas for single-family and two-family residential uses where adequate public facilities and services exist.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the R-2R zone district:

Lot Standards	
Dimensions (min, length ft or area sf;)	
Lot Area (per structure, not unit)	15,000
Lot Width	100
Lot Frontage	50
Cul-de-sac (min. ft)	30
Density (units/acre)	
Minimum | Maximum	n/a | 2
Density measurement GJMC 21.14.010(a)	
Cluster allowed per 21.03.040(f)	Yes
Lot Coverage (max, %)	
Lot Coverage	30

Building Standards	
Setbacks: Principal Structure (min, ft)	
Front	20
Street Side	15
Side	15
Rear	30
Setback: Accessory Structure (min, ft)	
Front	25
Street Side	20
Side	3
Rear	5
Height (max, ft)	
Front	20
Notes: See 21.03.050(c) for setback adjustments	

(h) Residential Low 4 (RL-4)

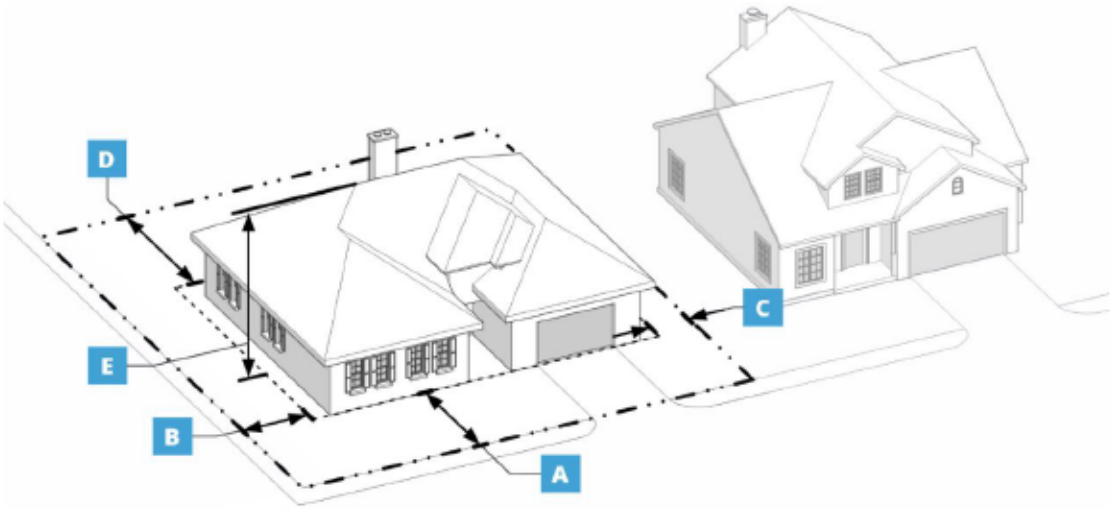
(1) Intent

To provide for single-family and two-family residential uses where adequate public facilities and services are available. The RL-4 zone district is appropriate to implement the Residential Low future land use designation, as indicated in Table 21.03-2: Comprehensive Plan Implementation, and may be used as a transition between Rural Residential more intense RL-5 for RM-8 zone districts.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the R-4 zone district:



Lot Standards	
Dimensions (min, length ft or area sf)	
Lot Area	
Single Unit, Duplex	7,000/structure
Single-Family Attached	2,500/unit
Multifamily	Not allowed
Civic and Institutional	20,000/structure
Lot Width Lot area measured by structure	70
Lot area measured by unit	25
Lot Frontage	20
Cluster allowed per 21.03.040(f)	Yes
Density (units/acre)	

Building Standards		
Setbacks: Principal Structure (min, ft)		
A	Front	15
B	Street Side	15
C	Side	7
D	Rear	25
Setbacks: Accessory Structure (min, ft)		
	Front	25
	Street Side	20
	Side	3
	Rear	5
Height (max, ft)		

Lot Standards	
Minimum | Maximum	2 | 4
Cluster allowed per 21.03.040(f)	Yes
Lot Coverage (max, %)	
Lot Coverage	50
Maximum Number of Dwelling Units	
Single-Family Attached	4
All Other Residential Uses	As allowed by density

Building Standards		
E	Height	40

Notes: See 21.03.050(c) for setback adjustments

(i) Residential Low 5 (RL-5)

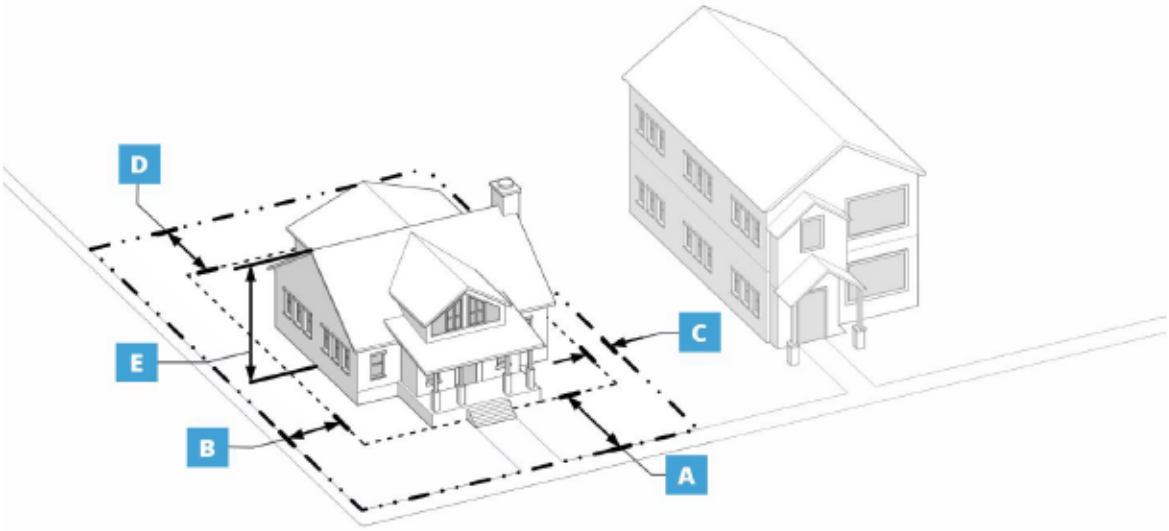
(1) Intent

To provide for a low-density development pattern that may include detached and attached dwellings along with small-scale multifamily structures in the Residential Low future land use designation, as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the RL-5 zone district.



Lot Standards	
Dimensions (min, length ft or area sf)	
Lot Area	
Single Unit, Duplex	4,000/structure
Single-Family Attached	2,000/unit
Multifamily	No min
Civic and Institutional	20,000
Lot Width Lot area measured by structure	40
Lot area measured by unit	20
Lot Frontage	20
Cluster allowed per 21.03.040(f)	Yes
Density (units/acre)	
Minimum | Maximum	3 | 5.5

Building Standards		
Setbacks: Principal Structure (min, ft)		
A	Front	15
B	Street Side	15
C	Side	5
D	Rear	15
Setbacks: Accessory Structure (min, ft)		
	Front	25
	Street Side	20
	Side	3
	Rear	5
Height (max, ft)		
E	Height	40

Lot Coverage (max, %)	
Lot Coverage	60
Maximum Number of Dwelling Units	
Multifamily	4
All Other Residential Uses	As allowed by density

Notes: See 21.03.050(c) for setback adjustments

(j) Residential Medium 8 (RM-8)

(1) Intent

To provide for medium density detached dwellings, two-family and other attached single-family dwellings, and medium-sized multifamily structures. RM-8 is appropriate for the creation of neighborhoods with a mix of housing types or as a transitional district between low density zone districts such as RL-4 and higher density multifamily or Mixed-Use districts. RM-8 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the RM-8 zone district.



Lot Standards	
Dimensions (min, length ft or area sf)	
Lot Area	
Single Unit or Duplex	3,000/structure
Single Family Attached	1,200/unit
Multifamily	No min
Civic and Institutional	20,000
Lot Width	
Lot Area Set by Structure	40 per lot
Lot Area Set by Unit	16 per unit
Lot Frontage	20 per lot
Density (units/acre)	
Minimum | Maximum	5.5 | 8
Lot Coverage (max, %)	
Lot coverage	75

Building Standards		
Setbacks: Structure (min)		
A	Front [1]	15
B	Street Side	15
C	Side	5
D	Rear	10
Setbacks: Accessory Structure (min)		
	Front	25
	Street Side	20
	Side	3
	Rear	5
Height (max, ft)		
E	Height	50

Notes: [1] Vehicle storage, including a garage, required front setback is 20 ft.

See 21.03.050(c) for setback adjustments

(k) Residential Medium 12 (RM-12)

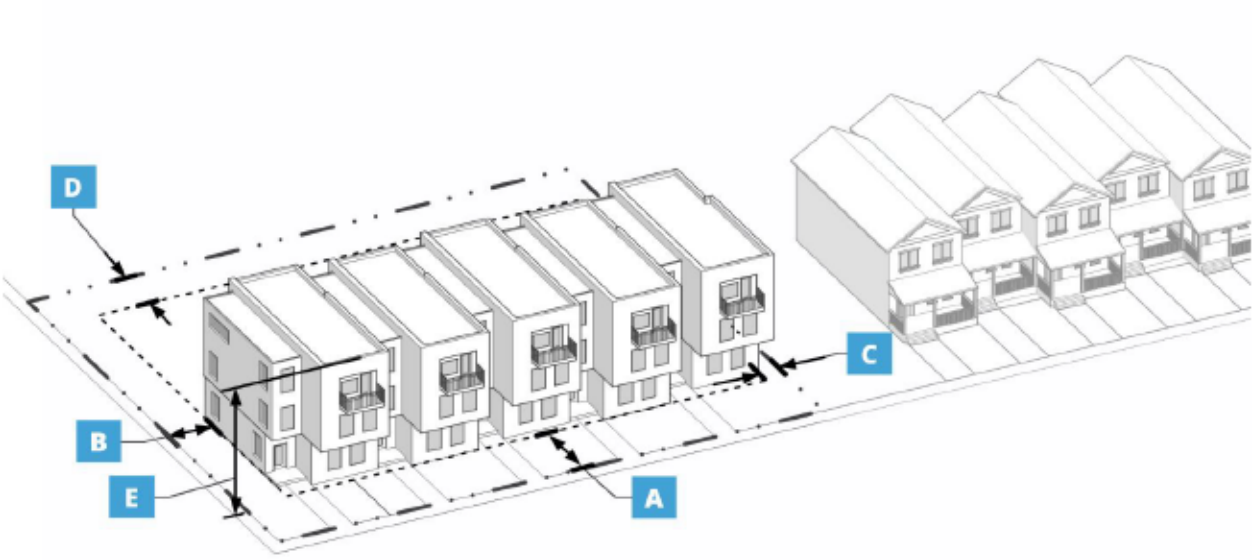
(1) Intent

To provide for medium density development allowing several types of residential units within specified densities. RM-12 is appropriate for the creation of a neighborhood with a mix of housing types and may serve as a transitional district between Residential Low zone districts and higher density residential or mixed-use development. RM-12 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the RM-12 zone district.



Lot Standards	
Dimensions (min, length ft or area sf)	
Lot Area, any type of unit	No min
Lot Width	30 per lot
Triplex, Fourplex, Townhome	16 per unit
Lot Frontage	20
Density (units/acre) GJMC 21.14.010(a)	
Minimum | Maximum	8 | 12
Lot Coverage (max, %)	
Lot coverage	75

Notes: [1] Single-family attached vehicle storage, including a garage, required front setback is 20 ft. See 21.03.050(c) for setback adjustments

Building Standards		
Setbacks: Principal Structure (min)		
A	Front [1]	15
B	Street Side	15
C	Side	5
D	Rear	10
Setbacks: Accessory Structure (min)		
	Front	25
	Street Side	20
	Side	3
	Rear	5
Height (max, ft)		
E	Multifamily	65
	Single-Family Attached	50

(I) Residential High 16 (RH-16)

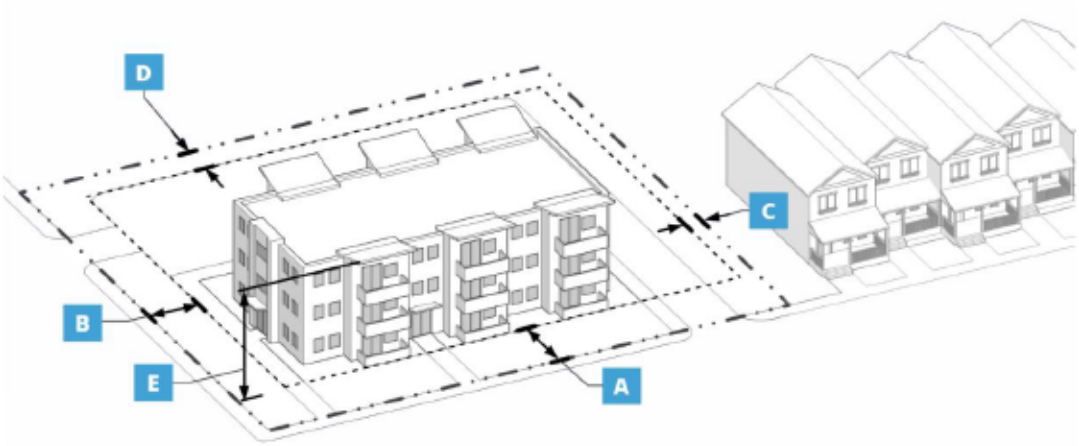
(1) Intent

To provide for high density residential use. This district allows multifamily development within specified densities. This district is intended to allow high density residential unit types and densities to provide a balance of housing opportunities in the community. RH-16 may also serve as a transitional district between Residential Medium and Mixed-Use or Commercial future land use designations and zone districts. RH-16 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04

(ii) The following dimensions apply in the RH-16 zone district:



Lot Standards	
Dimensions (min, length ft or area sf)	
Lot Area any type of unit	No min
Lot Width	30 per lot
Triplex, Fourplex, Townhome	16 per unit
Lot Frontage	20
Density (units/acre)	
Minimum | Maximum	12 | 16
Density measurement GJMC 21.14.010(a)	
Lot Coverage (max, %)	
Lot coverage	75
Notes: [1] Single-family attached vehicle storage, including a garage, required front setback is 20 ft. See 21.03.050(c) for setback adjustments	

Building Standards		
Setbacks: Principal Structure (min)		
A	Front [1]	15
B	Street Side	15
C	Side	5
D	Rear	10
Setbacks: Accessory Structure (min)		
	Front	25
	Street Side	20
	Side	3
	Rear	5
Height (max, ft)		
E	Multifamily	60
	Single Family Attached	50

(m) Residential High 24 (RH-24)

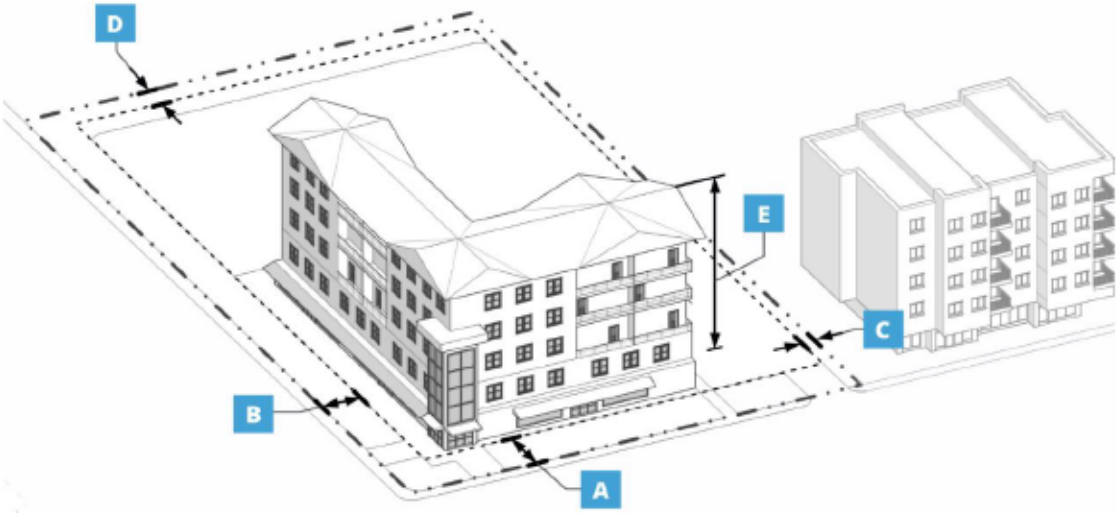
(1) Intent

To provide for high density residential use. RH-24 allows multifamily development within specified densities. This district is intended to allow high density residential unit types and densities to provide a balance of housing opportunities in the community. RH-24 may also serve as a transitional district between Residential Medium and Mixed-Use or Commercial future land use designations and zone districts. RH-24 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04

(ii) The following dimensions apply in the RH-24 zone district.



Lot Standards	
Dimensions (min, length ft or area sf)	
Lot Area, all unit types	No min
Lot Width	30 per lot
Triplex, Fourplex, Townhome	16 per unit
Lot Frontage	20
Density (units/acre)	
Minimum | Maximum	16 | N/A
Density measurement GJMC 21.14.010(a)	
Lot Coverage (max, %)	
Lot coverage	80
Notes: [1] Single-family attached vehicle storage, including a garage, required front setback is 20 ft. See 21.03.050(c) for setback adjustments	

Building Standards		
Setbacks: Principal Structure (min)		
A	Front [1]	15
B	Street Side	15
C	Side	5
D	Rear	10
Setbacks: Accessory Structure (min)		
	Front	25
	Street Side	20
	Side	3
	Rear	5
Height (max, ft)		
E	Multifamily	100
	Single-Family Attached	50

21.03.060 Mixed-Use Districts

(a) Districts Established

The following Mixed-Use zone districts are established in this Code, as summarized in Table 21.03-1. When the Code refers to "Mixed-Use" zone districts, these districts are included:

Table 21.03-7: Mixed-Use Zone Districts Summary		
Legacy Zone Districts	**Zone District Name**	**Section**
R-O: Residential – Office B-1: Neighborhood Business	Mixed-Use Neighborhood, MU-1	21.03.060(c)
M-U: Mixed Use C-1: Light Commercial BP: Business Park Mixed-Use MXOC: Mixed-Use Opportunity Corridor	Mixed-Use Light Commercial, MU-2	21.03.060(d)
B-2: Downtown Business	Mixed-Use Downtown, MU-3	21.03.060(e)
C-2: General Commercial	Commercial General, CG	21.03.060(f)

(b) Purpose

The Mixed-Use districts are intended to:

(1) Implement the vision, strategies, and future land use plan of the Grand Junction Comprehensive Plan;

(2) Create and enhance neighborhoods with variety of residential and commercial uses at a scale that complements the established surrounding areas;

(3) Provide for a mixed-use centers of activity that support but do not compete with each other;

(4) Allow for different types of compatible land uses close together in appropriate locations to shorten transportation trips and facilitate multi-modal transportation; and

(5) Encourage infill and redevelopment of commercial, residential, and mixed-use development within surrounding uses.

(c) Mixed-Use Neighborhood (MU-1)

(1) Intent

The MU-1 district is intended to provide low intensity, neighborhood service, office, and limited retail uses that can include second residential uses and are compatible with adjacent residential neighborhoods. Development should be compatible and complementary in scale and appearance to a residential environment. MU-1 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses

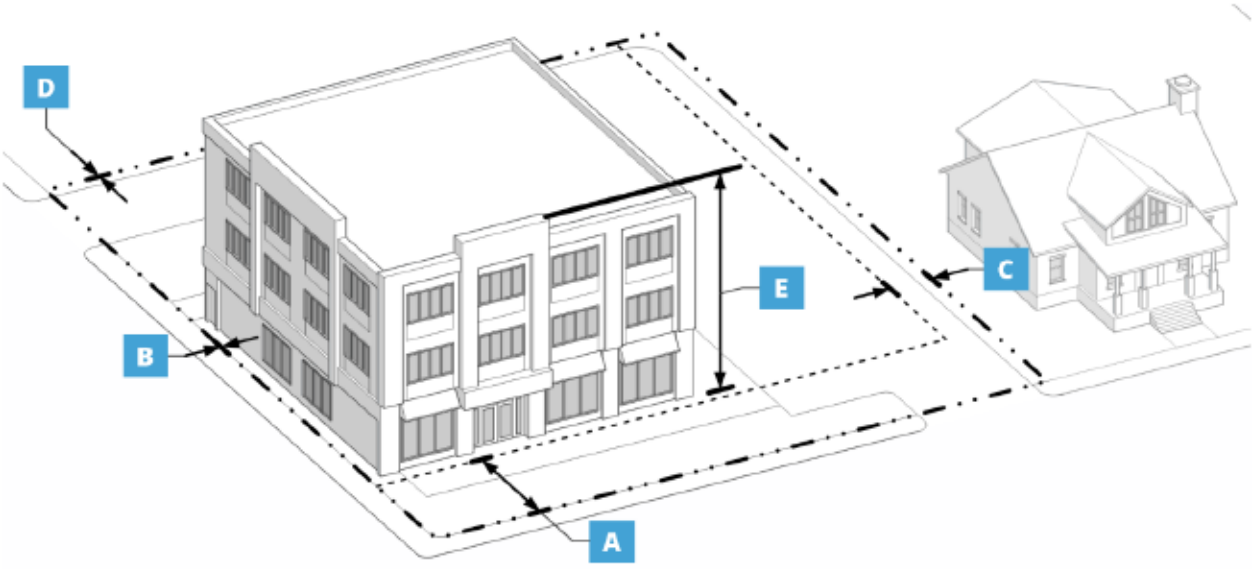
Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(3) Dimensions

(i) The following dimensions apply in the MU-1 zone district as follows:

(A) Structures that are designed for residential use only shall comply with the dimensional standards of the Residential zone district referenced here. Residential development shall comply with the density standards provided for MU-1.

(B) Structures that are either mixed-use or nonresidential shall comply with the dimensional standards for MU-1 provided here.



Lot Standards	
Residential Standards	
Applicable district standards [1]	RM-8 or RM-12
Minimum Density	8 du/acre
Mixed-Use Lot Standards	
Lot Area (min, ft)	4,000

Building Standards		
Setbacks: Principal Structure (min)		
A	Front	15
B	Side	0
C	Side Abutting Residential	5
D	Rear	10

Lot Standards	
Lot Width (min, ft)	50
Lot Coverage (max, %)	70

Parking, Loading, Service	
Access and Location	Side or Rear

Use Limits
Outdoor uses are not allowed on residential-only lots

Notes: [1] Either district may be chosen at rezoning; the chosen district shall be applied consistently.

Building Standards		
Setbacks: Accessory Structure (min)		
	Front	25
	Side	0
	Side Abutting Residential	5
	Rear	0
Height (max, ft)		
E	Height	40
Gross Floor Area (max, sf)		
	Retail	15,000
	Office	30,000

(d) Mixed-Use Corridor (MU-2)

(1) Intent

The MU-2 district is intended to accommodate commercial, employment, multifamily, and other uses along transportation corridors to promote development that is comfortably accessible via all modes of transportation, including motor vehicles, bicycles, and walking. Commercial uses in the MU-2 district may be somewhat larger in scale and more flexible than the MU-1 district, including more auto-oriented uses such as gas stations. While ground stories along streets are intended for commercial uses, the upper stories are appropriate for residential and/or office uses. MU-2 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses

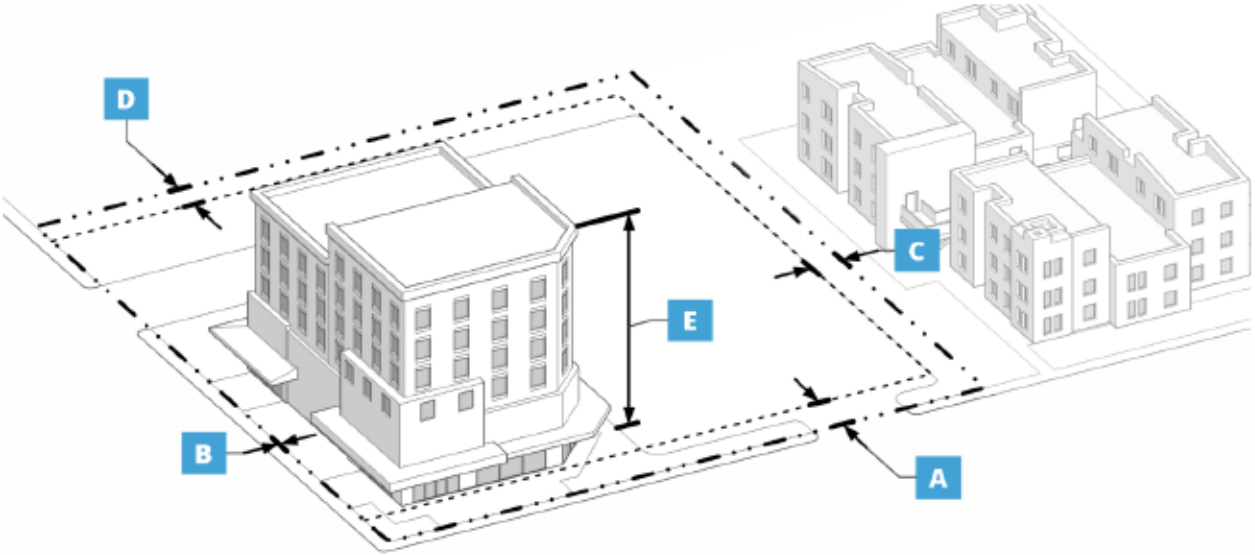
Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(3) Dimensions

(i) The following dimensions apply in the MU-2 zone district as follows:

(A) Structures that are designed for residential use only shall comply with the dimensional standards of the Residential zone district referenced here. Residential development shall comply with the density standards provided for MU-2.

(B) Structures that are either mixed-use or nonresidential shall comply with the dimensional standards for MU-2 provided here.



Lot Standards	
Residential Standards	
Applicable district standards	RH-16 or RH-24
Minimum Density	16 du/acre

Building Standards		
Setbacks: Principal Structure (min)		
A	Front	15
B	Side	0

Lot Standards	
Mixed-Use Lot Standards	
Lot Area (min, ft)	20,000
Lot Width (min, ft)	50
Lot Coverage (max, %)	100
Parking, Loading, Service	
Access and Location: Alley where available, otherwise side or rear	
Notes: [1] 0 feet for a lot on an alley.	

Building Standards		
C	Side Abutting Residential	10
D	Rear	10 [1]
Setbacks: Accessory Structure (min)		
	Front	25
	Side	0
	Side Abutting Residential	5
	Rear	10
Height (max, ft)		
E	Height	65
Use Limits		
Outdoor storage is not allowed within the front setback.		

(e) Mixed-Use Downtown (MU-3)

(1) Intent

The MU-3 Downtown district is intended to provide highly walkable downtown retail, service, office, lodging, and mixed uses with ground story storefronts and upper story residential, lodging, and office uses. Downtown Grand Junction is intended to be attractive to both residents and visitors and should include active public spaces and a range of community amenities. The scale of new development and redevelopment can be larger than current structures but must incorporate transitions between larger and smaller structures. Retaining the historic character of Downtown is an important priority to balance with the consideration of new and redevelopment. MU-3 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses

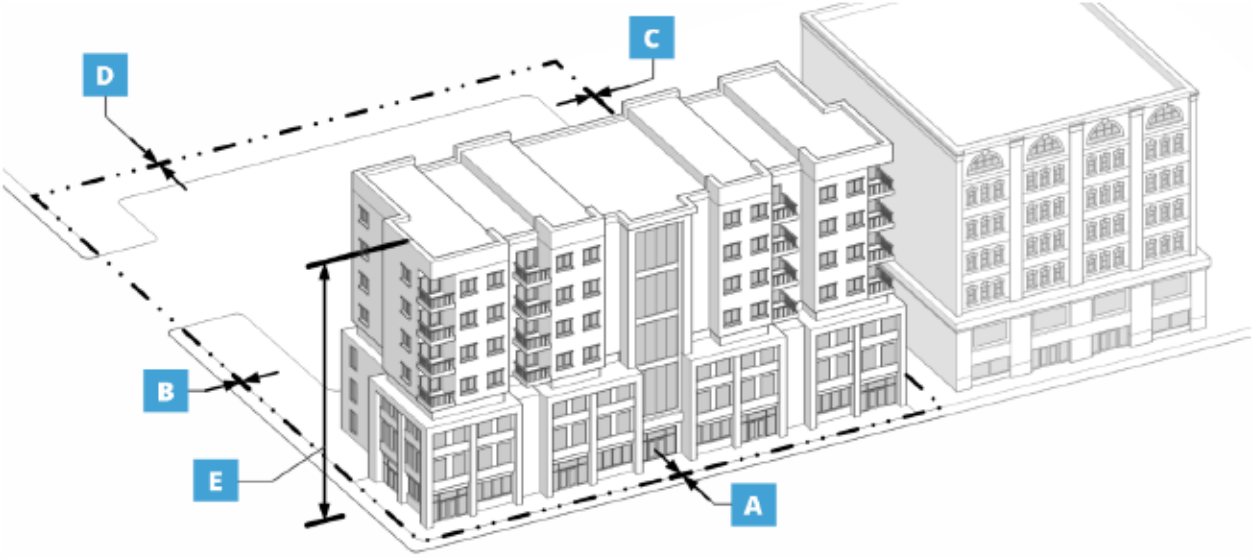
Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(3) Dimensions

(i) The following dimensions apply in the MU-3 zone district as follows:

(A) Structures that are designed for residential use only shall comply with the dimensional standards of the Residential zone district referenced here. Residential development shall comply with the density standards provided for MU-3.

(B) Structures that are either mixed-use or nonresidential shall comply with the dimensional standards for MU-3 provided here.



Lot Standards		Building Standards		
Residential Standards		**Setbacks: Principal Structure (min)**		
Applicable district standards	RH-16	**A**	Front	0
Minimum Density	8 du/acre	**B**	Side	0

Lot Standards	
Mixed-Use Lot Standards	
Lot Area (min, ft)	n/a
Lot Width (min, ft)	n/a
Lot Coverage (max, %)	100%
Parking, Loading, Service	
Access: Alley where available, otherwise side or rear	
Location: Side or Rear	

Building Standards		
C	Side Abutting Residential	0
D	Rear	0
Setbacks: Accessory Structure (min)		
	Front	25
	Side	0
	Side Abutting Residential	0
	Rear	0
Height (max, ft)		
E	Height	80

(4) District Specific Standards

(i) Parking Location

(A) When parking, either commercial or private, is the principal use on a lot there shall be a 30-foot front setback to the edge of the parking area.

(B) When parking, either commercial or private, is an accessory use on a lot, there shall be at least a six-foot front setback to the edge of the parking area.

(ii) Open Space

Applications for multifamily or mixed-use developments in an MU-3 zone district shall be required to pay the in-lieu fee, as determined in GJMC 21.05.030(a), rather than provide a land dedication.

(f) Commercial General (CG)

(1) Intent

The CG zone district is intended for auto-oriented retail commercial and commercial services, wholesale, and warehouse-facilities. This district allows outdoor storage and limited outdoor operations. In some areas of the community, CG accommodates truck traffic. This district is intended to be located along corridors where proximity to residential and walkable mixed-use development is limited. CG is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses

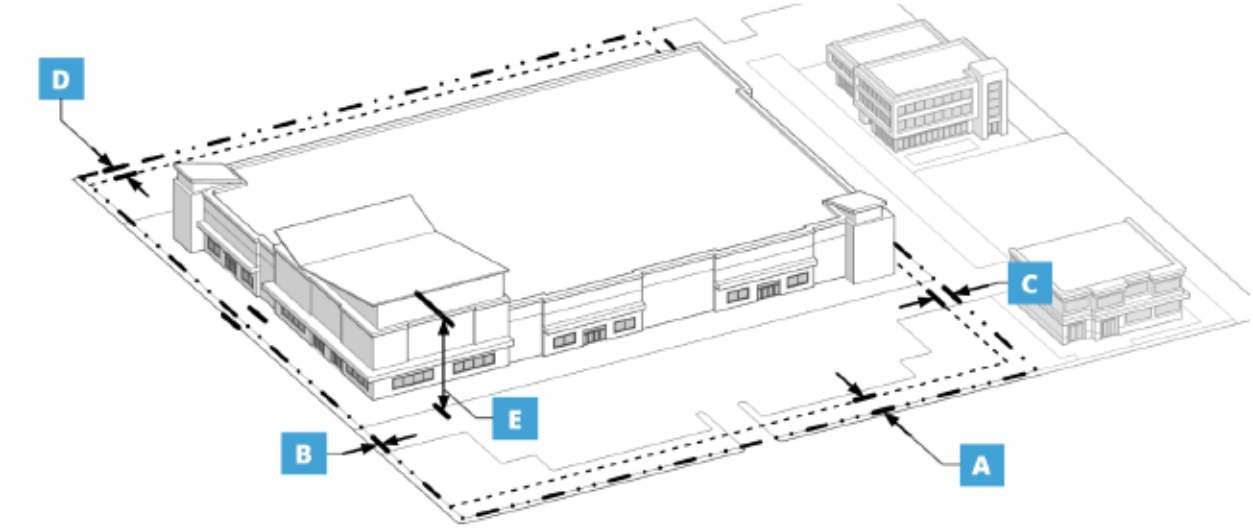
Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(3) Dimensions

(i) The following dimensions apply in the CG zone district as follows:

(A) Structures that are designed for residential use only shall comply with the dimensional standards of the Residential zone district referenced here.

(B) Structures that are either mixed-use or nonresidential shall comply with the dimensional standards for CG provided here.



Lot Standards	
Residential Standards	
Applicable district standards	RH-16
Minimum Density	n/a
Mixed-Use Lot Standards	
Lot Area (min, ft)	20,000
Lot Width (min, ft)	50
Lot Coverage (max, %)	100%

Building Standards		
Setbacks: Principal Structure (min)		
A	Front	15
B	Side	0
C	Side Abutting Residential	10
D	Rear	10 [1]
Setbacks: Accessory Structure (min)		
	Front	25

Lot Standards

Parking, Loading, Service
Access: Alley where available, otherwise side or rear

Building Standards		
	Side	0
	Side Abutting Residential	5
	Rear	10
Height (max, ft)		
E	Height	65

Use Limits
Outdoor uses are not allowed in a front setback.

Notes: [1] 0' for lot on an alley

21.03.070 INDUSTRIAL DISTRICTS

(a) Districts Established

The following Industrial Zone Districts are established in this Code, as summarized in Table 21.03-1. When the Code refers to "Industrial" zone districts, these districts are included:

Table 21.03-8: Industrial Zone Districts Summary		
Legacy Zone Districts	**Zone District Names**	**Section**
Industrial		
I-O: Industrial/Office Park	Industrial/Office Park, Retired, I-OR	21.03.070(d)
I-1: Light Industrial	Industrial Light, I-1	21.03.070(e)
I-2: General Industrial	Industrial General, I-2	21.03.070(f)

(b) Purpose

The Industrial zone districts are intended to:

(1) Promote the retention of existing industrial businesses and strengthen and diversify the future economic base for Grand Junction;

(2) Identify appropriate locations for industrial uses that create on-site or off-site impacts and ensure the separation of those uses from other, less intensive uses in the community; and

(3) Provide opportunities for innovative technology, manufacturing, and larger footprint uses and structures that are not suitable for other locations in the City because of transportation needs, hours of operation, or utility/infrastructure demands.

(c) Performance Standards

(1) Vibration, Smoke, Odor, Noise, Glare, Wastes, Fire Hazards, and Hazardous Materials

No person shall occupy, maintain, or allow any use in an Industrial district without continuously meeting the following minimum standards regarding vibration, smoke, odor, noise, glare, wastes, fire hazards and hazardous materials. Conditional Use Permits for uses in this district may establish higher standards and conditions.

(2) Vibration

Except during construction or as authorized by the City, an activity or operation which causes any perceptible vibration of the earth to an ordinary person on any other lot or parcel shall not be permitted.

(3) Noise

The owner and occupant shall regulate uses and activities on the property so that sound never exceeds 65 decibels at any point on the property line.

(4) Glare

Lights, spotlights, high temperature processes or otherwise, whether direct or reflected, shall not be visible from any lot, parcel or right-of-way.

(5) Solid and Liquid Waste

All solid waste, debris and garbage shall be contained within a closed and screened dumpster, refuse bin and/or trash compactor. Incineration of trash or garbage is prohibited. No sewage or liquid wastes shall be discharged or spilled on the property.

(6) Hazardous Materials

Information and materials to be used or located on the site, whether on a full-time or part-time basis, that are required by the SARA Title III Community Right to Know shall be provided at the time of any City review, including site plan. Information regarding the activity or at the time of any change of use or expansion, even for existing uses, shall be provided to the Director.

(d) Industrial/Office Park, Retired (I-OR)

(1) Intent

The Industrial/Office zone district has been retired from future use. Property that is zoned I-O as of the Effective Date shall be permitted to continue as conforming to this Code but rezoning any additional areas to I-OR is prohibited. The intent of the I-OR zone district is to provide for a mix of light manufacturing uses, office park, limited retail and service uses in a business park setting with proper screening and buffering, all compatible with adjoining uses.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the I-OR zone district:

Lot Standards	
Lot Standards	
Lot Area (min, ft)	1 acre
Lot Width (min, ft)	100
Lot Coverage (max, %)	100%

Use Limits
Retail sales area max: 10% GFA of principal structure, 5,000 sf per any lot or parcel

Building Standards		
Setbacks: Principal Structure (min)		
	Front	15
	Side	0
	Side Abutting Residential	10
	Rear	10
Setbacks: Accessory Structure (min)		
	Front	25
	Side	0
	Side Abutting Residential	5
	Rear	10
Height (max, ft)		
	Height	65

(3) District Specific Standards

(i) Outdoor storage and permanent display areas may be located beside or behind the principal structure. Site plan approval is required for lots with double or triple frontage where the side and rear yards will be used for permanent display areas.

(ii) Portable display of retail merchandise may be permitted as provided in GJMC 21.04.030(e)(4).

(e) Industrial Light (I-1)

(1) Intent

To provide for areas of light fabrication, manufacturing, technology, and industrial uses with limited, accessory commercial uses, all of which are compatible with existing adjacent

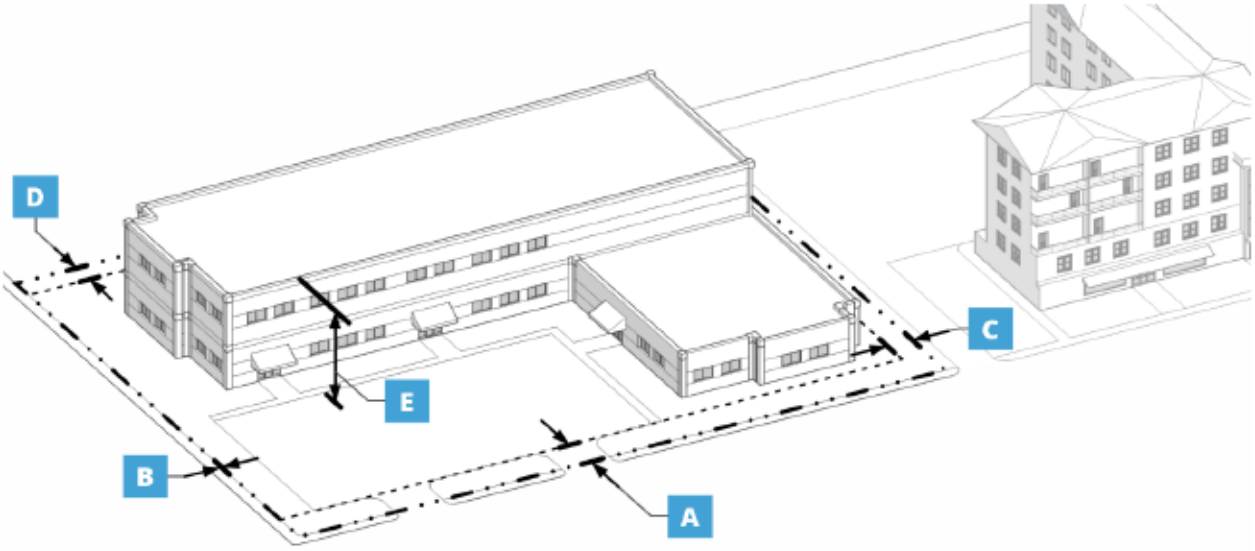
land uses, access to transportation and the availability of public services and facilities. I-1 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses

Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(3) Dimensions

The following dimensions apply in the I-1 zone district:



Lot Standards	
Lot Standards	
Lot Area (min, ft)	1 acre
Lot Width (min, ft)	100
Lot Coverage (max, %)	100%

Use Limits
Retail sales area max: 10% GFA of principal structure, 5,000 sf per any lot or parcel
Outdoor uses are not allowed in a front setback.

Building Standards		
Setbacks: Principal Structure (min)		
A	Front	15
B	Side	0
C	Side Abutting Residential	10
D	Rear	10
Setbacks: Accessory Structure (min)		
	Front	25
	Side	0
	Side Abutting Residential	5
	Rear	10
Height (max, ft)		
E	Height	50

(f) Industrial General (I-2)

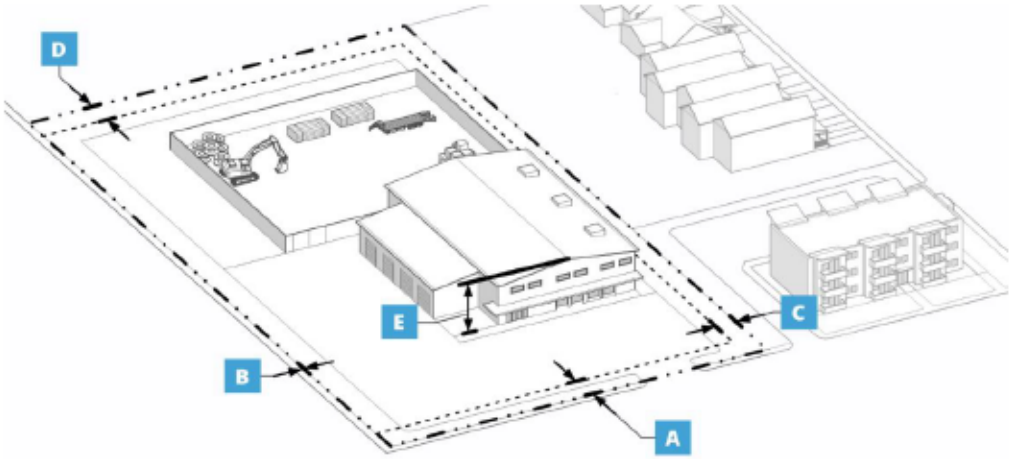
(1) Intent

I-2 is intended to provide areas for the accommodation of normal operations of heavy and concentrated fabrication, manufacturing, technology, and industrial uses and associated outdoor activities and storage. I-2 zone districts shall have easy semi-tractor trailer access to the state and federal highway system and/or railroads and the availability of adequate public services, utilities, and facilities. I-2 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04

(ii) The following dimensions apply in the I-2 zone district:



Lot Standards	
Lot Standards	
Lot Area (min, ft)	1 acre
Lot Width (min, ft)	100
Lot Coverage (max, %)	100%
Use Limits	
Retail sales area max: 10% GFA of principal structure, 5,000 sf per any lot or parcel.	
Outdoor uses are not allowed in a front setback.	

Building Standards		
Setbacks: Principal Structure (min)		
A	Front	15
B	Side	0
C	Side Abutting Residential	10
D	Rear	10
Setbacks: Accessory Structure (min)		
	Front	25
	Side	0
	Side Abutting Residential	5
	Rear	10
Height (max, ft)		
E	Height	50

21.03.080 Public, Parks, and Open Space Districts

(a) Districts Established

The following Public, Parks, and Open Space Zone District(s) is established in this Code, as summarized in Table 21.03-1. When the Code refers to "public" zone district(s), this district(s) is included:

Table 21.03-9: Public, Park, and Open Space Zone Districts Summary

Legacy Zone Districts	Zone District Names	Section
Public, Parks, and Open Space		
CSR: Community Services and Recreation (Parks and Open Space only)	Public Parks and Open Space, P-1	21.03.080(c)
CSR: Community Services and Recreation (Public, Civic and Institutional Facilities)	Public, Civic, and Institutional Campus, P-2	21.03.080(d)

(b) Purpose

Public districts are intended to identify and allow for the establishment of permanent public parks, open spaces, and activities in the community.

(c) Public Parks and Open Space (P-1)

(1) Intent

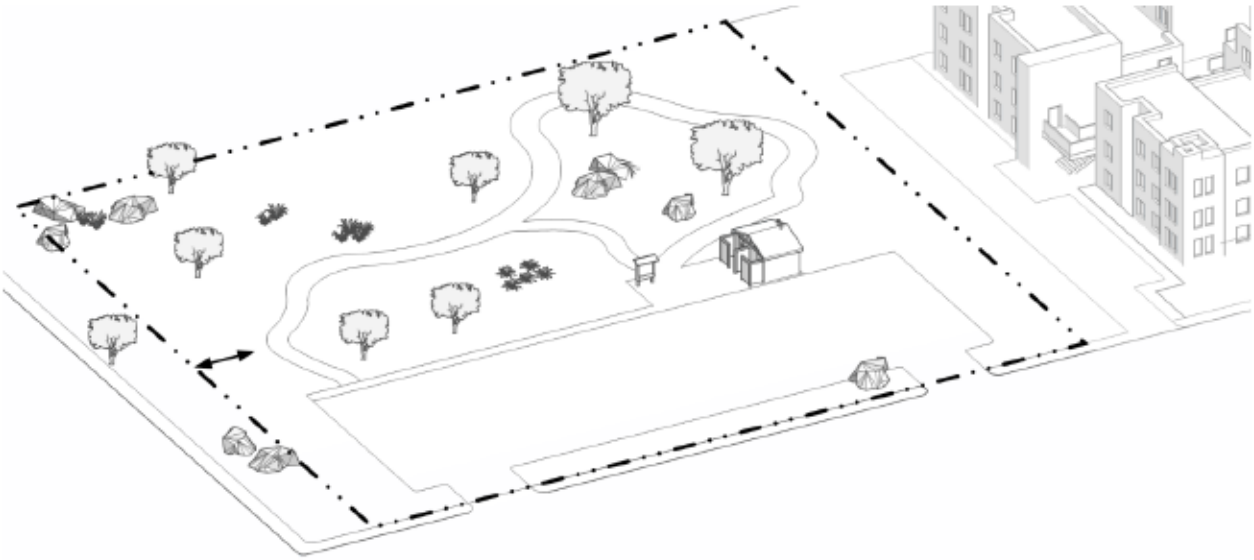
The P-1 district is intended to protect and preserve open spaces that are held in either public or private ownership. P-1 districts may include parks, open spaces, trails, wetlands, floodplains, environmentally sensitive areas, and unique habitats and landscapes. P-1 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses

Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(3) Dimensions

To preserve access to clean air, pure water, natural recreation areas, and scenic natural beauty, the subdivision and development of land is restricted in P-1 districts. P-1 development shall be reviewed through GJMC 21.02.040(k).



(4) District Specific Standards

All buildings constructed in any P-1 district must be permanent construction without a chassis, hitch, or wheels, or other features that would make the structure mobile, unless otherwise expressly stated in this Code.

(d) Public, Civic, and Institutional Campus (P-2)

(1) Intent

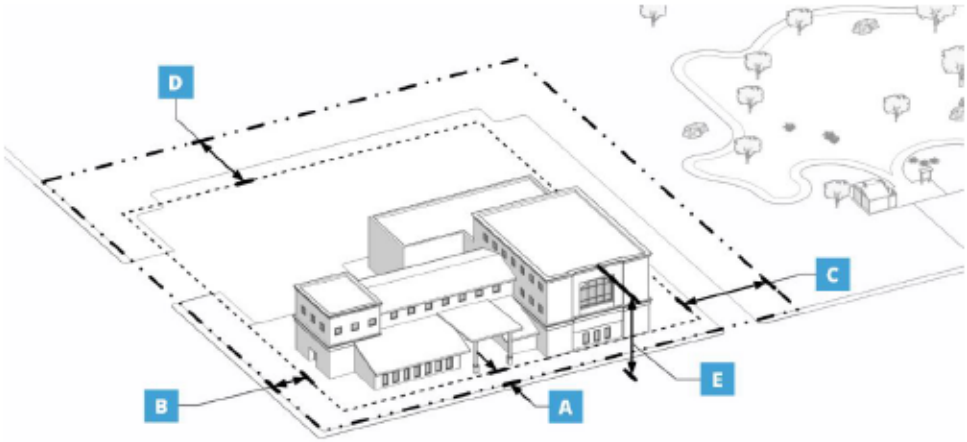
The P-2 district is intended to allow the creation of mixed-use civic and institutional campuses where housing is provided in support of the other uses on the campus. P-2 is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

(2) Uses

Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(3) Dimensions

The following dimensional standards are applicable to development along and within 150 feet of exterior lot lines in the P-2 district:



Lot Standards	
Residential Standards	
Applicable district standards [1]	RM-8 or RM-12
Minimum Density	8 du/acre
Mixed-Use Lot Standards	
Lot Area (min, ft)	10,000
Lot Width (min, ft)	50
Lot Coverage (max, %)	80
Parking, Loading, Service	
Access and Location	Internal

Building Standards		
Setbacks: Exterior Boundary (min)		
A	Front	20
B	Side	20
C	Side Abutting Residential	20
D	Rear	20
Height (max, ft)		
E	Height	65
	Height Adjacent to Res.	40

(4) District Specific Standards

(i) All structures shall remain on a single lot. Property in a P-2 district may not be subdivided.

21.03.090 Airport Environs Overlay District

(a) Purpose

The airport environs overlay zone district (AE) is hereby created with the following purposes:

(1) To protect the public health, safety, and welfare by regulating development and land use within noise sensitive areas and airport hazard areas;

(2) To ensure compatibility between Grand Junction Regional Airport and surrounding land uses; and

(3) To protect the airport from incompatible encroachment.

(b) Overlay District

The airport environs overlay zone district (AE) shall serve as an overlay zoning that applies additional standards and requirements to properties located within an underlying zone district. In case of conflicting standards and requirements, the more stringent standards and requirements shall apply.

(c) Airport Environs Overlay Maps

Airport environs overlay maps referred to in this Code are on file at the Community Development Department. The maps are incorporated by this reference as if fully set forth.

(d) Airport Environs Subdistricts

The airport environs overlay zone district (AE) is comprised of four subdistricts. The subdistricts represent a determination by the Federal Aviation Administration (FAA) of differing levels of expected noise impact and hazard from aircraft overflight. If any parcel is within more than one subdistrict, the more restrictive subdistrict determination shall apply. The subdistricts are as follows:

(1) Area of Influence (Subdistrict A)

An area surrounding the airport impacted or influenced by proximity of the airport, either by aircraft overflight, noise and/or vibrations.

(2) Noise Zone (Subdistrict B)

Includes the area within the 65 Ldn to 70 Ldn noise-exposure area as shown in the Grand Junction Regional Airport Master Plan.

(3) Critical Zone (Subdistrict C)

A rectangular-shaped zone located directly off the end of a runway's primary surface, beginning 200 feet from the end of the pavement, which is critical to aircraft operations (i.e., more apt to have accidents within it because of the takeoff and landing mode in that particular area) as shown in the Grand Junction Regional Airport Master Plan.

(4) Clear Zone (Subdistrict D)

A triangular-shaped zone located directly off the end of a runway's primary surface, beginning 200 feet from the end of the pavement, which is clear of all above-ground obstruction or construction. The width is the same as the primary surface. The length is determined by the use of the runway, in accordance with FAA regulations.

(5) Boundary Updates or Amendments

The boundaries of the AE zoning and its subdistricts shall be reviewed whenever the Grand Junction Regional Airport Authority updates and/or amends the noise contour maps and/or master plan. The Grand Junction Regional Airport Authority shall notify the City of any such update and/or amendment and provide a copy of it to the City.

(e) Exemptions

The terms, provisions, conditions, and restrictions of 5-11 et seq. of the former code pertaining to land use for land around airports shall control development in existence prior to the Effective Date. This chapter shall apply to development, structures and/or lots platted after the Effective Date.

(f) Land Use Compatibility

(1) Airport Environs Matrix

(i) The airport environs land use compatibility matrix below, also known as the airport matrix, establishes requirements and limitations in addition to those provided in GJMC Chapter 21.03. In the case of conflict, the more restrictive requirements shall control.

(ii) The airport matrix below identifies development standards that apply to development within the AE zone. Any proposed use and/or development shall comply with the requirements of this section, in addition to all other applicable standards.

(iii) All structures shall be constructed to comply with the noise level reduction (NLR) standards of the airport matrix. National Technical Information Service (NTIS) report Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations (AD-A258 032), latest edition, shall be used for noise reduction methods for new development.

(2) Use Restrictions

Notwithstanding any other provision of this Code, no use may be made of land or water within any zone or subdistrict that creates or may create:

(i) Interference with navigational signals or radio communication between the airport and aircraft;

(ii) Difficulty for pilots to distinguish between airport lights and other lighting;

(iii) Glare in the eyes of pilots using the airport;

(iv) Impaired visibility in the vicinity of the airport;

(v) A hazard or endanger landing, takeoff or maneuvering of aircraft.

(g) Avigation Easement

New development located within the AE zone shall convey an avigation easement to the Grand Junction Regional Airport Authority in a form and with terms and conditions approved by the Director. Such conveyance shall not be required for repair or maintenance of existing structures.

(h) Record Notice of Critical and Noise Zone Subdistricts

A written notice, in a form approved by the Director, shall be affixed to and recorded with each Final Plat/plan when the development is located in a noise zone. The notice shall also be required when the development is located within a critical zone. The notice shall minimally provide that:

(1) All or part of the development is potentially subject to aircraft noise levels high enough to annoy users of the property and interfere with its unrestricted use.

(2) If in the critical zone add: All or part of this property is also located in the approach and departure path of the airport in an area more apt to have accidents because of the takeoff and landing of aircraft.

Table 21.03-10: Airport Land Use Compatibility Standards Matrix
Y = Yes N = No C = Conditional Use Permit required 25 or 30, see Note [2]

Land Use	Zone			
	A	B	C	D
Residential (≤ 1 unit per 5 acres)	Y	30 [1]	30 [1]	N
Residential (≥ 1 unit per 5 acres)	Y	C30 [1]	N	N
Hotels/Motels	Y	C25	N	N
Schools, Hospitals, Libraries	Y	C25	N	N
Churches	Y	C25	N	N
Auditoriums, Outdoor Amphitheaters, Concert Halls	Y	C25	N	N
Sports Arenas	Y	C25	N	N
Playgrounds, Parks, Open Space, Golf Courses, Cemeteries, Riding Stables	Y	Y	C	N
Office Buildings, Personal, Business, and Professional Services	Y	C	C	N
Commercial Establishments: Retail	Y	C	C	N
Commercial Establishments: Wholesale, Manufacturing, Transportation, Communications, and Utilities	Y	C	C	N
Manufacturing – Noise-Sensitive	C	C	C	N
Communications – Noise-Sensitive	C	C	C	N
Farming (Livestock)	Y	Y	Y	N
Agriculture, Mining, Fishing (Except Livestock Farming)	Y	Y	Y	C
Poultry Production	Y	Y	Y	N

Notes:
[1] Where possible, no residential development shall be permitted within Subdistricts B and C; however, for properties substantially or wholly burdened by Subdistrict C, residential development may be permitted at a density not to exceed one unit per five acres. Clustering of homes outside of Subdistricts B and C shall, where possible, be used.

Table 21.03-10: Airport Land Use Compatibility Standards Matrix
Y = Yes N = No C = Conditional Use Permit required 25 or 30, see Note [2]

Land Use	Zone			
	A	B	C	D

[2] 25: Measures to achieve noise level reduction (NLR) of 25 dB must be incorporated into the design and construction of structures. 30: Measures to achieve noise level reduction (NLR) of 30 dB must be incorporated into the design and construction of structures.

(i) Height Limitations

Nothing, including structures and trees, shall be erected, altered, allowed to grow, or be maintained so that it crosses or enters into the applicable runway approach zone districts as defined in Federal Aviation Regulations (FAR) Part 77, as amended.

21.03.0100 PLANNED DEVELOPMENT

(a) Purpose and Community Benefits

The planned development (PD) district is intended to apply to mixed-use or unique single use projects to provide design flexibility not available through strict application and interpretation of the standards established in GJMC Chapter 21.05. The purpose of the PD overlay zone is to provide design flexibility that promotes the goals and strategies of the Comprehensive Plan and that incorporates at least one of the following community benefits:

(1) The PD protects, preserves, and/or manages areas of significant natural resources beyond the requirements of the base zoning regulations;

(2) The general arrangement of proposed uses in the PD better integrates future development into the surrounding neighborhood, either through more compatible street layout, architectural styles, and housing types, or by providing better transitions between the surrounding neighborhood and the PD with compatible development or open space buffers;

(3) Areas of open space, their intended levels of use, and their relationship to other proposed uses in the PD provide enhanced opportunities for community gathering areas;

(4) The PD features outstanding site design and construction; such as; best management practices for on-site storm water management, green building materials, and/or water and energy efficiency;

(5) Site design in the PD will create a diverse neighborhood with a mix of housing choices; or

(6) The PD features enhanced opportunities for walkability or transit ridership, including separated parking bays, off street walking paths, shorter pedestrian routes than vehicular routes, linkages to or other provisions for bus stops, etc.

(b) Applicability

(1) PD zoning is applicable to parcels of 10 acres or greater.

(2) PD zoning may not be used to provide a site-specific solution to a single issue that can be resolved through a more appropriate administrative means.

(c) Creation of Overlay Zone District

The PD zone district creates an overlay district that reflects adjustments made to applicable base zone districts as stated in the PD zoning ordinance. Where the PD is silent as to a development term or requirement, the requirements of the applicable base zone district or this Code shall apply.

(d) Customization

(1) Modifications to Base Zone Districts

(i) A PD overlay is established through the identification of applicable base zone district(s) that are modified according to specific adjustments approved through the PD review and approval process.

(ii) Requested adjustments to the standards of the base zone district(s) and/or other applicable standards such as landscaping, uses, or parking shall be identified both by location on the site plan and in an accompanying narrative summary.

(2) Residential Density

A PD shall not be used to increase the density of the base zone districts. Rezoning is the appropriate process to request a density increase.

(3) Community Benefit

All PD projects are required to provide a community benefit. The application narrative shall also describe the community benefits provided through PD approval, based on the list of community benefits described above.

Chapter 21.04 Use Standards

21.04.010 Purpose

The purpose of this chapter is to identify the land uses allowed in the Grand Junction zone districts and establish the standards that apply to certain uses (use-specific standards). This chapter is organized as follows:

(a) GJMC 21.04.020, lists the uses allowed by zone district and cross-references applicable use-specific standards.

(b) GJMC 21.04.030, establishes the unique standards applicable to certain land uses.

(c) GJMC 21.04.040, establishes standards applicable to uses and structures that are accessory to the principal use of the property and/or structure.

(d) GJMC 21.04.050, establishes standards applicable to non-permanent (temporary) structures and uses.

21.04.020 Principal Use Table

(a) Organization of the Table

(1) In Table 21.04-1, land uses and activities are classified into five general use categories: (1) Residential; (2) Public, Institutional, and Civic; (3) Commercial; (4) Industrial; and (5) Temporary. Specific uses are organized within the general use categories, based on common functional, product, or physical characteristics such as the type and amount of activity, the type of customers or residents, how goods or services are sold or delivered, and site conditions. This provides a systematic basis for assigning present and future land uses into appropriate zone districts and for avoiding overlaps and inconsistencies between similar land uses.

(2) The left-side column of Table 21.04-1 lists all use categories and many of the specific uses that might be approved by the City. Columns in the center of the table correspond to each base zone district and indicate whether the use is allowed in that district. The right-side column provides a cross-reference to use-specific standards that apply to that use in some or all of the zone districts in which it is allowed. Use standard cross-references are provided for informational purposes only; use-specific standards are applicable whether the cross-reference is provided or not.

(b) Compliance with Additional Requirements

(1) Any use approved within a zone district shall also comply with all applicable standards in this Code; any requirements of local, state, or federal law; and the conditions placed on the approval.

(2) All uses required by any unit of local, state, or federal government to have an approval, license, or permit to operate are required to have that local, state, or federal approval, license, or permit in effect at all times, and failure to do so is a violation of this Code.

(3) All uses subject to the operational standards of a local, state, or federal government agency, including without limitation the regulations contained in the Grand Junction

Municipal Code and regulations of the Colorado Department of Public Health and Environment, shall operate in compliance with those standards and regulations at all times, and failure to do so is a violation of this Code.

(c) Abbreviations Used in the Table

This excerpt from Table 21.04-1 is included to illustrate the use table abbreviations. Current use allocations are provided in Table 21.04-1; this excerpt is not regulatory.

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2
Residential Uses												
Household Living												
Dwelling, Single-Family Detached	A	A	A	A	A	A	A				**A**	

(1) Allowed Uses

An "A" indicates the use is allowed by right within the respective zone district. Administrative approval per GJMC 21.02.040(b) required prior to establishing an allowed use.

(2) Conditional Uses

A "C" indicates the use is only allowed through the Conditional Use Permit (CUP) process of GJMC 21.02.050(f), subject to specified conditions.

(3) Prohibited Uses

A blank space indicates the listed use is not allowed within the district, unless otherwise expressly allowed by another provision of this Code.

(d) Uses for Other Purposes

Approval of a use listed in Table 21.04-1 authorizes that use only. Development or use of a property for any other use not specifically allowed in Table 21.04-1 and approved pursuant to this Code is prohibited.

(e) Use Table

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Residential Uses																				
Household Living																				
Dwelling, Single-Family Detached	A	A	A	A	A	A	A				A								A	
Dwelling, Tiny Home	A	A	A		A	A	A				A								A	
Dwelling, Single-Family Attached			A		A	A	A	A			A								A	
Dwelling, Cottage Court					A	A	A	A	A	A	A	A								
Dwelling, Duplex				A	A	A	A	A			A									
Dwelling, Multifamily						A	A	A	A	A	A	A	A						A	
Manufactured Housing Community						A	A	A												21.04.030(b)(2)
Group Living																				
Boarding or Rooming House							A	A	A	A	A	A	A							21.04.030(b)(3)
Fraternity or Sorority																			A	21.04.030(b)(4)
Group Living Facility, Small	A	A	A	A	A	A	A	A	A	A	A	C	A							21.04.030(b)(5)
Group Living Facility, Large						A	A	A	A	A	A	A	A							21.04.030(b)(5)

Table 21.04-1: Principal Use Table
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For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Group Living Facility, Unlimited								A	A	A	A	A	A							21.04.030(b)(5)
Public, Institutional, and Civic Uses																				
Adult or Child Day Care																				
Day Care Center, Adult or Child	C	C	C	C	C	C	A	A	A	A	A	A	A	A	A				A	
Community and Cultural Facilities																				
Assembly, Community	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		A	21.04.030(c)(1)
Assembly, Religious/Private Group	A	A	A	A	A	A	A	A	A	A	A	A	A	A		A			A	21.04.030(c)(1)
Community Corrections Facility																			C	21.04.030(c)(2)
Crematory														A	A	A	A			
Funeral Home or Mortuary											A	A	A	A	A					
Government Service Facility												A	A	A					A	
Jail													C	C		C	C		C	
Meeting, Banquet, Event, or Conference Facility	C	C										A	A	A		C			A	

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Safety Service Facility	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		A	
Educational Facilities																				
Boarding School								A	A	A	A	A	C						A	
College or University												A	A	A	A	A	A		A	
Public or Private School	A	A	A	A	A	A	A	A	A	A	A	A	A	A					A	
Vocational, Technical, or Trade School											A	A	A	A		A	A			
Health Facilities																				
Hospital											C	A	C	C	C				C	
Medical or Dental Clinic										A	A	A	A	A	A	A				
Parks and Open Space																				
Cemetery	A	A	A	A	A	A	A	A	A	A	A	A	A	A				A	A	
Golf Course	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Golf Driving Range	A	A	A	A	C	C	C	C	C	C	A	A	A	A	A	A	A	A	A	
Park, Lake, Reservoir, Other Open Space	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Commercial Uses																				

Table 21.04-1: Principal Use Table
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For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Adult Entertainment												A		A		A	A			21.04.030(d)(1)
Agriculture and Animal																				
Animal Agriculture																C	C		C	21.04.030(d)(2)
Animal Care, Boarding, or Sales, Indoor Operations Only	A										A	A	A	A	A	A				
Animal Care, Boarding, or Sales, Outdoor Operations	C											C		A	C	C				
Animal Clinic or Hospital											A	A	A	A		A			A	21.04.030(d)(3)
Dairy Operations or Feedlot	C															C	C		C	21.04.030(d)(2)
Farmers' Market										A	A	A	A	A				A	A	
Nursery or Greenhouse	C	C	C	C								A		A		A	C		C	
Pasture, Commercial	A	A	A	A												A	A			
Urban Agriculture	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Food and Beverage																				
Bar or Tavern											C	A	A	A	C	C				

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Brewery, Distillery, or Winery	A										C	A	A	A	A	A	A		A	
Brewpub, Distillery Pub, or Limited Winery									C	C	A	A	A	A		A			A	
Food Service or Catering											A	A	A	A		A				
Mobile Food Vendor										A	A	A	A	A	A	A	A	A	A	21.04.030(d)(4)
Mobile Food Vendor Court										C	A	A	A	A	A	A	A		A	21.04.030(d)(4)
Restaurant									C	C	A	A	A	A	A	A			A	
Lodging Facilities																				
Emergency Shelter, Permanent												A		C					C	
Hotel or Motel												A	A	A	A					
Resort Cabin and Lodge	C																	A	A	
Short-Term Rental	A	A	A	A	A	A	A	A	A	A	A	A	A							21.04.030(d)(5)
Office and Personal Services																				
Office									C	C	A	A	A	A	A	A			A	
Personal Service									C	C	A	A	A	A	C	A				
Recreation and Entertainment																				

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Campground or Recreational Vehicle Park	C											A		A				A	A	21.04.030(d)(6)
Indoor Entertainment and Recreation	A										A	A	A	A	A	A			A	
Outdoor Entertainment and Recreation	C											A		A	C	C			C	
Riding Academy, Roping, or Equestrian Area	C	C																	C	
Shooting Range, Indoor												C		C		C	C		C	
Shooting Range, Outdoor																C	C		C	
Swimming Pool, Community	A	A	A	A	A	A	A	A	A	A	A	A	A	A					A	
Zoo												C		C					C	
Retail Sales																				
Flea Market														A		A	A			21.04.030(d)(7)
Manufactured Building Sales and Service														A		A				
Regulated Cannabis Store											A	A	A	A						21.04.030(d)(8)

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Retail Sales and Service, Small									C	C	A	A	A	A		A				
Retail Sales and Service, Medium												A	A	A		A				
Retail Sales and Service, Large												A		A		A	A			
Retail Sales and Service, Big Box												C		C		C	C			
Transportation																				
Airport or Heliport														C	C	C	C		C	
Helipad												C	C	C	C	C	C		C	
Parking Garage, Commercial											A	A		A	A	A	A		A	
Parking Lot, Commercial											A	A	C	A	A	A	A		A	21.04.030(d)(10)
Transportation Depot												A	A	A	A	A	A		A	
Truck Stop														A		A	A			
Vehicles and Equipment																				
Vehicle Fleet Operations Center												A		A	A	A	A			
Vehicle Fuel Sales and Service Station											C	A	A	A	A	A	A			
Vehicle Impound Lot														C		C	C			21.04.030(d)(11)

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Vehicle Repair, Major														A	A	A	A			
Vehicle Repair, Minor												A		A	A	A	A			
Vehicle Sales, Rental and Leasing, Heavy														C		A				21.04.030(d)(12)
Vehicle Sales, Rental and Leasing, Light												A		A		A				21.04.030(d)(12)
Vehicle Wash											A	A	A	A	A	A	A			
Industrial Uses																				
Manufacturing and Processing																				
Industrial, Artisan											A	A	A	A		A	A			21.04.030(e)(1)
Industrial, Light												A	A	A		A	A			
Industrial, Heavy														A	A	A	A			
Mining and Extraction	C	C													C	C	C		C	
Oil and Gas Drilling	C	C														C	C		C	
Storage, Wholesale, and Warehousing																				
Mini-Warehouse									C	C	C	A		A	A	A	A			21.04.030(e)(3)
Outdoor Storage, Commercial														A/C	A/C	A/C	A/C			21.04.030(e)(4)

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Wholesale or Warehouse	C											C		A	A	A	A			
Tele-communication																				
Facilities on Wireless Master Plan Priority Site When Developed in Accordance with Wireless Master Plan Site-Specific Requirements	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.030(e)(5)
Temporary PWSF (e.g., COW)	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.030(e)(5)
Co-Location	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.030(e)(5)
Tower Replacement	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.030(e)(5)
Dual Purpose Facility	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.030(e)(5)
DAS and Small Cell Facilities	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.030(e)(5)
Base Station with Concealed Attached Antennas	A Except NOT allowed on structures the principal use of which is a single-family detached or attached dwelling, tiny home dwelling, duplex, group living (all), day care center, and multifamily dwellings of fewer than three stories.											A	A	A	A	A	A	A	A	21.04.030(e)(5)

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Base Station with Non-Concealed Attached Antennas	C Except NOT allowed on structures the principal use of which is a single-family detached or attached dwelling, tiny home dwelling, duplex, group living (all), day care center, and multifamily dwellings of fewer than three stories.											A	C	A	A	A	A	A	A	21.04.030(e)(5)
Tower, Concealed	C	C Except NOT allowed on any site or lot where the principal use is a single-family detached or attached, tiny home, or duplex dwelling.						C	C	C	C	C	C	C		C	C	C	C	21.04.030(e)(5)
Tower, Non-Concealed												C	C	C		C	C	C	C	21.04.030(e)(5)
Broadcast Tower																C	C			21.04.030(e)(5)
Utility Uses																				
Utility Facility, Basic	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Utility Facility, Major															C	C	C	C		
Transmission Line	C	C	C	C	C	C	C	C	C	C	C	A/C	C	A/C	A/C	A/C	A/C	C	C	21.04.030(e)(6)
Waste and Salvage																				
Composting Facility																C	C			
Junkyard or Salvage Yard																C	C			21.04.030(e)(7)

Table 21.04-1: Principal Use Table
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For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Transfer Facility, Medical and Hazardous Waste																C	C			21.04.030(e)(8)
Transfer Facility, Solid Waste																C	C			
Recycling Collection Facility																C	C			
Recycling Collection Point											C	C	C	C	C	C	C	C	C	
Solid Waste Disposal or Processing Facility																C	C			
Temporary Uses																				
Emergency Shelter, Temporary	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Parking Lot, Temporary											A	A	A	A	A	A	A		A	21.04.050(b)
All Other											A	A	A	A		A	A	A	A	21.04.050(c)

21.04.030 USE-SPECIFIC STANDARDS

(a) Performance Standards for All Uses

No person shall occupy, maintain, or allow any use in any zone district without continuously meeting the following minimum standards regarding vibration, smoke, odor, noise, glare, wastes, fire hazards, and hazardous materials.

(1) Vibration

Except during construction or as authorized by the City, an activity or operation that causes any perceptible vibration of the earth to an ordinary person on any other lot or parcel shall not be permitted.

(2) Noise

The owner and occupant shall regulate uses and activities on the property so that sound never exceeds 65 decibels at any point on the property line.

(3) Glare

Lights, spotlights, high temperature processes, or otherwise shall not be visible from any lot, parcel, or right-of-way.

(4) Solid and Liquid Waste

All solid waste, debris and garbage shall be contained within a closed and screened dumpster, refuse bin and/or trash compactor. Incineration of trash or garbage is prohibited. No sewage or liquid wastes shall be discharged or spilled on the property.

(5) Hazardous Materials

Information and materials to be used or located on the site whether on a full-time or part-time basis that are required by the SARA Title III Community Right to Know shall be provided at the time of any City review, including the site plan. Information regarding the activity or at the time of any change of use or expansion, even for existing uses, shall be provided to the Director.

(b) Residential Uses and Structures

(1) Cottage Court Dwelling

(i) Dimensional and Density Standards

(A) The minimum project size for a cottage court development is one-half acre and the maximum project size is five acres. The cottage court development may be a designated area within a larger development.

(B) The following standards shall apply to individual units:

Lot Standards	
Private Common Open Space	
Area of Individual open space (min, sf)	400
Dimensions of any Side (min, ft)	20

Lot Standards	
Building Standards	
Density (units/acre)	
Minimum | Maximum	Per zone district
Footprint Area (max)	
Per cottage (sf)	1,200 average
Height and Separation	
Height (max)	Per zone district
Building separation (min)	Per Building Code

(C) A minimum of one dwelling unit or an increase of up to 20 percent over the maximum density (rounded up) is allowed when the project can meet all other applicable GJMC standards.

(D) All other building and lot requirements, including principal and accessory structure setbacks and lot coverage limitations, for the base zone district shall apply to the project site as a whole, not individual units.

(ii) Design Standards

(A) A minimum of 10 percent of the total lot area shall be private common open space. The private common open space may be divided into multiple locations, each of which shall meet the minimum area and dimensional standards.

(B) A community building(s) for the sole use of the cottage court dwelling residents may be used to meet up to 25 percent of the required common open space requirement. Community buildings shall not count toward the maximum density calculation.

(C) Paved paths for pedestrian circulation may count toward common open space, but parking areas and driveways for vehicular circulation may not count toward common open space.

(D) Accessory dwelling units are prohibited.

(E) Multifamily dwellings landscaping requirements apply per GJMC Chapter 21.07 and may count toward up to 30 percent of the required private common open space.

(2) Manufactured Housing Community

(i) Density and Setbacks

All building and lot requirements, including principal structure setbacks and maximum density requirements, for the base zone district shall apply to the project site as a whole (not individual units).

(ii) Manufactured Homes and Spaces

(A) Recreational vehicles or travel trailers may not be used as residences within a manufactured housing community. Mobile homes, as defined in this Code and separate from manufactured homes, may not be used as a dwelling in the City except in an established mobile home park. No new mobile homes shall be placed in the City.

(B) Each space shall be numbered in a conspicuous location and a space map posted at the entrance to the property.

(C) All manufactured home spaces shall abut on a hard-surfaced roadway of not less than 20 feet in width. The roadway shall:

a. Be adequately lighted and drained;

b. Have unobstructed access to a paved public street or highway; and

c. Not contain on-street parking.

(D) No additions shall be built onto any manufactured home other than a porch or entryway. Porches and entryways may not extend any closer than 10 feet from the nearest manufactured home and its additions.

(E) All manufactured homes shall be skirted and anchored in a manner approved by the Director.

(iii) Site Design

(A) All buildings and manufactured homes within the community shall be served with centralized water supply and sewage disposal systems approved by the City.

(B) All parking and driveway areas shall be paved with an all-weather surface that is constructed of concrete, asphalt, or a similar dust-free impermeable or permeable material.

(C) Convenient, safe pedestrian path networks at least five feet wide shall be provided from dwelling units to recreation areas, bus stops, parking areas, commercial uses, nearby schools, and any public facility within or directly adjacent to the subject property. All access shall conform to City standards.

(D) At least 15 percent of the gross area of the manufactured housing community shall be set aside for recreational purposes for use by the residents of the community. Outdoor recreation areas may include but are not limited to adult recreation and child play areas, such as outdoor games, picnic tables and seating, playgrounds, and swimming pools. They do not include areas for guest parking, or utilities.

(E) No portion of a recreation area may be less than 20 feet in width or length.

(iv) All manufactured housing communities shall meet the applicable landscaping and buffering standards set forth in GJMC Chapter 21.07. Maintenance

(A) All manufactured housing communities shall be maintained in accordance with the requirements of this section, applicable State of Colorado Department Health regulations, and other applicable City regulations.

(B) The property owner shall be responsible for ongoing maintenance for all site elements included in the original approval of the manufactured housing park such as landscaping, signage, parking, streets, stormwater, drainage, outdoor recreation areas and other features unless otherwise specified in the development agreement.

(v) Existing Manufactured Housing Communities

Existing manufactured housing communities shall comply with the above standards to the maximum extent practicable, except that:

(A) Existing mobile homes may continue to be used in mobile home parks established prior to 1976;

(B) Existing spaces may be used provided that any additions made after the Effective date of the Code shall comply with setback requirements of this subsection; and

(C) Paving of existing driveways only shall be required if the community is expanded or the number of spaces increased.

(3) Boarding or Rooming House

(i) Standards

In a Residential zone district, a boarding or rooming house shall not exceed the maximum density for the zone district, with density calculated as two rented rooms equal one dwelling unit.

(ii) Process

An application for a boarding or room housing shall meet and follow the procedural requirements of GJMC 21.02.040.

(4) Fraternity or Sorority

(i) Location and Applicability

(A) A fraternity or sorority is allowed only within the core campus of Colorado Mesa University or within 500 feet of the boundary of the core campus. The core campus is that area situated south of Orchard Avenue, west of North 12th Street, north of North Avenue and east of North 7th Street, and that area north of Orchard Avenue, west of 12th Street, south of Walnut Avenue, and east of College Place.

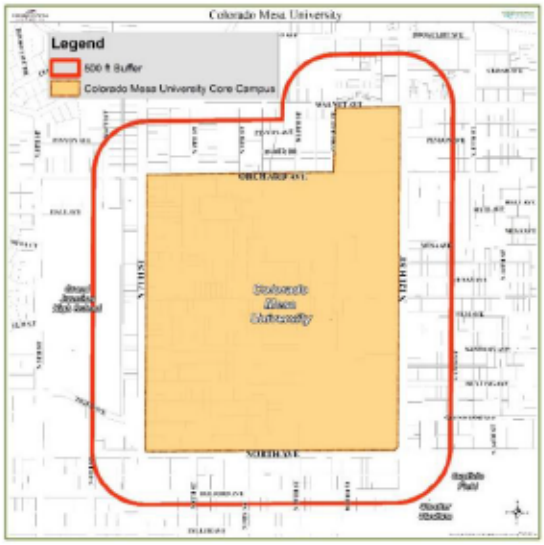


Figure 04.03-1 Colorado Mesa University Core Campus Boundary

(B) The limitations, standards and requirements of this subsection do not apply to a fraternity or sorority located entirely within the core campus.

(ii) Standards for Fraternity or Sorority

(A) In a Residential zone district, a fraternity or sorority may exceed the maximum residential density so long as the standards described in this subsection are met.

(B) Each residential structure shall provide a minimum of 100 square feet per occupant. Regardless of square footage, the number of residential occupants shall not exceed 35.

(C) There shall not be more than four beds in a single room.

(D) Each property line abutting a right-of-way, open or undeveloped tract or another property that is not used as a fraternity or sorority shall have a minimum six-foot-tall solid fence and an eight-foot-wide landscaped strip located inside the fence.

(iii) Process

An application for a fraternity or sorority shall meet and follow the procedural requirements of GJMC 21.02.040.

(5) Group Living Facility

(i) Standards

(A) Spacing Requirement

a. A group living facility in an R-R, R-ER, R-1R, R-2R, RL-4, RL-5, or RM-8 zone district shall be at least 750 feet from every other group living facility in any such zone district.

b. There is no spacing requirement where either one of the two group living facilities being measured against one another is in a zone district not listed in this subsection.

c. The separation distance shall be measured in the following manner:

Computed by direct measurement from the nearest property line of the land used for a group living facility to the nearest property line of an existing group living facility, using the most direct route of public pedestrian access, measured as a person would walk along right-of-way, with right angles at crossings and with the observance of traffic regulations and traffic signals (see Figure 04.03-2); except that a group living facility shall not be located adjacent to another even if by such route the distance is greater than 750 feet.

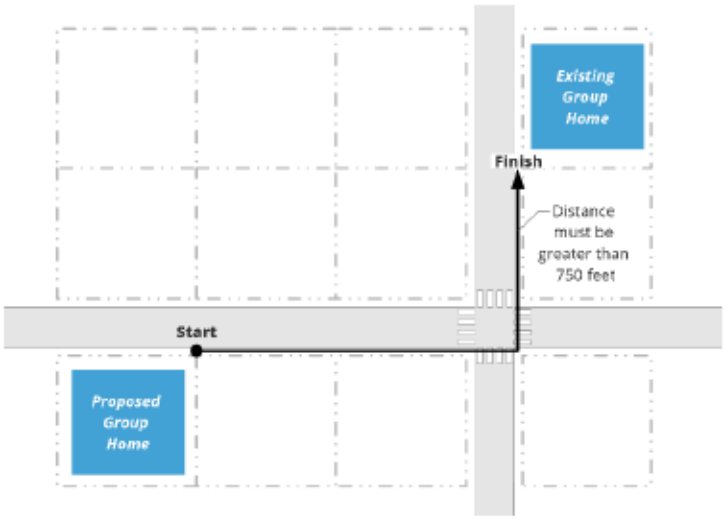


Figure 04.03-2 Group Living Facility Separation Calculation

(B) Compliance with Other Standards

a. The group living facility must comply with the applicable City, state and other building, fire, health, and safety codes as well as all applicable requirements and development standards applicable to the zone district in which the group living facility is to be located except as modified in this subsection.

b. Group living facilities in a Residential zone district shall meet all applicable district, use, and development standards.

(C) Density and Minimum Lot Area

a. Group living facilities must not exceed maximum density for the zone district, with density of the facility calculated as four beds equal one dwelling unit.

b. The site must contain at least 500 square feet per resident, except where a multifamily structure is being converted to a group living facility, in which

case the minimum adequate lot area shall be in accordance with the requirements of the zone district.

(D) Accessory Uses

a. Accessory uses authorized with a group living facility are on-site recreational facilities, parking of vehicles for visitors, occupants and staff, and staff housing. The Director may approve other accessory uses that will have substantially similar impacts.

b. Only the administrative activities of the person or organization operating the facility shall be conducted at the facility. No office or other space in the facility or on the site may be leased or used for activities unrelated to the group living facility.

(E) Provision of Services in Residential Zone Districts

A group living facility in a Residential zone may provide services to nonresidents, but only up to the total number of residents permitted in the facility. For example, if there are nine residents at a group living facility that is allowed to have 16 residents, no more than seven nonresidents may use the services the facility provides at any one given time. This restriction does not apply in Mixed-Use, Commercial, Industrial, and Public, Parks, and Open Space zone districts.

(ii) Process

An application for a group living facility shall meet and follow the procedural requirements of GJMC 21.02.040.

(c) Public, Institutional, and Civic Uses

(1) Assembly, Community or Religious/Private Group

(i) Art Gallery, Museum, or Library

An art gallery, museum, or library is prohibited in the R-R, R-ER, R-1R, R-2R, RL-4, RL-5, and RL-8 zone districts. All other community assemblies are allowed.

(ii) General Requirements

(A) Seating Capacity and Public Notice

a. Maximum seating capacity shall be based upon the seating capacity in the largest assembly area of the principal structure.

b. Community and religious/private group assembly uses with a maximum seating capacity of up to 300 or a maximum seating capacity of 301 to 600 for those uses that are located on a parcel or lot abutting a principal or minor arterial or collector street, as identified on the City's Streets Classification Map, are allowed uses in all Residential zone districts.

c. Community and religious/private group assembly uses with a maximum seating capacity of 301 to 600 in a Residential zone district require public

notice if not located on a parcel or lot abutting a principal or minor arterial or collector street, as identified on the City's Grand Junction Circulation Plan.

d. Community and religious/private group assembly uses with a maximum seating capacity greater than 600 require a public notice in all Residential zone districts.

(B) Site Design and Layout

The front yard setback shall be counted towards the percentage of gross land area to be landscaped in all RM zone districts.

(2) Community Corrections Facility

(i) A community corrections facility shall manage and supervise "offenders" in accordance with adopted standards and pursuant to a contract supervised and administered by an agency of the State of Colorado.

(ii) Independent community corrections facilities are subject to the same or equivalent, standards and rules applicable to a facility which is subject to § 17-27-101 C.R.S., et seq.

(iii) The applicant for a community corrections facility that is not administered pursuant to § 17-27-101 C.R.S., et seq., shall identify, and provide as required by the Director, the rules and contract under which such facility is regulated and administered.

(iv) An applicant for a community corrections facility shall provide to the Director, upon request, evidence that the facility/program is:

(A) Subject to "program audits" by the state or an agent of the state; and

(B) Operating and has been operated in compliance with all applicable standards.

(d) Commercial Uses

(1) Adult Entertainment

(i) The City Council finds that the concentration of certain adult entertainment establishments in cities tends to result in the blighting and deterioration of the areas of such concentration. Accordingly, it is necessary that these establishments be regulated in a manner as to prevent the erosion of the character of affected neighborhoods.

(ii) No adult entertainment establishment shall be permitted within the City of Grand Junction except as provided in this Code.

(iii) The purpose of this subsection is to establish for the zoning and location of adult entertainment establishments that:

(A) Are not a nuisance; and

(B) Do not violate the provisions of the law regarding sexual conduct, obscene material, or obscene conduct.

(iv) Nothing in this Code authorizes, legalizes, or permits the establishment, operation, or maintenance of any business, building or activity which violates any other municipal

ordinance or provision of the laws regarding nuisances, sexual conduct, obscene material, or obscene conduct. "Obscene material" or "obscene conduct" means that material or conduct that, taken as a whole, appeals to the prurient interest of the average person, applying a contemporary local standard and depicts or describes sexual conduct that, taken as a whole, lacks serious literary, artistic, political, or scientific value. The term "contemporary local standard" means that the material or conduct at issue must be measured in terms of the contemporary community standards of the City.

(v) Prohibition

No person, corporation, or business of any sort or description, shall cause or permit the location or operation of an adult entertainment establishment within 1,000 feet of the property line of another such business or within 1,000 feet of the property line of any church, school, park, playground, public building or within 1,000 feet of any residentially zoned property as the same are established under this Code. The operation of an adult entertainment establishment shall include the opening of such business as a new business, the relocation of such business or the conversion of an existing business location to any of the uses described in this subjection.

(2) Animal Agriculture

(i) Total Number of Large Animals Allowed

For the purpose of this subsection, large agricultural animals shall include horses, mules, burros, sheep, cattle, pigs, alpacas, llamas, and standard goats and are subject to the following:

(A) The R-R, R-ER, R-1R, R-2R, P-1, and P-2 districts shall not have more than one large agricultural animal per ¼ acre of land.

(B) All other districts shall not have more than one large agricultural animal per ½ acre of land.

(ii) Total Number of Small Animals Allowed

For the purpose of this subsection, small agricultural animals shall include dwarf or pygmy goats, rabbits and any type of fowl and are subject to the following:

(A) Parcels of ½ acre or less shall not have more than six adult animals.

(B) Parcels greater than ½ acre shall not have more than 15 adult animals per acre.

(iii) Roosters Prohibited

Roosters, of any breed, are prohibited in all districts except on properties of at least five acres. A rooster shall be defined as any adult male domestic chicken that is three months of age or older.

(iv) General Requirements

(A) Fencing and Separation

a. All large agricultural animals kept on a parcel shall be fenced so that they are no closer than 100 feet from any residential structure on another property. For the purpose of this section, the first in time shall be the first in right. Written permission, if the animal were not first in time, for a lesser distance may be obtained from the property owner, or if not owner occupied, from the occupant.

b. Small agricultural animals that are kept outside the residence shall be confined by a fence, cage, pen, or coop so as to be no closer than 20 feet from a principal residential structure on an adjoining property.

(B) Allowances by Conditional Use Permit

a. No person shall keep, house, or shelter one or more pigs in any zone district other than R-R unless such person has obtained a Conditional Use Permit in accordance with the provisions of GJMC 21.02.050(f).

b. In the R-R district, the number of agricultural animals and small animals (including roosters) allowed under this subsection may be exceeded with a Conditional Use Permit. If the Conditional Use Permit is approved, the permit shall state the maximum number of animals allowed by type and in the aggregate.

(3) Animal Clinic or Hospital

Any outdoor animal areas shall be located at least 150 feet from each abutting property, except where the abutting property is owned or occupied by the operator of the use.

(4) Mobile Food Vendor and Mobile Food Vendor Court

(i) Applicability

These regulations apply to all mobile food vendors and mobile food vendor courts operating on private property, except when a mobile food vendor is operating as a temporary use under the provisions of GJMC 21.04.050.

(ii) Signage

The total allowable square footage of signage for a mobile food vendor shall be 32 square feet, excluding signage fixed to an operable motor vehicle.

(iii) Landscaping, Screening and Buffering

Mobile food vendors and mobile food vendor courts are exempt from the landscaping, screening, and buffering provisions of GJMC Chapter 21.07.

(iv) Sanitary Facilities

(A) Any mobile food vendor or mobile food vendor court shall provide and maintain a sanitary facility on site or shall provide and maintain a written agreement with a

property and/or business owner allowing mobile food vendor employees and customers to share the use of that property's existing sanitary facilities.

(B) The structure containing shared sanitary facilities must be located within 750 feet from location of the mobile food vendor as identified on the approved site sketch.

(C) No shared sanitary facility may be shared with a residential land use. Mobile food vendors operating as temporary uses under the standards of GJMC 21.04.050 shall be exempt from this requirement.

(v) Utilities

Permanent hookups to utilities shall not be provided for mobile food vendors but may be provided for mobile food vendor courts.

(vi) Wastewater Discharge

Wastewater produced by mobile food vendors shall be discharged only at a facility with an approved industrial pretreatment system or by a licensed waste hauler.

(5) Short-Term Rentals (STR)

(i) Purpose

The purpose of this regulation is to allow short-term rentals with a permit within the regulatory boundaries established by the City. These regulations are to assist in protecting the health, safety, and welfare of property owners, neighbors, and occupants.

(ii) Applicability

These regulations apply to all uses meeting the definition of short-term rental. Private covenants running with land may restrict or prohibit short-term rentals; it is the responsibility of the property owner, not the City or any employee or agent thereof, to ensure compliance with restrictive covenants.

(iii) Permit Required

No person or entity shall sell lodging to a temporary occupant(s) of a dwelling unit for fewer than 30 consecutive days without first having obtained a short-term rental permit issued by the City and complying with any conditions or restrictions thereof. A short-term rental permit is valid for a period of one year and is subject to annual permit reviews in a form prescribed by the City. A separate short-term rental permit is required for each short-term rental unit and will be issues as either a primary or secondary short-term rental. A short-term rental permit may be issued only to the owner of the property used for short-term rental and is not transferable. A short-term rental permit may be issued by the Director upon finding that the requirements of this subsection (5) are met. A permit may contain conditions and restrictions.

(A) Primary short term rental permits shall not be issued for more than seven percent of residentially zoned lots within the downtown area, defined as south of North Avenue, West of North 17th Street, North of Interstate 70 Business. and East of Highway 50.

(B) Primary short-term rental permits shall not be issued for more than three percent of the residentially zoned lots outside of the downtown area as defined in (B) above.

(C) No more than two short-term rental permits shall be issued in a residentially zoned building with four dwelling units or less. Only one of the two permits issued may be a primary short-term rental permit.

(D) A residentially zoned building with more than four dwelling units shall not be issued short-term rental permits for more than 10 percent of the units in the building, provided that a minimum of one short-term rental is permitted on all lots.

(iv) Occupancy

(A) The number of occupants at any given time in a short-term rental unit shall not exceed two persons per bedroom plus two additional renters, including the operator, except where the Director determines that the size, configuration and/or structural features of the unit allow greater or lesser occupancy.

(B) A short-term rental permit shall only be issued and/or renewed in a Residential zone district when an applicant demonstrates that there is one additional parking space for each bedroom above four bedrooms on the lot. No additional required parking may be located between the front facade of the principal structure and the public street or private access way.

(C) The permit shall specify the maximum occupancy of the unit.

(v) Designated Local Responsible Party

(A) The property owner shall designate one or more local person(s) who will be permanently available and responsible for immediately responding to complaints about or violations of law or of permit terms. Local as used herein means having a permanent address within a 20-mile radius from the short-term rental property and a 24-hour contact phone number.

(B) The designated local responsible party may be the owner of the property if he or she meets the local criteria.

(C) The designated local responsible party must be authorized by the property owner to permit inspection of the premises by the City and/or its agent or employee to ensure compliance with applicable fire and building codes and with the requirements for and/or of the short-term rental permit.

(vi) General Requirements

The owner of a dwelling used or to be used as a short-term rental shall:

(A) Obtain a tax license from the City of Grand Junction and comply with all applicable local, state, and federal taxes;

(B) Demonstrate and certify that the unit contains the following on the premises at all times:

a. A smoke detector in good working order;

b. A carbon monoxide detector in good working order;

c. Adequate and functional building egress from each sleeping room in the unit;

d. Posted notice providing in detail the following information in a highly visible location and readily accessible form:

1. Location of building exits and fire extinguishers;

2. 24-hour emergency contact information;

3. Parking areas and parking restrictions, including a notice that parking on lawns is not allowed;

4. Noise restrictions and quiet hours;

5. Trash disposal instructions including trash pickup location and schedule;

6. Maximum occupancy restrictions;

7. City permit number;

(C) Certify all units maintain a fire extinguisher in good working order;

(D) Permit inspection of the premises by the City or its agent or employee during the pendency of the permit application, and thereafter upon reasonable notice;

(E) Provide with its application a sketch or drawing of the unit that depicts all rooms, doors, and windows, including dimensions, and shows on-site areas available for guest parking;

(F) If the short-term rental unit is accessed by a shared driveway, provide the City with a copy of a written instrument authorizing use of the driveway for short-term rental purposes;

(G) Provide the name, address, and phone number of the designated local responsible party to the City, and update such information with the City whenever it changes;

(H) Renew permit annually with the City, certifying that the permit terms and requirements are still being met and updating any material changes to the unit or property;

(I) Where food is prepared and served to guests/lodgers on the premises, demonstrate compliance with Mesa County Health Department regulations.

(vii) Revocation, Suspension, and Appeal

(A) A short-term rental permit may be suspended or revoked for any of the following reasons:

a. The owner or designated responsible party has failed to comply with a requirement of this subsection (5).

b. The owner or designated responsible party has failed to comply with a condition of or restriction set forth in the short-term rental permit.

c. The owner has failed to collect or remit lodging taxes or otherwise comply with local, state, and/or federal tax requirements.

d. Materially false or misleading information has been provided to the City by the applicant, owner or designated responsible party on an application.

e. The City has received excessive and substantial complaints by neighbors or affected persons that were not adequately and timely addressed by the owner or designated responsible party.

(B) Notice of permit revocation shall be provided to the owner, who shall then be given an opportunity to respond within 10 days. The Director will issue any decision to revoke or suspend a permit within 10 days of the response date.

(C) Any aggrieved person may appeal the issuance, denial, suspension, or revocation of a short-term rental permit to the Zoning Board of Appeals within 10 days of the issuance of the decision.

(6) Campground or Recreational Vehicle Park

(i) Residential Occupancy Prohibited

A camping guest shall not use a campsite as a permanent residence or domicile.

(ii) Campground Design and Overall Site Layout

All commercial campgrounds shall meet the requirements of the Colorado Code of Regulations found in 9 CCR 1010-9, as may be amended, in addition to the standards provided in this section.

(A) Access and Circulation

a. Entries, access drives, and parking areas shall meet City dimensional and fire standards and grading, drainage, and dust control requirements as applicable.

b. The surface of entries and access drive aisles shall be paved with asphalt or concrete with a pavement section paved in compliance with the Fire Code.

c. Pedestrian walkways shall be surfaced with a firm and stable, ADA-accessible material and designed to provide safe pedestrian circulation within the campground.

(B) Lighting

a. Entries, access drive aisles and walkways shall be lighted every 500 feet consistent with the overall design of the campground. All lighting fixtures shall comply with the standards in GJMC Chapter 21.11.

b. Entryways to common service buildings shall be lighted during all operational hours between dusk and dawn.

(C) Parking

Parking or unit pull-in spaces shall be finished with a firm and stable material.

(D) Site Layout

a. At least one campsite with accessible/mobility features shall be provided for each 25 campsites within the campground.

b. An overflow area for campsites may be established, but shall not exceed five campsites/parking areas per 100 in the campground.

c. Common service buildings including restroom and shower facilities shall be located no closer than 20 feet nor more than 500 feet from any campsite that may be used by a dependent camping unit.

(E) Landscaping

a. Areas of campgrounds that abut residential properties shall be screened by a solid fence or year-round vegetation measuring six feet in height. Fences shall comply with GJMC 21.05.090 and any design guidelines.

b. All areas shall be covered with either the natural vegetation and/or an acceptable form of ground cover so as to facilitate drainage, reduce dust, prevent erosion, and reduce fire hazards.

c. One tree per 2,500 square feet of the total net area used as campsites (excluding drive aisles, common areas or areas with common buildings) is required. Trees may be distributed throughout the campground.

d. All other landscaping shall comply with GJMC Chapter 21.07.

(F) Recreation Area

Each campground with 50 campsites or more shall provide an active recreational area(s) such as a tot lot or playground, horseshoe pits or lawn game area consisting of a minimum of 100 square feet per campsite.

(iii) Campsite Design

(A) Any campsite shall be set back a minimum of 25 feet from a right-of-way.

(B) Each campsite shall provide a minimum of 750 square feet of space per intended camping unit and have a minimum width of 25 feet.

(C) A camping unit either in full set-up mode (all extensions/pull-outs in place), placed or built on a site shall not occupy more than 75 percent of the area of the campsite. Campsite size shall be larger than the minimum if larger camping units are intended and/or allowed.

(D) If a campsite may be used for multiple units, it shall provide at least another 400 square feet per each additional camping unit.

(E) Camping units or attachments to camping units (e.g., slideouts, awnings) shall be set back a minimum of three feet from individual campsite boundary lines or five feet from campground property boundary lines.

(F) Each site shall be marked and/or numbered for identification in a conspicuous location that is legible from the campground access drives.

(G) No permanent or semi-permanent structures, such as cabins, lean-tos, accessory structures, sheds, or habitable buildings, whether placed on a permanent foundation or not, shall be erected on a campsite except by the owner/operator of the property.

(iv) Water Services

(A) The campground water supply system shall be designed, constructed, and maintained in compliance with all applicable codes. At campsites that provide for full or partial hook-up, the water system shall be connected to a public water supply system.

(B) Common water faucets shall be conveniently accessible from any campsite intended for dependent camping units.

(C) Spillage, overflow, drainage, or wastewater from common faucets shall be discharged to approved drains or otherwise designed to prevent impoundment of water, creation of mud holes, or other nuisance conditions.

(D) A water station for filling water storage tanks shall be provided at the rate of one station for every 100 campsites or part thereof that are designed for independent camping units. The water station shall be posted with a sign indicating it is potable water.

(v) Sanitary Sewer

(A) At campsites that provide for full or partial hook-up, the sewer service shall be connected to a public sewer system.

(B) It is recommended that one sanitary waste station connected to a public sewer system be provided for campgrounds designed for greater than 100 independent camping units.

(C) When a sanitary waste station is provided, it shall be located on a level site with a concrete slab sloped to a center drain and be easily accessible from the access drive.

(D) When a sanitary waste station is provided, a means for flushing holding tanks and the immediate area shall be provided at each sanitary waste station. The flushing station shall consist of a properly supported water riser pipe, valved outlet and attached hose.

(E) A flushing sink or other means of disposal connected to the public sewer system shall be provided for disposal of liquid wastes from dependent camping units unless a sanitary waste station is provided and is conveniently located to these campsites.

(vi) Restroom and Shower Facilities

(A) All common restroom and shower facilities shall be connected to public water and sewer systems. Privies are not allowed within campgrounds within the City limits.

(B) Required toilet, sink and shower facilities shall be provided in the following minimum numbers:

a. Where a campground is designed and operated for exclusive use by independent camping units, at least one toilet and one sink shall be provided for each 50 campsites.

b. Where a campground accepts or accommodates dependent camping units, at least one toilet and one sink shall be provided for every 15 campsites not provided with sewer connections and one shower shall be provided for every 15 campsites or fractional part thereof. Sinks shall be provided at each building containing toilet facilities at a rate of one sink per toilet for up to six toilets and one sink for every two toilets thereafter.

(vii) Health, Safety and Maintenance

(A) Emergency and fire safety rules and regulations shall be conspicuously posted by campground management and shall include the following information in addition to any other information required by the Fire and/or Police Department and any other laws and regulations:

a. Information needed for summoning the Fire and Police Departments.

b. Campground location information needed to provide to responding emergency services.

c. Location of common water faucets.

d. Location of fire suppression hydrant(s).

e. Location of sanitary waste station(s).

f. Map of campground, identifying all buildings and campsites by number.

(B) All areas including the storage, collection and disposal of refuse shall be maintained to minimize health and accidents, fire, air quality and other nuisance conditions.

(C) Durable, water-tight, easily cleanable refuse containers, sufficient to contain all refuse from the campground, shall be provided. Provision of recycling containers for separation of plastic, glass, metal, and aluminum containers is recommended.

(D) All trash collection areas shall be contained with a 6-foot privacy fence or wall on at least 3 sides of the area.

(E) A 6-foot fence shall be provided around hazardous areas such as swimming pools, utility areas or storage of hazardous materials.

(F) A fire ring shall be provided at any campsite that allows the use of combustible fuel. Location of the fire rings shall be shown on the site plan.

(7) Flea Market

(i) Site Design

(A) Flea markets shall not derive access from a collector or local street that serves a Residential zone district located within 1,200 feet of the property on which the flea market is located.

(B) Parking areas shall only be accessible by driveways meeting standards established in TEDS (GJMC Title 29).

(C) No booth, stall, or other display area shall be placed or maintained within any required setback area.

(D) Sanitary facilities shall be provided on site as required by the Director.

(ii) Storage

All items for sale shall be stored indoors, within an approved screened storage area per GJMC 21.04.040(e)(3)(ii) or removed from the site at the close of each business day.

(iii) Operational Standards

Flea markets shall not be open for business in excess of 16 hours per day.

(8) Regulated Cannabis Store

(i) Applicability

These regulations apply to all regulated cannabis stores in addition to the other provisions in the GJMC pertaining to cannabis stores, including, but not limited to, Chapters 5.13 and 5.14 GJMC.

(ii) Zoning

(A) It is unlawful for a regulated cannabis store to operate in a building that contains a dwelling unit that is occupied or unoccupied.

(B) There shall be no more than two regulated cannabis stores operating within the boundaries of the Horizon Drive Business Improvement District, as may be amended.

(C) There shall be no regulated cannabis stores located on the ground floor of any buildings in the downtown Grand Junction area defined as Main Street bounded by the west intersection line of First Street and bounded by the east by the centerline of 7th Street.

(iii) Separation

No regulated cannabis stores shall be located within any of the following required separation distances, measured as specified in GJMC 21.14.010(b)(1):

(A) Within 1,000 feet of any private or public elementary, middle, junior high, or high school.

(B) Within 1,000 feet of Colorado Mesa University (Main Campus) and Western Colorado Community College.

(C) Within 500 feet of any services for prevention, treatment, or recovery from substance use and mental health concerns, as licensed by the Colorado Department of Human Services, Office of Behavioral Health (OBH).

(9) Vehicle Fuel Sales, Vehicle Repair, Major and Minor, or Vehicle Wash

(i) No above ground equipment for the service of gasoline, oil, air, or water shall be closer than 10 feet to any right-of-way.

(ii) If the principal use of the property is major or minor vehicle repair, the vehicles intended for repair shall not be stored in any right-of-way or in required parking spaces. Areas for storage of vehicles intended for repair must be screened along any street frontage.

(10) Parking Lot, Commercial

In the MU-3 zone district, the following standards apply:

(i) The parking lot shall comply with the temporary parking lot standards in GJMC 21.04.050(b).

(ii) A Conditional Use Permit for a commercial parking lot shall not be granted if demolition of an existing building is required to complete the project or the prior building on the lot was demolished within the previous three years.

(iii) The approval conditions of a Conditional Use Permit for a commercial parking lot shall specify a period of validity not to exceed five years and shall allow for up to two, five-year extensions of the approval.

(11) Vehicle Impound Lot

(i) Screening

Screening shall be provided as required in GJMC 21.05.080.

(ii) Location

No storage yard or storage lot shall be placed or maintained within a required setback.

(iii) Waste Management

(A) Unusable items shall be disposed of and not be allowed to collect on the premises.

(B) No garbage or other putrescent waste, likely to attract vermin, shall be kept on the premises. Gasoline, oil, or other hazardous materials which are removed from scrapped vehicles or parts of vehicles kept on the premises shall be disposed of in accordance with applicable federal, state, and local regulations.

(12) Vehicle Sales, Rental, and Leasing, Heavy and Light

No more than one vehicle display pad, elevated up to six-feet in height as measured at the highest point, shall be permitted per 100 feet of street frontage.

(e) Industrial Uses

(1) Artisan Industrial

(i) All activities shall be conducted within a completely enclosed building.

(ii) If located in a Mixed-Use zone district, this use shall not exceed 10,000 square feet of gross floor area.

(iii) In the I-2 zone district, retail sales of goods produced on the property shall be prohibited.

(2) Mining and Extraction

(i) Application

Where a minim or extraction use requires CUP approval in Table 21.04-1: Principal Use Table, an application for a Major Site Plan pursuant to GJMC 21.02.040(k) shall be submitted simultaneously.

(ii) Location

(A) Gravel extraction and/or processing activities should occur on parcels of sufficient size so that extraction and reclamation can be undertaken while still protecting the health, safety, and welfare of the citizens.

(B) Where gravel extraction and/or processing is adjacent to zoning or land uses other than I-1 or I-2, mining, handling, and batch processing activities may be restricted, buffering may be required and/or disturbance/reclamation may be accelerated to be compatible with the adjacent zone district or use.

(iii) Standards

(A) Compliance with State and Federal Requirements

a. Mineral extraction, washing, crushing, cement and asphalt batch planting and other mined products related uses shall be subject to an approved excavation permit, well permit, air pollution permit, reclamation plan and any

and all other permits, certifications, or requirements of the state or federal agencies having jurisdiction as required.

b. All air emissions shall comply with standards established by the Mesa County Health Department, State Health Department and Colorado Air Quality Control Commission.

c. All water use and/or discharge shall conform to standards established by law and administered by the Environmental Protection Agency (EPA), the Colorado Department of Public Health and Environment (CDHPE), the City of Grand Junction and the Mesa County Health Department.

(B) Location of Operations

a. Excavation or deposit of overburden is not permitted within 30 feet of an abutting parcel, an easement, an irrigation ditch or canal or right-of-way unless by written agreement of the owner of such property, easement, irrigation ditch, canal or right-of-way.

b. Excavation within 125 feet of an existing residence is not permitted unless by written agreement of the owners and occupants of the residence. No rock crushing, asphalt/cement plant or other similar equipment or operations shall take place any closer than 250 feet of a residence. The Planning Commission may require a greater distance if the operation is abutting a Residential zone district.

c. At a minimum, 100 feet greenbelt setback shall be provided from jurisdictional wetlands or navigable watercourses as the same are defined by the U.S. Army Corps of Engineers (USACE). The Director upon recommendation and consent of the USACE may vary this standard.

(C) Vegetation and Screening

a. Prior to starting operation, existing trees and vegetation shall, to the maximum extent practicable, be preserved and maintained in the required setback to protect against and reduce noise, dust, and erosion. The Director may require vegetative screening and/or buffering in accordance with GJMC Chapter 21.07 if the operation is adjacent to a residential use or Residential zone district. Required fencing, screening and/or buffering shall not be removed until reclamation has been completed.

b. Fencing around the perimeter of the property is required.

c. All disturbed areas shall be revegetated in accordance with the vegetation plan.

d. Following initial revegetation efforts, the revegetated area shall be maintained for a period of three years or until all vegetation is firmly established in the reclamation area.

(D) Operational Characteristics

a. Excavation, loading, handling, processing, and batch operations adjacent to Residentially zone districts shall not exceed 65 decibels at the property line of any adjacent parcel.

b. Hours of operation shall be restricted to 6:00 a.m. to 6:00 p.m. The Director may authorize different hours; however, the Director may also restrict as part of the Conditional Use Permit the hours of operation near residential or urbanized areas.

c. Operations shall comply with the noise, vibration and other applicable standards and requirements of this Code. If there are conflicting or competing provisions in this Code, the most stringent shall apply.

(E) Site Design and Maintenance

a. In no event shall a slope of steeper than 2:1 be left for dry pits. A pit with a slope of 3:1 or steeper shall not exceed a depth of 10 feet. The floor of excavation pits, whether wet or dry, shall be left in a suitable condition.

b. The owner/operator shall not excavate, store overburden or mined material or dike the property in such a manner as to increase any drainage or flooding on property not owned by the operator or damage public facilities and/or property.

c. After mining has been completed, the site shall not to be used to stockpile sand and/or gravel except in I-1 and I-2 with a Conditional Use Permit. In any event the owner/operator is to reclaim the site as rapidly as possible.

d. All slopes shall be stabilized. Land remaining at the natural water level shall be revegetated in a manner compatible in type as/with the immediately prevailing area. Revegetation plans are required and shall minimally meet the standards of the Colorado Mine Land Reclamation Board.

e. The Director may place restrictions on right-of-way use after review of the traffic analysis. Restrictions may include but are not limited to the owner or operator being responsible for the extraordinary upgrade and maintenance of the designated haul route.

f. Streets, bridges, and highways designated as haul routes shall be maintained by the owner/operator in a reasonably clean condition. This may include, depending on local conditions, watering, oiling, or sweeping as determined by the Director.

g. Signage for public safety is required.

(3) Mini-Warehouse

(i) Uses Permitted

(A) This use shall not include the sale of any item of personal property, any type of commercial activity, including such uses as sales, service and repair operations, manufacturing, or truck/equipment rentals, other than the leasing of the units.

(B) Estate or foreclosure sales held by the mini-warehouse owner or operator shall be allowed.

(ii) Outdoor Storage

No outside storage shall be permitted except the storage of licensed vehicles within approved areas designated for such storage. This storage shall meet the requirements of GJMC 21.04.040(e)(3)(ii).

(iii) Landscaping and Screening

All mini warehouses shall provide the following in addition to meeting standards of GJMC Chapter 21.07:

(A) For outdoor mini warehouse units, landscaping islands shall be provided at the end of each row of storage units when visible from the public right-of-way. Landscape islands shall be planted with shrubs that reach at least five feet of height at maturity.

(iv) Driveway Standards

Drive aisles within outdoor mini-warehouse facilities shall be a minimum of 26 feet wide for single-load aisles and 30 feet for double-load aisles.

(v) Identification

Individual mini warehouses shall be clearly marked with numbers or letters identifying the individual units and a directory of the unit locations shall be posted at the entrance or office of the facility.

(4) Outdoor Storage, Commercial

(i) All outdoor storage shall be screened per GJMC 21.05.040(e)(3).

(ii) Except for integral units, stored items shall not project above any screening.

(iii) The storage or accumulation of waste products, including paint, stain, oils, grease, or other flammable, toxic, or hazardous materials, or stagnant water, shall require a Conditional Use Permit and shall not exceed applicable Fire Code requirements.

(5) Telecommunications Facilities

(i) Permit Required

(A) No telecommunications facility shall be installed, constructed, altered, added to, or permitted unless the Director has first approved a site plan review for the property and the facilities and a permit has been issued. Telecommunications facilities and infrastructure shall be constructed and maintained in conformance

with all applicable building code requirements as well as with the terms of the permit issued under this section.

(B) No telecommunications facility shall be altered, added to, installed, or permitted unless the applicant has shown compliance with all the requirements of this section. The requirements of this section apply to all telecommunications facilities, whether concealed or not, whether aboveground or underground, including but not limited to existing towers, proposed towers, public towers, replacement of towers, ancillary structures and equipment, co-location on existing towers, base stations, temporary telecommunications facilities, PWSF facilities, DAS facilities, small cell sites and/or networks, and broadcast towers, except that the following are exempt and no permit is required:

a. An amateur radio tower that is used exclusively for noncommercial purposes;

b. A government-owned telecommunications facility erected for a state of emergency officially declared by a federal, state, or local government and where the City Manager has made a written determination of public necessity for the facility, and only during the duration of the state of emergency;

c. A government-owned public safety facility; and

d. Over-the-air reception devices (OTARD), including satellite earth stations, so long as the device does not require construction of a tower or other structure exceeding 12 feet above the home or building and the device is no more than one meter in diameter in a Residential zone district or two meters in any other zone district.

(ii) Permit Types

(A) Administrative Permit

For those types of facilities that are allowed in the given zone district, and for qualified co-locations, an administrative permit (a permit issued by the Director) is required. The permit shall be processed and decided in accordance with GJMC 21.02.040 and this subsection.

(B) Conditional Use Permit

For those types of facilities that require a Conditional Use Permit, the Director shall review the application and make a recommendation to the Planning Commission who shall hold a hearing on the application and who may approve, approve with conditions, or deny the application in accordance with GJMC 21.02.050(f) and this subsection.

(C) Right-of-Way Work/Use Permit

Facilities/structures located in the right-of-way shall be placed so as not to interfere with vehicular or pedestrian use of the rights-of-way or with traffic

safety. Any/all work in the right-of-way requires a separate permit pursuant to the City's right-of-way management ordinance. The provider shall comply with all the provisions and terms of the right-of-way management ordinance and right-of-way work permit. As-built construction drawings shall be provided to the City for all structures, equipment, cable, pipes, and conduit located within the right-of-way or within a public or City-owned utility or multipurpose easement, that must include, for fiber optic cable, the number of strands of fiber in the conduit.

(D) Consolidated Application/Permit

For the following facility types, the applicant shall be allowed, at the applicant's discretion, to file a single, consolidated application for multiple facilities and receive a single review/permit/decision instead of filing separate applications for each facility (however, right-of-way work permit(s) may also be required):

a. For small cell networks involving multiple individual small cell facilities within the City; and

b. For an applicant desiring to co-locate on several wireless service facilities within the City.

(E) Shadow Conduit

For all telecommunications facility development/installation that involves trenching or excavation in the right-of-way or in a public or City-owned utility or multipurpose easement, the applicant shall notify the City 30 days prior to commencing such excavation and provide the City the opportunity to install conduit in the same trench/excavation area. The City will pay for the incremental costs of the shadow conduit only.

(iii) General Requirements Applicable to All Telecommunications Facilities

(A) Signage

Commercial messages shall not be displayed on any tower, support structure or ancillary structure, unless the tower is concealed and the means of concealment is or includes an existing sign or unless a sign is serving as a dual purpose facility or a base station. Required noncommercial signage shall be subject to the following:

a. The only signage that is permitted upon a concealed tower, equipment cabinet, shelter or fence shall be informational, and for the purpose of identifying the tower (such as ASR registration number), as well as the party responsible for the operation and maintenance of the facility, and any additional security and/or safety signs as applicable.

b. If more than 220 voltage is necessary for the operation of the facility and is present in a ground grid or in the tower, signs located every 20 feet and attached to the fence or wall shall display in large, bold, high contrast letters, minimum height of each letter four inches, the following: "HIGH VOLTAGE – DANGER."

c. Name plate signage shall be provided, in an easily visible location, including the address and telephone number of the contact to reach in the event of an emergency or equipment malfunction, including property manager signs as applicable.

(B) Lighting

Lighting on PWSF towers shall not exceed the Federal Aviation Administration (FAA) minimum standards. All other lighting shall be subject to the following:

a. Any lighting required by the FAA must be of the minimum intensity and number of flashes per minute (i.e., the longest duration between flashes) allowable by the FAA. Dual lighting standards are required with strobe during daytime and red flashing lights at night unless prohibited by the FAA.

b. Lights shall be filtered or oriented so as not to project directly onto surrounding property or rights-of-way, consistent with FAA requirements.

(iv) Siting of Telecommunications Facilities

(A) Compliance with Siting Preferences

For every application for siting of new telecommunications facilities on or above ground level (except temporary PWSF and co-locations), the applicant must submit an affidavit by a radio frequency engineer demonstrating compliance with the siting preferences of subsection (6)(x). Where a lower ranking alternative is proposed, the affidavit must address why each of the higher ranked options are not technically feasible, practical, and/or justified.

(B) Where the application is for siting of PWSF, whether for a new facility, modification of existing facility, replacement facility or co-location, and whether the permit is administrative or a Conditional Use Permit, the following additional decision-making requirements apply:

a. If the application is denied, the decision maker shall issue the decision in writing, including the basis for the denial, which must be supported by substantial evidence contained in a written record. The written basis for the decision must be issued contemporaneously with the decision.

b. The application cannot be denied, nor can conditions be applied or required, based upon considerations of radio frequency (RF) emissions safety, other than to require the applicant to demonstrate that all applicable FCC rules are satisfied.

(v) Streamlined Processing for Co-Location of PWSF

(A) If the applicant believes its co-location application is an eligible facilities request or a qualified co-location request, the applicant must submit:

a. A complete co-location application specifically requesting streamlined processing and stating the applicable permitting time frame (e.g., 60 days for eligible facilities request or 90 days for qualified co-location request);

b. Documentation evidencing that any structure proposed to be replaced or modified has previously been subject to zoning/development approval by the City;

c. Documentation evidencing the replacement/modification does not create a substantial change in the underlying support structure or tower, or a statement that it does create a substantial change;

d. Documentation that the proposed modifications will be used to provide personal wireless services.

(B) The Director shall review and decide applications for co-location of PWSF.

(C) The Director will notify the applicant within 30 days of submission (or within some other mutually agreed upon time frame) if the submission is incomplete, identifying the specific deficiencies in the application which, if cured, would make the application complete.

(D) Upon notice of deficiency, the timeline for a decision shall be tolled until the applicant resubmits to correct such deficiency. The City shall, within 10 days of resubmission, notify the applicant of continuing deficiencies or the application will be deemed complete. The timeline for a decision shall be likewise tolled during the additional resubmission deficiency period until the second resubmission. Upon resubmitting of the revised application the City shall follow the process identified in this section, above, until all deficiencies identified are deemed cured.

(E) If the Director fails to provide such notification, the application will be deemed complete.

(F) The Director's decision shall be in writing and shall be postmarked to the applicant within 60 days after the initial submission, excluding any tolling period, for an eligible facilities request, or, for a qualified co-location, within 90 days after the initial submission, excluding any tolling period, or within some other mutually agreed upon time frame.

(G) If the City does not respond in writing to an eligible facilities request within the specified time frame, the application shall be deemed approved. If the City does not respond in writing to a request for a qualified co-location within the specified time frame, the applicant may pursue its remedies established by federal or state law.

(vi) Timing for Review of New PWSF Tower Applications

A new PWSF tower, whether concealed or nonconcealed, shall be reviewed and a decision rendered within 150 days of receipt of the application, subject to any applicable tolling for application deficiencies and resubmissions as described in subsection (6)(iv), so long as the applicant demonstrates that the facilities will be used, immediately upon completion of construction, to provide personal wireless services, or within such other mutually agreed upon time. ("Spec" towers are not entitled to

review and decision within 150 days, or to any of the other protections of the Telecommunications Act.) Construction permits issued for new PWSF towers shall be valid for a term of 18 months and shall lapse and be void if construction of the contemplated PWSF structure is not completed within that time.

(vii) Application and Fees

(A) Application materials required for telecommunications facilities shall be in accordance with this section and with the specific application requirements in the City's Submittal Standards for Improvements and Development (SSID) Manual. The application form and requirements are specific to the type of telecommunications facility.

(B) The City Council shall establish fees to cover or offset the processing cost of all permits under this section which will be included in the development fee schedule. Every application for a telecommunications facility shall be accompanied by the full payment of the fee established for the type of facility requested. Payment of fees is required in order for an application to be considered complete. The fee shall not be, in whole or in part, deferred or waived.

(C) The City reserves the right to require, in its sole discretion, a supplemental review by experts for any application for a telecommunications facility where the complexity of the analysis requires technical expertise, and/or for any request to vary a standard under subsection (6)(xix), and all the costs of such review shall be borne by the applicant, in addition to scheduled fees.

(D) Based on the results of the supplemental review, City staff responsible for the initial application review may require changes to or supplementation of the applicant's submittal(s).

(E) The supplemental review may address any or all of the following:

a. The accuracy and completeness of the application and any accompanying documentation.

b. The applicability of analysis techniques and methodologies.

c. The validity of conclusions reached.

d. Whether the proposed telecommunications facility complies with the applicable approval criteria and standards of this Code and other applicable law.

(viii) Abandonment/Discontinued Use

(A) All telecommunications facility structures, equipment, fencing and devices shall be removed from the property and the site returned to its natural state and topography and vegetated consistent with the natural surroundings or current surrounding land uses at the property owner's and/or service provider's expense

within 180 days of cessation of use, or within 90 days of cessation of use if the abandonment is associated with a replacement.

(B) The City may extend the time for removal and site restoration up to 60 additional days if the owner or service provider requests and shows good and unique cause for the extension.

(C) If removal and/or site restoration is not accomplished within the prescribed time, the City may initiate removal and restoration within 30 days following written notice to the property owner, and the property owner and service provider shall be jointly and severally responsible for all costs associated with the removal and restoration.

(D) Conduit and/or fiber optic cable, whether below or above ground, that is or has been abandoned or the use of which is discontinued for one year shall become the property of the City of Grand Junction. Easements for the maintenance of such conduit/cable shall also become the property of the City of Grand Junction, which shall have all the benefit and interest of the original easement holder with respect to installation, maintenance, and repair of conduit/cable.

(ix) No Interference with Public Safety Communications

(A) Applicant shall, regardless of the type of facility, comply with "Good Engineering Practices" as defined by FCC regulations and shall provide a composite analysis of all users of the site to determine that the proposed facilities will not cause radio frequency interference with any governmental public safety communications and shall implement appropriate technical measures to prevent such interference.

(B) When the City notifies a wireless service provider that it believes the provider's antenna(s) or array(s) are creating such interference, the provider shall investigate and mitigate the interference, if any, utilizing the procedures set forth in the joint wireless industry-public safety "Enhanced Best Practices Guide," released by the FCC in Appendix D of FCC 04-168 (released August 6, 2004), including the "Good Engineering Practices," as may be amended or revised by the FCC from time to time in any successor regulations.

(C) If the provider fails to comply with this subsection (6)(ix), including but not limited to by initiating an appropriate response within 24 hours of the City's notification, the provider and the property owner shall be jointly and severally responsible for reimbursing the City for all costs associated with ascertaining and resolving the interference.

(x) Siting Preferences for New Telecommunications Facilities

Siting of new PWSF of any type shall be in accordance with the siting preferences below and with Table 21.04-1: Principal Use Table. Broadcast towers are not subject to the siting preferences. Broadcast towers shall not be located on a Wireless Master Plan priority site; those are reserved and planned for PWSF and public safety telecommunications facilities. Where a lower ranked alternative is proposed, the

applicant must demonstrate through relevant information including, but not limited to, an affidavit by a radio frequency engineer demonstrating that despite diligent efforts to adhere to the established hierarchy within the geographic search area, higher ranked options are not technically feasible, practical or justified given the location of the proposed facilities, by clear and convincing evidence. The applicant must provide such evidence in its application in order for the application to be considered complete. The siting preferences are, in order:

(A) Co-located or combined PWSF.

(B) Concealed antenna(s) on a base station.

(C) Nonconcealed antenna(s) on a base station.

a. On a Wireless Master Plan priority site.

b. On City-owned property in any nonresidential zone district.

c. On other public property in any nonresidential zone district.

d. On nonpublic property in the following zone districts, ranked highest to lowest:

1. I-2, I-1, or I-OR.
2. C-2.
3. MU-2.
4. P-2.
5. P-1.
6. Other zone districts in accordance with Table 21.04-1: Principal Use Table.

(D) Replacement of existing telecommunications facility in any zone district.

(E) Dual purpose facility.

(F) Concealed small cell site.

(G) Nonconcealed small cell site.

(H) Distributed Antenna System.

a. Attached

1. Concealed on City-owned property, right-of-way, or public easement.
2. Concealed on other public property.
3. Concealed on nonpublic property.
4. Nonconcealed on City-owned property, right-of-way, or public easement.
5. Nonconcealed on other public property.

6. Nonconcealed on nonpublic property.

b. New Freestanding DAS Facility

1. Concealed on City-owned property, right-of-way, or public easement.
2. Concealed on other public property.
3. Concealed on nonpublic property.
4. Nonconcealed on City-owned property, right-of-way, or public easement.
5. Nonconcealed on other public property.
6. Nonconcealed on nonpublic property.

(l) Concealed Freestanding Towers.

a. On a Wireless Master Plan priority site.

b. On City-owned property in any nonresidential zone district.

c. On other public property in any nonresidential zone district.

d. On nonpublic property in the following districts, ranked highest to lowest:

1. I-2 or I-1.
2. CG.
3. MU-2.
4. Other zone districts, in accordance with Table 21.04-1: Principal Use Table.

e. Preferred Concealment Type (Wherever Located):

Concealment types listed below are general preferences, in no particular order. The appropriate means of concealment will depend upon the structures and developed features already existing in the area. Innovative concealment is encouraged so long as it is visually integrated into the immediate surroundings.

1. Tree of a type naturally occurring or normally found in the geographic area.
2. Church steeple.
3. Bell or clock tower.
4. Belfries, domes, or chimneys.
5. Elevator towers.
6. Flag poles.
7. Water towers.
8. Cupolas.

9. Other architectural or art feature.



Figure 04.03-3 Examples of Concealed Facilities

(J) Nonconcealed Towers.

a. On a Wireless Master Plan priority site.

b. On City-owned property in any nonresidential zone district.

c. On other public property in any nonresidential zone district.

d. On nonpublic property in the following districts, ranked highest to lowest:

1. I-2;
2. I-1;
3. CG;
4. MU-2.

e. Preferred Tower Type (Wherever Located):

1. Monopole.
2. Lattice.
3. Guyed.

(xi) Temporary PWSF Specifications and Requirements

Temporary PWSF shall be permitted by the Director where all of the following are met:

(A) It will be in place for no more than 60 days (subject to a one time extension of an additional 60 days for good cause);

(B) Notification of construction is provided by the applicant to the FAA;

(C) It does not require marking or lighting by the FAA;

(D) It will be less than 200 feet in height; and

(E) It does not involve any excavation (or excavation where prior disturbance exceeds proposed excavation by at least two-feet).

(xii) Telecommunications Facility Co-Location and Combination

The City requires co-location and combining of telecommunications facilities on existing towers, existing base stations or existing alternative support structures (dual purpose facilities) as a highest priority where such co-location is possible. A permit shall be required for co-location of facilities on an existing tower, existing base station, or dual purpose facility. Co-location or combination of telecommunications facilities requires an administrative permit, and is subject to the following:

(A) A co-located or combined antenna or antenna array shall not exceed the maximum height prescribed in the applicable land use permit or increase the height of an existing tower by more than 20 feet and shall not affect any tower lighting, except as provided for herein below. A PWSF co-location that does not create a substantial change in the tower or support structure shall be approved within 60 days (subject to tolling) in accordance with subsection (6)(iv).

(B) If the applicant who seeks to co-locate PWSF demonstrates a coverage gap that cannot be addressed by a co-location that meets subsection (6)(xii)(A), the applicant may request a Variance of the height limitation in accordance with subsection (6)(xix). If the co-location is a qualified co-location under 47 U.S.C. §332(c)(7), the Director shall render a decision within 90 days, subject to tolling, in accordance with subsection (6)(iv) of this section.

(C) New antenna mounts shall be flush-mounted onto existing structures where flush mounting was a condition of the original approval, unless it is demonstrated through radio frequency (RF) propagation analysis that flush-mounted antennas will not meet the network objectives of the desired coverage area, or unless applicant demonstrates that flush-mounting would interfere with existing antenna mounting or coax arrangements that were previously approved.

(D) The equipment cabinet shall be subject to the setback requirements of the underlying zone district.

(E) When a co-located or combined antenna is to be located on a nonconforming building or structure, then the existing permitted nonconforming setback shall prevail.

(F) No signage shall be permitted on an antenna or antenna array that is combined with or co-located on an alternative support structure; however, the support structure may itself be an existing sign, so long as the sign was approved through a non-telecommunications facility development permit or Sign Permit.

(xiii) New Base Stations – Concealed and Nonconcealed

(A) Antennas and equipment may be mounted onto a structure that is not primarily constructed for telecommunications purposes in accordance with Table 21.04-1: Principal Use Table. A permit is required for base station antennas and equipment mounted onto such an alternative structure. In Residential zone districts, the following structures shall not be used as base stations or to support

PWSF or commercial antenna(s): single-family detached dwelling, single-family attached dwelling, duplex dwelling, multifamily dwelling of fewer than three stories in height, any use categorized as group living in Table 21.04-1: Principal Use Table, or adult or child day care center.

(B) If the facility is concealed, the top of antenna(s) shall not be more than 35 feet above the existing or proposed building or structure, except that antenna(s) located on the perimeter of the supporting structure shall not be more than 10 feet above the supporting structure.

(C) If the facility is nonconcealed, the top of the antenna shall not be more than 20 feet above the existing or proposed building or structure and shall not be located on the perimeter of the supporting structure.

(D) New antenna mounts shall be flush-mounted onto existing structures unless it is demonstrated through radio frequency (RF) propagation analysis that flush-mounted antennas will not meet the network objectives of the desired coverage area.

(E) New antenna mounts shall meet the setbacks and height restrictions of the underlying zone district.

(F) When attached base station antenna(s) and equipment is/are to be located on a nonconforming building or structure, the existing permitted nonconforming setback or height shall prevail.

(G) Concealed base station attached antennas, feed lines and antennas shall be designed to architecturally match the façade, roof, wall, and/or structure on which they are affixed so that they blend with the existing structural design, color, and texture.

(H) No signage shall be allowed on an antenna or antenna array that is located on an alternative structure; however, the alternative structure itself may have a sign that was otherwise approved as part of a non-telecommunications facility development application or Sign Permit.

(xiv) Antenna Element Replacement or Modification

A permit is required for any replacement or modification of existing antenna(s) and associated equipment, and the replacement or modification shall comply with the following:

(A) Height

The increase in height of a PWSF that is modified shall not create a "substantial change" in the PWSF.

(B) Equipment Cabinets and Equipment Shelters

Electronic equipment shall be contained in either (a) equipment cabinets or (b) equipment shelters. Equipment cabinets shall not be visible from pedestrian and right-of-way views. Equipment cabinets may be provided within the principal

building on the lot, behind a screen on a rooftop, or on the ground within the fenced-in and screened equipment compound.

(C) Sounds

No unusual sound emissions such as alarms, bells, buzzers, or the like are permitted. Emergency generators are allowed. Sound levels shall not exceed 65 decibels as measured at the property boundaries for the facility.

(xv) Tower/Support Structure Replacement

(A) Permit Required

A permit is required for replacement of a tower and support structure. The applicant must demonstrate by clear and convincing competent evidence that replacement will accomplish at least one of the following:

a. Reduction in the number of telecommunications facility support structures or towers;

b. Replacement of a nonconcealed tower with a concealed tower;

c. Significant reduction of the visual impact of a telecommunications facility;

d. Replacement of an existing tower with a new tower so as to improve network functionality resulting in compliance with this section; and/or

e. Replacement of an existing support structure to increase the number of personal wireless service providers located on such structure.

(B) Development Standards

a. Setbacks

A new tower approved for replacement shall not be required to meet new setback standards so long as the new tower and its equipment compound are no closer to any property lines or dwelling units as the tower and equipment compound being replaced. The intent is to encourage the replacement process, not penalize the tower owner for the change out of the old facility. (For example, if a new tower is replacing an old tower, the new tower is permitted to have the same setbacks as the tower being removed, even if the old tower had nonconforming setbacks.)

b. Height

The height of the replacement tower or support structure shall not create a substantial change of the facility being replaced.

c. Breakpoint Technology

A replacement monopole tower shall use breakpoint technology in the design of the replacement facility.

d. Visibility

Replacement towers or support structures shall be configured and located in a manner that minimizes adverse effects on the landscape and adjacent properties, with specific design considerations as to height, scale, color, texture, and architectural design of the buildings on the same and adjacent zoned lots.

e. Construction Standards

All replacement towers shall be constructed and maintained to meet ANSI/EIA/TIA-G (as amended) Series III, Exposure C structural standards.

(xvi) DAS and Concealed Small Cell Facilities

(A) Attached DAS Development Standards

a. Where feasible, antennas can be placed directly above, below or incorporated with vertical design elements of a building or structure to maximize concealment. The top of the antenna(s) shall not exceed more than seven feet above the tallest level of the structure on which it is attaching.

b. Attached equipment box and power meter is discouraged; however, if attachment is justified, equipment box and meter shall be located on the pole at a height that does not interfere with pedestrian or vehicular traffic or visibility and where applicable shall not interfere with street name signs or traffic lighting standards.

c. Freestanding equipment box and/or power meter not attached to an existing structure shall be located no farther than two feet from the base of the structure and shall not interfere with pedestrian or vehicular traffic. Screening materials may be required if the equipment box and/or meter are adjacent to a right-of-way or along a pedestrian sidewalk or pathway.

d. All cables shall be installed internally; but where internal mounting is not possible, surface mounted wires shall be enclosed within conduit or a similar cable cover which should be painted to match the structure or building on which that DAS is mounted.

(B) New Freestanding DAS Facility and Concealed Small Cell Facility Development Standards

a. Height

The total height of DAS facility/small cell facility including antenna shall not exceed one foot above the height of existing public utility poles for power or light in the same geographic area.

b. Setbacks

Setbacks for DAS/small cell outside of the right-of-way shall meet the same setbacks of the underlying zone district for similar structures.

c. Ground Equipment

1. The use of foliage and vegetation around ground equipment may be required by the City based on conditions of the specific area where the ground equipment is to be located.
2. In order to avoid the clustering of multiple items of ground equipment in a single area, a maximum of two ground equipment boxes may be grouped together in any single location. In addition, such locations must be spaced a minimum of 500 linear feet of right-of-way apart from each other.
3. Individual ground equipment boxes shall not exceed three feet wide by three feet deep by five feet high in size.
4. The size and height of new freestanding DAS and concealed small cell facility poles shall be no greater than the size and height of any other telecommunications facility poles located in the same or similar type of rights-of-way in the City.

d. Visibility of New DAS/Small Cell Poles

1. New DAS/small cell structures shall be configured and located in a manner that minimizes adverse effects on the landscape and adjacent properties, with specific design considerations as to height, scale, color, texture, and architectural design of the buildings on the same and adjacent zoned lots. Concealment design is required to minimize the visual impact of wireless communications facilities.
2. All cables, conduits, electronics, and wires shall be enclosed within the structure.
3. Small cell facilities shall be no larger in size than what is specified in the definition.
4. New DAS/small cell structures shall be located in arterial rights-of-way whenever possible. Placement of new DAS/small cell structures in rights-of-way other than arterials shall be justified by an engineering analysis from the applicant to the satisfaction of the city engineer prior to the issuance of any permit. Whenever new DAS/small cell structures must be placed in a right-of-way with residential uses on one or both sides of the street, no pole, equipment, antenna, or other structure may be placed directly in front of a residential structure. If a right-of-way has residential structures on only one side of the street, the new DAS/small cell structure shall be located on the opposite side of the right-of-way whenever possible. All new DAS/small cell structures shall be located such that views from residential structures are not significantly impaired. Newly installed poles for new DAS/small cell structures should

be located in areas with existing foliage or other aesthetic features in order to obscure the view of the pole.

5. New DAS/small cell structures located in rights-of-way shall be constructed and maintained so as not to interfere with, displace, damage, inhibit or destroy any other utilities or facilities, including but not limited to sewer, gas or water mains or service lines, storm drains, pipes, cables or conduits, or any other facilities lawfully occupying the right-of-way, whether public or private. All wireless communications facilities shall be placed and maintained so as not to create interference with the operations of public safety telecommunications service. The City reserves the right to place and maintain, and permit to be placed or maintained, sewer, gas, water, electric, storm drainage, communications, and other utilities and facilities, cables or conduit, and to do, and to permit to be done, any underground and overhead installation or improvement that may be deemed necessary or proper by the City in rights-of-way occupied by the new DAS/small cell structure.

e. Equipment Cabinets

Equipment shelters or cabinets shall be consistent with the general character of the neighborhood and historic character if applicable. Equipment shelters or cabinets shall be screened from the public view by using landscaping, or materials and colors consistent with the surrounding backdrop.

1. Screening enclosures shall be allowed when the design is architecturally compatible with the building.
2. Screening materials shall consist of materials and colors consistent with the surrounding backdrop and/or textured to match the existing structure.
3. The use of foliage and vegetation around ground equipment may be required based on conditions of the specific area where the ground equipment is to be located.
4. Small cell equipment cabinets shall comply with the size requirements set forth in the definitions above.

(C) DAS Hub Development Standards

a. Setbacks

Setbacks for DAS hubs outside of the right-of-way shall meet the setback standards of the underlying zone district.

b. DAS Hub

Equipment shelters or cabinets shall be consistent with the general character of the neighborhood and historic character if applicable. Equipment shelters

or cabinets shall be screened from the public view by using landscaping, or materials and colors consistent with the surrounding backdrop.

1. Screening enclosures shall be allowed when the design is architecturally compatible with the building.
2. Screening materials shall consist of materials and colors consistent with the surrounding backdrop and/or textured to match the existing structure.
3. The use of foliage and vegetation around ground equipment may be required based on conditions of the specific area where the ground equipment is to be located.

(xvii) Concealed and Nonconcealed Telecommunications Towers (Not Including DAS or Broadcast Tower)

(A) Procedure

a. A Pre-Application Meeting is required for a new telecommunications tower. A permit and a Major Site Plan review shall be required for a new telecommunications tower. The permit required may be an administrative permit or a Conditional Use Permit, depending upon the zone district and/or whether or not the site is a priority site on the Wireless Master Plan.

b. No new tower shall be permitted unless the applicant demonstrates that no existing tower or qualified alternative support structure can accommodate the applicant's proposed use, or that co-location on such existing facilities would have the effect of prohibiting personal wireless services in the geographic search area to be served by the proposed tower.

(B) Development Standards

a. Height

1. New concealed towers shall be limited to 200 feet in height. Height calculations shall be made in accordance with FAA standards, and shall include all appurtenances.
2. New nonconcealed (nonbroadcast) towers shall be limited to 150 feet in height. An applicant desiring a new nonconcealed tower taller than 150 feet must request a Variance in accordance with subsection (6)(xix). However, under no circumstance shall any nonconcealed tower exceed 199 feet.

b. Setbacks and Spacing from Residential Structures

A new tower shall be subject to the principal structure setbacks of the underlying zone district, and, with respect to any residential structure on adjacent property:

1. If the tower has been constructed using breakpoint design technology, the minimum distance from any residential structure shall be equal to 110 percent of the distance from the top of the structure to the breakpoint level of the structure, or the minimum principal structure setbacks, whichever is greater. Certification by a registered professional engineer licensed by the State of Colorado of the breakpoint design and the design's fall radius must be provided together with the other information required herein from an applicant. (For example, on a 100-foot-tall monopole with a breakpoint at 80 feet, the minimum distance from the residential structure would be 22 feet (110 percent of 20 feet, the distance from the top of the monopole to the breakpoint) plus the minimum principal structure setback requirements for that zone district.)
2. If the tower is not constructed using breakpoint design technology, the minimum distance from any residential structure shall be equal to the height of the proposed tower.

c. Equipment Cabinets and Equipment Shelters

Electronic equipment shall be contained in either (a) equipment cabinets or (b) equipment shelters. Equipment cabinets shall not be visible from pedestrian and right-of-way views. Equipment cabinets may be provided within the principal building on the lot, behind a screen on a rooftop, or on the ground within the fenced-in and screened equipment compound.

d. Fencing

All equipment compounds shall be enclosed with an opaque fence or masonry wall in Residential zone districts and in any zone district when the equipment compound adjoins a right-of-way. Alternative equivalent screening may be approved through the site plan approval process described in subsection e. below.

e. Buffers

The equipment compound shall be landscaped with a minimum 10-foot-wide perimeter buffer containing the following planting standards:

1. All plants and trees shall be indigenous to this part of Colorado.
2. Existing trees and shrubs on the site should be preserved and may be used in lieu of required landscaping as approved by the Community Development Department.
3. One row of evergreen trees with a minimum two-inch caliper, 25-foot on center.

4. Evergreen shrubs capable of creating a continuous hedge and obtaining a height of at least five feet shall be planted, minimum three-gallon or 24 inches tall at the time of planting, five-foot on center.

5. Alternative landscaping plans which provide for the same average canopy and understory trees but propose alternative locating on the entire subject property may be considered and approved by the Director, provided the proposed alternative maximizes screening as provided above, and is otherwise consistent with the requirements of this section.

f. Equipment Compound

The fenced-in compounds shall not be used for the storage of any excess equipment or hazardous materials. No outdoor storage yards shall be allowed in a tower equipment compound. The compound shall not be used as habitable space.

g. Structural Standards

All new concealed or nonconcealed PWSF towers shall be constructed and maintained to meet ANSI/EIA/TIA-G (as amended) Series III, Exposure C structural standards.

h. Visibility

1. Concealed

i. New concealed towers shall be designed to match adjacent structures and landscapes with specific design considerations such as architectural designs, height, scale, color, and texture.

ii. New antenna mounts shall be concealed and match the concealed tower.

iii. In Residential zone districts and in Mixed-Use zone districts that include residential uses, new concealed towers shall not be permitted on lots where the principal use or principal structure is single-family detached dwelling, single-family attached dwelling, duplex dwelling, multifamily dwelling of fewer than three stories in height, any use categorized as group living in Table 21.04-1: Principal Use Table, or adult or child day care center 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.

2. Nonconcealed

New antenna mounts shall be flush-mounted unless the applicant can demonstrate that flush-mounted antennas will not reasonably meet the

network objectives of the desired coverage area or that more co-locations will be available on the tower if flush-mounting is not required.

3. Concealed and Nonconcealed

i. New concealed and nonconcealed towers shall be configured and located in a manner that shall minimize adverse effects including visual impacts on the landscape and adjacent properties.

ii. A balloon test shall be required subsequent to the receipt of the photo simulations in order to demonstrate the proposed height and concealment solution of the PWSF. The applicant shall arrange to raise a red or orange colored balloon no less than 3 feet in diameter at the maximum height of the proposed tower, and within 25 horizontal feet of the center of the proposed tower. The applicant shall meet the following for the balloon test:

(1) Applicant must inform the Community Development Department and abutting property owners in writing of the date and times, including alternative date and times, of the test at least 14 days in advance.

(2) A three-foot-by-five-foot sign with lettering no less than three inches high stating the purpose of the balloon test shall be placed at closest major intersection of proposed site.

(3) The date, time, and location, including alternative date, time, and location, of the balloon test shall be advertised in a locally distributed paper by the applicant at least seven but no more than 14 days in advance of the test date.

(4) The balloon shall be flown for at least four consecutive hours during daylight hours on the date chosen. The applicant shall record the weather, including wind speed, during the balloon test.

(5) Re-advertisement will not be required if inclement weather occurs.

iii. Towers shall be constructed to accommodate antenna arrays as follows:

(1) Up to 120 feet in height shall be engineered and constructed to accommodate no fewer than four antenna arrays.

(2) All towers between 121 feet and 150 feet shall be engineered and constructed to accommodate no fewer than five antenna arrays.

iv. Grading shall be minimized and limited only to the area necessary for the new tower and equipment compound.

v. No unusual sound emissions such as alarms, bells, buzzers, or the like are permitted. Emergency generators are allowed. Sound levels shall not exceed 65 decibels as measured at the property boundaries.

(xviii) Broadcast Towers

No new broadcast facilities shall be constructed or installed without a site plan review and a permit under this section. No new broadcast facilities shall be permitted unless the applicant provides a valid FCC construction permit and demonstrates that no existing broadcast tower can accommodate the applicant's proposed use. A Pre-Application Conference shall be required for any new broadcast facility.

(A) Height

Height for broadcast facilities shall be evaluated on a case-by-case basis; the determination of height contained in the applicant's FCC Form 351/352 construction permit or application for construction permit and an FAA determination of no hazard (FAA Form 7460/2) shall be considered prima facie evidence of the tower height required for such broadcast facilities.

(B) Setbacks

New broadcast facilities and anchors shall be set back a minimum of 500 feet from any single-family detached dwelling unit on the same zone lot; and a minimum of one-foot for every one-foot of tower height from all adjacent lots of record.

(C) Equipment Cabinets

Except for AM broadcast facilities, cabinets shall not be visible from pedestrian views.

(D) Fencing

All broadcast facility towers, AM antenna(s) towers, and guy anchors shall each be surrounded with an anti-climbing fence compliant with applicable FCC regulations.

(E) Buffers

a. Except for AM broadcast facilities, it is the intent that all pedestrian views from rights-of-way and adjacent residential land uses be screened from proposed broadcast facilities. AM broadcast facilities shall, where practicable, use artificial screening devices in lieu of natural vegetation for screening its ground equipment located at the base of AM tower(s).

b. Alternative landscaping plans which provide for the same average canopy and understory trees but propose alternative siting on the entire subject property on which the proposed facility is projected may be considered and approved by the Planning Division, provided the proposed alternative

maximizes screening as provided above, and is otherwise consistent with the requirements of this section.

(F) Signage

a. Commercial messages shall not be displayed on any tower.

b. The only signage that is permitted upon an antenna support structure, equipment cabinets, or fence shall be informational, and for the purpose of identifying the antenna support structure (such as ASR registration number), as well as the party responsible for the operation and maintenance of the facility; i.e., the address and telephone number, security or safety signs, and property manager signs (if applicable).

c. If more than 220 volts are necessary for the operation of the facility, signs located every 20 feet and attached to the fence or wall shall display in large, bold, high contrast letters (minimum height of each letter four inches) the following: "HIGH VOLTAGE – DANGER."

(G) Lighting

a. Lighting on towers shall meet and not exceed the FAA minimum standards.

b. Any lighting required by the FAA must be of the minimum intensity and number of flashes per minute (i.e., the longest duration between flashes) allowable by the FAA. Dual lighting standards are required and strobe light standards are prohibited unless required by the FAA. The lights shall be oriented so as not to project directly onto surrounding property, consistent with FAA requirements.

(H) Equipment Compound

The fenced-in compounds shall not be used for the storage of any excess equipment or hazardous materials. No outdoor storage yards shall be allowed in a tower equipment compound. The compound shall not be used as habitable space.

(I) Grading

Grading shall be minimized and limited only to the area necessary for the new tower and equipment.

(J) Sounds

No unusual sound emissions such as alarms, bells, buzzers, or the like are permitted. Emergency generators are allowed. Sound levels shall not exceed 65 decibels as measured at the closest property boundaries for the facility.

(K) Parking

The required parking space shall be provided within the leased area, or equipment compound or the development area as defined on the site plan.

(xix) Variance – PWSF Only

The purpose of this subsection is to ensure that land use decisions with respect to siting of personal wireless service facilities (PWSF) comply with 47 U.S.C. §332(c)(7)(B).

(A) From time to time, due to unique characteristics specific to a single application, such as terrain, existing infrastructure, or other factors unique to the particular location and proposed PWSF thereon, strict application of a specific development standard for siting of PWSF could have the effect of unreasonably discriminating among providers of functionally equivalent services within the meaning of 47 U.S.C. §332(c)(7)(B)(i)(I) or of prohibiting personal wireless services within the meaning of 47 U.S.C. §332(c)(7)(B)(i)(II). In such a case the applicant, so long as the applicant is a provider of personal wireless services who will be using the facility for provision of personal wireless services, may seek a Variance from such standard under this section. Considerations of increased financial costs are not unique characteristics and shall not constitute a valid basis for a Variance under this subsection. Moreover, the only development standards from which a Variance can be sought/approved under this subsection are the following:

a. Maximum tower height;

b. Flush mounting requirement; and

c. Maximum height of antenna above base station/supporting structure (for nonconcealed PWSF only).

(B) To obtain a Variance under this subsection, the provider must demonstrate by clear and convincing evidence that:

a. Due to characteristics specific and unique to the particular facilities and location, strict application of the development standard would not permit the applicant to address a demonstrable coverage gap or would result in unreasonable discrimination among providers of functionally equivalent services; and

b. There is no reasonable alternative available, other than varying the standard, to address the demonstrable coverage gap or to avoid unreasonable discrimination among providers of functionally equivalent services, including but not limited to use of another site, co-location on another facility, or modification of the proposed facility so as to meet the applicable standard; and

c. The extent of the variance proposed is the minimum necessary to address the demonstrable coverage gap or to avoid unreasonable discrimination among providers of functionally equivalent services, as confirmed by qualified, independent third-party review of the proposal.

(C) The decision-maker for the Variance shall be the decision-maker for the underlying permit type required in accordance with this section and with Table

21.04-1: Principal Use Table. For example, if the facility requires an administrative permit, the Director shall decide the Variance request. If the facility requires a Conditional Use Permit, the Planning Commission shall decide the Variance request.

(6) Transmission Line

In the CG, I-OR, I-1, and I-2 zone districts, a Conditional Use Permit is required for above ground transmission lines.

(7) Junkyard or Salvage Yard

(i) Screening

Stored items shall not project above the screening except for integral units as defined in GJMC 21.14.020 and stacking of no more than two vehicles on top of a wheel stand. Integral units shall include shelving up to 20 feet in height for the purpose of storing recyclable materials. Integral units shall not be stored within the first 20 feet of the property from any street frontage property line.

(ii) Location

No storage yard or storage lot shall be placed or maintained within a required setback.

(iii) Operations and Site Management

(A) All compaction, cutting and/or other material volume reducing operations shall be conducted to minimize the noise generated by the operation.

(B) Unusable items shall be disposed of and not be allowed to collect on the premises.

(C) All tires not mounted on operational vehicles shall be neatly stacked or placed in racks. If stacked, the stacks shall not be over six-feet in height; if on racks, the top of any tire on any rack shall not be over 10 feet in height.

(D) No garbage or other putrescent waste, likely to attract vermin, shall be kept on the premises. Gasoline, oil, or other hazardous materials which are removed from scrapped vehicles or parts of vehicles kept on the premises shall be disposed of in accordance with applicable federal, state and local regulations.

(8) Medical and Hazardous Waste Transfer Facility

(i) Exemptions

A facility that provides temporary storage of hazardous or medical wastes generated on the site for a period not to exceed seven days or the time period allowed by the state is not subject to the provisions of this subsection.

(ii) Medical or Hazardous Waste Transfer Facility Report Requirements

An application for a Conditional Use Permit for a medical or hazardous waste transfer facility shall include the submission of a hazardous waste facility siting report by the applicant. This report shall summarize and analyze all pertinent information regarding

the proposed siting of the facility, and shall meet all other application requirements as set forth on the City's website.

(iii) Medical or Hazardous Waste Transfer Facility Review Requirements

(A) In granting a Conditional Use Permit for a Medical or Hazardous Waste Transfer Facility, the City may establish reasonable conditions including, but not limited to:

a. Containment safeguards to prevent contamination of surface or groundwaters;

b. Buffering, screening and berming to ensure that operations or activities on site are adequately screened from off-site locations;

c. Noise levels at the property line shall not exceed the guidelines for community noise published in the American National Standard ANSI 53.23-1980, entitled "Sound Level Descriptions for Determination of Compatible Land Use," [§ 25-12-103 C.R.S.];

d. Seismic vibrations, if any blasting is to occur during either construction or operations, are not to exceed the standard established in U.S. Bureau of Mines Bulletin 656;

e. All on-site roads, driveways, parking and loading areas shall be paved to limit fugitive dust;

f. Odors shall be controlled to the maximum extent practicable using the best available technology;

g. Access to the site shall not use residential streets;

h. Fiscal assurances in a specified amount, in a form mutually acceptable to the operator and the City, to guarantee the operator's performance during the operation, closure and post-closure period, and to provide financial assurance with respect to any third party claimants for personal injury or property damage by persons residing or owning property within a specified distance from the facility, which damage can be shown to be a direct consequence of facility operations;

i. Limitation of the hours of operation;

j. A surface water drainage system to provide runoff and erosion control that can accommodate a 100-year, 24-hour storm and that any surface drainage which does come in contact with waste handled outside of sealed DOT approved containers is directed to an independent collection system;

k. Periodic monitoring of operations and stormwater runoff from the site. The facility operator shall reimburse the local government for their costs related to inspection, monitoring and other administration of facility operations;

l. Limitation of the types of waste which can be received at the site and standards ensuring that personnel are properly trained to handle wastes accepted at the site;

m. A franchise fee calculated to pay the City for the costs to review, monitor and enforce the permit;

n. To the extent that any technical environmental issues are raised, the operator, as part of the review process and prior to approval, shall reimburse the City for the cost of engaging the services of an independent expert to study and provide an opinion concerning the issues;

o. The operator shall allow the City and its designees to inspect the site during hours of operation without prior notice, to ensure that the facility is being operated in accordance with applicable conditions of approval;

p. Reimbursement to the City for the cost of special training, equipment and labor required for response to medical, fire and other emergencies; and

q. A yearly performance report for the facility. This report shall be presented to the Planning Commission annually and shall include, but not be limited to, the following:

1. Volume and chemical classification of the substances received;
2. Volume and chemical classification of the substances shipped from the site;
3. Accidents;
4. Location, type, and cause of the accident;
5. Number and type of spills on and off site;
6. Fires – type and location;
7. List of corrective measures taken by the operator of the facility to prevent future occurrences;
8. Site testing data;
9. Number and type of violations found by E.P.A. or state inspectors; and
10. Street and traffic safety improvements.

r. An expiration date for the Conditional Use Permit approval.

21.04.040 Accessory Uses and Structures

(a) Purpose

The purpose of this section is to:

(1) Establish and promote neighborhoods with integrity and character;

(2) Provide residents with the opportunity to use their property to enhance or fulfill personal objectives so long as the use of the property is not incompatible with this Code; and

(3) Provide an appropriate level of flexibility for the use of property while maintaining compatibility.

(b) Applicability

Commonly allowed accessory uses are shown in Table 21.04-2, but that list does not include all possible uses that are secondary and subordinate to a principal use of land in each zone district. All principal uses allowed in a zone district shall be deemed to include those accessory uses, structures, and activities typically associated with the use, unless specifically prohibited in this Code and shall comply with all use-specific standards applicable to the use.

(c) General Standards for Accessory Uses and Structures

(1) Subordinate to Principal Structure or Use

No accessory building shall be constructed or used unless the principal building is also being used. The accessory use or structure shall be conducted and/or located on the same lot(s) as the principal use. The principal use and the accessory use shall be under the same ownership.

(2) Performance Standards

Accessory structures or uses shall be constructed, maintained, and conducted in compliance with GJMC 21.04.040(c)(2).

(3) Location

In all zone districts, accessory structures shall not be located in the front yard or the exterior side yard of a corner lot unless approved by an Administrative Adjustment in accordance with GJMC21.02.040(c).

(4) Accessory Structures

(i) In Residential zone districts with a density of two units per acre or higher (R-2R and above), the size of accessory structures, except accessory dwelling units, will be limited to a maximum of 75 percent of the square footage of the principal structure. Accessory dwelling units are subject to the requirements in GJMC 21.04.040(e)(1)(i).

(ii) For all other Residential zone districts, accessory structures will be allowed up to a maximum of 75 percent of the square footage of the principal structure or 10 percent of the parcel size, whichever is greater. In the R-R, R-ER, and R-1R zone districts, accessory structures incidental to the principal uses categorized as Agriculture and Animal Services in Table 21.04-1: Principal Use Table and used for agricultural activities shall be exempt from these size regulations.

(5) Design

Accessory uses or structures shall have an appearance compatible with that of the neighborhood and shall have an appearance compatible with the character of the principal structure, building or use on the property. Determinations of compatibility shall include

considerations of the height, scale, mass, or bulk of structures; architectural features; and building materials.

(d) Accessory Use Table

Table 21.04-2: Accessory Use Table
A = Allowed Use C = Conditional Use

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Residential Uses																				
Accessory Dwelling Unit	A	A	A	A	A	A	A	A			A		A							21.04.040(e)(1)(i)
Agricultural Labor Housing	A																		A	
Dwelling, Business Residence											A	A	A	A	A	A			A	21.04.040(e)(1)(ii)
Guest Ranch	A	A																	A	
Household Pets	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.040(e)(1)(iii)
Other Animals	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.040(e)(1)(iv)
Public, Institutional, and Civic Uses																				
Home Occupation, Day Care	A	A	A	A	A	A	A	A	A	A	A	A	A	A					A	21.04.040(e)(2)(iii)
Commercial Uses																				
Agri-business	C	C																C	C	
Animal Agriculture	A/C	A/C	A/C													A/C	A/C	A/C	A/C	21.04.030(d)(2)
Drive-Through Facility																				
Office											C	A	A	A	A	A			A	21.04.040(e)(2)(i)
Restaurant												A	A	A		A				21.04.040(e)(2)(i)
Retail											C	A	A	A		A				21.04.040(e)(2)(i)
Electric Vehicle (EV) Charging Facility	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

Table 21.04-2: Accessory Use Table
A = Allowed Use C = Conditional Use

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Home Occupation	A	A	A	A	A	A	A	A	A	A	A	A	A						A	21.04.040(e)(2)(iii)
Outdoor Display and Sales												A	A	A		A				21.04.040(e)(2)(v)
Produce Stand	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.040(e)(2)(vi)
Industrial Uses																				
Antenna	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.040(e)(3)(i)
Outdoor Storage, Accessory	A	A	A	A	A	A	A	A	A	A		A		A		A	A			21.04.040(e)(3)(ii)
Recreation and Commercial Vehicles	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	21.04.040(e)(3)(iii)
Renewable Energy Facility, Accessory	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	C	A	21.04.040(e)(3)(iv)

(e) Accessory Use-Specific Standards

(1) Residential Uses

(i) Accessory Dwelling Unit

An accessory dwelling unit (ADU) is allowed only in conjunction with a single-family attached dwelling, a single-family detached dwelling, or a duplex dwelling. ADUs are not allowed in conjunction with cottage court dwellings. ADUs shall not be included in density calculations. A Planning Clearance is required for any ADU and an ADU must demonstrate compliance with the following:

(A) Maximum number of ADUs

a. A lot with one single-family detached dwelling may have two ADUs if one of the ADUs is attached to the principal dwelling unit (e.g., attic, basement, carriage house, etc.).

b. A single-family attached dwelling unit with two units may have two ADUs if one of the ADUs is attached to the principal dwelling unit (e.g., attic, basement, carriage house, etc.).

c. A duplex dwelling unit may have no more than one ADU on the lot.

(B) Site Layout

a. The design and location of the ADU shall be clearly subordinate to the principal structure.

b. The ADU shall not be located in front of the principal structure.

c. On corner lots, an ADU may use the setbacks for the principal structure where the property abuts a roadway.

d. One parking space shall be provided for the ADU. On-street parking within 100 feet of the lot may serve as the required parking.

(C) Structure Requirements

a. The ADU must meet all requirements of the building and fire codes.

b. The ADU shall not exceed 900 square feet of habitable space.

c. The design and construction material of the ADU shall be complementary to those of the principal structure.

(ii) Business Residence

(A) Occupancy

A business residence is a principal residence of the owner, operator, or employee of the business that is located within a nonresidential structure. This section is not intended to permit general residential uses in nonresidential areas.

(B) General Standards

The following conditions shall apply to all business residences:

a. The residential unit shall comply with all appropriate building and fire codes and with all applicable portions of this Code;

b. Only one dwelling unit per business or structure is allowed and it shall be occupied only by the owner, operator, or employee of the principal use;

c. The dwelling unit shall be located within a structure used primarily for business purposes; and

d. Other conditions as required through the site plan approval process.

(iii) Household Pets

(A) In all zone districts, a maximum of three adult (four months or older) household pets, including, but not limited to, dogs, cats, pygmy and dwarf goats, per species, shall be allowed. In no event shall the total number of adult household pets exceed six.

(B) The requirements of subsection (iii)(A) above shall not apply to those small animals kept within a residence as household pets, including, but not limited to fish, small birds (parakeets, parrots), rodents (mice, rats), and reptiles (nonpoisonous snakes, lizards).

(C) Dogs or cats kept confined in kennels shall be kept no closer than 20 feet from the nearest principal residential structure on an adjacent property, unless written permission for a lesser distance is obtained from the adjacent occupant or property owner. Such permission may be revoked at any time. Upon revocation, the owner of the animal shall have 30 days to move the animal so that compliance is achieved.

(iv) Other Animals

(A) General

Other animals may be kept only after obtaining approval from the Director.

(B) Racing Pigeons

"Racing pigeon," by definition, is a pigeon which, through selective past breeding, has developed the distinctive physical and mental characteristics as to enable it to return to its home after having been released a considerable distance therefrom, and which is accepted as such by the American Racing Pigeon Union, Inc., or the International Federation of Racing Pigeons Fanciers. Also commonly known as Racing Homer, Homing Pigeon, or Carrier Pigeon. The structure for the keeping of housing of pigeons permitted by this regulation is defined as a "loft." The keeping of pigeons as defined above shall be permitted on the following conditions which are, in part, recommended by the Avian Assistance Council and the American Racing Pigeon Union, Inc.:

a. The loft shall be of such sufficient size and design, and constructed of such material, that it can be maintained in a clean and sanitary condition and shall

contain at least one square foot of floor space for each mature pigeon kept therein.

b. The construction and location of the loft shall not conflict with the requirements of this Code or building code. The loft shall be enclosed except for the aviary portion which cannot exceed 20 percent of the floor area of the loft.

c. The loft shall be maintained in a sanitary condition and in compliance with all applicable health regulations of the City.

d. All feed for said pigeons shall be stored in such containers as to protect against intrusion by rodents and other vermin.

e. A maximum of 50 performing birds shall be allowed on parcels of one-half acre or less. On parcels greater than one-half acre, a maximum of 100 performing birds shall be allowed. Performing birds are birds that leave the loft in training and for racing.

f. All pigeons shall be confined to the loft, except for limited periods necessary for exercise, training, and competition; and at no time shall pigeons be allowed to perch or linger on the buildings or property of others. Pigeons shall be fed only in the confines of the loft.

g. No one shall release pigeons to fly for exercise, training, or competition except in compliance with the following rules:

1. The owner of the pigeons must be a member in good standing of an organized pigeon club, such as the Grand Junction Racing Pigeon Club, The American Racing Pigeon Union, Inc., or other club that has rules that will help preserve the peace and tranquility of the neighborhood.

2. Pigeons will not be released for flying which have been fed within the previous four hours.

3. Pigeons shall be banded and registered with one of the national pigeon associations/registries.

4. A structure housing racing pigeons shall be no closer than 50 feet to any adjacent residential or commercial structure on another property.

(2) Commercial Uses

(i) Drive-Through Facility

(A) All drive-through facilities shall be designed and located to avoid impairing pedestrian mobility to or from the principal structure or creating risks to pedestrian safety.

(B) Drive-through facilities shall be clearly signed and marked to provide efficient flow through the facility.

(C) Drive-through lanes shall be set back at least 10 feet from a residentially zoned lot.

(D) All drive-through facilities shall comply with the loading and stacking standards as set forth in TEDS (GJMC Title 29).

(ii) Electric Vehicle (EV) Charging Facility

(A) EV charging facility spaces shall count toward the minimum off-street parking requirement and shall be located on the same lot as the principal use.

(B) EV charging facility spaces shall be signed for the charging of electric vehicles only.

(C) EV charging facility equipment shall be located so that it does not interfere with vehicular, bicycle, or pedestrian access and circulation, or with required landscaping.

(iii) Home Occupation, Daycare or Other

(A) Applicability

a. A home occupation, daycare or other is allowed in accordance with Table 21.04-2: Accessory Use Table.

b. All home occupations listed below shall not be subject to all applicable home occupation regulations and standards if all persons engaged in such activities reside on the premises and all applicable conditions are satisfied:

1. Artists, sculptors, composers not selling their artistic product to the public on the premises;

2. Craft work, such as jewelry-making and pottery with no sales permitted on the premises;

3. Home offices with no client visits to the home permitted;

4. Telephone answering and message services; and

5. Medical marijuana cultivation by a patient or primary caregiver; provided, however, that:

i. There shall not be more than one primary caregiver per dwelling unit growing, storing, or providing medical marijuana in any form to their patients;

ii. Such growing, storing or providing of medical marijuana is conducted in accordance with Article XVIII, Section 14 of the Colorado Constitution and § 25-1.5-106 C.R.S. as amended;

iii. The primary caregiver shall have not more than six plants per patient with a maximum of 30 plants for five patients being grown on the premises of the dwelling unit at any given time; and

iv. Accessory buildings such as a detached garage, shed, green house or other structure used for growing, storing, or providing medical marijuana must comply with all applicable zone district standards and building and fire code provisions.

(B) Prohibited Home Occupations

The following home occupations are prohibited regardless of whether they comply with the standards of this subsection.

a. Occupations that involve highly combustible materials or any material. Occupations where the dimensions, power rating, or weight of equipment and tools used exceed that of normal household equipment and tools.

b. Occupations that cause abnormal automotive or pedestrian traffic or that are objectionable due to unsightliness, odor, dust, smoke, noise, glare, heat, vibration, or similar disturbances.

c. Animal care, boarding or sales.

d. Retail sales.

e. Medical, dental, or animal clinics.

f. Personal services.

g. Escort services.

h. Heavy equipment or vehicle repair.

i. Any other use that is not listed as an allowed or conditional use in any zone district in the City.

(iv) Requirements and Restrictions

Unless otherwise waived by the Director, all home occupations shall comply with the following:

(A) Number of Home Occupations

There shall be no limitations on the number of home occupations allowed for each property so long as the combined operations for each occupation do not exceed the requirements of this section.

(B) Resident Operated

The home occupation shall be operated by a full-time resident of the property.

(C) Number of Employees

A home occupation shall not employee nonresident employees, unless the Director determines that there will be minimum impact to the surrounding properties, in which case one additional nonresident employee is allowed.

(D) Maximum Floor Area

A home occupation shall not use more than 25 percent gross floor area of the dwelling and all accessory buildings.

(E) Residential Compatibility

a. A home occupation shall be incidental and subordinate to the use of the property for residential purposes, shall not change the residential character of the property, and shall not create the appearance or impact of commercial activity to the surrounding neighborhood.

b. No structural or decorative additions shall be allowed to accommodate a home occupation that will alter the residential character of the home or otherwise be incompatible with surrounding residences.

(F) Outdoor Storage Prohibited

Storage of goods and materials shall be inside and shall not include flammable, combustible, or explosive materials other than those customary to household uses.

(G) Parking and Deliveries

a. Parking shall be provided and shall not create hazard or street congestion.

b. Deliveries and pickups shall be those normally associated with residential services and shall:

1. Not block traffic circulation; and

2. Occur only between 8:00 a.m. and 8:00 p.m. Monday through Saturday.

(H) Client and Employee Visitation

a. Not more than six customers or clients are allowed to visit a home occupation per day, except music, art, craft, or other similar lessons that are allowed up to 12 clients per day.

b. Customer hours shall be between 8:00 a.m. and 8:00 p.m.

(I) Operational and Site Requirements

a. Adequate public facilities and utilities shall be adequate to safely accommodate equipment used for home occupation.

b. Mechanized equipment shall be used only in a completely enclosed building.

c. Dust, odors, noise, vibration or electrical interference or fluctuation that is not perceptible beyond the property line.

(J) Unsafe Home Occupations

a. If the Director finds that any home occupation is dangerous or unsafe, the Director shall issue an order to the dwelling owner and/or tenant of the property on which the home occupation is being undertaken directing that

the home occupation be immediately made safe, as determined by the Director, or be terminated.

b. The property owner and/or tenant shall be responsible for taking the necessary corrective steps or measures, but in the event of a failure to do so by the owner and/or tenant, after notice and a reasonable period of time, the Director may take any and all available enforcement actions to render the home occupation, dwelling, or property safe.

c. Enforcement cost shall be paid by the property owner and shall be treated as a zoning violation pursuant to GJMC Chapter 21.13.

(K) Home Occupation Signage

A nameplate not exceeding two square feet containing only the name of the resident, title of the person conducting a permitted home occupation, name of building, business name and/or name of agent. The nameplate may be located anywhere on the property.

(v) Outdoor Display

(A) No portion of a right-of-way shall be used for any type of display without a valid Revocable Permit.

(B) Display lots shall be paved, except that only the access roads shall be required to be paved for lots displaying large merchandise, such as manufactured homes or heavy equipment.

(C) All outdoor displays shall conform to all requirements of TEDS (GJMC Title 29) and the applicable sight distance triangle. Regardless of any provision to the contrary, no display shall be maintained in a location if it obstructs view, thereby constituting a traffic or pedestrian hazard.

(vi) Produce Stand

(A) A produce stand shall be portable and capable of being dismantled or removed from the sales site.

(B) In Residential zone districts, produce stands shall only sell products produced on the premises. Produce stands in Residential zone districts shall be located and operated so as to not create hazards with parking, ingress, egress, and signage, and the operation shall not be disruptive to adjacent uses.

(C) In all zone districts, excluding Residential zone districts, a produce stand may include products produced off-premises and require a Temporary Use Permit.

(3) Industrial Uses

(i) Antennas

Telecommunications receiving or transmitting antennas that meet the exemption criteria of GJMC 21.04.030(e)(5)(i) are permitted subject to the following:

(A) Ground-mounted satellite dishes shall not exceed 10 feet in height from the grade where mounted;

(B) Ground mounted satellite dishes shall be located within the rear yard or in any side yard which does not abut a street and shall meet accessory structure setbacks;

(C) All cables and lines serving the satellite dish shall be located underground;

(D) Satellite dishes larger than 32 inches in diameter shall only be ground-mounted and the above provisions shall apply unless otherwise approved as to location or ground mounting by a Conditional Use Permit;

(E) Roof mounted antennas shall not extend more than 10 feet above the roof line on which mounted; and

(F) None of the above shall relieve a person from the necessity of satisfying any and all governmental licenses or permits required for operation of telecommunications equipment.

(ii) Outdoor Storage, Accessory

(A) All Zone Districts

a. Junk or rubbish shall not be stored unless the use is a permitted junkyard or salvage yard or solid waste disposal or processing facility.

b. If the principal use of the property is other than vehicle repair, major and minor, vehicle impound lot, junkyard or salvage yard, or vehicle fleet operations, a maximum of two vehicles intended for repair or restoration may be stored on a property provided all of the following conditions are satisfied:

1. Vehicles shall be owned by the owner or occupant of the premises upon which the vehicles are located;

2. The vehicles shall be kept in an enclosed garage, under an opaque cover designed for the vehicle or otherwise screened from off-premises view; and

3. There shall be no outdoor storage of vehicle parts.

c. Except for integral units, stored items shall not project above any screening.

(B) Additional Standards for Residential Zone Districts

a. All outdoor storage shall be located in the rear half of the lot and shall be screened.

b. Dumpsters and refuse containers for new multifamily dwellings, commercial and industrial uses shall be enclosed in a solid, opaque enclosure constructed of brick, masonry, stucco, or wood at least 6 feet tall.

(C) Additional Standards for Nonresidential Zone Districts

a. All Uses

1. Unless otherwise indicated, no outdoor storage shall be located in a required front yard setback or in any setback adjacent to a Residential or Mixed-Use zone district.

2. Dumpsters and refuse containers for new uses in all zone districts except I-1 and I-2 shall be enclosed in a solid, opaque enclosure constructed of brick, masonry, stucco, or wood at least six feet tall.

b. Existing Junkyard or Salvage Yards and Vehicle Impound Lots

If the principal use of the property is a junkyard or salvage yard or vehicle impound lot and if the use was an existing legal use as of January 1, 2002, outdoor storage shall meet the following conditions.

1. Storage and dismantling areas shall require screening along all street frontages and along the first 50 feet of the side perimeter from the street. Sites may use opaque slats in existing chain link fences or vegetation to meet the screening requirement as long as the screening is at least six feet in height. Any new fencing shall be a minimum of six feet.

2. If the recycler abuts a property with zoning that is not CG, I-1 or I-2, the recycler shall also screen each perimeter that abuts such zone district that is not CG, I-1, or I-2. Buildings on property lines shall serve as screening.

3. No item shall be allowed to project above the screening except integral units and stacking of no more than two vehicles on top of a wheel stand. End recyclers are exempt from this requirement.

4. Each owner, operator, independent contractor and employee of a recycling business, and every other person who dismantles, repairs or installs motor vehicle parts or appliances or other equipment containing any fluid, gas or liquid or other regulated substance shall, in accordance with applicable laws and rules, control, contain, collect, and dispose of all fluids, hazardous wastes, and other regulated fluids in or generated by the dismantling, shredding, baling or storage of motor vehicles, appliances, other equipment or parts, including but not limited to oils, antifreezes, CFCs, transmission fluids, diesel fuel, and gasoline.

5. A recycler shall have a five-day grace period to remove items placed outside of a perimeter fence. If the City gives a notice after the 5th working day, the recycler shall remove such items within five working days.

(iii) Recreational and Commercial Vehicles

(A) In Residential zone districts, recreational and commercial vehicles and trailers shall be stored within an enclosed building, or in the rear yard, or behind the front setback line in a side yard other than the street side yard of a corner lot.

(B) No recreational vehicle shall be used for living, sleeping or housekeeping purposes for longer than two weeks total during any 12-month period when parked in any location not zoned and approved for such use. Any use of this provision shall be limited to one recreational vehicle per lot.

(C) Persons shall not live, sleep, or housekeep in a recreational vehicle parked on a public street, a public or private parking lot, or any vacant lot.

(D) Recreational or commercial vehicles shall not be parked on a public street or public or private parking lot for more than 72 consecutive hours.

(iv) Renewable Energy Facility, Accessory

(A) Accessory Solar Collectors

a. Accessory solar collectors shall only be located in side or rear yards or on rooftops.

b. If the solar collector is not flush with the roof the applicant shall minimize the visibility of the collector from a public street, park, open space, or golf course to the most reasonable extent possible without prohibiting the installation.

c. Ground-mounted collectors are allowed as an accessory structure outside the setbacks.

d. Ground-mounted accessory solar collectors shall not exceed the height of the principal structure on the lot or parcel.

(B) Accessor Wind Energy System

a. An individual small wind system shall be set back from the property line and the principal structure at least 1.5 times the height of the turbine.

b. In Mixed-Use and Commercial zone districts, accessory wind energy systems shall only be located in side or rear yards

c. In Mixed-Use zone districts, an accessory wind energy system shall not exceed the maximum building height of the applicable zone district.

d. In the I-1 and I-2 districts, an accessory wind energy system may exceed the maximum building height of the applicable zone district by 20 feet.

21.04.050 Temporary Uses and Structures

(a) Purpose

The purpose of this section is to allow for a use to locate within the City on an occasional, temporary, or seasonal basis and ensure such use or activity is consistent with the intent and regulations of this Code.

(b) Temporary Parking Lots

(1) Temporary parking lots are parking areas that serve during transition of a property during development and shall not be used for more than 24 months from issuance of a City site plan for such parking use.

(2) A temporary parking lot:

~~(i) Is allowed only in MU-1, MU-2, MU-3, P-2, CG, I-OR, I-1, or I-2 zone districts and only if a site plan has been approved by the Director;~~

(ii) Shall be hard surfaced;

(iii) Shall be graded for drainage;

(iv) Shall be maintained in good condition free of weeds, dust, trash, and debris;

(v) Shall be landscaped and screened along the perimeter of any abutting public street;

(vi) Parking spaces within a gravel lot shall be delineated with concrete "bumper blocks"; and

(vii) May only be used for a total of 24 months unless a site plan for a permanent lot usage is approved. Parking lots as a permanent use are not allowed in MU-3.

(c) All Other Temporary Uses

(1) Applicability

(i) This subsection shall apply to the following types of temporary uses and structures:

(A) Temporary buildings;

(B) Temporary display and sale of merchandise;

(C) Model homes, trailers, activities, and/or uses incidental to the construction of a building or group of buildings on the same or adjacent premises;

(D) Seasonal uses (e.g., fireworks stands, Christmas tree lots, and produce stands); and

(E) Other uses that clearly are not associated with a holiday, the growing season, or a construction project may be considered for approval by the Director.

(ii) Special events and activities conducted on public property, such as school sites and City parks, shall be exempt from the provisions of this Code, but shall comply with any guidelines, regulations and permitting process required by the authorizing agency.

(2) Compliance with this Code and Other Regulations

(i) Prior to conducting or establishing a temporary use or temporary structure, approval of a Temporary Use Permit per GJMC 21.02.040(b) is required.

(ii) Before a temporary use involving the sale of merchandise may begin, a sales tax license must be obtained from the City Finance Department. If not obtained, the Temporary Use Permit shall be revoked if issued or shall not be issued until licensure.

(iii) Prior to the issuance of a Temporary Use Permit, the Director may require the applicant to post security with the City as required to cover expected costs of enforcement, monitoring, clean-up, and site restoration.

(3) Location

(i) Structures and/or display of merchandise shall meet the minimum setback requirements for the zone district. Displays shall not interfere with the sight visibility triangle of the intersection of the curb line of any two streets or a driveway and a street. No personal property, including structures, and tents shall be located within the right-of-way.

(ii) Each parcel or lot is limited to the operation of one temporary use at a time.

(4) Off-Street Parking

(i) Adequate off-street parking shall be provided;

(ii) The use shall not displace the required off-street parking spaces or loading areas of the principal use/structure on the site; and

(iii) The entrance and exit shall be designed to prevent traffic hazards, nuisances and as required by TEDS (GJMC Title 29).

(5) Duration

(i) Temporary uses shall not exceed 120 calendar days, except a temporary low-traffic storage yard may be permitted in a CG, I-1 or I-2 zone district for up to one year from the date of issuance. One extension of one year may be granted by the Director upon showing of good cause. Any additional extensions may be granted by the Planning Commission. The Planning Commission must find good cause for granting an extension.

(ii) No temporary uses shall be allowed until a minimum of 30 calendar days have passed since any previous temporary use on the parcel or lot. Mobile food vendors are not subject to this standard.

(6) Other Standards

(i) The temporary use shall not cause traffic to exceed the capacity of nor significantly impact the circulation of affected streets.

(ii) Access to right-of-way shall comply with City requirements, except that hard surface travel lanes are not required for a temporary use.

(iii) Permanent hookups to utilities are prohibited.

(iv) Temporary use sign shall be permitted only for and during the time of the temporary use. The total sign allowance for a temporary use shall be 32 square feet, not including permanent signage that may be on a vehicle or booth. All signs for temporary uses shall be attached to a structure, vehicle, or existing signpost. Portable signs, such as sandwich boards, etc., shall not be allowed. Off-premises signage is not allowed.

Chapter 21.05 Site and Structure Development Standards

21.05.010 Purpose

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

21.05.020 Required Improvements

(a) Applicability

All development shall comply with this section.

(b) Plans and Standards

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

(1) Adopted City plans and policies, including without limitation the Comprehensive Plan and the Grand Junction Circulation Plan, as those plans may be amended or replaced in the future;

(2) The lot, design, and use standards applicable to the zone district in which the property is located;

(3) All other applicable requirements of this Code;

(4) Any previous plans or development approvals approved by the City and applicable to all or part of the property on which the development, structure, or subdivision is proposed; and

(5) All technical and engineering, design, construction, and inspection criteria, standards, and specifications adopted or accepted by City, including but not limited to applicable GJMC Title 29, Transportation Engineering Design Standards (TEDS), the City's adopted fire code, and the Submittal Standards for Improvements and Development (SSID) Manual.

(c) Public Improvements Required

(1) Types of Improvements and Dedications

(i) All development applications are required to include plans for the following public improvements unless waived by the Director:

(A) Multi-modal transportation system (see GJMC 21.05.020(e)),

(B) Sanitary sewer system (see GJMC 21.05.020(d)(2)),

(C) Utilities (see GJMC 21.05.020(d)(3)),

(D) Potable water system including fire hydrants (see GJMC 21.05.020(d)(1)),

(E) Stormwater management system (see GJMC 21.05.020(d)(4)), and

(F) Other improvements and/or facilities as may be required by changing technology and the approval process, and

(G) Permanent survey reference monuments and monument boxes (see § 38-51-101 C.R.S.).

(ii) The improvements described in this chapter shall be built by the applicant and constructed in accordance with adopted standards, unless otherwise indicated. The City may elect to participate in the design, installation, and cost of any improvement and may require the developer to coordinate construction with the City and with other development taking place nearby and in a similar timeframe.

(iii) No improvements shall be made until required plans, profiles, and specifications have been submitted to and approved by the City.

(iv) A developer shall dedicate to the City all rights-of-way and easements needed to serve the project. Dedications shall be at no cost to the City and shall not be eligible for impact fee credit(s). If such dedication is claimed to exceed constitutional standards, the owner shall inform the City Attorney who, if agrees, shall ask the City Council to pay a fair share of the value of such dedication or waive all or part of such required dedication.

(2) Guarantee of Public Improvements

No development shall be approved until the City has accepted constructed infrastructure or the developer has executed and recorded a development improvements agreement and provided adequate security per GJMC 21.02.030(h)(3).

(3) Permits and Approvals

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

(d) Standards for Specific Improvements

The following improvements shall be provided for all development unless the appropriate official determines otherwise based on a process provided in the specific standards or, where applicable, through GJMC 21.02.050(p).

(1) Potable Water System

(i) All development shall be served by a water treatment and distribution system operated or approved by the City.

(ii) Fire hydrants shall be placed and have fire flow capabilities in accordance with GJMC 15.44, Fire Code.

(2) Sanitary Sewer System

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

(3) Utilities

All new electric utilities shall be provided and paid for by the developer and shall be installed underground. Above-ground facilities associated with new installations (e.g., pedestals, transformers, and transmission lines of 50kv capacity or greater) and temporary overhead lines may be allowed if deemed necessary by the Director.

(4) Stormwater Management

(i) All proposed development must comply with GJMC Title 28, Stormwater Management Manual (SWMM), and applicable state and federal regulations.

(ii) An impact fee may be paid in-lieu of the construction of applicable stormwater facilities where the project meets the requirements of GJMC 28.56.050, Drainage Fee in-Lieu of Detention.

(e) Multi-Modal Transportation System

(1) Design Standards

(i) The developer shall dedicate, design, and construct all streets, alleys, sidewalks, trails, and Active Transportation Corridors in accordance with TEDS (GJMC Title 29).

(ii) Alleys may be used for placement of utilities and infrastructure.

(iii) Each development with one or more buildings (except detached dwellings) shall provide paved pedestrian sidewalk connections to nearby public streets. An adequate physical separation between pedestrian connections and parking and driveway areas shall be provided.

(2) Required Street Improvements

(i) All Streets

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

(ii) Internal Streets

(A) Any unbuilt street that is designated in the Grand Junction Circulation Plan as a collector or arterial and is internal to the development shall be constructed to a local street standard by the developer.

(B) The City may require the developer to design and construct the street to a collector or arterial standard, thereby requiring the oversizing of streets. If oversizing is required, the developer will be eligible for a City cost-share agreement in the differential amount between the required local street improvement and the required collector or arterial street improvement.

(iii) External Streets

(A) All development shall provide Minimum Access, pursuant to GJMC 29.24.020, required for the safe ingress and egress of vehicular traffic to and from the

development. Minimum Access includes 20 feet width of asphalt and may include curb and gutter if safety or infrastructure concerns exist.

(B) Where a perimeter street is not required for Minimum Access, no local improvements will be required.

(C) The developer shall design and construct safety improvements (e.g., turn lanes, traffic lights) needed to achieve safe ingress and/or egress, as may be warranted based on a traffic impact study.

a. Where a safety improvement is for the benefit of a development but will also benefit other future developments, the developer may request the City to create a reimbursement agreement.

b. Where a safety improvement also benefits existing development, the developer may request the City create a cost share agreement for the improvement.

(3) Improvement Deferral for Existing Local Streets

(i) Policy and Applicability

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

(B) This section is applicable only in areas originally developed in Mesa County that meet the description of paragraph (A).

(ii) Request for Deferral

(A) Instead of constructing "short run" improvements, the owner may apply to the Director to defer full and permanent improvements ("permanent improvements") through the creation of an improvement district and construction of street, curb, gutter, and sidewalk improvements to the standards established for the improvement district.

(B) The Director allows the use of an improvement district for residential street improvements if all of the following criteria are met:

a. The development is for three or less residential lots;

b. The zoning or existing uses in the block or neighborhood are residential. The Director shall determine the boundaries of the block or neighborhood, based on topography, traffic patterns, and the character of the neighborhood;

c. The existing local residential street that provides access to the lots or development meets minimum safety and drainage standards, and has a design use of fewer than 1,000 average daily traffic ("ADT");

d. At least 80 percent of the lots and tracts in the neighborhood or block are already built upon, so that the street and drainage character is well established;

e. If an existing safety hazard or drainage problem, including pedestrian or bicycle traffic, it can be improved or remedied without the street improvements being built; and

f. There is at least 250 feet from any point on the development to the nearest existing street improvements (on the same side of the street) that substantially comply with the City standard for similar street improvements.

(C) The Director may allow the use of an improvement district for nonresidential street improvements if all of the following criteria have been met:

a. The development is conforming to the zone district and is for a single commercial or industrial lot or parcel that does not create a new lot or parcel;

b. The lot or parcel size is two acres or less;

c. The lot or parcel does not have more than 500 feet of frontage on a local nonresidential street;

d. If an existing safety hazard or drainage problem, including pedestrian or bicycle traffic, it can be improved or remedied without the local nonresidential street improvements being built; and

e. There is at least 250 feet from any point on the development to the nearest existing street improvements (on the same side of the street) that substantially comply with the City standard for similar local nonresidential street improvements.

(iii) Requirement for Full Compliance

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

(iv) Street Naming and Addressing System

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

(4) Private Streets

(i) Applicability

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

(ii) Policy

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

(iii) Review Criteria

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

(A) Provides flexibility in residential street access due to design or topographic conditions;

(B) Encourages more creative design including but not necessarily limited to the clustering of units in residential development;

(C) Provides an immediate and continuing public benefit, e.g., by reducing public street maintenance costs;

(D) Provides a safe residential environment; and

(E) Promotes attractive streetscapes that give neighborhoods character and identity, e.g., by allowing alternative street surfaces, finishes and designs.

(iv) Design Requirements

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

(A) Street Capacity and Design

a. The maximum annual average daily traffic (AADT) of the proposed private street shall not exceed 250 trips per day as determined by the ITE – Trip Generation publication.

b. The street shall be designed so that all traffic, including vehicular and pedestrian, exiting from the private street(s) shall not adversely impact the existing and proposed transportation network. A private street shall conform to the TEDS (GJMC Title 29) or the Submittal Standards for Improvements and Development (SSID) manual, as applicable, for the following:

   1. Turnaround requirements;
   2. On-street parking requirements;
   3. Cross-sections;
   4. Curb and gutter construction; and
   5. Utility and multipurpose easements.

c. Pedestrian facilities and connections as shown on the Grand Junction Circulation Plan shall be required within the proposed development and made accessible by the general public.

d. The finished surface of the private street may be composed of variable surfaces such as brick, interlocking pavers, cobblestones, or other similar finishes, designed by a professional engineer and as approved by the City Engineer.

e. An entrance design feature such as decorative paving, special signage or other conspicuous improvement shall be incorporated into the final design of the private street such that the design clearly distinguishes the private street from the public street.

(B) Adjoining Properties

a. All entrances to garages shall be set back from the private street or pedestrian trail a minimum distance of 20 feet.

b. Each residential structure accessed from a private street shall have landscaped areas of at least 10 feet in width between the street and the structure except for the driveway to the garage.

(C) Off-Street Parking

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

a. Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements.

b. Off-street parking shall be located within 200 feet of any unit the private street serves.

c. Off-street parking shall be included within the same tract as the private street and shall be maintained by the homeowners' association.

(D) Platting, Dedication, Homeowners' Association

a. Private streets shall be platted in a tract dedicated to the homeowners' association and maintenance of the private street shall be.

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

(5) Shared Driveway (Autocourt)

(i) Intent

A shared driveway (or autocourt) is designed to provide access to lots where a full public street is not practical or economical. The number of shared driveways used in a subdivision shall be limited due to the undesirable lot layouts they often create, potential conflicts over shared common space, and private versus public maintenance cost issues.

(ii) Ownership

(A) A shared driveway shall be owned and maintained by the owners of the parcels or lots that abut the shared driveway.

(B) The shared driveway shall be platted in a tract dedicated to the property owners of the parcels that abut the shared driveway.

(iii) Access

(A) No more than five single-family lots shall abut or touch any portion of the shared driveway and no more than five single-family units may utilize a single shared driveway.

(B) Each lot abutting a shared driveway shall access off of the shared driveway unless approved otherwise at the time of subdivision.

(iv) Design

(A) Shared driveways shall be a minimum of 16 feet wide flowline to flowline and a maximum of 150 feet long.

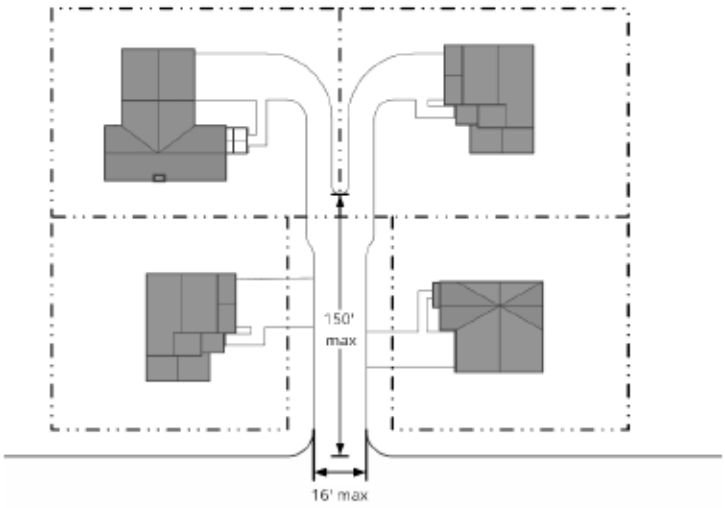


Figure 05.02-1 Shared Driveways

(B) Shared driveways shall be designed to permit the ASHTO "P" design vehicle to back out of an individual driveway and turn 90 degrees in either direction on the shared driveway without any portion of the vehicle:

a. Leaving the individual driveway from which the vehicle is exiting or the shared driveway; or

b. Entering on or over the individual driveways of any other residence.

(C) Finished surface may be composed of variable hard surfaces such as brick, interlocking pavers, cobblestones, or similar finishes, designed by a professional engineer and as approved by the City or County Engineer.

(v) Parking

(A) Parking on a shared driveway shall be prohibited.

(B) A shared driveway may be used only where it intersects a street with on-street parking.

(C) Each lot abutting a shared driveway shall provide four on-site parking spaces. For homes on shared driveways that access a cul-de-sac, five on-site parking spaces shall be provided. These additional spaces may be provided on the shared driveway if it is widened to accommodate such parking.

(vi) Adjacent Lots and Structures

(A) The building setback adjacent to a shared driveway shall be the minimum setback required for that side of the property by the underlying zone district or 15 feet, whichever is greater. All entrances to garages shall be set back a minimum distance of 20 feet from the shared driveway.

(B) No fences or hedging taller than 30 inches shall be located within the setback adjacent to the shared driveway. Open fences are acceptable.

(C) No gateways, locked entries or other restrictive access constraints are allowed across a shared driveway.

(6) Loop Lane

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

(i) Intent

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

(ii) Ownership

(A) The loop lane and parking shall be dedicated to and maintained by the City.

(B) The park shall be owned and maintained by the homeowners' association, subject to any easements.

(iii) Access

(A) Corner lots with frontage on the loop lane and the abutting street shall be required to access from the loop lane only.

(iv) Design

(A) The minimum loop lane is 16 feet from flowline to flowline and shall consist of a paved surface with roll-over curb and gutter on at least one side and a roll-over curb or vertical curb on the other side.

(B) No curve on any portion of the flowline of the loop lane shall have an inside radius of less than 33 feet and an outside radius of less than 48 feet.

(C) No portion of the loop lane shall extend more than 250 feet from the abutting street right-of-way.

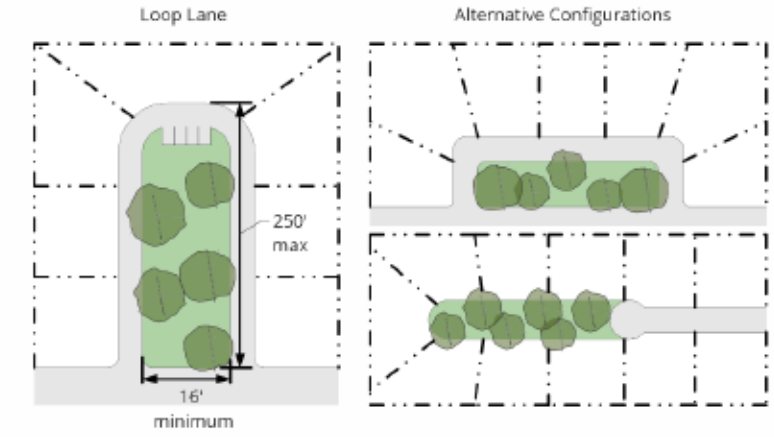


Figure 05.02-2 Loop Lane Design

(D) A minimum separation of 66 feet is required between the right-of-way on each side of the loop.

(E) The right-of-way shall extend one foot beyond the curb on the park side of the lane and one foot beyond curb on outside edge of the lane.

(F) A 14-foot multipurpose easement shall be dedicated on the outside edge of the lane. The park may be used for stormwater detention.

(G) The loop shall provide for two-way traffic.

(H) A sidewalk is required only where the park abuts a street other than the loop.

(I) The developer shall landscape the park and provide an irrigation system in accordance with the Zoning and Development Code.

(v) Parking

(A) Four guest parking spaces, located in the public right-of-way, are required at the end of the loop. The parking area is reserved for guest parking and shall not be used for the parking of residents' vehicles and/or recreation vehicles for more than a 24-hour period.

(B) "No parking" signs shall be installed and maintained so that no parking is allowed between the curbs on any traveled portion of the loop lane, except the guest parking area.

(C) Each residence shall provide and maintain four off-street parking spaces, two of which may be within a garage or carport.

(vi) Adjacent Lots and Structures

(A) No front-loading garage or carport may be closer than 20 feet to the front lot line. Individual driveways must have a five-foot radius fillet on driveway corners.

(B) The front yard setback for the house is 15 feet from the right-of-way (16 feet from the curb).

(C) Lots on the loop lane may be 20 percent smaller and the rear setback can be 10 feet less (10 feet minimum) than as required by the zone district.

(D) No gateways, locked entries or other access constraints are allowed across the loop lane.

(7) Bicycle Circulation

(i) Required Bicycle Access

(A) All new development, except individual lot development of a single-family detached or duplex dwelling, shall include reasonably direct connections to the City's on-street bikeway network and Active Transportation Corridors to the maximum extent practicable.

(B) The connection(s) and/or access point(s) shall be located so that it does not interfere with vehicular or pedestrian access and circulation, or with required landscaping.

(ii) Bike Lane Right-of-Way Required

(A) All new development except individual lot development of a single-family detached or duplex dwelling (including subdivisions for such dwellings) shall provide right-of-way for bike lanes along the frontage of the development site with an existing street where bike lanes are called for by the Comprehensive Plan or other City-adopted plans addressing transportation (unless an existing bike lane meeting City standards is already in place). The Director and/or the City Engineer may allow alternatives to this requirement where compliance is impractical.

(B) Required bike lanes shall be located within the right-of-way of the street and not on private property unless the City Engineer determines that location within the right-of-way is not practicable or preferable—in which case, alternatives may be allowed by the Director and/or the City Engineer.

(C) Bike lanes shall conform to TEDS (GJMC Title 29).

21.05.030 Parks, Open Space, and Trails

(a) Open Space Dedication or Payment of Fee in-Lieu

(1) Applicability

(i) The owner of any residential development, being developed in full or incrementally, of 10 or more lots or 10 or more dwelling units shall dedicate 10 percent of the gross acreage of the property or the equivalent of 10 percent of the value of the property as a fee in-lieu of dedication.

(A) The applicant shall decide whether to dedicate land or to pay a fee in-lieu.

(B) If the land offered for dedication by the applicant is not acceptable to the City, the applicant shall pay a fee-in-lieu instead.

(ii) Private open space and/or a private recreational area(s) in any development, or an outdoor living area(s) required in a multifamily development, shall not satisfy this open space dedication requirement.

(2) Calculation of Fee In-Lieu

(i) To calculate the fee in-lieu, the owner shall have the property appraised by a Colorado certified appraiser. The appraiser shall value the total acreage of the property notwithstanding the fact that the owner may develop or propose to develop the property in filings or phases. The applicant is responsible for all costs of the appraisal and report.

(ii) The Appraisal Report shall be in a Summary Appraisal Report form as prescribed by the most recent edition of the Uniform Standards of Professional Appraisal Practice

(USPAP). The Appraisal Report shall be provided by the Applicant to the City, as a public record, for the City to review, and if it accepts the Appraisal Report, determine fair market value of the property and to otherwise determine compliance with this section.

(3) Dedication and/or Fee Payment

(i) If the Director decides that land shall be dedicated, then the Director shall make a written recommendation to City Council. If the land to dedicated has open space or recreational value, the Parks and Recreation Advisory Board shall also provide a written recommendation. The City Council may accept the dedication of land so long as the land dedicated to the City is at least 10 percent of gross acreage or is found to provide adequate public benefit. If the dedication is less than 10 percent of the gross acreage, the owner shall have the gross acreage appraised per GJMC 21.05.030(a)(2) to calculate the difference in value between the land dedication and value of the gross acreage. The owner shall pay the difference in calculation to equal the value of 10 percent of gross acreage.

(ii) For subdivisions, the land dedication or open space fee is required and payable at the time of platting. For any other project(s), the fee is due at the time of Planning Clearance.

(b) Pedestrian and Bicycle Trails

(1) Trails shall be constructed in accordance with applicable City standards.

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

21.05.040 Residential Compatibility Standards

(a) Purpose

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

(b) Applicability

(1) The residential compatibility standards in this subsection apply when single-family attached of three units or more, multifamily residential, mixed-use development, or nonresidential development is proposed adjacent to structures in an R-R, R-ER, R-1R, R-2R, R-4, or R-5 zone district (protected residential districts).

(2) In cases where multiple structure types are contained on the same lot, residential adjacency shall apply to the area within that lot which encompasses the protected residential building, use, or associated activity and all accessory buildings, uses, or areas necessary to support them.

(3) Conformity with the design requirements in this section shall be the responsibility of the multifamily, mixed-use, or nonresidential development applicant and shall be located on the property subject to the development application.

(c) Building Height Stepdown

(1) Height Transition Area

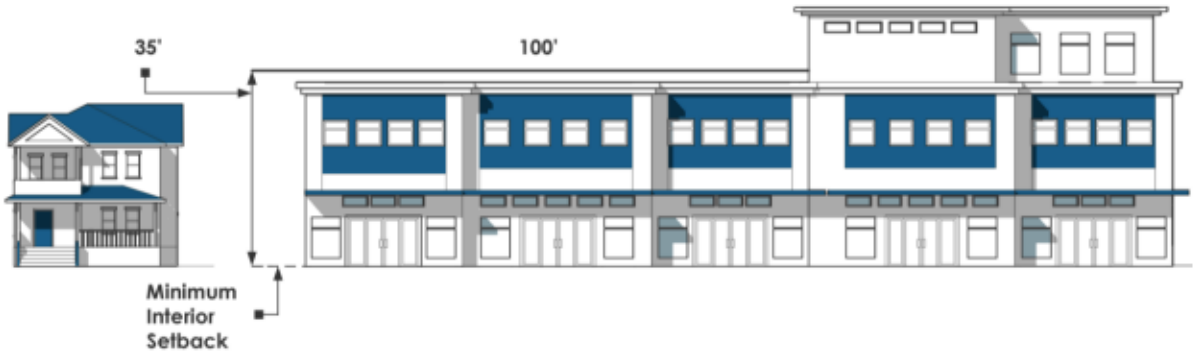
A height transition area of 25 feet in width is established along each side and rear property line abutting an existing residence in a protected residential district. All new construction and additions within the height transition area are limited in height to no more than the maximum height of the protected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

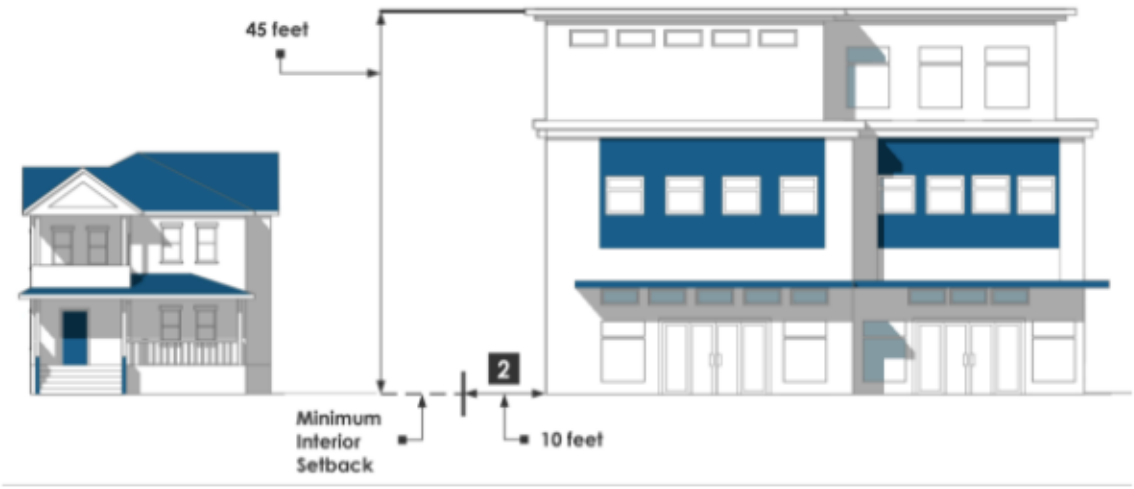
(2) New Principal Structure Height Greater than 35 Feet

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

(i) "Stepping down" building height of any portion of the building within 100 feet of the side and rear lot lines abutting a lot zoned in any neighborhood district to a maximum of 35 feet; or

(ii) Increasing the side yard and rear yard setbacks abutting the neighborhood-zoned lots by at least 10 feet beyond that otherwise required.





(d) Building Orientation

(1) Privacy

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

(2) Upper Story Balconies and Patios

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

(e) Screening, Buffering, and Site Layout

(1) Mechanical Equipment

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

(i) The screening shall be at least the height of the mechanical equipment.

(ii) Mechanical equipment that generates or is expected to generate noise in excess of 55 decibels when measured at a distance of three feet of the equipment location must provide sound abatement or suppression, which may require the equipment to be enclosed in a structure.

(2) Loading Docks

Loading docks, if necessary or required by the operation, must be located the farthest distance practicable from the protected residential district and shall meet all other applicable standards in this Code.

(3) Outdoor Storage

(i) Outdoor storage of merchandise or equipment must be within an area enclosed with a sight-obscuring fence at least six feet in height that is architecturally coordinated in color and design with the building.

(ii) Vehicle sales lots and plant materials may be displayed outside of an approved building or enclosed area so long as they are on the same site wherein the business displays the bulk of its goods for sale.

(iii) Outside promotional displays are allowed during business hours only.

(4) Outdoor Waste Storage

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

(5) Vehicle Service Bays

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

(f) Sound

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

(2) Any use containing individual service speakers, such as drive-through ordering or payment windows, vehicle fueling pump islands, and car washes, shall not be permitted within 150 feet of any Residential zone district unless the speaker is appropriately screened. The Director may require wing walls, landscape screens, changes in building orientation, and/or other design elements to screen and minimize the impact of individual service speakers.

(3) Any use containing public address/paging systems, such as car dealers, building materials sales, and garden centers, shall not be permitted within 1,000 feet of any Residential zone district unless separated by an arterial or higher classification roadway.

(g) Parking and Loading

(1) No auto-related site element, including parking area, drive-through lane, or vehicle circulation driveway, shall be located between a principal structure on the lot and any side or rear property line abutting a protected residential district.

(2) If the Director determines that, due to site topography, soils, easements, or other constraints, compliance with subsection (g)(1) is impracticable, the Director may approve a site design that locates a single or combination of auto-related site elements, between a principal structure and a side or rear property line abutting a protected residential district, provided the site element(s) is located at least 10 feet from any applicable rear or side property lines.

(h) Accessory Uses and Equipment

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

21.05.050 Residential Attached and Multifamily Design Standards

(a) Purpose

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

(1) Promote new multi-unit residential developments that relate and connect to established neighborhoods;

(2) Enhance public safety by preventing garages from obscuring main entrances or blocking views of the street from inside residences; and

(3) Improve the compatibility of infill projects with the residential character of surrounding neighborhoods.

(b) Applicability

(1) New Development

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

(2) Redevelopment

Redevelopment that includes the replacement or addition of units shall comply to with these standards to the maximum extent practicable for the new or replacement units.

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

(1) Mix of Housing Types

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

(2) Transitions Between Different Land Use Areas

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

(3) Infill Development

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

(4) Energy Conservation and Site Orientation Guidelines

(i) Consideration shall be given to energy conservation in the building design. Use of solar space or water heating, or use of in-line hot water systems, efficient lighting systems, insulation and other energy efficient techniques are strongly encouraged.

(ii) Orientation of buildings and windows to improve solar access and energy conservation is strongly encouraged.

(iii) The site plan may be required to be modified so that view planes identified by the City are preserved for as many structures as possible.

(5) Structured Parking Design

(i) Parking structures shall be constructed of materials of similar quality and shall be compatible in appearance with adjacent buildings and shall contain lighting sufficient for security as approved by the Director.

(ii) Ground floor facades of parking structures not occupied by active uses shall be articulated through the use of three or more of the following architectural features.

(A) Windows or window-shaped openings with decorative mesh or similar features as approved by the zoning administrator;

(B) Masonry columns;

(C) Decorative wall insets or projections;

(D) Awnings;

(E) Changes in color or texture of materials;

(F) Approved public art;

(G) Integrated landscape planters; or

(H) Other similar features approved by the Director.

(iii) Where feasible, the ground floor of parking structures in Mixed-Use or nonresidential districts shall be wrapped with active public or residential uses along at least 60 percent of the ground-floor street frontage.

(d) Development with Three or More Principal Structures

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

(1) Building Layout

(i) Buildings shall be organized to promote a compact pattern of development, pedestrian-friendly spaces, streetscapes, areas of naturalized landscaping, and to screen parking areas.

(ii) Buildings shall be arranged and grouped to define one or more of the following:

(A) Framing the corner of an adjacent street intersection or entry point to the development;

(B) Framing and enclosing a pedestrian and/or vehicle road or access corridor within or adjacent to the development site;

(C) Framing and enclosing parking areas, public spaces, or other site amenities on at least three sides;

(D) Framing and/or enclosing outdoor dining or gathering spaces for pedestrians between buildings; or

(E) Framing one or more areas of natural vegetation.

(2) Building Design Elements

(i) To the maximum extent practicable, the principal building entrance shall face:

(A) An adjacent public street;

(B) An adjacent publicly accessible plaza; or

(C) An adjacent primary public walkway.

(ii) In cases where the long axis of a building is perpendicular to the primary street, the portion of the structure facing the primary street shall be configured with at least one functioning entry and one or more transparent windows.

(iii) In cases where the principal entrance does not face the principal street, the entrance shall be connected to the street and adjacent parking areas with a sidewalk(s).

(3) Circulation and Parking

(i) Circulation shall be designed to protect pedestrian/bicycle ways and shall minimize potentially unsafe interactions automobile traffic.

(ii) Pedestrian and bicycle circulation shall be given equal consideration as automobile traffic. Pedestrian and visual linkages shall be made between a project and off-site amenities.

(iii) The project shall be designed to minimize negative traffic impacts on and of the surrounding uses.

(iv) To the maximum extent practicable, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.

(v) Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than 30 percent of each perimeter public street frontage of a multifamily development.

(vi) To the maximum extent practicable, freestanding parking structures that are visible from perimeter public streets shall be sited so that the narrow end of the parking structure is perpendicular to the perimeter street.

(vii) Temporary parking structures are not permitted.

(viii) Projects that require parking areas with more than six parking spaces shall provide maneuvering areas that accommodate ingress and egress from the lot by forward motion of vehicles. The Director may allow parking that backs out directly onto a street if the applicant can show this is a safe alternative for both pedestrians and the driver.

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

(4) Garages, Parking, and Bulk Storage

(i) Attached Garage

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

(A) The structural opening for street-facing garages on attached dwellings shall not comprise more than:

a. Two-car garage: 45 percent of the façade width or 18 feet, whichever is greater; or

b. Three-car garage: 55 percent of the façade width or 27 feet, whichever is greater.

(B) The use of side-loading garages is permitted. The outside wall of a street-facing side-loading garage must have a minimum of two of these design features:

a. Siding materials identical to that found on the primary façade;

b. Two or more windows of a size and design similar to those found on the primary façade; or

c. Garage or living area façade offset from the other a minimum of four feet.

(C) Townhome (or similar attached structure design) rows shall have no more than six garage openings on any principal building elevation containing entry doors.

a. Each garage opening shall have a maximum width of 9 feet.

b. No more than four garage openings may be grouped together without an intervening wall surface of at least 20 linear feet (measured horizontally).

(ii) Bulk Storage

(A) Bulk storage areas intended for storage of materials other than food and clothing, such as tools, bicycles, ski equipment, etc. shall be designed for this purpose. Bulk storage areas shall be free of encumbrances such as water heaters or other types of mechanical or electrical equipment.

(B) Exterior or detached bulk storage areas shall be designed as an integral part of the project and be integrated with the architectural character of the dwellings on the site. Bulk storage areas incorporated into garages, car ports, and screening

walls shall use materials and details similar to those of the dwelling unit to achieve an integrated appearance.

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

21.05.060 Nonresidential and Mixed-Use Design Standards

(a) Purpose

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

(b) Applicability

This section is applicable to nonresidential and mixed-use development in the MU-1, MU-2, MU-3, CG, and P-2 zone districts.

(c) Materials

All nonresidential and mixed-use buildings shall be constructed with exterior materials that are durable, including but not limited to stone, brick, cementitious board, and architectural metals.

(d) Architectural Features

(1) The main entrance to the building(s) shall be on the front façade of the building.

(i) Additional entrance(s) may be provided on the side and/or rear of the building to parking areas or other pedestrian facilities.

(ii) A front door may be constructed anywhere along the front façade of the building including at the corner of the front façade.

(2) Buildings shall include the following architectural design elements:

(i) The building shall be designed to include recessed or projecting elements to provide façade articulation. This can be accomplished through the design of entryways, awnings, rooflines, projecting bays, pilasters, columns, or other features. Articulation shall occur a minimum of every 30 feet for all sides of the building.

(ii) The first floor of a building designed to accommodate a commercial space (such as a restaurant or retail use) shall have windows facing the public street to create visual interest to pedestrians and provide views from inside of buildings to the street.

(3) All sites or structures shall incorporate a minimum of three of the following architectural design elements:

(i) Variation in materials, material modules, expressed joints and details, surface relief and texture to break up building forms and wall surfaces. Such detailing may include sills, headers, belt courses, reveals, pilasters, window bays or similar features for all sides of the building.

(ii) Variation in roof lines/roof materials in order to add interest to and reduce the scale of buildings or expanses of blank wall. This can be accomplished through design

elements such as overhangs, eaves, recesses, projections, raised cornice parapets over doors or bays and peaked roof forms.

(iii) Façade features that emphasize the principal building entrance through projecting or recessed forms, detail, color and/or material.

(iv) Outdoor patio in combination with or without outdoor seating located between the building and the primary public street.

(v) Ground story transparency of at least 50 percent in the form of windows and/or door(s) for facades facing all public street frontages.

(vi) Public art, as approved by the Director, or

(vii) Other architectural or site features that help create a consistent design for the site and reflect the design character of the area where the project is located, as determined by adopted plan or by the Director.

(e) Site Design

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

(1) Circulation

(i) A six-foot-wide sidewalk shall be provided from the street to the front of all principal building main entrances.

(ii) Pedestrian paths shall be established between neighboring buildings, between buildings and outlying parking areas, and between buildings and transit facilities.

(A) Pedestrian paths shall be clearly visible, have adequate lighting, and be designed to be reasonably direct.

(B) Where pedestrian paths cross vehicular routes, a change in paving materials, textures, or colors shall be provided to emphasize the potential conflict point, improve visibility, enhance safety, and enhance aesthetics.

(iii) On-site signage and traffic markings shall be provided as necessary to facilitate circulation and improve public safety and awareness.

(2) Drive-Through

Where drive-through windows or drive-up facilities, including but not limited to menu boards or speaker boxes, are allowed, they shall not be located between the façade of the building and the adjacent public right-of-way.

(3) Access

Site layout and access design shall minimize the number of traffic conflict points into and out of a business or overall development site by defining and consolidating driveways or access points and designing shared access between/among businesses.

21.05.070 Retail Sales, Big Box

(a) Applicability

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

(b) Building Design

(1) The following standards shall apply to all building facades and exterior walls that are visible from adjacent public streets and/or parcels. These standards are intended to reduce the massive scale of large buildings, which, without application of these standards, may be incompatible with Grand Junction's desired character.

(i) Facades greater than 150 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the façade and extending at least 20 percent of the length of the façade. No uninterrupted length of any façade shall exceed 150 horizontal feet.

(ii) Ground floor facades that face public streets shall have display windows, entry areas, awnings, or other such features along no less than 60 percent of their horizontal length. If the façade of the building facing the street is not the front, it shall provide the same features and/or landscaping in scale with the façade.

(2) Buildings should have visually interesting architectural features and patterns that are designed to reduce mass and scale and reflect local character.

(3) The following, in regard to trim, graphics or paint should be integral and not superficially applied: color and material change, texture change and relief such as offsets, projections and reveals.

(4) Variation in roof lines/roof materials, in order to add interest to and reduce the massive scale of large buildings, is required. Roofs shall have no less than two of the following features:

(i) Parapets concealing flat roofs and rooftop equipment, such as HVAC units, from public view. Parapets shall not exceed one-third of the height of the supporting wall and shall not be of a constant height for a distance of greater than 150 feet;

(ii) Overhanging eaves, extending no less than three feet past the supporting walls, for no less than 30 percent of the building perimeter;

(iii) Sloping roofs that do not exceed an average slope greater than or equal to one foot of vertical rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run; and

(iv) Three or more roof slope planes.

(5) The following standards are intended to ensure that large structures are consistent with community values.

(i) Predominant exterior building materials shall be high quality material. These include, without limitation:

(A) Brick;

(B) Other native stone;

(C) Tinted, textured, concrete masonry units;

(D) Wood; and

(E) Sandstone.

(ii) Façade colors shall be nonspecular, neutral, or earth tone colors. The Director shall prohibit the use of high intensity, metallic, black, or fluorescent color.

(iii) Building trim and accent areas may feature brighter colors, including primary colors.

(iv) Predominant exterior building materials shall not include the following:

(A) Smooth-faced concrete block;

(B) Smooth-faced tilt-up concrete panels; or

(C) Prefabricated steel panels.

(6) Entrances

(i) Big boxes, where possible, shall provide multiple entrances. Multiple entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks and provide convenience where certain entrances offer access to individual stores or identified departments of a store. Multiple entrances also mitigate the effect of unbroken walls and neglected areas that often characterize building facades that face other properties.

(ii) Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway design features. Each principal building on a site shall have clearly defined, highly visible customer entrances featuring no less than three of the following:

(A) Canopies or porticos;

(B) Overhangs;

(C) Recesses/projections;

(D) Arcades;

(E) Raised corniced parapets over the door;

(F) Peaked roof forms;

(G) Arches;

(H) Outdoor patios;

(I) Display windows;

(J) Architectural details such as tile work and moldings which are integrated into the building structure and design; and

(K) Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

(7) To the greatest extent possible, mechanical appurtenances shall be located within the structure. External mechanical appurtenances such as heating and air conditioning equipment shall be screened and finished to match the colors and materials of the building.

(8) All buildings and enclosures shall be designed to be compatible with the principal structure. Compatibility shall be measured in terms of design, form, use of materials, and color.

(9) All applications for any superstore/big box development/shopping center development shall submit, as part of their site plan review, a complete sign package consistent with the latest edition of the Submittal Standards for Improvements and Development (SSID) manual.

(c) Site Layout

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

(d) Outdoor Spaces and Amenities

(1) Big box shall provide outdoor spaces and amenities to link structures with the community. Bus stops, drop-off/pick-up points, as well as pedestrian circulation routes, shall be integrated with traffic patterns on the site. Special design features enhance the building's function with its relationship to the community.

(2) Big box site or structure design shall provide at least two of the following features:

(i) Patio/seating area;

(ii) Pedestrian plaza with benches;

(iii) Window display area (covering at least 75 percent of the length of one facade or 50 percent of the length of two facades);

(iv) Outdoor playground area;

(v) Kiosk area;

(vi) Water feature;

(vii) Clock tower;

(viii) Public art; or

(ix) Other features approved by the Planning Commission.

(3) Each big box shall provide an off-street bus stop for customers and employees when located on an established or planned bus route.

(4) Each of these features shall be constructed of material that is compatible with the principal structure and be linked by pedestrian connections as required by this Code.

(e) Sidewalks

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

(1) Continuous internal pedestrian walkways, no less than eight feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of the principal structure. At a minimum, walkways shall connect pedestrians to transit stops, street crossings, building and store entries and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers or other materials for no less than 50 percent of its length.

(2) Sidewalks, no less than eight feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance and along any facade abutting public parking.

(3) Sidewalks shall be located an average of six feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades, display windows or entryways are part of the facade.

(4) Walkways within 30 feet of at least half of the customer entrances shall have weather protection features such as awnings or arcades.

(5) Pedestrian walkways in public parking areas shall be distinguished from driving surfaces by the use of durable, low maintenance surface materials such as pavers, bricks or patterned concrete. Such walkways enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

(f) Parking

(1) Parking areas should provide safe, convenient, and efficient access.

(2) Parking shall be distributed to shorten the distance to buildings and public sidewalks and to reduce pavement.

(3) Where possible, no more than 75 percent of the off-street parking for the entire property shall be located between the front facade of the principal structure and the primary abutting street ("front parking area").

(i) The front parking area shall be determined by drawing a line from the front corners of the building to the nearest property corners. If any such line, when connected to the plane of the front facade of the building, creates an angle that is greater than 180 degrees, then the line shall be adjusted to create an angle of 180 degrees when connected to the plane of the front facade of the building. If any such line, when connected to the plane of the front facade of the building, creates an angle that is less than 90 degrees, then the line shall be adjusted to create an angle of 90 degrees when connected to the plane of the front facade of the building.

(ii) Parking spaces in the front parking area shall be counted to include all parking spaces within the boundaries of the front parking area, including:

(A) All partial parking spaces if the part inside the front parking area boundary lines constitutes more than one-half of said parking space; and

(B) All parking spaces associated with any pad sites located within the front parking area boundaries.

(g) Outdoor Storage, Display, and Operations

(1) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.

(2) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot.

(3) If, because of lot configuration, the Director determines that such placement is not practicable, then the side yard may be used, but in no case shall such area be located within 20 feet of any public street, public sidewalk, or on-site pedestrian way.

(4) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principal structure.

(5) Non enclosed areas for the storage and sale of seasonal merchandise shall be permanently defined and screened with walls and/or fences. Fences must comply with GJMC 21.07.080(b)(3), any design guidelines, and other conditions of approval. Materials, colors, and design of screening walls and/or fences shall conform to those used as in the principal structure. If such areas are to be covered, then the covering shall conform to the colors on the building. Outdoor display and storage shall not encroach on any portion of a walkway, drive aisles or required parking spaces.

(6) Portable outdoor display shall be allowed and shall be placed so that a minimum of eight feet of sidewalk remains open at all times in the display area. Display shall not be placed in the drive aisles or required parking spaces.

(7) No delivery, loading, trash removal or compaction, or other such operations shall be permitted between the hours of 10:00 p.m. and 7:00 a.m. unless the applicant submits proof that sound barriers between all areas for such operations effectively reduce noise emissions to a level of 45 decibels, as measured at the lot line of any abutting property.

(8) One outdoor vendor shall be allowed for each tenant over 50,000 square feet. The area established for the vendor shall be identified on the site plan.

(9) Any special event occurring in any outdoor area, including pedestrian ways and parking lots, shall comply with GJMC 21.02.040(b).

21.05.080 SCREENING

(a) Single Unit Residential

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

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

(1) Screening Generally

(i) All multi-unit residential development, manufactured and mobile home parks, and all mixed-use and nonresidential projects shall include on the landscape plan, a detailed drawing of enclosure and screening methods to be used in connection with trash bins, recycle bins, storage yards, service areas, loading docks, and equipment areas on the property.

(ii) No existing screening or landscape buffer shall be removed from any developed or undeveloped commercial property which directly abuts a residentially zoned property without first submitting and obtaining approval for a landscaping plan which provides for replacement screening conforming to all provisions of this section.

(2) Mechanical Equipment

(i) Applicability

(A) The standards of this section shall apply to all of the following:

a. Electrical and gas-powered mechanical equipment;

b. Ductwork and major plumbing lines used to heat, cool, or ventilate; and

c. Power systems for the building or site upon which the equipment is located.

(B) Roof or wall-mounted antennas and vent openings shall not be considered mechanical equipment for purposes of these screening standards. The standards of this section are not intended to apply to solar arrays, solar energy collection systems, or small wind energy systems, if such systems are otherwise in compliance with applicable building codes and development standards requirements.

(ii) Screening Standards

(A) Roof-Mounted Mechanical Equipment

a. Roof-mounted mechanical equipment shall be screened by a parapet wall or similar feature that is an integral part of the building's architectural design.

b. The parapet wall or similar feature shall be of a height equal to, or greater than the height of the mechanical equipment being screened.

c. Roof-mounted mechanical equipment, except solar energy collection systems, is prohibited on single-unit residential dwellings.

(B) Wall-Mounted Mechanical Equipment

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

(C) Ground-Mounted Mechanical Equipment

a. Ground-mounted mechanical equipment shall be screened from view by landscaping, a fence, or a decorative wall that is integrated into the architecture of the structure.

b. The fence or wall shall be of a height equal to, or greater than the height of the mechanical equipment being screened and no taller than 8 feet.

(D) Alternate Screening

a. Alternate screening methods that meet the intent of this section may be approved by the Director.

b. Alternative screening might include, but shall not be limited to, increased landscaping, grouping the equipment on specific portions of a site, architectural elements, and painting or otherwise causing the equipment to blend with the site or structure.

(3) Service, Loading, and Storage Areas

(i) Applicability

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

(ii) Placement

(A) All service areas shall be placed at the rear, on the side of, or inside buildings.

(B) No service area shall be visible from a public right-of-way, not including an alley, or from adjacent residential areas.

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

(iii) Outside Storage Areas and Loading Docks

(A) All storage areas, service areas, and loading docks visible from any public street right-of-way shall be screened according to one or more of the screening options provided in these standards. Property zoned industrial must also screen from view all outside storage areas that are adjacent to, or can be seen from non-Industrial zoned property, unless the adjacent non-industrial-zoned property is located in the industrial classification of the City's Future Land Use Map.

(B) Screening shall be a minimum height of eight feet to screen truck berths, loading docks, areas designated for permanent parking, or storage of heavy vehicles, equipment, or materials.

(C) Screening shall be long enough to screen the maximum size trailer that can be accommodated on site. Sites that can accommodate a full-size tractor-trailer shall provide a 48-foot wing wall, where wing walls are used.

(iv) Shopping Cart Storage

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

(v) Dumpster, Garbage, or Trash Enclosure

(A) Each required garbage enclosure shall be accessible for truck pick-up. Access drives shall be constructed of material and thickness to accommodate truck loading. Year-round accessibility to the enclosure for service trucks area shall be maintained by the property owner or tenant.

(B) The container shall not be visible from any adjacent property or from any public right-of-way. Each required enclosure shall be screened through the use of a solid wall on at least three sides to a height of at least six inches above the height of the top of the container. The use of materials that are not solid, such as slates in chain-link fencing, shall not be used to meet this requirement.

(C) Enclosure openings directly visible from a public right-of-way and/or adjoining properties shall have a gate constructed of solid material.

(D) Enclosure structures shall be designed to protect the walls from damage by containers. Such protection may include use of barrier curbing reinforced masonry walls, or other similar means.

(E) Trash enclosures shall not be located within a required street front or street side setbacks or buffer yard or occupy area used for required parking spaces.

21.05.090 Fences

(a) Permit Required

(1) A Fence Permit is required for installation of any fence, except that a fence or wall that exceeds six feet in height and a retaining wall of four feet or higher are considered a structure requiring a Planning Clearance and building permit rather than a Fence Permit, and setbacks for structures apply (except where otherwise specifically provided).

(2) All fences, including those considered structures, shall meet the standards, limitations and requirements of this section, and shall comply with TEDS (GJMC Title 29).

(b) Fence Height Measurement

(1) The height of fences shall be determined by measurement from the ground level upon which the fence is located. Grade shall not be altered for the sole purpose of increasing

fence height. An increase of up to two inches in height shall be allowed when spacing for drainage under the fence is needed.

(2) For fences erected on retaining walls, the height of the retaining wall shall be included in the height of the fence.

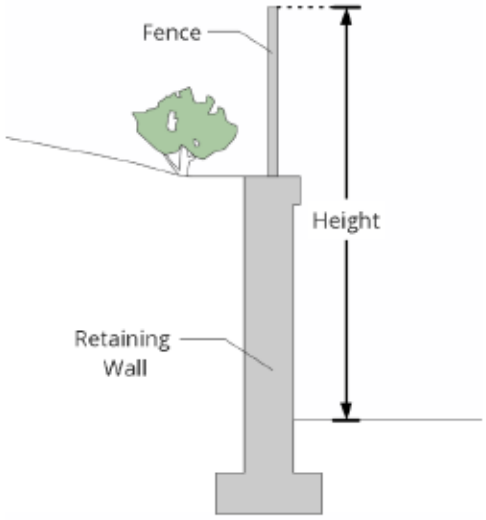


Figure 05.09-1 Fence Height Measurement

(3) Pillars or other support structures for a fence shall be allowed to exceed the maximum fence height by up to one foot at intervals no closer than eight feet.

(4) The height and location requirements of this subsection may be modified as part of subdivision, planned development or conditional use approval.

(c) Fence Materials.

(1) Fences and walls shall be constructed of materials approved by the Director.

(2) Acceptable materials include wire, wrought iron, plastic, wood, and other materials with a similar look.

(3) Unacceptable materials that are visible include glass, tires, razor wire and concertina wire, or unconventional salvaged materials or similar materials. Electric fencing shall be allowed to contain large animals.

(4) The Director may approve materials for security facilities.

(d) Residential Districts

Fences in all Residential zone districts and the MU-1 district, shall meet the following standards:

(1) Fences in the required front yard setback shall not exceed 30 inches in height. Such fences may be increased to 48 inches maximum height if the fencing material is at a ratio of two-thirds open space to one-third closed space per square foot for that part of the fence extending above the 30-inch height.

(2) Unless the approval of the development required a landscape strip, fences up to six feet in height are permitted within front yard setbacks along arterial or major collector roads, provided they are in accordance with adopted corridor overlay zone standards, TEDS (GJMC Title 29) and all other engineering standards and meet the following minimum standards:

(i) Fences or walls four feet or less in height consisting of an open design that has at least two-thirds open space to one-third closed space (e.g., picket and split rail fences), or a decorative wall, with no required landscape strip;

(ii) Fences or walls over four feet in height with a minimum five-foot-wide planting strip between the fence or wall and right-of-way. The landscaped strip shall contain at least one tree per 40 feet and have adequate ground cover; or

(iii) Perimeter fences and walls in new developments must meet the requirements of GJMC 21.07.090, Residential Subdivision Perimeter Enclosures.

(3) On that part of the lot other than the required front yard setback area, fences may be erected to six feet in height. Fences within a required principal structure setback exceeding six feet in height require an Administrative Adjustment in accordance with GJMC21.02.040(c) .

(4) On corner lots, that part of a backyard fence that extends to and along the side property line on the street side may be six feet high but is subject to the provisions of TEDS (GJMC Title 29) and other engineering standards.

(e) Nonresidential Districts

Fences in all Mixed-Use and nonresidential zone districts shall meet the following standards:

(1) Location of these fences must be approved by the City Engineer to ensure that adequate sight distance is maintained.

(2) On those sites located within the MU-3 Downtown zone district, fences in the required front yard setback area shall not exceed 30 inches in height. The height may be increased to 48 inches maximum height if the fencing material is at a ratio of two-thirds open space to one-third closed space per square foot for that part of the fence extending above the 30-inch height.

(3) In all other Mixed-Use and nonresidential zone district locations, fences to a height of six feet shall be located outside the front yard setback. Fences which are 30-inch solid height or four feet in height if two-thirds open may be located within the front yard setback. The addition of not more than three strands of barbed wire shall be allowed and shall not be considered in the height calculation.

(f) Maintenance

All fences or walls shall be maintained in good repair.

21.05.0100 Use of Public right-of-Way

No private structure, fence, sign, parking lot, detention/retention pond, or other temporary or permanent object or structure shall be constructed, maintained, or erected in any portion of any

public right-of-way without first obtaining a Revocable Permit from the City. The City Engineer or other City official may allow traffic control devices, street signs, public notices, utility poles, lines, and street banners consistent with this Code.

(a) No person shall use any structure or use, store, display, or sell any merchandise in a public right-of-way without having first obtained a Revocable Permit, except that this provision shall not be enforced in a manner which limits unreasonably any person's freedom of speech or assembly.

(b) No commercial vehicle which exceeds one and one-half tons rated carrying capacity shall be parked in a public right-of-way which abuts any Residential zone district.

(c) Parking of an RV or any vehicle for more than 72 hours shall not be allowed in a public right-of-way or on any vacant lot.

Chapter 21.06 Natural Resources and Environmentally Sensitive Lands

21.06.010 Environmental and Sensitive Land Regulations

(a) Purpose

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

(1) Guide development and land use within these areas;

(2) Protect the public from avoidable financial expenditures for hazard control projects, hazard relief measures and damages to public utilities, streets, and bridges;

(3) Protect people and property and minimize damage from possible hazards; and

(4) Provide a mechanism by which people owning/purchasing land can gain information about the land and whether the land is suitable for development.

(b) Applicability

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

(1) Development of a single-family detached dwelling on any lot or parcel in existence as of the Effective Date;

(2) State, county or City highway personnel engaged in constructing or effecting repair of bridges and/or roads;

(3) Colorado Division of Wildlife and/or U.S. Fish and Wildlife Service engaged in habitat improvement; and

(4) Railroad personnel engaged in constructing or effecting repair of bridges and track.

(c) General Requirements

(1) The Director shall administer this Code making any necessary interpretations of maps and other documents or information necessary or required, to determine among other things the boundaries of geologic and wildfire hazard areas.

(2) Any development application involving a property with a known or suspected geologic hazard shall be submitted by the Director for review by the Colorado Geological Survey.

(3) Any development application involving a property with a known or suspected wildfire hazard shall be submitted by the Director for review by the State Forestry Service.

(4) Protection from or against hazard or loss by the application of this regulation is not guaranteed. The analysis and recommendations are based on engineering and scientific studies, which are reasonably believed to be accurate and complete. A review consistent with this regulation does not guarantee, either expressly or impliedly that areas outside of established hazard boundaries or uses permitted within hazard boundaries will be free

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

(d) Wildfire Standards

(1) Defensible Space

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

(i) Area 1

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

(A) Segment A shall consist of the five feet immediately surrounding all sides of the dwelling unit. All vegetation shall be removed from this area at the time of initial sale or construction, whichever is first. No new vegetation shall be planted in Segment A if the structure is sided with combustible materials such as wood or logs. If noncombustible siding is used, however, low-growing shrubs may remain or be installed. In no case shall shrubs be planted so as to be continuous with grass. No propane tanks may be installed in Segment A and no firewood or other combustible materials may be stored there.

(B) Segment B shall consist of the 25 feet immediately beyond Segment A. At the time of initial sale or initial construction, whichever occurs first, all installed trees within Area 1 shall be located, and all existing vegetation shall be thinned, as follows to break up the horizontal and vertical continuity of fuels:

a. Spacing between clumps of brush or trees, as measured between the crown of each clump, shall be no closer than two times the height of the taller clump. The maximum width of any clump of brush or trees shall be no greater than two times the height of the clump. Thinned material shall be removed from the site.

b. All branches of trees or brush shall be pruned to a minimum height of 10 feet above the ground or one-half the total height of the tree or bush, whichever is less. Pruned material shall be removed from the site.

c. Propane tanks and firewood may be located in Segment B, but in no case shall such tanks be located within 20 feet of the principal structure. Propane tanks shall be located on gravel pads and shall not be located immediately adjacent to grass-covered areas.

(ii) Area 2

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

(2) Maintenance

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

(e) Wildlife Habitat Protection

(1) Prior to development of a moderate, high, or very high potential for impact category parcel, as shown on the 1999 Wildlife Composite Map for the urban area or an amended map approved by the City, the developer shall consult with the Colorado Division of Wildlife to substantiate the basis for the potential impact and to address various specific measures to avoid, minimize, or mitigate negative impacts to wildlife and/or habitat.

(2) New structures shall not be located within 100 feet of the floodways of the Colorado or Gunnison Rivers or as recommended by the Colorado Division of Wildlife. Roads, trails, recreation access sites, bridges, fences, irrigation and water diversion facilities, erosion and flood control devices, underground utilities, and similarly necessary structures may be located within this setback, if necessary. The installation of these structures shall comply with all other applicable federal, state, and local regulations.

(f) Hillside Development

(1) Purpose

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

(i) Prohibit development or uses which would likely result in a hazardous situation due to slope instability, rock falls, or stormwater runoff and excessive soil erosion;

(ii) Minimize the threat and consequent damages resulting from hillside area fires by establishing fire protection measures and adequate emergency vehicle access;

(iii) Preserve natural features, wildlife habitats, natural vegetation, trees, and other natural plant formations;

(iv) Provide for safe vehicular circulation and access to recreation areas, natural drainage channels, paths, and trails;

(v) Encourage the location, design, and development of building sites in a manner that will provide for greater aesthetic appeal, blend with the slopes and hillside terrain, minimize the scarring and erosion effects of cutting, filling and grading of hillsides and prohibit development of ridge lines as defined; and

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

(2) Applicability

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

(i) Soil and slope instability and erosion is minimized;

(ii) The adverse effects of grading, cut and fill operations are minimized;

(iii) The character of the City's hillsides is preserved; and

(iv) The public's interest is protected.

(3) Hillside Development Standards

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

Table 21.06-1: Minimum Lot Size and Width for Hillside Development: Single-Family, Planned Development, and Cluster Development

Average Slope of Development Area (%)	Minimum Lot Size (sq. ft.) [1]	Minimum Lot Width (ft)[2]
0 – 10	See existing zone	See existing zone
10.01 – 20	10,000	At least 100 at front setback line
20.01 – 30	15,000	At least 200 at front setback line
30.01+	Development not permitted [3]	Development not permitted [3]

Notes:

[1] Minimum lot size as finally approved.

[2] Maximum setback for single-family dwelling structures – 150 feet from public or private street.

[3] Development on slopes of greater than 30 percent is not permitted unless, after review and recommendation by the Planning Commission and approval by the City Council, it is determined that: (a) Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purpose of this section; and (b) The developer has taken reasonable steps to minimize the amount of hillside cuts and also has taken measures to mitigate the aesthetic impact of cuts through landscaping or other steps.

Table 21.06-2: Minimum Width and Maximum Density for Hillside Development: Multiple Dwelling Units

Average Slope of Development Area (%)	Minimum Lot Width (ft)	Maximum Density
0 – 10	See existing zone	See existing zone
10.01 – 20	100	Maximum density of underlying zone x 0.80 unless clustered

Table 21.06-2: Minimum Width and Maximum Density for Hillside Development: Multiple Dwelling Units

Average Slope of Development Area (%)	Minimum Lot Width (ft)	Maximum Density
20.01 – 30	100	Maximum density of underlying zone x 0.60 unless clustered
30.01+	Development not permitted [1]	Development not permitted [1]

Notes:
[1] Development on slopes of greater than 30 percent is not permitted unless, after review and recommendation by the Planning Commission and approval by the City Council, it is determined that: (a) Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purpose of this section; and (b) The developer has taken reasonable steps to minimize the amount of hillside cuts and also has taken measures to mitigate the aesthetic impact of cuts through landscaping or other steps.

(4) Cluster Development

Property with slopes in excess of 20 percent may be clustered on the portion of the site with slopes less than 20 percent per GJMC 21.06.010(f)(4).

(5) Determination of Slope and Slope Areas

(i) Slope shall be determined on a parcel-by-parcel basis if the slope is not generally uniform.

(ii) The Director may allow some incursion hillside disturbance between slopes. Such incursions shall not exceed 20 feet unless, upon recommendation of the Planning Commission, the City Council finds that a greater incursion is consistent with the purposes of this section.

(iii) All property with a slope greater than 30 percent shall be excluded from the calculation of development area for purposes of determining hillside disturbance and density/intensity limitations.

(iv) Natural slope delineation for the purposes of this section shall be determined as follows:

(A) Contour intervals, maps and calculations required to determine the natural slope shall be prepared by the applicant and shall be submitted with the development application.

(B) Contour maps shall be prepared and certified by a licensed professional engineer or licensed surveyor showing contours at intervals no greater than two feet (the contour map).

(C) A qualified professional shall prepare all reports, documents, maps, reports, and calculations. The basis of the information used/analyzed shall be conspicuously disclosed thereon. Each report shall include a current statement of the professionals' certifications, credentials, and qualifications to prepare the report.

(D) The Director may require that the applicant perform a field survey to verify the accuracy of the contour lines shown on the contour map.

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

(6) Determination of Slope Areas/Density Calculation

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

(7) Street Design

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

(i) Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion, and stormwater runoff consistent with the purposes of this section; and

(ii) The site design minimizes the amount of hillside cuts and includes measures to mitigate the aesthetic impact of cuts through the use of landscaping and other mitigation measures.

(A) Existing vegetation, where streets are to be located, shall be preserved to the greatest extent possible. As much as possible street alignment should follow the natural terrain.

(B) The Director may recommend and the Planning Commission may approve the waiver of sidewalk construction when sidewalk construction would result in excessive grading and/or cut/fill of slopes.

(C) Vertical or drive-over, curb and gutter, as determined by the Director, shall be installed along all public streets.

(8) Joint Development Applications

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

(i) For all purposes of this section, hillside property shall be treated as a single development parcel.

(ii) Development permitted on hillside property, pursuant to this section, may be clustered on any one or more of the parcels under such joint application subject to the requirements and limitations of this section. The provisions of this section shall not allow variance in the use requirements of the underlying and existing zoning category

for the receiving parcel and may not result in a violation of the purposes of these regulations.

(g) Ridgeline Development

(1) Purpose

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

(2) Ridgeline Setback

(i) For all lots platted within the mapped ridgeline protection area shown on Exhibits 7.2.C1, 7.2.C2 and 7.2.C3, buildings, fences and walls shall be set back a minimum of 200 feet from the ridgeline except as follows:

(A) This section does not apply to existing structures or lots platted prior to the Effective Date or to fences constructed primarily of wire.

(B) This setback can be reduced to a minimum of 30 feet if the applicant produces adequate visual representation that a proposed new structure will not be visible on the skyline from public view, or that mitigation will be provided. Mitigation techniques might include:

a. Earth tone colors to blend with the surrounding area;

b. The use of nonreflective materials;

c. Vegetation to screen and soften the visual impact of the structure; and/or

d. A reduction of building height or the "stepping" of the building height; or

e. Other means that minimize the appearance from the road corridor.

(ii) The required setback shall be measured to the building envelope, to be established at the time of platting.

(3) Measurements

(i) View impact shall be measured by a straight line measuring the line of sight between any public view, public road, or public area and the ridgeline protection area.

(ii) Ridgeline shall be determined on a site-specific basis and shall be that point at which the line of sight is tangent with the slope profile.

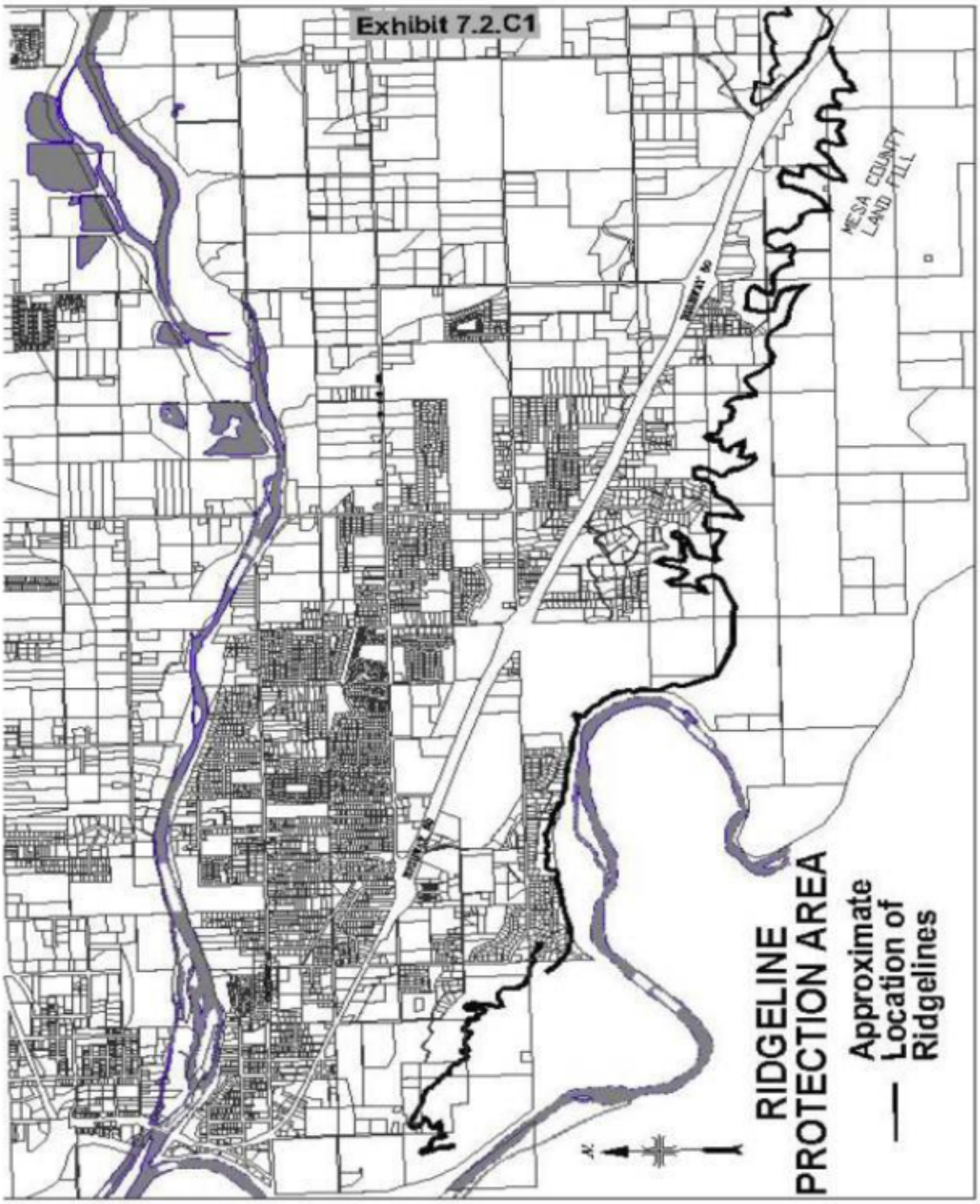


Exhibit 7.2.C1
MESA COUNTY LAND FILL
RIDGELINE PROTECTION AREA
Approximate Location of Ridgelines

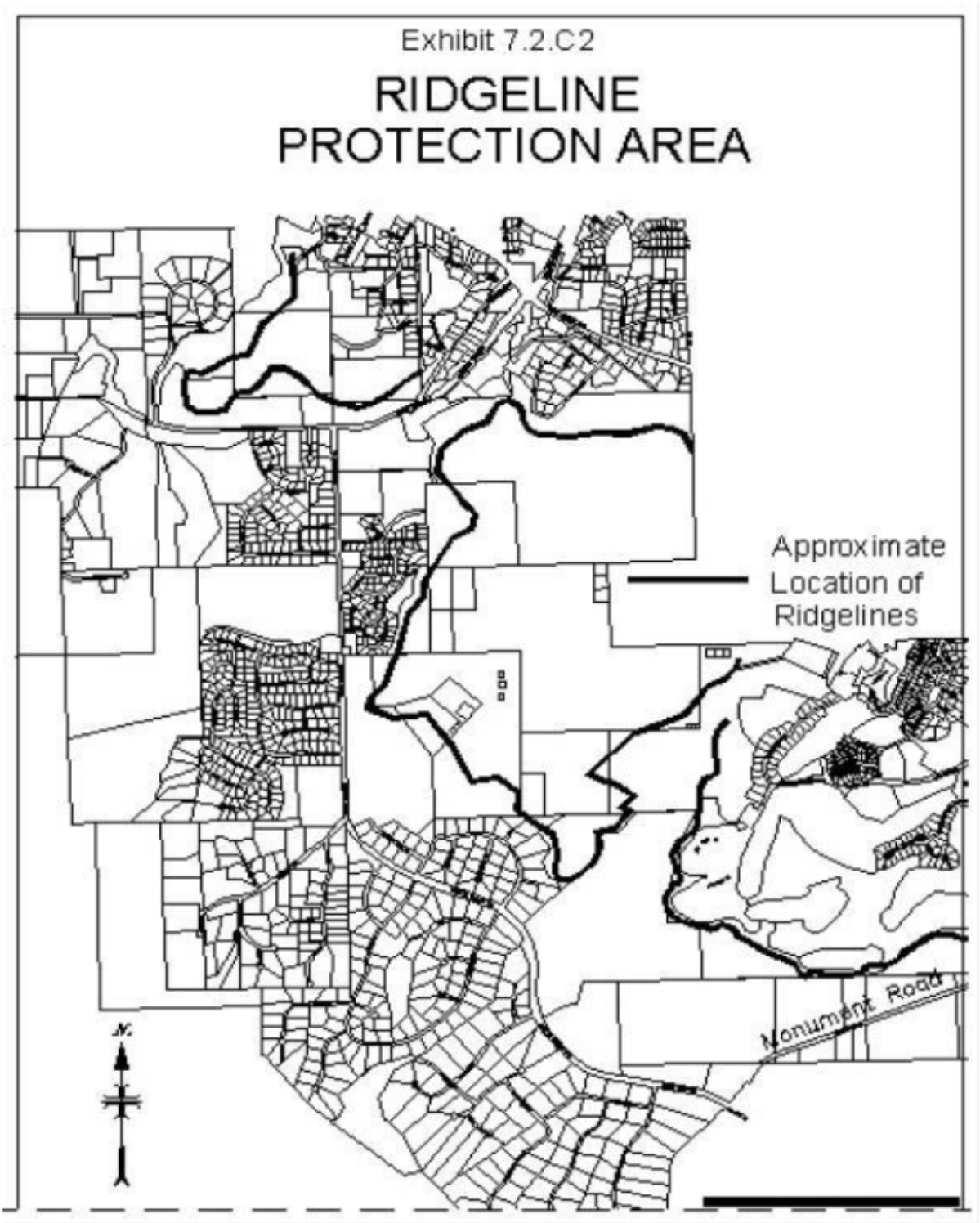


Exhibit 7.2.C2
RIDGELINE
PROTECTION AREA
Approximate
Location of
Ridgelines
Monument Road
N

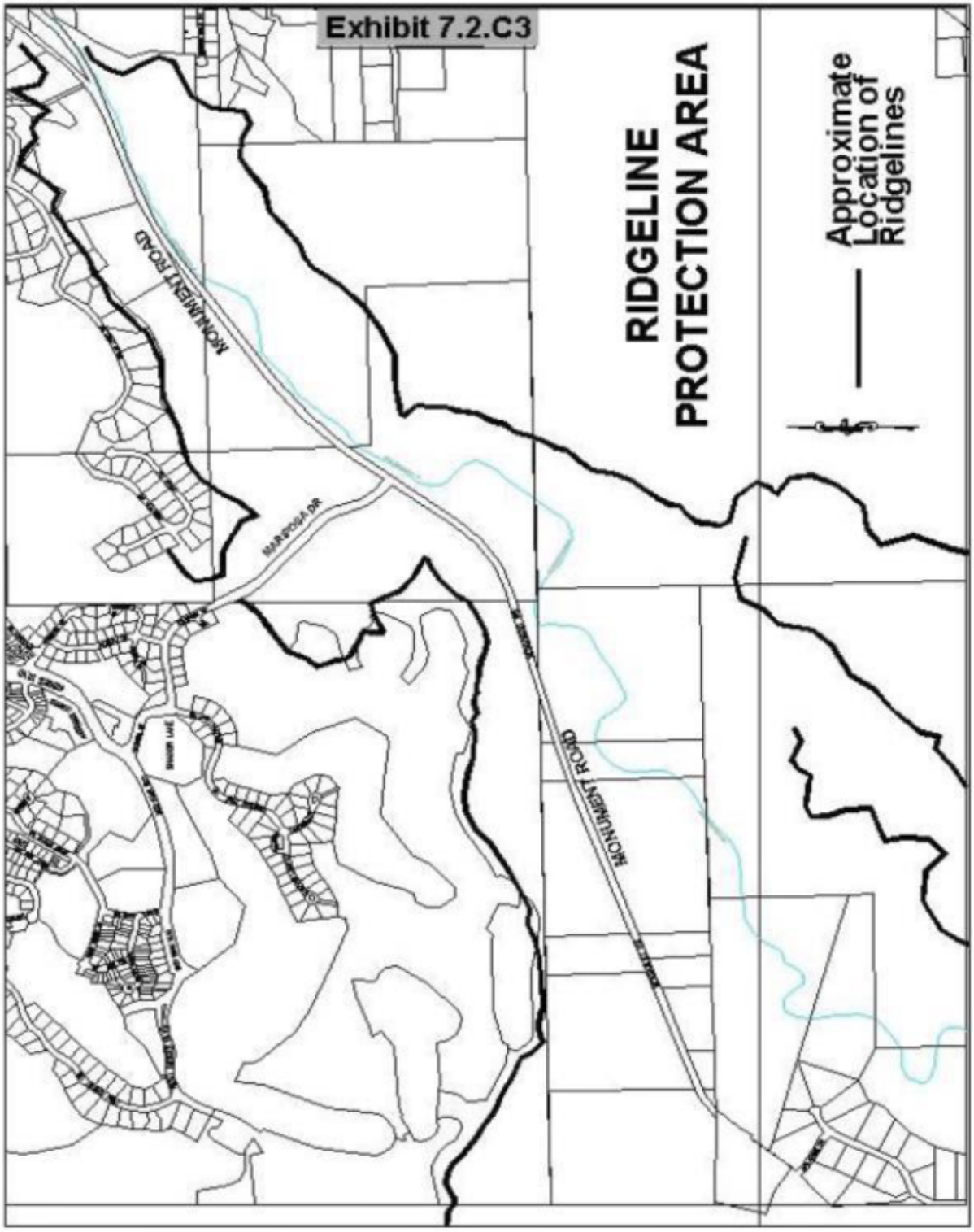


Exhibit 7.2.C3
RIDGELINE PROTECTION AREA
Approximate Location of Ridgelines
MONUMENT ROAD
MARIPOSA DR
MONUMENT ROAD

(h) Natural Resources

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

(2) This estimate shall be prepared by a registered engineer and submitted prior to approval of development.

(3) The City Council shall make an evaluation of the value of both the resource and the cost of extraction prior to development of the property. The City Council may delay development approval until extraction has been accomplished or protection provided within the design of the development.

(i) Geologic Hazard Maps

(1) The Colorado Geological Survey (CGS) has identified geologic hazard areas. The CGS maps, together with explanatory text, references and supporting and supplemental studies, results and findings delineating the boundaries of geologic hazard areas are incorporated into this Code by reference.

(2) The CGS maps approximate the boundaries of hazard areas. The maps shall primarily provide notice to the Director, Planning Commission, City Council, and the applicant, that geologic hazards may exist and if so require consideration prior to and if approved, during development. Precise boundaries and determination of hazard require on-site evaluation by qualified professionals. The Director may require a detailed engineering analysis, study and/or report if a hazard is known or reasonably believed to exist. The engineering analysis, study and/or report, if required, may, as determined by the Director, be required to include a map of the extent of the hazard, a definition of its degree of severity, a determination of the frequency of occurrence/reoccurrence, an evaluation of the compatibility of the proposed land use and consideration of the means and methods of hazard mitigation.

(3) Hazard mitigation is not intended to categorically preempt development but development may occur only if mitigation is appropriate and proportionate to the severity and frequency of the hazard.

(4) Mitigation techniques, which may be acceptable, are:

(i) Avoidance of the hazard area;

(ii) Retaining walls, fill, rock bolting, pilings;

(iii) Diversion, channeling, damming, barriers;

(iv) Excavation of unstable areas, bridging of weak zones, proper distribution of loading;

(v) Improvement of surface and subsurface drainage.

(5) Mitigation plans shall be prepared and stamped by a Colorado registered, professional engineer.

(j) Environmental Audit

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

21.06.020 Flood Damage Protection

(a) Purpose

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

(1) Protect human life and health;

(2) Minimize expenditure of public money for costly flood control projects;

(3) Minimize the need for rescue and relief efforts associated with flooding;

(4) Minimize prolonged business interruptions;

(5) Minimize damage to critical facilities, infrastructure and other public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets, and bridges;

(6) Help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future flood blight areas;

(7) Ensure that potential buyers are notified that property is in an area of special flood hazard; and

(8) Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

(b) Methods and Provisions for Flood Damage Prevention

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

(1) Restricting or prohibiting uses which are dangerous to health, safety and property because of water or erosion hazard;

(2) Restricting or prohibiting uses which result in damaging increases in erosion or in flood heights or velocities;

(3) Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;

(4) Controlling the alteration of natural floodplains, stream channels and natural protective barriers which help accommodate or channel flood waters;

(5) Controlling filling, grading, dredging and other practices which may increase flood damage; and

(6) Preventing or regulating the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.

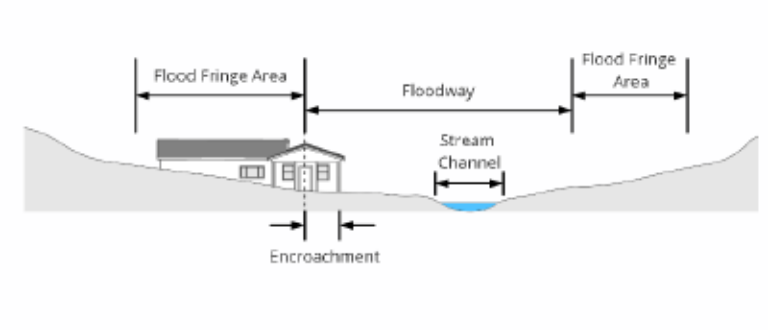


Figure 06.02-1 Areas of Special Flood Hazard

(c) General Provisions

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

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

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

(2) Compliance

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

(3) Relationship to Existing Restrictions

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

(4) Terms and Provisions

All terms and provisions of this section shall be:

(i) Considered as minimum requirements;

(ii) Liberally construed in favor of the City; and

(iii) Deemed neither to limit nor repeal any other powers granted or reasonably construed or interpreted under law, charter, rule or regulation.

(5) Warning and Disclaimer of Liability

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

(6) Flood Carrying Capacity

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

(7) Records

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

(8) Riverine

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

(d) Provisions for Flood Hazard Reduction

(1) General Standards

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

(i) Anchoring

(A) All new construction and substantial improvement shall be anchored to prevent flotation, collapse, or lateral movement of the structure and as anchored must be capable of resisting the hydrostatic and hydrodynamic loads.

(B) All manufactured homes shall be elevated and anchored to resist flotation, collapse, or lateral movement and as anchored is capable of resisting the hydrostatic and hydrodynamic loads. Methods of anchoring may include, but are not limited to, over the top or frame ties to ground anchors. This requirement is in addition to applicable state and local anchoring requirements for resisting wind forces. Specific requirements may be:

a. Over the top ties provided at each of the four corners of the manufactured home, with two additional ties per side at intermediate locations, with manufactured homes less than 50 feet long requiring one additional tie per side;

b. Frame ties provided at each corner of the home with five additional ties per side at intermediate points, with manufactured homes less than 50 feet long requiring four additional ties per side;

c. Each component of the anchoring system shall be capable of carrying a force of 4,800 pounds; and

d. Any addition to the manufactured home shall be similarly anchored.

(ii) Construction Materials and Methods

(A) All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

(B) All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.

(C) All new construction and substantial improvements shall be constructed with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during flooding.

(iii) Utilities

(A) All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of floodwaters into the system;

(B) New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters; and

(C) On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.

(iv) Subdivision Proposals

(A) All subdivision proposals shall be consistent with the need to minimize flood damage;

(B) All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage;

(C) All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage; and

(D) BFE data shall be provided for subdivision proposals and other proposed development which contain at least 50 lots or five acres (whichever is less).

(2) Specific Standards

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

(i) New Construction and Substantial Improvements

(A) New construction and substantial improvement of any residential structure shall have the lowest floor (including basement) elevated at least one foot above the BFE.

(B) New construction and substantial improvement of any commercial, industrial, or other nonresidential structure shall either have the lowest floor (including basement) elevated at least one foot above the level of the BFE; or, together with attendant utility and sanitary facilities, shall:

a. Be flood-proofed so that below the BFE the structure is watertight with walls being substantially impermeable to the passage of water;

b. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and

c. Be certified by a Colorado registered professional engineer. The certification shall state that the design and methods of construction are in accordance with accepted standards of practice and meet the minimum provisions of this Code. Such certifications shall be provided to and reviewed by the Director.

(ii) Openings in Enclosures Below the Lowest Floor

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

(A) A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided;

(B) The bottom of all openings shall be no higher than one foot above grade;

(C) Openings may be equipped with screens, louvers, or other coverings or devices; provided that they permit the automatic entry and exit of floodwaters.

(iii) Manufactured Homes

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

a. Outside of a manufactured home subdivision;

b. In a new manufactured home park or manufactured home subdivision;

c. In an expansion to an existing manufactured home park or manufactured home subdivision; or

d. On an existing manufactured home park or manufactured home subdivision on which a manufactured home has incurred substantial damage as a result of a flood;

(B) Shall be anchored and elevated on a permanent foundation such that the lowest floor of the manufactured home is at least one foot above the BFE;

(C) The manufactured home shall be securely anchored to an anchored foundation system in order to resist flotation, collapse, and lateral movement; and

(D) Manufactured homes that are placed or substantially improved on sites in existing manufactured home parks or manufactured home subdivisions that are not subject to the provisions of this subsection shall be elevated so that either:

a. The lowest floor of the manufactured home is at least one foot above the BFE; or

b. The manufactured home frame or chassis is supported by reinforced piers or other foundation elements that are no less than 36 inches in height above grade and securely anchored to an anchored foundation system in order to resist flotation, collapse, and lateral movement.

(iv) Recreational Vehicles

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

(A) Be on the site for fewer than 180 consecutive days;

(B) Be fully licensed and ready for highway use;

(C) Be attached to the site only by quick disconnect type utilities and security devices; and

(D) Include no permanently attached additions.

(3) Specific Standards for Areas of Shallow Flooding

Specific standards are required for special flood hazard areas associated with base flood depths of one to three feet where a clearly defined channel does not exist and where the

path of flooding is unpredictable and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow; therefore, the following provisions apply:

(i) Residential Construction

All new construction and substantial improvements of residential structures must have the lowest floor (including basement) elevated above the highest adjacent grade at least one foot above the depth number specified in feet on the City's FIRM (at least three feet if no depth number is specified). Upon completion of the structure, the elevation of the lowest floor, including basement, shall be certified by a registered Colorado professional engineer.

(ii) Nonresidential Construction

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

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

(4) Specific Standards for Floodways

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

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

(ii) All new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of this section.

(5) Specific Standards for Alteration of a Watercourse

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

(i) Channelization and flow diversion projects shall appropriately consider issues of sediment transport, erosion, deposition, and channel migration and properly mitigate potential problems through the project as well as upstream and downstream of any improvement activity. A detailed analysis of sediment transport and overall channel stability should be considered, when appropriate, to assist in determining the most appropriate design.

(ii) Channelization and flow diversion projects shall evaluate the residual 100-year floodplain.

(iii) Any channelization or other stream alteration activity proposed by a project proponent must be evaluated for its impact on the regulatory floodplain and be in compliance with all applicable federal, state and local floodplain rules, regulations and ordinances.

(iv) Any stream alteration activity shall be designed and sealed by a registered Colorado professional engineer or certified professional hydrologist.

(v) All activities within the regulatory floodplain shall meet all applicable federal, state, and City floodplain requirements and regulations.

(vi) Within the regulatory floodway, stream alteration activities shall not be constructed unless the project proponent demonstrates through a floodway analysis and report, sealed by a registered Colorado professional engineer, that there is not more than a 0.00-foot rise in the proposed conditions compared to existing conditions floodway resulting from the project, otherwise known as a no-rise certification.

(vii) Maintenance shall be required for any altered or relocated portions of watercourses so that the flood-carrying capacity is not diminished.

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

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

(7) Specific Standards for Critical Facilities

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

(i) Classification of Critical Facilities

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

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

a. These facilities consist of:

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

2. Emergency medical (hospitals, ambulance service centers, urgent care centers having emergency treatment functions, and non-ambulatory surgical structures but excluding clinics, medical offices, and nonurgent care medical structures that do not provide these functions);

3. Designated emergency shelters;

4. Communications (main hubs for telephone, broadcasting equipment for cable systems, satellite dish systems, cellular systems, television, radio, and other emergency warning systems, but excluding towers, poles, lines, cables, and conduits);

5. Public utility plant facilities for generation and distribution (hubs, treatment plants, substations, and pumping stations for water, power, and gas, but not including towers, poles, power lines, buried pipelines, transmission lines, distribution lines, and service lines); and

6. Air transportation lifelines [airports (municipal and larger)], helicopter pads and structures serving emergency functions, and associated infrastructure (aviation control towers, air traffic control centers, and emergency equipment aircraft hangars).

b. Specific exemptions to this category include wastewater treatment plants (WWTP), non-potable water treatment and distribution systems, and hydroelectric power generating plants and related appurtenances.

c. Public utility plant facilities may be exempted if it is demonstrated to the satisfaction of the Director that the facility is an element of a redundant system for which service will not be interrupted during a flood. At a minimum, it shall be demonstrated that redundant facilities are available (either owned by the same utility or available through an intergovernmental agreement or other contract) and connected, the alternative facilities are either located outside of the 100-year floodplain or are otherwise compliant with all floodplain regulations, and an operations plan is in effect that states how redundant systems will provide service to the affected area in the event of a flood. A development approval includes the condition that evidence of ongoing redundancy be provided to the Director upon the Director's request.

(B) Hazardous materials facilities include facilities that produce or store highly volatile, flammable, explosive, toxic and/or water-reactive materials.

These facilities include:

a. Chemical and pharmaceutical plants (chemical plant, pharmaceutical manufacturing);

b. Laboratories containing highly volatile, flammable, explosive, toxic and/or water-reactive materials;

c. Refineries;

d. Hazardous waste storage and disposal sites; and

e. Above ground gasoline or propane storage or sales centers.

(C) At-risk population facilities include medical care, congregate care, and schools. These facilities consist of:

a. Elder care (nursing homes);

b. Congregate care serving 12 or more individuals (day care and assisted living);

c. Public and private schools (pre-schools, K-12 schools, before-school, and after-school care serving 12 or more children);

(D) Facilities vital to restoring normal services including government operations.

a. These facilities consist of:

1. Essential government operations (public records, courts, jails, building permitting and inspection services, community administration and management, maintenance, and equipment centers);

2. Essential structures for public colleges and universities (dormitories, offices, and classrooms only).

b. These facilities may be exempted if it is demonstrated to the Director that the facility is an element of a redundant system for which service will not be interrupted during a flood. At a minimum, it shall be demonstrated that redundant facilities are available (either owned by the same entity or available through an intergovernmental agreement or other contract), the alternative facilities are either located outside of the 100-year floodplain or are otherwise compliant with all floodplain regulations and an operations plan is in effect that states how redundant facilities will provide service to the affected area in the event of a flood. Evidence of ongoing redundancy shall be provided to the Director on an as-needed basis as determined by the Director upon request.

(ii) Protection for Critical Facilities

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

(A) Location outside the special flood hazard area; or

(B) Elevation or floodproofing of the structure to at least two feet above the BFE.

(iii) Ingress and Egress for New Critical Facilities

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

(e) Data, Information, and Interpretation

(1) The Director shall obtain and maintain the following information:

(i) The actual elevation, relative to mean sea level, of the lowest floor, including basement, of each structure;

(ii) For each new or substantially improved floodproofed structure, the actual elevation, relative to mean sea level, to which the structure has been floodproofed and the required floodproofing certifications;

(iii) Proof that an applicant has, prior to altering or relocating any watercourse or part thereof, notified adjacent communities and the Colorado Water Conservation Board of such alteration and demonstrated that there is adequate maintenance within the altered or relocated portion of the watercourse so that the flood-carrying capacity is not diminished. The Director shall also submit evidence of such notification to the Federal Emergency Management Agency.

(2) The Director shall interpret the Flood Insurance Rate Maps (FIRM) to decide location of the boundaries of the areas of special flood hazard.

Chapter 21.07 Landscaping, Buffering, and Screening

21.07.010 Purpose and Goals

The purpose of this section is to enhance the aesthetic appeal of new development. Landscaping reduces heat and glare, facilitates movement of traffic within parking areas, shades cars and parking surfaces reducing local and ambient temperatures, buffers, and screens cars from adjacent properties, promotes natural percolation of surface waters, improves air quality, buffers, and screens potentially incompatible uses from one another, and conserves the value of property and neighborhoods within the City.

21.07.020 Authority

(a) The Director shall decide all questions of soils, plant selection and care, irrigation installation and other vegetation and landscaping questions, except for trees, shrubs, vines, and evergreens in the right-of-way. The City Forester shall decide all questions of plantings in the right-of-way.

(b) Variances to this section and appeals of administrative decisions (where this Code gives the Director discretionary authority) shall be referred to the Planning Commission.

21.07.030 General Landscape Standards

(a) Compliance

(1) All landscaping required by this Code shall comply with the standards and requirements of this section.

(2) The landscaping requirements of this Code shall not apply to a lot zoned for one or two dwelling units.

(3) Landscaping for new developments shall occur in buffer areas, all interior parking areas, along the perimeter of the property, around new and existing structures, and along street frontages and within any right-of-way not used nor planned to be used for infrastructure.

(b) Plant Quantities

(1) The amount of landscaping is based on gross area of proposed development.

(2) When calculating quantities, any fraction is rounded up to the next whole number.

(c) Acceptable Plant Material

(1) Suitable Plant List

(i) Vegetation must be suitable for Grand Junction's climate and soils and shall be selected from the City of Grand Junction Suitable Plant List. To be maintained by the Director. Applicants may petition the inclusion of plants not found on the Suitable Plant List and shall provide sufficient information about the proposed species to facilitate review. The Suitable Plant List identifies the anticipated water needs of each

plant species. The Director may allow the use of any plant if sufficient information is provided to show suitability including salt tolerance, sun and shade requirements based on planting locations, growth habitat, etc. Noxious or invasive species are not allowed to be planted in development but may be preserved in development.

(ii) The Director maintains the authority not to approve a plant species that appears on the Suitable Plant List if the Director deems it inappropriate under the planting conditions proposed in a development.

(iii) A minimum 25 percent of the proposed shrubs and ground cover shall be identified as native or native alternative on the Suitable Plants List.

(iv) A minimum 90 percent of the proposed shrubs and ground cover shall be identified as xeric, xeric-low, xeric-medium, or low water on the Suitable Plants List.

(v) A minimum of 50 percent of proposed tree plantings shall have a preferred New Planting status on the Suitable Plants List.

(vi) No more than 15 percent of the proposed trees shall have a limited status on the Suitable Plants List.

(2) Plant materials shall meet or exceed the plant quality and species standards of the current American Standard for Nursery Stock and be consistent with the Colorado Nursery Act.

(3) All plants proposed for installation shall be selected, spaced, and planted appropriately based upon their adaptability to the climatic, geologic. And topographical conditions of the project site.

(4) Turf not meeting the definition of functional turf shall not exceed 15 percent of any required landscaping area in the City of Grand Junction. Functional turf may exceed the 15 percent maximum.

(d) Minimum Plant Sizes

All plants shall meet the following minimum plant sizes when installed.

Table 21.07-1: Minimum Plant Sizes

Planting Type	Size at Time of Planting
Shade Tree	Two caliper inches [1]
Ornamental Tree	One-and-one-half caliper inches
Evergreen Tree	Two caliper inches and six feet tall
Shrub	#5 Container
Perennial	#1 Container
Groundcover	#1 Container
Turf [2]	As seed, by plug, or as sod roll

Notes:
[1] If two caliper inch shade trees are not available due to seasonal shortages or shortages in desired varieties, the Director may approve the installation of smaller trees, provided the

Table 21.07-1: Minimum Plant Sizes	
Planting Type	**Size at Time of Planting**
proportional difference in caliper inches is compensated for by installing additional trees. However, a minimum caliper of one and one-half inches shall be required. [2] Turf mix, native grasses and wild flower mix are the only vegetation that may be planted as seed or by plugs. Turf may be planted as sod rolls.	

(e) Plant Diversity

(1) Tree Diversity

The percent of any one type of tree that can be planted in a development shall be as follows:

(i) Zero through five trees: No limitation.

(ii) Six to ten trees: No more than 50 percent of one genus.

(iii) Eleven to twenty trees: No more than 33 percent of one genus

(iv) Twenty-one or more trees: No more than 20 percent of one genus.

(2) Shrub Diversity

The percent of any one type of shrub that can be planted in a development shall be as follows:

(i) 10 through 19 shrubs: 50 percent per genus.

(ii) 20 through 39 shrubs: 33 percent per genus.

(iii) 40 or more shrubs: 25 percent per genus.

(f) Trees

(1) Tree canopies may overlap by up to 30 percent of the diameter of the tree at maturity. Tree clustering may be allowed with some species so long as clustering does not adversely affect the mature canopy.

(2) Trees which will grow to a height of greater than 25 feet at maturity shall not be planted under overhead electrical lines.

(3) Ornamental trees shall be planted in a landscape strip that is no less than six feet in width (not including curb and gutter).

(4) Shade trees shall be planted in a landscape strip that is no less than eight feet in width (not including curb and gutter).

(5) Trees shall not be planted near a light pole if eclipsing of light will occur at maturity. Placing light poles in the parking lot, away from landscape areas and between parking bays, helps eliminate this conflict and should be considered.

(g) Landscaping Requirements

Table 21.07-2: Landscaping Requirements

Development Procedure and Zoning or Use of Proposed Development	Landscape Requirement
Major Subdivision	As required in subsections of this section where applicable
Major Site Plan: R-R, R-ER, R-1R, R-2R, RL-4, RL-5, RM-8, RM-12, RH-16, RH-24, MU-1, MU-2, MU-3, CG, I-OR, P-1, P-2	Two caliper inches of tree per 3,000 square feet of improved area, with no more than 40 percent of the total being ornamental trees or evergreens. One #5 container shrub per 450 square feet of improved area
Major Site Plan: I-1, I-2	As required in subsections of this section where applicable
Facilities: Mining and extraction, dairy operations or feedlot, vineyard, airport or heliport, commercial pasture	Two caliper inches of tree per 5,000 square feet of improved area. One #5 container shrub per 600 square feet of improved area

(h) Irrigation

All vegetation and landscaped areas must be provided with a permanent irrigation system, which may include a system supplied by water from an approved graywater treatment works.

(1) An underground pressurized irrigation system and/or drip system is required for all landscape areas.

(2) Non-potable irrigation water shall be used if available for the proposed development area.

(3) All irrigation for non-potable irrigation water systems must have adequate filters easily accessible above ground or within an appropriately sized valve box.

(4) If connected to a potable water system, all irrigation systems require state-approved backflow prevention devices.

(5) Native grasses must have a permanent irrigation source that is zoned separately from higher water demand landscapes. Once the grasses are established, irrigation to native grass areas can be reduced to a level that maintains coverage typical of the grass mix and to suppress weed growth.

(6) Irrigation applied to trees shall be expanded or supplemented as appropriate to rootzone expansion over the life of the tree.

(i) Landscape Plans

(1) All applications for development shall identify the required landscaped areas and include a landscape plan in accordance with the requirements in this section.

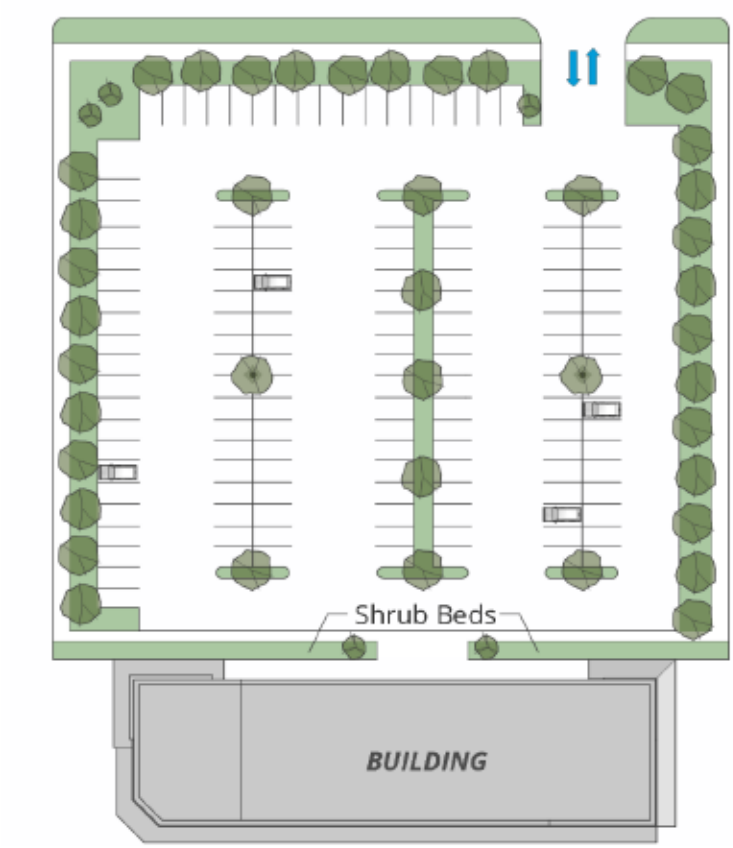


Figure 07.03-1 Landscape Plan Example

(2) Landscape plans shall identify all attributes of vegetation included on the Suitable Plants List.

(3) Landscape plans shall include calculations of required landscaping, provided landscaping, and compliance with Acceptable Plant Material and Minimum Plant Sizes as identified in this section.

(4) Tree protection measures shall be clearly identified on the construction and landscape plans.

(5) Wall and fence elevations and typical cross sections must be submitted with the landscape plan at a minimum scale of one-half inch equals one foot.

(6) Landscape plans shall be stamped by a landscape architect licensed in the State of Colorado. Inspection and compliance with approved landscape plan must be certified by a licensed landscape architect prior to issuance of a certificate of occupancy, or the release of DIA security funds.

(i) A licensed landscape architect is not required to produce landscape plans if the plans are submitted for a Minor Site Plan review unless required by state statute. All other requirements continue to apply to landscaping for Minor Site Plans.

(7) All landscape plans shall include an irrigation plan. Irrigation plans shall be certified by an irrigation design professional who has been certified through the Irrigation Association (CID), or a similar EPA WaterSense labeled certification program.

(i) This certification will be required on all irrigation plans no later than three years after December 21, 2022. The irrigation plan shall also comply with the standards in the Submittal Standards for Improvements and Development (SSID) manual.

(8) Utility composite plans must be submitted with landscape plans.

(9) Expansion of a developed site as defined in GJMC 21.02.050(f)(5)(i) that requires a Site Plan Review shall require a landscaping plan and correction of nonconforming landscaping as provided in GJMC 21.12.040.

(10) An equivalent species may be substituted in the field without prior written approval of the Director. Plants are "equivalent" if they have the same growth habit and rate, same cover, leafing, shade characteristics and function, have similar water requirements as identified as the City of Grand Junction Suitable Plants List, and thrive in the same microclimate, soils, and water conditions.

(i) All other changes to the landscape plan require prior written approval from the Director.

(j) Protection of Landscape Areas

All landscape areas (except in the right-of-way where a street side curb does not exist) shall be protected from vehicles through the use of concrete curbing, large rocks, or other similar obstructions.

(k) Utility Lines

If the location of utilities conflicts with the landscaping provisions, the Director may approve an equivalent alternative.

(l) Sight Distance

The owner shall maintain all vegetation, fences, walls, and berms so that there is no sight distance hazard nor road or pedestrian hazard. See TEDS (GJMC Title 29).

(m) Soil and Planting Beds

Soil in landscape areas must be amended and all vegetation planted in accordance with good horticultural practices.

(1) Details for the planting of trees, shrubs and other vegetation must be shown on the landscaping plans.

(2) Shrub beds adjacent to turf or native grass areas are to be edged with concrete, metal, brick, or substantial wood material. Plastic and other light duty edgings are not allowed.

(3) Organic mulch to a minimum of three inches is required for all shrub beds.

(4) Prior to planting, compacted soils shall be transformed to a friable condition.

(5) Compost, soil amendments, or retained topsoil shall be incorporated into the soil to a

(n) Planting Standards

(1) All landscaping shall be installed, maintained, and protected as shown on the approved plan.

(2) The minimum area for planting an evergreen or deciduous shrub is 16 square feet.

(3) Trees

(i) The minimum square footage of planting area for a shade tree is 140 square feet.

(ii) Weed fabric shall not be used within eight feet of the base of a tree.

(iii) At planting, tree shall be healthy and free of disease. Tree trunks must be reasonably straight with minimal doglegs. Roots shall be checked prior to planting and corrected for optimal growth patterns.

(iv) Wire baskets, burlap wrappings, rope, twine, or any similar shipping materials shall be removed before planting.

(v) Tree planting holes shall be of sufficient depth so that the flare of the tree above the root ball is no higher than one inch above grade.

(vi) Tree planting holes shall be of a diameter no less than three times the diameter of the tree's root ball at time of planting.

(o) Maintenance

(1) The owners, tenants, and occupants, including homeowners' associations, for all new and existing uses in the City must maintain landscaping in a healthy, growing, neat and well-maintained condition:

(i) Maintenance includes watering, weeding, pruning, fertilization, pest control, trash and litter removal, replacement of dead or diseased plant material, reseeding, and other reasonable efforts.

(ii) Any plant that dies or substantial[ly] damaged due to improper maintenance must be replaced with an equivalent live plant within 90 days of plant death or by the next April 1st.

(2) Hay mulch used during the preparation or establishment of landscaping must be certified weed-free by the Colorado Department of Agriculture.

(3) The Director may from time to time inspect the condition of landscaping wherever no reasonable expectation of privacy exists.

(i) The purpose of such site inspections shall be to verify that all required landscaping has been maintained in a healthy, growing, neat and well-maintained condition. Property owners shall be notified of necessary corrective action for failure to comply with the maintenance provisions of this section.

(4) Maintenance of landscaping in unimproved rights-of-way shall be the responsibilities of owners, occupants, and tenants.

(5) Fire hydrants shall not be unobscured by plant material. Fire hydrants shall be visible from the center of the right-of-way at an angle of 45 degrees.

(6) These requirements shall be specified in the articles of incorporation or bylaws for a homeowners' association whenever the homeowners' association is assigned the responsibility of maintaining landscape areas.

21.07.040 Preservation of Significant Trees

(a) This section applies to the following:

(1) New residential, mixed-use, and commercial development;

(2) Redevelopment as follows:

(i) Preservation is required for all lots in MU-3

(ii) Preservation is required for lots larger than one acre in all other zone districts unless otherwise exempt.

(3) All development in Industrial zone districts is exempt from this section.

(b) Existing landscape features such as escarpments, large trees or stands, heavy vegetative cover, ponds, and bluffs shall be identified by the applicant as part of the development review process.

(1) This identification shall include a surveyed inventory of significant trees. Prior to undertaking a survey, an applicant may have a landscape professional view the site and determine whether there are any potential significant trees on the site. If there are no potentially significant trees on the site, the applicant may request the Director waive the survey requirement.

(2) Any significant tree to be preserved during development shall be identified on the proposed landscaping plan.

(c) All trees, except those identified as 'excluded' on the Suitable Plants List, that meet all of the following criteria as determined by a certified arborist shall be considered significant:

(1) Are 15 inches or larger in DBH;

(2) Are in fair or better condition;

(3) Are free from irreparable structural defects; and

(4) Are not infested with a disease or pestilence that threatens the good health of other trees.

(d) Preservation Required

(1) Where significant trees exist on a property, at least one and no less than 30 percent of significant trees shall be preserved during development.

(2) If the 30 percent minimum preservation requirement impedes the proposed Primary Development of a site, then the Director may grant a 10 percent adjustment of the minimum setbacks, lot size, parking lot interior landscaping, and parking count requirements, or allow the use of cluster development.

(3) Furthermore, the City Forester may adjust the drip line protection standards described in (6)(i) of this section so to allow for additional flexibility for the development to occur around the identified significant trees.

(4) Tree replacement shall be required for all significant trees on a property at the following ratios:

Table 21.07-3: Tree Replacement Requirements	
Percent of Trees Preserved	**Tree Replacement Ratio**
Minimum 30% preservation	3 caliper in. per 5 in. DBH [1]
Above 30% minimum	1 caliper in. per 3 in. DBH [2]
Significant trees damaged or killed during construction	3 caliper in. per 5 in. DBH [1]
Notes: [1] If developer cannot replace trees on-site, they may pay a fee-in-lieu according to GJMC 21.07.040(f). [2] See GJMC 21.7.90(f) for credit applied to preserved trees.21.07.040(e)(2).	

(e) Replacement of Significant Trees

(1) Significant trees may be included in individual lots or private common areas.

(2) Significant trees may also be included in land dedicated for public use while still credited to the site tree preservation requirement. Where the value of the land dedication does not meet the minimum assessment requirement of GJMC 21.05.030(a), the valuation of the significant tree shall not be considered separately from or added to the assessment total.

(f) Fee-in-Lieu

The fee in-lieu shall be based on the value of the required replacement tree(s) not planted on site, along with the total cost of installation. The City shall use this payment to purchase the required replacement trees not planted on-site and plant them on nearby public property.

(g) Features to be preserved shall be protected throughout site development. No person shall kill or damage a landscape feature required to be preserved by this section. The developer shall protect trees from compaction.

(1) During construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five feet outside the canopy dripline. In no case shall vehicles be parked, or materials or equipment be stored or stockpiled within the enclosed area.

(2) Irrigation shall be provided to trees preserved during construction of sufficient quantity to ensure their health and survival.

21.07.050 Parking Lots

The requirements of this subsection are applicable to all public and private parking areas, but not to park, lake, reservoir, or other open space uses, vehicle display areas for vehicle sales, rental and leasing light or heavy and mini-warehouse as defined in GJMC Chapter 21.04. Where a single row of less than 20 parking spaces abuts and backs into an alley, these requirements are not applicable.

(a) Interior Landscaping Requirement

Landscaping is required in the interior of parking lots to direct traffic, to shade cars and structures, to reduce heat and glare and to screen cars from adjacent properties. The interior of all parking lots shall be landscaped as follows:

(1) One landscape island, parallel to parking spaces, is required for each 20 parking spaces

(2) A landscape island is required at the end of every row of parking spaces, regardless of length or number of spaces.

(3) One landscape divider island, parallel to the parking lot drive aisles, designed to prevent diagonal movement across the parking lot, shall be located for every three parking lot drive aisles.

(4) Landscape islands must be at least 140 square feet. The narrowest/smallest dimension of a parking lot island shall be eight feet, measured from back of curb to back of curb.

(5) A corner area (where it is not feasible to park a vehicle) may be considered an end island for the rows on the perimeter of the parking lot.

(6) Landscaping of the interior of a parking lot shall include trees and shrubs.

(7) Trees planted in parking lot islands shall be selected from those identified as Parking Lot Island Trees on the Plant List.

(8) To improve the management of stormwater runoff, structurally-sound permeable pavers may be used in parking areas, subject to the approval of the Director. Use of permeable pavers for ten parking stalls shall result in a reduction of one required parking stall per the required parking ratios in GJMC Chapter 21.08.

(9) The use of bioswales in parking lot designs is encouraged to facilitate stormwater management.

(b) Parking Lot Perimeter

Landscaping is required around the entire perimeter of a parking lot to assist in the abatement of heat and to reduce the amount of glare from glass and metal, and to assist in the screening of cars from adjacent properties. The perimeter of a parking lot is defined as the curb line defining the outer boundaries of the parking lot, including dumpster enclosures, bike racks, or other support facilities that are adjacent to the outer curb. Entry drives between a parking lot and the street, drives connecting two internal parking lots or building entry plazas are not included in the perimeter area. The requirements of this subsection are applicable to all public and private parking areas but not to vehicle display areas for vehicle sales, rental, and leasing light or heavy and mini-warehouse as defined in GJMC Chapter 21.04.

(1) The minimum dimension allowed for the parking lot perimeter landscape strip is eight feet.

(2) Landscaping along the perimeter of parking lots shall include trees and shrubs.

(3) Parking lots shared by more than one owner shall be landscaped around the perimeter of the combined lots.

(4) In the I-1 and I-2 zone districts, a minimum of 75 percent of the parking lot perimeter landscape shall be covered by plant material including tree canopy, shrubs, and groundcover at maturity.

(c) Screening

All parking lots abutting rights-of-way, entry drives, and adjacent properties must be screened. For this subsection, a "screen" means a berm with appropriate groundcover or shrubs.

(1) Screening shall not be required between parking lots on adjoining lots where the two lots are designed to function as one.

(2) A 30-inch-high screen is required along 70 percent of parking lots abutting rights-of-way, entry drives, and adjacent properties, excluding curb cuts. The 30-inch screen shall be placed so as to maximize screening of the cars in the parking lot, when viewed from the right-of-way and shall be measured from the ground surface, or the elevation of the roadway if the adjacent road is higher than the property.

(3) If a landscape area is 30 feet wide or greater between a parking lot and a right-of-way, the 30-inch-high screen is not required. This 30-foot-wide or greater area must be 75 percent covered in plant material including tree canopy coverage, shrubs, and groundcover at maturity.

(4) The Director may approve a screen wall between a parking lot and a right-of-way if the lot or parcel is unusually small. There must be at least five feet between the right-of-way and the paved part of a parking lot to use a wall as a screen.

(i) A screen wall must not be taller than 30 inches, unless the adjacent roadway is higher than the property, in which case the screen wall shall be 30 inches higher than the adjacent roadway.

(ii) The back of the wall must be at least 30 inches from the face of curb for bumper overhang.

(iii) Walls shall be solid masonry with finish on both sides. The finish may consist of stucco, brick, stone, or similar material. Unfinished or merely painted concrete block is not permitted.

(iv) Shrubs shall be planted on the street side of the wall.

(v) Shrub plantings in front of a wall are not required in the MU-3 district.

(d) Cul-de-Sac Parking Pods

(1) Where a parking pod fits within a standard cul-de-sac, per current standards in TEDS (GJMC Title 29), no landscaping is required.

(2) If a cul-de-sac is elongated, or in an otherwise non-traditional shape, landscaping islands shall be provided within the parking pod.

(3) Landscaping provided in parking pods shall meet the requirements of an interior landscape island.

21.07.060 Street Frontage Landscape

(a) For all development, except construction of one or two dwelling units or development within the MU-3 zone district, the owner shall provide and maintain a minimum 14-foot-wide street frontage landscape adjacent to the public right-of-way.

(1) Where detached walks are provided, a minimum street frontage landscape of five feet is acceptable.

(2) For a new residential subdivision, the street frontage landscape is only required on the perimeter of the subdivision adjacent to a right-of-way, not along new internal roadways.

(b) A minimum of 75 percent of the street frontage landscape shall be covered by plant material at maturity, including tree canopy, shrubs, and groundcover.

(c) Landscaping within the street frontage shall include trees and shrubs. If detached walks are not provided with street trees, street trees shall be provided in the street frontage landscape, including one tree for every 40 feet of street frontage.

(1) In the I-1 and I-2 zone districts, 70 percent of trees must be shade trees.

21.07.070 Public Right-of-Way

(a) All unimproved right-of-way adjacent on the side abutting a development which is not in the City's ten-year capital plan to be improved must be landscaped.

(b) For the purpose of meeting minimum plant quantities, 50 percent of landscaping plantings on public right-of-way shall be counted toward the landscape or open space requirements of this Code, unless specifically provided otherwise in this Code.

(1) At least 75 percent of the unpaved adjacent right-of-way shall be covered by plant material at maturity, including tree canopy, shrubs, and groundcover. No more than 15 percent of the right-of-way shall be landscaped with turf.

(2) The right-of-way landscaping between the curb and sidewalk shall contain street trees spaced every 40 feet. Right-of-way landscaping shall be a minimum of eight feet wide in any direction.

(3) Trees planted in the public right-of-way shall be of species identified on the list of Approved Street Trees for Grand Junction's Rights-of-Way.

(c) All right-of-way landscaping shall be irrigated and maintained by the adjoining private property owner unless the City agrees to accept it for maintenance. If it is to be maintained by the City, a separate irrigation system shall be provided.

(d) The owner of the nearest property shall keep all rights-of-way, which are not hard surfaced, free of weeds, litter, junk, rubbish, and obstructions. To prevent weed growth, erosion and blowing dust, right-of-way areas not covered by vegetation or paving shall be covered with organic mulch, wood chips, or similar natural materials.

(e) No tree shall be removed from the public right-of-way without the approval of the City Forester. Trees removed from the right-of-way without approval shall be subject to penalties per GJMC 9.04.100.

21.07.080 Buffers

(a) General

Buffers shall be provided between different zone districts as indicated in Table 21.07-4. Buffer landscaping is required in addition to overall site landscaping requirements as required by this Code.

(1) 75 percent of each buffer area shall be covered by plant material at maturity including tree canopy, shrubs, and groundcover.

(2) One tree is required per every 40 linear feet of boundary between different zones.

(b) Exceptions

(1) Where residential or collector streets or alleys separate zone districts, the Director can require more landscaping instead of a wall or fence.

(2) Where walkways, paths, or a body of water separates zone districts, the Director may waive a fence or wall requirement provided the buffering objectives are met by private yards.

(3) Where a railroad or other right-of-way separates zone districts, the Director may waive the buffer strip if the buffering objectives are met without them.

Table 21.07-4: Buffer Requirements

Zoning of Proposed Development [1] [2] [3]	Zoning of Adjacent Property											
	R-R, R-ER, R-1R, R-2R, RL-4	RL-5	RM-8	RM-12, RH-16	RH-24	MU-1	MU-2	MU-3	C-1	CG, I-OR	I-1	I-2
R-R, R-ER, R-1R, R-2R, RL-4	-	-	-	-	-	-	F	-	F	W	W	W
RL-5	-	-	-	-	-	-	F	-	F	W	W	W
RM-8	-	-	-	-	-	F	F	-	F	W	W	W
RM-12, RH-16	-	-	-	-	-	-	F	-	W	W	W	W
RH-24	-	-	-	-	-	-	F	-	W	W	W	W
MU-1	A or F	A or F	A or F	A or F	A or F	-	A or F	-	A or F	A & F or W	A & F or W	A & F or W
MU-2	A or F	A or F	A or F	A or F	A or F	A or F	-	-	A or F	A or F	A or F	A or F
MU-3	-	-	-	-	-	-	-	-	-	-	-	-
CG, I-OR	W	W	W	W	W	W	F	-	-	-	-	A or F
I-1	W	W	W	W	W	W	F	-	-	-	-	-
I-2	A & F or W	W	W	W	W	W	F	-	-	-	-	-
P-1, P-2 [4]	-	-	-	-	-	-	-	-	-	-	-	-

Notes:

[1] A berm with landscaping is an alternative for a required fence or wall if the total height is a minimum of six feet.

[2] Where alleys or streets separate different zone districts, the Director may approve increased landscaping rather than requiring a wall or fence.

[3] The Director may modify this table based on the uses proposed in any zone district.

[4] Gravel operations subject to buffering adjacent to residential.

Table 21.07-5: Buffer Landscaping Requirements		
Buffer Types [1]	**Landscaping Requirements**	**Location of Buffers on Site**
Type A	Eight-foot-wide landscape strip with trees and shrubs	Between different uses
Type A & F	15-foot-wide landscape strip with trees and shrubs	Between different uses
Type F, W	Six-foot fence and wall (see subsection (f) of this section)	Between different uses
Notes: [1] Fences and walls are required for most buffers.		

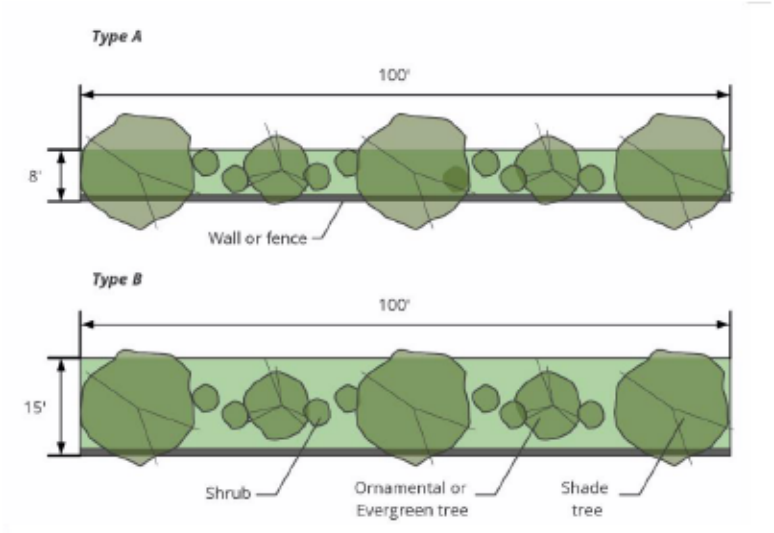


Figure 07.08-1 Buffer Requirements

(c) Fences and Walls

(1) When a higher density or intensity zone district abuts a lower density or intensity zone district, it is the responsibility of the higher density or intensity property to buffer the abutting zone district according to Table 21.07-4.

(2) When an existing fence or wall substantially meets the requirements of this section, and Table 21.07-4 requires the same form of buffering, an additional fence on the adjacent developing property shall not be required.

(3) However, if the new development requires the placement of a wall, and a fence exists on the adjacent property, the wall shall be required.

(4) If a wall is required and a fence is in place, the wall must be placed adjacent to the fence. (Table 21.07-4 should be referenced to determine when a wall or a fence is required. The more stringent standard shall apply; i.e., if a wall is required and a fence is in place, the wall must be placed adjacent to the fence.)

(5) Fences must comply with GJMC 21.05.090, any design guidelines and other conditions of approval. Fences and walls required by this section must meet the following:

(i) Fence type: solid wood or material with a similar appearance, finished on both sides.

(ii) Wall type: solid masonry finished on both sides. Finish may consist of stucco, brick, stone, or similar material but unfinished or merely painted concrete block is not permitted.

(iii) Location: within three feet of the property line unless the space is needed to meet landscaping requirements.

(iv) A wall must have a column or other significant architectural feature every 30 feet of length.

(d) Berms

Minimum requirements for berms are as follows:

(1) Maximum slope of 4:1 for turf areas and 3:1 for shrub beds; and

(2) To control erosion and dust, berm slopes must be stabilized with vegetation or by other means consistent with the requirements for the particular landscape area.

21.07.090 Residential Subdivision Perimeter Enclosures

(a) Intent

The Director may require perimeter enclosures (fences and/or walls) around all or part of the perimeter of a residential development. Perimeter enclosures shall be designed to meet the following objectives of protecting public health, safety, and welfare: screen negative impacts of adjoining land uses, including streets; protect privacy; maintain a consistent or complementary appearance with enclosures in the vicinity; maintain consistent appearance of the subdivision; and comply with corridor overlay requirements.

(b) Applicability

When required by the Director, the standards of this subsection shall apply to all residential subdivisions as well as to all mixed-use subdivisions where the square footage of proposed residential uses exceeds the square footage of proposed nonresidential uses.

(c) Required Perimeter Enclosures

A perimeter enclosure may be required if one or more of the following apply:

(1) Use or enjoyment of property within the development or in the vicinity of the development might be impaired without a perimeter enclosure.

(2) A perimeter enclosure is necessary to maintain a consistent and complementary appearance with existing or proposed perimeter enclosures in the vicinity.

(3) A perimeter enclosure is necessary to control ingress and egress for the development.

(4) A perimeter enclosure is necessary to promote the safety of the public or residents in the vicinity.

(5) A perimeter enclosure is needed to comply with the purpose, objectives, or regulations of the subdivision requirements.

(6) A perimeter enclosure is needed to comply with a corridor overlay district.

(d) Specifications

Unless specified otherwise at the time of final approval:

(1) A perimeter enclosure includes fences, walls or berms, and combinations thereof, located within five feet of the exterior boundary of a development.

(2) Fences must comply with GJMC 21.05.090, any design guidelines, and other conditions of approval. Fences and walls required by this section shall meet the following:

(i) An enclosure constructed on a berm shall not extend more than eight feet above the adjoining sidewalk or crown of road, whichever is lower.

(ii) New enclosures shall be compatible with existing enclosures in the vicinity if such enclosures meet the requirements of this Code.

(iii) A perimeter wall must have a column or other significant architectural feature every 30 feet.

(3) Street frontage landscaping, in accordance with GJMC 21.07.060 shall be located between the perimeter enclosure and the on the right-of-way if applicable.

(e) Construction of Perimeter Enclosures

The perimeter enclosure and required landscape buffer shall be installed by the developer and included in the development improvements agreement.

(f) Ownership and Maintenance

All perimeter enclosures and landscape buffers must be within a tract dedicated to and maintained by the homeowners association. The developer shall refer to the perimeter enclosure in the covenants and restrictions and so that perpetual maintenance is provided for either that the perimeter enclosure be owned and maintained by the owners' association or by individual owners. The perimeter enclosure shall be identified on the plat.

(g) Alternative Construction and Ownership

If the Director finds that a lot-by-lot construction, ownership and/or maintenance of a perimeter enclosure landscape strip would meet all applicable objectives of this section and the design standards of GJMC Chapter 21.09 approved plans shall note the type and size of materials, placement of fence posts, and length of sections.

(h) Overlay District Conflicts

Where in conflict, the perimeter enclosure requirements or guidelines of approved overlay districts shall supersede the requirements of this section.

21.07.0100 Substitutions

The requirements outlined below may be varied based at the following rates of substitution.

(a) Required trees may be substituted for shrubs and required shrubs may be substituted for trees at a rate of three shrubs equaling one caliper inch of tree. For example: three-two-inch caliper trees equaling six caliper inches may be exchanged for 12 shrubs, or vice versa.

(b) No more than 30 percent of the number of trees required may be substituted for shrubs.

(c) Two #5 container shrubs may be substituted for four linear feet of wall when walls are required per GJMC 21.07.050(b)(4). Shrubs substituted for walls must reach a height of at least 30 inches at maturity.

(d) Ten percent of the required shrubs may be converted to perennials and/or ground covers at a ratio of three #1 container perennials and/or ground covers for one #5 container shrub.

(e) The number of shrubs may be reduced in exchange for additional trees or tree size at a rate of three shrubs per caliper inch.

(f) Existing trees preserved during development shall count toward the total tree requirement at a ratio of two inch of DBH of preserved tree is equivalent to one caliper inches of required tree plantings.

(g) Existing significant trees preserved above the required 30 percent shall count toward the total tree requirement at a ratio of one inch of DBH of preserved significant tree is equivalent to three caliper inches of required tree plantings.

Table 21.07-6: Planting Substitutions

	Tree	Shrub	Groundcover/ Perennials	Wall
Tree	Two inches in DBH of preserved tree to one caliper inch required new trees	Three shrubs for one caliper inch of tree	N/A	N/A
Shrub	Three shrubs for one caliper inch of tree	N/A	Three #1 container perennials and/or ground cover for one #5 container shrub	Two #5 container shrubs (minimum 30 inches in height) for four linear feet of wall
Groundcover/ Perennial	N/A	Three #1 container perennials and/or ground cover for one #5 container shrub	N/A	N/A
Wall	N/A	Two #5 container shrubs (minimum 30 inches in height) for four linear feet of wall	N/A	N/A

Chapter 21.08 Off-Street Parking

21.08.010 Off-Street Parking and Loading

(a) Purpose

The purpose of this section is to:

(1) Ensure that off-street parking areas are well designed with regard to safety, efficiency and convenience for vehicles, bicycles, and pedestrians;

(2) Ensure parking requirements result in land usage and intensity that align with the City's goal;

(3) Provide enough vehicular parking to accommodate the need generated by the uses without providing excessive amounts of parking that unduly burden businesses with the cost of building or maintaining parking;

(4) Manage and improve existing public parking facilities and future development in Downtown; and

(5) Provide for creative and innovative approaches to parking reduction mechanisms, alternative parking arrangements, and parking design.

(b) General Parking Standards

(1) Compliance with TEDS Manual

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

(2) Uses Not Identified

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

(i) Type of uses;

(ii) Number of employees;

(iii) Building design capacity;

(iv) Square feet of sales area, service area, etc.;

(v) On-site parking spaces;

(vi) Proposed off-site parking spaces; and

(vii) Hours of operation.

(3) Multiple Uses

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

(4) Accessible Parking

(i) All development that provides off-street vehicle parking spaces shall comply with the requirements of the Americans with Disabilities Act (ADA) and the International Building Code (IBC), and the standards in this section. If the standards in this section conflict with the requirements of the ADA or IBC, the requirements of the ADA or IBC shall apply.

(ii) Requirements for accessible parking spaces are detailed in the City Standard Street Details and are also in the Federal Register.

(iii) All development shall provide at least the following number of accessible parking spaces:

Table 21.08-1: Required Number of Accessible Parking Spaces

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

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

(c) Minimum and Maximum Off-Street Parking Standards

(1) Notwithstanding subsection (ii) below, all development shall provide vehicle parking spaces in the amount required by Table 21.04-1, as those amounts may be modified by GJMC 21.08.010(d).

(2) For all nonresidential uses, no minimum parking requirements apply in the Redevelopment Area and Corridor Infill Area as show in Figure 08.01-1 below.

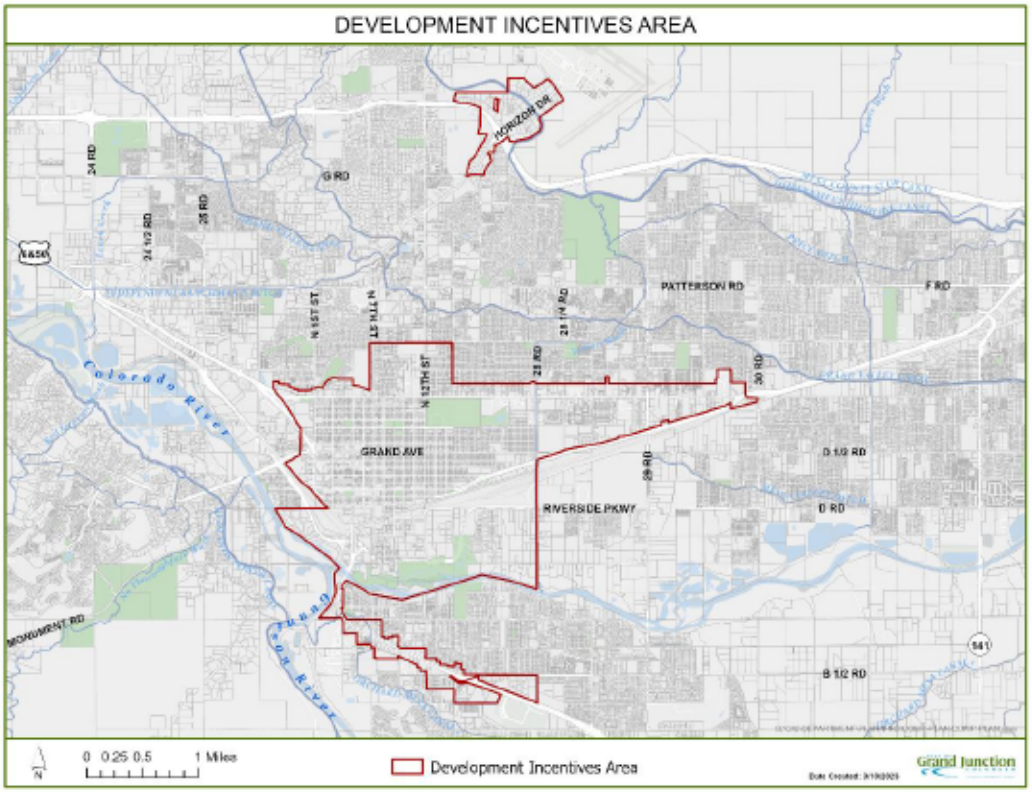


Figure 08.01-1 Redevelopment and Corridor Infill Area Map

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements
GFA = Gross Floor Area

	Minimum Vehicle Parking
Residential Uses	
Household Living	
Dwelling, Single-Family Detached	2 per unit
Dwelling, Single- Family Attached	1 per unit
Dwelling, Cottage Court	1 per unit
Dwelling, Duplex	1 per unit
Dwelling, Multifamily	1 bedroom: 1 per unit 2 bedroom: 1.5 per unit 3+ bedroom: 2 per unit Affordable Housing: 0.75 per unit
Manufactured Housing Community	2 per unit
Group Living	
Boarding or Rooming House	1 per bedroom + 2 spaces
Fraternity or Sorority	1 per bedroom

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements GFA = Gross Floor Area	
	Minimum Vehicle Parking
Group Living Facility, Small	1 per 4 beds + 1 per each 3 employees
Group Living Facility, Large	
Group Living Facility, Unlimited	
Public, Institutional, and Civic Uses	
Adult or Child Day Care	
Day Care Center, Adult or Child	1 per 400 square feet GFA
Community and Cultural Facilities	
Assembly, Community	2 per 1,000 square feet GFA
Assembly, Religious/Private Group	2 per 1,000 square feet GFA
Community Corrections Facility	2 per 1,000 square feet GFA
Crematory	None
Funeral Home or Mortuary	2 per 1,000 square feet GFA
Government Service Facility	2 per 1,000 square feet GFA plus 1 space per service vehicle
Jail	2 per 1,000 square feet GFA
Meeting, Banquet, Event, or Conference Facility	2 per 1,000 square feet GFA
Safety Service Facility	2 per 1,000 square feet GFA plus 1 space per service vehicle
Educational Facilities	
Boarding School	0.8 per bed
College or University	2 per 1,000 square feet GFA office, research, and library area plus 1 space per 250 square feet GFA assembly areas and classrooms
Public or Private School	Elementary and Junior High: 1 per classroom High Schools: 6 per classroom
Vocational, Technical, or Trade School	2 per 1,000 square feet GFA
Health Facilities	
Hospital	1 per 2 beds based on maximum design capacity plus 2 per 1,000 square feet GFA office and administrative area
Medical or Dental Clinic	2 per 1,000 square feet GFA
Parks and Open Space	

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements
GFA = Gross Floor Area

	Minimum Vehicle Parking
Cemetery	None
Golf Course	4 per hole
Golf Driving Range	1 per 20 feet of driving area
Park, Lake, Reservoir, Other Open Space	None
Commercial Uses	
Adult Entertainment	2 per 1,000 square feet GFA
Agriculture and Animal	
Animal Agriculture	None
Animal Care, Boarding, or Sales, Indoor Operations Only	2 per 1,000 square feet GFA
Animal Care, Boarding, or Sales, Outdoor Operations	2 per 1,000 square feet GFA
Animal Clinic or Hospital	2 per 1,000 square feet GFA
Dairy Operations or Feedlot	None
Farmers' Market	As determined by the Director
Forestry, Commercial	None
Nursery or Greenhouse	2 per 1,000 square feet GFA
Pasture, Commercial	None
Urban Agriculture	None
Food and Beverage	
Bar or Tavern	4 per 1,000 square feet GFA and outdoor dining area
Brewery, Distillery, or Winery	4 per 1,000 square feet GFA and outdoor dining area
Brewpub, Distillery Pub, or Limited Winery	4 per 1,000 square feet GFA and outdoor dining area
Food Service or Catering	2 per 1,000 square feet GFA
Mobile Food Vendor/Court	2.5 per vendor
Restaurant	4 per 1,000 square feet GFA and outdoor dining area
Lodging Facilities	
Emergency Shelter	As determined by the Director
Hotel or Motel	1 per guest room plus 3 per 1,000 square feet GFA restaurants, bars, or meeting areas
Resort Cabin and Lodge	1 per guest room

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements GFA = Gross Floor Area	
	Minimum Vehicle Parking
Short-Term Rental	1 per each bedroom above 4 bedrooms on the lot
Office and Personal Services	
Office	2 per 1,000 square feet GFA
Personal Service	2 per 1,000 square feet GFA
Recreation and Entertainment	
Campground or Recreational Vehicle Park	1 per campsite
Indoor Entertainment and Recreation	2 per 1,000 square feet GFA
Outdoor Entertainment and Recreation	1 per 300 square feet GFA area plus 1 space per 10,000 square feet GFA site area
Riding Academy, Roping, or Equestrian Area	1 per 5 stalls
Shooting Range, Indoor	1 per 2 shooting stations
Shooting Range, Outdoor	1 per 2 shooting stations
Swimming Pool, Community	2 per 1,000 square feet pool surface area
Zoo	As determined by the Director
Retail Sales	
Flea Market	2 per 1,000 square feet GFA or use area
Manufactured Building Sales and Service	2 per 1,000 square feet GFA
Regulated Cannabis Store	1 per 300 square feet
Retail Sales and Service, Small	2 per 1,000 square feet GFA
Retail Sales and Service, Medium	1.5 per 1,000 square feet GFA
Retail Sales and Service, Large	1 per 1,000 square feet GFA
Retail Sales and Service, Big Box	1 per 1,000 square feet GFA
Transportation	
Airport or Heliport	3 per 1,000 square feet GFA terminal area
Helipad	None
Parking Lot or Garage	None
Transportation Depot	3 per 1,000 square feet GFA waiting area
Truck Stop	2 per 1,000 square feet GFA
Vehicles and Equipment	
Vehicle Fleet Operations Center	1 per 1,000 square feet GFA plus 1 space per commercial fleet vehicle
Vehicle Fuel Sales and Service Station	2 per 1,000 square feet GFA
Vehicle Impound Lot	1 per 1,000 square feet GFA

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements GFA = Gross Floor Area	
	Minimum Vehicle Parking
Vehicle Repair, Major	2 per 1,000 square feet GFA retail, office, waiting area plus 1 per service bay
Vehicle Repair, Minor	
Vehicle Sales, Rental and Leasing, Heavy	2 per 1,000 square feet GFA of enclosed buildings plus 1 per 5,000 square feet of outdoor display area
Vehicle Sales, Rental and Leasing, Light	
Vehicle Wash	3 stacking spaces per service lane, stall, or bay
Industrial Uses	
Manufacturing and Processing	
Industrial, Artisan	2 per 1,000 square feet GFA
Industrial, Light	1 per 1,000 square feet GFA
Industrial, Heavy	1 per 1,000 square feet GFA
Mining and Extraction	None
Oil and Gas Drilling	None
Storage, Wholesale, and Warehousing	
Mini-Warehouse	2 per development
Outdoor Storage, Commercial	1 per 1,000 square feet GFA of enclosed buildings
Wholesale or Warehouse	1 per 1,000 square feet GFA
Telecommunication	
Facilities on Wireless Master Plan Priority Site When Developed in Accordance with Wireless Master Plan Site-Specific Requirements	None
Temporary PWSF (e.g., COW)	None
Co-Location	None
Tower Replacement	None
Dual Purpose Facility	None
DAS and Small Cell Facilities	None
Base Station with Concealed Attached Antennas	None
Base Station with Non-Concealed Attached Antennas	None
Tower, Concealed	None
Tower, Non-Concealed	None
Broadcast Tower	1 per each tower development
Utility Uses	
Utility Facility, Basic	None

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements GFA = Gross Floor Area	
	Minimum Vehicle Parking
Utility Facility, Major	None
Transmission Line	None
Waste and Salvage	
Composting Facility	1 per 1,000 square feet GFA
Junkyard or Salvage Yard	1 per 1,000 square feet GFA of enclosed buildings
Transfer Facility, Medical and Hazardous Waste	1 per 1,000 square feet GFA
Transfer Facility, Solid Waste	1 per 1,000 square feet GFA
Recycling Collection Facility	1 per 1,000 square feet GFA
Recycling Collection Point	None
Solid Waste Disposal or Processing Facility	1 per 1,000 square feet GFA
Accessory Uses	
Residential Uses	
Accessory Dwelling Unit	1 per unit
Agricultural Labor Housing	1 per 2 beds
Business Residence	1 per residence + required parking of the nonresidential use
Guest Ranch	1 per 2 beds
Household Pets	None
Other Animals	None
Public, Institutional, and Civic Uses	
Home Occupation, Day Care	None
Commercial Uses	
Agri-business	None
Animal Agriculture	None
Drive-Through Facility	None
Electric Vehicle (EV) Charging Facility	None
Home Occupation	None
Outdoor Display and Sales	None
Produce Stand	None
Industrial Uses	
Antenna	None
Outdoor Storage, Accessory	None
Recreation and Commercial Vehicles	None

Table 21.08-2: Minimum Off-Street Vehicle Parking Requirements GFA = Gross Floor Area	
	Minimum Vehicle Parking
Renewable Energy Facility, Accessory	None
Temporary Uses	
All Other	As determined by the Director during the review of a Temporary Use Permit

(d) Parking Credits and Adjustments

(1) Parking Reductions

The minimum parking requirements in Table 21.04-1 may be adjusted as described in this section. The following reductions do not require the submittal of an alternative parking plan.

(i) Reduction Allowed by Administrative Adjustment

Applications meeting the requirements of GJMC 21.02.040(c) shall be eligible for the parking reduction as set forth in that section.

(ii) Shared Parking Facility Reduction

(A) Calculation

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

Table 21.08-3: Shared Parking Reduction					
Property Use	**Multifamily Dwellings**	**Public, Institutional, and Civic**	**Food and Beverage, Indoor Recreation, or Lodging**	**Retail Sales**	**Other Commercial or Industrial**
Multifamily Dwellings	1.0				
Public, Institutional, and Civic	1.1	1.0			
Food and Beverage, Indoor Recreation, or Lodging	1.1	1.2	1.0		
Retail Sales	1.2	1.3	1.3	1.0	
Other Commercial	1.3	1.5	1.7	1.2	1.0

b. To calculate the shared parking reduction, add the requirements for each use category and then divide the sum by the factor shown for that combination

of use categories in Table 21.08-3. For example, a development with 5,000 square feet of small retail space (three per 1,000 square feet gross floor area) and 20, two-bedroom multifamily dwelling units (1.5 per dwelling unit) would take the total spaces required and divide by 1.2.

(15) + (30) = 45.

45/1.2 = 37.5

The shared parking requirement is 38 spaces.

c. If the shared parking includes more than two categories of uses, this reduction only applies to the two uses with the greatest parking demands. After calculating the reduction for those two use categories pursuant to Table 21.08-3., parking for a third, fourth, or additional use categories sharing the parking facility shall be provided at the rates shown in Table 21.08-3.

(B) Location

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

(C) Agreement

a. A shared parking plan shall be enforced through written agreement among all owners of record. An attested copy of the agreement between the owners of record shall be submitted to the Director on forms made available by the City.

b. A shared parking agreement may be rescinded only if all required off-street parking spaces are provided in accordance with this section.

(iii) Transit and Pedestrian/Bicycle Proximity Reduction

(A) The minimum parking required by Table 21.04-1 may be reduced by five percent if the majority of the site for which parking is being provided is within ¼ mile of a transit stop.

(B) The minimum parking required by Table 21.04-1 may be reduced by five percent if the majority of the site for which parking is being provided is within ¼ mile of a regional trail providing pedestrian and bicycle access.

(iv) Transportation Demand Management Reduction

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

the 50 percent limitation on overall parking reduction. Such programs may include the following:

(A) Compressed work week schedules;

(B) Flexible arrival and departure times;

(C) Telework opportunities; or

(D) Incentives for employees to use alternative modes of transportation to the work place.

(v) Additional and Enhanced Bicycle and Electric Bicycle Parking

(A) The minimum parking required by Table 21.04-1 may be reduced by five percent if the applicant provides at least five bicycle spaces in excess of the minimum requirements of GJMC 21.08.020(a); or

(B) The minimum parking required by Table 21.04-1 may be reduced by 10 percent if the applicant:

a. Provides at least five bicycle spaces in excess of the minimum requirements of GJMC 21.08.020(a); and

b. Provides a dedicated bicycle storage area with at least two showers and four lockers for every shower provided.

(2) Alternative Parking Plans

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

(i) Applicant-Submitted Parking Data

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

(ii) Credit for On-Street Parking

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

(iii) Off-Site Parking

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

(A) Ineligible Activities

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

(B) Location

a. Off-site parking spaces shall be located within 1,000 feet from the primary entrance of the use served along the shortest available pedestrian route (measured from the nearest point of the parking area to the nearest point of the building or structure served by such parking lot).

b. Off-site parking may not be separated from the use that it serves by a street right-of-way with a width of more than 80 feet unless a designated pedestrian crosswalk or walkway is provided.

c. The off-site parking shall be located wholly within a district that allows commercial parking lots or garages as principal use.

(C) Agreement

a. In the event that an off-site parking area is not under the same ownership as the principal use served, a written agreement between the record owners shall be required.

b. An off-site parking agreement may be rescinded only if all required off-street parking spaces are provided in accordance with this section.

(iv) Valet Parking

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

(A) Adequate assurance of the continued operation of the valet parking is provided, such as a contractual agreement for valet services or the tenant's affidavit agreeing to provide such services.

(B) An equivalent number of valet spaces are available to replace the number of required on-site parking spaces. Such valet spaces do not require individual striping, and may take into account the tandem or mass parking of vehicles.

(C) The design of the valet parking shall not cause customers who do not use the valet service to park off-premises or cause queuing in the right-of-way.

(D) An accessible passenger loading and unloading area meeting ADA standards shall be provided.

(v) Recording of Approved Plans

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

(e) Vehicle Parking Location and Design

(1) Location

(i) Except as provided in an approved alternative parking plan, all parking shall be provided on the same property as the principal structure, unless the Director deems it impracticable.

(ii) Parking spaces in Residential zone districts shall not be in a front yard setback, except for parking in driveways for detached single-family detached or duplex dwelling structures. In no case shall parking be allowed in parkway strips (the area between the sidewalk and curb or edge of pavement).

(2) Parking Stall and Aisle Design

(i) Parking stalls shall be located outside TEDS (GJMC Title 29) sight triangle at access locations.

(ii) Each parking space must be accessible independently of others.

(iii) All parking stalls shall be oriented such that any vehicle exiting a parking stall is not required to back into any public street. Spaces shall be arranged so that no part of any parked vehicle extends beyond the boundaries of the parking area and to ensure that the vehicle overhang does not obstruct sidewalks or other pedestrian walking areas. This shall be accomplished through one of the following methods:

(A) Wheel or bumper blocks provided in each stall; or

(B) An additional 18 inches of sidewalk width, above the minimum width required for compliance with ADA or TEDS standards, provided with a raised curb.

(iv) Parking stalls may be oriented at zero, 30, 45, 60, 75 or 90 degrees to the parking aisle. Both stall and aisle dimensions and layout will vary depending on the stall orientation. The use of parking stalls oriented 90 degrees to the building face with two-way aisles is generally preferred as this permits the most direct route between the parking stall and the building and minimizes auto/pedestrian conflicts adjacent to buildings.

(v) Where larger vehicles may be frequent users of the parking facilities, it is appropriate to increase the parking stall dimensions according to the dimensions and turning characteristics of the vehicle.

(vi) Parking aisles shall be designed to accommodate the turning characteristics of the vehicles that will most commonly use the parking facilities. Dead-end parking aisles are prohibited without provision of an adequate turn around. Aisles shall not exceed 300 to 350 feet in length without a break in circulation.

Table 21.08-4: Required Parking Stall Dimensions

Parking Angle	A	B	C
	Stall Width in Feet	Stall Length in Feet	Aisle Width in Feet
0	22.0	9.0	12.0
	22.0	9.5	12.0

Table 21.08-4: Required Parking Stall Dimensions			
Parking Angle	**A**	**B**	**C**
	Stall Width in Feet	**Stall Length in Feet**	**Aisle Width in Feet**
	22.0	10.0	12.0
30	9.0	18.0	11.0
	9.5	18.0	11.0
	10.0	20.0	11.0
45	8.5	21.0	13.0
	9.0	21.0	12.0
	9.5	21.0	11.0
60	8.5	21.0	18.0
	9.0	21.0	16.0
	9.5	21.0	15.0
75	8.5	19.5	25.0
	9.0	19.5	23.0
	9.5	19.5	22.0
90	8.5	18.5	28.0
	9.0	18.5	25.0
	9.5	18.5	24.0

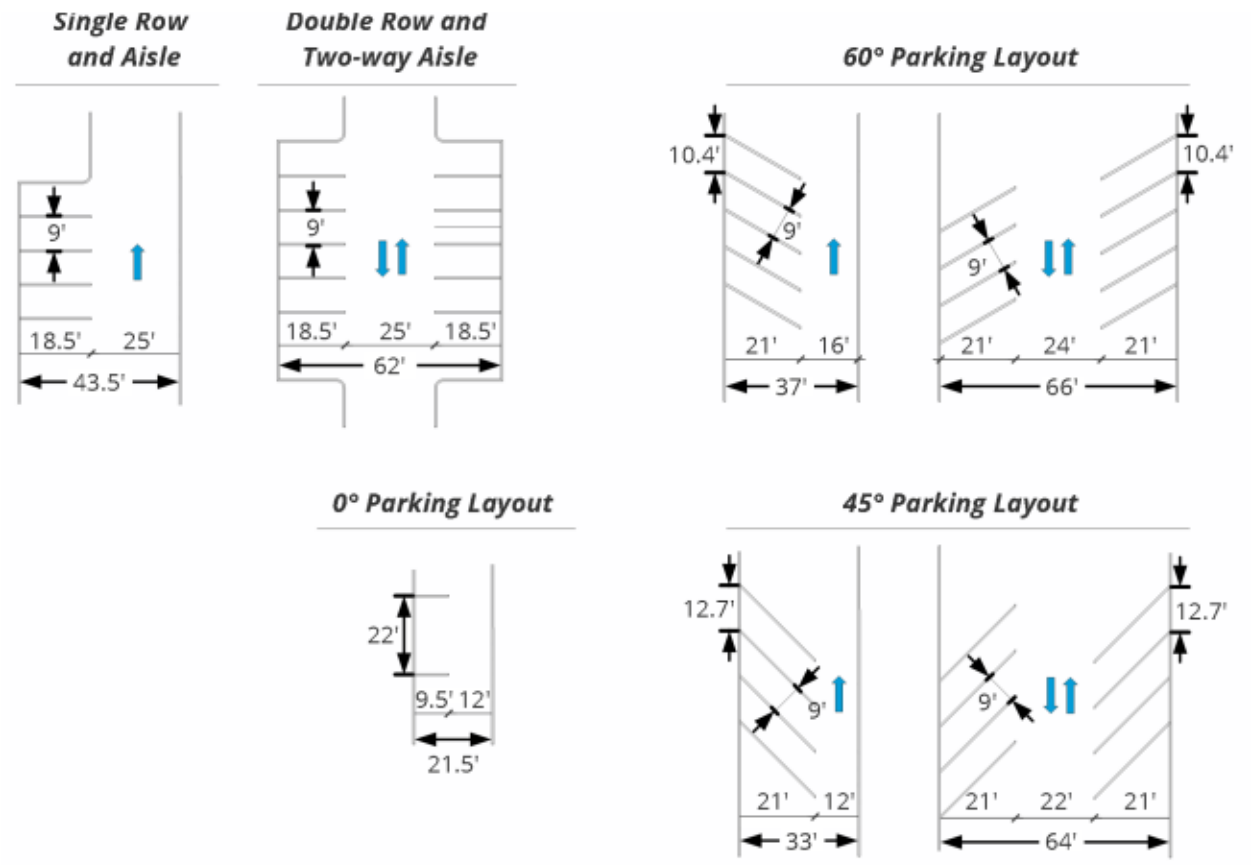


Figure 08.01-2 Parking Layout Options

(3) Maximum Allowable Grades in Parking Lots

Maximum grades allowed in parking lots shall be eight percent.

(4) Pedestrian Crossings

(i) Pedestrian crossing areas shall be provided for each building egress or for every 125 feet of building which fronts a part of the parking area.

(ii) Pedestrian crossing areas in parking lots shall be constructed of surface pavers, such as brick, stone blocks, interlocking brick pavers, stamped concrete or other materials as may be approved by the Director which form a smooth surface but contrast with asphalt. For parking lots of less than 50 cars, the Director may accept paint or similar markings.

(iii) All parking lots that contain more than two double rows of vehicle parking shall include pedestrian walkways through the parking lot to the principal building entrance or a sidewalk providing access to the principal building entrance. At a minimum, walkways shall be provided for every three driving aisles or at a distance of not more than 150-foot intervals, whichever is less.

(iv) To the maximum extent practicable, parking lots for multifamily, mixed-use, and nonresidential development shall be designed to allow for cross-access to adjacent

properties to encourage shared parking and access points on public or private streets. This may be established by one or more of the following:

(A) Connecting streets and driveways;

(B) Coordinating parking lot and parking structure entrances;

(C) Common service/delivery areas;

(D) Legally shared parking lots and parking structures;

(E) Linkages between parking lots and parking structures; or

(F) Providing shared access for two adjacent lots from public rights-of-way to minimize curb cuts.

(5) Surfaces

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

(i) All required parking and vehicular traffic surfaces shall drain and be surfaced with concrete or bituminous pavement in accordance with City standards. The City Engineer may permit a gravel or other permeable surface in overflow parking areas, a low-traffic storage yard, park, lake, reservoir, other open space uses as defined in GJMC Chapter 21.14 or, as in subsection (ii) of this section, if the applicant establishes that very little dust will be generated. "Overflow parking" is defined as "parking in addition to the minimum required by ordinance which is designed not to be used more than 10 times per year." A "low-traffic storage yard" is defined as "a storage area generating less than 30 average daily trips." Industrial yards that accommodate large trucks and/or heavy equipment shall be surfaced and maintained with materials to prevent dust, mud, and debris from leaving the site and being tracked onto the public right-of-way.

(ii) All surfaces shall be maintained in good condition free of weeds, dust, trash, and debris. All vehicular traffic areas shall be built according to the construction standards established by the City.

(6) Parking Lot Landscaping

Parking lots, excluding those accessory to a park, lake, reservoir, or other open space use, shall be landscaped pursuant to GJMC 21.07.040.

(f) Loading

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

21.08.020 Bicycle Parking and Storage

(a) Amount Required

(1) Each nonresidential principal structure shall provide the following, depending on the category of the use as shown in Table 21.04-1: Principal Use Table:

Table 21.08-5: Minimum Bicycle Parking Spaces Required		
Use or Use Category	**Short-Term Spaces**	**Long-Term Spaces**
Multifamily Dwelling	2 plus .05 per bedroom	2 plus .05 per bedroom
Food and Beverage Service, Recreation and Entertainment, and Retail Uses	2 plus 1 per 5,000 square feet of gross floor area	2 plus 1 per 12,000 square feet of gross floor area
Office Uses	2 plus 1 per 20,000 square feet of gross floor area	2 plus 1 per 10,000 square feet gross floor area
Industrial Uses	2	2 plus 1 per 15,000 square feet internal gross floor area
All Other Nonresidential Uses	2 plus 1 per 20,000 square feet of gross floor area	2 plus 1 per 12,000 square feet internal gross floor area

(2) If more than 10 bicycle parking spaces are required, a minimum of 10 percent of the required bicycle parking spaces shall be designed to accommodate cargo bicycles or bicycles with trailers.

(b) Location

(1) Short-Term Bicycle Spaces

(i) Short-term bicycle spaces shall be located within 50 feet from the main entrance of the principal building.

(ii) Short-term bicycle racks shall be located so that they:

(A) Are easily accessed from the street and protected from motor vehicles;

(B) Are visible to passers-by to promote usage and enhance security;

(C) Do not impede or interfere with pedestrian traffic or routine maintenance activities;

(D) Do not block access to buildings, bus boarding or freight loading;

(E) Allow reasonable clearance for opening of passenger-side doors of parked cars; and

(F) Are covered, to the maximum extent practicable, where users will leave their bikes for a longer amount of time.

(2) Long-Term Bicycle Parking

Long-term bicycle parking shall be enclosed and secured to the maximum extent practicable. Enclosed bicycle parking includes but is not limited to: an area enclosed by a secure fence with a lockable entrance, a secure and accessible room in a building, a secure and accessible enclosure within a parking structure, or a cluster of bicycle lockers.

(c) Design Standards

(1) No more than 50 percent of the required bicycle parking spaces may require the bicycle to be hung or parked vertically, rather than being parked with both tires on the ground.

(2) Standard bicycle parking spaces shall be a minimum of six feet long and two and one-half feet wide.

(3) Cargo bicycle and bicycle trailer parking spaces shall be a minimum of 10 feet long and three feet wide.

(4) A four foot wide aisle is required between rows of bicycle parking spaces or between a row of bicycle parking spaces and any wall or any other obstruction.

(5) Bicycle racks shall be located on improved non-permeable surfaces and shall be anchored to the ground.

(6) Bicycle racks shall provide two points of contact with the bicycle frame such as an inverted "U" or a post and ring. Wave, schoolyard, wheel well, bollard and spiral racks are prohibited.

(7) Bicycle racks shall accommodate varied bicycle and styles, including electric bicycles and cargo bicycles, with greater clearance from obstructions, walkways, and other bicycle parking spaces to the maximum extent practicable.

(8) Bicycle racks shall be constructed of rust-resistant, sturdy, and high-quality materials and designed so that they cannot be dissembled or tampered with.

(9) Areas designated for bicycle parking shall be clearly marked and reserved for bicycle parking only.

(d) Alternative Bicycle Parking

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

(1) Unique or unusual characteristics exist on a development site; or

(2) Existing bicycle parking facilities are located within the public right-of-way and within 100 feet of the building's main entrance, provided that a minimum of two bicycle parking spaces are provided on site.

21.08.030 Electric Vehicle Charging Facilities

Where a permanent parking lot or structure is required for new development or the redevelopment of multifamily dwellings or nonresidential uses, the lot or structure shall be provided with electric vehicle power transfer infrastructure in compliance with the Colorado Model Electric Ready and Solar Ready Code. For the purpose of this section, redevelopment shall include the replacement or addition of dwellings units or redevelopment or expansion that results in a 65 percent or greater increase of the gross square footage of an existing structure.

Chapter 21.09 Subdivision Standards

21.09.010 Purpose

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

(a) Ensure that all developable lots have adequate provision for water service, sewer disposal, and other utilities;

(b) Ensure that all developable lots had adequate legal access to the public street and highway system;

(c) Incorporate and emphasize unique features of the land;

(d) Protect existing natural resources and wildlife habitat, and preserve stands of existing mature trees and native vegetation;

(e) Reduce fire hazards;

(f) Mitigate erosion from wind and water;

(g) Reinforce the importance of public places such as boulevards, parks, and open spaces;

(h) Avoid development in riverine slide areas, geologically hazardous areas and in floodplains;

(i) Provide active opens spaces for active and passive use that are integrated with those on abutting properties where possible;

(j) Promote pedestrian uses, bicycling, and transportation modes other than the private automobile;

(k) Reduce long-term service and maintenance costs to the City, its residents, and owners in the subdivision;

(l) Avoid repetitive building and lot layouts;

(m) Complement adjacent neighborhoods development and uses, and

(n) Mitigate significant adverse impacts on neighboring developments.

21.09.020 Applicability

Unless otherwise provided in development or annexation agreement approved by City Council, the provisions of this section shall apply to all divisions of land into legal parcels for development. See GJMC Chapter 21.02 for the process of subdivision review and approval.

21.09.030 General Standards

All subdivisions shall comply with the following:

(a) GJMC 21.05.020.

(b) All state laws and regulations regarding surveying and monumentation of land.

21.09.040 Lot Layout and Design

(a) Designation of Lot Lines

Each plat shall identify the front and rear lot line of each lot.

(b) Maximum Block Length

No subdivision shall create a block that is greater than 1,400 feet in length in any direction.

(c) Lot Designs to be Avoided

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

(1) Through (Double Frontage) Lots. Where there is no reasonable alternative to the creation of through lots, each lot shall comply with the subdivision perimeter enclosures provisions of GJMC 21.07.090.

(2) Reverse Corner Lots

(3) Three Frontage Lots

(4) Lots with rear lot lines abutting a residential collector street, local street, or cul-de-sac. Creation of lots abutting an arterial or collector street is permitted, but may be required to provide larger building setbacks from those streets.

(5) Flag Lots. Where there is no reasonable alternative to the creation of flag lots, provided each flag lot complies with the following standards:

(i) In a subdivision of four or fewer lots, not more than one lot may be a flag lot;

(ii) In a subdivision of five or more lots, not more than 15 percent of the lots may be flag lots;

(iii) The developable "flag" portion of each flag lot shall meet the minimum lot size required in the zone district where the property is located, without counting the area within the "flagpole" access portion of the lot;

(iv) Additional building setbacks for the "flag" portion of the lot may be required to reduce adverse impacts on surrounding properties;

(v) Not more than two flag lots may abut each other;

(vi) Where two flag lots abut each other, their two "flagpole" access portions of each lot shall abut and a shared driveway shall be provided;

(vii) Except as provided in subsection (D) below, each flag lot shall have at least 25 feet of street frontage;

(viii) Where the Director determines that access will be needed to access future development, the Director may require the applicant to provide an access easement and an irrevocable offer of dedication of right-of-way 50 feet wide running the full depth of the lot or lots.

(ix) Each lot shall be designed to allow a motor vehicle to exit the site to the public street driving forward.

(d) Reserve Strips

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

(e) Alleys

(1) Alleys shall be included in all residential subdivisions where:

(i) One or more adjacent blocks contain alleys, and the inclusion of alleys would continue that pattern; and

(ii) Alleys would provide access to residential lots abutting residential collector streets or local streets, and where with garages or parking areas are located behind a principal structure.

(2) Alleys shall be included in all other residential blocks to the maximum extent practicable.

(3) Alleys shall be included in mixed-use, commercial, or industrial subdivisions unless alternative service access is provided.

21.09.050 Access, Circulation, and Connectivity

(a) General

(1) Each subdivision shall be designed to continue or create an integrated system of lots, streets, trails, and infrastructure that provides for efficient movement of pedestrians, bicycles, and automobiles to and from adjacent development, while facilitating the use of mass transit.

(2) Each subdivision shall include a street layout that continues the alignments of streets in adjoining subdivisions or their anticipated locations when adjoining property is not yet developed.

(3) Each subdivision shall allow for through movement of general traffic to avoid isolation of residential areas and overreliance on arterial streets on the edges of the subdivision for traffic movement, except as required by subsection (g).

(4) Each subdivision shall be designed to enable emergency service providers, including but not limited to police, fire, and ambulance vehicles to access each lot quickly and efficiently.

(5) Each subdivision shall accommodate a system of major collector, minor/residential collector, and local/residential streets providing multiple direct connections between local destinations such as parks, schools, and shopping, without requiring the use of arterial streets to the maximum extent practicable.

(6) Each residential and mixed-use subdivision shall provide efficient and reasonably direct motor vehicle, pedestrian, and bicycle access to nearby commercial development, and shall avoid the creation of physical barriers between adjacent residential and commercial areas unless necessary for safety reasons.

(7) Each subdivision shall include reasonably direct connections to the City's on-street bikeway network and off-road trail system to the maximum extent practicable.

(8) Street names and property addresses in each subdivision shall comply with the City's adopted Street Naming and Addressing Manual.

(9) Each subdivision designed for nonresidential principal land uses shall provide for vehicular circulation between adjacent lots and must dedicate or grant appropriate easements ensuring such cross-access between lots.

(10) No subdivision design which could result in the developer controlling access to a street, alley, or right-of-way shall be permitted.

(b) Access to Public Streets

(1) All lots shall have direct or indirect access to a dedicated public road. The creation of private streets is not permitted unless approved by City Council.

(2) If the plat provides for indirect access (i.e., over intervening private drives), access easements or tracts benefiting all lots with indirect access shall be provided on the recorded plat. Easements shall be used to access not more than one lot with no street frontage.

(3) Single-family attached dwellings and/or multifamily dwellings with no street frontage or limited street frontage may be allowed by the Director provided access is reasonably and readily available for each dwelling unit through the use of private streets, shared drives, parking lots, and/or other specifically identified limited common elements.

(4) Single-family residential lots may be located on a loop lane providing access to a public street, provided the loop lane complies with standards in GJMC 21.05.020(e)(6).

(c) Sidewalks and Walkways

(1) Each subdivision shall provide an integrated system of bikeways, walkways, and sidewalks to allow residents, customers, and the public to safely and directly access all principal uses, public areas, streets, bus stops, parking areas, and trash, recreation, and mail pickup facilities on bicycle and on foot.

(2) Pedestrian circulation systems shall be separated by a curb or other physical barrier from motor vehicle and bicycle circulation areas to the maximum extent practicable.

(3) Each subdivision shall provide internal walkways to allow pedestrians reasonably direct access from perimeter sidewalks to the major pedestrian entry of each principal building. If a surface parking lot is located between the principal building and the perimeter sidewalk, at least one pedestrian walkway through the parking lot to the major pedestrian entry of each principal building shall be provided.

(4) Within each subdivision lot containing multiple principal buildings or principal uses, internal walkways not located adjacent to a street shall be included to provide reasonably direct connections between common points of pedestrian origin and destination.

(5) Bicycle and pedestrian access points shall be provided at least every 750 linear feet any roadway within or abutting the subdivision.

(6) Where the turn-around of a cul-de-sac is separated only from an arterial or collector street by lots accessed from the cul-de-sac, a pedestrian and bicycle easement or tract shall be provided between the turn-around of the cul-de-sac and the arterial or collector street. The design shall be consistent with TEDS (GJMC Title 29) and as shown below:

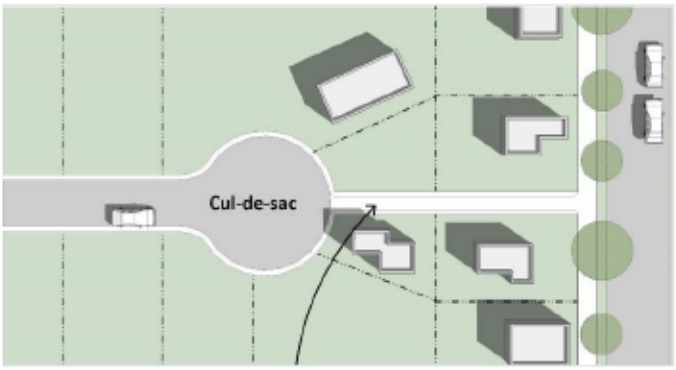


Figure 09.05-1 Cul-de-sac Connection Requirement

(d) Support for Public Transit

(1) Each subdivision adjacent to or including an existing or planned or public bus transit route shall include streets designed to facilitate the use of public bus transit.

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

21.09.060 Open and Undeveloped Spaces

(a) Sensitive Lands and Unique Site Features

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

(1) Stream beds and corridors, bluffs, ridges, steep slopes, mature trees and/or stands of native vegetation, rock outcroppings, wetlands, native upland ecosystems, riparian areas, and wildlife corridors;

(2) Water features such as drainages, waste ditches, washes, canals, ditches, lakes, natural ponds, and retention and detention ponds; and

(3) Natural, geologic, or other hazard areas, such as potentially unstable slopes, faults, landslides, rockfalls, expansive soils, and floodplains.

(b) Location and Integration of Open Space

(1) The open space in each subdivision shall be located to create or enhance:

(i) Active and passive recreational opportunities,

(ii) Landscaped buffers or visual transitions between different types or intensities of land uses,

(iii) Community focal points,

(iv) Scenic vistas,

(v) Wildlife habitat,

(vi) Passive water quality treatment, and/or

(vii) Opportunities to accommodate multiple compatible uses rather than a single use.

(2) The open space in each subdivision shall be located to be contiguous to and integrated with schools, parks, and other open spaces or public property in or near the subdivision or on neighborhood property to the maximum extent practicable.

(3) Storm drainage, retention, and detention ponds shall be located, designed, maintained, planted, and managed to serve as visual amenities, entryway features, or opportunities for passive recreation within the subdivision.

(4) Open space shall not be located in isolated areas or corners of the subdivision, in peripheral strips along the borders of rights-of-way or the subdivision, or in unconnected patterns unless the Director finds the proposed location would further one of the other goals described above.

(c) Public Access and Visibility

(1) Open spaces in each subdivision shall be open, accessible, and visible to all residents of the subdivision and to the public using public streets, trails, and open spaces to the maximum extent practicable and consistent with public health and safety.

(2) If a subdivision contains or abuts a publicly owned natural area, the Director may require the subdivision plat to include such easements and rights-of-way as are necessary to allow reasonable access for the public to such natural area. Conveyance to the public requirement or dedication to the City may be credited against any park or open space dedication or fee in lieu of such land required by the City, upon approval of the City Council.

21.09.070 Natural Hazards and Significant Natural Features

(a) Natural Hazards

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

(1) Identify the limits of development (as defined in subsection (b) below on the plat and include a plat note that those areas are not available for sale nor development;

(2) Provide a report from a geotechnical engineer licensed in Colorado designating the specific mitigation measures or engineering precautions necessary to make such areas safe for development and occupancy, and include a plat note stating that development will be subject to those mitigation measures and engineering precautions although the specific design needed as a part of a building permit may occur as a part of the building permit; or

(b) Significant Natural Features

(1) Each subdivision plat shall identify each of the following that exist within the area covered by the subdivision plat.

(i) All significant natural features, including but not limited to bluffs, ridges, steep slopes, stands of mature trees, rock outcroppings, wetlands, native upland ecosystems, riparian areas, and wildlife corridors; and

(ii) All significant water features, including but not limited to drainages, washes, canals, ditches, lakes, natural ponds, and retention and detention ponds.

(2) Each subdivision plat containing any of the features listed or referenced in subsection (1) shall show the limits of development established pursuant to subsection (c) below and shall include a plat note clearly stating that such areas are not available for sale or development.

(c) Limits of Development

Each subdivision plat shall specify the limits of development (LOD), which shall include all specific areas of a subdivision within which development and construction shall be limited or prohibited so that natural hazard areas are avoided and significant natural features are preserved. LODs shall be determined based on:

(1) Available mapping of hazard areas and significant natural features;

(2) Site topography, including but not limited to steepness of slopes, existing drainage features, rock outcroppings, river and stream terraces, valley walls, ridgelines, and scenic topographic features; and

(3) The practical needs to give access to heavy equipment for the developed project and reasonable staging and operational areas. Plat notes shall indicate any areas in which construction or development activities are only permitted during build-out of the subdivision, and that shall thereafter be outside the LODs.

Chapter 21.10 Sign Standards

21.10.010 Purpose and Applicability

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

21.10.020 Prohibited Signs

Prohibited signs are signs that:

(a) Contain an obscene statement, word, or picture describing or depicting sexual activities or sexual anatomical areas;

(b) Contain, or are an imitation of, an official traffic sign or signal or contain the words: "STOP," "GO SLOW," "CAUTION," "DANGER," "WARNING," or similar words;

(c) Are of a size, location, movement, content, coloring, or manner of illumination which may be confused with, or construed as, a traffic control device or which hide from view any traffic or street sign or signal;

(d) Contain or consist of portable signs, tent signs, or strings of light bulbs not permanently mounted on a rigid background, except that one portable sign per business will be allowed next to the building in shopping areas where pedestrians circulate, so long as such portable sign is not placed in a parking lot or in any median, does not visually or physically obstruct vehicular or pedestrian circulation, and does not exceed 12 square feet in size and three feet in width;

(e) Are erected after adoption of this Code and do not comply with the provisions of this regulation;

(f) Do not comply with the laws, rules, and regulations of the State of Colorado as now or hereafter enacted and/or amended. See § 43-1-401 C.R.S., et seq.;

(g) Create a hazard for, or impede safe or efficient movement of, motorists or pedestrians;

(h) Are placed in whole or in part in, on or over any part of a public right-of-way, except where the sign is placed by a governmental entity. The Director has the authority to remove and dispose of any sign placed in or on or protruding into, onto or over any part of a public right-of-way without compensation to any person or entity; or

(i) Are interactive signs that are readable with normal vision from the public right-of-way. Interactive signs readable from the public right-of-way are prohibited because they distract drivers and pedestrians so as to constitute a significant safety risk.

21.10.030 Signs that Do Not Require a Permit

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

(a) One sign that is integral to or flush-mounted on a building or structure that is no greater than four square feet in area.

(b) A sign that is not illuminated, not digital or electronic, and not permanent in nature; for example, one that is planted into the ground or affixed to an object or structure by temporary means, does not have a foundation, is made of lightweight and thin materials such as a single sheet of plastic, thin metal, plywood or paper, except for wind driven signs and banners which are regulated separately in GJMC 21.10.040, and except for prohibited signs discussed in GJMC 21.10.020, with the following limitation:

(1) On a parcel of less than one acre, up to six such signs are allowed, so long as each sign is not greater than six square feet in area, except in that one of these signs may be up to 32 square feet in area when construction is occurring on a parcel or a subdivision of land is being developed.

(2) On a parcel of one acre or larger, up to six such signs per acre are allowed, so long as each sign is not greater than six square feet in area, except that one sign per acre can be up to 32 square feet in area.

21.10.040 Wind Driven Signs and Banners

(a) A banner permit shall be required prior to any use of wind driven signs or banners.

(b) Banners and wind driven signs shall meet all standards set forth in GJMC 21.10.070.

(c) Banners and wind driven signs may be displayed for a up to 30 consecutive days up to four times in a 12-month calendar year. Permit periods may run consecutively.

(d) All banners must be secured directly to the structure, fence, or post that is permanently affixed to the ground.

(e) All wind driven signs must be professionally made, must be in good repair and appearance, and must also be so located and installed so as not to pose a safety hazard for motorists or pedestrians. Such signs shall not be attached to any object located in the public right-of-way.

(f) In addition to other available penalties, failure to comply with the terms of a permit issued under this section shall result in the loss of a permit.

21.10.050 Nonconforming Signs

(a) All signage on site shall be brought into conformance with this Code prior to approval of any new Sign Permit on the property.

(b) Any nonconforming sign that has been damaged in excess of 50 percent of its replacement cost by fire, wind or other cause except vandalism shall not be restored without conformance with the provisions of this regulation.

(c) Sign face changes are allowed without a permit, including converting from static display to digital/electronic display, if no other changes are made to the sign size, height, or structure. Digital and electronic signs must comply with regulations governing such.

21.10.060 Digital or Electronic Sign Standards

(a) Purpose and Intent

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

(b) Brightness

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

Table 21.10-1: Measurement of Distance by Sign Area

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

(2) The measurement shall be conducted at least 30 minutes after sunset or 30 minutes before sunrise. Certification must be provided to the City upon installation that the sign has been preset to automatically adjust the brightness to these levels or lower. Re-inspection and recalibration may be periodically required by the City at the permitee's expense, to ensure that the specified brightness levels are maintained at all times.

(3) Interactive signs are prohibited.

(4) All new electronic display signs shall have photocell technology that will be used to dim the displays for appropriate nighttime viewing from dusk to dawn or when ambient light conditions warrant such changes.

21.10.070 General Requirements

(a) All Zone Districts

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

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

(2) Touching up, repainting, or changing existing letters, text, symbols, graphics, or other content is considered maintenance and repair and does not require a permit.

(3) Only a licensed sign contractor can obtain a Sign Permit.

(4) All signs shall be permanent in nature except for those nonpermanent signs allowed under GJMC 21.10.030.

(5) All exterior signs shall be engineered to withstand a minimum wind load of 30 pounds per square foot.

(6) No sign shall be placed on any curb, sidewalk, post, pole, hydrant, bridge, tree, or other surface located on public property including the posting of handbills except as expressly authorized by this section.

(7) Regardless of sign allowances by zone district, no single sign shall exceed 300 square feet in area.

(b) Sign Measurement

(1) The total surface area of one sign face of freestanding signs and projecting wall signs shall be counted as part of the maximum total surface area allowance. Sign enhancement features such as bases, pillars, and other decorative elements as part of monument signs shall not be counted as part of the maximum square footage of the sign, provided such features do not exceed the size of the sign face.

(2) The total surface area of all sign faces of roof signs shall be counted as part of the maximum total surface area allowance.

(3) For measurement of different shapes of signs, see the graphics below.

(4) The total surface area of three-dimensional figures shall be counted as part of the maximum sign allowance.

(5) The area of flush wall signs with backing or a background that is part of the overall sign display or when backed by a surface which is architecturally a part of the building shall be measured by determining the sum of the area of each square, rectangle, triangle, portion of a circle or any combination thereof which creates the smallest single continuous perimeter enclosing the extreme limits of each word, written representation (including any series of letters), logo or figure including all frames, face plates, nonstructural trim or other component parts not otherwise used for support.

(6) The area of a I sign shall be determined to be the sum of the area of each of the smallest perimeter enclosing the limits of each work and written or graphic representation, including letter, number, character, and/or logo used for advertising, offering, or merchandising a product, or for service identification. The area of a mural painted on a wall shall not be included in the sign area calculation.

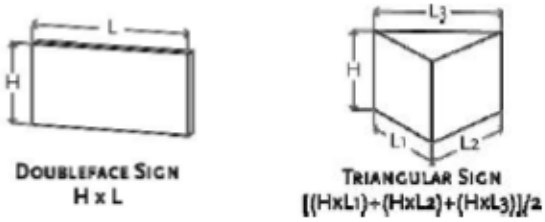


Figure 10.07-1 Sign Area Measurement

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

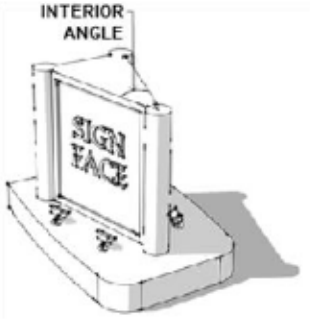


Figure 10.07-2 Sign Face Area Measurement

(c) Sign Illumination

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

(1) The light from any illuminated sign shall be so shaded, shielded and directed that the light intensity or brightness shall not be objectionable to surrounding areas.

(2) Neither the direct or reflected light from a light source shall create a traffic hazard to operators of motor vehicles on public thoroughfares or approaches to public thoroughfares.

(3) No exposed reflective type bulb or incandescent lamp, which exceeds 40 watts, shall be used on the exterior surface of a sign to expose the face of the bulb, light or lamp to any public street or adjacent property.

(4) Electrical service provided to illuminated signs may require an electrical permit from the Building Department.

(d) Identification and Marking

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

(1) Date the sign was erected; and

(2) Name of person, firm, or entity responsible for its construction and erection.

(e) Temporary Use Signs

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

21.10.080 Sign Standards by Zone District

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

(a) All Zone Districts

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

(b) Residential Zone Districts

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

(1) One permanent monument sign up to 32 square feet in area is allowed at a multifamily apartment/condominium building/complex and on each common area parcel that abuts a public right-of-way; for purposes of this subsection, "common area parcel" means a parcel that is owned by a homeowners' association for the benefit of all lot owners in a planned community, common interest community or condominium.

(2) For a nonresidential use in a Residential zone district, one sign not to exceed 24 square feet in area is allowed per street frontage.

(3) Location. Permitted signs may be anywhere on the property. If freestanding, the top shall not be over eight feet above the ground. If building-mounted, the sign shall be flush-mounted and shall not be mounted on a roof of the building or project above the roof line.

(4) Illumination. Indirect or internal illumination only shall be utilized for letter faces and/or logos.

(c) MU-1 District

(1) General

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

(2) Types Allowed

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

(3) Location and Size

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

(4) Illumination

Signs may be externally illuminated; no other illumination of signs is allowed. All lights used for illumination of signs shall be arranged so as to confine direct light beams to the lighted sign and away from adjacent residential properties and out of the direct vision of motorists

passing on adjacent streets. Illumination of signs shall comply with GJMC Chapter 21.11 and shall be limited to authorized business hours.

(5) Sign Area

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

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

(1) General

This section shall apply to the MU-2, MU-3, P-2, CG, I-OR, I-1, and I-2 zone districts.

(2) Types Allowed

Signs in the Mixed-Use and Industrial zone districts may include facade signs, flush wall signs, freestanding signs, projecting signs and roof signs. All signs allowed in Residential zone districts are also allowed in Mixed-Use and Industrial zone districts.

(3) Location and Size

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

(4) Illumination

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

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

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

(ii) Two square feet of sign area shall be allowed for each linear foot of building facade for facade signs, flush wall signs and roof signs. The measurement of a roof sign shall be based on the square footage of each sign face. Flush wall signs may extend up to 12 inches from the face of the building if the base of the sign is at least eight feet above ground level. (Show window signs in a window display of merchandise when incorporated with such display will not be considered part of the total sign allowance.)

(iii) On any building which allows facade signs, flush wall signs, roof signs, or projecting signs, a maximum of two of these types may be used. If a flush wall sign and roof sign are used, the sign allowance of two square feet per linear foot of building may be divided between the two types of signs. If either a flush wall sign or roof sign and a projecting sign are used, the allowance for the projecting sign shall be subtracted from the flush wall sign or roof sign allowance.

(iv) Roof signs shall be manufactured such that no guy wires, braces, or secondary supports shall be visible. Maximum height for roof signs shall be such that height of the structure and the sign together do not exceed the maximum height for the zone district.

(v) One sign that is flush-mounted on the rear facade of a structure that is no more than 16 square feet in area is allowed, which sign does not count toward the total sign allowance for the parcel or building (if there is more than one such sign, the other(s) shall count toward the total sign allowance).

(6) Projecting Signs

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

(7) Freestanding Signs

Freestanding signs shall comply with the following requirements:

(i) No more than one freestanding sign shall be permitted for any parcel for each street frontage. The sign allowance per frontage can only be used on that frontage and shall not be transferred to any other frontage, except where otherwise provided.

(ii) Maximum sign allowance shall be calculated by the linear front foot of property on a public street right-of-way in conformance with the following:

(A) Two traffic lanes: Maximum area of sign per face per front foot of property, three-quarters square foot; maximum height, 25 feet.

(B) Four or more traffic lanes: Maximum area of sign per face per front foot of property, one and one-half square feet; maximum height, 40 feet.

(iii) Signs may be installed at street right-of-way line. The sign face may project up to 72 inches into the right-of-way, if located 14 feet or more above grade, but shall not project closer than 24 inches to the back of the curb. If the existing street right-of-way width is less than that required in this Code, the distance shall be measured from the line of such right-of-way as required by this Code rather than from the existing right-of-way line. Ute and Pitkin Avenues shall be calculated using four lanes.

(iv) On a corner lot, a freestanding sign shall not be placed within the sight distance triangle, as defined in TEDS (GJMC Title 29), unless free air space is maintained as

provided in TEDS (GJMC Title 29). A single pipe support with no sign structure or copy shall not be considered a violation of the free air space requirement.

(v) In addition to freestanding signs as allowed above, up to two additional freestanding signs per street frontage, not greater than three square feet in area and no more than 30 inches in height, are allowed.

(vi) When electrical service is provided to freestanding signs, all such electrical service shall be underground.

(vii) All freestanding signs shall require a building permit in addition to a sign clearance.

(8) Flush wall or freestanding sign(s) with text so small as to not be readable with normal eyesight from a public right-of-way are allowed, so long as such sign does not exceed 32 square feet in area. Such signs shall not count toward the total sign allowance or the maximum freestanding sign allowance.

(e) Outdoor Advertising Signs

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

(1) Height Limitations

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

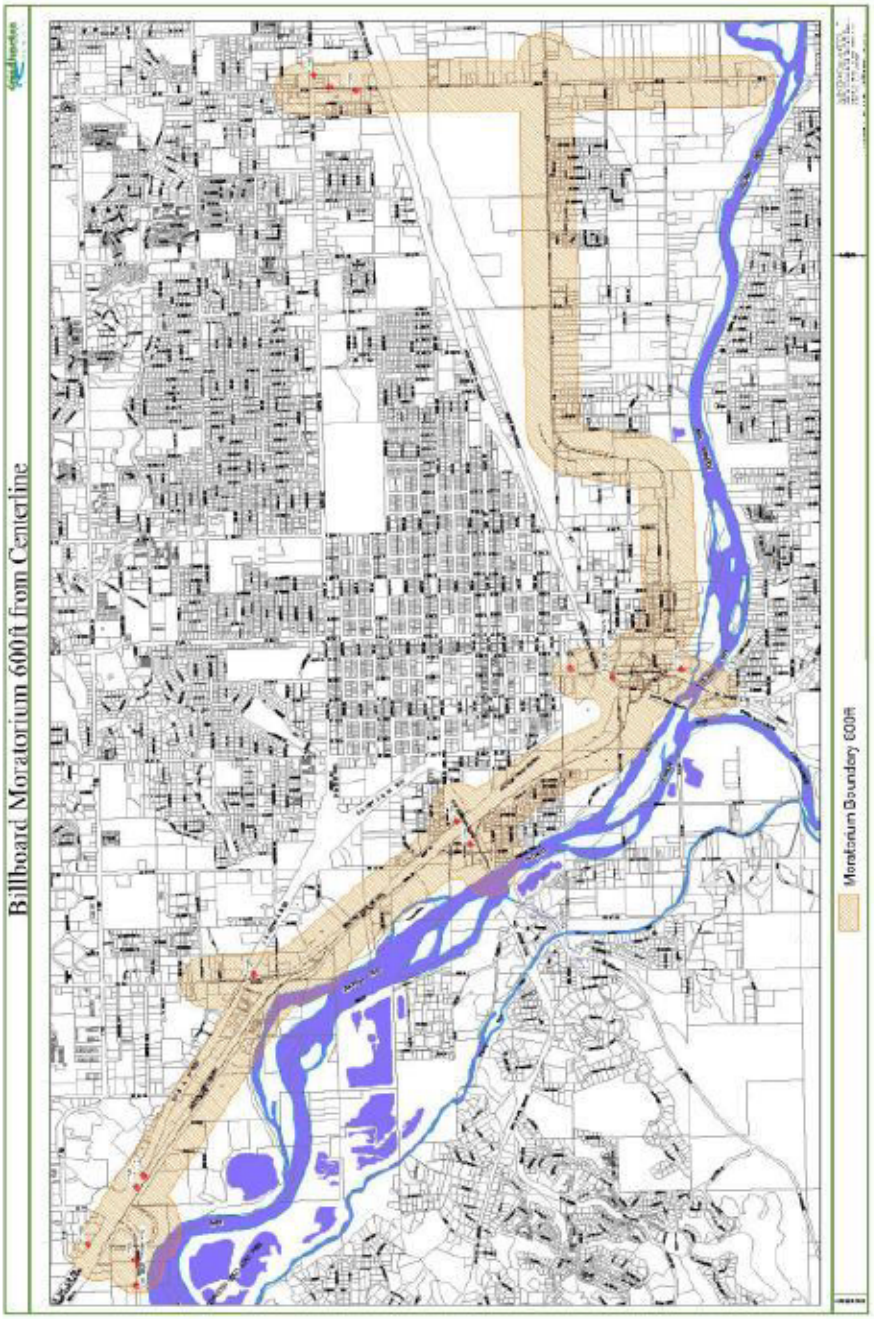
(2) Distance

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

(3) Location

(i) A sketch, drawn to scale, depicting the size and location of the proposed billboard shall be provided. The sketch shall be prepared by a licensed surveyor and shall indicate dimensions from the proposed billboard to the closest adjacent aliquot section line and shall include coordinates. The sketch shall also include the location of the proposed billboard to the nearest adjacent right-of-way line, if applicable. The sketch shall be signed and sealed by the surveyor.

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



(4) Illumination

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

(5) Prohibited Signs

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

(f) P-1 and P-2 Districts

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

(g) Planned Developments

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

(h) Sign Packages

A site or sites that consist of more than one developed parcel of land that are abutting and function as one through the sharing of vehicular access through, across, over, entrance onto, and/or exit from the site and/or parking (such as a shopping center) may be considered for a sign package through a sign package permit. Variance of the maximum total sign allowance shall not be permitted, but the maximum sign allowance for the entire site or sites may be aggregated and the total allowance redistributed for the same type of sign. For example, freestanding sign allowance may be redistributed among freestanding signs, but a freestanding sign allowance may not be redistributed for a facade sign. See GJMC 21.02.040(i).

21.10.090 Removal and Disposition of Signs

(a) Maintenance and Repair

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

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

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

(b) Abandoned Signs

(1) Signs are allowed on otherwise vacant property so long as a permit is obtained (unless a permit is otherwise expressly not required) and so long as the sign allowance for the zone district is adhered to. However, a sign structure that has no content or is "blank" and has fallen into disrepair and which is located on property which is unoccupied for a period of 12 consecutive months or more shall be deemed abandoned.

(2) An abandoned sign is prohibited; the owner of the sign or the owner of the premises shall remove the sign and supporting structure. An abandoned sign which is not removed in a timely manner may be removed by the Director under the provisions of this section.

21.10.0100 Regulated Cannabis Business Signage and Advertising

(a) General

(1) All signs and advertising for regulated cannabis stores shall comply with all applicable provisions of the Colorado Marijuana Code, any regulations adopted pursuant thereto, the provisions of this chapter and of Chapter 5.13 GJMC, and the City's ordinances and regulations regarding signs and advertising.

(2) No sign shall use the terms "pharmacy," "pharmacist," "pharmaceutical," "rx," or any other similar variation of such terms as its corporate, business, or "doing business as" name, so as to prevent a reasonable person from concluding such business is involved in the practice of pharmacy, as regulated by Pharmaceuticals and Pharmacists, C.R.S. Article 22 of Chapter 12. Additionally, no regulated cannabis stores may use any of the above terms or any similar variation thereof in any of its signs, placards, promotional, or advertising materials. Additionally, no signs that mimic or allude to pharmacy or medical related symbols, including but not limited to medical style crosses regardless of proportions or colors, shall be used or displayed in nonmedical regulated cannabis stores.

(3) No sign shall include advertising material that is misleading, deceptive, or false or that, as evidenced by the content of the advertising material or by the medium or the manner in which the advertising material is disseminated, is designed to appeal to persons under 21 years of age.

(b) Maximum Sign Dimensions

(1) For properties that lie within an existing overlay district regulated by GJMC Title 22, 24, 25, 26, or 27 the specific regulations within the overlay shall apply.

(2) For all other properties within the City, only flush wall mounted signs or monument signs shall be allowed. Maximum sign allowances shall be calculated according to the provisions of this chapter and subject to the following limitations:

(i) Maximum height: 20 feet; and

(ii) Maximum area: 150 square feet per sign face.

(c) Signs Not Requiring a Permit

Signs and advertising not requiring a permit include:

(1) Sign-wavers or other natural persons standing in the public. No regulated cannabis stores shall advertise with sign-wavers or other natural persons within the buffering distances from specified land uses as provided in GJMC 21.04.030(d)(8)(iii).

(2) Any advertisement contained within a newspaper, magazine, or other periodical of general circulation within the City or on the internet, which may include coupons.

(3) Any nonconsumable merchandise or accessories.

(4) A booth at an adult event or job fair where the only items distributed are company or educational materials and no other items are distributed, shown, or sold.

(5) Business cards within the business or handed directly to an individual who is over the age of 21.

(6) Showing a government-issued verification of age or military status, or registration for a charitable event, or similar item the showing of which, without providing a separate printing to the business, entitles the holder to a discount for a particular product or service.

(7) Company materials and educational materials distributed inside the cannabis business.

Chapter 21.11 Outdoor Lighting

21.11.010 Purpose

The purpose of this section is to:

(a) Minimize light pollution, light trespass, and glare;

(b) Conserve energy and resources;

(c) Provide safe roadways for motorists, bicyclists, and pedestrians;

(d) Promote wildlife habitation and migration by minimizing light pollution into and adjacent to habitat areas;

(e) Ensure sufficient lighting can be provided where needed to promote safety and security; and

(f) Protect and reclaim the ability to view the night sky.

21.11.020 Applicability

(a) Applicability

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

(b) Exemptions

The following are exempt from this section:

(1) Luminaires with lamps of 100 watts or less on residential structures in Residential zone districts existing prior to April 5, 2010;

(2) Emergency lighting used by police, fire fighting, or medical personnel, or at their direction;

(3) Traffic control devices and luminaires on these devices installed by the City or other governmental entity;

(4) Navigational lighting systems at airports and other lighting necessary for aircraft safety;

(5) Holiday lighting and seasonal decorations using typical unshielded low-intensity incandescent lamps; and

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

21.11.030 Prohibited Lighting

The following types of outdoor lighting are prohibited:

(a) Any lighting that could interfere with the safe movement of motor vehicles, bicycles, or pedestrians on public or private streets;

(b) Searchlights and rotating beacons;

(c) Laser, strobe, and or flashing light sources or any similar high intensity light for outdoor advertising or entertainment;

(d) Mercury vapor and low-pressure sodium lighting;

(e) Upward-directed lighting that allows spillage into the sky; and

(f) Tower lighting, unless required by the Federal Aviation Administration (FAA).

21.11.040 Lighting Plan Required

A lighting plan shall be submitted for all uses that require the submittal of a Major or Minor Site Plan review as set forth in GJMC 21.02.040(k).

21.11.050 General Standards

(a) Lighting Types and Efficiency

(1) LED or other high efficiency light fixtures shall be used to the maximum extent practicable.

(2) All light fixtures shall generate at least 80 lumens per watt of energy consumed, as shown on the manufacturers' specifications for the fixture.

(3) All exterior lighting shall have a correlated color temperature (CCT) below 3,001 Kelvin degrees. The CCT of lighting may exceed 3,000 Kelvin if the Director determines that accurate color rendition is crucial to public safety, which shall be reasonably given. In no case shall the CCT of such lighting exceed 5,000 Kelvin.

(b) Lighting Height

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

(c) Shielding and Light Trespass

(1) All light fixtures shall be aimed and shielded so that the direct illumination shall be confined to the property boundaries of the light source. Lighting shall not be aimed onto adjacent properties, except in cases of shared parking, shared pedestrian pathways, or for coordinated development sites spanning multiple parcels.

(2) Lighting fixtures shall not be directly visible from adjacent roadways or residential uses and shall not interfere with the safe operation of vehicles moving on or near the site.

(3) Light sources shall be concealed or shielded with luminaires with cut-offs with an angle not exceeding 90 degrees to minimize the potential for glare and unnecessary diffusion on adjacent properties.

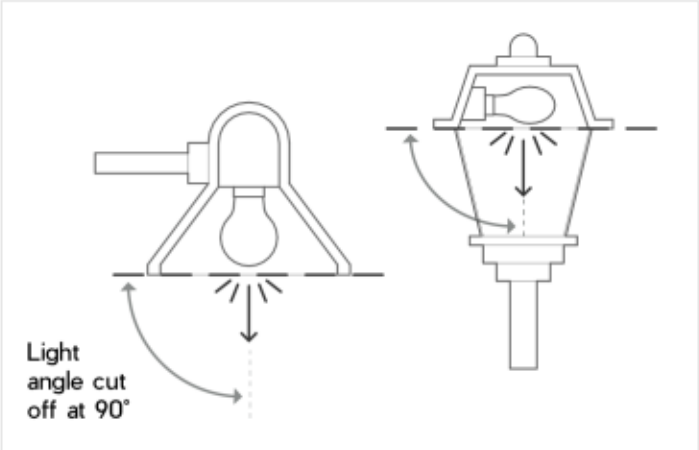


Figure 11.05-1 Light Shielding

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

(d) Lighting Output Levels

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

Table 21.11-1: Lighting Level Requirements		
Area	**Minimum (footcandles)**	**Maximum (footcandles)**
Building Entries (Nonresidential)	1.0	10.0
Bicycle Paths and Pedestrian Walkways	0.6	10.0
Loading and Unloading Platforms	5.0	20.0
Parking Areas	0.6	10.0
Playgrounds	5.0	10.0
Under-Canopy Areas	5.0	20.0

(e) Lighting Controls

(1) Floodlights shall not be used to light all or any portion of any building facade between the hours of 10:00 p.m. and 6:00 a.m.

(2) All exterior lighting not necessary for security purposes shall be reduced, activated by motion sensor devices, or turned off during non-operating hours. Any illumination between 10:00 p.m. and sunrise shall use full cutoff light fixtures and be reduced to levels sufficient for security purposes only.

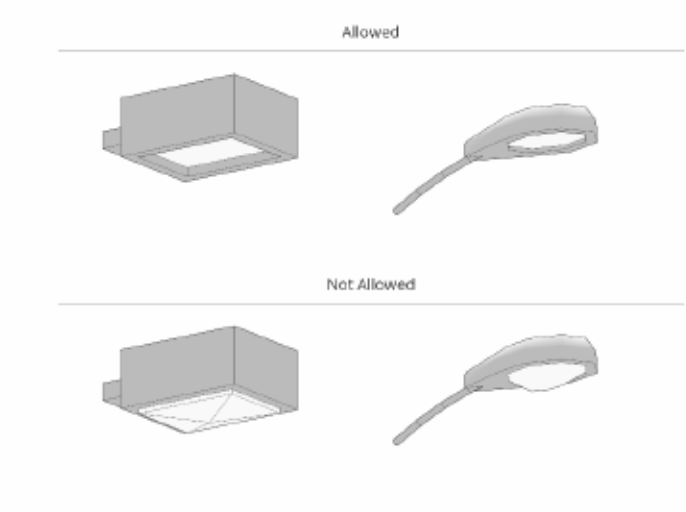


Figure 11.05-2 Full Cutoff Light Fixtures

21.11.060 STANDARDS FOR SPECIFIC LIGHTING TYPES

(a) Parking Areas

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

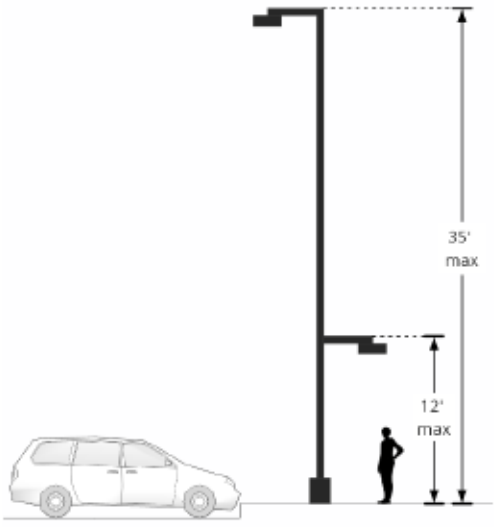


Figure 11.06-1 Parking Lot Lighting Height

(2) The total lighting output in parking areas shall meet the requirements set forth in Table 21.11-1 above.

(b) Canopy Lighting

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

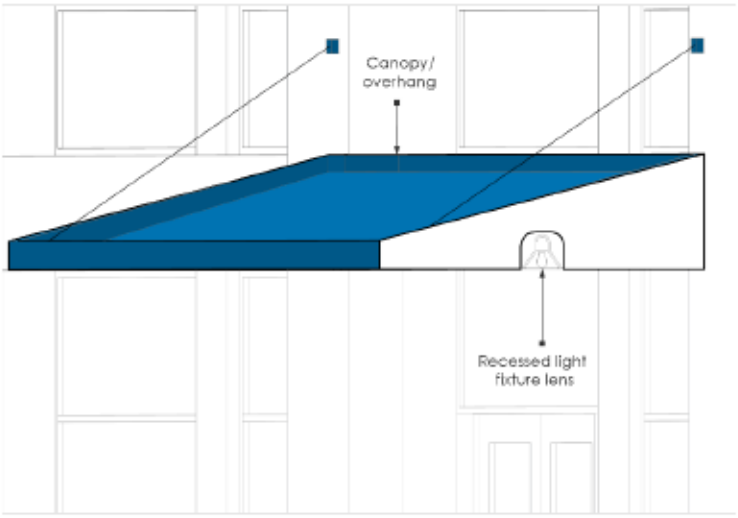


Figure 11.06-2 Canopy Lighting

(2) The total lighting output of canopies shall meet the requirements set forth in Table 21.11-1 above.

(c) Pedestrian-Scale Lighting

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

(1) The lighting fixture shall direct light downward;

(2) The lighting fixture shall use shatterproof lamp coverings;

(3) The lighting fixture shall not be located to present hazards for pedestrians or vehicles; and

(4) Post or bollard-type lights shall be mounted no higher than four feet above grade.

Chapter 21.12 Nonconformities

21.12.010 Nonconformities in General

(a) Continuation

A nonconformity may be continued in accordance with the appropriate provisions in this chapter.

(b) Types of Nonconformity

There are several types of nonconformities that may exist, as follows:

(1) Nonconforming uses (GJMC 21.12.020).

(2) Nonconforming structures (GJMC 21.12.030).

(3) Nonconforming sites, including parking, landscaping, and screening/buffering (GJMC 21.12.040).

(4) Nonconforming lots (GJMC 21.12.050).

(5) Nonconforming signs (GJMC 21.10.050).

(c) Evidence of Status

Evidence of the status of a nonconforming use shall be supplied by the owner of the property upon request of the Director.

(d) Abandonment

The following standards apply to abandoned nonconformities. Evidence of intent to abandon is not required.

(1) Nonresidential Nonconformities

A nonconforming use or structure that has been discontinued for any 12-month period for whatever reason shall be considered to be abandoned and shall not be reestablished. Any use or structure on the property after that time shall conform to all provisions of this Code.

(2) Residential Nonconformities

(i) A nonconforming residential use, other than a single-family dwelling, that has not been occupied for a continuous period of 12 months, for whatever reason, shall be considered to be abandoned and shall not be reoccupied except in conformance with all applicable provisions of this Code.

(ii) A nonconforming single-family dwelling that has not been occupied for a continuous period of 12 months or longer shall not be considered to be abandoned and may be reoccupied at any time provided the structure has not been changed, legally or illegally, to a nonresidential use or multiple-unit residential use.

(iii) Removal of a nonconforming mobile home or manufactured home, not in a mobile home park, from its foundation or pad for a continuous period of 12 months shall constitute abandonment of the use and placement of a new unit must comply with the provisions of this Code.

(e) Time Extensions

The Zoning Board of Appeals may permit one extension of up to 12 additional months to the time periods for abandonment, obtaining a building permit or completing construction, provided the applicant can demonstrate circumstances out of their control have prevented a good faith attempt to reestablish or rebuild the nonconforming use and/or structure. Such circumstances may include the health of the applicant, court proceedings, failure to reach an insurance settlement, acts of God, or similar hardships.

(f) Variance

The Zoning Board of Appeals may vary the provisions of this chapter. Application and processing shall be in accordance with the provisions of GJMC 21.02.050(p).

21.12.020 Nonconforming Uses

(a) Continuation

A lawful use made nonconforming by the adoption of this Code or other City ordinances may continue only for so long as such use is not abandoned, expanded, increased, or changed, except as provided in this section.

(b) Nonresidential Uses

(1) Expansion

In a nonresidential zone, on a parcel of land on which there exists an otherwise lawful nonconforming use, an existing structure and/or an outdoor operations/storage/display area may be expanded provided all other provisions of this Code are met. Nonconforming use shall not be expanded in any Residential zone district.

(2) Change of Use

No use shall be changed to a conforming use until the Director has determined that the requirements of the zone district will be met. The Director may approve a different use, provided such use is deemed by the Director to be less intense than the existing use. Prior to approval, the Director shall determine that traffic generation and parking requirements for the new nonconforming use are less than what was required for the existing use. No change to a more intense nonconforming use is allowed.

(3) Destruction

A nonconforming nonresidential use that is damaged may be reestablished following approval by the Director in accordance with the following:

(i) A use may only be reestablished within a conforming structure.

(ii) All restorative and other work must conform to adopted building codes.

(iii) A building permit must be issued within two years from the date of the damage.

(iv) The certificate of occupancy (or other final inspection) must be issued as provided by adopted codes.

(c) Residential Uses

A "nonconforming residential use" is a structure which contains more dwellings than allowed by the zone or is a dwelling located in a nonresidential zone that does not permit residential uses.

(1) Expansion

In all zone districts, a residential use may be expanded by up to 20 percent of the gross floor area as it existed on April 5, 2010, if no additional dwelling units are created and all other provisions of this Code are met. Accessory structures for a nonconforming residential use such as a garage or storage shed shall be allowed if the provisions of GJMC 21.04.040 are met. Accessory dwelling units shall not be permitted.

(2) Destruction

Nonconforming residential uses that are damaged may be reestablished in accordance with the following:

(i) All portions of the structure being restored are not and were not on or over a property line;

(ii) The number of dwelling units does not increase;

(iii) All construction is in compliance with current construction codes, such as the fire and building codes;

(iv) A Building Permit is obtained within one year from the date of the damage; and

(v) The Certificate of Occupancy (or other final inspection) is issued within two years of the issuance of the building permit.

21.12.030 Nonconforming Structures

(a) Continuation

A lawful structure as of April 5, 2010, that is nonconforming due solely to failure to meet the dimensional standards or performance standards pertaining to a structure and criteria of the underlying zone may be used for any purposes permitted in the zone so long as the use is in conformance with the provisions of this section.

(b) Maintenance and Restoration

A nonconforming structure may be maintained or restored provided no expansion of the nonconformity occurs. The cost of the maintenance, restoration or remodeling shall be as shown on the approved building permit application and the current fair market value of the existing structure shall be based on improvement value as determined by the Mesa County Assessor or an appraisal performed by a certified general appraiser licensed to do business in the State of Colorado utilizing the "cost" approach. This appraisal shall be performed at the applicant's expense. The Mesa County Assessor's appraisal may be used if not more than 12 months old.

(1) Maintenance, restoration, or remodeling projects that cost 25 percent or less of the current fair market value of the structure shall not require any correction to existing nonconforming parking, landscaping or screening/buffering other than what may be required by fire and building codes.

(2) Maintenance, restoration, or remodeling projects that cost more than 25 percent, but less than 75 percent, of the current fair market value of the structure shall require a corresponding percentage increase in compliance with the landscaping requirements of this Code until the site achieves 100 percent compliance. For example, if a site has only 20 percent of the required landscaping and the cost of the remodeling is 30 percent of the value of the building, then 30 percent of the required landscaping shall be provided.

(3) Maintenance, restoration, or remodeling projects that cost 76 percent or greater of the current fair market value of the structure shall require 100 percent compliance with the landscaping requirements of this Code.

(4) Maintenance, restoration, or remodeling projects that require an increase in landscaping shall have up to 24 months after the issuance of a certificate of occupancy (or other final inspection) to install the required landscaping and related improvements. A Development Improvements Agreement (DIA) with financial security shall be required for the cost of all landscaping materials and improvements, including the irrigation system. See GJMC 21.02.030(h)(3).

(5) Properties that are physically constrained from complying with these provisions shall comply to the maximum extent practical as determined by the Director using the following criteria:

(i) Is the general intent of the requirement being met by the applicant, such as landscaping along the site frontage, even if some of it is in the right-of-way?

(ii) Are there other upgrades, amenities, or public benefits being provided, such as upgrades to building facade, relocating landscaping on site, increasing plant sizes and/or planting density, public art, etc.?

(iii) Will the proposed deviation result in a safe, efficient condition?

(iv) What other alternatives have been considered that would meet the current standards?

(c) Expansion

A nonconforming structure may be expanded; provided, that no increase in the structural nonconformity occurs. For example, an addition may be constructed, provided it meets the dimensional requirements for the zone. If the expansion results in an expansion of the nonconforming use, then see GJMC 21.12.020(b)(1) and 21.12.020(c)(1).

(d) Destruction

(1) A nonconforming residential structure which is damaged may be restored within the existing footprint; provided, that:

(i) All portions of the structure being restored are not on or over a property line;

(ii) All construction is in compliance with current construction codes, such as fire and building codes;

(iii) A building permit is obtained within 12 months from the date of the damage;

(iv) The certificate of occupancy (or other final inspection) is issued within one year of the issuance of the building permit.

(v) If damage exceeds 50 percent or more, restoration or improvement shall not be permitted unless the restoration results in a structure and site conforming to all applicable requirements of this Code.

(2) A nonconforming nonresidential structure which is damaged to 50 percent or less of its fair market value, based on a market appraisal performed by a certified appraiser, may be restored within the existing footprint; provided, that:

(i) All portions of the structure being restored are not on or over a property line;

(ii) All construction is in compliance with current construction codes, such as fire and building codes;

(iii) A Building Permit is obtained within 12 months from the date of the damage;

(iv) The Certificate of Occupancy (or other final inspection) is issued within one year of the issuance of the building permit.

(v) If damage exceeds 50 percent or more, restoration or improvement shall not be permitted unless the restoration results in a structure and site conforming to all applicable requirements of this Code.

(e) Signs

This section shall not apply to nonconforming signs (see sign regulations, GJMC 21.10.050.

21.12.040 Nonconforming Sites

(a) Continuation

A parcel of land existing as of April 5, 2010, that is nonconforming due solely to failure to meet the parking, landscaping, or screening/buffering standards may be used for any purposes permitted in the zone so long as the use is in conformance with the provisions of this section.

(b) Maintenance and Restoration

A nonconforming site may be maintained or restored provided no expansion of the nonconformity occurs unless the expansion occurs in conformance with this section.

(c) Expansion

Additions to structures or additional paving, parking or outdoor storage on nonconforming sites shall require correction of existing nonconforming parking, landscaping, and screening/buffering.

(1) Redevelopment or expansion which results in a 65 percent or greater increase of the gross square footage of the existing structure, outdoor operations/storage/display, paving, or parking areas requires the entire property to meet all of the landscaping and screening/buffering requirements of this Code. The increase may be to only one of the gross square footage areas or a combination of increases of the gross square footage areas which result in an overall increase of 65 percent or greater. (For example, if the gross square footage area of the structure increases by 50 percent and the outdoor storage gross square footage area increases by 20 percent, then the overall increase is 70 percent and the entire property shall be required to meet all landscaping and screening/buffering requirements of this Code.)

(2) Redevelopment or expansion which would result in less than a 65 percent increase of the gross square footage of the existing structure, outdoor operations/storage/display, paving or parking areas shall require a corresponding percentage increase in compliance for landscaping and screening/buffering requirements of this Code until the site achieves 100 percent compliance. (For example, if the gross square footage area of the structure increases by 10 percent and the outdoor storage gross square footage area increases by 15 percent, then the overall increase is 25 percent and the site contains only 50 percent of the required landscaping, 25 percent of the required landscaping for the entire site must be provided, thereby bringing the site to 75 percent of the total required.) Existing landscaping on the site shall be retained or replaced but shall not count toward the required percentage of new landscaping.

(3) Redevelopment or expansion that necessitates an increase in the number of parking spaces shall be required to provide 50 percent of the required parking spaces for the additional floor area in accordance with this Code. The additional parking area shall comply with all associated landscaping and drainage requirements of this Code.

(4) The conversion of nonconforming commercial and/or residential structures and sites to condominiums shall not require that the site be brought into compliance with parking, lighting, and landscaping requirements of this Code.

(5) Properties that are physically constrained from complying with these provisions shall comply to the maximum extent practicable as determined by the Director using the following criteria:

(i) Is the intent of the requirement being met by the applicant, such as landscaping along the site frontage, even if some of it is in the right-of-way?

(ii) Are there other upgrades, amenities, or public benefits being provided, such as upgrades to building facade, relocating landscaping on site, increasing plant sizes and/or planting density, public art, etc.?

(iii) Will the proposed deviation result in a safe, efficient condition?

(iv) What other alternatives have been considered that would meet the current standards?

(d) Change of Use

(1) Changes of use that necessitate an increase in the number of parking spaces shall be required to provide the difference between the required parking for the prior use and that required for the proposed use in accordance with this Code. Where this calculation results in the addition of less than five spaces, no additional spaces shall be required. Any additional parking area shall comply with all associated landscaping and drainage requirements of this Code.

(2) New outdoor operations/storage/display uses require that the entire lot or parcel meet all requirements of this Code.

(e) Destruction

(1) A nonconforming residential structure which is damaged may be restored within the existing footprint; provided, that: all portions of the structure being restored are not and

were not on or over a property line; all construction is in compliance with current construction codes, such as the fire and building codes; a building permit is obtained within six months from the date of the damage; and the certificate of occupancy (or other final inspection) is issued within one year of the issuance of the building permit. If damage exceeds 50 percent or more, restoration or improvement shall not be permitted unless the restoration results in a structure and site conforming to all applicable requirements of this Code.

(2) A nonconforming nonresidential structure which is damaged to 50 percent or less of its fair market value, based on a market appraisal performed by a certified appraiser, may be restored within the existing footprint; provided, that: all portions of the structure being restored are not and were not on or over a property line; all construction is in compliance with current construction codes, such as the fire and building codes; a building permit is obtained within six months from the date of the damage; and the certificate of occupancy (or other final inspection) is issued within one year of the issuance of the building permit. If damage exceeds 50 percent or more, restoration or improvement shall not be permitted unless the restoration results in a structure and site conforming to all applicable requirements of this Code.

21.12.050 Nonconforming Lots/Parcels

A lot or parcel of land with an area less than prescribed in the applicable zone may be used for any purpose permitted in the zone if:

(a) The owner is able to demonstrate to the satisfaction of the Director that the parcel was lawful at the time it was created; and

(b) The use meets all other regulations prescribed for the zone prior to occupancy or use.

Chapter 21.13 Violations and Enforcement

21.13.010 Director

The Director may delegate enforcement authority, duties, and powers pursuant to this Code.

21.13.020 Inspection

The Director may enter or inspect any building, structure, lot, parcel, or property to ensure compliance with the provisions of this Code as follows:

(a) Inspections shall be carried out during business hours unless the Director determines that an emergency exists.

(b) Entry onto those portions of private property which are not open to the public, business invitees, and others for the purpose of conducting the owner's business shall be made only after contact with the owner of the premises, whose permission for the inspection should be obtained.

(c) Application for any approval, development, or project constitutes permission to inspect all of the property including structures relating to the application.

(d) Failing permission from the owner, no inspection of private portions of property shall be undertaken without an order from the Municipal Court or another court of competent jurisdiction.

21.13.030 Code Violations and Enforcement

The remedies provided for violation of any provision of this Code, whether civil or criminal, shall be cumulative and be in addition to any other legal or equitable remedy. Except as otherwise provided, any development or use which is initiated or maintained or is not in compliance with the provisions of this Code is prohibited and shall be an "unlawful" development or use.

21.13.040 Continuing Violations

Each day that a violation of any provision of this Code exists, occurs, or remains uncorrected shall constitute a separate violation.

21.13.050 Civil Remedies and Enforcement Powers

(a) Stop Work

Upon a finding that any of the following conditions exist, all activities taken pursuant to such a permit or development application shall immediately cease, and no person shall continue construction or make use of or maintain any activity pursuant to such approval if:

(1) The applicant fails to satisfy any condition of the approval;

(2) The applicant fails to timely complete all work and construction set forth in a Development Improvements Agreement. If no time limit for satisfaction of conditions is specified in the

original or revised approval of the application, the time shall be presumed to be one year from the date of approval; or

(3) The applicant fails to fulfill any promise made in writing or at any public hearing.

(b) Withhold Permit

The Director, for any unlawful use or development, may:

(1) Deny or withhold any permit, certificate, or other form of authorization to use or develop any land, structure, or improvements thereon. This provision shall apply regardless of whether the current owner or applicant is responsible for the violation.

(2) Revoke any development permit or other authorization when the Director determines:

(i) That there is departure from the plans, specifications, or conditions as required under terms of the permit or other authorization;

(ii) That the development permit was procured by false representation or was issued by mistake; or

(iii) That any of the terms, conditions or provisions are being violated or reasonably believed to be violated. Written notice of revocation shall be served upon the owner, the owner's agent, or contractor that such permit was issued to or notice may be posted in a conspicuous or prominent location at the place of violation.

(3) With or without revoking permits, stop work on a property where there is a violation of a provision of this Code or of a permit or other form of authorization issued hereunder.

(4) Upon notice to the applicant the Director may petition the Planning Commission to, at public hearing, revoke the plan or other approval or condition its continuance on strict compliance with this Code, the provision of a financial guarantee or other security to ensure that construction is completed in compliance with approved plans or such other conditions as the Planning Commission may reasonably impose.

(5) Initiate injunctive relief or abatement proceedings or other appropriate legal action in Municipal Court or another court of competent jurisdiction against any person who fails to comply with any provision of this Code or any requirement or condition imposed pursuant to this Code. The Director shall act to prevent, enjoin, abate, or terminate violations.

(6) Seek a court order in the nature of mandamus, abatement, injunction prohibition or other action or proceeding to abate or remove a violation or to otherwise restore the premises in question to the condition in which they existed prior to the violation.

(c) Civil Penalty

(1) Any person who fails to comply with any provision of this Code shall be subject to a civil penalty of not less than $100.00 or more than $1,000 for each offense.

(2) Each day that a violation exists shall constitute a separate offense; however, the maximum civil penalty that may be imposed, even in circumstances where there are multiple and continuing offenses, shall be $10,000.

(3) Every such action shall be brought before the Municipal Court of the City. The Municipal Court shall have original jurisdiction to hear and decide such cases.

(4) The City is entitled to recover judgment against any person failing to comply with any provision of this Code for reasonable attorney's fees in an amount determined by the Municipal Court.

(5) The City, its officers and employees may initiate an action under this section, but neither the City nor its officers or employees shall be liable for any claim or cause of action.

(d) Other Remedies

The City shall have such other powers and remedies as are and as may be provided by Colorado law for the violation of this or any duly and lawfully enacted code.

(e) Continuation

Nothing in this Code shall prohibit the continuation of enforcement actions undertaken by the City pursuant to previous lawful and valid ordinances, laws, rules, or regulations.

21.13.060 Criminal Penalty

A violation of any provision of this Code or any requirement or condition imposed pursuant to this Code, including violations of standards and requirements adopted by reference, shall be a misdemeanor. Upon conviction, any person found in violation shall be punished by a fine of not more than $1,000 or by imprisonment for not more than one year or by both fine and/or imprisonment, for each violation. Each person violating this Code or any requirement or condition imposed pursuant to this Code, whether the person directly commits the act or aids or abets the same, whether present or absent, may be prosecuted and punished as a principal.

21.13.070 Enforcement Procedures

(a) Nonemergency Matters

(1) For violations of this Code that do not constitute an emergency, the Director shall give notice of the general nature of the violation to the property owner, agent, occupant, or any applicant for any relevant permit in a manner reasonably calculated to afford notice.

(2) Enforcement action shall be stayed for a period of 10 days after notice, as provided in this section, has been posted on the property, mailed to the last known owner of the property or been hand delivered. Lack of personal notice shall not defeat any enforcement action.

(3) Notice may be given in person, by United States mail, or by posting notice on the premises.

(4) Notice of violation shall state the nature of the violation and the time period for compliance and may state the corrective steps necessary and the nature of subsequent penalties and enforcement actions should the situation not be corrected.

(5) Notices are deemed to run with the land and may be recorded by the Director in the Mesa County land records.

(6) Notices of violation are effective for 12 months from the date of issue.

(b) Emergency Matters

For violations of this Code, actual or alleged, that constitute an emergency as determined by the Director, City Council, City Manager, or declaration of the county, state or federal government, the City may use the enforcement powers available under this chapter without prior notice.

21.13.080 Continued Compliance

Once constructed, the owner and developer shall be treated as an association (unless otherwise formed) and shall be liable for and responsible to maintain the development in substantial compliance with City regulations, approved plans, and conditions. Failure to achieve substantial compliance including, but not limited to, the replacement of required plant materials that have died or are diseased, shall constitute a violation of this Code and may be enforceable by the City in Municipal Court subject to the provisions of this chapter.

21.13.090 Enforcement and Revocation

In accordance with the provisions of this chapter, the Director may revoke any permit for failure to comply with the conditions of the permit or failure to comply with any provision of this Code, or if any information, statement, or documents supplied by or on behalf of an applicant are false, misleading or omit any material fact or information.

(a) Revocation of Permit or Approval

(1) Director Duties

If the Director determines there are one or more reasons to revoke a development permit or approval, he/she shall revoke such permit or approval. Any appeal of the Director's decision shall be heard by the Zoning Board of Appeals in accordance with GJMC 21.02.010(c).

(2) Notice and Hearing

Notice and hearings for a revocation are the same as for the original application.

(3) Decision and Appeals

A decision to revoke a development permit shall become effective immediately. After revocation of any permit or approval, any activities continuing pursuant to such permit or approval shall be deemed to be in violation of the Code.

(4) Right Cumulative

The Director's right to revoke any approval, development permit, or other privilege or right shall be cumulative to any other remedy.

Chapter 21.14 Measurements and Definitions

21.14.010 MEASUREMENTS

(a) Density/Intensity

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

(1) Maximum Residential Density

(i) "Maximum residential density" means the number calculated by dividing the total number of dwelling units or residential lots, by the gross acreage expressed in square feet or acres of the development property.

(ii) Gross land area includes the entire parcel or property at the time a development application is filed.

(A) The "gross residential density" is calculated the same as maximum residential density.

(B) In the R-4 through R-24 zone districts, for the purpose of calculating density on parcels smaller than five acres, one-half of the land area of all adjoining rights-of-way may be included in the gross lot area. The area of the right-of-way shall not be included to determine compliance with the minimum lot area requirements.

(C) In RH-16 and RH-24, for purpose of calculating density on any parcel, one-half of the land area of all adjoining rights-of-way may be included in the gross lot area

(2) Minimum Residential Density

(i) This calculation applies to the term "net minimum residential density" as used in this Code. "Minimum residential density" means the number calculated by dividing the total number of dwelling units or residential lots by the net developable land area of the development parcel. "Net developable land area" means all portions of the parcel at the time a development application is filed, minus the following if they are to be left as open space:

(A) Floodways and floodplains;

(B) As defined by the Clean Water Act: wetlands, surface waters, stream, and river channels, banks, and corridors;

(C) Slopes of greater than 30 percent or other areas of unstable soils that are not suitable for development;

(D) Clear zone districts and critical zone districts;

(E) Open space or recreation areas to be dedicated to a public agency or to a private entity approved by the Director to perpetually maintain the open space;

(F) Ridgeline setback areas in excess of any required setbacks;

(G) Areas of geologic hazards; and

(H) Other areas that, in the opinion of the body reviewing the development, are similarly unsuitable for development.

(3) Transitional Densities

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

(4) Other Residential Density

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

(5) Application of Density/Intensity Definitions

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

(i) Minimum density requirements shall not apply to a simple subdivision if one or more lots can reasonably be resubdivided or developed in a manner that complies with the minimum density and other requirements of this Code;

(ii) There shall be no minimum density requirement applicable to a major subdivision if all but two of the resulting lots comply with the minimum density requirements and at least one of the two lots that do not comply can reasonably be resubdivided or developed in a manner that complies with the minimum density and other requirements of this Code and no other development is allowed; and

(iii) A mix of residential and nonresidential uses.

(6) Mixed Use Density/Intensity

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

(i) Mixed-Use Lot

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

(ii) Mixed Use Subdivision

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

(b) Distances

Unless otherwise specified, separation distances shall be calculated as a radial buffer extending from property lines of the use to be buffered (i.e., 'as the crow flies').

(1) Cannabis Operation Separation

The separation distance shall be computed by direct measurement from the nearest property line of the land use to the nearest portion of the building or unit in which the regulated cannabis is to be sold, using a route of direct pedestrian access, measured as a person would walk safely and properly, without trespassing or utilizing alleys, following striping or parking patterns or on-site designated pedestrian routes, with right angles at crossings and with the observance of traffic regulations and traffic signals.

(c) Lot and Site Measurements

(1) Frontage

(i) Lot frontage is measured as the distance for which a lot abuts a street.

(ii) Street frontage is measured between side lot lines along the front lot line.

(iii) When a lot fronts on more than one public street, one side shall be designated by the property owner or applicant as the front. This will be used for the purposes of determining setbacks, street orientation, and other similar measurements. Where a lot abuts more than two public streets, the applicant and Director will determine location of front and identification of other sides for setback purposes based on existing or anticipated site context.

(2) Lot Area Measurement

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

(3) Lot Coverage

(i) Lot coverage is measured as the percentage of the total lot area covered by structures. It is calculated by dividing the square footage of structure coverage by the square footage of the lot.

(ii) The following shall be counted as structures for purposes of determining lot coverage:

(A) Areas covered by swimming pools;

(B) Areas covered by structures with a roof; and

(C) Structures that are more than six feet tall and enclosed on three or more sides with walls that are less than 25 percent open.

(4) Lot Width

Lot width is measured between side lot lines along the front lot line.

(5) Setbacks

(i) Measurement

(A) Setbacks are measured as the unobstructed unoccupied open area between the furthermost projection of a structure and the property line of the lot on which the structure is located, except as modified by the standards of this Code.

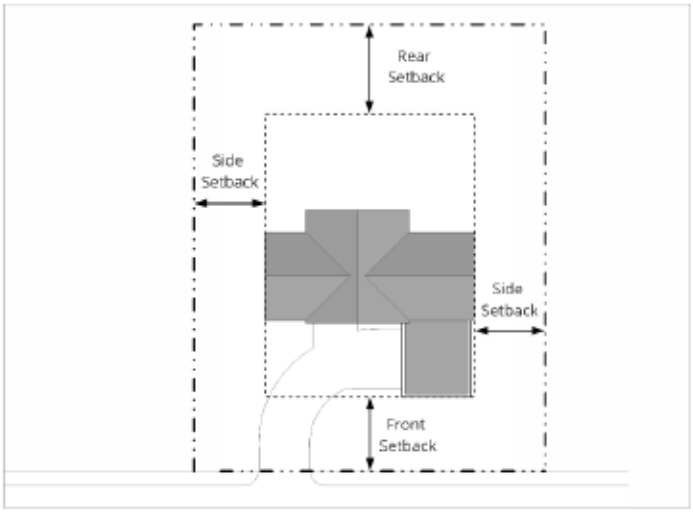


Figure 14.01-1 Setbacks

(B) There is no internal side setback for attached single-family dwellings or the common wall of two-family dwellings. Side setbacks shall be measured at the external wall of attached dwellings.

(C) Setbacks shall be unobstructed from the ground to the sky except as specified in GJMC 21.03.040(d)and 21.03.040(e).

(D) Vehicle storage setbacks are measured from the storage entrance to the property line.

(ii) Setback Encroachment Measurement

Setback encroachment shall be measured from the minimum required setback line towards the lot line; setback encroachments are always measured from the same point and are not cumulative.

(d) Structure Measurements

(1) Gross Floor Area (GFA)

(i) Gross floor area is measured within the exterior face of exterior walls or the centerline of walls separating two abutting buildings, but excluding any space where floor-to-ceiling height is less than 6.5 feet. Gross floor area includes covered and uncovered outdoor courtyards, arcades, atria, paseos, walkways, and corridors location at or near the street level that are accessible to the general public and are used as sales, display, storage, service, or production areas.

(ii) Gross floor area calculated for maximum size may exclude eaves, covered or uncovered porches, upper story decks and balconies, breezeways, exterior covered stairwells and attached decorative walls which are less than or equal to three feet in height.

(2) Ground Floor Elevation

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

(3) Height

(i) Measurement

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

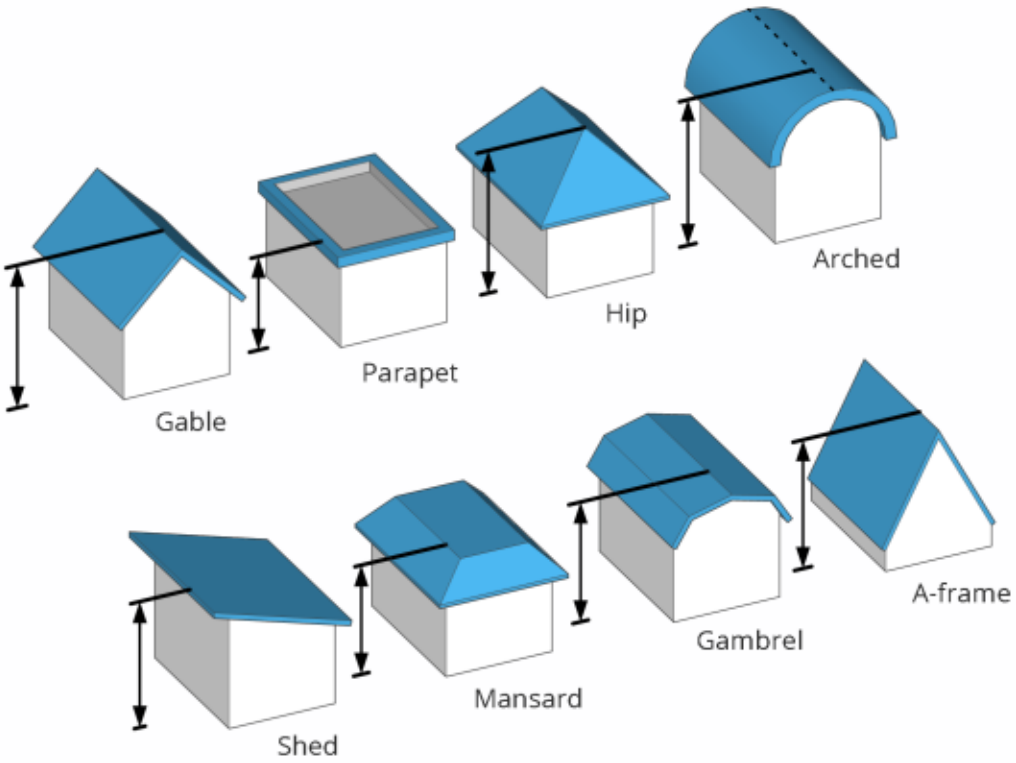


Figure 14.01-2 Roof Height

(ii) Height Encroachment Measurement

(A) Each height encroachment shall be measured from the maximum building height.

(B) Building height encroachments are not cumulative in that they are always measured from the same point.

(4) Story Height

(i) An attic story is considered a half-story and counts toward the calculation of maximum number of stories.

(ii) Basements are not considered a story.

(iii) If a ground story is more than five feet above original grade, the space below counts as an additional story.

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

21.14.020 DEFINITIONS

A

Abandonment

The relinquishment of property, or a cessation of the use of the property, by the owner or lessee without any intention of transferring rights to the property to another owner or of resuming the use of the property.

Abut/Abutting

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

Access

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

Accessory Dwelling Unit

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

Accessory Structure

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

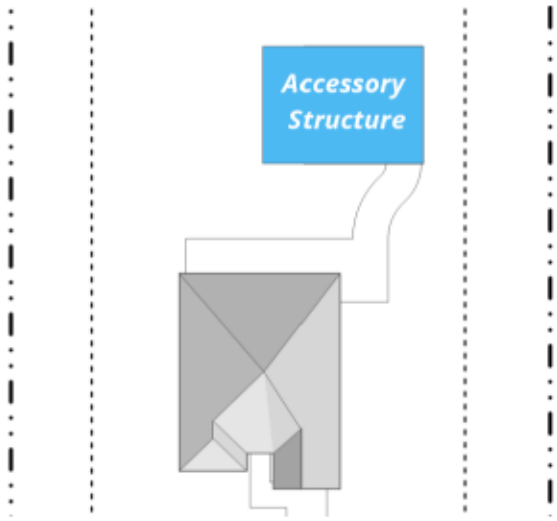


Figure 14.02-1 Accessory Structure

Accessory Use

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

Addition

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

Adjacent

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

Adjoin

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

Administrative Decision

Any decision on an application made by an authorized City employee pursuant to this Code.

Adult or Child Day Care (Use Category)

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

Adult or Juvenile Offenders

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

Adult Entertainment-Related Definitions

Adult Entertainment Establishment

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

1. Adult bookstore: Any establishment which sells or rents adult material including but not limited to books, magazines, movies, films, slides, or other photographic or written material and/or devices;
2. Adult hotel or motel: Any hotel or motel in which the presentation of adult material is the principal attraction;
3. Adult motion picture theater: Any fully enclosed theater in which the presentation of adult material is the principal attraction; and
4. Adult cabaret, restaurant, or place of business: a cabaret, restaurant or place of business which features topless and/or bottomless dancers, waitresses, waiters, or entertainers, or any other depiction of adult material.

Adult Material

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

5. Specified anatomical areas are any of the following that are less than completely and opaquely covered:
    a. Human genitals and pubic region;
    b. Buttocks;
    c. The human female breast or breasts to a point immediately below the top of the areola; and
    d. Human male genitals in a discernibly turgid state even if completely and opaquely covered.
6. Specified sexual activities or sexual conduct:
    a. Human genitals in a state of sexual stimulation or arousal;

b. Actual or simulated acts of sexual intercourse, masturbation, sodomy, bestiality, cunnilingus, fellatio, anilingus or any sexual acts which are prohibited by law; and

c. Touching or fondling of the human female breast, buttock, anus or genital.

Public Building

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

School

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

Church

Any structure or building for public worship.

Park

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

Playground

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

Adverse Impact

A condition that creates, imposes, aggravates, or leads to inadequate, impractical, unsafe, or unhealthy conditions on a site proposed for development or on off-tract property or facilities.

Aggrieved Person

A person having suffered actual loss or injury or being exposed to potential loss or injury to legitimate interests including, but not limited to, business, economic, aesthetic, governmental, recreational, or conservation interests.

Agri-business

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

Agricultural Animals

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

Agricultural Labor Housing

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

Agricultural Products

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

Agriculture and Animal Services (Use Category)

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

Agricultural Activities

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

Airport or Heliport

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

Alcohol Beverage

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

Alley

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

Alterations

Any proposed modification to a designated historic site, structure, or district that could have an effect on the character of the historic resource relative to the criteria by which it was designated. Examples of alterations for structures may include additions, any exterior modifications, including

signage to be affixed to the facade, and any interior modifications that may affect the characteristics for which the structure was designated.

Amateur Radio

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

Amendment

Major changes to an application or approval. Requests that cannot be accomplished within GJMC 21.02.040(c) are amendments.

Amortization

A method of eliminating nonconforming uses by requiring the termination of the nonconforming use after a specified period of time.

Animal Agriculture

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

Animal Care, Boarding, or Sales

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

Animal Clinic or Hospital

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

Annexation

The incorporation of a land area into an existing community with a resulting change in the boundaries of that community.

Antenna

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

Appeal

A request for a review of the Grand Junction Community Development Department's interpretation of any provisions of this Code or a request for a variance therefrom.

Applicant

Any person, firm, partnership, joint venture, association, corporation, group, or organization applying for any permit, approval or decision governed or required by this Code. "Developer" or "subdivider" may be used interchangeably.

Application

A written request for any approval, permit, or action required by this Code. "Proposals" and "requests" are used interchangeably. An application is not complete until each requirement in this Code is met and all fees are paid.

Approved Street Trees for Grand Junction's Rights-of-Way

The list of trees, shrubs, vines, and evergreens in public rights-of-way maintained by the Forestry Board (see Section 8.32.020).

Appurtenances

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

Area of Influence (Airport)

An area surrounding an airport which is impacted or influenced by its proximity to the airport, either by aircraft overflight, noise, vibrations, or by vehicular traffic associated with airport operations.

Art Gallery, Museum, or Library

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

Assembly, Community

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

Assembly, Religious/Private Group

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

Average

Unless specified otherwise, the arithmetic mean.

Avigation Easement

An easement that limits the construction and heights of vegetation, and grants the right of flight over the surface together with the right, subject to the applicable local, state, and federal laws (such as noise pollution laws), to cause noise, vibrations, smoke, fumes, glare, dust, fuel particles, and other effects of aircraft operations.

B

Bar or Tavern

An establishment engaged in the preparation and retail sale of alcoholic beverages for consumption on the premises and that may or may not serve food. This use also includes "hookah" bars in which

patrons consume flavored tobacco from a stemmed instrument designed for vaporizing tobacco. If food is served, the revenue from sales of food is smaller than the revenue from alcohol sales.

Basement

Any area of a building having its floor subgrade (below ground level) on all sides.

Bed and Breakfast

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

Berm

A mound of earth designed so that slope drainage is directed away from a paved area and sidewalks, which serve as a screen or bufferyard with landscaping.



Figure 14.02-2 Landscaped Berm

Block

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

Block Frontage

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

Board

Unless otherwise indicated in the text, shall refer to the Zoning Board of Appeals.

Boarding or Rooming House

A residential structure that is the operator's personal primary residence where lodging for more than 30 days is provided, with or without meals, for compensation. A boarding house is not a bed and breakfast or short-term rental.

Brewery, Distillery, or Winery

Brewery

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

Distillery

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

Winery

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

Brewpub, Distillery Pub, or Limited Winery

Brewpub

A retail establishment that manufactures not more than 1,860,000 gallons of malt liquor on its licensed premises or licensed alternating proprietor licensed premises, combined, each calendar year.

Distillery Pub

A retail establishment whose primary purpose is selling and serving food and alcohol beverages for on-premises consumption; and that ferments and distills not more than 45,000 liters of spirituous liquor on its licensed premises each calendar year.

Limited Winery

Any establishment manufacturing not more than 100,000 gallons, or the metric equivalent thereof, of vinous liquors as defined in Article 3, Title 44, C.R.S. annually within Colorado.

Buffer/Buffering

An object or area with landscaping, including trees, shrubs, a wall, fence, berm, or any combination thereof that serves as a visual and auditory screen between properties.

Building

Any structure used or intended for supporting or sheltering any use or occupancy. (See also Structure.)

Building Design Capacity

The maximum occupancy load of a building as provided by the most recent version of the International Building Code adopted by the City.

Building Envelope

The three-dimensional space occupied by a building, including all eaves, covered porches, breezeways, and other portions of the building, but excluding attached decorative walls which are less than or equal to three feet in height.

Building Façade

That exterior side of a building which faces, and is most nearly parallel to, a public or private street.

Bulk Standard

A standard that applies to individual lots that control the placement, intensity, and character of development, including, but not limited to, the amount of open space on the lot, the height of structures, setbacks from property lines and rights-of-way, impervious coverage, and density.

C

Caliper

The diameter of the tree trunk measured 6 inches above the root ball at

time of planting. Caliper is applied only when measuring new plantings.

Campground or Recreational Vehicle Park

A parcel of land on which two or more recreational vehicle sites and/or camping sites are located, established, or maintained for occupancy by recreational vehicles or camping units of the general public as temporary living quarters for vacation or recreation purposes.

Camping Guest

One or more persons assigned to a campsite.

Camping Unit

A self-propelled or towed recreational vehicle, other vehicle used for temporary human occupancy, or a cabin, tent or other type of shelter intended, designed, or used for temporary human occupancy.

Camping Unit, Dependent

A camping unit that has no toilet, sink or bathing facilities and is dependent upon a common building for these services.

Camping Unit, Independent

A camping unit that has toilet, sink and bathing facilities requiring connection to a water and/or sanitary sewer system at the individual campsite.

Campsite

Any defined area which is used for overnight stays by an individual, a single camping family, group, or other similar entity.

Cannabis Testing Facility

An entity licensed to analyze and certify safety and potency of cannabis.

Canopy Drip Line

The area directly located under the outer circumference of the tree branches from which water drips onto the ground.

Carport

A roofed structure providing space for the storage of one or more motor vehicles and enclosed on not more than two sides by walls.

Cemetery

Land used or designated for the interment of human or animal remains, including columbaria, crematoria, mausoleums, mortuaries, and associated maintenance facilities when operated in conjunction with, and within the boundaries of, such cemetery.

Centerline

The true centerline of a street right-of-way that has been fully dedicated to the required width according to the master street plan.

Certificate of Occupancy

Certificate of occupancy means as defined in the current International Building Code adopted by the City.

Change in Use or Change of Use

A change from one principal use of a building or land to another principal use of the building or land.

City

The City of Grand Junction.

Civic Use

A municipal use that may include cultural, recreational, athletic, convention and entertainment facilities.

Clear Zone (Airport)

An area located directly off the end of an airport runway in which no above-ground construction or obstruction is permitted.

Cluster/Clustered

A development that complies with the requirements, rules and design guidelines set forth in GJMC 21.03.040(f).

Cluster Development

A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive areas.

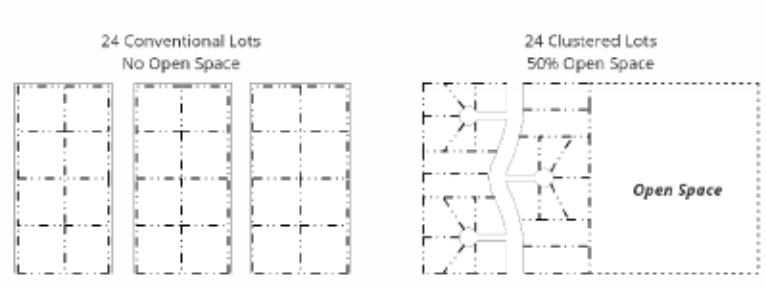


Figure 14.02-3 Cluster Development

Code

Unless otherwise specified, refers to the City of Grand Junction Zoning and Development Code, which is also referred to as GJMC Title 21.

Collector Street

Streets, as identified in the Master Street Plan, which access neighborhoods and routes serving intra-city rather than intra-state travel.

College or University

An institution of higher learning providing facilities for teaching and research and authorized to grant academic degrees.

Colorado Nursery Act

C.R.S. Title 35 Article 26 as amended.

Common Elements

Land amenities, certain areas of buildings, such as lobbies, corridors and hallways, central services and utilities and any other elements and facilities owned and used by all owners and designated in the master deed as common elements.

Commercial Vehicle

All vehicles that require the issuance of any of the following license plates by the State of Colorado: passenger bus plates; GVW truck and GVW tractor plates; farm trucks and farm tractor plates; special mobile machinery plates/tabs; special use vehicle plates; light truck plates; but shall not include the following: any vehicle issued any of the above license plates that otherwise would be issued passenger plates or recreational truck plates by the State of Colorado were the vehicle not used for commercial purposes; any pickup truck issued light truck plates with bed rails no higher than 30 inches from the floor of the bed; any van issued light truck plates whose basic design could serve as a passenger van and be issued passenger plates.

Common Open Space

Land within or related to a development, not individually owned or dedicated for public use, that is designed and intended for the common use or enjoyment of the residents and their guests of the development and may include such complementary structures and improvements as are necessary

and appropriate. Common open space does not include areas used for streets, alleys, driveways, or off-street parking or loading areas. However, the area of recreational activities such as swimming pools, tennis courts and other recreation facilities may be counted as common open space.

Composting Facility

A facility where organic matter that is derived primarily from off-site is processed by composting and/or is processed for commercial purposes. Activities of a composting facility may include management, collection, transportation, staging, composting, curing, storage, marketing, or use of compost.

Community and Cultural Facilities

Uses in this category include buildings and facilities owned, operated, or occupied by a governmental or non-profit entity providing a service to the public.

Community Center

A building, together with accessory structures and uses, used for recreational, social, educational, or cultural activities by and for the benefit of community groups and individuals, that is accessible to the general public or to members of the residential development in which it is located, and that is not operated for profit.

Community Corrections Facility

1. A facility providing residential or nonresidential services operated under the direction of a community corrections program, as defined by § 17-27-101 C.R.S. et seq.; or
2. A facility providing residential or nonresidential services substantially similar to that described in § 17-27-102(3) C.R.S., although not being administered pursuant to § 17-27-101 C.R.S. et seq., which is operated by a private individual, partnership, corporation, or association.

Concept Plan

A generalized plan indicating the boundaries of a tract or tracts under common ownership, and identifying proposed land use, land use intensity and thoroughfare alignment.

Conditional Use

A use identified by this Code that requires action by the Planning Commission or City Council after public hearings. A conditional use means a use that because of its unique or varying characteristics, cannot be properly classified as a permitted use in a particular district.

Condominium

As defined in § 38-33.3-103, C.R.S. or any successor statute.

Construction Plan

Complete construction drawings of a facility or improvement, including but not limited to road plans and profiles, drainage plans and utility plans.

Contiguous

Next to, abutting, or touching and having a boundary, or portion thereof, that is coterminous.

Convey

To transfer all or a part of a title or equitable interest in land; to lease or assign an interest in land; or to transfer any other land interest.

County

Mesa County.

Crematory

An establishment for the reduction of deceased bodies of humans or animals to ashes by fire.

Critical Zone (Airport)

A rectangular-shaped zone located directly off the end of a runway's primary surface, which is critical to aircraft operations.

Cul-de-sac

A dead end street terminating in a vehicular turn around area.

Curb Face

The vertical or shaped portion of a curb, facing the roadway, and designed to direct stormwaters.

D

Dairy Operations or Feedlot

Agricultural operations where livestock is kept and raised in confined situations and the owners of the livestock pay for yardage, feed, and feed processing.

Day Care Center, Adult or Child

A nonresidential establishment providing for the care, supervision, and protection of children under the age of 16 years or the elderly and/or disabled adults for less than 24 hours. The term includes facilities commonly known as day care centers, day nurseries, nursery schools, kindergartens, preschools, play groups, day camps, summer camps, and includes those facilities for children under the age of six years with stated educational purposes operated in conjunction with a public, private, or parochial college or a private or parochial college or a private or parochial school, except that the term shall not apply to any kindergarten maintained in connection with a public, private, or parochial elementary school system of at least six grades.

Days

Unless otherwise indicated, calendar days, if the period of time referred to is more than 30 days. If the period of time referred to is less than 30 days, "days" means working days (days when the City is open for business).

Dedication

The transfer of property by the owner to another party.

Deed

A legal document conveying ownership of real property.

Default Standards or Default Zone districts

The underlying zone of a Planned Development (PD) zone district. The default zone district shall be established with any PD zone district. The standards for the default zone shall be used unless deviations were specifically approved within the PD zoning ordinance.

Density

The number of dwelling units per acre of land.

Density, Maximum

Maximum residential density means the number calculated by dividing the total number of dwelling units or residential lots by the gross acreage expressed in square feet or acres of the development property. Gross land area includes all of the parcel or property at the time an application is filed. The "gross residential density" is calculated the same as maximum residential density.

Density, Minimum

This calculation shall apply to the term "net minimum residential density" as used in this Code. Minimum residential density means the number calculated by dividing the total number of dwelling units or residential lots by the net developable land area of the development parcel.

Developer

A person, firm, partnership, joint venture, association, corporation, group, or organization who shall participate as owner, promoter, developer or sales agent in the planning, platting, development, promotion, sale, or lease of a development.

Development

All property adjacent or abutting, whether or not to be then planned or developed, owned by the same owner. Includes any of the following: the division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, drilling, excavation, clearing of roadways or building sites, landfill or land disturbance and any use or extension of the use of land, the placement of a use on any property, or any Planned Development. Development does not include movement of earth associated with crops and/or farming or landscaping.

Development Impact Fee-Related Definitions

For purposes of GJMC 21.02.070, the following terms shall have the following meanings:

Impact Fee

A fee imposed on a development to help finance the cost of improvements or services.

Capital Facilities

Any improvement or facility that: (i) is directly related to any service that the City is authorized to provide; (ii) has an estimated useful life of five years or longer; and (iii) is required by the charter, ordinances or policy of the City pursuant to a resolution or ordinance.

Commencement of Impact-Generating Development

Commencement of impact-generating development occurs upon either:

1. The submittal of a complete application for the development of a nonresidential development or multifamily for-rent development for which construction commences on or before two years from the date of complete application submittal; or
2. Planning Clearance for residential uses intended for fee simple ownership such as single-family homes, townhomes, or condominiums.

Complete Application

An application shall not be considered complete unless and until (i) all the required information and submittal materials required by all relevant City ordinances, resolutions, rules, and regulations are submitted and received by the Director, and (ii) the Director has determined the application is complete. The decision of the Director with respect to completeness is final.

Development

Any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any change in the use of land, which creates additional demand for parks and recreation, fire, and police capital facilities.

Development Approval

Any final approval of an application for a rezoning, an approved Planned Development ordinance, Conditional Use Permit, Subdivision, development or Site Plan, Planning Clearance, or similar application for new construction.

Fee Payer

A person commencing impact-generating development who is obligated to pay an impact fee in accordance with the terms of GJMC 21.02.070.

Fee Schedule or Impact Fee Schedule

The impact fees for police, fire, parks and recreation, and transportation established by GJMC 21.02.070. The impact fee schedule is set forth in the fee schedule to GJMC 21.02.070 and is incorporated herein by reference.

Floor Area

The total finished square footage of all levels included within the outside walls of a building or portion thereof, but excluding courts, garages having no habitable area, uninhabitable areas that are located above the highest habitable level, or uninhabitable areas that are located below the first floor level.

Impact Fee Study

The study entitled "City of Grand Junction, Colorado 2019 Impact Fee Study," prepared by TischlerBise dated August 8, 2019 and/or the study entitled "Transportation Impact Fee Study" by Duncan Associates dated November 2019 with Minor Revisions February 28, 2019.

Independent Fee Calculation Study

A study prepared by a fee payer, calculating the cost of parks and recreation capital facilities, fire capital facilities, and police capital facilities required to serve the fee payer's proposed development, that is performed on an average cost (not marginal cost) methodology, uses the level of service standards, service units and unit construction costs stated in the impact fee study, and is performed in compliance with any criteria for such studies established by GJMC 21.02.070.

Level of Service (LOS)

A measure of the relationship between service capacity and service demand for capital facilities.

Planning Clearance

A Planning Clearance issued by the Director permitting the construction of a building or structure within the City of Grand Junction.

Successor-in-Interest

A person, as defined by GJMC 21.02.070, who is conveyed a fee simple interest in land for which an impact fee is paid or a credit is approved pursuant to the terms of GJMC 21.02.070.

Transportation Capital Facilities

Site-related improvements such as minimum street improvements, local street improvements and safety improvements shall not constitute transportation capital facilities.

Development Schedule or Phasing Schedule

Regulating the rate and geographic sequence of development so as to ensure that each phase can stand on its own in terms of circulation, utilities, and so on, in the event subsequent phases are delayed or cancelled.

DIA

Development Improvements Agreement.

Diameter at Breast Height (DBH)

The diameter of the tree trunk measured 4.5 feet above the ground on the uphill side of the tree. For split trunk trees that fork below 4. 5 feet from the ground, OBH measurements shall be taken at the narrowest point below the fork. For multi-stem trees, which are trees that have more than one trunk at 4.5 feet above ground originating from a common trunk or common root system, DBH measurements shall be taken for each stem at 4.5 feet above the ground and aggregated by adding all values together for a single measurement, to be considered as a single tree for the purposes of this Code. DBH is applied only when measuring existing trees.

Director

The administrator of the Code shall be the Director of the Grand Junction Community Development Department and/or designated staff.

Disposition

A transfer of all or part of a title or equitable interest in land; a lease or an assignment of an interest in land; or any other transfer or conveyance of an interest in land.

Drive-Through Facility

A facility, building feature, or equipment at which an occupant of a vehicle may make use of the service or business without leaving their vehicle. This use includes drive-by parcel pickup facilities.

Driveway

A private roadway providing access to a street or highway, excluding the sidewalk when parking vehicles in the driveway.

Dwelling Unit

A building or portion thereof that provides complete, independent living facilities for a single family maintaining a household, including permanent provisions for living, sleeping, eating, cooking, and sanitation.

Dwelling, Business Residence,

A single residential dwelling unit, accessory to and located within a structure primarily devoted to nonresidential uses.

Dwelling, Co-housing

A community of private dwelling units that includes shared spaces, such as a community room, or shared facilities, such as a kitchen for community use. Each private unit must include sleeping and sanitary facilities. Where community spaces or facilities are provided, they need not be provided in individual units. Dormitories, rooming/boarding houses, and fraternities or sororities are not considered co-housing. Co-housing may be designed as either a multifamily structure or cottage court development.

Dwelling, Cottage Court

A residential development, including co-housing developments, that combines a group of small individually owned or rented single-family dwelling units, including tiny homes, on a single parcel of land that are oriented around a shared open space for communal use by the residents of the development and may include a shared parking area and/or a shared community building.

Dwelling, Duplex

A single residential building on a single lot containing two dwelling units, each designed for use and occupancy by no more than one family. The two units must be able to function as dwelling units independently of each other, but may be located side-by-side, in front and behind, or above and below each other.

Dwelling, Multifamily

A single building that contains three or more dwelling units on the same lot, including co-housing dwellings.

Dwelling, Single-Family Detached

A residential building designed for use and occupancy by no more than one family and is not attached to any other dwelling or building by any means (except an approved accessory dwelling unit), on a single lot. Manufactured homes shall be considered single-family detached dwellings.

Dwelling, Single-Family Attached

Two or more attached single-family dwelling units attached side by side under one roof that share a common vertical side or rear wall reaching from the building foundation to the roof structure, each of which is located on its own separate lot. This use is also referred to as a townhome.

Dwelling, Tiny Home

A structure that:

1. Is permanently constructed on a vehicle chassis;
2. Is designed for long-term residency;
3. Includes electrical, mechanical, or plumbing services that are fabricated, formed, or assembled at a location other than the site of the completed home;
4. Is not self-propelled; and
5. Has a square footage of not more than 400 square feet.

In order to meet this definition, a tiny home must be built to the International Residential Code as adopted by the Building Codes & Standards program within the Division of Housing. Colorado tiny homes will receive a metal plate insignia that certifies the tiny home is built to the codes and standards of the program. This use does not include manufactured homes, recreational park trailers, or recreational vehicles.

Dwelling, Tiny House

See Dwelling, Single-Family Detached.

E

Easement

An interest in land that is less than fee title which entitles the holder to a specific limited use or enjoyment.

Educational Facilities (Use Category)

Use in this category include public, private, and parochial institutions at the primary, elementary, middle, high school, or post-secondary level, including colleges and college campuses. Accessory uses commonly include play areas, cafeterias, recreation areas, auditoriums, and day care facilities.

Electric Vehicle Charging Facility

A facility in which electric vehicle charging services are made available to the public or to members for a fee, including structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

Emergency Shelter, Permanent

A facility providing basic services that may include food; personal hygiene support; information and referrals; employment, mail, and telephone services; including overnight sleeping accommodations, to people with limited financial resources, including people who are experiencing homelessness.

Emergency Shelter, Temporary

A temporary facility providing relief or assistance services to the public, including those experiencing homelessness, or to provide services related to the administration or management of such relief or assistance services in times of natural disaster or other emergency circumstances.

Eminent Domain

The authority to acquire or take, or to authorize the taking of, private property for the public use or public purpose.

Engineer

An engineer licensed by the Colorado Board of Registration.

Equipment

Rolling stock or movable personal property except that, for the purpose of this Code, it shall not include those items defined as heavy equipment.

Evergreen

Any tree having foliage that persists and remains green throughout the year.

Evidence

Any map, table, chart, contract or other document or testimony prepared or certified which is offered by a person to establish a claim, condition, or assertion.

Exaction

Contributions or payments required as an authorized recondition for receiving a development permit.

F

FAA

The Federal Aviation Administration.

Façade

The front exterior wall of a building.

Family

Any number of related persons living together within a single dwelling unit as a single housekeeping unit, but not more than four persons who are unrelated by blood, marriage, guardianship, or adoption.

Farmers' Market

A structure or place where agricultural products are brought for the purpose of retail sales. A farmers' market differs from a produce stand in that there may be more than one seller allowed per parcel of land and the structure from which produce is sold at a farmers' market need not be portable or capable of being dismantled or removed from the site.

Fence

An artificially constructed barrier of any material or combination of materials, including walls but not retaining walls interior to the property, erected to enclose, screen, or separate areas. ("Material" does not include vegetation.)

Fenestration

The arrangement of windows and other exterior openings on a building.

Final Plat

A survey map of record which indicates the boundaries for streets, blocks, lots and other property divisions which is prepared pursuant to GJMC 21.02.040(l)(5).

Flea Market

A flea market, swap shop, or similar activity by whatever name, where the use involves the setting up of two or more booths, tables, platforms, racks, or similar display areas for the purpose of selling, buying, or trading merchandise, goods, materials, products, or other items offered for sale outside an enclosed building. Flea markets do not include any of the following activities that occur at the same location four or fewer days in any calendar year: garage sales, produce stands, garage sales or fund-raising activities done by a nonprofit organization.

Flood-Related Definitions

Area of Shallow Flooding

A designated Zone AO or AH on the City's Flood Insurance Rate Map (FIRM) with a one percent chance or greater annual chance of flooding to an average depth of one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

Area of Special Flood Hazard (Floodplain)

The land in the floodplain subject to a one percent or greater chance of flooding in any given year.

Base Flood

The flood having a one percent chance of being equaled or exceeded in any given year.

Base Flood Elevation (BFE)

The elevation shown on a FEMA Flood Insurance Rate Map for Zones AE, AH, A1-A30, AR, AR/A, AR/AE, AR/A1-A30, AR/AH, AR/AO, V1-V30, and VE that indicates the water surface elevation resulting from a flood that has a one percent chance of equaling or exceeding that level in any given year.

Conditional Letter of Map Revision (CLOMR)

FEMA's comment on a proposed project which does not revise an effective floodplain map that would upon construction affect the hydrologic or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodplain.

Critical Facility

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

Existing Manufactured Home Park or Subdivision

A manufactured home park for which the construction of facilities serving the lots on which the manufactured homes are to be affixed are completed before the Effective Date.

Expansion of Existing Manufactured Home Park or Subdivision

The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Five-Hundred-Year (500-year) Flood

A flood having a recurrence interval that has a 0.2-percent chance of being equaled or exceeded during any given year (0.2-percent-chance annual flood).

Five-Hundred-Year (500-year) Floodplain

An area of land susceptible to being inundated as a result of the occurrence of a 500-year flood.

Flood or Flooding

A general and temporary condition of partial or complete inundation of normally dry land areas from:

1. The overflow of inland waters; and/or
2. The unusual and rapid accumulation or runoff of surface waters from any source. (See graphic.)
3. Mudslides or mudflows that occur from excess surface water that is combined with mud or other debris that is sufficiently fluid so as to flow over the surface of normally dry land areas (such as earth carried by a current of water and deposited along the path of the current).

Flood Control Structure

A physical structure designed and built expressly or partially for the purpose of reducing, redirecting, or guiding flood flows along a particular waterway. These specialized flood modifying works are those constructed in conformance with sound engineering standards.

Flood Fringe District

That area within a 100-year floodplain where the flood waters are relatively shallow, and move at velocities from one to four feet per second. (See graphic.)

Flood Insurance Rate Map (FIRM)

The official map on which the Federal Emergency Management Agency has delineated both the areas of special flood hazards and the risk premium zones.

Flood Insurance Study

The official report provided by the Federal Emergency Management Agency that includes profiles, the Flood Boundary-Floodway Map, and the water surface elevation of the base flood.

Floodplain

An area adjacent to a watercourse which may be subject to flooding as a result of an increase in water flow beyond a normal high water mark. (See graphic.)

Floodplain Development

Any manmade change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations located within the area of special flood hazard. (See graphic.)

Flood Profile

Hydrological conclusions based upon historical facts and engineering principles represented graphically showing the relationship of the water surface elevation during a 100-year flood to the channel and adjacent topography.

Flood Prone Area

An area near a watercourse which is subject to flooding during a 100-year flood based on historical information, topography, vegetation, and other indicators, but where the precise dimensions of a 100-year floodplain have not been delineated by Federal Emergency Management Agency studies. (See graphic.)

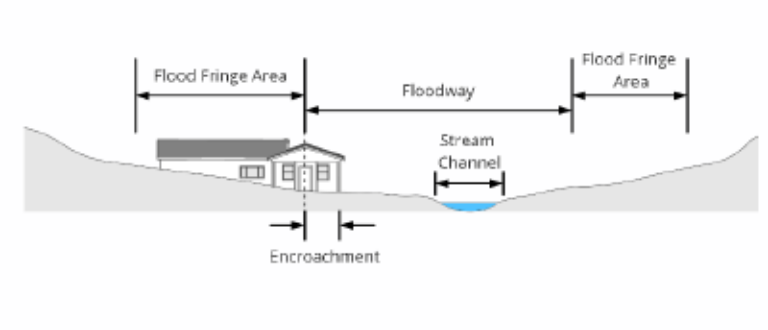


Figure 14.02-4 Flood Prone Area

Floodproofing

A combination of provisions, changes or adjustments to structures and movable objects or to surrounding areas, primarily for the reduction or elimination of flood damage.

Flood Regulatory Area

That portion of the floodplain which is subject to inundation by a 100-year flood. This area may be divided into the floodway district and the flood fringe district. (See graphic.)

Floodway

The channel of a river or other water course and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. The Colorado Statewide standard for the designated height to be used for all newly studied reaches shall be one-half foot (six inches). (See graphic above.)

Freeboard

The vertical distance in feet above a predicted water surface elevation intended to provide a margin of safety to compensate for unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood such as debris blockage of bridge openings and the increased runoff due to urbanization of the watershed.

High Water Mark

The ordinary high water level or bank of a stream, river, lake, or impoundment which, in the absence of evidence to the contrary, shall be presumed to be the edge of the vegetation growing along the shore.

Mudflow

A flowing mass of predominantly fine grained earth material possessing a high degree of fluidity during movement.

New Construction

Structures for which the "start of construction" commenced on or after the Effective Date of the ordinance enacting the flood damage prevention regulations, and includes any subsequent improvements to such structures.

New Manufactured Home Park or Subdivision

A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the Effective Date of the ordinance enacting the flood damage prevention regulations.

No-Rise Certification

A record of the results of an engineering analysis conducted to determine whether a project will increase flood heights in a floodway. A no-rise certification must be supported by technical data and signed by a registered Colorado professional engineer.

Obstruction (Floodplains)

A dam, wall, embankment, levee, dike, pile, abutment, projection, excavation, channel rectification, culvert, building, fence, stockpile, refuse, fill, structure or material, in, along, across, or projecting into any drainageway, channel, or watercourse, which might impede, retard or change the direction of the flow of water, either by itself or by catching and collecting debris carried by the water, or which is placed where the 100-year flood may carry the debris downstream.

One-Hundred-Year (100-year) Flood

A flood having a recurrence interval that has a one percent chance of being equaled or exceeded during any given year (one-percent-annual-chance flood).

One-Hundred-Year (100-year) Floodplain

The area of land susceptible to being inundated as a result of the occurrence of a 100-year flood, including the low land near a watercourse which has been, or may be, covered by water of a flood of 100-year frequency, as established by engineering practices of the U.S. Army Corps of Engineers and/or the Colorado Water Conservation Board.

Special Flood Hazard Area

The land in the floodplain within the City subject to a one percent or greater chance of flooding in any given year, i.e., the 100-year floodplain.

Start of Construction

Start of construction includes substantial improvement and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, placement, or other improvements was within 180 days of the permit date. The "actual start" means the first placement of a permanently constructed structure on a site, such as the pouring of slab or footings, the installation of pilings, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms; nor does it

include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure.

Substantial Damage

Damage to a structure from one event not due to the knowing act of the owner such that the cost to restore the damage is 50 percent or more of the fair market value of the structure before the damage occurred.

Substantial Improvement

Any reconstruction, rehabilitation, addition, or other improvement of a structure, which costs 50 percent of the market value of the structure before the "start of construction" of the improvement. Substantial improvement includes structures which have incurred "substantial damage," regardless of the actual repair work performed. The term does not include either:

1. Any improvement of a structure to correct existing violations of any code which the local code enforcement official determines and are necessary to make the structure safe or habitable; or
2. Any alteration of a "historic structure," if the alteration shall not preclude the structure's continued designation as a "historic structure."

Water Surface Elevation

The height, in relation to the North American Vertical Datum (NAVD) of 1988 (or other datum, where specified), of floods of various magnitudes and frequencies in the floodplains of coastal or riverine areas.

Food and Beverage (Use Category)

Uses in this category include establishments that serve prepared food or beverages for consumption on or off the premises. Accessory uses may include food preparation areas, offices, and parking.

Food Service or Catering

An establishment in which the principal use is the preparation of food or meals on the premises, and where such food or meals are delivered to an off-site location for sale or consumption.

Fraternity or Sorority

A place of residence other than a hotel, rooming or boarding house or dormitory that is operated by a nationally or locally chartered membership organization and is used, occupied, and maintained as living and dining quarters for its members who are enrolled in an accredited college or university or other accredited educational institution and which is recognized and subject to controls by such educational institution.

Frontage

The frontage of a parcel of land is that distance where a property line is common with a road right-of-way line.

Front Lot Line

The property line dividing a lot from a road right-of-way.

Functional Turf

An area of turf measuring no less than 30 feet in width and length with a minimum area 1,500 square feet for the purposes of common recreational uses open to the public, members of a neighborhood, or clients and/or customers of a commercial or office use.

Funeral Home or Mortuary

An establishment with facilities for the preparation of human or animal remains for burial or interment, including cremation, for the display of the deceased and rituals connected with, and conducted before burial or cremation, and for funeral services. This definition includes columbaria and may include a facility for the permanent storage of cremated human or animal remains.

G

Geologic Hazard Area

An area identified by a qualified state or federal government agency as containing or being directly affected by a geologic hazard.

Golf Course

A tract of land typically laid out for at least nine holes for playing the game of golf that may include the following accessory uses: a clubhouse, dining and snack bars, pro shop, and practice facilities.

Golf Driving Range

A tract of land devoted as a practice range for practicing golf shots.

Government Service Facility

A facility owned or operated by a unit of local, state, or federal government and engaged in providing services unique to government or generally performed by units of government rather than by private commercial businesses.

Grade

The lowest point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line or, when the property line is more than five feet from the building, the point between the building and a line five feet from the building.

Grade, Finished

The level of the soil after completion of site development.

Grade, Natural

The undisturbed ground level which may be determined by on-site evidence (vegetation, ground level on adjacent land, elevation of adjacent streets and roads, soil types and locations, etc.).

Grand Junction Circulation Plan (formerly known as Major Street Plan and Grand Valley Circulation Plan)

A plan or plans showing the location of right-of-way which will be developed and for which development and uses must accommodate. Plans for areas smaller than the entire City are still "Grand Valley Circulation Plans or Major Street Plans." The City relies on the authority in Title 31 C.R.S. in addition to its other powers and authority.

Gross Acre

A full acre of land prior to subdivision and prior to dedication of any required rights-of-way or easements.

Gross Acreage

The area of a proposed development, including proposed dedications of easements, rights-of-way, or other property rights, but excluding existing rights-of-way dedicated prior to January 1, 1995.

Gross Floor Area (GFA)

The sum of the areas of all floor levels of a building or structure.

Gross Leasable Area (GLA)

The total building area, expressed in square feet and designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, as measured from exterior walls or the centerline of walls separating two abutting buildings, but excluding any space where floor-to-ceiling height is less than 6.5 feet.

Ground Cover

Grass or other plants and landscaping grown to keep soil from being blown or washed away.

Ground Story

The story closest to and above grade along the street.

Group Living (Use Category)

Uses in this category are characterized by residential occupancy of a structure by a group of people who do not meet "the definition of "household living." Tenancy is arranged on a month-to-month or longer basis and the size of the group may be larger than a family. Group living usually includes common eating areas for residents, and residents may receive care, training, or treatment. Caregivers often reside at the site. Accessory uses commonly include recreational facilities, personal storage buildings, gardens, and parking.

Group Living Facility

A group living facility is a type of group living characterized by the provision of training, treatment, supervision or other professional support or care and who receive care, training, treatment, supervision or other support from caregivers or staff on site. Tenancy is arranged on a monthly or longer basis, and the size of the group may be larger than a typical family. Uses where tenancy may be arranged for a shorter period are not considered residential; they are considered to be either a

form of lodging facility. Generally, group living structures have a common eating area for residents, but a common eating area by itself, without other care, treatment, supervision or other professional or health support services being provided on site, does not indicate a group living facility (a multifamily residential facility, such as apartments, may, for example, have a common eating area).

Group Living Facility, Small

A facility designed for and occupied by five to nine residents living together.

Group Living Facility, Large

A facility designed for and occupied by 10 to 16 residents living together.

Group Living Facility, Unlimited

A facility designed for and occupied by 17 or more residents living together.

Guest Ranch

A working ranch with an accessory use for the lodging and/or boarding of guests which provides recreational activities on, or adjacent to, the ranch.

H

Habitable Space

Any habitable room or group of habitable rooms that provide sleeping facilities alone or in combination with required cooking, eating, or living facilities.

Hardscape

Stone, brick, rock, sand, textured or shaped concrete, decorative walls and/or pedestrian facilities (i.e., benches, tables, play equipment, walking or bike paths).

Hazard Prone Area

An area which has not yet been designated by the state or federal government as a geological hazard area but where historical evidence, climatological data, surface or subsurface geological, topographical, vegetative, or other on-site naturally occurring factors indicate a relatively greater risk of property damage than exists on other parcels in the City.

Hazardous Substance

Any material that, by reason of its toxic, corrosive, caustic, abrasive, or otherwise injurious properties, may be detrimental or deleterious to the health of any person handling or otherwise coming into contact with such material or substance.

Headwater

The source of a stream or river.

Health Club

An establishment that provides facilities for exercise activities, such as running, jogging, aerobics, weight lifting, court sports and swimming, as well as locker rooms, showers, massage rooms, saunas, and related accessory uses.

Health Department

The Mesa County Health Department.

Health Facilities (Use Category)

Uses in this category are characterized by activities focusing on medical services, particularly licensed public or private institutions that provide primary health services and medical or surgical care to persons suffering from illness, disease, injury, or other physical or mental conditions. Accessory uses may include laboratories, outpatient, or training facilities, and parking or other amenities primarily for the use of employees in the firm or building. These uses do not include spas, massage parlors, or other health and wellness establishments that meet the definition of personal services.

Heavy Equipment

Large equipment including, but not limited to: trucks with greater than a one and one-half ton rating, cranes, crawler type tractors, earth movers, dump trucks and other equipment of equal or greater size and weight.

Hedge Vegetation

A plant from the list approved by the City Forester which will grow, with regular trimming, to a height of four to six feet maximum. At planting, the hedge shall be at least one foot high.

Height of Structure

The vertical distance from the grade to the highest point of any portion of a structure.

Helipad

A facility without the logistical support provided by a Heliport where helicopters takeoff and land. Helipads do not include facilities for maintenance, repair, fueling or storage of helicopters.

Highest Adjacent Grade

The highest natural elevation of the ground surface prior to construction next to the proposed wall of a structure.

Hillside Disturbance

Any and all areas of the building site disturbed during construction by grading or excavation and temporary or permanent construction for all buildings, parking areas, driveways, roads, sidewalks, and other areas of concrete, asphalt, or other construction materials.

Home Occupation

A business activity or occupation carried on within a dwelling by members of the family occupying the dwelling.

Homeowner Association

A formally constituted nonprofit association made up of the property owners and/or residents of a fixed area, which association is formed for the purpose of assuming permanent responsibility for

costs and upkeep of common areas, open space, and similar shared facilities. May also be referred to as a form of Owner Association, such as Property Owner Association or Community Owner Association.

Hospital

An institution providing health services primarily for human inpatient medical or surgical care and including related facilities as laboratories, outpatient departments, training facilities, rehabilitation facilities, central services facilities, and staff offices that are an integral part of the facilities.

Hotel or Motel

An establishment in which lodging is provided and offered to the public for compensation, for periods of time not exceeding thirty days and that is commonly known as a hotel or motel in the community in which it is located.

Household

A family, or a group of not more than four unrelated persons, living together in a single dwelling unit, with common access to and common use of all living and eating areas and all areas and facilities for the preparation and serving of food within the dwelling unit.

Household Living (Use Category)

Uses in this category are characterized by residential occupancy of a dwelling unit by a household. Tenancy is arranged on a month-to-month or longer basis. Common accessory uses include recreational activities, gardens, personal storage buildings, and residential parking.

Household Pets

Those animals which are commonly kept as pets: dogs, cats, fish, small birds (e.g., parakeets, parrots), rodents (e.g., mice, rats), and reptiles (nonpoisonous snakes, lizards).

I

Impervious Surface

Any material that prevents absorption of stormwater into the ground.

Improved Area

The developed portion of a property consisting of areas occupied by buildings, asphalt, concrete, gravel, or landscaped area. Where phased development is proposed, the improved area shall be identified and measured separately for each phase of development.

Improvements

Right-of-way pavements, curbs, gutters, sidewalks, paths, trails, bikeways, sedimentation control facilities, revegetation, landscaping, water mains, sanitary and storm sewers, drainageways, gas lines, electrical and telephone lines and appurtenances, street signs, trees and lights, lot pin monuments, range point boxes, and any other similar items required for compliance with the regulations of this Code or the conditions of approval.

Indoor Entertainment and Recreation

An enclosed facility for entertainment, sports, and recreational activities such as health clubs, game arcades, bowling, skating rinks, swimming, tennis, health and fitness centers, gyms, movie theaters, wedding venues, and similar indoor activities.

Industrial, Artisan

An establishment or business where an artist, artisan, or craftsperson teaches, makes, or fabricates crafts or products by hand or with minimal automation and may include direct sales to consumers.

Industrial, Light

The assembly, fabrication, or processing of goods and materials using processes that ordinarily do not involve significant truck traffic or railroad operations and do not create material amounts of noise, smoke, fumes, odors, glare, or health or safety hazards outside of the building or lot where such assembly, fabrication, or processing takes place, and where such processes are housed entirely within an enclosed building, except as may be authorized in this Code. Light manufacturing generally includes processing and fabrication of finished products predominantly from previously prepared materials and includes processes not involving flammable or explosive materials. Examples of activities include but are not limited to commercial laundries, food products and wholesale bakeries, newspaper and printing establishments, hair products and barbering supplies, signs and other metal workings, architectural and artist supplies, ceramics and miscellaneous clothing or accessories, small medical or specialty equipment, or musical instruments; and assembly of small appliances or equipment. This use includes research, testing and non-medical laboratory facilities.

Industrial, Heavy

The assembly, fabrication, or processing of goods and materials using processes that ordinarily have greater than minimal impacts on the environment, or that ordinarily have significant impacts on the use and enjoyment of adjacent property in terms of truck traffic, railroad activities, noise, smoke, fumes, visual impact, odors, glare, or health and safety hazards, or that otherwise do not meet the definition of light industrial. Heavy manufacturing generally includes processing and fabrication of products made from extracted or raw materials or products involving flammable, hazardous, or explosive materials and processes, uses involving the fabrication, use, or repair of heavy special purpose equipment. Examples of this use include atmospheric gas production plant, lumbermill or sawmill, tannery, asphalt, and concrete batch plant, bottling and distribution plants, and construction materials manufacturing unless performed on a scale that meets the definition of "artisan industrial."

Infill Development

The development of new housing or other buildings on scattered sites in a built-up area.

Infrastructure

Facilities and services needed to sustain industry, residential, commercial and all other land use activities.

Integral Units

Items, equipment, or machinery which are assembled or constructed to function as a single unit, such as, but not limited to, large cranes, drilling rigs or other large vehicles, large diameter pipes or culverts, large scale motors or transformers, etc., or, in the case of salvage or junkyards, shelving or other storage units, not to exceed 20 feet in height, that are used to store and display salvage items.

Irrigation or Irrigate

Use of water, whether or not potable, to sustain or grow landscaping or flora.

J

Jail

A facility established by a law enforcement agency for the detention of adult or juvenile persons while being processed for arrest or detention, awaiting trial, or for punishment and/or counseling as a result of sentencing by a court of jurisdiction for criminal or antisocial behavior.

Junk

Ferrous or nonferrous metals, wood or wood products, appliances not used for their intended purposes, rubber, or plastic products, dismantled or inoperable machinery, equipment, tools, junk vehicles, trash, or similar materials. The term junk excludes outside storage permitted as an accessory use.

Junk Vehicle

Any motor vehicle, trailer, or semitrailer, as those terms are defined by § 42-1-102 C.R.S. that: is not operable in its existing condition because of damage or because parts necessary for operation such as, but not limited to, tires, engine, or drive train, are removed, destroyed, damaged, or deteriorated; or, is not capable of being lawfully driven on a public highway or street pursuant to the minimum standards set forth in Title 42 of the Colorado Revised Statutes. Any such motor vehicle, trailer, or semitrailer shall be presumed to be a junk vehicle if no current Colorado license plates are displayed thereon, or if Colorado license plates have been invalid for more than 60 days. (Note: The owner or possessor of such a motor vehicle, trailer, or semitrailer may rebut such a presumption by providing proof of current registration or licensing.)

Junkyard or Salvage Yard

Any yard, lot, land, parcel, building or structure, or part thereof, used for storage, collection, processing, purchase, sale, salvage, or disposal of used or scrap materials, equipment, vehicles, or appliances. Junkyards include, but are not limited to, wrecking yards, salvage yards and automobile impoundment areas where stored vehicles are inoperative or unlicensed. Junkyards do not include storage of vehicles used for agricultural purposes on a property used for agricultural purposes, or facilities qualifying as motor vehicle repair shops.

Jurisdiction

The sphere of responsibility of the Grand Junction City Council or a political subdivision of the state.

K

L

Land Reclamation

Increasing land use capability by changing the land's character or environment through drainage and/or fill.

Land Use

A list of uses within categories enumerated in this Code for various uses of land in the City.

Landscape

An area set aside from structures and parking which is developed with natural materials (i.e., lawns, trees, shrubs, vines, hedges, bedding plants, rock) and decorative features, including paving materials, walls, fences, and street furniture.

Landscape Professional

A licensed Colorado landscape architect; or a landscape contractor licensed by the Associated Landscape Contractors of Colorado or the Colorado Arborists and Lawn Care Professionals; or other similarly qualified or certified professional approved by the Director.

Leasehold Interest

A contractual agreement for a possessory estate for the use of lands, structures, buildings, or parts thereof for a fixed time and consideration.

Lighting-Related Definitions

Full Cutoff Light Fixture

A light fixture in which no more than two and one-half percent of its total output is emitted above 90 degrees from the vertical pole or building wall on which it is mounted.

Lighting

An artificial supply of light or the apparatus providing it.

Local Road or Street

A street that provides direct access to adjacent land and access to higher street classifications. All streets or roads not otherwise classified are local.

Lodging Facilities (Use Category)

Uses in this category include facilities where lodging, meals, and other services are provided to transient visitors and guests for a fee for a defined period of time less than 30 days per instance. Accessory uses may include storage, cafeterias, limited retail, health and recreation facilities, and parking or other amenities.

Lot

A parcel of land that is defined on a subdivision plat of record, which is intended to be occupied by a principal building or building and open space. Streets are not included in this definition. (See graphic.)

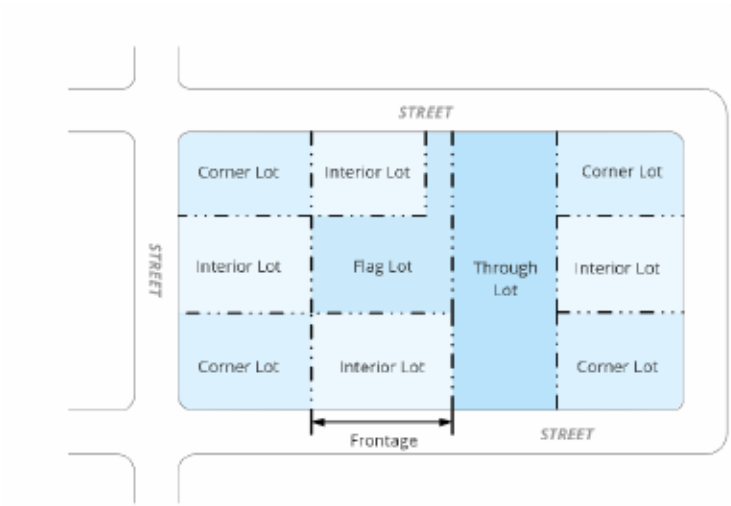


Figure 14.02-5 Lot Types

Lot Area

The area of the lot shall be the horizontal area of the lot and shall not include portions of streets and alleys.

Lot, Corner

A lot abutting upon two or more intersecting streets.

Lot Coverage

That area of the lot or parcel which may be occupied by impervious surfaces.

Lot Depth

The horizontal distance from the front property line to the rear property line. If front and rear property lines are not parallel, the lot depth is the shortest distance between the front and rear property lines.

Lot, Through (Double Frontage)

An interior lot having frontage on two nonintersecting streets.

Lot, Flag

A lot having no frontage or access to a street or place except by a narrow strip of land.

Lot Frontage

The distance for which a lot abuts on a street.

Lot, Interior

A lot whose side lines do not abut on any street.

Lot Line

A line of record bounding a lot which divides one lot from another lot or from a public or private street or any other public space.

Lot Width

The horizontal distance measured at the front yard setback line between side property lines measured parallel to the street, said property lines or to the tangent of a curved street property line. If side property lines are not parallel, the lot width is the shortest distance between the side property lines.

Low Traffic Storage Yard

An enclosed outdoor storage area generating less than 30 average daily trips (30 ADT).

M

Maintain

To use, to keep in existence. To continue upkeep is not required to meet the definition of "maintain."

Major Subdivision

A subdivision consisting of two or more proposed new lots.

Manufactured Building Sales and Service

A retail sales and service use in which prefabricated or manufactured buildings are displayed and sold.

Manufactured Home or Housing

Factory-built, single-family structures that meet the National Manufactured Home Construction and Safety Standards Act (42 U.S.C. Section 5401 et seq.), commonly known as the HUD Code (U.S. Department of Housing and Urban Development).

Manufactured Housing Community

A site, lot, tract, or parcel of land used for the continuous accommodation of two or more occupied manufactured homes and maintained for dwelling purposes on a permanent basis on individual lots, pads, or spaces; whether those lots, pads, or spaces be individually owned, leased, or rented. A manufactured housing community does not include manufactured home subdivisions or property zoned for manufactured home subdivisions.

Manufactured Home Subdivision

A parcel or contiguous parcels of land subdivided into two or more lots configured for development of manufactured housing.

Manufacturing and Processing (Use Category)

Uses in this category includes the excavation, transporting, manufacture, fabrication, processing, reduction, destruction, or any other treatment of any article, substance, or commodity, in order to change its form, character or appearance. Accessory uses may include retail sales, offices, storage, cafeteria, employee amenities, parking, warehousing, and repair facilities.

Master Plan

A long-range plan for major institutional and civic facilities that considers community benefits and impacts.

Maximum Extent Practicable

The Director has determined that no feasible or prudent alternative exists, that all possible efforts to comply with the standards or regulation or minimize potential harmful or adverse impacts have been undertaken by an applicant, and that the costs of complying with a Code standard or criteria clearly outweigh the benefits to the public of complying with the standard or criteria. Economic considerations may be taken into account, but shall not be the overriding factor determining whether compliance with a standard or criteria in this Code is impracticable.

Medical or Dental Clinic

A health care facility where patients are admitted for examination and treatment on an outpatient basis by one or more physicians, dentists, other medical personnel, psychologists, counselors, therapists, or social workers, and where patients are not usually lodged overnight. This use includes dialysis and other outpatient services clinics and emergency care clinics without ambulance services. This use includes establishments providing support to the medical profession and patients, such as medical and dental laboratories, blood banks, oxygen, and miscellaneous types of medical supplies and services.

Meeting, Banquet, Event, or Conference Facility

A facility with or without food preparation equipment, used for meetings, conferences, receptions, fellowship, catered meals, and other social functions; and available on a rental basis to the general public.

Mining and Extraction

The development or extraction of mineral deposits, including but not limited to limestone, coal, sand, rock, clay, dirt, gravel, and other materials, and quarry aggregate from their natural occurrences on affected land. The term includes but is not limited to cement and asphalt batch plants, open pit mining and surface operations, strip mining, quarrying, dredging, and the disposal of refuse from those activities.

Mini-Warehouse

A structure or group of structures containing separate, individual, and private storage spaces of varying sizes, leased, or rented on individual leases for varying periods of time.

Minor Arterial

A street, as identified in the Grand Junction Circulation Plan, which has a relatively high overall travel speed, with minimal interference and which interconnects with the principal arterial system.

Mitigation

Methods used to alleviate or lessen the impact of development.

Mobile Food Vendor

A readily movable, motorized wheeled vehicle or towed wheeled vehicle that is equipped to prepare, serve, and sell or dispense food and is registered with a department/division of motor vehicles.

Mobile Food Vendor Court

Three or more Mobile Food Vendors on the same property.

Mobile Home

A single-family dwelling, factory-built and factory-assembled residence which does not comply with the National Manufactured Homes Construction Safety and Standards Act. (42 U.S.C. Section 5401 et seq., 1978, as amended).

Mobile Home Park

A parcel of land used for the continuous accommodation of two or more occupied mobile homes. Mobile home parks are typically operated for the financial benefit of the owner of the parcel of land but may also include individual lot ownership. Mobile home park does not include manufactured home parks or subdivisions.

Mudflow

A flowing mass of predominantly fine grained earth material possessing a high degree of fluidity during movement.

Mulch

Wood chips, bark, rock, or other accepted material placed around plants to assist in moisture retention and weed prevention.

Multi Stem Tree

A tree that has one stem at ground level but that splits into two or more stems above ground level. Trees whose stems diverge below ground level are considered separate trees.

Municipality

An incorporated city or town.

N

Natural Hazard

A geologic, floodplain, or wildfire hazard as identified by a state or federal agency.

Natural Resource

Existing natural elements relating to land, water, air, plant, and animal life, including, but not limited to, soils, geology, topography, surface and subsurface waters, wetlands, vegetation, and animal habitats.

Neighborhood

An area of a community with characteristics that distinguish it from other areas and that may include distinct ethnic or economic characteristics, housing types, schools, or boundaries defined by physical barriers, such as major highways and railroads or natural features, such as rivers. (Note: Historically, the neighborhood was defined as the area served by an elementary school, with shopping and recreation facilities to serve neighborhood residents. While the description is probably dated, the neighborhood designation is useful in analyzing the adequacy of facilities and services and in identifying factors affecting the quality of the built environment. In addition, as a distinct and identifiable area, often with its own name, neighborhoods are recognized as fostering community spirit and a sense of place, factors recognized as important in community planning.) Or: That area with definite boundaries as determined by the Director on a case-by-case basis to meet the intent and purpose of the Code.

Neighborhood Association

Any group that has been recognized by the Community Development Department or has registered with the Community Development Department the boundaries of a particular area with which it is related and which the association represents.

Net Floor Area

The square footage of the principal use area of a building including restrooms, hallways and stairwells, but not including normally unoccupied areas such as garages, storage rooms, and furnace areas.

Nonconforming

A legal use, structure, and/or development which existed prior to the adoption of this Code or any amendment thereto, which does not presently conform to this Code or its amendments.

Nonconforming Structure or Building

A structure or building, the size, dimensions, or location of which was lawful prior to the adoption, revision, or amendment to the zoning ordinance but that fails by reason of such adoption, revision, or amendment to conform to the present requirements of the zone district.

Nonconforming Use

A use or activity that was lawful prior to the adoption, revision, or amendment of the zoning ordinance but that fails by reason of such adoption, revision, or amendment to conform to the present requirements of the zone district.

Nonprofit

Organizations having 501(c)(3) filing status with the Internal Revenue Service.

Notice

The method of informing persons of requests, hearings, actions taken and similar actions. The form and specifics of notice will vary depending on the application, step, and other factors.

Noxious or Invasive Species

Non-native plants that have a recognized harmful impact on natural habitats and/or are likely to displace native plant species for light, space, soil moisture and nutrients, including those noxious species identified under the Colorado Noxious Weed Act codified at C.R.S. Title 35 Article 5.5, as amended.

Nursery or Greenhouse

A place where plants are raised, acquired, and maintained for transplanting or sale. It may also include, either exclusively or in conjunction with the above activities, the sale of materials commonly used for landscaping purposes, such as soil, rock, bark, mulch and the sale or rental of small landscaping tools and supplies.

Nursing Care or Convalescent Facility

A licensed health care entity that is planned, organized, operated, and maintained to provide supportive, restorative, and preventative services to persons who, due to physical and/or mental disability, require continuous or regular inpatient nursing care. Convalescent facilities may be either an integral patient care unit of a general hospital or a facility physically separated from, but maintaining an affiliation with, all services in a general hospital.

O

Oil and Gas Drilling

Equipment or improvements used or installed at an oil and gas location for the exploration, production, withdrawal, gathering, treatment, or processing of crude oil, condensate, E&P waste, or gas. Any well, wellhead, flowlines, tanks, surface equipment, or associated infrastructure used in the development, production, storage, or marketing of oil, natural gas, natural gas liquids, or other hydrocarbon resources.

Offenders

For the purpose of community corrections facilities, persons accused or convicted of a felony, misdemeanor, or other criminal offense.

Office

Establishments that provide executive, management, administrative, or professional services, but not involving the sale of merchandise except as incidental to a permitted use. Typical examples include banks or financial institutions, government, real estate, insurance, property management, investment, employment, travel, advertising, law, architecture, design, engineering, accounting, call centers, and similar offices.

Office and Personal Services (Use Category)

Uses in this category provide executive, management, administrative, governmental, or professional services or are primarily engaged in the provision of informational, instructional, personal improvement, personal care, and similar services. Accessory uses may include retail sales, cafeterias, health facilities, and parking.

Off-site Improvement

Improvements required to be made off site as a result of an application for development and including, but not limited to, road widening and upgrading, stormwater facilities and traffic improvements.

Off-site Parking

Parking provided for a specific use, but located on a site other than the one on which the specific use is located.

Off-street Parking Space

The space required to park one vehicle, exclusive of access drives, and not on a public right-of-way.

Open Space

Any property or portion without any structure or impervious surface and not designated and used for a specific purpose.

Open Space Fee

A fee paid by the developer of a new residential development to the City for the purpose of acquisition and development of open space.

Ornamental Tree

A tree that has a height and spread between 15 feet and 30 feet at maturity.

Outdoor Display and Sales

Outdoor display and sales includes portable display taken inside at the close of each business day or a display of items of merchandise for immediate sale and open to customers for browsing (such as, but not limited to, operable autos, RVs, trucks, modular homes, hot tubs) that is permanently located outdoors. Retail displays including shelving or rack areas higher than six feet, wholesale merchandise displays and other areas not accessible to the general public are considered outdoor storage. This use does not include merchandise displayed immediately adjacent primary facade near the customer entrance(s) that does not protrude into parking areas or drive aisles or beyond the eaves, roof overhang or covered entrance area.

Outdoor Entertainment and Recreation

Outdoor facilities, excluding racetracks, for outdoor concerts, amusement parks, miniature golf, drive-in theaters, go-cart tracks, stadiums, and other similar outdoor activities, and that may provide limited bleacher-type seating for the convenience of users. This use includes facilities for outdoor

sports such as private swimming pools, tennis and basketball courts, sports fields, and playgrounds. This use includes outdoor wedding venues.

Outdoor Living Area

Any property or portion thereof which is permanently set aside for public or private use, is landscaped with living plant material (a minimum of 75 percent coverage), and will not be further developed. The area can include landscape buffers. The area calculation excludes detention areas, parking areas, and driveways.

Outdoor Storage, Accessory

An outdoor area used for the long-term deposit (more than 48 hours) of any goods, material, merchandise, or vehicles that occupy a volume of more than 150 cubic feet as an accessory use to and associated with a principal use on the property.

Outdoor Storage, Commercial

An outdoor area in which storage spaces are used by consumers/tenants for short- and long-term storage of personal property. Consumers/tenants retain "care, custody and control" of their personal property. Outdoor storage includes, but is not limited to, camper/RV storage, commercial and industrial product storage (e.g., sand and gravel), as well as landscape storage and contractor storage.

Overburden

All the earth and other materials which lie above natural mineral deposits or materials disturbed from their natural state in the process of mining and/or other development.

Overflow Parking

Any off-street, ground level open area used for the temporary storage of excess motor vehicles.

Overlay District

A zone district which has been superimposed over basic districts to address development constraints which require special attention and treatment and to alert developers to issues they need to address in preparing an application for development.

Owner

An individual, firm, association, syndicate, partnership, or corporation having sufficient proprietary interest to seek development of land.

P

Parcel

An area of land defined by a legal description and recorded with the County Clerk and Recorder.

Park Impact Fee

A fee paid by the developer of a new residential development to the City for the purpose of acquisition and development of park facilities.

Park, Lake, Reservoir, or Other Open Space

Uses of land that are characterized primarily by natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, or community gardens, or public squares. Structural improvements are generally limited to those structures that facilitate the use of the land as park and open space. Accessory uses may include playgrounds, maintenance facilities, swimming pools, restrooms and dressing rooms, concessions, and parking.

Parks and Open Space (Use Category)

Uses in this category focus on natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Lands tend to have few structures. Accessory uses may include clubhouses, playgrounds, maintenance facilities, concessions, and parking.

Parking Garage, Commercial

An structure or portion of a structure composed of one or more levels or floors exclusively used for the parking of vehicles as a principal use of land. A parking garage may be totally below grade or either partially or totally above grade, with those levels being either open or enclosed. Parking is generally available to the public, and a fee is generally charged. Parking facilities that are accessory to a principal use are not considered commercial parking uses.

Parking Lot, Commercial

An off-street, ground-level, open area used for the parking of vehicles as a principal use of land. Parking is generally available to the public, and a fee is generally charged. Parking facilities that are accessory to a principal use are not considered commercial parking uses.

Parkway Strip

The undeveloped portion of right-of-way between the back of curb and the detached sidewalk.

Pasture, Commercial

Land, including fenced fields, where plants, including but not limited to hay, grass, alfalfa, or corn are cultivated and irrigated or watered and are grown for the purpose of grazing.

Pedestrian Right-of-way

A right-of-way or easement dedicated for public pedestrian access.

Persigo Agreement

The agreement between the City of Grand Junction and Mesa County, signed on October 13, 1998, setting forth the agreed upon boundaries of the 201 Sewer District and how development and annexation shall occur within those boundaries.

Person

Natural persons as well as any other entity recognized by law, including: association, partnership, corporation, and joint venture, whether for-profit or nonprofit.

Personal Service

A facility that provides individualized services generally related to personal needs. These include, but are not limited to, laundry, including cleaning and pressing service, beauty shops, barbershops, shoe repair, personal copying/shipping services, health spas, photographic studios, tailor/seamstress shop, indoor equipment/party/event rental, tanning salon, bicycle and sports equipment repair, small and large appliance repair, tattoo parlors and similar uses.

Petitioner

An applicant.

Planned Development (PD)

An area of land zoned and improved as a development for which the otherwise applicable bulk use and other requirements may be modified in order to allow for more flexible planning in conformance with the development approval process.

Planning Clearance

A permit that allows development to proceed, a use to be made or maintained or improvements, including structures to be built.

Planning Commission

The City of Grand Junction's Planning Commission. Also referred to as Commission.

Plat

A map approved by the City which creates lots or tracts and is recorded, surveyed, and legally described land, having appropriate dedication and/or restrictions, which is an instrument for recording of real estate interests with the Mesa County Clerk and Recorder's office.

Preliminary Plan

The map or maps of a proposed development and supporting materials which permit the evaluation of the proposal prior to final detailed engineering and design.

Preliminary Subdivision Plan

A map indicating the proposed layout of the subdivision or site plan that is submitted to the approving authority for preliminary approval.

Primary Development

Any enclosed habitable structure on a permanent foundation, any engineered wall required for orderly development such as retaining walls, underground utilities, required paved surfaces such as roads, trails and/or sidewalks, and any site work required for public safety such as storm drain systems.

Primary Transmission Line

Either (GVP): Overhead D4 Line Size, or (Xcel) a three-phase mainline ("feeder") 600-amp or greater construction and with conductors greater than #4/0 ACSR.

Principal Arterial

A street, as identified in the Grand Junction Circulation Plan, which provides a network of continuous routes serving intrastate and interstate travel as well as interurban and intraurban travel.

Principal Structure

The structure in which the principal use of a property is conducted. This shall include any buildings which are attached to the principal structure by a covered structure.

Principal Use

The main or principal use of a parcel of land.

Private

Anything not owned or operated by the federal government, state government, or any political subdivision.

Produce Stand

A temporary open air stand or place for the seasonal selling of agricultural products.

Property

A lot, parcel, tract, or other real estate. Separate parcels, lots, tracts and/or other real estate which are under the same ownership and which adjoin or abut are, for the purpose of this Code, treated as one lot, parcel or tract or other real estate, even if classified as different tax parcels and even if separated by a right-of-way, watercourse, or similar barrier.

Public

Anything owned or operated by the federal government, state government, or any political subdivision.

Public Building

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

Public Hearing

A public meeting for which public notice has been given and an opportunity for public testimony is provided.

Public Land for Dedication and Ownership

Parks, playgrounds, schools, drainage channels, trails, highways, roads and streets or other areas of land accepted by the City Council and dedicated for the public's use or benefit.

Public Meeting

A meeting of a board, Planning Commission, City Council, or their representatives where the public may attend.

Public Notice

Notice to the public of a public hearing or meeting as required by state or local law. See GJMC 21.02.030(g).

Public Trail

Any pathway designed for public recreation.

Q

R

Reclamation

Rehabilitation of plant cover, soil stability, water resources, and other measures which will allow or cause flora to permanently grow on land.

Recorded/Record

A document filed with and indexed by the Mesa County Clerk and Recorder.

Recreation and Entertainment (Use Category)

Uses in this category include indoor and outdoor recreation and entertainment activities. Accessory uses may include limited retail, concessions, parking, and maintenance facilities.

Recreational Vehicle

All vehicles, with or without motive power, designed, converted, or used to provide temporary living quarters that include four or more of the following permanently installed facilities: cooking, refrigeration or ice box, self-contained toilet, heating and/or air conditioning, potable water supply system including faucet and sink, separate 110 to 125 volt electrical power supply and/or LP gas supply. Recreational vehicles shall also include the following: all watercraft subject to registration by the State of Colorado, all motorcycles, mini bikes, all-terrain vehicles (ATVs), go-carts and similar vehicles with motive power that are prohibited from operating on a public street by the State of Colorado. All other vehicles and crafts designed to carry one or more adults used primarily for recreational purposes that are prohibited from operating on a public street by the State of Colorado, all trailers designed or used to carry any recreational vehicle described herein.

For the purpose of this Code, an empty trailer or a recreational vehicle not on a trailer shall each be counted as one recreational vehicle. However, a trailer carrying one or more recreational vehicles shall together be counted as one recreational vehicle. Also includes a semi-trailer, loaded, or unloaded, utility trailers, loaded or unloaded, or any other type or use of a trailer.

Recycling Collection Facility

A structure or facility in which used materials such as papers, glassware, plastics, and metal cans are separated, recycled, and processed prior to shipment to others that will use those materials to manufacture new products.

Recycling Collection Point

An incidental use that serves as a neighborhood drop-off point for temporary storage of non-hazardous recoverable or recyclable goods such as, but not limited to, newspapers, glassware, plastics, clothing, and metal cans. No on-site processing of such items would be allowed.

Regulated Cannabis Cultivation Facility

An entity licensed to cultivate, prepare, and package cannabis and sell cannabis to retail cannabis stores, to cannabis product manufacturing facilities, and to other cannabis cultivation facilities, but not to consumer.

Regulated Cannabis Hospitality and Sales Business

A facility that cannot be mobile, that is licensed to permit the consumption of only the retail cannabis or retail cannabis products it has sold pursuant to the provisions of an enacted, initiated, or referred ordinance or resolution of the local jurisdiction in which the licensee operates.

Regulated Cannabis Products Manufacturing Facility

An entity licensed to purchase cannabis; manufacture, prepare, and package cannabis products; and sell cannabis and cannabis products to other cannabis product manufacturing facilities and to retail cannabis stores, but not to consumers.

Regulated Cannabis Store

An entity licensed to purchase regulated cannabis from regulated cannabis cultivation facilities and to sell regulated cannabis to consumers and regulated cannabis testing facilities that are licensed to analyze and certify the safety and potency of cannabis.

Regulated Cannabis Transporter Business

An entity or person that is licensed to transport retail cannabis and retail cannabis products from one regulated cannabis business to another regulated cannabis business and to temporarily store the transported regulated cannabis and regulated cannabis products at its licensed premises but is not authorized to sell regulated cannabis or regulated cannabis products under any circumstances.

Regulation

An applicable provision of this Code or any other requirement promulgated under this Code or the Grand Junction Municipal Code.

Renewable Energy Facility, Accessory

The use of land for:

1. Solar collectors or other devices or structural design features of a structure that rely upon sunshine as an energy source and is capable of collecting, distributing, or storing the sun's radiant energy for a beneficial use;
2. Land area and equipment for the conversion of natural geothermal energy into energy for beneficial use; or
3. Wind energy systems.

Request

A writing seeking a Planning Clearance. This is the same as an application.

Residence

A home, abode, or place where an individual is actually living at a specified point in time.

Resort Cabin and Lodge

A building or group of buildings, under single management and ownership, containing rooms and/or units available for temporary rental to transient guests, which serves as a destination point for visitors, and where the primary attraction is major natural areas, recreational features, or activities for persons on vacation.

Restaurant

An establishment serving food and/or beverages that are prepared, served, and consumed either within an enclosed building or accessory outdoor eating and drinking areas on the premises, taken out, or delivered.

Resubdivision

The changing of an existing parcel created by a plat and recorded with the County Clerk and Recorder.

Retail Sales (Use Category)

Uses in this category involve the sale, lease, or rent of new or used products directly to the final consumer for whatever purpose, but not specifically or exclusively the purpose of resale. Accessory uses may include offices, parking, storage of goods, assembly, repackaging, or repair of goods for on-site sale.

Retail Sales and Service

Establishments engaged in selling, leasing, or renting goods or merchandise to the general public for personal or household consumption including, but not limited to antiques, art, art supplies, bicycles, clothing, dry goods, electronic equipment, fabric, furniture, garden supplies, gifts, hardware, home improvements, household products, jewelry, pet food, pharmaceuticals, printed material, and sporting goods, and rendering services incidental to the sale of such goods.

Retail Sales and Service, Small

A facility or establishment with up to 5,000 square feet of gross floor area.

Retail Sales and Service, Medium

A facility or establishment with between 5,001 and 10,000 square feet of gross floor area

Retail Sales and Service, Large

A facility or establishment with between 10,001 and 60,000 square feet of gross floor area.

Retail Sales and Service, Big Box

A facility or establishment with more than 60,000 square feet of gross floor area.

Retaining Wall

A manmade barrier constructed for the purpose of stabilizing soil, retarding erosion, or terracing a parcel or site.

Revision

Minor changes to an application or approval. Revisions are changes that can be approved within the scope of GJMC 21.02.040(c).

Revocable Permit

A permit issued by the City Council, pursuant to Section 127 of the City Charter, allowing the construction in, or use of, a public right-of-way and revocable after 30 days' notice.

Ridgeline

The highest elevation of a mountain chain or line of hills; the intersection of two roof surfaces forming the highest horizontal line of the roof.

Riding Academy, Roping or Equestrian Area

A facility or place used for horse boarding (including equestrian pasture boarding) and/or equestrian activities for a fee, and/or for an exchange of goods or services. This includes facilities where horses are harbored and the general public may, for a fee, hire horses for riding.

Right-of-way

A strip of land acquired by reservation, dedication, forced dedication, prescription, or condemnation and intended to be occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, waterline, sanitary storm sewer, and other similar uses; generally, the right of one to pass over the property of another.

Roadway

The improved portion of a street within a right-of-way and/or easement.

Roof Line

The highest edge of the roof or the top of parapet, whichever establishes the top line of the structure when viewed in a horizontal plane.

Rooster

A rooster shall be defined as any adult male domestic chicken which is three months of age or older.

Root Ball

The mass formed by the roots of a plant and the soil surrounding them at the time of planting.

Rootzone

The area of the ground around the base of the tree where rooting occurs, as measured from the trunk to a distance twice the radius of the canopy drip line.

Rubbish

Rubbish includes but is not limited to food waste, ashes and other solid, semisolid, and liquid waste, by-products and generally decomposable residue taken from residences, commercial establishments and institutions. Rubbish may also be known as/referred to as "garbage," "trash," or "waste" as those terms are used and/or defined in this Code or any other City code, law, rule, or regulation.

S

Safety Service Facility

Facilities for the provision of local rapid response emergency services such as policing, firefighting, and mobile medical emergency services, including areas for the storage and maintenance of emergency vehicles and equipment and housing and feeding of emergency personnel.

Sanitary Facility

A facility providing a toilet and washbasin that may or may not be connected to a central sanitary sewer system.

Satellite Dish

An antenna, consisting of radiation elements that transmit or receive radiation signals, that is supported by a structure with or without a reflective component to the radiating dish, usually circular in shape with a parabolic curve design constructed of a solid or open mesh surface and intended for transmitting or receiving television, radio, microwave signals or other electromagnetic waves to or from earth satellites.

School, Boarding

An educational institution at which pupils are provided with meals and lodging.

School, Public or Private

A public or private institution that offers general academic instruction at preschool, kindergarten, elementary, and secondary levels.

School, Vocational, Technical, or Trade

A secondary or higher education facility primarily teaching usable skills that prepares students for jobs in a trade or in industry, construction, or commerce, and meeting all applicable state requirements for a facility of its type

Screening

Shielding, concealing, and effectively hiding from view of a person standing at ground level on an abutting site, or outside the area of the feature so screened by a wall, fence, hedge, berm, or any combination of these methods, or any similar architectural or landscaped feature, such as a landscape perimeter strip.

Secured/Security

Cash, letter of credit or other readily available source of money.

Service Lines

Electric, gas, communication, water, sewer, irrigation, and drainage lines providing local distribution or collection service.

Setback

The minimum distance between a structure and a property line of a parcel of land or other established reference point.

Shade Tree

A tree that has a height and/or spread of 30 feet or greater at maturity.

Shooting Range, Indoor

An indoor facility used for firearm target practice, competitions, or similar uses, including but not limited to archery, skeet, trap, paintball, and similar shooting activities.

Shooting Range, Outdoor

An outdoor area or facility to be used for firearm target practice, competitions, or similar uses, including but not limited to archery, skeet, trap, and similar shooting activities.

Short-Term Rental

A type of lodging wherein a dwelling unit, either in full or in part, is rented to a temporary occupant(s) for monetary consideration for fewer than 28 consecutive days. A bed and breakfast and a home used similar to a rooming/boarding house but where stays are fewer than 30 consecutive days is also a short-term rental. Short-term rental does not include shelters or other transient lodging as defined as a community service use.

Short-term Rental, Primary

a short-term rental that makes available for rent all bedrooms in a dwelling unit in a principal structure, excluding accessory dwelling units attached to a principal structure.

Short-term Rental, Secondary

A short-term rental that makes available for rent less than all the bedrooms in a principal dwelling unit, or an accessory dwelling unit.

Shrub

A woody plant, smaller than a tree, consisting of several small stems from the ground or small branches near the ground; may be deciduous or evergreen.

Sight Distance Triangle

A triangular-shaped portion of land established at street intersections in which nothing is erected, placed, planted, or allowed to grow in such a manner as to limit or obstruct the sight distance of motorists entering or leaving the intersection.

Sign-Related Definitions

Sign

Any device, fixture, placard, structure, painted surface, or part thereof that uses any color, word, written representation, graphic symbol, logo, letters, illumination, numbers, or writing to advertise, announce or identify the purpose of, a person or entity, to advertise or merchandise a product or service, or to communicate written information to the public. (See graphic.)

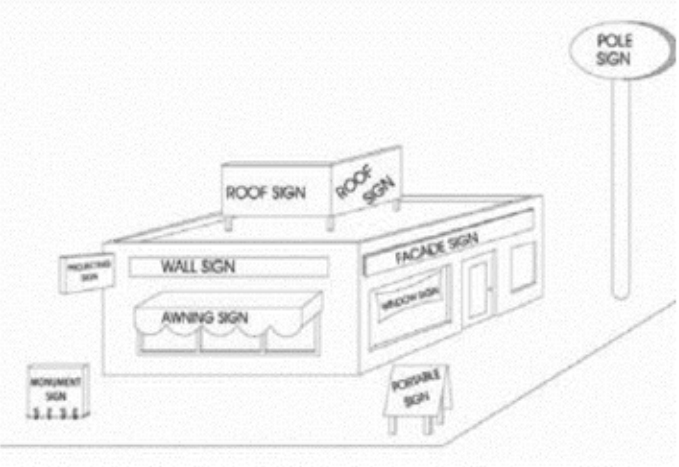


Figure 14.02-6 Sign Types

Sign, Awning

A sign that is mounted, painted, or attached to an awning.

Sign, Monument

A sign other than a pole sign in which the entire bottom is in contact with, or is close to, the ground and is independent of any other structure.

Sign, Façade

A sign painted on a wall of a building with or without a background. A facade sign shall not project from the building on which it is painted.

Sign, Flush Wall

A sign attached to, or erected against, the wall of a structure which has the sign face in a plane parallel to the plane of the wall and which does not extend more than 12 inches from the building face. (See graphic above.)

Sign, Freestanding

A sign structure which is supported by one or more columns, uprights, poles, or braces extended from the ground or which is erected on the ground. (See graphic above.)

Sign, Illegal

A sign which is in violation of the requirements of this Code except for those signs qualifying as nonconforming (see sign regulations, GJMC 21.10.050).

Sign, Integral

A sign that is carved into stone, concrete or similar material or made of bronze, aluminum, or other permanent type construction and made an integral part of the structure.

Sign, Permanent

A sign which is securely attached to the ground or a structure so that it cannot readily be moved.

Sign, Portable

A sign which is not permanently attached to the ground or a structure. A sign that is mounted or erected upon a vehicle, van, truck, automobile, bus, railroad car or other vehicle which is not registered and not in operating condition shall be considered a portable sign. (See graphic above.)

Sign, Projecting

A sign attached to a structure wall and extending outward from the wall more than 12 inches. (See graphic above.)

Sign, Roof Top

A sign that is mounted on the roof of a building or that is wholly dependent upon a building for support and that projects above the top walk or edge of a building with a flat roof, the eave line of a building with a gambrel, gable or hip roof, or the deck line of a building with a mansard roof. (See graphic above.)

Sign, Wind Driven

One or more banners, flags, pennants, ribbons, spinners, streamers, captive balloons or other objects or materials designed or intended to move when subjected to pressure by wind or breeze and by that movement attract attention and function as a sign (see definition of Sign).

Sign Without Backing

Any word, letter, emblem, insignia, figure or similar character or group thereof that is neither backed by, incorporated in, or otherwise made a part of any larger display.

Significant Landscape Feature

Any outstanding natural element, including, but not limited to, vegetation, rock outcrops, and prominent landforms.

Site Plan

The development plan for one or more lots on which is shown the existing and proposed conditions of the lot, including topography, vegetation, drainage, floodplains, wetlands and waterways; landscaping and open spaces, walkways, means of ingress and egress, circulation, utility services, structures and buildings, signs and lighting, berms, buffers, and screening devices, surrounding development, and any other information that reasonably may be required in order that an informed decision can be made by the approval authority.

Solid Waste Disposal or Processing Facility

An area of land and any related facility owned or operated by the City of Grand Junction that is designed or operated for the purpose of disposing of solid waste on or in the land and at which solid waste is disposed of in or on the land.

SSID

Submittal Standards for Improvements and Development as adopted by the City of Grand Junction.

Staff

The staff of the Grand Junction Community Development Department.

Storage, Wholesale, and Warehousing (Use Category)

Uses in this category are engaged in the storage or movement of goods for themselves or other businesses. Goods are generally delivered to other businesses or the final consumer, except for some will-call pickups. There are typically few customers present.

Street

Any public or private roadway, but not an alley.

Street, Primary

The principal frontage for a building site, as defined during site plan review.

Street, Side

The frontage that is not a primary street, as defined during site plan review.

Streetscape

The landscaping and other manmade objects located within the public right-of-way which add variety and are placed for aesthetic purposes as well as functional, pedestrian guidance and traffic control.

Structure

Anything constructed or erected which requires location on or in the ground, or is attached to something having a location on the ground or anything as defined by the International Building Code. Structures do not include piped ditches and their appurtenances, poles, lines, cables, transmission or distribution facilities of public utilities, freestanding mailboxes, on grade slabs, walks, driveways, landscaping materials or fences, except that fences in excess of six feet shall be considered a structure. (See also Building.)

Subdivision

The division of land into two or more parcels, separate interests including condominium(s) and leasehold interest(s), or interests in common, unless exempted by this Code. Unless the method of disposition is adopted for the purpose of evading any provision or purpose of this Code, the term "subdivision" shall not apply to any division of land:

1. Which is created by order of any court in this state, but only if the City Attorney has received sufficient notice of the proposed order so that the City may object thereto, as its interests may dictate;
2. Which is created by a lien, mortgage, deed of trust, or any other security instrument which became effective prior to June 1, 1989;
3. Which is created by a security or unit of interest in any investment trust regulated under the laws of this state or any other interest in any investment entity which became effective prior to June 1, 1989;
4. Which creates cemetery lots;
5. Which creates an interest or interests in oil, gas, minerals, or water which are now or hereafter severed from the surface ownership of real property; or
6. Which is created by the acquisition of an interest in land in the name of a husband and wife or other persons in joint tenancy or as tenants in common, so long as any partition so that the City may object thereto, as its interests may dictate; any such interest shall be deemed, for the purposes of this Code, as only one interest.

Suitable Plant List

A list maintained by the Director of plant species and generally approved to be installed in accordance with this Code.

Surveyor

A land surveyor registered by the State of Colorado.

Swimming Pool, Community

A swimming pool maintained by individuals for the use of more than one household and open to the public, maintained by a school, park district, municipality or other public not for profit organizations.

SWMM

The Stormwater Management Manual (GJMC Title 28) as adopted by the City.

T

TEDS

The Transportation and Engineering Design Standards (GJMC Title 29) as adopted by the City.

Telecommunication-Related Definitions

Alternative Structure

A structure that is not primarily constructed for the purpose of holding antennas but on which one or more antennas may be mounted, such as buildings, water tanks, pole signs, billboards, church steeples, and electric power transmission towers.

Amateur Radio Tower

A tower used for noncommercial amateur radio transmissions consistent with the "Complete FCC U.S. Amateur Part 97 Rules and Regulations" for amateur radio towers.

Ancillary Structure

For the purpose of this section, any form of development associated with a Telecommunications Facility, including foundations, concrete slabs on grade, guy anchors, generators, and transmission cable supports, but excluding equipment cabinets.

Antenna

Any apparatus designed for the transmitting and/or receiving of electromagnetic waves, including telephonic, radio or television communications. Types of elements include omni-directional (whip) antennas, sectionalized (panel) antennas, multi or single bay (FM and TV), yagi, or parabolic (dish) antennas.

Antenna Array

A single or group of antenna elements and associated mounting hardware, transmission lines, or other appurtenances which share a common attachment device such as a mounting frame or mounting support structure for the sole purpose of transmitting or receiving electromagnetic waves.

Antenna Element

Any antenna or antenna array.

ASR

The antenna structure registration number as required by the FAA and FCC.

Base Station

Equipment and nontower supporting structure at a fixed location that enable wireless telecommunications between user equipment and a communications network. Examples include transmission equipment mounted on a rooftop, water tank, silo, or other above ground structure other than a tower. The term does not encompass a tower as defined herein or any equipment associated with a tower. "Base station" includes, but is not limited to:

3. Equipment associated with wireless telecommunications services such as private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul;
4. Radio transceivers, antennas, coaxial or fiber optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration (including distributed antenna systems and small cell networks);
5. Any structure other than a tower that, at the time the application is filed under this section, supports or houses equipment described in this definition that has been reviewed and approved under the applicable zoning or siting process, or under another City regulatory review process, even if the structure was not built for the sole or primary purpose of providing such support.

"Base station" does not include any structure that, at the time the application is filed under this section, does not support or house wireless communication equipment.

Breakpoint Technology

The engineering design of a monopole, or any applicable support structure, wherein a specified point on the monopole is designed to have stresses concentrated so that the point is at least five percent more susceptible to failure than any other point along the monopole so that in the event of a structural failure of the monopole, the failure will occur at the breakpoint rather than at the base plate, anchor bolts, or any other point on the monopole.

Broadband Facility

Any infrastructure used to deliver broadband services or for the provision of broadband service.

Broadband Service

Any technology identified by the U.S. Secretary of Agriculture as having the capacity to transmit data to enable a subscriber to the service to originate and receive high-quality Internet access, voice, data, graphics, and video. Broadband service includes, but is not limited to:

6. Cable Service. The one-way transmission to subscribers of video programming or other programming services and subscriber interaction required for the selection or use of such video programming or other programming service.

7. Telecommunications Service. The offering of telecommunications for a fee directly to the public, or to such classes of users as to be effectively available directly to the public, regardless of the facilities used.

8. Wireless Service. Data and telecommunications services, including commercial mobile services, commercial mobile data services, unlicensed wireless service, and common carrier wireless exchange access services, as all of these terms are defined by federal law and regulations.

Co-Location

The mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communications purposes so that installation of a new support structure will not be required.

Combined Antenna

An antenna or an antenna array designed and utilized to provide services for more than one wireless provider, or a single wireless provider utilizing more than one frequency band or spectrum, for the same or similar type of services.

Concealed

A tower, ancillary structure, or equipment compound that is not readily identifiable as a Telecommunications Facility and that is designed to be aesthetically compatible with existing and proposed building(s) and uses on a site or in the neighborhood or area. There are two types of concealed facilities:

1. Antenna attachments, including painted antenna and feed lines to match the color of a building or structure, faux windows, dormers, or other architectural features that blend with an existing or proposed building or structure; and

    2. A freestanding concealed tower which looks like something else that is common in the geographic region such as a church steeple, windmill, bell tower, clock tower, light standard, flagpole with a flag that is proportional in size to the height and girth of the tower, or tree that grows naturally or is commonly found in the area.

COW – "Cellular on Wheels"

A temporary PWSF placed on property to provide short term, high volume telecommunications services to a specific location and which can be easily removed from the property.

DAS – Distributed Antenna System

A system consisting of: (i) a number of remote communications nodes deployed throughout the desired coverage area, each including at least one antenna for transmission and reception; (ii) a high capacity signal transport medium (typically fiber optic cable) connecting each node to a central communications hub site; and (iii) radio transceivers located at the hub site (rather than at each individual node as is the case for small cells) to process or control the communications signals transmitted and received through the antennas.

DAS Hub

Ancillary equipment usually contained in a shelter or other enclosure which does not have any wireless transmission or receive equipment contained therein but is utilized in the deployment and operation of wireless DAS receive/transmit infrastructure that is located elsewhere.

Development Area

The area occupied by a Telecommunications Facility including areas inside or under an antenna-support structure's framework, equipment cabinets, ancillary structures, and/or access ways.

Dual Purpose Facility

A new banner pole, light stanchion, support tower for overhead electric lines, or other similar utility structure onto which one or more antenna(s) are or can be mounted or attached, and which is built for the primary purpose of providing PWSF.

Eligible Facilities Request

Any request for modification of an existing tower or base station involving co-location of new transmission equipment, removal of transmission equipment, or replacement of transmission equipment that does not substantially change the physical dimensions of such tower or base station.

Eligible Facility

Existing wireless tower or base station that has been approved through a local government land use review process prescribed for the tower or base station.

Eligible Support Structure

Any tower or base station existing at the time the application is filed with the City.

Equipment Cabinet

Any structure used exclusively to contain equipment necessary for the transmission or reception of communication signals.

Equipment Compound

The fenced-in area surrounding, inside or under a ground-based wireless communication facility containing ancillary structures and equipment (such as cabinets, shelters, and pedestals) necessary to operate an antenna that is above the base flood elevation.

Equipment Shelter

A self-contained building housing ancillary electronic equipment typically including a generator.

Existing

A constructed tower or base station is "existing" for purposes of this section if it has been reviewed and approved under an applicable City land use review process. "Existing" also includes a tower that was lawfully constructed but not reviewed because it was not in a zoned area when it was built.

Feed Lines

Cables or fiber optic lines used as the interconnecting media between the base station and the antenna.

Flush-Mounted

Antenna or antenna array attached to the face of a support structure or building such that no portion of the antenna(s) extend(s) above the height of the support structure or building. The maximum flush-mounting distance, if prescribed, shall be measured from the outside edge of the support structure or building to the inside edge of the antenna.

Geographic Search Ring

An area designated by a wireless provider or operator for a new base station and/or tower produced in accordance with generally accepted principles of wireless engineering.

Handoff Candidate

A wireless communication facility that receives call transference from another wireless facility, usually located in an adjacent first "tier" surrounding the initial wireless facility.

Least Visually Obtrusive Profile

The design of a Telecommunications Facility presenting the minimum visual profile necessary for proper function.

Nonconcealed

A Telecommunications Facility that is readily identifiable as such (whether freestanding or attached).

OTARD

Over the air reception devices which are limited to either a "dish" antenna one meter (39.37 inches) or less in diameter designed to receive direct broadcast satellite service, including direct-to-home satellite service, or to receive or transmit fixed wireless signals via satellite, or an antenna that is one meter or less in diameter and is designed to receive video programming services via broadband radio service (wireless cable), or to receive or transmit fixed wireless signals other than via satellite or an antenna that is designed to receive local television broadcast signals.

Personal Wireless Service Facility ("PWSF")

Any staffed or unstaffed location for the transmission and/or reception of radio frequency signals or other personal wireless communications, including commercial mobile services, unlicensed wireless services, wireless broadband services, and common carrier wireless exchange access services as defined in the Telecommunications Act of 1996, and usually consisting of an antenna or group of antennas, transmission cables, feed lines, equipment cabinets or shelters, and may include a tower. Facilities may include new or existing towers, replacement towers, co-location on existing towers, base station attached concealed and nonconcealed antenna, dual purpose facilities, concealed towers, and nonconcealed towers (monopoles, lattice and guyed), so long as those facilities are used in the provision of personal wireless services as that term is defined in the Telecommunications Act.

Qualified Co-Location Request

Co-location of PWSF on a tower or base station that creates a substantial change in the facility but is entitled to processing within 90 days under 47 U.S.C. §332(c)(7).

Radio Frequency Emissions

Any electromagnetic radiation or other communications signal emitted from an antenna or antenna-related equipment.

Radio Frequency Propagation Analysis

Computer modeling to show the level of signal saturation in a given geographical area.

Replacement

A modification of an existing tower to increase the height, or to improve its integrity, by replacing or removing one or several tower(s) located in proximity to a proposed new tower in order to encourage compliance with this section, or improve aesthetics or functionality of the overall wireless network.

Satellite Earth Station

A single or group of parabolic or dish antennas mounted to a support device that may be a pole or truss assembly attached to a foundation in the ground, or in some other configuration, including the associated separate equipment cabinets necessary for the transmission or reception of wireless communications signals with satellites.

Site

For towers other than towers in the rights-of-way, the boundaries of the leased or owned property on which the facilities are or are proposed to be situated.

Small Cell Facility

A wireless service facility that meets both of the following qualifications:

1. Each antenna is located inside an enclosure of no more than three cubic feet in volume or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an enclosure of no more than three cubic feet; and
2. Primary equipment enclosures are no larger than 17 cubic feet in volume. The following associated equipment may be located outside of the primary equipment enclosure and, if so located, is not included in the calculation of equipment volume: electric meter, concealment, telecommunications demarcation box, ground-based enclosures, backup power systems, grounding equipment, power transfer switch, and cutoff switch.

Small Cell Network

A collection of interrelated small cell facilities designed to deliver wireless service.

Stanchion

A vertical support structure generally utilized to support exterior lighting elements.

Streamlined Processing

Expedited review process for co-locations required by the federal government (Congress and/or the FCC) for PWSF.

Substantial Change

A modification or co-location constitutes a "substantial change" of an eligible support structure if it meets any of the following criteria:

1. A PWSF co-location or modification of an existing antenna-supporting structure not in a right-of-way increases the overall height of the antenna-supporting structure, antenna and/or antenna array more than 10 percent or 20 feet, whichever is greater. A PWSF co-location on an existing antenna-supporting structure within a right-of-way increases the overall height of the antenna-supporting structure, antenna and/or antenna array more than 10 percent or 10 feet, whichever is greater.
2. A PWSF co-location for towers not in a right-of-way protrudes from the antenna-supporting structure more than 20 feet or the width of the structure at the elevation of the co-location, and for towers within a right-of-way, protrudes from the antenna-supporting structure more than six feet.
3. A PWSF co-location on an existing antenna-supporting structure fails to meet current building code requirements (including windloading).
4. A PWSF co-location adds more than four additional equipment cabinets or one additional equipment shelter.

5. A PWSF co-location requires excavation outside of existing leased or owned parcel or existing easements.
6. A PWSF co-location defeats any existing concealment elements of the antenna-supporting structure.
7. A PWSF co-location fails to comply with all conditions associated with the prior approval of the antenna-supporting structure except for modification of parameters as permitted in this section.

Support Structure

Anything constructed or erected, the use of which requires permanent location on the ground, or attachment to something having a permanent location on the ground.

Telecommunications Facility(ies)

At a specific physical location, one or more antenna, tower, base station, mechanical and/or electronic equipment, conduit, cable, and associated structures, enclosures, assemblages, devices and supporting elements that generate or transmit nonionizing electromagnetic radiation or light operating to produce a signal used for communication, including but not limited to all types of communication facilities defined further herein.

Temporary PWSF

A temporary tower or other structure that provides interim short-term telecommunications needed to meet an immediate demand for service in the event of an emergency or a public event where a permanent wireless network is unavailable or insufficient to satisfy the temporary increase in demand or when permanent PWSF equipment is temporarily unavailable or off line.

Transmission Equipment

Equipment that facilitates transmission of communication service (whether commercial, private, broadcast, microwave, public, public safety, licensed or unlicensed, fixed, or wireless), such as radio transceivers, antennas, coaxial or fiber-optic cable, and regular and backup power supply.

Tower

Any support structure built for the primary purpose of supporting any antennas and associated facilities for commercial, private, broadcast, microwave, public, public safety, licensed or unlicensed, and/or fixed or wireless services. A tower may be concealed or nonconcealed. Nonconcealed towers include:

1. Guyed. A style of tower consisting of a single truss assembly composed of sections with bracing incorporated. The sections are attached to each other, and the assembly is attached to a foundation and supported by a series of wires that are connected to anchors placed in the ground or on a building.
2. Lattice. A self-supporting tapered style of tower that consists of vertical and horizontal supports with multiple legs and cross bracing, and metal crossed strips or bars to support antennas.

3. Monopole. A style of freestanding tower consisting of a single shaft usually composed of two or more hollow sections that are in turn attached to a foundation. This type of tower is designed to support itself without the use of guy wires or other stabilization devices. These facilities are mounted to a foundation that rests on or in the ground or on a building's roof. All feed lines shall be installed within the shaft of the structure.

Tower Base

The foundation, usually concrete, on which the tower and other support equipment are situated. For measurement calculations, the tower base is that point on the foundation reached by dropping a perpendicular from the geometric center of the tower.

Tower Height

The vertical distance measured from the grade line to the highest point of the tower, including any antenna, lighting or other equipment affixed thereto.

Tower Site

The land area that contains, or will contain, a proposed tower, equipment compound, support structures and other related buildings and improvements.

Wireless Service Facility

A Telecommunications Facility for the provision of wireless services.

Temporary Use or Structure

Any use or structure placed on a parcel of land for a period of 120 days or less, unless otherwise permitted by GJMC 21.04.050(c)(5).

Three Frontage Lot

A lot that fronts on three public streets.

Traffic

As calculated by the Director, according to National or other Director approved objective standards, such as the Institute of Traffic Engineers publications. If an applicant provides proof that actual traffic will be different, the Director may vary from the approved standards.

Transfer Facility, Medical and Hazardous Waste

A facility at which solid or liquid medical and/or hazardous wastes are transferred from collection vehicles to another vehicle or container for transportation from one mode of transportation to another.

Transfer Facility, Solid Waste

A facility at which non-medical or hazardous refuse awaiting transportation to a disposal site is transferred from one type of collection vehicle to another. Refuse may be sorted and repackaged at a transfer station.

Transient

Housing or accommodations which are typically occupied by residents for periods of two weeks or less, including, but not limited to, hotels, motels and short term rentals.

Transmission Line

An electric line (115 KV and over) and appurtenant facilities; or pipelines/conveyors (10 inches diameter or larger) and appurtenant facilities for transporting natural resources, chemicals, petroleum derivatives, or waste substances.

Transportation (Use Category)

Uses in this category are primarily associated with bus, train, and aircraft facilities.

Transportation Depot

Land and buildings used as a relay station for the transfer of a load of freight from one vehicle to another or from one party to another. Long-term or accessory storage is not permitted in a transportation depot.

Travel Trailer

A vehicle or portable unit mounted on its own chassis and wheels which does not exceed eight feet in width and/or 40 feet in length, is drawn by a motor vehicle, and provides temporary living quarters for recreational, camping or travel use.

Tree

A woody perennial plant having a single, usually elongate main stem generally with few or no branches on its lower part.

Tree, Deciduous

Plants that drop their foliage annually before becoming dormant.

Tree Canopy Coverage

The area of ground directly beneath the leaves and branches of trees.

Truck Stop

A facility for the servicing, repair, and maintenance of motor vehicles, including the dispensing of motor fuels or other petroleum products directly into the vehicles. A truck stop may include a restaurant, overnight accommodations, showers, and other facilities intended to serve travelers.

Turf

Grasses planted to form a dense growth of leaf blades and roots, such as Kentucky Blue Grass and similar species used for planting lawns.

201 Planning Area

A regional plan for sewage collection and treatment to prevent pollution of the state's waters; the boundaries are defined by the official map, a copy of which is kept by the Director.

U

Underground Pressurized Irrigation System

A watering system for landscaped areas, consisting of underground pressurized pipes connected to sprinkler heads, bubbler heads, or drip systems such that 100 percent irrigation water coverage is provided.

Unoccupied

A dwelling in which no individual resides or a public, commercial, or industrial building, where no storage or use of equipment, merchandise, or machinery is kept for a period of time.

Urban Agriculture

The use of a parcel of land five acres or smaller in size for the cultivation of food and/or horticultural crops, composting, aquaponics, aquaculture and/or hydroponics. This use may include the production of food products from food grown on the premises and accessory keeping of animals in accordance with City regulations.

Urban Area

The definite boundary inside which the only development will occur by annexing to the City. See 1998 Persigo City/County Agreement.

Use

The purpose for which land or a structure is designed, arranged, intended, or occupied.

Use, Interim

The type of buildings and activities existing in an area, or on a specific site or parcel, for an interim period of time. Such interim use shall not hinder the ability to redevelop the site or parcel at the density or intensity envisioned by the Comprehensive Plan. The scope and duration of an interim use shall be determined by Special Dimensional Permit and approved by the City Council.

Utilities

Any agency that provides essential or basic services and related facilities such as electricity, gas, water (domestic and irrigation), sewage disposal, drainage systems, solid waste disposal, television, telecommunications, telephone, or railway.

Utility Facility, Basic

Utility facilities that are necessary to support legally established uses and involve utility structures such as water and sewage pump stations, electrical substations, telephone exchanges, poles or cables, switch boxes, transformer boxes, cap banks, and underground water and sewer lines.

Utility Facility, Major

A facility providing an important regional utility service, such as water, sewer, or drainage, that normally entails construction of new buildings or structures, and that typically has employees on the site on an ongoing basis. Examples include but are not limited to: water works, sewage treatment

plants, reservoirs, regional storm water detention ponds, utility-scale solar (solar farms), and other similar facilities.

Utility Structures

Electric transformers, switch boxes, telephone pedestals and telephone boxes, cable television boxes, traffic control boxes, and similar devices.

Utility Uses (Use Category)

Uses in this category includes all lines, buildings, easements, passageways, or structures used or intended to be used by any public or private utility related to the provision, distribution, collection, transmission, or disposal of power, oil, gas, water, sanitary sewage, communication signals, or other similar services at a local or regional level.

V

Variance

A grant of relief from the requirements of this Code which permits construction in a manner that would otherwise be prohibited by this Code.

Vehicle Fleet Operations Center

A central facility for the dispatch, distribution, storage, staging, and loading of vehicles that are owned, leased, or operated for a common purpose, with or without associated offices. Typical uses include, but are not limited to, ambulance service, taxi dispatch, meals-on-wheels dispatch, staging areas for shared vehicle services, and other operations that require frequent arrival and departure of cars or vans such as courier, delivery, and express services, cleaning services, key and lock services, security services, and taxi services.

Vehicle Fuel Sales or Service Station

A facility limited to retail sales to the public of gasoline, biodiesel, electricity, ethanol fuel blends, hydrogen, natural gas, or other fuels for motor vehicles, as well as motor oil, lubricants, travel aides, and minor automobile accessories. Accessory use may include a car wash and convenience food and beverage sales.

Vehicle Impound Lot

A lot for the storage of vehicles which have been towed or otherwise moved to the lot by a towing carrier permitted to operate pursuant to § 40-13-101 C.R.S., et seq., and no vehicle dismantling or repair work occurs on the lot.

Vehicle Repair, Major

An establishment primarily engaged in the repair or maintenance of motor vehicles, trailers, and similar large mechanical equipment, including paint, upholstery, muffler, transmission work, tire recapping and major engine and engine part overhaul. Accessory uses include outdoor repair, storage, and staging areas.

Vehicle Repair, Minor

An establishment primarily engaged in the repair or maintenance of motor vehicles, trailers, and similar mechanical equipment, including brake, muffler, tire repair and change, lubrication, and tune ups, and vehicle bodywork or painting, provided it is conducted within a completely enclosed building.

Vehicle Sales, Rental, and Leasing, Heavy

An establishment that specializes in the sale, display, lease, rental, or storage of heavy equipment including, but not limited to, tractors, trucks with a gross vehicle weight of over 10,000 pounds, semi-trucks and/or trailers, boats, recreational vehicles, and other large equipment.

Vehicle Sales, Rental, and Leasing, Light

An establishment that specializes in the sale, display, lease, rental, of light motor vehicles, including automobiles, vans, light trucks, and light trailers.

Vehicle Wash

Any building or premises or portions of the building or premises used for washing motor vehicles, including the use of automatic or semiautomatic application of cleaner, brushes, rinse water, and heat for drying.

Vehicles and Equipment (Use Category)

Uses in this category include a broad range of uses for the maintenance, sale, or rental of motor vehicles and related equipment. Accessory uses may include incidental repair and storage and offices.

Vested Right

A right that cannot be changed or altered by changes in regulation.

W

Wall

1. The vertical exterior surface of a building;
2. Vertical interior surfaces that divide a building's space into rooms; or
3. A vertical architectural partition used to divide, separate, or enclose an outside area, a masonry fence (see definition of "fence").

Waste and Salvage (Use Category)

Uses in this category receive solid or liquid wastes from others for disposal on the site or for transfer to another location. The category includes uses that collect sanitary wastes, or uses that manufacture or produce goods or energy from the composting of organic material or processing of scrap or waste material. Waste and salvage uses also include uses that receive hazardous wastes from others. Accessory uses may include recycling of materials, offices, and repackaging and shipment of by-products.

Water Wise

Landscape methods which conserve water through the use of drought-tolerant plants, planting, and irrigation techniques.

Watercourse

Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine, or wash in which water flows in a definite direction or course, either continuously or intermittently, and has a definite channel, bed, and bank and includes any area adjacent thereto subject to inundation by reason of overflow or floodwater.

Wholesale or Warehouse

A facility that is used for the selling of merchandise to retailers; to industrial, commercial, institutional, or professional business users, or to other wholesalers; or acting as agents or brokers and buying merchandise for, selling merchandise to such individuals or companies, or the storage of merchandise, stock, vehicles, furnishings, supplies, and other trade or business material.

Working Day

A business day; those days the Public Works and Community Development Departments are open to the public for business. Federal holidays, Saturdays and Sundays are not working days.

X

Xeriscape or Xeriscaping

Landscape plantings that reduce the need for irrigation.

Y

Yard

An existing or required open space on a parcel with a principal structure. A yard shall be open, unoccupied, and unobstructed from the ground to the sky, except as otherwise provided in this Code.

Yard, Front

A yard extending across the full width and depth of the lot between a road right-of-way or access easement line and the nearest line or point of the building. (For flag lots, see Yard, side.)

Yard, Rear

A yard extending across the full width and depth of the lot between the rear lot line and the nearest line or point of the building.

Yard Setback

The minimum horizontal distance between any building and the property line.

Yard, Side

A yard extending from the front yard to the rear yard between the side lot line and the nearest line or point of the building. This side yard definition may apply for three sides of a flag lot if the flagpole portion of the lot exceeds the front yard setback.

Yard, Side Setback

The minimum horizontal distance between any building and the side property line.

Z

Zero Lot Line

The location of a building on a lot in such a manner that one or more of the building sides rests directly on a lot line.

Zone District

A mapped area with a particular set of rules and regulations which limits the types of uses. "Zone" is the same as "district."

Zoo

A facility, indoor or outdoor, where animals are kept for viewing by the public, and that may be accredited by the American Zoological Association.

Grand Junction Zoning and Development Code
Adoption Draft Overview |October 2023

This memo provides an overview of the Z&DC updates included in the Adoption Draft and is designed accompany distribution of that draft. This memo is informational only and builds upon the Public Review Draft Overview from March 2023. New information resulting from continued discussion with staff and the Development Code Committee throughout the summer and early fall is indicated in **blue text boxes** applicable ZDC section.

1. Z&DC Update Project Summary

A. Project Goals

The Zoning & Development Code update project was designed to:

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

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

B. Understanding and Implementing Relevant City Plans and Policies

This project was guided by and intended to implement the One Grand Junction Comprehensive Plan (2020) and zoning-relevant aspects of the Grand Junction Housing Strategy (2021).

C. Code Assessment and Earlier Drafts

The updated Z&DC organization and key revisions are described in the Code Assessment, available on the City's website. Earlier drafts of the Z&DC are also available on the City's website.

2. Community Input

Community input and feedback was gathered and incorporated into the Z&DC drafts throughout the project. Formal review and feedback sessions were held with the project Development Code Committee and Planning Commission, and informal open house meetings were offered to the community in both live and virtual formats. The City Council stayed connected to the project through regular updates. The table below shows a summary of Z&DC Update input/outreach activities:

Month/Year	Task/Draft	Stakeholder Meetings	Public Outreach
April 22	Project Kickoff	Focus Groups, Planning Commission (PC), Development Code Committee (DCC)	Open House Meetings Website Project Information Posted Comment email opened

Month/Year	Task/Draft	Stakeholder Meetings	Public Outreach
May 22	Code Assessment Preview	City Council Workshop, PC, DCC	Virtual Meetings
June 22	Code Assessment	City Council Workshop, PC, DCC	Open House and Virtual Meetings
July 22			
August 22	Module 1: Administration and Procedures		Draft Posted for Review
September 22		DCC: 2 Meetings PC 2 Meetings	
October 22	Module 2: Zone Districts and Uses	City Council Workshop	Draft Posted for Review
November 22		DCC: 2 Meetings PC 2 Meetings	Public Listening Sessions: 2
December 22	Module 3: Development Standards	City Council Workshop DCC: 2 Meetings PC 2 Meetings	Draft Posted for Review
January 23	Combined Draft (all 3 modules in one document)	City Council Workshop DCC: 3 Meetings + editable draft PC: 2 Meetings	Public Open House Meetings: 2 Project Fact Sheets Posted
February 23		City Council Workshop DCC: 4 Meetings + editable draft PC: 3 Meetings	
March 23	Public Review Draft Posted March 13	City Council Workshops: 2 DCC: 2 Meetings PC: 4 Meetings	PC: Public Hearing March 28
*Planning Commission did not move forward with a recommendation and directed staff to discuss remaining key issues with the Development Code Committee.			
April 23		DCC: 1 Meeting	
May 23		DCC: 2 Meetings	
June 23		DCC: 2 Meetings PC: 1 Meeting	

Month/Year	Task/Draft	Stakeholder Meetings	Public Outreach
July 23		DCC: 2 Meetings PC: 1 Meeting	
August 23		PC: 1 Meeting	
September 23	Adoption Draft Posted September 26	DCC: 3 Meetings PC: 1 Meeting	
October 23		DCC: 2 Meetings	PC: Public Hearing October 24
November 23			City Council: Workshop November 13 City Council: Public Hearing November 15
December 23			City Council: Public Hearing December 6

A. Development Code Committee Input

The Development Code Committee (DCC) consisted of 18 community members representing different aspects of the development process, such as builders, engineers, and brokers, as well as representing a range of community priorities, such as urban trails, affordable housing, and citizens. The role of the Development Code Committee in the draft review phase of the Z&DC update was to:

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

To help focus the DCC on key issues in each draft module, questions were prepared for DCC review and discussion. DCC members also raised questions and discussed recommended changes to the drafts based on local experience and knowledge. The DCC played a very valuable role in considering and revising the proposed regulations.

B. Planning Commission

Grand Junction's Planning Commission received and commented on the same information provided to the DCC. Planning Commission members' collective experience with the creation of the One Grand Junction Comprehensive Plan and ongoing interaction with the development application process allowed them to provide focused feedback about how proposed standards and procedures could help implement the comprehensive plan and how those standards would work in the formal application review process.

3. Summary of Changes

This section provides an overview of the range of changes made in each chapter of the Z&DC.

A. All Chapters

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

B. Chapter 21.01 General Provisions

1. Revised the purpose statements to better reflect One Grand Junction goals and policies.
2. Clarified that the City does not enforce private agreements or private restrictions.
3. Add transitional standards that address development applications in process when the updated Z&DC is adopted.

C. Chapter 21.02 Administration and Procedures

1. Table 21.02-1: New summary of decision-making table added to provide quick information and improve Code navigation.
2. Consolidated the commonly applicable procedures from two sets to one. The consolidated common procedures were updated to specify:
    a. Instructions for addressing situations when an applicant wants to make a change to a complete application
    b. Instructions for fee payment when changes are made to complete applications
    c. Review criteria for a complete application
    d. Standards for permit and approval lapsing and extension
3. Updated the review and decision-making standards to be more objective and predictable. This included removing the General Approval Criteria for both administrative permits (current 21.02.070(a)(6)) and permits requiring a public hearing (current 21.02.080(d)) and replacing them with updated approval criteria in the specific application types.
4. Added summary tables of the steps required for each specific procedure.
5. Revised the Administrative Adjustment procedure to allow staff to make specific adjustments to measurable standards for either proposed applications or to approved developments to account for changes identified through field work.
6. All of the current procedures have been carried forward, organized to follow the new format, and edited for clarity.
7. Historic Preservation Procedures have been carried forward without change.
8. Development Fees have been carried forward without change and relocated to the Administration and Procedures chapter. The Z&DC update project will not include changes to the current development fees.
9. Eliminate Site Plan review requirement for residential accessory structures, parking lot resurfacing, temporary office trailers, enclosing outdoor courtyards within existing building envelopers, co-

location of telecommunication towers, electric vehicle charging stations, public utility structures, and unenclosed structures that do not require water/sewer.

10. Clarify that the Director may determine that a development does not require Site Plan review when it will not adversely affect the neighborhood.
11. Redraft rezoning review criteria.
12. Clarified language in Conditional Use Permit review criteria.
13. Clarified language in Revocable Permit review criteria.

D. Chapter 21.023: Zone Districts and Dimensional Standards

1. Updated purpose statements to better reflect City goals and policies expressed in One Grand Junction and related plans and policies.
2. Aligned zone districts with One Grand Junction future Land Use Plan.
3. Consolidated dimensional standard rules and exceptions, moved measurable standards to applicable zone districts, reviewed and cleaned-up exceptions for clarity, moved dimensional measurement rules to 21.14: Measurements and Definitions, zero lot line and cluster development standards moved into Residential Setback Adjustments section.
4. All zone districts: A new measurement has been added for a street side setback. This is the non-front side of a corner lot. In districts with smaller lots, the street side setback will typically be less than the front setback and will be adjustable to align with adjacent side yard or front yard setbacks through the contextual setback process, allowing setbacks and structures to be aligned along a street.
5. The R-E, R-1, R-2, and I-O districts have been retired. This means that any property currently zoned R-E, R-1, R-2, and I-O will continue to be conforming to the Code but rezoning to any of these districts/expansion of these districts to new properties will not be allowed.
6. Many of the current mixed-use districts include a variety of site, structure, and use related standards, such as performance standards, site design standards, architectural considerations. Most of these standards will be relocated into the appropriate development standards (e.g., site and structure, parking, performance standards) to reduce repetition and so the standards in the individual zone districts can be included in the comprehensive revisions to the development standards.
7. A full line-up of mixed-use districts has been established to replace the current business, commercial, mixed-use, and form-based districts.
8. The current CSR district has been split into a civic and institutional mixed-use district or a public parks and open space district.
9. The Planned Development district has been updated to be more clearly linked to base zone districts.
10. Revised minimum lot area and width standards to consider residential type (single-family detached vs. attached).

E. Chapter 21.04: Use Standards

1. Table 21.04-1: Principal Use Table:

a. Revised to reflect the new and renamed zone district listed in Chapter 21.03 with current zone district conversion included for reference when applicable.

b. Uses organized based on use intensity, beginning with less intense residential uses, then moving into public, civic, and institutional uses, then commercial, and ending with more intense industrial uses.

c. Revised to move away from current approach that lists both broad use categories as well as some individual use types within those categories and eliminated the need for "All Other" catchall uses. The characteristics, examples, exceptions and accessory uses of current use categories have been incorporated within or used to inform the new use-specific standards and definitions.

d. Includes existing, consolidated, and new use types. When determining use permissions in the new zone districts, the existing permissions in the related existing districts were carried forward, unless otherwise noted.

e. Color-coded to indicate where new uses have been added and where use permissions have changed from current.

f. New or consolidated uses include, but are not limited to: cottage court dwelling, triplex or fourplex dwelling, government service facility, urban agriculture, artisan industrial, and recycling collection facility.

g. Each use category and use type has a definition in Chapter 21.14.

h. Update definition of tiny home to account for new state regulations.

i. Redefined and added permanent and temporary emergency shelter use types to reflect currently allowances.

j. Removed co-housing dwelling as a separate use. Updated definition of multifamily and cottage court dwelling to allow for co-housing developments and defined co-housing dwellings.

k. Added a temporary parking lot use to allow lots that are currently vacant to be used as temporary parking through a time-limited Conditional Use Permit.

l. Allowed drive-throughs in all areas of the 24 Road Corridor Overlay.

2. **Use-Specific Standards:**

a. Revised to follow the same intensity-based organization as the Principal Use Table.

b. The standards should be reviewed simultaneously with the Principal Use Table and definitions.

c. All requirements related to elements of site and building design that will be addressed in the development standards in Module 3 (e.g., building form, parking, and landscaping) have been removed from the use-specific standards and will be included in Chapter 21.05.

d. New standards for outdoor storage as a principal use.

e. Several uses have been updated to remove procedural content, including specific criteria for approval, that will be incorporated into Chapter 21.02, Administration and Procedures at the time of Consolidated Draft.

f. Redrafted cottage court standards for better functionality.

g. Redrafted manufactured home standards for better functionality.

3. **Accessory Uses:**

a. Clarified the type of accessory structures that are exempt from the current size limitation (75% of the square footage of the principal structure).
b. Revised the accessory structure design requirements to add objective criteria for determining compatibility between the accessory and principal structures.
c. Includes a new Table 21.04-2 Accessory Use Table that follows the same approach in organization and color-coding as the Principal Use Table. The use-specific standards following the table should be reviewed simultaneously with the Accessory Use Table and definitions.
d. New accessory uses include: drive-through facilities (currently addressed in principal uses), electric vehicle charging facilities, and renewable energy facilities (e.g., solar collectors).
e. Each use type has a definition in Chapter 21.14.

4. **Temporary Uses**
Generally carried forward with minimal revisions, but new applicability section clarifies the types of temporary uses and structures that are required to meet the standards.

F. Chapter 21.05: Site and Structure Development Standards

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

1. Required Improvements: specifies the improvements required of all development and the plans and standards that regulate improvement planning and design.
2. Residential Compatibility Standards: identifies how larger scale mixed-use and nonresidential development should be designed in places where it is adjacent to smaller scale residential development.
3. Residential Attached and Multifamily Design: new baseline design standards for attached and multifamily residential structures focused on residential design basics such as pedestrian safety and compatibility with the comprehensive plan and existing development.
4. Mixed-Use and Commercial Design Standards: these design standards are a combination of standards carried over from the Horizon Drive District and North Avenue Overlay District for consideration as more generally applicable standards for mixed-use and commercial development.
5. Large Format Retail/Big Box Development Standards: have been carried forward.
6. Screening: new service area and mechanical equipment screening standards have been proposed.
7. Updated the residential open space dedication standards to allow the applicant to decide whether to dedicate land or pay a fee-in-lieu (rather than the Director). If the applicant chooses to dedicate land and the land is not acceptable by the City, the applicant shall pay the fee-in-lieu instead.
8. Required only new electric utilities to be placed underground.
9. Clarified bicycle circulation standards including updating "off-road trail system" to "Active Transportation Corridors" and clarifying that applicants must provide bike lane right-of-way, not construct the bike lanes.

10. Changed proposed commercial design requirement that limits the placement of parking between the front of a structure and a public street; allow parking in front of commercial structures.
11. Clarified and simplified language for required public improvements, access, turn lane, and oversizing.

G. Chapter 21.06: Stewardship and Resilience

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

H. Chapter 21.07: Landscaping, Buffering, and Screening

This chapter was recently updated outside of and parallel to the Z&DC update. Further revisions to that update include:

1. Limit the applicability of requiring a significant tree inventory to new, non-industrial development and infill/redevelopment on lots of less than one acre.
2. Allow the Director to waive the significant tree survey requirement if a landscape professional determines there are no potential significant trees on the site.
3. Allow significant trees to be included in individual lots or private common areas and contribute to any land that meets the valuation requirement for public land dedications.
4. Allow for the use of cluster development if the 30 percent significant tree preservation requirement impedes the primary development of a site in the R-8 and higher zone districts.

I. Chapter 21.08: Vehicle Parking and Loading

1. **21.08.010(d): Minimum and Maximum Off-Street Parking Standards**
   a. Updated Minimum Off-Street Vehicle Parking Requirements table to directly align with the Table of Allowed Uses (presented in Module 2) to ensure that each proposed land use type has an associated off-street parking requirement.
   b. Reduced minimum parking requirements based on best practices, regional trends, and the increased likelihood for particular uses to provide a surplus of parking (e.g., large retail). Elimination of required off-street parking for nonresidential uses included in specific areas.
   c. Revised minimum parking requirements to switch from employee-based standards to more objective standards based on structure size or design.
2. **21.08.010(e): Parking Credits and Adjustments**
   a. Introduced automatic parking reductions that do not require the submittal of an alternative parking plan for shared parking facilities, proximity to transit, transportation demand management, and those allowed by Administrative Adjustments as proposed in Module 1.
   b. Current standards for alternative parking plans to allow on-street parking, off-site parking, and valet parking have been carried forward.
3. **21.08.010(f): Vehicle Parking Location and Design**

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

4. **21.08.020: Bicycle Parking and Storage**
   Revised current standards to provide for short-term parking requirements for most use types and long-term parking requirements for some use types.
5. **21.08.030: Electric Vehicle Charging**
   Add requirement that development meet new state electric vehicle parking standards.

J. Chapter 21.09: Subdivision Standards

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

K. Chapter 21.10: Sign Standards

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

L. Chapter 21.11: Outdoor Lighting

1. Introduced new exemptions for lighting types that are not subject to the regulations (e.g., traffic control devices, airport lighting, and seasonal decorations).
2. Clarified when a Lighting Plan is required to be submitted and introduced the ability to submit an alternative lighting plan that can be approved administratively.
3. Revised general standards to include additional requirements that support dark-sky principles including lighting efficiency standards, limitations on the "warmth" of light to reduce glare (see draft for more information), and strengthened the shielding and light trespass standards.
4. Expanded the current approach to establishing minimum and maximum lighting output based on general areas on a development site to simplify administration of the standards.
5. Added new standards for pedestrian-scaled lighting.
6. Revise color temperature limitations to exceed maximum requirements where needed for public safety.

M. Chapter 21.12 Nonconformities

The current nonconformity standards have been carried forward, edited for clarity, and slightly reorganized to group all of the abandonment provisions together.

N. Chapter 21.13 Violations and Enforcement

The current Violations and Enforcement provisions have been carried forward with minimal change.

O. Chapter 21.14 Measurements and Definitions

The current definitions and measurement instructions have been carried forward and were updated as needed with each Module. Any definitions or measurements included in other sections of the Z&DC were moved to this chapter during the drafting process.

Specific definitions with substantive revisions updated since March 28th include: boarding or rooming house, dwelling unit, co-housing dwelling, cottage court dwelling, multifamily dwelling, single-family attached dwelling, tiny home dwelling, tiny house dwelling, emergency shelter permanent and temporary, landscape professional, parking lot and garage, commercial, retail sales and service, and short-term rental.

Grand Junction Zoning and Development Code
Development Code Committee Issues Summary – Consultant Team Recommendations

ONE GRAND JUNCTION
ZONING & DEVELOPMENT CODE UPDATE

This memo summarizes the drafting discussion issues and associated Code changes identified by the Development Code Committee for further discussion following the March 28 Planning Commission hearing. The issues are organized by location within the Z&DC.

Issues	Change from Current Code?	Complies with One Grand Junction?
Chapter 21.02 Administration and Procedures		
Eliminate Site Plan review requirement for residential accessory structures, parking lot resurfacing, temporary office trailers, enclosing outdoor courtyards within existing building envelopers, co-location of telecommunication towers, electric vehicle charging stations, public utility structures, and unenclosed structures that do not require water/sewer.	Yes	N/A
Clarify that the Director may determine that a development does not require Major Site Plan review when it will not adversely affect the neighborhood.	Yes	N/A
Redraft rezoning review criteria.	Yes	Yes
Chapter 21.03: Zone Districts and Dimensional Standards		
Residential density in the MU-1 district – maximum density removed to reflect current permissions in R-O and B-1.	No	Yes
Chapter 21.04: Use Standards		
Update definition of tiny home to account for new state regulations.	Yes	Yes
Redraft cottage court standards for better functionality.	Yes	Yes
Redraft manufactured home standards for better functionality.	Yes	Yes
Define and allow co-housing options.	Yes	Yes
Allow Downtown lots that are currently vacant to be used as temporary parking through a time-limited Conditional Use Permit.	Yes	No, Discussion A, below
Allow drive-throughs in all areas of the 24 Road Corridor Overlay.	Yes	No, Discussion B, below
Chapter 21.05: Site and Structure Development Standards		
Update the residential open space dedication standards to allow the applicant to decide whether to dedicate land or pay a fee-in-lieu (rather than the Director). If the applicant	Yes	No, Discussion C, below

Issues	Change from Current Code?	Complies with One Grand Junction?
chooses to dedicate land and the land is not acceptable to the City, the applicant shall pay the fee-in-lieu instead.		
Require only new electric utilities to be placed underground.	Yes	No, Discussion D, below
Clarify bicycle circulation standards including updating "off-road trail system" to "Active Transportation Corridors" and clarifying that applicants must provide bike lane right-of-way, not construct the bike lanes.	Yes	Yes
Change proposed commercial design requirement that limits the placement of parking between the front of a structure and a public street; allow parking in front of commercial structures.	In some areas	No, Discussion E, below
Chapter 21.07: Landscaping, Buffering, and Screening		
Limit the applicability of requiring a significant tree inventory to new, non-industrial development and infill/redevelopment on lots of less than one acre.	Yes	Yes
Allow the Director to waive the significant tree survey requirement if a landscape professional determines there are no potential significant trees on the site.	Yes	Yes
Allow significant trees to be included in individual lots or private common areas and contribute to any land that meets the valuation requirement for public land dedications.	Yes	Yes
Allow for the use of cluster development if the 30 percent significant tree preservation requirement impedes the primary development of a site in the R-8 and higher zone districts.	Yes	Yes
Chapter 21.08: Off-Street Parking		
Add requirement that development meet new state electric vehicle parking standards.	Yes	Yes

Discussion – Compliance with One Grand Junction and Other City Plans

A. Allow Downtown lots that are currently vacant to be used as temporary parking through a time-limited Conditional Use Permit.

The consultant team recommends maintaining the existing MU-3 parking standards that prohibit the creation of new surface parking lots.

Both the comprehensive plan and the current Z&DC support the use of public parking garages rather than the creation of additional surface parking lots. While the Development Code Committee proposed this change as an option limited to currently vacant lots, the creation of a new income stream from temporary

parking may disincentivize the reuse or redevelopment of Downtown lots into more active uses. In the following sections, One Grand Junction recommends the redevelopment of surface parking lots, not the creation of additional surface parking.

Plan Principle 3: Responsible and Managed Growth:

2. **Encourage infill and redevelopment to leverage existing infrastructure**: ii. Infill of existing surface parking lots (pg. 20)

Plan Principle 4: Downtown and University Districts, recognizes that "[a]dequate and convenient parking is essential for Grand Junction's Downtown and commercial areas. However, the community has expressed that parking should not be overemphasized at the expense of walkability or density, particularly in Downtown's pedestrian environment." (pg. 22). To implement this community development preference, the plan includes the following strategies and actions:

2. **Strengthen multimodal connections in and between districts.**
   c. Parking. Continue to manage and improve upon the utilization of existing parking facilities in the Downtown (pg. 24).

3. **Promote continued reinvestment into Downtown, Riverfront, Rail, and University District's economy and built environment.**
   e. Underutilized Properties. Work with property owners and partners such as Downtown Grand Junction to redevelop underutilized properties (including surface parking lots) through regulation, incentives, and use of other redevelopment tools (pg. 24).

The **Specific Area Policies for the Downtown Core** recommends that "[s]urface parking should be avoided, but when provided, it should be located in the rear of buildings accessible from an alley" (pg. 71).

B. Allow drive-throughs in all areas of the 24 Road Corridor Overlay.

The consultant team recommends maintaining the current prohibition on restaurant drive-throughs in the MU district in the 24 Road Corridor Overlay. If the City wants to explore changing this requirement, the 24 Road Corridor Subarea Plan should be amended first, with specific exploration of the impact of allowing restaurant drive-throughs, followed by appropriate changes to the Z&DC.

The 24 Road Corridor Subarea Plan was created with the participation of the 24 Road Steering Committee, property owners in the corridor, City and County representatives, and members of the Grand Junction Planning Commission in 1999, with adoption in early 2000. The project included the consideration of several potential future build-out scenarios and decided on the future land use plan shown in the 24 Road Subarea Plan and later referenced in One Grand Junction as the 24 Road Corridor Character Areas (pg. 81). One of the recommendations of the 24 Road Corridor Subarea Plan was the adoption of a Mixed-Use zone district. The City applied a mixed-use zone district to property within the Subarea Plan area and both restaurant and retail drive-throughs are prohibited in the current MU district.

The prohibition on restaurant drive-throughs was carried forward in the 2023 Z&DC update process. While neither the 24 Road Corridor Subarea Plan nor 24 Road Corridor Design Standards specifically prohibit drive-throughs, they do focus on pedestrian-oriented development. The 24 Road Corridor Design Standards, adopted in 2016, also include the following requirements:

25.02.090 Auto-oriented uses.

To minimize impacts of auto circulation, queuing, drive-up facilities (including speaker systems and similar activities) and to promote street-oriented building design and pedestrian amenities, the following standards shall apply:

(a) Drive-up and drive-through facilities (order stations, pick-up windows, bank teller windows, money machines, car drop-off areas for auto service or rental, etc.) shall be located on the side or rear of a building and away from residential uses.

(b) For buildings greater than 100 feet from the street and with no intervening buildings, drive-through windows may be allowed to face a perimeter street, and drive-through lanes may be allowed with adequate landscaping buffer from the right-of-way line.

It appears that the Subarea Plan, Design Standards, and MU zoning were established in a purposeful manner to guide the future development of the 24 Road Corridor. Allowing restaurant drive-throughs to be developed may change the future character of development in the area in a manner not contemplated by the City's earlier process.

C. Update the residential open space dedication standards to allow the applicant to decide whether to dedicate land or pay a fee-in-lieu (rather than the Director). If the applicant chooses to dedicate land and the land is not acceptable to the City, the applicant shall pay the fee-in-lieu instead.

The consultant team recommends that the City maintain the current dedication determination process that is led by the Director. Decision-making about property that is appropriate for dedication should be guided by new review criteria, discussed below.

The Z&DC currently requires the Director to decide whether either: (1) a land dedication, or (2) payment in-lieu of the dedication is appropriate on a project-by-project basis. This approach helps facilitate implementation of the Grand Junction Parks, Recreation, and Open Space Master Plan Objective 1.2 to "[e]nsure that large subdivisions dedicate and construct new neighborhood parks and/or open spaces" (pg. 97). One Grand Junction recommends the following in **Plan Principle 7: Great Places and Recreation**:

1. **Provide a safe and accessible network of parks, recreational amenities, open space, and trails.**
   a. NEW PARKS. Work with both public partners and private developers to ensure new parks are dedicated and constructed to meet community service needs, prioritizing:
      (i) areas with low service levels that serve vulnerable populations;
      (ii) areas with low service levels; and
      (iii)high growth areas (pg. 38).

2. **Ensure parks, recreational and open space facilitates meet community needs and equity of location.**
   b. RECREATIONAL OPPORTUNITIES. Strive to provide access to active and passive recreation opportunities within walking distance of most homes or neighborhoods, based on the service level targets defined in the PROS plan. Recognize that needs vary based on location and not all

neighborhoods will have the same level of access. Recreational opportunities should be tailored to suit the unique needs of different neighborhoods (pg. 38).

Changing the process to allow the developer to determine what area of the parcel should be dedicated may result in the City being offered property that is unsuitable for park development because of location, topography, or constraints. In these cases, payment of the fee in-lieu will be the default outcome. To provide for community parks and meet the equity considerations identified in One Grand Junction, the City will need to use the in-lieu fees for land purchases rather than relying on a legal dedication process. This could impact other City parks and open space programs that are supported by open space fee in-lieu funds.

While the consultant team recommends keeping the current process, this process should be clarified by the establishment of dedication standards that better describe property that is appropriate for donation, including, for example:

a. Size of the area to be dedicated is sufficient for the type of park proposed and suitable for City maintenance;
b. Availability of sufficient flat surface to provide usable park or open space, or suitable open space is provided to preserve:
    (i) Unique landforms or natural areas;
    (ii) Fish or wildlife habitat;
    (iii) Cultural, historic, or archeological areas;
    (iv) Outdoor recreation areas; or
    (v) Unique vegetative areas and significant trees;
c. Area proposed for dedication is free of easements and natural hazards;
d. Location of the dedication on the site and proximity to public access; and
e. Area proposed for dedication is not critical to the overall project design.

D. Require only new electric utilities to be placed underground.

The consultant team recommends maintaining the current undergrounding requirement while pursuing a policy discussion at the City Council level to determine whether City participation in the undergrounding costs for some projects would provide an overall benefit to the community.

This issue was explored at length in the attached Development Code Committee Comments memo. We are providing this information again for City Council members who did not participate in this discussion earlier.

E. Change proposed commercial design requirement that limits the placement of parking between the front of a structure and a public street; allow parking in front of commercial structures.

The consultant team recommends accepting this change except in areas where One Grand Junction or other applicable plan specifies that parking should be located to the side or rear of commercial structures. Our preliminary search found this requirement applicable in the following locations:

a. "Surface parking should be located in the rear of buildings accessible from a side street, alley, or internal driveway"
    (i) Mixed Use Corridors (pg. 70)
    (ii) Neighborhood Centers (pg. 70)

b. 24 Road Corridor: "Parking for new development should be located in the rear or side when the development abuts G Road and/or 24 Road" (pg. 81).
c. Downtown Core: "Surface parking should be avoided, but when provided, it should be located in the rear of buildings accessible from an alley" (pg. 71).
d. Lower Downtown Subarea Character Areas: "organized parking that is placed at the rear or to the sides of buildings, when feasible" (pg. 77).

Grand Junction Zoning and Development Code
Development Code Committee Comments | March 2023

This memo provides a summary of the Development Code Committee's comments on two issues that were not brought to resolution through discussion during the Consolidated Draft Z&DC review process and a set of Z&DC-adjacent issues that the DCC considers critical for further City consideration for update following Z&DC adoption.

1. Undergrounding Utilities

A. DCC Recommendation

The DCC recommends the following changes to the draft Z&DC:

21.05.020 Required Improvements
(d) Standards for Specific Improvements

(iii) Utilities

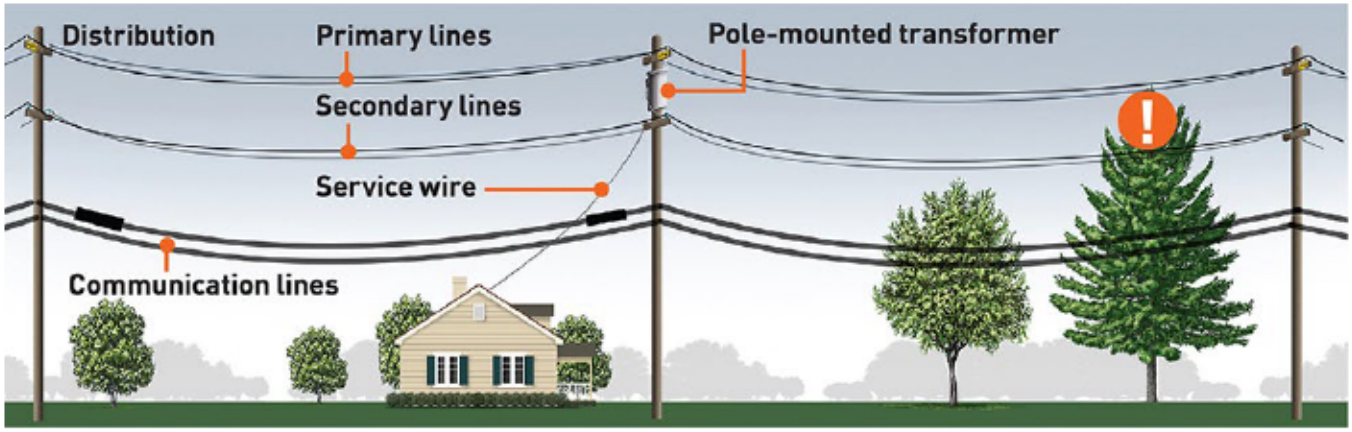
(i) All new electric utilities shall be provided and paid for by the developer and shall be installed underground. Necessary above-ground facilities (e.g., pedestals, transformers, and transmission lines of 50kv capacity or greater) and temporary overhead lines may be allowed if deemed necessary by the Director.

Key Issue Explanation: These changes would do the following:

- Reduce the current requirement to install all utilities to a requirement to install electric utilities.
- Eliminate the requirement to move existing utilities underground.

B. Overview

For the purposes of understanding this issue, the following illustration may be helpful:



C. Current Z&DC Requirement

The Grand Junction Z&DC has required all utilities (primary, secondary, and communication lines on the illustration) to be undergrounded since at least 1977. Initially, the City Engineer made the determination whether to require that utilities be undergrounded. This was changed to a broadly applicable utility undergrounding requirement in 2000. A fee in-lieu (monetary payment in place of construction)

exception for properties with less than 700 feet of frontage was added in April 2004 and supported by the following explanation (Ordinance 3610):

> The Zoning and Development Code appropriately establishes City policy and regulations regarding development in order to serve the public, so that improvement standards encourage consistency and quality of planning, design, and construction. The intent is that the citizens will benefit from well-developed projects to improve quality of life for all.

The 2010 Z&DC currently requires:

Section 21.06.010(f) Utilities: Utilities, including, but not limited to, telephone, cable, television, electric, and natural gas, shall be provided and paid for by the developer and shall be installed underground. All existing overhead utilities along streets contiguous with the development shall be installed underground prior to street construction. When the development has less than 700 feet of frontage along a street, the Director has discretion to accept a payment of cash in lieu of requiring the developer to underground the existing overhead utilities. The payment amount shall be determined as set forth in the adopted fee schedule. Necessary above-ground facilities (e.g., pedestals, transformers, and transmission lines of 50 KV capacity or greater) and temporary overhead lines may be allowed if deemed necessary by the Director.

D. Amendment Discussion(s) Immediately Prior to Z&DC Update Project and Proposed Z&DC Requirement (21.05.020(d))

Over the past year, Grand Junction Community Development and Public Works staff have met informally with some members of the Grand Junction development community in an effort to address concerns about the cost of undergrounding the primary transmission wires, which can be significantly more expensive to underground. At the time this provision of the Z&DC was updated in late 2022, the following language from those discussions was included (Developer Roundtable Discussion[1]):

21.05.020(d)(3) Utilities

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

(i) All new utilities, including, but not limited to, telephone, cable, television, electric, and natural gas, shall be provided and paid for by the developer and shall be installed underground. Necessary above-ground facilities (e.g., pedestals, transformers, and transmission lines of 50kv capacity or greater) and temporary overhead lines may be allowed if deemed necessary by the Director.

(ii) All existing overhead utilities along streets contiguous with the development, except properties being subdivided through a simple subdivision, shall be installed underground prior to street construction.

(iii) When the development has less than 700 feet of frontage along a street, the Director ~~has discretion to accept a payment of~~ may accept cash in lieu of ~~requiring the developer to underground the existing overhead utilities~~ this requirement in accordance with the adopted fee schedule. ~~The payment shall be determined as set forth in the adopted fee schedule.~~

[1] Some members of the DCC note that the Developer Roundtable participants did not agree to these changes.

(iv) When the development has 700 feet or greater frontage along a street and has a primary transmission line, the developer may either:

(A) Pay cash in lieu of undergrounding in accordance with the adopted fee schedule, or

(B) Request a contribution of available utility undergrounding in lieu funds from the City to offset the cost of relocating the existing utilities underground. If available, the City's contribution shall result in the developer paying less than or equal to the amount that would be otherwise required by payment of the in-lieu fee.

Primary transmission line is defined as: "Either (GVP): Overhead D4 Line Size, or (Xcel) a three-phase mainline ("feeder") 600-amp or greater construction and with conductors greater than #4/0 ACSR."

E. DCC Comments

The DCC recommendation is based on the following considerations identified by the committee.

1. Regulate Electrical Lines Only

The regulations should be limited to electrical lines only and the reference to other listed utilities should be eliminated. In multiple DCC members' experience, it is no longer necessary for the City to require telephone or television cable be provided to new subdivisions. Requiring the provision of natural gas/natural gas lines is currently very expensive and can be eliminated as new development moves away from natural gas to fully electric development. The final group, cable and wireless communication carriers, currently pay for their own underground installation and do not need to be regulated by the Z&DC.

2. Eliminate the Undergrounding Requirement for Existing Lines

The cost of undergrounding existing utilities, even with the proposed Developer Roundtable Discussion language amendments, is a significant impediment to development with estimated costs in the hundreds of thousands of dollars. Some DCC members estimate that the extra per unit cost is several thousand dollars. This impacts the overall cost of housing. It also impacts developer decision-making about purchasing properties with existing overhead lines and longer frontages, particularly in areas identified for redevelopment, such as in-town lots and Downtown Grand Junction.

Electric lines are typically only located on one side of a street or alley. The current approach to undergrounding existing lines places all of the costs on the property owner/developer of the parcel on the side with the existing lines. Properties across the street receive a windfall benefit without participating in the undergrounding cost.

Requiring undergrounding of existing lines expends a disproportionate amount of money on one aspect of development. This holds both the development community and the City back from addressing other priorities. And while the undergrounding is required primarily for aesthetic reasons, relying on the development process to achieve this goal will take an extended period of time and results in an interim checkerboard of partially undergrounded utilities.

F. Pros, Cons, and Options

1. Pros

Accepting the DCC's recommendation to limit this section to electric utilities only will clean-up references to outdated technology.

Accepting the DCC's recommendation to eliminate the requirement to put existing electric utilities underground may:

- Address the one-sided cost burden placed on the development of properties on the side of the street with existing utilities.
- Address the overall cost burden of undergrounding existing electric utilities.
- Encourage the purchase and redevelopment of more lots with existing electric utility lines.

2. Cons

Accepting the DCC's recommendation to limit this section to electric utilities only may leave a future technology gap or create unforeseen issues for utility provision for infill or redevelopment.

Accepting the DCC's recommendation to eliminate the requirement to put existing electric utilities underground is contrary to One Grand Junction Comprehensive Plan

- Principle 5: *Strong Neighborhoods and Housing Choice*, Goal 4(d)(pg. 29):

  INFRASTRUCTURE IMPROVEMENTS. Prioritize infrastructure improvements, such as traffic calming enhancements, sidewalk repairs, bikeways, street tree plantings, and undergrounding of overhead utilities to improve safety and quality of life for neighborhood residents based on documented deficiencies.

- Chapter 4, *Area Specific Policies*, Commercial Areas/Employment Centers/Streetscape (pg. 68) :

  Streetscape elements should include pedestrian signage, benches, and street trees. A high priority should be placed on the undergrounding of utilities, wayfinding signage, sidewalk connectivity, and other improvements that enhance the streetscape functionality and safety.

Accepting the DCC's recommendation to eliminate the requirement to put existing electric utilities underground may:

- Allow above-ground utilities to stay in place in a manner that impacts overall community aesthetics and quality of life, as well as potentially creating a long-term impact on property values.
- Contribute to future fire hazards, power outages, or other life safety and community welfare concerns.

3. Options

Sample undergrounding requirements from other communities are provided in Appendix A.

a. Continue to require existing utilities to be undergrounded either:
   (i) According to the current language or
   (ii) Including the proposed revisions. *This is the version included in the public draft of the Z&DC.*

b. Continue to require existing utilities to be undergrounded and create a more open-ended procedure for applicants to request relief. Taking this approach should include establishing review criteria against which to measure the request:
   (i) Technical feasibility, such as considering the size/transmission capacity of lines.

(ii) Cost of undergrounding, as a percentage of building permit valuation (e.g., not more than 10%) or other measurable cost.

(iii) Practical impact, such as proximity to other sections of utilities that are already undergrounded or are reasonably anticipated to be placed underground in the next 10 years or focused on the character of the area where the lines are located (residential or industrial?).

(iv) Support of community priorities, such as how an exemption will impact the provision of affordable housing or infill development.

c. Create a process for City cost-share participation on a case-by-case basis when project meets established threshold(s).

d. Allow or require the creation of special district(s) to share the costs with other benefitted properties.

e. Propose a ballot measure to fund City-wide undergrounding.

2. Electric Vehicle Charging

A. DCC Recommendation

The DCC recommends not including the proposed electric vehicle charging requirement in Section 21.08.030 the Z&DC, and instead incorporating the requirements of the upcoming Colorado Model Electric and Solar Ready Code described in the March Update section below.

B. Background

The public review draft of Module 3 introduced a discussion about requiring the provision of EV charging stations through one of three regulatory options: EV-Capable (install electrical panel capacity and conduit), EV-Ready (install full circuit), or EV-Installed (install EV charging station). The DCC shared a general preference for leaving decisions about providing EV charging capability to the developer/property owner. The DCC also had a short side discussion about whether the newly adopted 2018 International Energy Conservation Code (IECC) requires EV charging capability, but these changes appear to be included in the 2021 IECC instead. The P&ZC generally shared the preference for developer decision, but also explored a requirement to provide EV-Capable parking for multifamily units. The discussion at these meetings also focused on the potential additional cost burden to developers.

The City Council discussed EV charging stations and had a general preference for requiring EV-Capable parking in the updated Z&DC, with the potential for additional changes following completion of the current EV parking planning process.

Additional research indicates that the cost of EV charging at either the Capable or Ready level is significantly less expensive when done with building construction rather than as a retrofit. An excellent summary is provided by the Southwest Energy Efficient Project (SWEEP)[2], detailing that EV-Capable installed during new construction can save $2,040 - $4,635 per space, a difference of $10,000 – 23,175 over 5 spaces or $20,400 - $46,350 over 10 spaces. The consolidated draft has been revised to require 15% of the required off-street parking for multifamily and mixed-use structures (residential parking only) be installed as EV-Capable.

C. March Update

Colorado House Bill 22-1362, adopted in 2022, instructed the Colorado Energy Office to prepare a Model Electric and Solar Ready Code by June 1, 2023. The model code will include requirements for EV parking that address:

- Applicability to commercial and residential buildings.
- EV Ready and EV Capable requirements for residential buildings.
- EV Ready, EV Capable, and EV Supply Equipment Installed requirements for multifamily and commercial, able to serve 20% of spaces.
- Identification of a substantial cost differential determination process to allow an applicant to request a waiver (1% or greater of total MEP construction costs).

[2] EV Infrastructure Building Codes: Adoption Toolkit (https://www.swenergy.org/transportation/electric-vehicles/building-codes)

These standards will be made applicable to Grand Junction as part of the next building code update, anticipated to take place in 2024.

Additional legislation, HB 23-1233, has been introduced in the 2023 legislative session. This bill would expedite the applicability of EV parking requirements for multifamily housing (new construction and major renovations) to January 1, 2024. If that legislation is adopted the City will need to revise the Z&DC to address EV parking for multifamily housing.

D. Zoning & Development Code Amendments

The draft Z&DC can be amended as follows to leave a placeholder for the updated EV requirements:

(a) Amount Required

~~For all multifamily, mixed-use dwellings, and nonresidential uses that are not part of a mixed-use development, a minimum of 15 percent of the required off-street residential parking spaces shall be EV-capable light.~~ Electric vehicle parking requirements will be adopted as required by the Colorado Model Electric and Solar Ready Code as applied to Grand Junction.

Appendix A: Sample Utility Undergrounding Requirements

Fort Collins, Colorado

Sec. 26-441. - Obtaining electric service.

(a) It shall be unlawful for any person to obtain electrical service unless it is provided in accordance with the terms of this Article.

(b) Where the utilities is requested to extend, augment or alter its facilities, or if the utilities is requested to provide new or additional capacity that may be needed, the utilities shall provide such extension, augmentation or alteration in accordance with the requirements of this Code and the Electric Service Standards, as adopted pursuant to § 26-463 of this Code. All existing overhead electric utility facilities on or adjacent to the affected service location shall be converted to underground facilities in conjunction with the augmentation, extension or alteration of any part of such utility service facilities, except where the utilities determines that underground construction is not practical or feasible. Utility line extensions shall be installed underground in accordance with this Code and the Electric Service Standards. The customer, owner or developer shall pay the full cost of such conversion, extension, alteration or augmentation of facilities and a proportionate share of the cost of associated underground distribution system facilities necessary to provide the additional service capacity, all as determined by the utilities. In addition, capacity costs attributed to the customer shall be paid by the customer as a non-reimbursable expense of the associated conversion, extension, alteration or augmentation activity.

(c) Utilities will use reasonable diligence at all times to provide continuous service at the agreed nominal voltage, but shall not be liable to the customer for complete or partial failure (including loss-of phase) or interruption of service, or for fluctuations in voltage, resulting from causes beyond its control or the negligence of its employees, servants or agents. The customer shall be responsible for taking whatever precautions the customer deems appropriate to protect against damage or loss due to interruptions of service or fluctuations of voltage.

(Code 1972, § 48-9; Ord. 061, 2009, § 13, 6-2-09; Ord. No. 066, 2016 , § 8, 6-7-16)

Longmont, Colorado

Sec. 15.07.050. - Subdivision design and improvements.

N. Underground utilities.

1.All utility lines shall be placed underground at the applicant's expense. The applicant shall be responsible for coordinating with the appropriate utility agencies and complying with the requirements of this provision and all other applicable city and state regulations.

2.Transformers, switching boxes, terminal boxes, meter cabinets, pedestals, ducts, street lighting and other facilities necessarily appurtenant to such underground utilities may be placed above ground. High-voltage electric transmission and distribution feeder lines and necessary appurtenances thereto may be placed above ground. All utility lines and facilities shall be placed within easements or rights-of-way provided for particular facilities. Subject to review by applicable utility agencies, above-ground utilities allowed by this subsection shall be screened from public view with landscaping, fences, or walls to the maximum extent practicable taking into consideration applicable clearance, access and maintenance requirements.

Note: Longmont also adopted a more comprehensive undergrounding requirement in Chapter 14.34.

Boulder, Colorado

Existing utilities are also placed underground unless the subdivider demonstrates to the manager that the cost substantially outweighs the visual benefit from doing so.

Claremont, California

16.151.010 UNDERGROUND UTILITIES

A. City-Wide Undergrounding Requirements

Persons constructing any building or adding at least 25% to an existing building's gross floor area, shall place underground all on-site utility lines and all utility lines between (i.e., connected to and serving) the building and the first point of connection to existing utility lines having the capacity to serve the project. If upgraded lines are required, the upgraded portion, including pre-existing lines, shall be placed underground. Provided, if there are existing on-site utility lines of less than 300 feet in length or located in a utility easement, the person constructing the improvement shall pay a fee in-lieu of undergrounding these lines, as provided in Section 16.151.010.D.

Kirkland, Washington

Zoning Code Chapter 110 – REQUIRED PUBLIC IMPROVEMENTS

110.60 Additional Requirements

7. Utility Lines and Appurtenances

a. The location of sanitary sewer, storm drainage, and water main lines shall be as approved or required by the Public Works Director. All other utility lines, water meters and other utility appurtenances must be undergrounded within the utility strip, unless an alternate location is approved or required by the Public Works Director. Utility appurtenances must be no higher than finished grade unless this is determined by the Public Works Director to be infeasible.

b. All overhead service utility lines on the subject property must be undergrounded to the nearest primary source; undergrounding to a secondary service pole will not be allowed unless approved by the Public Works Director. All existing overhead utility lines in the public right-of-way adjacent to the subject site must be undergrounded unless the Public Works Director determines that this is infeasible. If undergrounding is determined to be infeasible, the property owner shall sign an agreement, in a form acceptable to the City Attorney, that waives the property owner's right to protest formation of a Local Improvement District (LID) for conversion of overhead utility lines to underground, in the public right-of-way adjacent to the subject property, consistent with RCW 35.43.182.

Des Moines, Iowa

12.25.080 Requirements for service lines in non-single-family residential areas.

In all areas of the City zoned in Title 18 DMMC for uses other than single-family residential, all new electrical or communication service lines from either existing overhead or underground facilities to the service connection of new and existing structures shall be installed underground. [Ord. 1578 § 80, 2013.]

12.25.090 Requirements for service lines in single-family residential areas.

In all areas of the City zoned in Title 18 DMMC for uses as single-family residential, all electrical or communication service lines from either existing overhead or underground facilities to the service connection of new structures shall be installed underground. [Ord. 1578 § 81, 2013.]

12.25.110 Improvement of streets – Utility undergrounding.

The City Council, when ordering the improvement of a street, shall determine whether the relocation of electrical and communication systems underground is required, and if so, the manner of payment. [Ord. 1578 § 83, 2013.]

12.25.120 Cost.

(1) The cost and expense of relocating an existing facility, or installing new facilities, underground is borne by the serving utilities, the owners of the real property served, or persons applying for such underground service in accordance with the applicable filed tariffs, rules, regulations, or the policies of the respective utilities furnishing such service, or as may be agreed upon by contract between the utility and such owner or applicant.

(2) The cost and expense of relocating an existing facility, or installing new facilities, underground may be financed by a local improvement district or as otherwise permitted by law, as further authorized by chapters 35.43 and 35.96 RCW as presently constituted or as may be subsequently amended, and in accordance with DMMC 12.25.140. [Ord. 1578 § 84, 2013.]

12.25.125 Variance procedure.

(1) All applications for variances from the foregoing underground requirements shall first be filed with the Hearing Examiner through the City Clerk. The provisions of the Hearing Examiner Code are followed as it relates to fees, hearings, notices, decisions, appeals, and the like.

(2) A variance shall not be granted by the Hearing Examiner unless the Hearing Examiner finds that the utility owner or user or other affected party can demonstrate that it would be an undue hardship to place the facilities concerned underground. For purposes of this chapter, undue hardship is intended to mean a technological or environmental difficulty associated with the particular facility or with the particular real property involved.

(3) When granting a variance, the Hearing Examiner may attach conditions to the granting of said variance including placing a time limit on the duration of such variance. [Ord. 1578 § 85, 2013.]

Scottsdale, Arizona

Sec. 47-80. - Electric and communications facilities—Undergrounding.

(a)All electric and communications lines installed in the right-of-way for property developed after June 26, 1979 shall be installed underground, except electric lines equal to or greater than 12.5 kVA capacity.

(b)If four or more existing sequential electric or communications poles in the right-of-way are to be moved or replaced for development, then the developer shall pay the cost to install the lines attached to those poles underground, except electric lines equal to or greater than 12.5 kVA capacity.

(c)If an electric or communications service provider proposes to move or replace four or more existing sequential electric or communications poles in the right-of-way, then the service provider shall pay the cost

to install the lines attached to those poles underground, except electric lines equal to or greater than 12.5 kVA capacity.

(d)All related facilities shall be placed underground to the greatest extent practicable.

(Ord. No. 4113, § 1(Res. No. 9551, Exh. A, § 1), 12-9-13, eff. 7-1-14)

El Mirage, Arizona

Undergrounding of Overhead Utility Lines

152.030 General Provisions

(A) The developer shall place underground all existing overhead utility lines, including but not limited to telephone, cable television and electric power, except electrical lines exceeding 13 kV capacity, either within a proposed development or redevelopment project or within public rights-of-way or easements adjacent to the project, prior to issuance of a certificate of occupancy. This requirement shall apply to all projects submitted for approval or re-approval under the provisions of the site development in the zoning code. Utility poles and lines are defined herein as the poles, structures, wire, aerial cables, and related facilities used in the distribution of electricity or in the transmission of telecommunications, telegraph, data, radio, or television communications. This requirement includes utility lines on and adjacent to the project, including lines which extend across public streets, alleys, and/or easements adjacent to the property being developed or redeveloped. Existing utility lines within or adjacent to a project shall be under-grounded up to the first existing pole beyond the limits of the property. This requirement includes the undergrounding of all existing overhead service lines attached to the lines to be removed along with necessary conduit, supports, restoration and the like, necessary to convert the service line from overhead to underground. The requirement shall apply regardless of the existence of easements for overhead lines. When high-voltage power lines, above 13 kV or similar, are present on the same poles as the lower voltage lines, all lines other than the high-voltage lines shall be placed underground.

(B) Equipment appurtenant to the underground facilities, such as surface-mounted transformers, pull boxes, pedestal cabinets, service terminals, telephone splice closures, concealed ducts, or other similar on-the-ground facilities normally used with or as approved by the City Engineer, may be maintained above ground with the written permission of the City Engineer for the specific facility to be left above ground.

(C) The developer or owner of a development or redevelopment project shall be responsible to make necessary arrangements with the affected utility companies for the installation of required underground facilities, including the design and payment of any cost therefore as a condition of plan approval. Nothing contained herein is intended to obligate a providing utility company to install the underground facilities without reimbursement.

(D) In those instances where poles to be removed include street lights, the street lights will be replaced with freestanding poles by the developer in accordance with current street light standards.

(E) Relief from undergrounding requirements may be considered, at the discretion of City Council, under the following conditions.

(1) Deferment of undergrounding may be requested by a developer in cases where the utility frontage is small (generally less than 1,000 feet in length). When deferment is approved, the developer shall obtain an estimate of undergrounding costs from all affected utility companies. The developer shall then be

required to provide a cash deposit, letter of credit, certificate of deposit, or other security acceptable to the City Attorney, in an amount equal to the estimated under-grounding costs, as provided by the utility company, associated with the utility frontage of the project. The developer shall also be required to install the ductwork (conduit) required by the utility companies for the future undergrounding prior to issuance of certificate of occupancy. Phasing of projects will be considered based on the particular situation. On projects for which plans are approved in phases, the developer may request delay in payment of estimated costs until approval of plans for the largest phase involving undergrounding, at which time payment for the entire project shall be required. The obligation to pay at the time of a subsequent phase shall be secured by an agreement which shall bind the owner and subsequent buyers for undergrounding costs along the entire applicable frontage. Monies received will be held in an account by the city to be used at whatever time the applicable area is converted by the city, utility companies, or other parties to underground utilities.

(2) Exemption may be considered where the developer can show that undergrounding will be an unusual economic hardship and the costs of the undergrounding are disproportionate in terms of the utility frontage and the proportionate frontage of the project under consideration. Examples are cases where development occurs in an area where adjacent land on both sides is already developed (infill situation), and in cases involving additions or modifications to existing sites which represent a minor portion of the total site.

(3) Exemption may be considered when high-voltage powerlines, above 13 kV or similar, would remain on the poles after the undergrounding of the lower voltage lines.

(4) All requests for relief must be presented in writing to the Planning and Development Director prior to plan approval. Consideration for approval shall be in accordance with the purpose, intent, and objective of this section. The City Council shall approve or disapprove all formal requests for relief. Aesthetics is only one of many reasons for undergrounding of which public safety is paramount. Completion of undergrounding and/or payment of costs shall be required prior to granting of a certificate of occupancy. All new service lines installed shall be underground per § 155.057 even though relief may be granted for adjacent existing lines.

Grand Junction 2023 Z&DC Update: Impact of Code Changes

Updated October 2023

Section	Title/Description	Impact on Future Development	Impact on Construction Costs	Comments
21.01	**General Provisions**			
	Revised transitional provisions to provide greater specificity about multiple approval projects	Cost/Time Decrease	No Impact	
21.02	**Administration and Procedures**			
	Expanded applicability and permitted scope of adminstrative adjustments	Cost/Time Decrease	Cost Decrease	
	Updated and clarified rezoning review criteria	Cost/Time Decrease	No Impact	
	Updated comprehensive plan amendment criteria	No Impact	No Impact	
	Adjusted applicability of PD lapsing provision	Cost/Time Decrease	No Impact	
21.03	**Zone Districts and Dimensional Standards**			
	Expanded list of permitted setback and height exceptions for clarity and to reduce adjustment requests	Cost/Time Decrease	No Impact	
	Retired R-E, R-1, and R-2 zone districts	No Impact	No impact	
	Reduced residential front and street side setbacks in RL-4 and higher to 15 feet	Expanded development	No Impact/Cost Decrease	
	RM-5 and up: Revised dimensional standards to specifically allow attached units	Expanded development	Cost Decrease	
	RM-5: Increased maximum lot coverage	Expanded development	Cost Decrease	
	RM-12 and up: Reduced minimum lot area for attached DUs, reduced per unit lot width, raised max height	Expanded development	Cost Decrease	
	Revised most commercial zone districts to mixed-use by adding residential uses, used most permissive dimensions	Expanded development	No impact	
	Added new Parks and Open Space district	No Impact	Cost Increase	*May have been interpreted as additional dedication requirement in cost survey*
	Added new Public, Civic, and Insititutional Campus district	Expanded development	No Impact	
21.04	**Use Standards**			
	Updated use table to specify full range of housing types, allowed more types in more districts	Expanded development	No Impact	
	Added use-specific standards and changed use review processes from Conditional to Allowed	Expanded development	Cost Decrease	
	Limited or removed permission for a small number of uses in newly combined districts	Create some nonconformities	Unsure of Impact	
	Revised cottage court standards for greater flexibility and to clarify that tiny homes are allowed	Expanded development	No Impact/Cost Decrease	
	Adjusted Manufactured Home Community density standards to align with base zone district	Expanded development	No Impact	
	Made accessory dwelling units (ADU) provisions more flexible (number allowed, parking, and design)	Expanded development	Cost Decrease	
	Created accessory use table and generally expanded allowed accessory uses	Expanded development	No Impact	
21.05	**Site and Structure Development Standards**			
	Revised underground utilities requirement to no longer require existing overhead utilities to be undergrounded	1. Expanded development of some infill lots 2. Visual impacts of existing lines remain	Cost Decrease	The utility undergrounding requirement predates this Z&DC update, reflecting a community preference. This requirement can have significant cost impacts on development.
	Removed standards redundant or conflicting with TEDS or SSID	No Impact	No Impact	
	Clarified language to specify Pedestrian and Bicycle Plan Implementation	No Impact	Cost Increase	Reflecting concerns that Ped/Bike Plan implementation will impose additional costs
	Simplification of open space dedication requirements, removal of MAI appraiser requirement	Potential loss of appropriately located park land	Cost Decrease	Inability for City to implement Parks and Recreation Open Space plan effectively and potential equity issues in application
	Access, turn lane, oversizing standards grouped and edited for clarity	No impact	No Impact	
	Maintained current policy and standards on the use of private roads	No Impact	No Impact	
	Residential compatibility standards added (structure location or height)	Design requirement	Cost Increase	
	Building layout standards for single-family attached and multifamily development	Design requirement	Cost Increase/Unsure	
	Expansion of Horizon Drive District and North Avenue Overlay to most mixed-use and commercial	Design requirement	Cost Increase	
	Expanded allowance for drive-thru restaurants in 24 Road Corridor	Change in allowed use	No Impact	Restaurant drive-thrus are currently prohibited in MU zoning districts

Section	Title/Description	Impact on Future Development	Impact on Construction Costs	Comments
21.07	**Landscaping, Buffering, and Screening**			
	Changed significant tree requirement to not require preservation for industrial projects and for infill projects less than one acre	Potential loss of some significant trees	Cost Decrease	Change to the applicability of the Landscaping regulations adopted in Dec. 2022 to reflect development and site layout concerns
21.08	**Off-Street Parking**			
	Significantly reduced off-street (on-site) vehicle parking requirements for many commercial and industrial uses	Expanded development	Cost Decrease	
	Eliminated minimum parking requirements for nonresidential uses in some infill areas	Expanded development	Cost Decrease	
	Expanded parking Decreases allowed through administrative approval	Expanded development	Cost Decrease	
	Allow the creation of long-term commercial parking lots (surface parking) on vacant lots Downtown	Change in allowed use	No Impact/Cost Decrease	Surface parking as a principal use is not currently allowed Downtown
	Revised short-term bicycle parking requirements	Expanded requirement	Cost Increase	
	Added new long-term bicycle parking requirements	New requirement	Cost Increase	
	Referenced new state model code for electric vehicle charging requirements	Per Colorado Statute	Cost Increase	
21.09	**Subdivision Standards**			
	Cul-de-sac to arterial or collector street ped/bike connection requirement added (10' easement)	New dedication, limited	Cost Increase	Dedication to improve pedestrian connections
21.11	**Outdoor Lighting**			
	Incorporated maximum lighting temperature requirement per International Dark-Sky Association (with flexibility for Director to allow limited increases)	Change to bulb type	No Impact	
21.14	**Measurements and Definitions**			
	Clarified that HUD certified manufactured homes are allowed where single-family detached development is allowed.	Use clarification	No Impact	
	Revised tiny home definition to align with state statute, to allow for a tiny home that meets DOH approval and is on a chassis	Use clarification	No Impact	
	Added co-housing definition and clarified applicabilty to cottage courts	Use clarification	No Impact/Cost Decrease	
	Clarified boarding/rooming house definition	Use clarification	No Impact	

Grand Junction Zoning and Development Code
Addendum to Adoption Draft | November 2023

The following table and subsequent pages show the proposed revisions to the draft published October 17, 2023.

Section	Draft Page #	Section Title	Revision	Source
21.02.030(d)(2)(i)	19	Initial Application (Fees)	Text change	Staff
21.03.020(b)(4)	135	Table 21.03-2 Comprehensive Plan Implementation	Text change	Staff
21.03.050(g)(2)	149	Uses and Dimensions	Text change	Staff
21.04.020(E)	189	Use Table – Airport or Heliport	Deleted Conditional Use Permit allowances in CG, I-1, and I-2 districts	Staff
21.04.030(d)(1)	202	Adult Entertainment	Text addition (from Ordinance 5125)	Staff
21.04.040(e)(2)(i)(E)	249	Drive-Through Facility	Text relocation (moved from 21.05.060(e)(2))	Staff
21.04.050(b)(2)	256	Temporary Parking Lots	Text change	DCC
21.05.020(e)(4)(iv)(D)a	266	Platting, Dedication, Homeowners' Association (Private Streets)	Text change	Staff
21.07.040(d) and (e)	321-322	Replacement of Significant Trees	Text change	Staff
21.14.020	394-396	Definitions – Crane Game, Gambling Device, Gaming Arcade, Simulated Gambling Device, Slot Machine	Text addition (from Ordinance 5125)	Staff

(d) Application Submittal and Fees

(1) Application Requirements

(i) Applications shall be submitted on the prescribed forms and according to the deadlines contained in the Submittal Standards for Improvements and Development (SSID) manual. The City may also make application forms available electronically.

(ii) The Director may require additional information necessary to evaluate the application based on size, complexity, development timeline, or potential impacts of the project on the surrounding neighborhood or the City's transportation or utility systems.

(iii) The Director may waive application submittal requirements of this Code in order to reduce the burden on the applicant and tailor the requirements to the information required to review a specific application. The applicant shall make a written request identifying the specific submission items to be waived and why, and the Director may waive the requirements on a finding of the following:

(A) The applicant shows good cause for the requested waiver;

(B) The project size, complexity, anticipated impacts, or other factors support a waiver;

(C) The waiver does not compromise a proper and complete review; and

(D) The information is not material to describing the proposal or demonstrating compliance with approval criteria.

(2) Fees

(i) Initial Application

The applicant shall pay all required application fees~~, including development fees per GJMC 21.02.070,~~ to the City in full before an application will be reviewed by the Director or scheduled for a public hearing. Application fees are generally nonrefundable.

(ii) Changes to Complete Applications

In addition to fees set forth in the City fee schedule, the following fees shall apply to actions taken on a complete application:

(A) Withdrawn Application: All fees are forfeited in the event the City has incurred any expense related to the application. If the application is refiled within 180 calendar days a resubmittal fee must be paid. The submission fee shall be paid again in full if the application is resubmitted after six months.

(B) Continuance of Application: Payment of fees may be required to cover the cost of additional notice.

(C) Reapplication: Payment of fees shall be required for a reapplication where a previous application has been denied.

(D) Modification or Revision of Approved Site Plan

Table 21.03-2: Comprehensive Plan Implementation

Zone Districts	Rural Res	Res Low	Res Med	Res High	Mixed Use	Comm	Ind	Air port	Parks & Open Space
Residential									
Residential – Rural	●								
Residential – Estate									
Residential – 1									
Residential - 2									
Residential Low 4		●							
Residential Low 5		●							
Residential Medium 8			●						
Residential Medium 12			●						
Residential High 16				●	●				
Residential High 24				●	●				
Mixed-Use and Commercial									
Mixed-Use 1: Neighborhood				●	●				
Mixed-Use 2: Light Commercial					●	●			
Mixed-Use 3: Downtown					●				
Commercial General					~~●~~	●	●		
Industrial									
Industrial 1: Light							●		
Industrial 2: General							●		
Public, Parks, and Open Space									
Public, Parks and Open Space, P-1	●	●	●	●	●				●
Public, Civic, and Institutional Campus, P-2	●	●	●	●	●	●		●	●
~~**Overlay**~~									
~~Airport Environs~~								~~●~~	
Planned Development									
Planned Development		●	●	●	●	●	●		

(g) Residential 2 Retired (R-2R)

(1) Intent

The Residential 2 zone district has been retired from future use. Property that is zoned R-2 as of the Effective Date shall be permitted to continue as conforming to this Code but rezoning any additional areas to R-2 is prohibited. The intent of the R-2R district is to provide areas for single-family and two-family residential uses where adequate public facilities and services exist.

(2) Uses and Dimensions

(i) Permitted principal and accessory uses are identified in GJMC Chapter 21.04.

(ii) The following dimensions apply in the R-2R zone district:

Lot Standards	
Dimensions (min, length ft or area sf;)	
Lot Area (per structure, not unit)	15,000
Lot Width	100
Lot Frontage	50
Cul-de-sac (min. ft)	30
Density (units/acre)	
Minimum | Maximum	n/a | 2
Density measurement GJMC 21.14.010(a)	
Cluster allowed per 21.03.040(f)	Yes
Lot Coverage (max, %)	
Lot Coverage	30

Building Standards	
Setbacks: Principal Structure (min, ft)	
Front	20
Street Side	15
Side	15
Rear	30
Setback: Accessory Structure (min, ft)	
Front	25
Street Side	20
Side	3
Rear	5
Height (max, ft)	
~~Front~~Height	~~20~~35
Notes: See 21.03.050(c) for setback adjustments	

Table 21.04-1: Principal Use Table
A= Allowed Use C= Conditional Use
For accessory use regulations, see **Table 21.04-2** in Section 21.04.040

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Regulated Cannabis Store											A	A	A	A						21.04.030(d)(8)
Retail Sales and Service, Small									C	C	A	A	A	A		A				
Retail Sales and Service, Medium												A	A	A		A				
Retail Sales and Service, Large												A		A		A	A			
Retail Sales and Service, Big Box												C		C		C	C			
Transportation																				
Airport or Heliport														~~C~~	C	~~C~~	~~C~~		C	
Helipad												C	C	C	C	C	C		C	
Parking Garage, Commercial											A	A		A	A	A	A		A	
Parking Lot, Commercial											A	A	C	A	A	A	A		A	21.04.030(d)(10)
Transportation Depot												A	A	A	A	A	A		A	
Truck Stop														A		A	A			
Vehicles and Equipment																				
Vehicle Fleet Operations Center												A		A	A	A	A			
Vehicle Fuel Sales and Service Station											C	A	A	A	A	A	A			

ordinance or provision of the laws regarding nuisances, sexual conduct, obscene material, or obscene conduct. "Obscene material" or "obscene conduct" means that material or conduct that, taken as a whole, appeals to the prurient interest of the average person, applying a contemporary local standard and depicts or describes sexual conduct that, taken as a whole, lacks serious literary, artistic, political, or scientific value. The term "contemporary local standard" means that the material or conduct at issue must be measured in terms of the contemporary community standards of the City.

(v) Prohibition

No person, corporation, or business of any sort or description, shall cause or permit the location or operation of an adult entertainment establishment within 1,000 feet of the property line of another such business or within 1,000 feet of the property line of any church, school, park, playground, public building or within 1,000 feet of any residentially zoned property as the same are established under this Code. The operation of an adult entertainment establishment shall include the opening of such business as a new business, the relocation of such business or the conversion of an existing business location to any of the uses described in this subjection.

(vi) Gaming Arcades

-The City Council finds that it is necessary to preserve the public health, safety, morals, and general welfare of the residents and businesses of the City by affording time for City staff to evaluate the impact of gaming arcades, whether such uses are legal and, if so, can be appropriately sited within the City with appropriate regulation, or whether such uses are or should be prohibited.

(A) Imposition of Moratorium

A moratorium period is hereby declared on all new establishments not in existence or the relocation of existing establishments as of March 5, 2023, constituting gaming arcades (aka skilled gaming businesses), slot machine(s), gambling device(s) and simulated gambling device(s) from the effective date of the ordinance codified in this subsection, March 5, 2023, for the period of 365 days to March 5, 2024 (inclusive), or until further action of the City Council ending, modifying or extending this moratorium, whichever occurs first. Such further action shall be taken accordingly by ordinance of the City Council. No applications pertaining to sales and use tax, amendments to the official zoning map, site development, liquor license, sign permit, building permit, any development permit, or renewal or transfer of any of the aforementioned shall be accepted for review by the City for the moratorium period as defined herein.

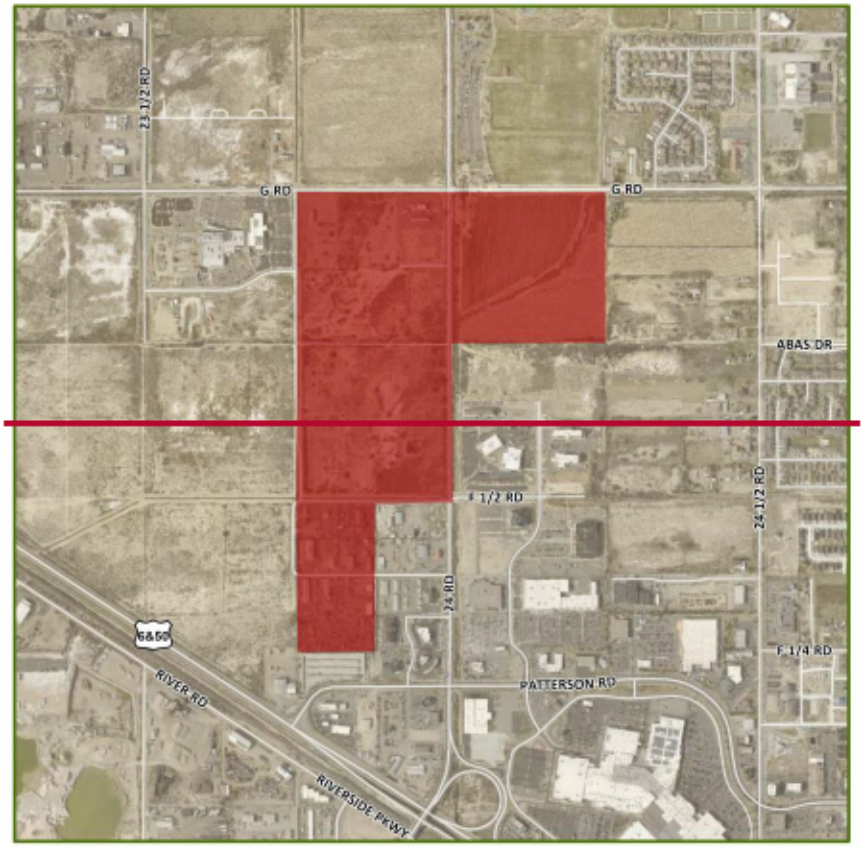
(B) Repeal

Subsection (d)(1)(vi) of this section is repealed effective March 5, 2024.

(C) Drive-through lanes shall be set back at least 10 feet from a residentially zoned lot.

(D) All drive-through facilities shall comply with the loading and stacking standards as set forth in TEDS (GJMC Title 29).

~~(E) In the 24 Road Corridor Overlay, drive throughs for restaurants and retail are allowed within the I-70 Regional Commercial and Mesa Mall character areas, but not in the 24 Road Business Commercial or Corridor Mixed Use and Multifamily character areas. Character area boundaries shown in Figure 04.04-1.~~



~~Figure 04.04-1 24 Road Corridor Overlay Character Areas~~

~~Drive Through~~

(E) Where drive-through windows or drive-up facilities, including but not limited to menu boards or speaker boxes, are allowed, they shall not be located between the facade of the building and the adjacent public right-of-way.

(ii) Electric Vehicle (EV) Charging Facility

(A) EV charging facility spaces shall count toward the minimum off-street parking requirement and shall be located on the same lot as the principal use.

(B) EV charging facility spaces shall be signed for the charging of electric vehicles only.

(C) Persons shall not live, sleep, or housekeep in a recreational vehicle parked on a public street, a public or private parking lot, or any vacant lot.

(D) Recreational or commercial vehicles shall not be parked on a public street or public or private parking lot for more than 72 consecutive hours.

(iv) Renewable Energy Facility, Accessory

(A) Accessory Solar Collectors

a. Accessory solar collectors shall only be located in side or rear yards or on rooftops.

b. If the solar collector is not flush with the roof the applicant shall minimize the visibility of the collector from a public street, park, open space, or golf course to the most reasonable extent possible without prohibiting the installation.

c. Ground-mounted collectors are allowed as an accessory structure outside the setbacks.

d. Ground-mounted accessory solar collectors shall not exceed the height of the principal structure on the lot or parcel.

(B) Accessor Wind Energy System

a. An individual small wind system shall be set back from the property line and the principal structure at least 1.5 times the height of the turbine.

b. In Mixed-Use and Commercial zone districts, accessory wind energy systems shall only be located in side or rear yards

c. In Mixed-Use zone districts, an accessory wind energy system shall not exceed the maximum building height of the applicable zone district.

d. In the I-1 and I-2 districts, an accessory wind energy system may exceed the maximum building height of the applicable zone district by 20 feet.

21.04.050 Temporary Uses and Structures

(a) Purpose

The purpose of this section is to allow for a use to locate within the City on an occasional, temporary, or seasonal basis and ensure such use or activity is consistent with the intent and regulations of this Code.

(b) Temporary Parking Lots

(1) Temporary parking lots are parking areas that serve during transition of a property during development and shall not be used for more than 24 months from issuance of a City site plan for such parking use.

(2) A temporary parking lot:

~~(i) Is allowed only in MU-1, MU-2, MU-3, P-2, CG, I-OR, I-1, or I-2 zone districts and only if a site plan has been approved by the Director;~~

~~(ii)~~(i) Shall be hard surfaced;

~~(iii)~~(ii) Shall be graded for drainage;

~~(iv)~~(iii) Shall be maintained in good condition free of weeds, dust, trash, and debris;

~~(v)~~(iv) Shall be landscaped and screened along the perimeter of any abutting public street;

~~(vi)~~(v) Parking spaces within a gravel lot shall be delineated with concrete "bumper blocks"; and

~~(vii)~~(vi) May only be used for a total of 24 months unless a site plan for a permanent lot usage is approved. Parking lots as a permanent use are not allowed in MU-3.

(c) All Other Temporary Uses

(1) Applicability

(i) This subsection shall apply to the following types of temporary uses and structures:

(A) Temporary buildings;

(B) Temporary display and sale of merchandise;

(C) Model homes, trailers, activities, and/or uses incidental to the construction of a building or group of buildings on the same or adjacent premises;

(D) Seasonal uses (e.g., fireworks stands, Christmas tree lots, and produce stands); and

(E) Other uses that clearly are not associated with a holiday, the growing season, or a construction project may be considered for approval by the Director.

(ii) Special events and activities conducted on public property, such as school sites and City parks, shall be exempt from the provisions of this Code, but shall comply with any guidelines, regulations and permitting process required by the authorizing agency.

(2) Compliance with this Code and Other Regulations

(i) Prior to conducting or establishing a temporary use or temporary structure, approval of a Temporary Use Permit per GJMC 21.02.040(b) is required.

(ii) Before a temporary use involving the sale of merchandise may begin, a sales tax license must be obtained from the City Finance Department. If not obtained, the Temporary Use Permit shall be revoked if issued or shall not be issued until licensure.

(iii) Prior to the issuance of a Temporary Use Permit, the Director may require the applicant to post security with the City as required to cover expected costs of enforcement, monitoring, clean-up, and site restoration.

(3) Location

(i) Structures and/or display of merchandise shall meet the minimum setback requirements for the zone district. Displays shall not interfere with the sight visibility triangle of the intersection of the curb line of any two streets or a driveway and a street. No personal property, including structures, and tents shall be located within the right-of-way.

c. Off-street parking shall be included within the same tract as the private street and shall be maintained by the homeowners' association.

(D) Platting, Dedication, Homeowners' Association

a. Private streets shall be platted in a tract dedicated to the homeowners' association and maintenance of the private street shall be funded and provided by the homeowners' association.

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

(5) Shared Driveway (Autocourt)

(i) Intent

A shared driveway (or autocourt) is designed to provide access to lots where a full public street is not practical or economical. The number of shared driveways used in a subdivision shall be limited due to the undesirable lot layouts they often create, potential conflicts over shared common space, and private versus public maintenance cost issues.

(ii) Ownership

(A) A shared driveway shall be owned and maintained by the owners of the parcels or lots that abut the shared driveway.

(B) The shared driveway shall be platted in a tract dedicated to the property owners of the parcels that abut the shared driveway.

(iii) Access

(A) No more than five single-family lots shall abut or touch any portion of the shared driveway and no more than five single-family units may utilize a single shared driveway.

(B) Each lot abutting a shared driveway shall access off of the shared driveway unless approved otherwise at the time of subdivision.

(iv) Design

(A) Shared driveways shall be a minimum of 16 feet wide flowline to flowline and a maximum of 150 feet long.

(6) These requirements shall be specified in the articles of incorporation or bylaws for a homeowners' association whenever the homeowners' association is assigned the responsibility of maintaining landscape areas.

21.07.040 Preservation of Significant Trees

(a) This section applies to the following:

(1) New residential, mixed-use, and commercial development;

(2) Redevelopment as follows:

(i) Preservation is required for all lots in MU-3

(ii) Preservation is required for lots larger than one acre in all other zone districts unless otherwise exempt.

(3) All development in Industrial zone districts is exempt from this section.

(b) Existing landscape features such as escarpments, large trees or stands, heavy vegetative cover, ponds, and bluffs shall be identified by the applicant as part of the development review process.

(1) This identification shall include a surveyed inventory of significant trees. Prior to undertaking a survey, an applicant may have a landscape professional view the site and determine whether there are any potential significant trees on the site. If there are no potentially significant trees on the site, the applicant may request the Director waive the survey requirement.

(2) Any significant tree to be preserved during development shall be identified on the proposed landscaping plan.

(c) All trees, except those identified as 'excluded' on the Suitable Plants List, that meet all of the following criteria as determined by a certified arborist shall be considered significant:

(1) Are 15 inches or larger in DBH;

(2) Are in fair or better condition;

(3) Are free from irreparable structural defects; and

(4) Are not infested with a disease or pestilence that threatens the good health of other trees.

(d) Preservation Required

(1) Where significant trees exist on a property, at least one and no less than 30 percent of significant trees shall be preserved during development.

(i) Significant trees may be preserved in individual lots or private common areas.

(ii) Significant trees may also be preserved in land dedicated for public use while still credited to the site tree preservation requirement. Where the value of the land dedication does not meet the minimum assessment requirement of GJMC 21.05.030(a), the valuation of the significant tree shall not be considered separately from or added to the assessment total.

~~(1)~~(2) If the 30 percent minimum preservation requirement impedes the proposed Primary Development of a site, then the Director may grant a 10 percent adjustment of the

minimum setbacks, lot size, parking lot interior landscaping, and parking count requirements, or allow the use of cluster development.

~~(2)~~(3) Furthermore, the City Forester may adjust the drip line protection standards described in (6)(i) of this section so to allow for additional flexibility for the development to occur around the identified significant trees.

~~(3)~~(4) If the provisions in subsections (2) and (3) do not provide a viable means of development the site with the preservation of the minimum required significant trees then, at the developer's discretion, the developer may remove significant trees present on the site. Tree replacement shall be required for all significant trees removed on a property at the following ratios:

Table 21.07-3: Tree Replacement Requirements

Percent of Trees Preserved	Tree Replacement Ratio
Minimum 30% preservation	3 caliper in. per 5 in. DBH [1]
Above 30% minimum	1 caliper in. per 3 in. DBH [2]
Significant trees damaged or killed during construction	3 caliper in. per 5 in. DBH [1]

Notes:
[1] If developer cannot replace trees on-site, they may pay a fee-in-lieu according to GJMC 21.07.040(f).
[2] See GJMC 21.7.90(f) for credit applied to preserved trees.21.01.010(a)(1).

(e) Replacement of Significant Trees

Replacement trees may be planted in individual lots and private common areas.

~~(0) Significant trees may be included in individual lots or private common areas.~~

~~(0) Significant trees may also be included in land dedicated for public use while still credited to the site tree preservation requirement. Where the value of the land dedication does not meet the minimum assessment requirement of GJMC 21.05.030(a), the valuation of the significant tree shall not be considered separately from or added to the assessment total.~~

~~(h)~~(f) Fee-in-Lieu

The fee in-lieu shall be based on the value of the required replacement tree(s) not planted on site, along with the total cost of installation. The City shall use this payment to purchase the required replacement trees not planted on-site and plant them on nearby public property.

~~(i)~~(g) Features to be preserved shall be protected throughout site development. No person shall kill or damage a landscape feature required to be preserved by this section. The developer shall protect trees from compaction.

(1) During construction, existing plant material to be preserved shall be enclosed by a temporary fence at least five feet outside the canopy dripline. In no case shall vehicles be parked, or materials or equipment be stored or stockpiled within the enclosed area.

(2) Irrigation shall be provided to trees preserved during construction of sufficient quantity to ensure their health and survival.

b. Actual or simulated acts of sexual intercourse, masturbation, sodomy, bestiality, cunnilingus, fellatio, anilingus or any sexual acts which are prohibited by law; and

c. Touching or fondling of the human female breast, buttock, anus or genital.

Church

Any structure or building for public worship.

Crane Game

An amusement machine that, upon insertion of a coin, bill, token, or similar object, allows the player to use one or more buttons, joysticks, or other controls to maneuver a crane or claw over a nonmonetary prize, toy, or novelty, none of which shall have a cost to the arcade of more than twenty-five dollars per item, and then, using the crane or claw, to attempt to retrieve the prize, toy, or novelty for the player.

Gambling Device

Any device, machine, paraphernalia, or equipment that is used or usable in the playing phases of any professional gambling activity, whether that activity consists of gambling between persons or gambling by a person involving the playing of a machine; except that the term does not include a crane game.

Gaming Arcade

Gaming arcade (aka skilled gaming business) means any business location, including a private club, that is owned, leased, or otherwise possessed, in whole or in part, by a person or by that person's partners, affiliates, subsidiaries, agents, or contractors which features (i) slot machine(s), (ii) gambling device(s), (iii) simulated gambling device(s), or (iv) any mechanical, electrical, video, electronic, or other device, contrivance or machine which after insertion or conveyance of a coin, debit card, credit card, cash, token or similar object or upon payment of any required consideration whatsoever by a player, is available to be played or operated, and which, whether by reason of the skill of the player or application of the element of chance, or both, may deliver or entitle the player operating the machine to receive monetary compensation and/or redeemable game credits, or any other thing of value. This definition expressly includes 'fish game' 'fish game table' 'fish game gambling table' however denominated that consists of a tabletop electronic display with one or more stations featuring buttons, joysticks, or other control(s) that delivers to the player cash, cash premiums, redeemable game credits or any other thing of value for successful play, whether the redeemable payout is made from the machine, another machine, or from an employee of the business. This definition expressly excludes any business location which features bona fide amusement devices that pay nothing of value, cannot be adjusted to pay anything of value, provide only unredeemable free games, or provide only tickets redeemable for nonmonetary prizes consisting of toys or novelties of nominal value; crane games; BINGO operations, coin-operated music machines; or any bona fide amusement device authorized within restaurants by C.R.S 44-3-103(47).

Park

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

Playground

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

Public Building

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

School

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

Simulated Gambling Device

A mechanically or electronically operated machine, network, system, program, or device that is used by an entrant and that displays simulated gambling displays on a screen or other mechanism at a business location, including a private club, that is owned, leased, or otherwise possessed, in whole or in part, by a person conducting the game or by that person's partners, affiliates, subsidiaries, agents, or contractors; except that the term does not include bona fide amusement devices, as authorized in C.R.S. 44-3-103 (47), that pay nothing of value and cannot be adjusted to pay anything of value. "Simulated gambling device" includes:

(I) A video poker game or any other kind of video card game;

(II) A video bingo game;

(III) A video craps game;

(IV) A video keno game;

(V) A video lotto game;

(VI) A video 102 roulette game;

(VII) A pot-of-gold;

(VIII) An eight-liner;

(IX) A video game based on or involving the random or chance matching of different pictures, words, numbers, or 104 symbols;

(X) An electronic gaming machine, including a personal computer of any size 105 or configuration that performs any of the functions of an electronic gaming machine; and

(XI) A slot machine, where results are determined by reason of the skill of the player or the application of the element of chance, or both, as provided by Article XVIII, § 9(4)(c) of

the Colorado constitution; and (XII) A device that functions as, or simulates the play of, a slot machine, where results are determined by reason of the skill of the player or the application of the element of chance, or both, as provided by Article XVIII, § 9(4)(c) of the Colorado constitution.

"Simulated gambling device" does not include any parimutuel totalizator equipment that is used for pari-mutuel wagering on live or simulcast racing events and that has been approved by the director of the division of racing events for entities authorized and licensed under article 32 of title 44 of the Colorado Revised Statutes.

Slot Machine

Any mechanical, electrical, video, electronic, or other device, contrivance, or machine which, after insertion of a coin, token, or similar object, or upon payment of any required consideration whatsoever by a player, is available to be played or operated, and which, whether by reason of the skill of the player or application of the element of chance, or both, may deliver or entitle the player operating the machine to receive cash premiums, merchandise, tokens, redeemable game credits, or any other thing of value other than unredeemable free games, whether the payoff is made automatically from the machines or in any other manner; except that the term does not include a crane game or vintage slot machine models introduced on the market in 1984, does not contain component parts manufactured in 1984 or thereafter and is not used for gambling purposes or limited gaming purposes.

Adverse Impact

A condition that creates, imposes, aggravates, or leads to inadequate, impractical, unsafe, or unhealthy conditions on a site proposed for development or on off-tract property or facilities.

Aggrieved Person

A person having suffered actual loss or injury or being exposed to potential loss or injury to legitimate interests including, but not limited to, business, economic, aesthetic, governmental, recreational, or conservation interests.

Agri-business

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

Agricultural Animals

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

Agricultural Labor Housing

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

November 7, 2023

Grant Junction City Council
250 N. 5th St.
Grand Jct., CO 81501

Dear City Council,

I am writing this letter on behalf of the Parks and Recreation Advisory Board (PRAB) regarding proposed changes to the Open Space Dedication and Fee In-Lieu Policy that is currently being offered by the Zoning and Development Code Update Committee. This matter was addressed at our regular PRAB meeting on 11/2/23.

The PRAB had several concerns about this proposal, and ultimately unanimously voted to express our preference for keeping the policy as is with the addition of the language proposed by the consultant, Clarion Associates. PRAB believes the planning department should retain the authority to select a land dedication for open space because that allows the city to work with developers to place parks in developing neighborhoods in underserved areas, and in alignment with the Parks Recreation and Open Space (PROS) Master Plan. In cases where a fee in lieu is more appropriate, that may then also be pursued.

The proposed change risks creating areas of our community without sufficient parks or open space, and further risks creating parks or open space in undesirable places based on developer preference rather than public need. If the policy is changed, it would likely force the city to purchase land for parks, which could be not only cumbersome, but also expensive, and could create spaces that are not integrated in neighborhoods, or not in alignment with the PROS Plan.

The proposed guidelines and the City Council's role in approving land dedications in a public hearing protect the interests of all parties. Without this in place, developers might be tempted to favor more homesites and increased profit over dedicating land for publicly needed parks or open space, even though such spaces might increase the value of the rest of their project. We believe sufficient parks and open space are in the best interest of developers, whose projects are thereby more attractive to potential homebuyers. PRAB also expressed concerns that developers from outside the area might not have the same commitment to the community, including parks and open space that local developers might have.

PRAB believes the current process has created a system whereby the city and developers negotiate to create thoughtfully placed and well-integrated parks in areas where they are most needed. PRAB recommends these systems continue with the added clarity of the proposed guidelines from the consultants.

Sincerely,

Lisa Whalin, LPC
Chairperson for PRAB

Stephen Hillard
887 25 Road
Grand Junction, Colorado 81505

To: The Grand Junction Planning Commission

Date: October 20, 2023

Re: Zoning and Development Code Update

The Grand Junction North Neighborhood group (GJN) is an assembly of several hundred interested citizens of the City and the County who wish to provide input to the process of development, especially as it effects areas north of I-70. GJN has provided extensive testimony and written commentary to the City and County over the past six years.

We offer these comments with respect to two related issues under review as part of the City's Zoning and Development Code Update process (ZDCU). The issues are as follows:

(1) Retirement of the R-E, R-1 and R-2 zoning categories, and

(2) Standards for rezoning applications.

The City's stated purpose for updating these matters is so that City officials and the public will "know exactly what is required for approval and help insure consistent treatment."

The specific proposals, however, achieve just the opposite. They evidence a significant bias toward confusing generalization and densification of land use. This will likely increase the frequency and success of appeals. They are, in short, administrative shortcuts that negatively effect both "knowing exactly" what is required and consistency of treatment.

Here are the reasons why:

I. "Retirement" of R-E, R-1 and R-2 zoning categories is misleading.

These categories represent around 8% of all zoned land in the City. As such they are a substantial and important category of land status.

As applied in the proposed ZDC Update, the term "retired" reasonably connotes that something is no longer valid or useful, that it is to be disregarded or eliminated, etc. We respectfully commend that this is confusing and goes too far. Coupled with other wording in the ZDCU, there appears to be an unspoken and unjustified bias toward upzoning. Nor is this just an argument about semantics.

Properties with the subject zoning designations do not have second-class status. For all purposes, present and future, they have the full entitlement of land status protections, subject only to limits on new zoning and rezoning. Nonetheless, this "second-class status" is already showing up in the City's presentations about zoning.

Thus in considering a rezoning, this "retired" status should not suggest that there has been a "change of circumstances" or any other factor that should operate to compel the rezoning. As presently worded, the ZDCU suggests otherwise: that the scales for rezoning should be weighed toward elimination of this land status. There should be no bias toward intensification of use save those defined elsewhere in the code.

To correct this likely confusion, and to insure exactness and neutrality in the rezoning process, we suggest adding a clarifying definition:

> "Retired. A zoning district that remains valid for all purposes, present and future, except that it is unavailable as a designation for new zoning or rezoning. Retired status shall not be considered as a factor supporting higher density rezoning."

II. The Proposed Rezoning Standards Under 21.02.050 are Inexact, Confusing, and Void for Vagueness.

Amendments to the ZDC and rezoning are critical actions by the City. They should be closely governed by code language that, as the City has already recognized (see above), is sufficiently detailed so that officials

"know exactly what is required for approval" and that "help insure consistent treatment."

Exercise of those powers by the City deserves to be governed by standards that have real, objective meaning rather than inexact, short-cut wording that over time will certainly generate uncertainty and inconsistency.

The original ZDCU proposal preserved a set of standards that had real, objective meaning so that applicants, the City, reviewing courts, and, most important, the public, knew what they meant and could apply them consistently.

Something happened after that. The current proposal inexplicably jettisons these standards for remarkably vague and confusing language. Language that offers neither exactness nor consistency of application. See Exhibit A.

For example, what does the term "generally consistent" mean? As a tool for the exercise of governmental actions that potentially effect every parcel of land in the City, it is the epitome of inexactness. The public deserves better.

This proposal also falls far short of administrative law principles and invites, in its lack of definition, both inconsistency and spot-zoning.

Even worse, the proposed rezoning language exposes this critical part of the code to appeal and judicial reversal under the "void for vagueness" doctrine and related principles of due process. The basic rule, recognized in hundreds of decisions regarding municipal law, is summarized in the case of Grayned v. City of Rockford, 408,U.S. 104 (1972):

> **"[I]f arbitrary and discriminatory enforcement is, to be prevented, laws must provide explicit standards for those who apply them. A vague law impermissibly delegates basic policy matters . . . for resolution on an ad hoc and subjective basis, with the attendant dangers of arbitrary and discriminatory application."**

The Comprehensive Plan, as to which a proposed rezoning must be "generally consistent" is a complex document which, depending on the version and the appendices and maps, is 123 pages long, and is often itself vague in its language. That compounds the problem of "general consistency" (vague) with the Comprehensive Plan (also vague). Even the areas in the Comprehensive Plan that arguably touch on rezoning considerations (with lots of room for confusion there) number scores of pages that are themselves full of vagaries.

Just to add a further consideration, the vagueness problem is a two-edged sword. Many courts, upon finding a zoning regulation vague, will automatically grant rezoning relief to the landowner. That may sound fine until the landowner asks for something beyond what anyone in the city could support. It's a problem of don't enact bad laws because they will someday come back to bite the city.

Accordingly, we respectfully commend to the Planning Commission that it reject the short-cuts and intrinsic bias noted above, and adopt code formulations that allow officials to "know exactly what is required for approval and help insure consistent treatment."

Respectfully submitted,

Stephen Hillard

(l) Rezoning

(1) Purpose

The purpose of this section is to establish the procedure and requirements for requested amendments to the Zoning Map.

(2) Authority to Initiate

Amendments to the Zoning Map may be proposed by property owners, the City, the Planning Commission, or City Council in order to add, modify or expand zone districts.

(3) Review Procedures

Applications for Rezoning shall meet the common review procedures for major development applications in GJMC 21.02.050(b), with the following modifications:

Common Procedures for Major Development Applications

1. **General Meeting or Pre-Application Meeting** Sec. 21.02.030(b)
2. **Application Submittal & Review** Sec. 21.02.030(d)(1)
3. **Complete Applications with Changed Status** Sec. 21.02.030(f)
4. **Public Notice | Sec. 21.02.030(g)**
5. **Planning Commission Recommendation or Decision** Sec. 21.02.030(h)
6. **City Council Decision** Sec. 21.02.030(h)
7. **Post-Decision Actions** Sec. 21.02.030(i)

(i) Public Notice and Hearing Requirements

(A) The application for Rezoning shall be scheduled for public hearings before the Planning Commission and City Council and shall be noticed pursuant to GJMC 21.02.030(g).

(B) The Planning Commission or City Council may add additional property to be considered for a Rezoning if such additional property is identified in the notice.

(ii) Review Criteria

An applicant for Rezoning has the burden of producing evidence that proves each of the following criteria:

(A) Consistency

The proposed zoning is generally consistent with applicable provisions of the Comprehensive Plan.

(B) Development Patterns

The proposed zoning will result in logical and orderly development pattern(s).

(C) Benefits

The community or area, as decided by the reviewing body, derives an overall benefit(s) from the proposed zoning.

(4) Lapsing and Extension of Approvals

Approved Rezonings do not expire.

Exhibit A

Grand Junction Zoning and Development Code
Planning & Zoning Commission Drafting Alternatives

This memo summarizes the drafting alternatives requested by the Planning & Zoning Commission at their October 24 workshop. The issues are organized by location within the Z&DC.

Contents

1. Allow drive-throughs in all areas of the 24 Road Corridor Overlay. 1

A. DCC Recommendation - Included in Adoption Version 1

B. Staff Recommendation and P&ZC Discussed Version 2

C. Consultant Team Recommendation 4

2. Allow the applicant, rather than the Community Development Director, to decide whether to dedicate land or pay a fee-in-lieu. 4

A. Current Process 4

B. DCC Recommendation – Included in the Adoption Version 4

C. Staff Recommendation 6

D. Consultant Recommendation 6

1. Allow drive-throughs in all areas of the 24 Road Corridor Overlay.

A. DCC Recommendation - Included in Adoption Version

The Z&DC adoption version shows Restaurant Drive-Through Facilities as an allowed use anywhere in MU-2.

Table 21.04-2: Accessory Use Table
A = Allowed Use C = Conditional Use

Zone Districts	R-R	R-ER	R-1R	R-2R	RL-4	RL-5	RM-8	RM-12	RH-16	RH-24	MU-1	MU-2	MU-3	CG	I-OR	I-1	I-2	P-1	P-2	Use-Specific Standards
Commercial Uses																				
Agri-business	C	C																C	C	
Animal Agriculture	A/C	A/C	A/C													A/C	A/C	A/C	A/C	21.04.030(d)(2)
Drive-Through Facility																				
Office											C	A	A	A	A	A			A	21.04.040(e)(2)(i)
Restaurant												A	A	A		A				21.04.040(e)(2)(i)
Retail											C	A	A	A		A				21.04.040(e)(2)(i)

The use-specific standards referenced in the right-side column provide the following:

(2) Commercial Uses

(i) Drive-Through Facility

(A) All drive-through facilities shall be designed and located to avoid impairing pedestrian mobility to or from the principal structure or creating risks to pedestrian safety.

(B) Drive-through facilities shall be clearly signed and marked to provide efficient flow through the facility.

(C) Drive-through lanes shall be set back at least 10 feet from a residentially zoned lot.

(D) All drive-through facilities shall comply with the loading and stacking standards as set forth in TEDS (GJMC Title 29).

B. Staff Recommendation and P&ZC Discussed Version

Staff has recommended that at a minimum, retail and restaurant drive-through uses not be permitted within the Corridor Mixed Use and Multifamily character areas, but ideally not within both of those and the 24 Road Business Commercial character area. This approach would be implemented through the same accessory use permissions as shown in Table 21.04-2 and the following addition to the use-specific standards:

(E) In the 24 Road Corridor Overlay, drive-throughs for restaurants and retail are allowed within the I-70 Regional Commercial and Mesa Mall character areas, but not in the 24 Road Business Commercial or Corridor Mixed-Use and Multifamily character areas. Character area boundaries shown in Figure 04.4-1.

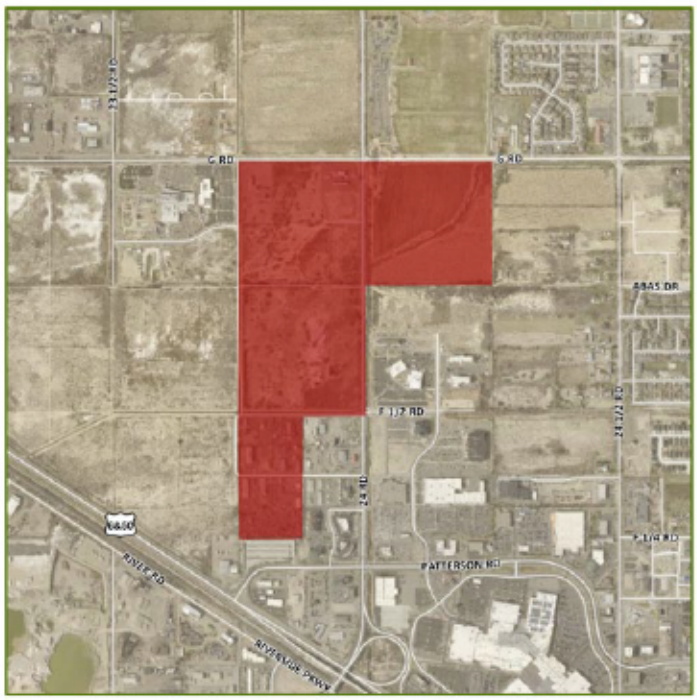
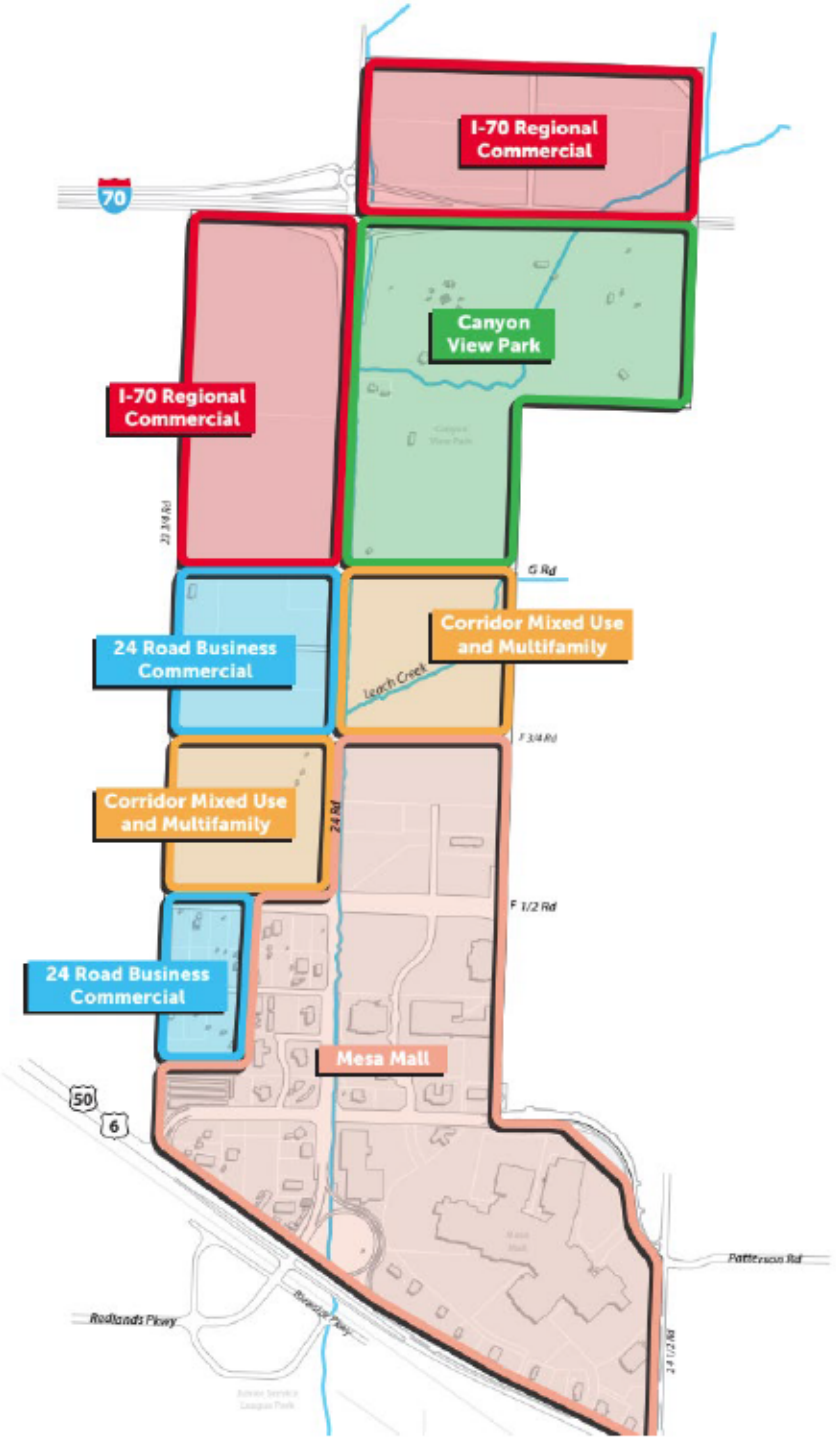


Figure 04.4-1 24 Road Corridor Overlay Character Areas

The character area boundaries would need to be adjusted based on which areas will be allowed to have restaurant drive-throughs. The map shown in Figure 04.4-1prohibits restaurant drive-throughs in both the Corridor Mixed Use and Multifamily subareas and the 24 Road Business Commercial areas. Here is a copy of the subarea map from One Grand Junction for review:



C. Consultant Team Recommendation

The consultant team has recommended maintaining the current prohibition on retail and restaurant drive- throughs in the MU district in the 24 Road Corridor Overlay. Keeping this prohibition in place would require adding a map of the current MU zone district boundaries (shown in purple in the map to the right) to the Z&DC.

If the City wants to explore changing this requirement, the 24 Road Corridor Subarea Plan should be amended first, with specific exploration of the impact of allowing restaurant drive-throughs, followed by appropriate changes to the Z&DC.

Making this change in the Z&DC adoption version would mean updating Table 21.04-2 as follows. No changes to the use-specific standards would be needed; the Code Committee version would be used.



2. Allow the applicant, rather than the Community Development Director, to decide whether to dedicate land or pay a fee-in-lieu.

A. Current Process

Residential development of 10 or more lots of dwelling units requires dedication of 10% of the gross acreage of the property or the equivalent 10% of the value of the property. The existing code reads as follows: "The decision as to whether to accept money or land as required by this section shall be made by the Director." Procedurally, when a property of larger size is being proposed for residential development, Planning staff will discuss with Parks and Engineering if there is a need for open space in the area (eg. Parkland, drainage, enhancements to trail corridors). If it is determined that there is no public benefit/need, the Director conveys to the applicant in the initial phases of project scoping that the City will accept a fee-in-lieu payment instead of land dedication. If land is needed to implement the City's Parks and Recreation Space (PROS) plan, for example, staff will discuss this with the developer and work together to identify an appropriate location for the land dedication to occur.

B. DCC Recommendation – Included in the Adoption Version

The Development Code Committee's recommendation is included in the Z&DC adoption version:

21.05.030 Parks, Open Space, and Trails

(a) Open Space Dedication or Payment of Fee in-Lieu

(1) Applicability

(i) The owner of any residential development, being developed in full or incrementally, of 10 or more lots or 10 or more dwelling units shall dedicate 10 percent of the gross acreage of the property or the equivalent of 10 percent of the value of the property as a fee in-lieu of dedication.

(A) The ~~Director~~ applicant shall decide whether to ~~request the~~dedicate land or to pay a fee in-lieu ~~or a land dedication~~.

(B) ~~If a land dedication is preferred by the City, the Director shall work with the applicant to determine an appropriate location on the property~~If the land offered for dedication by the applicant is not acceptable to the City, the applicant ~~shall~~ may either negotiate with the Director or pay a fee-in-lieu instead.

(ii) Private open space and/or a private recreational area(s) in any development, or an outdoor living area(s) required in a multifamily development, shall not satisfy this open space dedication requirement.

(2) Calculation of Fee In-Lieu

(i) To calculate the fee in-lieu, the owner shall have the property appraised by a Colorado certified appraiser. The appraiser shall value the total acreage of the property notwithstanding the fact that the owner may develop or propose to develop the property in filings or phases. The applicant is responsible for all costs of the appraisal and report.

(ii) The Appraisal Report shall be in a Summary Appraisal Report form as prescribed by the most recent edition of the Uniform Standards of Professional Appraisal Practice (USPAP). The Appraisal Report shall be provided by the Applicant to the City, as a public record, for the City to review, and if it accepts the Appraisal Report, determine fair market value of the property and to otherwise determine compliance with this section.

(3) Dedication and/or Fee Payment

(i) ~~If the Director decides that land shall be dedicated, then the Director shall make a written recommendation to City Council.~~ If the land ~~to~~ offered for dedicated has open space or recreational value, the Parks and Recreation Advisory Board shall ~~also~~ provide a written recommendation. The City Council may accept the dedication of land so long as the land dedicated to the City is at least 10 percent of gross acreage or is found to provide adequate public benefit. If the dedication is less than 10 percent of the gross acreage, the owner shall have the gross acreage appraised per GJMC 21.05.030(a)(2) to calculate the difference in value between the land dedication and value of the gross acreage. The owner shall pay the difference in calculation to equal the value of 10 percent of gross acreage.

(ii) For subdivisions, the land dedication or open space fee is required and payable at the time of platting. For any other project(s), the fee is due at the time of Planning Clearance.

C. Staff Recommendation

The Z&DC Staff Report states that:

> "[t]his represents a significant shift in both policy and administration as it relates to open space dedication. Comprehensive Plan Principle 7, Goal 1, Strategy c recommends 'actively pursuing opportunities to acquire and retain open space, trails, and drainages that support the implementation of an interconnected network within the urbanizing area of the city, consistent with adopted City plans.'"
>
> Concerns surrounding this shift include that dedications will not be proffered unless the land is unusable and the City will lose its ability to use the land dedication process to obtain land which implements the vision of the Parks and Recreation Open Space Master Plan.

In discussions with Planning Commission regarding the shift in open space dedication procedures, it was requested that options be provided to guide decision-making. The consultant team put together a document outlining the DCC, staff, and consultant team recommendations, which was then brought to the Parks and Recreation Advisory Board (PRAB) for their input. The difference between the staff and consultant team recommendations is the establishment of dedication standards that better describe property that is appropriate for donation, reflecting the concerns of both parties. During the discussion with PRAB, the board members offered further refinement to these criteria, clarifying considerations about the proximity to the nearest park, relativity to the PROS plan, and whether the presence of easements should preclude property from consideration. With this additional input and refinement from PRAB, staff therefore finds it appropriate to shift its recommendation to support the inclusion of these criteria in alignment with the consultant team recommendation.

D. Consultant Recommendation

The consultant team recommends that the City maintain the current dedication determination process that is led by the Director. Decision-making about property that is appropriate for dedication, however, should be guided by new review criteria.

Both sides of this discussion are concerned about the impact on other priorities of the land chosen for dedication. Changing the process to allow the developer to determine what area of the parcel should be dedicated may result in the City being offered property that is unsuitable for park development because of location, topography, or constraints. Leaving the process as is may allow the City to request dedication of property that is important to the development design concept and potentially the overall value of the project.

While the consultant team recommends keeping the current process, this process should be clarified by the establishment of dedication standards that better describe property that is appropriate for donation reflecting the concerns of both parties. This might include, for example, standards that guide the land selection process by exploring any or all of the following:

a. Size of the area to be dedicated is sufficient for the type of park proposed and suitable for City maintenance;
b. Availability of sufficient flat surface to provide usable park or open space, or suitable open space is provided to preserve:

(i) Unique landforms or natural areas;

(ii) Fish or wildlife habitat;

(iii)Cultural, historic, or archeological areas;

(iv)Outdoor recreation areas; or

(v) Unique vegetative areas and significant trees;

c. Area proposed for dedication is free of easements and natural hazards;
d. Location of the dedication on the site and proximity to public access; and
e. Area proposed for dedication is not critical to the overall project design.

E. Planning Commission Workshop – November 9, 2023

At the Planning Commission workshop on November 9, 2023, there was discussion regarding the recommendations presented in this memo. The draft language below is the result of those discussions:

The area proposed for dedication is not critical to the overall project design, *as determined by the applicant.* If this can be met, the land proposed for dedication shall meet some or all of the following criteria:

A. The proposed land can implement the design criteria of the PROS plan and can be maintained by the City;

B. Availability of sufficient flat surface to provide usable park or open space, or suitable open space is provided to preserve one of the following, if located on the site:

(i) Unique landforms or natural areas;

(ii) Fish or wildlife habitat;

(iii)Cultural, historic, or archeological areas;

(iv)Outdoor recreation areas; or

(v) Unique vegetative areas and significant trees;

C. Area proposed for dedication is free of easements and natural hazards (x-ref definition); and

D. The location of the dedication on the site is proximate to public access.

To: Grand Junction **Planning Commission**

Date: 10 November 2023

From: Dave Zollner

RE: **'Retirement' of R-1 and R-2 Zones** – to be heard at **11/14/23 PC meeting**

"…the Comp Plan Committee eliminated them"

The Zoning and Development Code is not the will of the people.
Despite much rhetoric that the 2020 One GJ Comprehensive Plan is the result of citizen input, at least one aspect is an inside job to eliminate reasonable diversity of zoning, and historical and compatible land uses.

The source of this thought of eliminating R-1 and R-2 was very elusive, even after extensive contact with the Community Development. But finally Ivan Geer of the Comprehensive Plan Advisory Committee volunteered the source of this elimination: R-1 and R-2 "…the Comp Plan Committee eliminated them" he volunteered at a community Zoom meeting on 17 August 2023.

Please see attached background **letter** to the City of GJ dated **19 April 2023**.

I encourage the GJ Planning Commission to specifically
reject the 'retirement' … the "elimination" of R-1 and R-2
as NOT the will of the people,
and as not good land development
as it eliminates reasonable diversity of land use.

To the City of Grand Junction 19 April 2023

Planning Department
Zoning & Development Code Committee

We, the undersigned, call attention to and protest the discard of the significant and convincing public input given in the various public meetings in 2019 for the development of the 2020 Comprehensive Plan, most specifically now proposed for **Code Table 21.03**:

The discard of the R-E, R-1, and R-2 zone districts.

The four large public meetings held that year had significant public turnout [we estimate at 250-350 people] and clearly spoke to the desire of the majority to retain a respect for transition of land use and for limited semi-rural characteristics balanced with urban needs.

At no time was it made apparent at these meetings that the City was seeking to discard these zoning districts above. This discard now includes redefining "Low Density" to exclude these zone districts by including higher density districts ... we suggest a misnomer.

And the most specific large public input was at the Avalon Theater in late 2019 having overflow of citizens, and was the most useful and practical for effective input of the citizens because it used dozens of 3' x 4' Land Use maps that those citizens marked up with their concerns and desires. Later that evening in the review of those maps by the facilitator, it was clear that the super-majority of those in attendance were specifically concerned about this very issue: **protecting appropriate large lot area development.**

In short, sometime in the Plan process after 2019 ... the will of the people was discarded. Subsequent pandemic 'Zoom' meetings don't hold a candle to the input of and motivation by people who take the time to physically attend, let alone the significantly reduced opportunity of effective communication of an online meeting with large numbers of people.

This 'retirement' of ... this discarding of any opportunity for even the slightest retention of the history of Grand Junction with a few true "low density" parcels was not then, in 2019, nor is now, the will of the majority of the people.

Please consider removing the retirement of these Zoning districts from Code Table 21.03 before it becomes 'etched in stone' with the proposed approval.

Sincerely, Dave Zollner Bob Fuoco

Dan Komlo Steve Hillard

Niki Galehouse

From: Jarad M.H. Usher <jarad@jusher.com>
Sent: Tuesday, November 14, 2023 5:24 AM
To: Niki Galehouse; Zoning Code Update
Subject: MU Zoning updates

** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - **

Dear Members,

We own the land on the southeast corner of 24 & G, from G to the hotel. We would have liked to speak at the public, but due to the last minute notice and prior engagements we are unable to attend.

We strongly oppose disallowing drive thrus on our property along 24 rd. The the hard work, diverse expertise and local knowledge of the DCC should be listened to. Being a property so close to I70 and Canyon View sports complex this targeted limitation will severely devalue our property. Below are more important points to consider:

- Many restaurants are moving to a drive thru business model. Examples include Chipotle, Qdoba, CAVA Mediterranean Grill, Panera Bread, all coffee shops to name a few.

- Drive thru restaurants are key component to diversifying your tenant base in a successful development.

- Drive thru restaurants are affordable and stay in business through economic bad times and good. They were a staple during the pandemic and still are.

- Most restaurants have pick up and delivery now. This is basically a less efficient drive thru.

- There are gas stations, car washes, drive thru banks and pharmacies along 24rd already. Targeting our property specifically doesn't make sense.

- People coming off of I70 and Canyon View would have to drive unnecessarily further to get the food they want. Families and children teams could walk rather than drive at all from Canyon View in-between during or after games.

- Drive thrus would be a small component of any development anyway.

- Disallowing drive thrus would be eliminating some of the properties highest and best use devaluing it severely. All while allowing drive thrus everywhere else.

Please understand and listen to the deep expertise assembled on the DCC and the many other voices speaking out against this.

Thank you,

Jarad M.H. Usher
jarad@jusher.com
mobile: 775 770 8796

GRAND JUNCTION PLANNING COMMISSION
November 14, 2023, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:33 p.m. by Chairman Teske.

Those present were Planning Commissioners; Shanon Secrest, Kim Herek, Melanie Duyvejonck, Sandra Weckerly, Ken Scissors, and Keith Ehlers.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Supervisor), Kris Ashbeck (Principal Planner), Madeline Robinson (Planning Technician), and Jacob Kaplan (Planning Technician).

There were 22 members of the public in attendance, and 3 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from October 10, 2023.
2. **Orchard Estates Easement Vacation** **VAC-2023-567**
   Consider a Request by Ruckman Holdings LLC, Terry Ruckman, to Vacate a Portion of a Public Utility Easement Located within the Orchard View Way Right-of-Way.

Commissioner Secrest Moved to approve the item.

Commissioner Ehlers seconded; motion passed 7-0.

REGULAR AGENDA

1. **Zoning and Development Code Update – GJMC Title 21** **ZCA-2023-172**
   Consider a Repeal of the 2010 Title 21 Zoning and Development Code and Adoption of the 2023 Zoning and Development Code; Consider Transitioning Zone Districts on the Official Zoning Map in Accordance with the 2023 Zoning and Development Code.

Staff Presentation
Niki Galehouse, Planning Supervisor, introduced exhibits into the record and provided a presentation regarding the request.

Elizabeth Garvin and Gabby Hart, consultants with Clarion and Associates, expanded on Mrs. Galehouse's presentation.

Kevin Bray, a member of the Zoning and Development Code Committee, gave a presentation and spoke on behalf of the committee.

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Questions for staff

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, November 7, 2023, via www.GJSpeaks.org.

Dave Zollner spoke against the retirement of the R-1 and R-2 zone districts. He argued that retirement of these districts would reduce housing options.

Bob Fuoco agreed with Mr. Zollner.

Will Findlay with PRAB provided context about the discussions around the revisions to the Open Space requirements.

Larry Tyson agreed with Mr. Zollner and Mr. Fuoco.

Hogan Peterson commented that while the code revisions were not unanimously agreed on, they did achieve a broad degree of consensus. He expressed concerns about the additional documents because they conflicted with the recommendations of the Zoning Code Committee.

Shiloh White stated that the retiring of the R-E, R-1, and R-2 zoning was counterproductive to the goal of increasing housing options. She provided housing statistics and argued that while the zones would not be immediately removed, it would be easier for developer to rezone to higher density moving forward.

Mike Wall with Wall Development Group spoke on the criticality of drive-thrus on retail redevelopment. He noted that many traditionally "sit-down" restaurants were starting to include drive-thrus to capture a larger customer base.

Doug Poppe with Equity Ventures recommending creating design standards for analysis of compatibility of drive-thru uses along the 24 Road corridor.

Ron Abeloe suggested changes for the language in the open space dedications pertaining to easements being allowed in parks and the economic goals of the developer when determining which land would be dedicated. He agreed with Mr. Wall and Mr. Poppe on the drive-thru standards for 24 Road. He argued in favor of the changes to downtown parking requirements and utilities undergrounding.

Mike Foster spoke in opposition of the drive-thru regulations on 24 Road. He argued in favor of the reduced requirements for undergrounding utilities.

The public comment period was closed at 7:16 p.m. on November 14, 2023.

Commissioner Weckerly clarified that if a property currently existed as R-E, R-1, or R-2, it could be further developed as such, but if it was annexed it would need to be zoned to a higher density

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as outlined in the Comprehensive Plan. She noted that these retired zones were already prohibited in the Comprehensive Plan and that the code update was just bringing the code into alignment with the Comp Plan. She asked who would be impacted if they approved the retirement of the R-1 and R-2 zone districts.

Conversation ensued about the 24 Road overlay, site access and restrictions around drive thrus, the impact of the overlay on the affected property owners, and the existing overlay and its implementation.

Commissioner Ehlers asked about size requirements for parks.

The public hearing was closed at 7:43pm on November 14, 2023.

Discussion

Commissioner Ehlers suggested placing the most controversial items on an adjacent issues list and creating a separate committee to assess those items prior to bringing the code changes to City Council.

Chairman Teske asked if there was discussion about formation of an adjacent issues committee at the November 13, 2023 City Council workshop.

Commissioner Scissors agreed with Commissioner Ehlers that there should be more outreach and input from the owners along 24 Road to ensure their voices would be heard prior to making a decision. He also asked for clarification of "adjacent issues".

Commissioner Secrest asked for clarification on how code revisions could take place after adoption.

Conversation ensued about amending any suggested motions to include formation of an adjacent issues committee, CUPs for drive-thrus along the 24 Road corridor, parking in the downtown area, and Open Space designations.

Motion and Vote

Commissioner Weckerly made the following motion "Mr. Chairman, on the request to repeal and replace the 2010 Title 21 Zoning and Development Code of the Grand Junction Municipal Code as amended, City file number ZCA-2023-172, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report. This is a motion to adopt the draft as presented tonight. Additionally, we recommend formation of a post-adoption advisory committee to further discuss the adjacent issues."

Commissioner Ehlers amended the motion with "The ongoing committee should be an advisory committee from local expertise as well as relevant city personnel and resources to address the adjacent issues because we had scope limitation issues previously."

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Commissioner Secrest seconded; motion passed 5-2.

Commissioner Weckerly made the following motion "Mr. Chairman, I move that the Planning Commission forward a recommendation of approval to City Council to incorporate the proposed revisions in Exhibit 8 – Addendum to the Adoption Draft into the Zoning and Development Code prior to final adoption."

Commissioner Secrest seconded; motion passed 7-0.

Commissioner Weckerly made the following motion "Mr. Chairman, on the request to transition zone districts on the Official Zoning Map in accordance with the 2023 Zoning and Development Code, City file number ZCA-2023-172, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report."

Commissioner Scissors seconded; motion passed 7-0.

Commissioner Weckerly made the following motion "Mr. Chairman, I move that we move issues B & C from Exhibit 6, specifically drive-throughs on 24 Road and open space dedication process to the adjacent issues list to be discussed by a future committee."

Commissioner Scissors seconded; motion passed 6-1.

2. Comp Plan Amendment – Chapter 3: Land Use Designation CPA-2023-177

An Ordinance Amending the One Grand Junction Comprehensive Plan with Revised Zone Districts to be Consistent with the Zoning & Development Code Update.

Staff Presentation

Niki Galehouse, Planning Supervisor, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff

Chairman Teske asked for clarification as to why staff believed Criterion 1 had not been met.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, November 7, 2023, via www.GJSpeaks.org.

There were no comments from the public or from online attendees.

The public comment period was closed at 9:07 p.m. on November 14, 2023.

Discussion

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No discussion occurred between the commissioners.

Motion and Vote
Commissioner Secrest made the following motion "Mr. Chairman, on the One Grand Junction Comprehensive Plan Amendment, City file number CPA-2023-177, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact and condition as listed in the staff report."

Commissioner Scissors seconded; motion passed 7-0.

OTHER BUSINESS

ADJOURNMENT

Commissioner Scissors moved to adjourn the meeting.
The vote to adjourn was 7-0.

The meeting adjourned at 9:09 p.m.

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CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE REPEALING THE 2010 ZONING AND DEVELOPMENT CODE AND ADOPTING THE 2023 ZONING AND DEVELOPMENT CODE

Recitals

On December 16, 2020, the Grand Junction City Council adopted the 2020 One Grand Junction Comprehensive Plan (Plan). To implement the Vision and Goals of the Comprehensive Plan, the Zoning and Development Code (Code) needed to be updated. The City's Code is dated and cannot fully implement the new Comprehensive Plan.

With input from community stakeholders, staff and City Council, the proposed Zoning and Development Code has been updated and revised to ensure that it will implement the new Comprehensive Plan.

After public notice and public hearing as required by the Charter and Ordinances of the City, the Grand Junction Planning Commission recommended approval of the proposed 2023 Zoning and Development for the following reasons:

> The request is consistent with the goals and policies of the Comprehensive Plan. The proposed updated Zoning and Development Code will help implement the vision, goals, and strategies of the Comprehensive Plan.

After public notice and public hearing before the Grand Junction City Council, the City Council hereby finds and determines that the proposed 2023 Zoning and Development Code will implement the vision, goals, and strategies of the Comprehensive Plan and should be adopted.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The 2010 Zoning and Development Code is hereby repealed.

The updated Zoning and Development Code, also known as the 2023 Zoning and Development Code, attached hereto and incorporated by reference as if fully set forth, is hereby adopted.

INTRODUCED on first reading the 17th day of November, 2023 and ordered published in pamphlet form.

PASSED and **ADOPTED** on second reading the 6th day of December, 2023 and ordered published in pamphlet form.

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ATTEST:

Anna M. Stout
President of the City Council

Amy Phillips
City Clerk

DRAFT

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. ____

AN ORDINANCE RETIRING THE RESIDENTIAL – ESTATE (R-E), RESIDENTIAL – 1 (R-1), RESIDENTIAL – 2 (R-2), AND INDUSTRIAL/OFFICE PARK (I-O) ZONE DISTRICTS AND TRANSITIONING ALL OTHER ZONE DISTRICTS ACCORDING TO TABLE 21.03-1 OF THE 2023 ZONING AND DEVELOPMENT CODE

Recitals

On December 16, 2020, the Grand Junction City Council adopted Ordinance No. 4971, approving the 2020 One Grand Junction Comprehensive Plan (Plan). To implement the Vision and Goals of the Comprehensive Plan, the Zoning and Development Code (Code) needed to be updated. The City's Code is dated and cannot fully implement the new Comprehensive Plan.

With input from community stakeholders, staff and City Council, the proposed Zoning and Development Code has been updated and revised to ensure that it will implement the new Comprehensive Plan.

As part of the Zoning and Development Code update, a new list of Zone Districts has been established which implements the Comprehensive Plan, expands opportunities for a wider mix of uses, and consolidates existing districts based on similarities. The implementation of the Zoning and Development Code update necessitates that the legacy districts be retired or transitioned with the updated district titles. These changes will be reflected on the Official Zoning Map maintained jointly by the City Community Development Department and the City Information Technology Department.

Hence, the City Planning Commission and City staff recommend that City Council adopt the Zone District transitions as outlined in Table 21.03-1: Zone District Summary in the 2023 Zoning and Development Code subject to the condition that Ordinance No. _____ amending the City of Grand Junction Zoning and Development Code is adopted by City Council.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

Zone Districts on the Official Zoning Map are transitioned as follows:

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Table 21.Error! No text of specified style in document.-1: Zone Districts Summary	
Legacy Districts	**Updated District Titles**
Residential	
R-R: Residential – Rural	Residential – Rural, R-R
R-E: Residential – Estate	Residential – Estate Retired, R-ER
R-1: Residential – 1	Residential 1 Retired, R-1R
R-2: Residential – 2	Residential 2 Retired, R-2R
R-4: Residential – 4	Residential Low 4, RL-4
R-5: Residential – 5	Residential Low 5, RL-5
R-8: Residential – 8	Residential Medium 8, RM-8
R-12: Residential – 12	Residential Medium 12, RM-12
R-16: Residential – 16	Residential High 16, RH-16
R-24: Residential – 24	Residential High 24, RH-24
Mixed-Use Commercial	
R-O: Residential – Office	Mixed-Use Neighborhood, MU-1
B-1: Neighborhood Business	[Combined with R-O into MU-1]
B-2: Downtown Business	Mixed-Use Downtown, MU-3
M-U: Mixed Use	Mixed-Use Light Commercial, MU-2
C-1: Light Commercial	[Combined with M-U into MU-2]
BP: Business Park Mixed-Use	[Combined with M-U into MU-2]
C-2 General Commercial	Commercial General, CG
MXR: Mixed Use Residential	[Combined with Residential Districts]
MXG: Mixed Use General	[Combined with closest MU district]
MXS: Mixed Use Shopfront	[Combined with closest MU district]
MXOC: Mixed Use Opportunity Corridor	[Combined with MU-2]
Industrial	
I-O: Industrial/Office Park	Industrial/Office Park Retired, I-OR
I-1: Light Industrial	Industrial Light, I-1
I-2: General Industrial	Industrial General, I-2
Public, Parks, and Open Space	
CSR: Community Services and Recreation (Parks and Open Space only)	Public Parks and Open Space, P-1
CSR: Community Services and Recreation (Public, Civic and Institutional Facilities)	Public, Civic, and Institutional Campus, P-2
Planned Development	
PD: Planned Development	Planned Development, PD

All properties within City limits shall be redesignated according Table 21.03-1 and will henceforth have a zoning designation established in the 2023 Zoning and Development Code.

INTRODUCED on first reading the 17th day of November, 2023 and ordered published in pamphlet form.

PASSED and **ADOPTED** on second reading the 6th day of December, 2023 and ordered published in pamphlet form.

ATTEST:

Anna M. Stout
President of the City Council

Amy Phillips
City Clerk

Grand Junction City Council

Regular Session

Item #2.a.ii.

Meeting Date:	December 6, 2023
Presented By:	Niki Galehouse, Planning Supervisor
Department:	Community Development
Submitted By:	Niki Galehouse, Planning Supervisor

Information

SUBJECT:

Introduction of an Ordinance Amending the One Grand Junction Comprehensive Plan with Revised Implementing Zone Districts to be Consistent with the Zoning & Development Code Update, and Setting a Public Hearing for December 20, 2023

RECOMMENDATION:

Planning Commission heard this item at the November 14, 2023 meeting and voted (7-0) to recommend Conditional Approval of this request.

EXECUTIVE SUMMARY:

On December 16, 2020, the Grand Junction City Council adopted Ordinance No. 4971, which approved the 2020 *One Grand Junction Comprehensive Plan* ("Plan"). It was contemplated by the Comprehensive Plan that the Zoning and Development Code ("Code"), including the zone districts established within, would be reviewed to ensure that it effectively implements the vision of the Comprehensive Plan and be amended where it did not. The City began this process in 2021, and it is being finalized for adoption in December 2023. During this update, the zone districts have been modified through consolidation and renaming. As a result, it is necessary that Chapter 3, Land Use Designations, be updated to avoid any confusion about which zone districts implement each designation.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

On December 16, 2020, the Grand Junction City Council adopted Ordinance No. 4971. The Ordinance approved the 2020 One Grand Junction Comprehensive Plan (Plan) as recommended by the Grand Junction Planning Commission except for an area of land of approximately 60 acres generally located north of H Road and east of 24 3/8 Road which includes some land that is presently in the City and some that is not. The City

Council supported a Residential Low designation; the Planning Commission recommended the Residential Rural designation.

On February 18, 2021, the Mesa County Planning Commission (MCPC) approved the Plan's future land use maps except for the designation of the 60 acres as Residential Low; the MCPC approved the Plan map with Residential Rural for that area.

On March 17, 2021, the Grand Junction City Council adopted Ordinance No. 4986. The Ordinance amended the Land Use Map to reflect the MCPC decision and designated the aforementioned 60 acres as Residential Rural.

The 2020 One Grand Junction Comprehensive Plan is intended to serve as a guide to public and private growth decisions through the year 2040. Besides a statement of the community's vision for its own future and a guide for providing direction to achieve that vision, the Plan is shaped by the community's values, ideals, and aspirations about the management of the community's resources. In addition to defining the community's view of its future, the Plan describes Plan Principles, states goals, and includes maps showing intended uses, boundaries, and opportunities in order to help the community implement and achieve the desired future.

It was contemplated by the Comprehensive Plan that the Zoning and Development Code (Code), including the Official Zone District Map, would be reviewed to ensure that it effectively implements the vision of the Comprehensive Plan and be amended where it did not. The City began this process in 2021, and it is being finalized for adoption in December 2023. During this update, the zone districts have been modified through consolidation and renaming. As a result, it is necessary that Chapter 3, Land Use Designations, be updated to avoid any confusion about what zone districts implement each designation.

ANALYSIS

As part of the update to the Zoning and Development Code (Code), the existing zone districts were evaluated for opportunities to consolidate, be more precise, retire districts that do not implement the Comprehensive Plan, and remove districts that are not being utilized. Table 21.03-1, excerpted from the draft revised Code, shows the recommended transitions in the zone district nomenclature. The proposed ordinance amends the Comprehensive Plan, Chapter 3, Land Use Designations to reflect the recommendations of the revised Code.

Table 21.03-2: Comprehensive Plan Implementation									
Zone Districts	**Rural Res**	**Res Low**	**Res Med**	**Res High**	**Mixed Use**	**Comm**	**Ind**	**Air port**	**Parks & Open Space**
Residential									
Residential – Rural	•								
Residential – Estate									
Residential – 1									
Residential - 2									
Residential Low 4		•							
Residential Low 5		•							
Residential Medium 8			•						
Residential Medium 12			•						
Residential High 16				•	•				
Residential High 24				•	•				
Mixed-Use and Commercial									
Mixed-Use 1: Neighborhood				•	•				
Mixed-Use 2: Light Commercial					•	•			
Mixed-Use 3: Downtown					•				
Commercial General						•	•		
Industrial									
Industrial 1: Light							•		
Industrial 2: General							•		
Public, Parks, and Open Space									
Public, Parks and Open Space, P-1	•	•	•	•	•				•
Public, Civic, and Institutional Campus, P-2	•	•	•	•	•	•		•	•
Planned Development									
Planned Development		•	•	•	•	•	•		

Table 21.03-1: Zone Districts Summary		
Legacy Districts[51]	**Updated District Titles**	**Section**
Residential		
R-R: Residential – Rural	Residential – Rural, R-R	21.03.050(d)
R-E: Residential – Estate	Residential – Estate Retired, R-ER	21.03.050(e)
R-1: Residential – 1	Residential 1 Retired, R-1R	21.03.050(f)
R-2: Residential – 2	Residential 2 Retired, R-2R	21.03.050(g)
R-4: Residential – 4	Residential Low 4, RL-4	21.03.050(h)
R-5: Residential – 5	Residential Low 5, RL-5	0
R-8: Residential – 8	Residential Medium 8, RM-8	0
R-12: Residential – 12	Residential Medium 12, RM-12	21.03.050(k)
R-16: Residential – 16	Residential High 16, RH-16	21.03.050(l)
R-24: Residential – 24	Residential High 24, RH-24	21.03.050(m)
Mixed-Use Commercial		
R-O: Residential – Office	Mixed-Use Neighborhood, MU-1	21.03.060(c)
B-1: Neighborhood Business	[Combined with R-O into MU-1]	
B-2: Downtown Business	Mixed-Use Downtown, MU-3	21.03.060(e)
M-U: Mixed Use	Mixed-Use Light Commercial, MU-2	21.03.060(d)
C-1: Light Commercial	[Combined with M-U into MU-2]	
BP: Business Park Mixed-Use	[Combined with M-U into MU-2]	
C-2 General Commercial	Commercial General, CG	21.03.060(f)
MXR: Mixed Use Residential	[Combined with Residential Districts]	
MXG: Mixed Use General	[Combined with closest MU district][52]	
MXS: Mixed Use Shopfront	[Combined with closest MU district]	
MXOC: Mixed Use Opportunity Corridor	[Combined with MU-2]	
Industrial		
I-O: Industrial/Office Park	Industrial/Office Park Retired, I-OR	21.03.070(d)
I-1: Light Industrial	Industrial Light, I-1	21.03.070(c)
I-2: General Industrial	Industrial General, I-2	21.03.070(f)
Public, Parks, and Open Space		
CSR: Community Services and Recreation (Parks and Open Space only)	Public Parks and Open Space, P-1	21.03.080(c)
CSR: Community Services and Recreation (Public, Civic and Institutional Facilities)	Public, Civic, and Institutional Campus, P-2	21.03.080(d)
Planned Development		
PD: Planned Development	Planned Development, PD	21.03.100
Overlay		
AE: Airport Environs Overlay	Airport Environs Overlay, AE	21.03.090
H Road/Northwest Area	H Road/Northwest Area	GJMC Title 22
North Avenue Overlay	North Avenue Overlay	GJMC Title 23
Greater Downtown Overlay	Greater Downtown Overlay	GJMC Title 24
24 Road Corridor Standards	24 Road Corridor Standards	GJMC Title 25
North Seventh Avenue Historic Residential District	North Seventh Avenue Historic Residential District	GJMC Title 26
Horizon Drive District Overlay	Horizon Drive District Overlay	GJMC Title 27

The criteria for review are set forth in Section 21.02.130(c)(1) of the Zoning and Development Code, which provides that the City may amend the Comprehensive Plan if the proposed changes are consistent with the vision, goals, and policies of the Comprehensive Plan and must meet one or more of the following criteria as identified:

(1) Subsequent events have invalidated the original premises and findings; and/or
The proposed amendment to the Comprehensive Plan implements recommendations from the principles and goals. It is not predicated on any changes that would invalidate the original premises and findings that established the 2020 One Grand Junction Comprehensive Plan. Therefore, staff finds that this criterion has not been met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or
The character and condition of the community has not changed in any substantial way since the adoption of the Plan. Staff finds that this criterion has not been met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or
There is no land use proposed with this Comprehensive Plan amendment since it was adopted in 2020. The amendment proposes renaming the implementing zone districts for land use designations but does not contemplate changes to intensity or density of the categories. This criterion was designed to evaluate changes to land use and therefore, staff finds that it is not applicable to this request.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or
Again, this criterion was designed to evaluate changes to land use. Since the proposed amendment is to text of the Plan only, staff finds that it is not applicable to this request.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.
The community and area, defined by the Urban Development Boundary, will benefit from this proposed request. The proposed changes will allow for continuity between the Comprehensive Plan and the Zoning and Development Code. This will increase the predictability of the Plan and allow for simple implementation of the land use designations. Therefore, staff finds that this criterion has been met.

In addition to the above criteria, the City may amend the Comprehensive Plan if the proposed changes are consistent with the vision, goals, and policies of the Comprehensive Plan. The following provides an analysis of relevant sections of the Comprehensive Plan that support this request.

Chapter 5: Implementation and Monitoring, Updates and Amendments, Minor Amendments. The Comprehensive Plan sets out a process for minor amendments to

the Plan, qualifying "minor" to include "revisions to one or a few sections of the Plan as a result of the adoption of subarea plans, or a specific issue, policy, or directive from City Council". Three criteria are included for evaluation of minor amendment:

(1) The existing Comprehensive Plan and/or any related element thereof requires the proposed amendment; and

Plan Principle 3, Responsible and Managed Growth, contains a directive to ensure that the zoning and development regulations are consistent with the Comprehensive Plan. The Zoning and Development Code is being amended to implement other strategies from the Comprehensive Plan, and as part of that effort the zone district names are being revised. In order to be consistent with the Comprehensive Plan, Chapter 3, the names of the zone districts that implement the land use designations must also be revised. Staff finds that this criterion has been met.

(2) The community or area will derive benefits from the proposed amendment; and

The community and area, defined by the Urban Development Boundary, will benefit from this proposed request. The proposed changes will allow for continuity between the Comprehensive Plan and the Zoning and Development Code. This will increase the predictability of the Plan and allow for simple implementation of the land use designations. Therefore, staff finds that this criterion has been met.

(3) It will be consistent with the vision, goals, principles, and policies of One Grand Junction Comprehensive Plan and the elements thereof.

Plan Principle 11 speaks to the importance of an Effective and Transparent Government. To meet these qualities, the City routinely evaluates processes and tools to find opportunities for improvement. The revisions to the Zoning and Development Code are an example of this in which the regulations and zone district were evaluated to be efficient and improve clarity and predictability. Combined with the directive outlined in criterion 1 above, the proposed text amendments support the vision, goals, principles, and policies of the Plan. Staff finds that this criterion has been met.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing CPA-2023-177, a request to amend the 2020 *One Grand Junction Comprehensive Plan*to revise the names of the implementing zone districts in Chapter 3, the following findings of fact have been made:

1. The proposed amendments to the Comprehensive Plan are useful in that they ensure the health, safety, and general welfare of the public, and refine processes that assist in the logical and orderly development of the city as described in the background information of this report.

2. The proposed amendments to the Comprehensive Plan support the following goals of the Comprehensive Plan, as described in the analysis section of this report:

- Planning Principal 3: Responsible and Managed Growth; strategy 1(e) – Zoning and Development Code

  "Ensure zoning and development regulations are consistent with the Comprehensive Plan."

- Land Use Plan: Relationship to Existing Zoning

  "The Code, including the Official Zone District Map, should be reviewed to ensure that it effectively implements the vision of the Comprehensive Plan."

Therefore, the Planning Commission recommended approval of this request with the following Condition:
1. An ordinance amending the City of Grand Junction Zoning and Development Code with the proposed zone districts as presented in this Comprehensive Plan Amendment is adopted by City Council.

FISCAL IMPACT:

There is no direct fiscal impact related to this request.

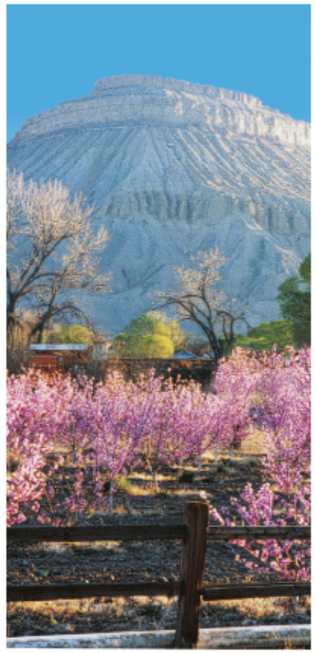
SUGGESTED MOTION:

I move to introduce an ordinance amending the One Grand Junction Comprehensive Plan to revise implementing zone districts to be consistent with the Zoning & Development Code update, and set a public hearing for December 20, 2023.

Attachments

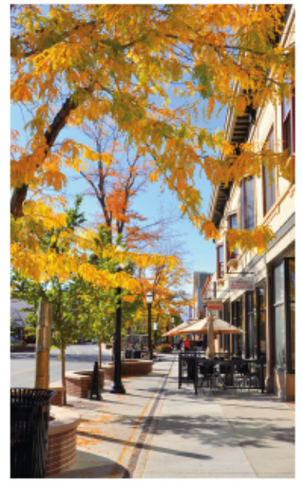
1. DRAFT Grand Junction Comprehensive Plan 10.03.23
2. Comparison of Changes
3. Planning Commission Minutes - 2023 - November 14 - Draft
4. ORD-Comp Plan Revisions 20231128

CITY OF Grand Junction COLORADO
















ONE GRAND JUNCTION COMPREHENSIVE PLAN

Adopted December 16, 2020 and March 17, 2021
Amended May 17, 2023

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ONE GRAND JUNCTION
COMPREHENSIVE PLAN

Acknowledgments

A special thank you to the residents of the City of Grand Junction and the greater Grand Junction Community who participated in the planning process for the One Grand Junction Comprehensive Plan. This Plan reflects the contributions and insights of the residents, businesspersons, property owners, representatives from various groups and organizations, and other community stakeholders. The Comprehensive Plan Advisory Committee was instrumental in guiding the planning process.

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LETTER FROM THE CITY MANAGER

Grand Junction is a community that is unique unto itself. With a history defined by a cyclical economy, Grand Junction is poised to enter a new era and an exciting future. A diversifying economy, a recent boom in tourism centered around its many cultural and recreational assets, and world-class natural beauty, Grand Junction attracts community members who are committed to its success while continuing the tradition of being a welcoming and friendly community.

It is my pleasure to present the One Grand Junction Comprehensive Plan. How our city looks and feels is shaped by our Comprehensive Plan. This Plan represents the next chapter in long-range community planning in Grand Junction. It is an update to the previous plan, which was adopted in 2010. Updating of the One Grand Junction Comprehensive Plan is a multi-year project - one which includes multiple phases of public and stakeholder engagement as well as the utilization of a variety of engagement tools used to actively engage with the community in a meaningful way.

One Grand Junction reflects the input of thousands of individuals as well as numerous organizations and agencies that contributed to the plan process. With this Plan, we celebrate our past accomplishments while also recognizing future challenges and opportunities. With our long-range vision and plan principles, One Grand Junction Comprehensive Plan will shape decision-making and funding priorities to implement the future the community desires.

-Greg Caton
City Manager





CHAPTER 1
INTRODUCTION

This document is an update to the City of Grand Junction's previous Comprehensive Plan, which was adopted in 2010 and supersedes and replaces it. The updated Plan addresses changes that have occurred in the last decade and sets a course to guide decision-making for the next 10 to 20 years.

Grand Junction is authorized to prepare a comprehensive plan as a long-range guiding document to achieve its vision and goals under Colorado Revised Statutes §30-28-106 and §31-23-206. The One Grand Junction Comprehensive Plan addresses issues within the municipal boundary of the City as well as in its planning area including topics such as public safety, transportation, parks and recreation, education, community identity, inclusivity, resiliency, economic development, and resource stewardship, all that collectively work to achieve the community's vision. The One Grand Junction Comprehensive Plan also provides the policy framework for regulatory tools like zoning, and annexations and establishes a framework for fiscally responsible and well-managed growth.

The Comprehensive Plan is not just a policy document for the City organization; it is a guide for the entire community that envisions the kind of place we desire in the future, sets the overall direction for the changes we want, and outlines the steps we will need to take to get there. It is not a definitive course of action or a legally binding obligation of what must be done. Rather, it is a guidance document that describes what the community would like to become and what steps and actions, partnerships, and policies will move the City forward to achieving its vision.



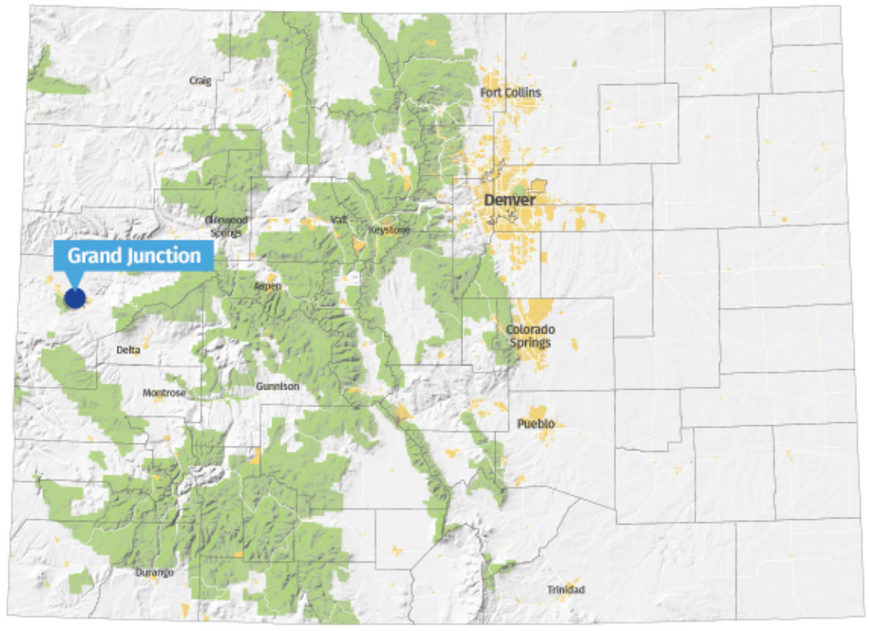
Planning Area

Geographical Considerations

The City of Grand Junction is the county seat and largest municipality in Mesa County, located about 20 miles from Colorado's western border with Utah. The city encompasses roughly 40 square miles in the center of Mesa County between the City of Fruita and the Town of Palisade. It is the largest city on the Western Slope and a central hub between the cities of Denver and Salt Lake City along Interstate 70. The city is flanked in all directions, except to the northwest, by natural topography and public lands including Bureau of Land Management (BLM) lands (North, East, South, and West) as well as by lands maintained by the National Parks Service (NPS) designated as the Colorado National Monument.

Urban Development Boundary (UDB)

The Urban Development Boundary (UDB) was adopted jointly by the City and Mesa County as part of the 2010 Comprehensive Plan and continues with limited modifications to be the boundary within which the City actively plans for growth through the One Grand Junction Comprehensive Plan. Analysis conducted in 2010 that was revisited as part of the 2020 planning efforts to update found the UDB should continue to serve as the boundary for urban level development and that, based on demographic and market studies, logical and orderly growth could be accommodated within the UDB in terms of both current and long-term needs.



Parts of the Plan

One Grand Junction is organized into six distinct sections:

Chapter 1: Introduction

Presents the purpose of the Comprehensive Plan, how it should be used and updated and key factors in its development.

Chapter 2: Plan Principles

Establishes the community vision that guides the Comprehensive Plan and establishes goals and strategies for implementation.

Chapter 3: Growth and Land Use

Illustrates and describes the type and location of future land uses within Grand Junction. This section also addresses target service levels for specific City services.

Chapter 4: Area-Specific Policies

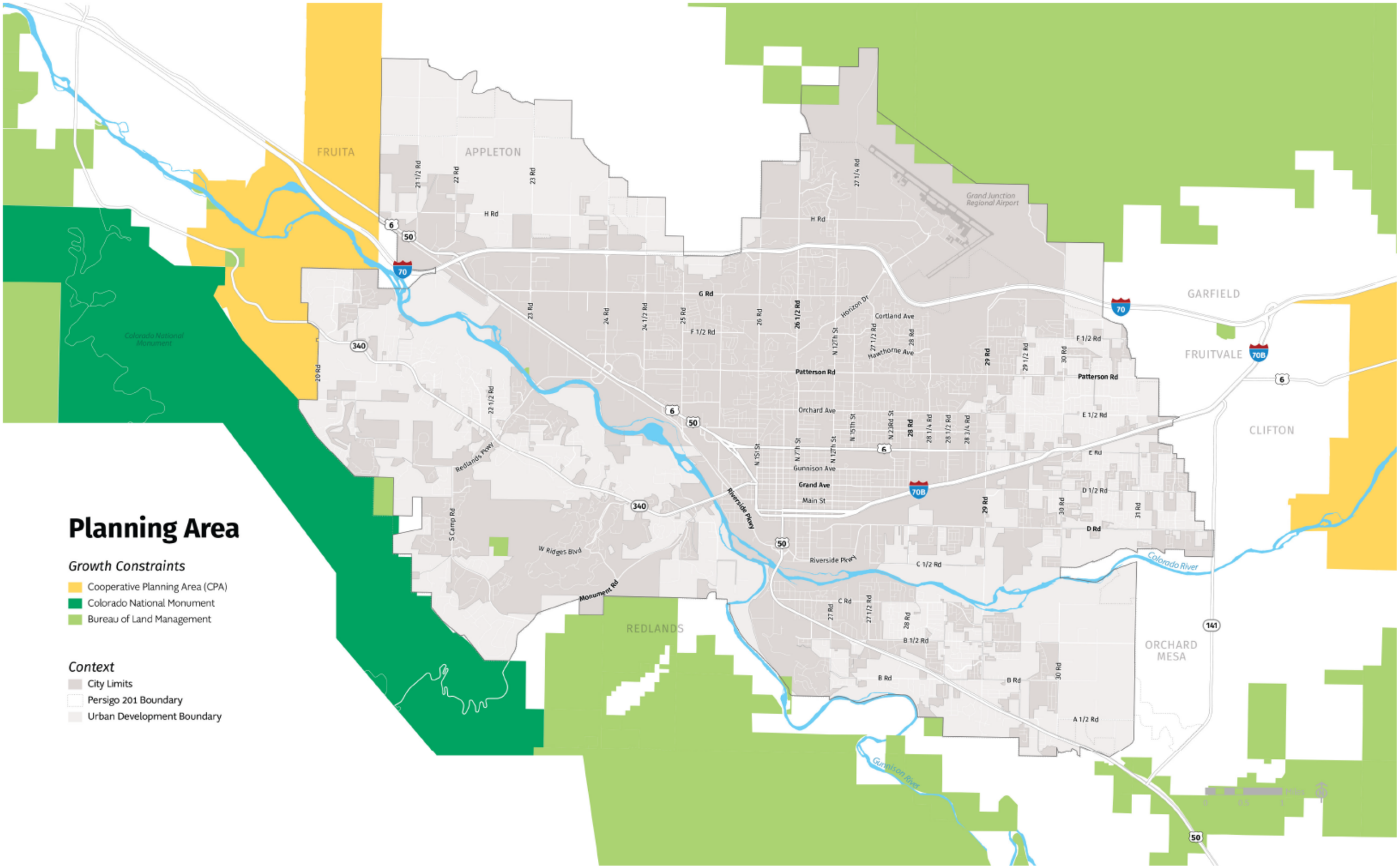
Outlines a vision and site-specific recommendations for two subareas: "Lower Downtown" and the "24 Road Corridor." Includes commercial, industrial, and mixed use area-specific policies.

Chapter 5: Implementation and Monitoring

Presents specific actions that the City should pursue as it seeks to implement recommendations of the One Grand Junction Comprehensive Plan.

Appendices

Presents maps, graphics, and information from the planning process, including the Issues and Opportunities Report.



Planning Area

Growth Constraints

- Cooperative Planning Area (CPA)
- Colorado National Monument
- Bureau of Land Management

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary









Comprehensive Plan in Context

Relationship between the Comprehensive Plan and Zoning

The Zoning and Development Code ("Code"), Title 21 of the Grand Junction Municipal Code, regulates and directs the development of property. The Code provides that zoning and development actions shall be consistent with the Comprehensive Plan. The requirement for consistency between the Comprehensive Plan and the City's Code should be maintained. In doing so, the Code, including the Official Zone District Map, should be reviewed to ensure that it effectively implements the vision of the Comprehensive plan–or be amended to do so. Absent action by the property owner or the City, existing zoning remains in place.

Relationship between the Comprehensive Plan and the Municipal Code

Further, the City's Municipal Code should be reviewed to ensure consistency with the vision and recommendations of the Comprehensive Plan.

Relationship to Other Plans

Previously adopted plans, studies, and reports completed by or for the City of Grand Junction are important to the current comprehensive planning process. The 2010 Comprehensive Plan is first among these as it contains many guiding principles and information that have remained relevant to the City's vision a decade later. In addition, many of the 2010 Comprehensive Plan policies and recommendations remain consistent with the One Grand Junction Plan. Where this consistency occurs, polices and recommendations from the previous plan have been incorporated into the One Grand Junction Plan.

Other plans such as neighborhood or "subarea plans," downtown plans, and other community plans also remain important for City long-term planning and provide for a more granular assessment and recommendations for specific areas (e.g. Redlands Area Plan, Pear Park Neighborhood Plan) or specific services (e.g. Parks and Recreation Master Plan, Circulation Plan, and Wireless Master Plan). These plans remain guiding documents to the City and should be reviewed for consistency with One Grand Junction Comprehensive Plan and updated periodically.

Relationship to Three-Mile Plan

Colorado law (C.R.S. §31-12-101, et. seq) provides, among other things, that no municipal annexation may occur that would have the effect of extending a municipal boundary more than three miles in any direction from the limits of the current municipal boundary in any one year. The law also requires that, before completion of any annexation within the three-mile area, the annexing municipality must have a plan that generally describes the proposed location, character, and extent of public infrastructure and proposed land uses, all as more particularly described in the statute. According to law, such a plan shall be updated at least once annually.

The law does not expressly establish whether the entire three-mile boundary area or just the area of the annexation is to be planned by the three-mile plan. However, and as is the case in Grand Junction, because the City's master planning includes consideration of annexation policies, the elements of a three-mile plan are incorporated in the City's Comprehensive Plan. As such and pursuant to C.R.S. §31.12.101, et seq, the City recognizes this Comprehensive Plan and its Urban Development Boundary as the City's Three-Mile Plan.






Timeframe/ Planning Horizon

The One Grand Junction Comprehensive Plan is a blueprint for the future that will guide the City in its decision making for the next 10 to 20 years. Plan monitoring, amendments, and updates will ensure timely adjustments to the timeframe as strategies are achieved and unforeseen changes occur.

Process Overview

One Grand Junction is a product of a community-driven planning process that incorporated engagement with residents, business owners, local officials, City staff, service providers, a Comprehensive Plan Advisory Committee (CPAC), and other community stakeholders. The planning process centered around four phases:

Phase 1: Issues and Opportunities Identification

This phase included extensive public outreach through community meetings, focus groups, online engagement, and interviews. The outreach was supplemented with field reconnaissance; inventories; and reading and analysis of past plans, studies, and policy initiatives. It also included analysis of demographic trends and market factors including industrial, office, housing, and retail market sectors that assist in informing the trajectory of Grand Junction. The phase culminated in the production of an Issues and Opportunities Report (IOR) that summarized existing conditions in Grand Junction at the outset of the planning process. The document was made available to the public on October 15, 2019.

Phase 2: Community Values and Vision

This phase developed and confirmed ideas regarding Grand Junction's collective values and community vision. Visioning statements were based on community input, a public workshop, and feedback from the Comprehensive Plan Advisory Committee (CPAC). Subsequently, goals and strategies were developed to implement these vision statements.

Phase 3: Subareas

Detailed subarea plans provide more specific recommendations for two key areas of Grand Junction. The subareas were selected through discussion and input with the planning team and the CPAC. A subareas workshop with the public, as well as online tools, were utilized to solicit input. The community explored site-level improvements in the identified subareas and provided direct feedback into the development of the subarea plans.

Phase 4: Plan Development

Drawn from the community engagement and input, the last phase of the Plan development included the overall organization of plan principles and their corresponding goals and strategies. This phase included the finalization of specific actions, partnerships, and policies necessary to implement the One Grand Junction Comprehensive Plan. This phase included meetings with the CPAC and a public open house to seek feedback on the draft. It also included workshops with the City's Planning Commission and City Council to review the draft plan before adoption.

Public Engagement and Outreach

A long-range comprehensive plan needs to be built on a foundation of community engagement. From the beginning, the planning process focused on creating opportunities for residents and stakeholders to have conversations about the challenges the City faces, the opportunities in front of the City and the assets available within the community. Engagement for each phase of the process emphasized a range of tools including small/focused group discussions, interactive online engagement and surveys, workshops, and presentations to groups across the City. The City also strived to provide avenues for engagement to segments of the community that historically do not readily engage in planning processes and to seek input that better aligns with demographics.

Targeted outreach was designed for students and youth, those that are or identify as Latino or Hispanic ethnicity and Spanish-speaking residents.

Additionally, the City appointed a group of 16 citizens called the Comprehensive Plan Advisory Committee (CPAC) that met multiple times during the planning process to provide critical feedback, guidance, and direction on the formation of the plan.

A full summary of public outreach can be found in the Appendices.



CHAPTER 2
PLAN PRINCIPLES

One Grand Junction's Eleven Plan Principles examine "Where We Are Today". Each Plan Principle includes a "Where We Are Going" section describing Grand Junction in the year 2040 and provides a retrospective of the accomplishments and successes that will have occurred since the Plan's adoption. The Plan Principles were derived directly from ideas and themes generated during the community outreach process and provide a foundation for One Grand Junction's recommendations and policies. These eleven plan principles listed below and presented in this chapter establish goals and strategies to help to community achieve its vision.

- *Plan Principle 1: Collective Identity*
- *Plan Principle 2: Resilient and Diverse Economy*
- *Plan Principle 3: Responsible and Managed Growth*
- *Plan Principle 4: Downtown and University Districts*
- *Plan Principle 5: Strong Neighborhoods and Housing Choices*
- *Plan Principle 6: Efficient and Connected Transportation*
- *Plan Principle 7: Great Places and Recreation*
- *Plan Principle 8: Resource Stewardship*
- *Plan Principle 9: Quality Education and Facilities*
- *Plan Principle 10: Safe, Healthy, and Inclusive Community*
- *Plan Principle 11: Effective and Transparent Government*



Plan Principle 1: Collective Identity







Where We Are Today

Sense of Place

Belonging, identity, and a sense of community shape daily life for residents in Grand Junction. Rooted in shared experiences and the history of the place, the contemporary sense of collective identity in Grand Junction reflects a unique and dynamic mixture. This identity has evolved and continues to evolve in response to changing conditions. Much of the city's identity is captured in the landscape of the Downtown District, which has numerous historical structures and extensive art bisected by railroad and highway, bounded by the Colorado River. The city's three defining geological features–the Grand Mesa, the Colorado National Monument, and the Bookcliffs are all visible from Main Street.

Agricultural Roots

Among the oldest features of this collective identity is the community's agricultural origin, which continues to drive the city's self-image in many ways. Cherished cultural events, businesses, and symbols revolve around agriculture, including the Market on Main, the wine industry, and the celebrated Palisade peach. This living history of agriculture is intimately linked to the city's small-town feel and is ingrained in the landscape. Complex and difficult histories define Grand Junction's sense of the past.

Evolving Economy

These chapters include the removal of the Ute tribes in 1881, the mid-century uranium boom and its radioactive legacy, and major economic busts such as the one that began with the infamous Black Sunday of 1982. Today, the City faces the COVID-19 pandemic that may affect the local economy in ways unlike historic cycles. In navigating these challenges, Grand Junction's identity celebrates independence and has taken on elements of resiliency, grit, and industriousness.

Cultural Influences

Grand Junction's local culture draws on many influences, including the contributions of the many cultural groups that have contributed to Grand Junction's growth over the past century and a half. The annual Cesar Chavez Celebration as well as the naming of both Las Colonias and Dos Rios parks highlight the role of Hispanic and Latino cultures in shaping the community. Country Jam celebrates the unique culture of the American West and one of its great cultural symbols, country and western music. The Downtown Art Festival and ever-present Art on the Corner installations celebrate the creative spirit that has made Grand Junction a hub for artists on the Western Slope.

Growing and Changing

Like in all communities, Grand Junction's identity is continually evolving. Beyond attending the Junior College World Series (JUCO) each spring, there is a surge in outdoor recreation; today Grand Junction's recreation culture is blooming. Both long-time and new residents as well as people outside the community increasingly identify Grand Junction as an outdoor mecca with mountain biking and rafting with similar accolades for the areas access to hiking, hunting, fishing, wildlife viewing, four-wheeling, horseback riding, and snow skiing. City residents also share a sense of the impending future, in which long-standing industries will adapt to new economies, small and mid-size Western communities will grow by leaps and bounds, and an increasingly diverse and metropolitan environment will bring new cultural influences. Residents would like to see the best of their identity preserved through coming transitions and seek to strengthen, grow, and share the community's identity through periods of change.

Where We Are Going

Retaining Charcter

By the year 2040, Grand Junction residents are known to be deeply attached to their community, and they find ways to demonstrate their pride in calling it home. The community has grown, diversified, and encountered new cultural influences. In response, its residents have creatively adapted their sense of identity, retaining the things that have made the city special and incorporating new ideas to propel the community forward. It is exactly this strong sense of character that continues to drive the city's growth and success, attracting new people, ideas, and businesses with a unique character, plentiful assets, a business-friendly reputation, and high quality of life. Grand Junction still has its small-town feel, but its urban amenities include world-class medical services, a successful university, an activated riverfront, and an increasingly lively Downtown. All it takes is a walk around Downtown to glimpse the long-standing layers of the city's history, now interspersed with the signs of innovation.

Old and New

So it is that, in 2040, Grand Junction continues to be the cultural and economic center of the region. Overall, the City has worked diligently to protect the assets that make Grand Junction unique. Agriculture, industry, and recreation all continue to play major roles in the economy and identity of the place. New sectors and interests have emerged alongside these standbys, and new influences have continued to fuel the local art scene.

Key Features

Events, institutions, and places that defined the city in past generations continue forward, offering a chance for new residents to meaningfully connect to the community's past. Key fixtures of the local culture–including the Colorado River, the Colorado National Monument, and the Grand Mesa–provide points of reference for the progress that has been made. These key features, combined with the sensible approach to growth and preservation of the community's most important places and spaces, have greatly contributed to local pride. Meanwhile, new events and ideas have bestowed new meanings on places, and the city's repertoire of cultural symbols has evolved.

Striking a Balance

The continual integration of cultural influences has helped the city to foster a positive and accepting approach to difference. This evolution has accelerated as the city has grown and become more metropolitan, but the city's history has not been displaced. Instead, a successful balance between tradition and change has resulted in a place that feels comfortable, desirable, and meaningful to all residents and visitors, no matter their race, gender, ability, income, age, or sexual orientation. A widespread and deep-rooted sense of belonging can be felt throughout the community. Broad participation in public life is evidence of this achievement.

How We Will Get There

1. Preserve, promote, and celebrate Grand Junction's identity, diversity, and history.

a. **DIVERSITY AND ACCEPTANCE.** Cultivate a social and economic environment that values differences and celebrates a variety of identities and backgrounds.

b. **CULTURAL EVENTS.** Support efforts throughout the community to provide cultural events reflective of the community's diversity.

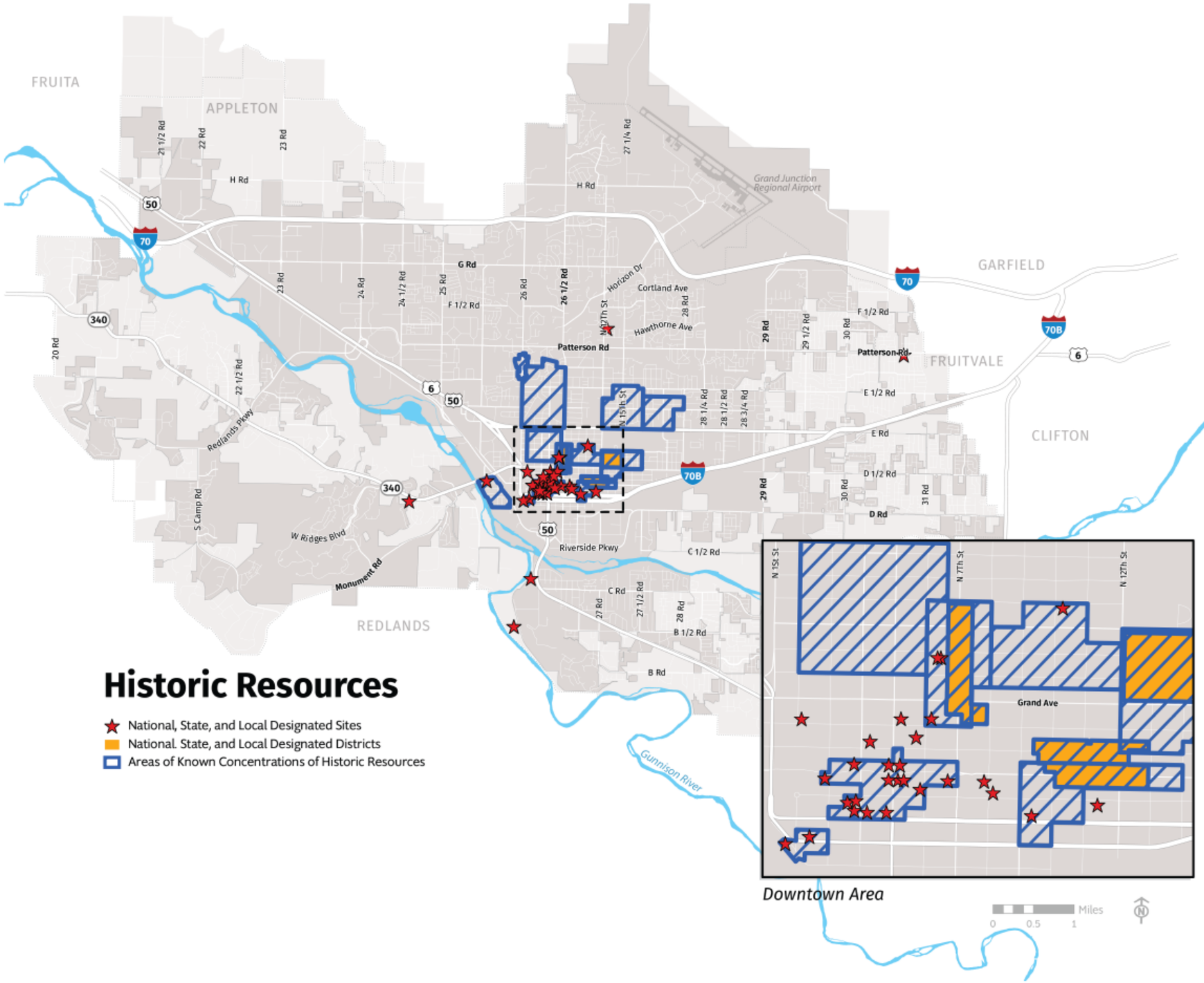
c. **WESTERN IDENTITY.** Promote a sense of pride enhancing local culture, agricultural background, and Grand Junction's unique Western identity.

d. **HISTORIC PROPERTIES.** Identify, recognize, and increase historic resources by encouraging and incentivizing the addition of properties to the local, state, and national historic registers.

e. **HERITAGE PRESERVATION.** Emphasize the economic benefits of historic preservation and its role in economic development, sustainability, and heritage tourism.

f. **HISTORIC PRESERVATION EDUCATION.** Support efforts to provide educational resources on the city and region, while maintaining the city's direct efforts in historic preservation, the City's register of historic places and historic districts.

g. **AGRICULTURAL AND INDUSTRIAL ROOTS.** Support the retention and evolution of agriculture, industry, and other sectors with deep roots in the local economy as the community undergoes economic and land use change.



Historic Resources

- National, State, and Local Designated Sites
- National. State, and Local Designated Districts
- Areas of Known Concentrations of Historic Resources

Plan Principle 2: Resilient and Diverse Economy







Where We Are Today

Resilience

Following significant job losses from the energy and construction industries as a result of the Great Recession, Grand Junction has focused on diversifying industry to provide for a more sustainable and balanced economy. In early 2017, the first signs of the area experiencing a period of sustained job growth were seen. Unemployment was down and the economy was showing signs of significant industry diversification including growth in manufacturing, technology, and tourism industries. While wages have lagged behind state averages, low unemployment and a more diversified economy have caused wages to grow in recent years.

Mix of Industries

While the school district is the largest public employer, large private sector employers include healthcare and manufacturing industries represented by companies such as CoorsTek, Leitner-Poma, St. Mary's Medical Center, Rocky Mountain Health Care, and Capco. Both healthcare and manufacturing continue to grow and add new jobs year over year. Small business makes up the majority of the region's employers and employees. As businesses look to expand or relocate to Grand Junction, some have faced challenges in finding a qualified workforce with relevant skills and experiences.

Growth in New Sectors

While educational institutions such as Mesa County Valley School District 51, Colorado Mesa University, and Western Colorado Community College continue to expand existing and add new programming to train students in technology, healthcare, and other careers, businesses still report experiencing a shortage of skilled, qualified workers in Grand Junction.

Partnership and Leadership

The City of Grand Junction works closely with the Grand Junction Economic Partnership (GJEP), the Business Incubator, and the Grand Junction Chamber of Commerce supporting economic development activities in the region. While there has been success in these partnerships, work is on-going and key issues are focused on a trained and skilled workforce, wage growth, public education, infrastructure (such as transportation and broadband), and availability of attainable housing.

Sites of Commerce

Grand Junction has several well-established commercial areas that serve as regional attractions including its commercial corridors, Downtown, Horizon Drive, and Mesa Mall. However, the future of retail is unknown due to a national decline in sales from brick and mortar stores and increasing online sales.

The City is concerned with the viability of traditional retail areas such as shopping malls and recognizes the importance of reprogramming key areas into mixed use areas and the needed evolution to include more residential and experiential uses. Manufacturing and industrial uses have long been important to the city's economy and the preservation of established industrial areas, especially those with rail access should be preserved. The Grand Junction Regional Airport continues to grow as indicated by an increase of enplanements and an average decrease in ticket prices. A new direct flight to Chicago commenced in 2019. The on-going effort to become a Foreign Trade Zone with the presence of a US Customs office to help enable Grand Junction to become a manufacturing hub continues.

Regional Center

Grand Junction is the largest city between Denver, Colorado, and Salt Lake City, Utah, and is located on the main corridor between the two capital cities on Interstate 70. Grand Junction offers many natural resources and recreational opportunities that attract people from around the country to experience its arts, culture, and the outdoors. Grand Junction is a high desert, which provides for mild climate all year, yet there are still four beautiful and unique seasons. The terrain is also unique-there is no other place in Colorado where you can experience the intersection of so many prized ecosystems: mountains, rivers, canyons, lakes, and high desert.

Tourism is recognized as a key industry for the city and is seen as an opportunity for economic growth. Visit Grand Junction, the city's destination marketing organization, champions a responsible approach to destination marketing initiatives by keeping resident quality of life as a top priority, while also educating visitors and locals on Leave No Trace principles.

Where We Are Going

Capitalizing on Success

By the year 2040, Grand Junction has maintained its status as a strong regional employment center, with a range of businesses that comprise a resilient local economy. The community has established a customs office at the airport and a Foreign Trade Zone to help further establish Grand Junction as a U.S. manufacturing hub. The establishment of office and industrial parks has enticed investment, offering attractive sites for modern industry and attracting major employers. Grand Junction businesses offer well-paying jobs for people in all stages of their careers. Grand Junction has secured a reputation as a place that fosters entrepreneurship and offers a home for emerging startups. Technology, tourism, and other growing industries have formed a healthy cluster of skilled employees and jobs in the city.

21st Century Economy

These are supported by robust internet and broadband networks providing digital connectivity. This base of skilled workers is continually expanded by the success of local education and the recognition of the quality of life that Grand Junction offers.

Tourism

Tourism continues to benefit the local economy and has been promoted responsibly so that the city's amenities and natural resources are not unduly impacted. People visit Grand Junction to experience a variety of cultural and recreational activities, including events. One of the community's flagship events is the Junior College Baseball World Series (JUCO), which draws visitors and drives economic activity. The tourism sector has grown, while education, community health energy, and other major sectors of the City's economy continue to make important contributions to employment and the tax base.

Economic Diversification

Though the national and state economies face occasional disruptions and recessions, Grand Junction no longer sees disproportionately large impacts on its economy. Diversification of the economy, and the establishment of innovative businesses in growing sectors, has brought Grand Junction into a period of remarkable stability and productivity, even during economic downturns.

How We Get There

1. Foster a vibrant, diverse, and resilient economy.

a. **ECONOMIC DIVERSITY.** Support the further diversification of the economy that is prepared to anticipate, innovate, and proactively respond to cyclical economic fluctuations and evolution.

b. **EMPLOYMENT BASE.** Continue to collaborate with local and regional partners to expand the community's economic base and primary job creation by focusing on retention, expansion, incubation, and recruitment efforts that create jobs and import income or dollars to the community, particularly businesses in targeted industries.

c. **CULTURE OF INNOVATION.** Ensure the city fosters an innovative business climate that is open to new technologies, emerging businesses, start-ups, and new ideas.

d. **ACCESS TO FUNDING.** Work with economic partners and the private sector to identify ways to increase funds available to support the growth of local businesses and the creation and growth of new businesses.

e. **INDUSTRY CLUSTERS.** Identify opportunities to support the formation of industry clusters, especially those focused on technology, manufacturing, and tourism.

f. **MONITOR WAGE GROWTH.** Monitor growth in wages for City and regional employees.

g. **SALES AND USE TAX REVENUE.** Partner in supporting programs that encourage residents to spend retail dollars locally before looking elsewhere for goods and services. Emphasize the retention and recruitment of retailers or development projects that have a positive impact on sales tax generation, specifically focused on increasing retail sales inflow and reducing retail sales leakage.

h. **STRATEGIC ECONOMIC INVESTMENTS.** Make strategic investments that provide growth of primary jobs, economic diversity, and/or promote retail sales tax revenue.

2. Support the development of a diverse, educated, healthy, and adaptable workforce.

a. **QUALITY OF LIFE.** Continue to invest in the attributes of Grand Junction such as attainable housing, access to open space, arts and culture, and new recreational amenities that will enhance a high quality of life to provide an attractive location for potential new workers.

b. **CHILDCARE.** Support Mesa County Public Health along with employers to address childcare shortages, prioritizing those that assist working families.

c. **URBAN REINVESTMENT.** Continue efforts to revitalize Downtown and other mixed use areas to create vibrant urban areas attractive to young professionals and other workers.

d. **ALIGNMENT OF EFFORTS.** Work with area educational institutions and regional economic development partners to provide educational programs that train students to work in the region's existing and target industries.

e. **EDUCATION.** Identify ways to support District 51 on workforce readiness programs that further advance their missions.

f. **WORKFORCE TRAINING.** Support ongoing coordination with institutions of higher education, the Workforce Center and other facilities and agencies to develop skills training and education programs to match workforce needs of the city's targeted growth industries. Emphasize training programs that support middle skill jobs paying higher wages and that allow students to remain in the community after graduation.

g. **HEALTHCARE.** Participate with community partners, healthcare providers, and the state legislature to address healthcare costs and access.

h. **TALENT GAPS.** Identify talent gaps for the area's targeted industries and develop strategies for increasing access to funding, education, and partnerships to address gaps.

3. Promote Business Growth for a Diverse and Stable Economic Base.

a. **MODERN MANUFACTURING AND TECHNOLOGY HUB.** Support the continued growth of the city's manufacturing and technology industries and leverage the region's assets to broaden the economic base through the attraction of manufacturing and technology employers.

b. **PROACTIVE INVESTMENT.** Proactively invest in infrastructure and amenity projects, using the capital improvement plan, water and wastewater enterprise funds, and other public funding and financing tools to enhance the attractiveness of high priority growth and employment areas in coordination with public and private partners, when possible.

c. **AGRICULTURAL PRODUCTS.** Taking advantage of excellent growing conditions and established agricultural businesses in the Grand Junction area, capitalize on agriculture-related industries including food products, hemp, fibers, high-value crops, and tourism.

d. **ENCROACHMENT.** Protect key industrial areas from encroachment by potentially incompatible land uses or conversion to alternative uses. Protect key industrial infrastructure such as railroad spurs.

e. **BUSINESS RETENTION AND ATTRACTION.** Support economic development partners to encourage the retention and expansion of existing businesses and industries and the establishment of new businesses in industries that support City initiatives, especially those that offer a livable wage.

f. **BARRIERS.** Continue to identify and pursue ways to reduce barriers to entry for new businesses.

G. **MINERAL EXTRACTION.** Continue to allow responsible mineral and resource extraction and processing as well as businesses that support these industries.

4. Support the expansion of a responsible and sustainable tourism industry utilizing Grand Junction's Destination Marketing Organization called Visit Grand Junction and its strategic partners.

a. **ARTS AND CULTURE.** Leverage the arts and cultural assets in Grand Junction, the Creative District, and the surrounding region to attract artists and other creative entrepreneurs.

b. **OUTDOOR RECREATION TOURISM.** Leverage Grand Junction's location, diverse landscapes, temperate climate, proximity to the Colorado National Monument and the Grand Mesa, Colorado and Gunnison Rivers, and other existing tourism assets to make Grand Junction stand out from its competitors in the outdoor recreation marketplace.

c. **AGRITOURISM.** Work with regional jurisdictions to preserve agricultural lands and support opportunities for agritourism in and around Grand Junction.

d. **WATER.** Integrate the concept, access, and experience of water into a part of the Grand Junction brand.

5. Champion Leave No Trace principles to educate both locals and visitors.

a. **PUBLIC LANDS.** Work with the State, County, and Federal partners to ensure public lands are maintained and properly managed for public enjoyment and leverage their assets as key employers in the region.

6. Invest in key infrastructure that supports businesses.

a. **ATTAINABLE HOUSING.** Encourage the development of attainable housing for early and mid-career employees consistent with the City's housing goals.

b. **WIRELESS PLAN.** Collaborate with partners to ensure high-speed internet access is broadly available.

c. **EMERGING TECHNOLOGIES.** Explore and embrace emerging technologies, such as 5G wireless, that can have an impact on Grand Junction's economy.

d. **REGIONAL AMENITIES.** Continue to invest in parks, recreation, and its connected trail system that serve as attractions for tourism and amenities for locals.

e. **CORE INFRASTRUCTURE.** Continue to strategically invest in transportation and utility infrastructure to serve business and implement the Grand Junction Circulation Plan's Function Classification and Active Transportation Maps.

f. **AIRPORT.** Support the Grand Junction Regional Airport as a regional transportation, aircraft maintenance, and air freight hub to provide the economic development benefits associated with having an airport nearby.

g. **PARKING.** Allow for sufficient parking that does not unduly burden businesses with the cost of building or maintaining surface lots.

Wireless Master Plan (2016)

The Wireless Master Plan adopted in 2016 provides goals and objectives for locating cell tower sites and combines land-use planning strategies with radio frequency engineering models to create a planning tool. The plan is intended to help manage the development of future sites. The plan takes a comprehensive approach to wireless development in Mesa County. It aims to align the needs of wireless broadband service providers with government and community objectives, allow for infrastructure planning and development that will accommodate multiple providers, improve public safety, and attract and retain residents and businesses.

The plan estimates that the largest number of new sites constructed over the ten to fifteen years after adoption will be built in and around the City's Growth Boundary, and that approximately 11-18 new towers or base stations will be needed to fill in the anticipated coverage gaps.





Plan Principle 3: Responsible and Managed Growth







Where We Are Today

Quality Places

The City of Grand Junction is distinguished by its historic downtown, quality residential neighborhoods, and easy access to open spaces, among other features, all of which contribute to its character and status as a destination for regional employment, shopping, and activities on Colorado's Western Slope.

Growing Population

Grand Junction's population is growing and is expected to continue to grow in the future. After being particularly hard hit during the Great Recession and for nearly a decade thereafter, Grand Junction has seen an increase in new development in recent years. Median home values have risen significantly, and the pace of construction has substantially increased. It is with relief to many that the construction market has returned and home prices are rising, but that does not come without concern about other growth-related impacts.

Housing and Services

Concerns related to new development include increased demand for housing and a waning supply of attainable housing. The City is also aware of increased pressure on infrastructure including transportation and parks, as well as the challenges of providing adequate services–including emergency response, police, recreation, and schools–to a growing population.

Limited Supply of Land

The timing and location of development in Grand Junction today are influenced by several interconnected factors, including available land, infrastructure, and services as well as the Persigo Agreement and market demand. While there is no lack of vacant land to accommodate new growth within the City's Urban Development Boundary, there is a lack of land with the existing urban infrastructure required by the City. Balancing the need for investments in new infrastructure to support greenfield development with the need for improvements to existing infrastructure in established areas of the city to support infill and redevelopment is an ongoing challenge.

Demand and Infill

Market demand has been a strong driver of Grand Junction's pattern of growth over the past 20 years. Residents have historically preferred to live in single-family, detached homes. Although many residents still express a preference for single-family homes, they also express a preference for a variety of new home types and homes located in neighborhoods that are located close to local shopping, dining, and other amenities and that are walkable. While the City has identified priorities for infill in the City's central core since 2004 and began incentivizing infill and redevelopment in these areas in 2013, limited development has occurred that supports the community's desire to see additional urban intensification within the City's core. Residents have suggested a much stronger focus on infill and redevelopment or 'urban intensification' is needed.

Maintaining Quality

Unincorporated areas bleed into City jurisdiction, resulting in a lack of distinct gateways to the City. The City has had a history of unsightly junkyards, and outdoor storage. Though major efforts by both private property owners and the City have resulted in vast clean-up of several areas, residents have expressed a desire to see continued improvements to the built environment, particularly related to property maintenance and weed management.

Where We Are Going

Guided Growth

By the year 2040, Grand Junction has managed growth by placing a priority on infill and redevelopment within City limits allowing the City to reap the benefits of growth. Carefully planned expansion of the city's residential areas has allowed for a growing population to call Grand Junction home. Grand Junction's infrastructure policy has fostered growth, limited leap-frog development, and brought investment into the City's core. Infrastructure policy is supported by cooperative relationships with service providers, such as the water and wastewater districts, and the City has continued to ensure that residents and businesses are provided with essential services. Thanks to the City's policies, redevelopment and infill occur, especially along major corridors such as North Avenue, Patterson Road, State Highway 50 in Orchard Mesa, and along Horizon Drive. New development patterns, including mixed-use development, have reshaped the land uses of these areas, making them signature gateways.

How We Will Get There

1. Support fiscally responsible growth and annexation policies that promote a compact pattern of growth, maintain or improve levels of service, and encourage the efficient use of land.

a. **URBAN DEVELOPMENT BOUNDARY (UDB).** Maintain and continue to utilize the UDB surrounding Grand Junction, in cooperation with Mesa County, as a tool to guide and manage growth outside of the City limits and delineate the extent of the City's urban development.

b. **INTENSIFICATION AND TIERED GROWTH.** Support the efficient use of existing public facilities and services by directing development to locations where it can meet and maintain the level of service targets as described in Chapter 3, Servicing Growth. Prioritize development in the following locations (in order of priority). Periodically consider necessary updates to the Tiers.

i. Tier 1: Urban Infill.

ii. Tier 2: Suburban Infill.

iii. Tier 3: Rural Areas and County Development.

c. **PERSIGO 201 SERVICE BOUNDARY.** Align the Persigo 201 Boundary with/to the UDB.

d. **PERSIGO AGREEMENT AND ANNEXATION.** Study the impacts of the Persigo Agreement on the City's level of service targets and related fiscal impacts. Engage in negotiations with the County regarding appropriate revisions to the Persigo Agreement reflective of the study's findings.

e. **ZONING AND DEVELOPMENT CODE.** Ensure zoning and development regulations are consistent with the Comprehensive Plan.

2. Encourage infill and redevelopment to leverage existing infrastructure.

a. **UNDERUTILIZED PROPERTIES.** Support the use of creative strategies to revitalize vacant, blighted, or otherwise underutilized structures and buildings including, but not limited to:

i. adaptive reuse of existing buildings (particularly those that have historic significance);

ii. infill of existing surface parking lots;

iii. consolidation and assembly of properties to improve and coordinate the redevelopment of blocks or segments of corridors where a property-by-property approach would limit development potential; and/or

iv. public/private partnerships.

b. **INCENTIVES.** Align existing incentives, such as reduced impact fees, with urban intensification priorities.

3. Collaborate with regional entities and service providers on growth and infrastructure issues.

a. **INTERGOVERNMENTAL COOPERATION.** Work with Mesa County to implement land use policies that are consistent with the Comprehensive Plan.

b. **BUFFER AREAS.** Maintain Intergovernmental Agreements that provide 'Community Buffers' for distinct community separation between the City of Fruita, City of Grand Junction, and Town of Palisade.

c. **STATE AND COUNTY ROADWAYS.** Ensure impacts to state and County roadways associated with proposed development are analyzed. Understand the cumulative impacts of land use decisions upon these roadways to maintain desired levels of service.

d. **DISTRICT 51.** Collaborate with District 51 in planning for the design and location of new public schools in areas that advance the City's growth priorities and ensure infrastructure such as sidewalks and bike lanes are provided to support mobility choices to and from schools.

e. **ELECTRICAL SERVICE.** Evaluate current policy for undergrounding overhead utility lines and in lieu of payments. Continue to require new and existing electrical lines to be buried.

f. **INSTITUTIONAL USES.** Collaborate with major institutions and businesses in the city, such as CMU and St. Mary's Hospital, to produce and update master plans for expansion of civic and institutional facilities to ensure alignment with the goals and policies of this Plan.

4. Maintain and build infrastructure that supports urban development.

a. **WATER SUPPLY.** Support the efficient and reliable management of water resources by:

i. maintaining cooperative service agreements with Clifton Water District;

ii. maintaining absolute water rights and filing, as needed, documentation to perfect conditional rights on the Colorado and Gunnison Rivers;

iii. maintaining and replacing aging water infrastructure; and

iv. coordinating with Ute Water Conservancy District and Clifton Water District to ensure sufficient water resources supply and infrastructure for the City's projected growth.

b. **WASTEWATER CAPACITY.** Update the Wastewater Basin Study as well as plan for future expansion of the Persigo Wastewater Treatment Plant to serve growth within the Persigo 201 service boundary.

c. **WASTEWATER TREATMENT.** Ensure new development connects to the Persigo wastewater treatment facility.

d. **SEPTIC ELIMINATION.** Continue to support the elimination of Individual Sewage Disposal Systems (ISDS or 'septic systems').

e. **OUTDOOR LIGHTING.** Use development regulations to promote best practices in lighting that protect night skies.

f. **PARKING.** Evaluate current parking requirements to ensure that the resulting land usage and intensity align with City goals. Further, continue to implement the recommendations of the 2016 Downtown Parking Study regarding parking demand, location, timing, pricing, and supply.

g. **PUBLIC SAFETY SERVICES.** Ensure the City's capacity to provide public safety and emergency services expand in line with the level of service targets outlined in Chapter 3, Servicing Growth. To the extent possible, give preference to development patterns and intensities that allow for efficient and cost-effective expansion of services.

h. **PARKS AND RECREATIONAL FACILITIES.** Provide residents with access to parks and recreational opportunities, recognizing that projected needs, types of opportunities, and facilities will vary based on location. Strive to provide park facilities within the defined level of service consistent with Chapter 3 and the Parks and Recreation Master Plan for all homes within the city.

I. **STORMWATER.** Participate with local, state, and federal partners in identifying and implementing innovative regional solutions to stormwater management challenges and stormwater infrastructure needs.

J. **TRAILS.** Evaluate current policy for responsibility related to construction of City's Active Transportation Network.

5. Plan for and ensure fiscally responsible delivery of City services and infrastructure.

a. **CAPITAL IMPROVEMENT PROGRAM.** Maintain a capital improvement plan by:

   i. preparing and annually updating a balanced five-year capital improvement program which supports the implementation of the Comprehensive Plan;

   ii. prioritizing capital projects that are designed to serve existing needs and to prevent the deterioration of existing levels of service;

   iii. prioritizing projects that support citywide growth priorities;

   iv. prioritizing investment in infrastructure that supports economic activity; and

   v. identifying funding for operating and maintenance costs for approved capital projects at the time projects are approved.

b. **COST OF GROWTH.** Periodically update impact fee study. Maintain an efficient and fair system of fees and development requirements that assesses the costs and benefits of financing public facilities and services, the need for which is generated by new development and redevelopment, assessing for:

   i. a proportional share, consistent with adopted City policy, of the cost of public improvements outside the development boundaries that is directly attributable to that development; and

   ii. the full cost of all public improvements required by the development within the boundaries of that development.

c. **OVERSIZING.** Utilize a reimbursement or credit mechanism to compensate developers, or the City, for oversizing public facilities such as transportation infrastructure.

d. **FINANCING MECHANISMS.** Utilize a range of financing mechanisms and tools as appropriate to finance capital improvements and infrastructure in priority growth areas.

e. **SPECIAL ASSESSMENT DISTRICTS**. Consider the use of special assessment districts, such as alley improvement and sewer improvement districts, as a means of funding/financing the construction of publicly owned infrastructure improvements and, when proposed, improvement districts:

   i. provide a tangible benefit to the community; and

   ii. align with the goals and policies and priorities of this Plan.

6. Support the development of neighborhood-centered commercial uses and mixed-use development.

a. **EMPLOYMENT AREAS.** Create and maintain plans for employment areas to support investment, development, and redevelopment in these areas to create new places for employment to grow. Encourage and support higher-intensity employment uses through land use policies and investment in infrastructure that support these employment areas.

b. **MIX OF USES.** Support the creation of a mix of uses as in neighborhood centers and along prominent corridors that reflect the needs of adjoining residents and the characteristics of individual neighborhoods, including, but not limited to retail, office, entertainment, schools, libraries, parks, recreation amenities, transit facilities, and other amenities.

c. **WALKABLE CENTERS.** Support the development of walkable community/neighborhood commercial centers that provide a variety of services and amenities to the immediate area, expand housing options, and/or provide live-work opportunities. Centers will vary in size and type but should be located consistent with the Commercial and Industrial Areas Framework Map.

d. **DENSITY/INTENSITY.** Encourage the transition of low-intensity or otherwise obsolete single-use centers to higher intensity, mixed use centers over time. Emphasize strategies that will expand housing options and available services within the immediate neighborhood.

e. **CONTEXT-SENSITIVE DEVELOPMENT.** Ensure that all development contributes to the positive character of the surrounding area. Tailor building materials, architectural details, color range, building massing, and relationships to streets and sidewalks to the surrounding area.

7. Continue efforts to create a community that provides a sense of arrival, attractive design, and well-maintained properties.

a. **GATEWAYS.** Enhance and accentuate the community's gateways, including Interstate 70 interchanges, Interstate 70 Business Loop, and State Highway 50 to provide a coordinated and attractive community entrance. Gateway design elements may include streetscape design, supportive land uses, building architecture, landscaping, signage, lighting, and public art.

b. **DESIGN STANDARDS.** Develop basic design standards for key corridors to improve the overall visual cohesiveness and appeal of an area as well as improve upon the overall physical appearance of the city.

c. **STREETSCAPE.** Continue to implement cost-effective improvements to the streetscape, including functional improvements to hardscape and green infrastructure as well as artistic and design elements.

d. **CODE ENFORCEMENT.** Work with private property owners to achieve ongoing compliance with required landscaping, weeds, junk, or other City nuisance codes and ordinances.

Plan Principle 4: Downtown and University Districts







Where We Are Today

Downtown Core

Grand Junction's Downtown complements the outdoor amenities for which the region is known. The city offers tourists and regional residents an urban setting with local businesses, a variety of restaurants, hotels at various price points, and convenient access to the city's many amenities and recreational opportunities. However, the compact and highly walkable Downtown area is limited in geography to predominantly eight blocks along Main Street and Colorado Avenue. Residents desire for Downtown to be a more urban environment with modern amenities, unique experiences, and a greater variety of local businesses. Through study, it has been identified that expanding housing options in Downtown areas would assist in creating a more vibrant Downtown and that infill and redevelopment of key properties would further activate areas.

A Growing University

Similarly, the areas around Colorado Mesa University (CMU) have been identified as opportunities for infill and redevelopment to provide commercial services and housing to students and area residents. The community has expressed the need for reinvestment and maintenance of residential properties that have long been used as rental units–predominately for university students–that have fallen into disrepair. CMU generates a widespread impact on the culture and economics of the city by attracting talented students and staff who are involved in many aspects of community life. CMU seeks to engage and retain talent through the combination of rising academic prominence on the part of the University and the lifestyle amenities of the Grand Junction area. However, many students currently leave the city within a few years of graduation, diminishing the potential impact of talent for local employers.

Downtown's Mobility

Adequate and convenient parking is essential for Grand Junction's Downtown and commercial areas. However, the community has expressed that parking should not be overemphasized at the expense of walkability or density, particularly in Downtown's pedestrian environment. Downtown is also the primary hub for transit options in the City, though the transit usage remains low.

Investment in the Riverfront

The areas along the Colorado Riverfront are seeing increased interest and development has begun as Las Colonias Park. The first two tenants are constructing businesses in the business park. The Riverfront at Dos Rios has moved from its planning stages to construction of infrastructure. The historic Riverside Neighborhood borders the future development of the Riverfront at Dos Rios. Residents are both excited and anxious about how their neighborhood may be impacted by future development in the area.

Where We Are Going

Downtown Flourishes

By the year 2040, Downtown continues to flourish and Main Street is Grand Junction's center of activity. Downtown is known as the place to bring friends and family for great dining, entertainment, and local shopping. The hotels around the Grand Junction Convention Center are conveniently located, supporting a lively atmosphere that guides visitors to stroll down Main Street and explore the side streets in the greater Downtown area. Throughout Downtown, roadways are marked by attractive streetscape, wayfinding signage and local art installations, adding to the city's character.

Activated Spaces

Downtown is active during the day and evening throughout the week where people live, work, and enjoy a variety of amenities in the area. Evenings and weekends are no longer sleepy as additional experiences have drawn more people Downtown and have ignited further economic impact. Sitting at the pivotal intersection of 7th Street and Main Street, the city's historic Avalon Theatre continues to anchor the east end of Downtown, providing entertainment in its performing arts hall, presenting films, live music, and offering a venue for special events.

Mobility Options

The City has worked to manage its parking and balance the needs of business owners and residents with best practices in the Downtown. Large parking lots and vacant lots have been transformed into commercial and residential uses, helping activate streets and create great public spaces. The residential core of Downtown–including the Original Square Mile of Grand Junction–retains its historic character. New residential development in the historic residential areas has gradually increased the number of residences through limited, context-sensitive infill and retrofitting, as well as through the development of accessory dwelling units on some single-family lots.

River and Rail

The Downtown area has seen investment and tremendous growth due to its access to Main Street, Las Colonias Park, the Riverfront at Dos Rios, and the Colorado River. The Lower Downtown area, also known as the Rail District, has seen light industrial, manufacturing, and commercial businesses remain active on the east side of the district. These uses are well-buffered from river-facing residential developments to minimize impacts. The River and Rail districts have benefitted from the activation of the 7th Street corridor, which has resulted in an increasingly dynamic district that functions as an extension of Main Street and provides convenient access to Las Colonias Park and the River. In addition, South 2nd Street has become an important bike and pedestrian connection from Main Street to the Riverfront at Dos Rios.

A Maturing University

The University District has grown to encompass more than the defined campus of Colorado Mesa University. As the student population has grown, the District has expanded outward with student housing and services supporting student lifestyles. The University District contributes significantly to the City's expanding knowledge economy with strong relationships between CMU and the local business community. These connections are reinforced spatially, with the 10th Street and 7th Street corridors providing a link from the University to Downtown and the Colorado River. The University District attracts both locals and researchers from outside the community thanks to its innovative design and the vigor of students, and it has matured to parallel the most successful University Districts on the Front Range.

Infrastructure and Public Places

Pedestrian improvements and new infrastructure have increased connectivity between the River District, the Rail District, Downtown District, and the University District, promoting the active, bike- and walk-friendly environment that defines these areas. Plazas and walkable streets provide spaces for festivals and community events, supporting opportunities for the community to convene and connect.

How We Will Get There

1. Cultivate energetic and livable greater Downtown and university districts that balance the needs of residents, students, and visitors.

a. MIX OF USES. Support a diverse mix of land uses that is tailored to support the vision and unique focus for the University District and for each of the three subdistricts that comprise Downtown District: Downtown; the Rail District; and the River District. Land use in these three areas should develop consistent with the Greater Downtown Plan, as may be amended, and all four following district areas consistent with the policies of this Comprehensive Plan. Key considerations for each of these areas include:

i. **Downtown District: Main Street.** Vibrancy and walkability are priorities for Main Street and nearby streets, including Colorado Avenue and 2nd Street. Zoning standards for Downtown are designed to bring buildings to the sidewalk and allow for taller, tightly arranged structures. Successful small businesses and a mix of uses connect directly to achieving these goals.

ii. **Downtown District: Historic Residential Core.** Protecting the long-standing residential areas from nonresidential intrusion. Infill in these areas should be pursued when design and intensity are compatible with the existing residential fabric, such as accessory dwelling units.

iii. **Rail District.** Freight infrastructure and existing stock of industrial buildings make the Rail District a critical hub for industry and employment. The area provides an essential linkage from Downtown to the river and should provide a mix of uses, including residential uses. All uses should be planned in ways that will protect existing and future nonresidential development, especially those uses with access and need of rail spurs.

iv. **River District.** Much of this area is slated for mixed use development with an abundance of open space amenities and direct access to the Colorado River. Additional destination-oriented amenities should be developed along the riverfront with a focus on how the natural riverine environment interacts with the built environment. The Riverside neighborhood located on the north end of the district should be planned to retain its historic character, which includes a mix of uses such as home businesses, grocery, retail, and institutional uses. Tailor the River District to a more urban neighborhood context that contributes to the enjoyment and quality of life of residents and visitors.

v. **University District.** This area should provide abundant housing options for students and employees of the University and should be encouraged to grow to meet the commercial and services needs of both residents and students. Colorado Mesa University anchors this district.

b. VIBRANT TOGETHER. Support Downtown Grand Junction in efforts to implement their Plan of Development "Vibrant Together." This plan emphasizes the need for infill development, placemaking, and connectivity as key elements of a successful Downtown.

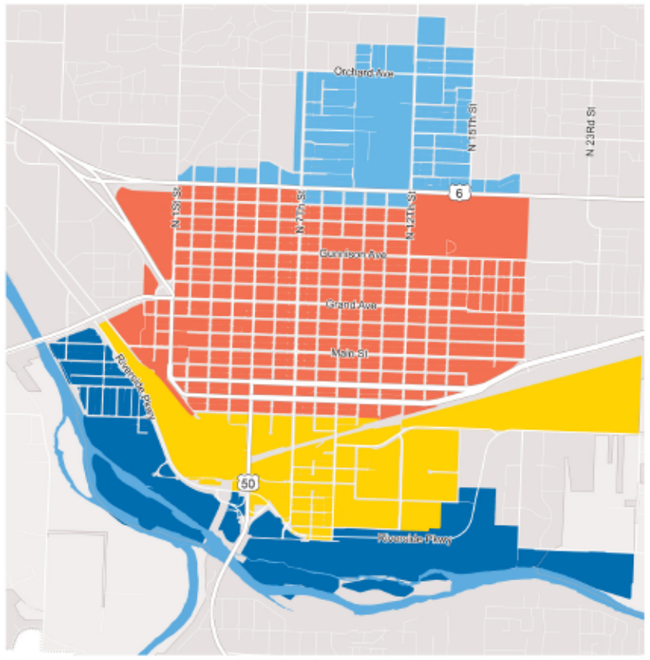
c. HOUSING OPTIONS. Encourage a variety of housing options at a range of price points to support a more diversified workforce and composition of residents in Downtown and University areas including professionals, service workers, entrepreneurs, students, and retirees, among others.

d. NEIGHBORHOOD SERVICES. Encourage neighborhood-serving retail such as grocers, pharmacies, childcare facilities, and other basic services as a key component of the overall mix of uses in Downtown and University districts.

e. RECREATION. Support the continued enhancement and expansion of recreational amenities that celebrate the River District's riverfront setting and centralized location within the region.

f. ARTS AND CULTURE. Strengthen Downtown's role as the region's center for culture and arts by enhancing and promoting arts, music, culture, heritage, and historic preservation.

g. RAILROAD QUIET ZONES. Study and consider establishing a Quiet Zone at public streets in areas where residential or businesses experience significant disruption or quality of life is diminished by frequent train horn use.



Downtown and University Districts

University District
Rail District
Downtown District
River District

2. Strengthen multimodal connections in and between the districts.

a. **PEDESTRIAN AND BICYCLE NETWORK.** Continue to enhance bicycle and pedestrian connections and infrastructure to and throughout Downtown, the Colorado River Corridor, and the University District with an emphasis on:

   i. improving safety and ease of use;

   ii. adding bicycle lane miles;

   iii. connections to areas beyond the city's original square mile;

   iv. exploring a bike-sharing and/or scooter-sharing program;

   v. increasing convenient bicycle parking;

   vi. accessing transportation hubs such as the Amtrak station, Bustang, and Greyhound facilities; and

   vii. improving access to the Riverfront and Riverfront Trail.

b. **TRANSPORTATION OPTIONS.** Continue to partner in providing transit service between districts and support educational campaigns designed to increase awareness and usage of different modes of transportation–such as transit, biking, and walking–when traveling to or from Downtown. Capitalize on elements of active lifestyles that align with multi-modal transportation choices.

c. **PARKING.** Continue to manage and improve upon the utilization of existing public parking facilities in Downtown.

d. **WAYFINDING.** Incorporate wayfinding signage and other branded elements to create a sense of place and facilitate ease of access to public amenities, parking, and transportation alternatives.

3. Promote the continued reinvestment into Downtown, Riverfront, Rail, and University District's economy and built environment.

a. **DIVERSIFICATION OF DOWNTOWN ECONOMIC BASE.** Continue to support the diversification of Downtown economic base through:

   i. creation of a "Tech and Rec" hub Downtown and in the River District;

   ii. on-going partnership with Downtown Grand Junction to support Downtown investment;

   iii. support local investment incentives, workforce training, and other strategies to support new business development Downtown;

   iv. continued capitalization on rail resources for industry Downtown; and

   v. integration of the Downtown economy with other elements of the Grand Valley's economy including manufacturing, agriculture, recreation, energy, and tourism.

b. **TOURISM, ARTS, AND ENTERTAINMENT.** Seek to broaden the range of tourism, arts, entertainment, and experiential uses that appeal to a more diverse demographic. Make Downtown a location of choice within the region for annual events, cultural celebrations, and other community gatherings.

c. **UNIVERSITY LINKAGES.** Proactively seek opportunities to collaborate with CMU and other partners on efforts to strengthen both physical and symbolic linkages between the CMU campus and Downtown, Rail, and Riverfront Districts.

d. **DESIGN FOR KNOWLEDGE.** Promote urban design approaches in the University District that foster creativity, respond to global trends, and establish strong local character. Engage economic development and land development opportunities that contribute to making the University District the premier academic hub in Western Colorado.

e. **UNDERUTILIZED PROPERTIES.** Work with property owners and partners such as Downtown Grand Junction to redevelop underutilized properties (including surface parking lots) through regulation, incentives, and use of other redevelopment tools.

f. **ADAPTIVE REUSE.** Encourage the adaptive reuse and rehabilitation of historic structures and residences as a component of an overall reinvestment and revitalization strategy for Downtown.

g. **STREETSCAPE.** Expand streetscape improvements to other areas of Downtown and University Districts, building on the success of Main Street. Ensure that new and rehabilitated structures contribute to the character of the street and create a sense of vibrancy.

Vibrant Together: A Downtown Initiative (2019)

Vibrant Together: A Downtown Initiative was developed by the Downtown Development Authority (DDA) and adopted by the City in 2019. The plan references the 2013 Greater Downtown Plan and provides five updated goals for the area, including:

Goal 1: Vibrancy - Downtown is the "the heart of it all," a center of activity 18 hours a day/7 days a week for all ages and income levels.

Goal 2: Downtown Living - Downtown offers a diversity of quality housing choices for all price points to bring more people to live, work, and play.

Goal 3: Identity - Downtown is recognized as the hub of regional culture for the western slope.

Goal 4: Connectivity - Downtown is connected to local destinations and outdoor amenities through safe pathways for bikes and pedestrians.

Goal 5: Safety and Comfort - Downtown is a safe and comfortable environment that is welcoming to all.

Vibrant Together recognizes that Grand Junction's Downtown is a hub for the region, and a central place for culture, commerce, and activity. Specific strategies include improving the pedestrian environment of Downtown's north-south oriented streets, activating alleyways, reducing the negative impacts of large parking lots, prioritizing adaptive reuse of historical structures, and leveraging a variety of financial tools for reinvestment in Downtown. The plan's goals are consistent with the One Grand Junction Comprehensive Plan, and the two documents should be used in coordination.

Plan Principle 5: Strong Neighborhoods and Housing Choices







Where We Are Today

Housing Stock

Much of the vacant residential land that is available in Grand Junction is designated for single-family housing development. This housing type has long been the predominant option available in the city, with residents continuing to express a preference for single-family homes and builders continuing to develop mostly single-family homes. However, other options are increasingly being explored to meet the changing needs of the community and to diversify the city's housing stock. Alternative housing types provide options for residents such as low maintenance, community open spaces, shared facilities, and affordability, and they can be less expensive to serve than conventional single-family housing.

Amenities and Access

Residents currently express a preference for homes in neighborhoods that are walkable and are located near amenities such as shopping and dining or that have access to parks and trails. Today, though, many neighborhoods within the city do not provide easy access to commercial services or outdoor recreational amenities.

Housing Costs

Since 2011, the community has experienced an increase of over 70 percent in the cost of for-sale housing with most recent years showing upwards of nine percent year-over-year increases in sale price. At the same time, the city continues to see a rising number of households that are cost-burdened by rent or mortgage payments (paying more than 30 percent of their income on housing costs) with more than 50 percent of renters being cost-burdened. This number tracks with Colorado trends per National Low Income Housing Coalition, 22 percent of Colorado renter households are extremely low income, and 74 percent of those are severely cost-burdened. Cost-burdened households are challenged with their ability to pay for other basic needs such as food, healthcare, childcare, and transportation. Combined, these issues have created a new sense of urgency for the community to participate in the formulation of a housing strategy that ensures affordable and attainable housing options are available in the city.

Rising Homelessness

Simultaneously, concern has risen about the increase in the population of those that do not have a home and the need for continued partnerships within the community to address both the causes and impacts of homelessness. The City has cooperated with housing providers to produce an assessment of housing needs in the past and has found a significant gap between need and provision of housing and homeless services.

Where We Are Going

Expanded Housing Options

By the year 2040, residential development in Grand Junction has kept pace with demand and the variety of housing options meets the needs of residents and families of all ages and income levels. The city's diverse range of housing types includes large and small single-family homes as well as apartments and condominiums. This balance has expanded the city's reputation for livability and affordability. Grand Junction has been active in protecting, maintaining, and creating attainable housing opportunities to attract new residents to the community, accommodate long-time residents, and encourage Colorado Mesa University students to remain in Grand Junction after graduation.

High Quality Development

Many residents prefer living in neighborhoods that are located close to local shopping and dining with access to outdoor activities and other amenities. The range of available housing types is integrated into the character of each neighborhood with many residents living in mixed-use areas. The city's neighborhoods have focused on connecting residences to surrounding commercial areas and amenities providing a high level of walkability and bikeability. Working closely with the development community and property owners, the City has ensured that residential areas are supported by walkable and bikeable connections between neighborhoods, commercial areas, and parks and open space. The North 7th Street Historic Residential District and the other established historic areas represent the community's commitment to preserving its historic homes, and providing another housing choice. New development remains sensitive to preservation in these key areas of the city.

Resolving Homelessness

Additionally, the City has continued to work with its community partners to provide permanent supportive housing for its homeless population. The rate of homelessness and the amount of time spent in homelessness have fallen significantly. People of all income levels can meet their needs and have access to amenities that provide for a meaningful, high-quality life.

Strong Neighborhoods

Neighbors tend to know each other because they share places and institutions regularly and have diverse, interwoven social ties. The presence of local gathering places like cafes, parks, trails, and restaurants, as well as the sharing of local institutions like schools, fosters a comfortable environment and a high level of community trust. Neighborhoods also reflect unique and distinguishing design characteristics in their architecture, streetscapes, and landscapes. Visitors to Grand Junction can feel the difference between neighborhoods and districts and this is an attractive feature to residents and tourists alike. Diverse and interspersed housing options have created an environment where people of all ages, incomes, and backgrounds interact frequently, contributing to local culture, safety, and a feeling of community.

Neighborhood Connections

Bridging the gap between neighborhoods created by natural and manmade barriers.

Neighborhoods

- Appleton
- City Center
- Clifton
- Fruitvale
- Garfield
- Horizon
- North West Grand Junction
- Orchard Mesa
- Pear Park
- Redlands

Multimodal Grade Separated Crossings

○ Existing Crossing ○ Non-Existing Crossing

Bridge/Underpass Connections

1. 23 Rd @ I-70
2. 24 Rd @ I-70
3. 26 Rd @ I-70
4. 26 1/2 Rd @ I-70
5. 29 Rd @ I-70
6. Redlands Parkway Bridge @ Colorado River
7. Redlands Parkway @ I-70 Bridge
8. Riverside Parkway/25 Rd Bridge
9. Hwy 340/ Grand Ave Bridge
10. Hwy 340 Colorado River Bridge
11. Riverside Parkway - West Main/Riverside Red/Bike Bridge
12. Dos Rios Bike/Ped Bridge @ Railroad and Riverside Parkway
13. Riverside Parkway/US Hwy 50 Bridge
14. 12th St Ped/Bike Bridge @ Railroad
15. 29 Rd @ I-70B
16. 30 Rd @ I-70B
17. 31 Rd @ I-70B
18. 32 Rd @ I-70B
19. 5th Bridge (US Hwy 50) @ Colorado River
20. Eagle Rim Ped/Bridge @ 27 3/8 Rd and Colorado River
21. 29 Rd Bridge @ Colorado River
22. 32 Rd @ Colorado River
23. 32 1/2 Rd Ped/Bike Bridge @ Colorado River
24. "Black Bridge" Ped/Bike Bridge @ Gunnison River
25. B 1/2 Rd Overpass @ US Hwy 50

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

Signed Bike Routes and GVT Access

- Grand Valley Transit Hub
- ★ Bus Stop
- Route is on a road
- Route is on a path

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary
- Neighborhood Planning Area Boundaries

How We Will Get There

1. Promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes.

a. SUPPLY OF LAND. Monitor and periodically update the Land Use Plan to ensure the City has an adequate supply of land designated for a wide variety of housing types based on demand.

b. GEOGRAPHIC DIVERSITY. Ensure that the Land Use Plan accommodates a mixture of housing types and sizes in all areas of the city, including single-family and multi-family home types at varying densities, sizes, and price points.

c. HOUSING TYPES. Promote a variety of housing types that can provide housing options while increasing density in both new and existing neighborhoods, such as duplexes, triplexes, multiplexes, apartments, townhomes, and accessory dwelling units, while maintaining neighborhood character.

d. SPECIALIZED HOUSING NEEDS. Plan for populations that have specialized housing needs. Integrate residential-care and treatment facilities, shelters, permanent supportive housing, group homes, and senior housing throughout the city in areas that are well served by amenities and public transportation.

e. AGE IN PLACE. Encourage housing options and infrastructure designed to accommodate multigenerational needs to increase the ability of residents to remain in their homes as they enjoy old age.

f. STUDENT HOUSING. Plan for and encourage new housing for students on and near campuses and in areas well-served by bike and pedestrian infrastructure, and transit. Avoid encroachment into established neighborhoods unless the design is contextually appropriate.

g. PARKING. Evaluate parking standards to ensure both sufficient parking for the context and area of which a project is planned to occur. Parking should be evaluated based on specific areas and should be consistent with the City's Urban Intensification goals.

2. Partner in developing housing strategies for the community.

a. HOUSING STRATEGY. Develop a targeted housing strategy to facilitate and incentivize the creation of affordable housing units for low-income residents and attainable housing for the city's workforce. Update the strategy periodically to address changing needs.

b. HOUSING INCENTIVES. Explore options for providing incentives for projects that incorporate units affordable to income levels identified in the housing strategy.

c. REGIONAL HOUSING INITIATIVES. Work cooperatively with Mesa County, the Grand Junction Housing Authority, Catholic outreach, Homeward Bound of the Grand Valley, Karis Inc., and other partners to pursue regional efficiency in all matters related to affordable housing:

i. pursuing funding regionally at all levels;

ii. retaining and maintaining existing affordable housing stock;

iii. publicizing and marketing affordable housing opportunities throughout the region, including rehabilitation and funding;

iv. working to preserve viable affordable housing stock and ensure long-term affordability for new units built with financial assistance; and

v. providing supportive housing for at-risk and homeless populations.

3. Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods.

a. RETENTION OF EXISTING HOUSING STOCK. Encourage ongoing maintenance and promote reinvestment and improvements in established neighborhoods. Support property owners, residents, neighborhood associations, and non-profit organizations in bringing substandard housing and unmaintained properties into compliance with City codes and to improve overall conditions.

B. CODE ENFORCEMENT. Enforce municipal code standards related to noise, weeds, and occupancy in residential areas.

c. PRESERVING HISTORIC HOMES AND CHARACTER. Encourage the preservation of the city's historic homes and neighborhoods.

d. NEIGHBORHOOD AMENITIES. Promote land use patterns that provide neighborhoods with local services and gathering places, including parks, grocers, and cafes.

e. UPDATE NEIGHBORHOOD AND SUBAREA PLANS. Review and update the adopted neighborhood and subarea plans.

4. Promote the integration of transportation mode choices into existing and new neighborhoods.

a. **NEIGHBORHOOD CONNECTIONS.** Connect new and existing neighborhoods with features such as sidewalks, trails, parks, schools, community gardens, and other gathering spaces to provide opportunities for interaction and strengthen a sense of community.

b. **CONNECTIVITY AND ACCESS.** Promote housing density located near existing or future transit routes and in areas where pedestrian and bicycle facilities can provide a safe and direct connection to neighborhood and employment centers.

c. **MISSING LINKS.** Prioritize walking and bicycling infrastructure improvements needed to complete gaps or "missing links" between existing neighborhoods and other community destinations such as schools, transit stops, neighborhood centers, parks, public open space, and trailheads.

d. **INFRASTRUCTURE IMPROVEMENTS.** Prioritize infrastructure improvements, such as traffic calming enhancements, sidewalk repairs, bikeways, street tree plantings, and undergrounding of overhead utilities to improve safety and quality of life for neighborhood residents based on documented deficiencies.

5. Foster the development of neighborhoods where people of all ages, incomes, and backgrounds live together and share a feeling of community.

a. **NEIGHBORHOOD PARTNERSHIPS.** Foster partnerships with Neighborhood Associations to identify specific needs, develop and implement programs/projects, identify infrastructure deficiencies, and otherwise assist in building capacity in individual neighborhoods.

b. **CONNECTEDNESS.** Continue to implement programs and events that convene neighborhoods, help build relationships, and foster a feeling of connectedness among neighbors, especially those that are underserved or identify as minorities.

c. **INNOVATIVE DESIGN.** Encourage creativity, flexibility, and innovation in the design and construction of new developments and neighborhoods to adapt to unique site conditions and that promote an engaged community and facilitate active and healthy lifestyles (e.g., co-housing, community gardens, and recreational amenities).

Neighborhood and Subarea Plans

The **Greater Downtown Plan (2013)** includes three subdistricts: Downtown, Rail, and River, and provides goals and policies for each district. Each was analyzed separately due to its unique characteristics, and each includes specific recommendations and implementation actions. The plan incorporates an overlay district as part of the recommendations and guides zoning and streetscape design for primary corridors in the Downtown area. Recommendations and implementation strategies are provided, including proposed zoning, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

The **Orchard Mesa Neighborhood Plan (2014)** focuses on managing growth in the Orchard Mesa neighborhood with specific emphasis on community image, rural resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The plan implements a blended residential land use map to provide additional housing opportunities within the Orchard Mesa Plan area.

The **Pear Park Neighborhood Plan (2004)** focuses on managing and directing growth and development as this largely unincorporated area on the southeast side of the City becomes annexed into Grand Junction. Establishing a transportation, circulation, and access plan; providing adequate schools and other community facilities and services; and establishing higher density residential and neighborhood commercial uses are goals of this Plan.

The **Redlands Neighborhood Plan (2002)** the Redlands Neighborhood Plan creates a growth management plan to remove inconsistencies in the future land use map. Created for the Redlands Planning Area on the west side of the City, the plan examines geological hazards, mineral resources, potential impacts to wildlife, and open space and trailhead access. The goals for the plan include character preservation, maintaining the Fruita-Grand Junction buffer zone, and natural area conservation.

The **North Avenue Corridor Plan (2007; 2011)** promotes the revitalization of the North Avenue thoroughfare from the Interstate 70 Business Loop to 29 Road. Components include a Student and Entertainment District, a mixed use Neighborhood Center, higher-density residential neighborhoods, civic gathering spaces throughout, and a regional retail anchor on the east end of the corridor. In 2011 a corresponding zoning overlay district was established.

The **H Road/Northwest Area Plan (2006)** addresses the development of a 250-acre area around the 21 ½ Road and H Road intersection. It includes the reclassification of rural land uses to commercial and industrial. The plan's policies and performance standards mitigate impacts on residential neighborhoods and establish a street network to accommodate potential growth.

The **Horizon Drive District (2020)** incorporated consistent standards for the Horizon Drive Business Improvement District area. These standards include achieving high quality development and distinctive character for the area.

Plan Principle 6: Efficient and Connected Transportation







Where We Are Today

Rising Traffic Levels

Grand Junction's residents value the ease with which they can travel around the city and the fact that most destinations in the city can be reached in 15 minutes or less. However, as the city's roadways reach and exceed their designed-for capacities, traffic congestion, safety, and surface condition are becoming larger concerns. Growth has exacerbated these concerns. In response, the City has prioritized the maintenance of its streets' infrastructure and residents have approved funding for the expansion of key sections of the roadway network. The City has invested in new bike lanes and sidewalk improvements. A new partnership in transit has also formed (the Dash) to increase safety and connectivity between destinations within the city and to promote greater use of non-motorized modes of transportation, though increasing transit ridership remains a challenge locally.

Mobility Choices

While most residents still choose to drive for most daily trips, demand for infrastructure that supports non-motorized modes of travel–such as walking, bicycling, and taking transit–is growing. Mobility is also an issue for older residents–a growing percentage of the population–some of whom are no longer able to drive cars but still need to access services and move around the city. Mobility choices have also become integral for quality of life, equity and sustainability concerns, and economic competitiveness for businesses.

Funding Infrastructure

Balancing the need to maintain and enhance the safety of existing transportation facilities with the need to invest in new facilities is an ongoing challenge at the local, state, and federal levels due to limited funding for transportation projects. Available funding will not be enough to address all of the city's or region's needs and will require careful consideration of priorities and potential trade-offs associated with future investment in transportation facilities.

Alternative Vehicles

Electric and Compressed Natural Gas (CNG) vehicles are increasingly common in the community with both private and commercial charging stations for electric vehicles and a City-owned CNG fuel station available for private vehicles. Recent innovations in technology have made the prospect of driverless cars and other autonomous vehicles a possibility within the 20-year planning horizon of the Comprehensive Plan. The timing and magnitude of the impacts of such technological advancements on transportation systems remain uncertain but present a potential opportunity for Grand Junction to consider now how these innovations will impact future transportation needs.

Regional Airport

The Grand Junction Regional Airport plays a crucial role in Grand Junction being a regional center of goods and services. It provides transportation needs that support the high-tech industry, government, and Colorado Mesa University, and it attracts a population that wants to visit Grand Junction or live here.

Where We Are Going

Efficient and Varied Mobility

By the year 2020, Grand Junction has become a model for transportation access, mobility, and promoting the use of alternative fuels and electric vehicles. Transportation access and mobility have been achieved through connected and accessible neighborhoods and commercial areas. Commute times remain low and regional access by car is efficient. This is due, in part, to the City encouraging higher-intensity, walkable development in key areas and along major corridors, getting people out of their cars except for essential trips. During roadway capacity projects, the City's implementation of its Complete Streets Policy has enabled the integration of new sidewalks and the development of new bikeways. As a result, Grand Junction's roadway network remains efficient for automobile traffic while supporting convenient and safe connections for bicyclists and pedestrians citywide.

Active Transportation

The coordination of the active transportation network with the recreational trail system on public lands ensures that biking and walking contribute to the Grand Junction experience for residents and visitors alike. The Colorado River Trail is the spine of Grand Junction's trail system and a key route for transportation and recreation on the south side of the city. Supported by connections to the city's other active transportation corridors along drainage and utilities, the Colorado River Trail provides access to riverfront recreational opportunities, a transportation connection for bike commuters, and nonmotorized access to many destinations in the Grand Valley. Thanks to ongoing collaboration with Grand Valley Transit, the city's connected, efficient, and easy-to-use transit system attracts a variety of riders. People use it to commute, to run errands, and access to leisure activities.

Connected by Air

The Grand Junction Regional Airport provides direct connections to major cities, and frequent, affordable connection to Denver. This supports the regional economy, tourism, and connects Grand Junction to the world.

REVISIONS		
DATE	DESCRIPTION	ORDINANCE
05.17.2023	Pedestrian & Bicycle Plan	5149

Active Transportation Corridors

Active transportation is self-propelled, human powered transportation modes like walking and biking

Note:

Active Transportation Corridors are depicted for planning purposed only, to guide development of future infrastructure/ ROW/easement needs.

Corridors depicted on the map do not mean they are currently open to public use. Facilities do not exist along all corridors shown.

Final locations of some routes might be location along, adjacent to or near canals, drainage corridors and ditches.

Any future routes shown along canals, ditches, and drainage corridors would be constructed in cooperation with property owners and those holding other uses and/or easement rights.

Corridor Miles:

Along Road Corridors: 212 miles
Along Canal Corridors: 24 miles
Along Drainage Ways: 17 miles

Active Transportation

- Active Transportation Corridor (Canal – see note)
- Active Transportation Corridors
- Colorado River Trail (~30 miles)
- Employment Center

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

Miles
0 0.5 1

Grand Valley 2045 Regional Transportation Plan (2020)

To qualify for federal funding, Grand Valley Metropolitan Planning Organization (GVMPO; the federally designated transportation planning organization for the Grand Junction urbanized area and Mesa County) must update its regional plan every five years. The Grand Valley 2045 Regional Transportation Plan (RTP) was adopted to maintain the region's transportation system, ensure the efficient movement of people and goods, and support future growth and development. The RTP vision statement is as follows: *"Travel in the Grand Valley will be on well-maintained roadways that are safe and accessible for people walking, biking, driving, and taking transit, and will leverage partnerships and reliable funding sources for enhancing multimodal travel for users of all ages and abilities."*

The RTP is framed around goal statements for Active Transportation, Transit, Regional Roadways, Safety, Freight, Funding, and Maintenance. As the largest community in Mesa County and the center of the urbanized area, One Grand Junction's policies and recommendations must align with those of the 2045 RTP.

How We Will Get There

1. Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.

a. **BALANCED MODES.** Consider and strive to balance the safety and needs of all transportation modes–driving, bicycling, walking, and taking transit–in day-to-day planning, development review, and decision-making by the city.

b. **REGIONAL TRANSPORTATION PLAN.** Actively participate in periodic updates to the Regional Transportation Plan and Transportation Improvement Program to ensure the plans are responsive to city needs and this Plan. Collaborate with RTPO and Mesa County on the implementation of these plans, as amended.

c. **CIRCULATION PLAN.** Maintain and regularly update the City's Circulation Plan. All new development is required to construct vehicular, transit, bicycle, and/or pedestrian improvements consistent with the adopted Circulation Plan.

d. **BICYCLE AND PEDESTRIAN PLAN.** Collaborate with RTPO and Mesa County to develop and implement a Bicycle and Pedestrian Plan. Continue to prioritize projects designed to address "missing links" in the system and improve the accessibility of under-served neighborhoods. Ensure the plan has a reporting mechanism so the community can follow progress on bicycle and pedestrian infrastructure improvements.

e. **PUBLIC TRANSPORTATION.** Support a robust public transportation system that includes local transit, paratransit, and other fixed-route elements that collectively provide timely, efficient service throughout the City and valley while connecting Grand Junction to the Front Range and other Western Slope communities. Support development of centralized transit hub facilities for services such as Bustang, Amtrak, GVT, and Greyhound.

f. **COMPLETE STREETS.** Incrementally implement the adopted Complete Streets Policy on all public streets. Priority should be considered specifically for:

i. routes to schools;

ii. employment corridors such as North Avenue, State Highway 6 and 50 and Patterson Road;

iii. streets within a mile walk of a transit stop;

iv. streets that connect neighborhoods to service and employment areas; and

v. projects identified and prioritized by the Urban Trails Committee (UTC).

And for specific improvements including:

i. sidewalks connectivity and maintenance along adopted Active Transportation Corridors;

ii. striped dedicated lanes and/or buffered bike lanes along adopted Active Transportation Corridors;

iii. bike boxes, intersection crossing markings, green paint, two-stage turn queue boxes, median refuges, bike detection, bike signals, and protected intersections;

iv. lane markings and signage to clarify bicyclist movement and positioning among other transportation movements;

v. pedestrian and bicycle bridges or underpasses that connect key areas and significantly enhance safety when other improvements are not available and/or desirable;

vi. center medians, shared accesses and turn lanes to enhance roadway capacity and safety;

vii. bus shelters, street furniture, bus pullouts, and other bus stop improvements; and

viii. traffic calming measures such as roundabouts and bulb-outs to reduce speeds, maintain the integrity and character of residential and commercial areas.

2. Actively manage transportation systems and infrastructure to improve reliability, efficiency, and safety.

a. **TRAFFIC OPERATIONS.** Continue to work with the RTPO, Mesa County, and CDOT to implement a multi-jurisdictional traffic management system, participating in efforts to conduct annual traffic counting programs, signal re-timing, and regional cooperation on traffic operations including incidents, construction, signals, message signs, and video observation.

b. **SYSTEM MAINTENANCE.** Continue to prioritize maintenance and repair needs as well as correction of existing deficiencies over the expansion of the transportation system (i.e. roadways, sidewalks, bikeways) to maintain quality and enhance the safety of the City's transportation system.

c. **SYSTEM CAPACITY.** Design and manage the city's transportation system to ensure the needs and safety of all transportation modes-walking, biking, driving, freight, and taking transit-are considered as part of roadway capacity and congestion management. Travel lanes should be as narrow as possible to improve safety and accessibility for all modes and reduce maintenance costs to the city. Streets should not be widened before experiencing a significant level of service degradation.

d. **ROADWAY DESIGN AND CLASSIFICATION**. Consider the following when designing and classifying new roadways and/or making improvements to existing roadways:

i. established pedestrian patterns;

ii. access to schools and parks;

iii. needs and desires of residents;

iv. connectivity to an adjacent or future development

v. opportunities to integrate multi-modal facilities;

vi. opportunities to enhance the safety and efficiency of roadways and intersections;

vii. reprogram one-directional roads to two-way roads to provide additional connectivity, lower speeds, and better access to adjacent business and neighborhoods; and

viii. widen arterials incrementally by constructing one travel lane in each direction separated by a median or two-way left-turn lane.

e. **COORDINATED IMPROVEMENTS.** Continue to seek opportunities to complete utility infrastructure upgrades (e.g. sewer and stormwater pipes) and street improvements concurrently to minimize construction impacts on adjacent residents and businesses and to promote the efficient use of available resources.

f. **ACCESS MANAGEMENT.** Plan, implement, and support the development of Access Control Plans (e.g. Patterson Road and North Avenue) in partnership with CDOT and Mesa County to improve safety and circulation for all modes while minimizing impacts on adjoining roads, existing residential neighborhoods, and businesses. Implement incremental access improvements as opportunities arise.

g. **PARKING.** Plan for and implement parking options for both motorized and non-motorized travel modes as part of public infrastructure projects and with private infrastructure within developments.

h. **INTERSTATE 70. C**ontinue to study–and seek funding for–an I-70 Interchange at 29 Road. Continue to coordinate safety improvements along the Interstate.

i. **VISION ZERO.** Work towards a comprehensive road safety plan such as Vision Zero to eliminate all traffic fatalities and severe injuries by providing safe, healthy, and equitable mobility for all users and modes. Regularly review accident data to determine and implement needed safety improvements.

j. **ENFORCEMENT.** Conduct routine enforcement of traffic laws and targeted speed enforcement including at locations with high pedestrian and bicyclist volumes or a history of safety problems.

3. Facilitate the movement of people, goods, and services throughout the region via truck, air, and rail.

a. **AIRPORT.** Support policies that protect the safe and efficient operation of the Grand Junction Regional Airport. Participate in ongoing efforts to secure additional flights to major U.S. airport hubs.

b. **AIRPORT ENCROACHMENT.** Avoid development in airport critical flight path areas that would pose immediate or long-term risks to flight safety or building occupants, such as tall buildings, excessive reflectivity or lighting, landscaping that attracts wildlife, and residential or high-occupancy uses.

c. **AIRPORT NOISE.** Ensure that noise impact from airport activities on developments is mitigated. Guide noise-sensitive development away from critical approach zones, utilize construction methods to attenuate noise based on current noise contours, and support the continuation of the Airport Authority's program of noise abatement measures.

d. **RAIL LINES AND SPURS.** Continue to pursue opportunities to enhance the City's role in the national freight system and leverage its position as a goods distribution center for the nation. Preserve existing rail spurs for current and future businesses.

e. **TRUCK TRAFFIC.** Continue to enforce primary and secondary truck route designations and regulations as described in the Grand Junction Municipal Code. Explore alternative routing for truck traffic utilizing the I-70 Business Loop through south Downtown.

F. **FOREIGN TRADE ZONE.** Support and continue to collaborate on efforts to secure a Foreign Trade Zone.

Circulation Plan (2018)

Updated in 2018, the Circulation Plan provides a network of transportation systems that will provide access to all parts of the community when fully implemented. The plan establishes a **Street Functional Classification Map** that defines the hierarchy of roads both current and future that will be needed to serve the community's vehicle transportation needs.

The plan established the **Active Transportation Corridor Map**, designed to guide the creation of a network of continuous, safe, and convenient connections for non-motorized active transportation. While the corridors may be used for recreation or to connect to the Colorado River and other trails, they should provide a complete network of non-motorized traffic routes for everyday transportation. This includes using existing streets and future trails along waterways, including canals, ditches, and drainages to connect neighborhoods, schools, parks, and other open space areas, as well as to commercial and business districts.

The **Active Transportation Corridors Map** supports more detailed planning and implementation, including the construction of sidewalks, bike lanes, and trail infrastructure. Active Transportation Corridors can be improved during new development projects, through capital improvement projects, and through the development of drainageways.

Complete Streets Policy (2018)

The City adopted a **Complete Streets Policy** in 2018 to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the community to equitably serve all users and modes of transportation. The policy establishes complete streets principles to encourage street design that enables safe use and mobility for people of all ages and abilities, whether they are traveling as pedestrians, bicyclists, transit riders, or drivers. It also sets context-sensitive design standards and approaches for all construction and reconstruction of the city's transportation system.

4. Encourage the use of transit, bicycling, walking, and other forms of transportation.

a. **TRANSIT COVERAGE.** Support efforts by GVT to periodically enhance, redistribute and/or expand service hours, coverage, and frequency to better serve and connect centers and other destinations in Grand Junction and surrounding area.

b. **TRANSIT CORRIDORS.** Improve and enhance transit corridors and equally prioritize transit with other modes of travel along corridors such as Patterson Road, North Avenue, and 12th Street.

c. **BUS RAPID TRANSIT.** Explore options for future Bus Rapid Transit corridors, especially Patterson Road and I-70B that function as east-west corridors to and from significant residential and employment areas.

d. **FIRST AND LAST MILE CONNECTIONS.** Prioritize pedestrian and bicycle improvements in areas where transit service exists to provide safe and continuous routes between transit stops and adjacent uses and to increase the accessibility of transit service.

e. **BICYCLE FACILITIES.** Continue to require the integration of bicycle parking as well as other facilities such as lockers and shower facilities as part of new development/redevelopment to encourage the use of bicycles for commuting.

f. **TRANSIT-SUPPORTIVE DEVELOPMENT.** Encourage development with intensity and density in regional and employment centers, along urban corridors, and in other locations that are currently served by transit. Pursue corridor-specific plans to further encourage transit-oriented/ supportive development.

g. **URBAN TRAILS SYSTEM.** Improve the urban trail system on and connecting to Active Transportation Corridors focusing on utilizing existing corridors such as drainage ways, canals, ditches, rivers, and roadways.

h. **WAYFINDING.** Implement wayfinding to help people navigate when biking or walking.

i. **MOBILITY AWARENESS.** Cooperate with the Regional Transportation Planning Office to ensure that information related to public transit services, bicycling, and walking are widely available. Cooperate with other community partners, including Mesa County Public Health, to ensure access to information about safe transportation practices.

5. Anticipate and plan for the implications and opportunities associated with connected vehicles, autonomous vehicles (AVs), drones, mobility-as-a-service, and electric vehicles (EVs).

a. **PREPARE FOR AN AUTOMATED FUTURE.** Continue to monitor research and best practices related to the short- and long-term impacts of self-driving cars and other technological advances including delivery services, such as autonomous logistics, on the City's road network and parking facilities as new information becomes available. Explore strategies for collecting, storing, analyzing, sharing, and monitoring transportation technology data cou ld help inform and support the implementation of technological advances.

b. **TRANSPORTATION INFRASTRUCTURE.** Explore opportunities to implement best practices in parking and infrastructure regulation and design that consider physical impacts and transportation network impacts of connected vehicles, AVs, EVs, and transportation network companies (TNCs).

Street Classification

Grand Junction Circulation Plan
(Adopted 2018)

Classification Hierarchy

- Interstate
- Principal Arterial
- Minor Arterial
- Minor Arterial - Proposed
- Principal Arterial - Proposed
- Major Collector
- Major Collector - Proposed
- Minor Collector
- Minor Collector - Proposed
- Proposed Interstate Ramp
- Unclassified

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

Plan Principle 7: Great Places and Recreation







Where We Are Today

Building Community

There is perhaps no greater way to build a community than by bringing people together for shared experiences. The City as well as numerous other organizations help provide places, facilities, services, and events for people to gather and to recreate.

Public Facilities

The City Parks and Recreation Department offers a variety of recreation programs and activities for Grand Junction residents and visitors. These occur at numerous facilities throughout the Grand Junction area, some indoor and some outdoor. The Department maintains 36 developed parks of varying sizes and amenities, as well seven that are undeveloped or partially developed. The scope involves a total of approximately 354 acres of developed parks, 285 acres of banked future parklands, 930 acres of open space, right-of-way, and medians, and six District 51 school properties. The Department also maintains 20 miles of soft- and hard-surface trails. Open spaces on the periphery of the city and in its surrounding areas provide additional opportunities for outdoor recreation. These connect to and complement the abundant public lands surrounding Grand Junction and throughout Mesa County managed by various entities such as Colorado Parks and Wildlife, the Bureau of Land Management, the National Park Service, and the US Forest Service.

Access to Parks

Municipal parks maintained by the City Parks Department largely represent an area of strength for the city, as Grand Junction is well-served in terms of acreage of parkland per resident and community population per park. However, less than half of homes are within a 10-minute walk to a park, indicating that a large portion of the community lacks reasonable access to parkland, particularly in the Redlands, Pear Park, Fruitvale, and Central Orchard Mesa. Additional parks and recreational opportunities need to be addressed.

Regional Destinations

Several crown jewels exist that are tied to the Parks and Recreation system and are a source of considerable community pride. These include the concept that the Downtown area is considered a public park, which receives a high level of service for maintenance and investment in green infrastructure and which serves as an epicenter for events and community gathering. Canyon View Park is a regional hub that sees over six thousand visitors each weekend in the spring and fall. The Lincoln Park Sports Complex is another source of community pride, an expansive facility with Stoker Stadium and Suplizio Field that hosts continual events throughout the year including a broad array of sporting events with Colorado Mesa University, District 51 teams, and over 60 years of the Junior College World Series (JUCO). Las Colonias, including the amphitheater and water feature, serve as a unique gathering place attracting many segments of the community.

Access to Public Lands

Mesa County is comprised of 75 percent publicly owned and maintained land, affording Grand Junction and the surrounding communities an abundance of outdoor recreation opportunities. However, developed Active Transportation Corridors providing access to both parks and public lands are limited. Trails are a component of the city's transportation network, but also recreational amenities. Grand Junction's off-street trail system in recreational areas is not well-developed but the trail system is incrementally increasing. New segments and linkages are desired, and natural corridors such as drainage ways, ditches, and canals have long been discussed in the community as opportunities for developing the urban trail system.

Arts and Culture

Grand Junction has a vibrant arts and cultural community that is growing and continues to expand offerings for events, programs, and public spaces. Local and regional partners look for ways to communicate the extent and variety of arts available in the community such as the Creative District, Arts Center, local museums, and the Grand Junction Symphony among many others. The City's Arts and Culture Commission updates annually a Strategic Cultural Plan and the Creative District has developed a strategic plan.

Where We Are Going

Quality of Life

By the year 2040, Grand Junction has proactively connected recreation and open space to health and quality-of-life improvements, working with partners and building community places that bring people together for shared experiences. Careful management of growth areas has helped the City retain its unique urban environment surrounded by rural areas and regional natural open spaces maintained in perpetuity. The City is known for environmental stewardship paired with opportunities for cycling, hiking, and rafting. Abundant public land, beautiful vistas, the trail system, the Colorado National Monument, and the Colorado and Gunnison Rivers continue to be defining hallmarks of Grand Junction.

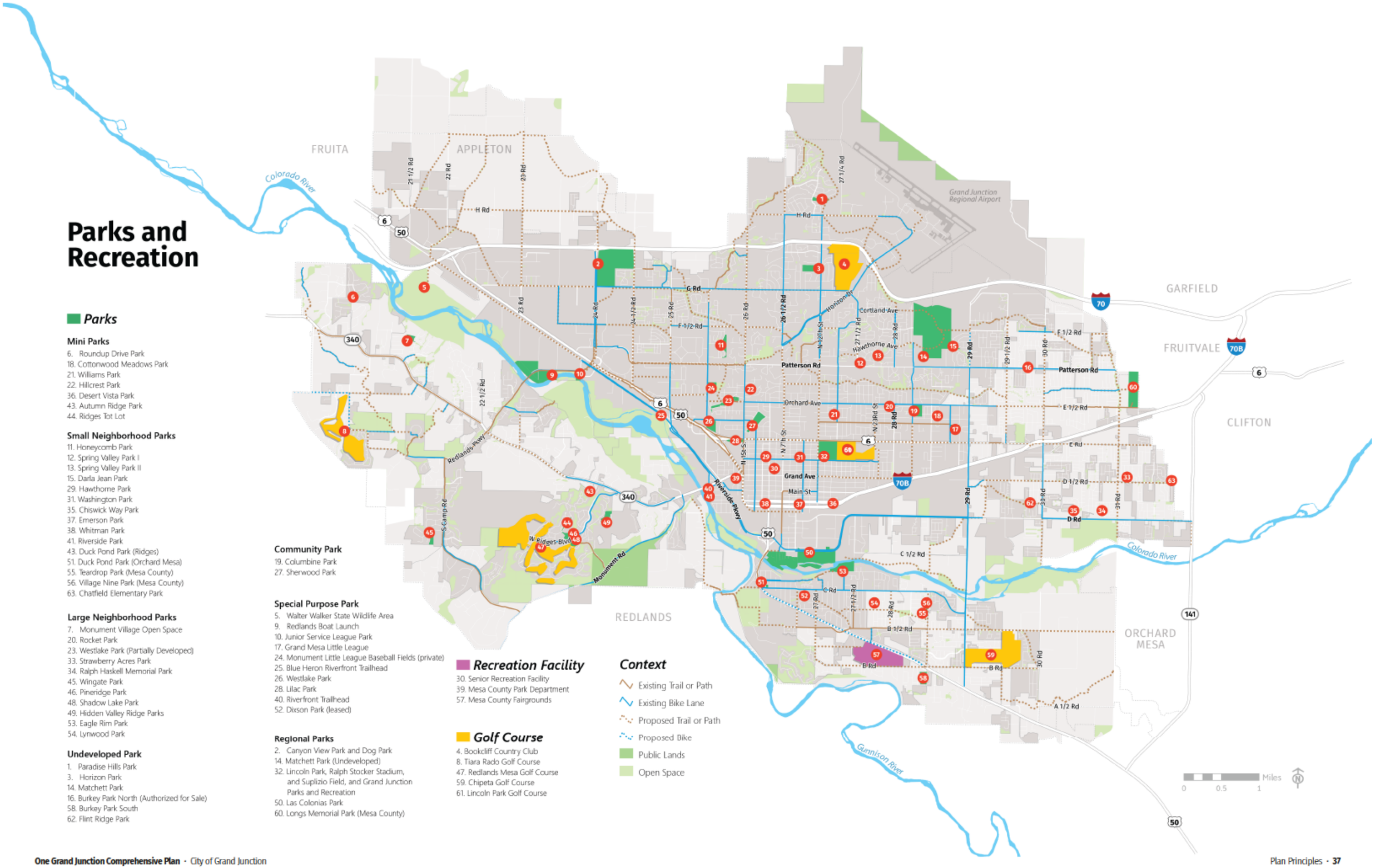
System of Parks

Across the city, residents have access to an extensive parks system that provides a range of recreational opportunities. Safe and enjoyable parks are within easy walking distance of all residential neighborhoods through an extensive network of trails and sidewalks. These parks provide spaces for people to relax, play, connect, and get outdoors.

Excellent Amenities

The community center is a hub of activity for residents and visitors of all ages, supporting both the physical and mental health and wellness of the community. The riverfront, once used as a dumping ground, has become a distinct linear parks system and treasured waterfront, connected by the Riverfront Trail and accessible from all areas of the city via Active Transportation Corridors that intersect it. The riverfront parks connect to key destinations, including the Riverfront at Las Colonias, the Riverfront at Dos Rios, new event spaces, and the Western Colorado Botanical Gardens. Grand Junction's Arts and Culture Commission, through their work and involving the Grand Junction Creative District, provides an abundance of festivals, theater, and music; places for arts organizations; and a strengthened awareness and involvement of citizens in the community.

Parks and Recreation



Parks

Mini Parks
6. Roundup Drive Park
18. Cottonwood Meadows Park
21. Williams Park
22. Hillcrest Park
36. Desert Vista Park
43. Autumn Ridge Park
44. Ridges Tot Lot

Small Neighborhood Parks
11. Honeycomb Park
12. Spring Valley Park I
13. Spring Valley Park II
15. Darla Jean Park
29. Hawthorne Park
31. Washington Park
35. Chiswick Way Park
37. Emerson Park
38. Whitman Park
41. Riverside Park
43. Duck Pond Park (Ridges)
51. Duck Pond Park (Orchard Mesa)
55. Teardrop Park (Mesa County)
56. Village Nine Park (Mesa County)
63. Chatfield Elementary Park

Large Neighborhood Parks
7. Monument Village Open Space
20. Rocket Park
23. Westlake Park (Partially Developed)
33. Strawberry Acres Park
34. Ralph Haskell Memorial Park
45. Wingate Park
46. Pineridge Park
48. Shadow Lake Park
49. Hidden Valley Ridge Parks
53. Eagle Rim Park
54. Lynwood Park

Undeveloped Park
1. Paradise Hills Park
3. Horizon Park
14. Matchett Park
16. Burkey Park North (Authorized for Sale)
58. Burkey Park South
62. Flint Ridge Park

Community Park
19. Columbine Park
27. Sherwood Park

Special Purpose Park
5. Walter Walker State Wildlife Area
9. Redlands Boat Launch
10. Junior Service League Park
17. Grand Mesa Little League
24. Monument Little League Baseball Fields (private)
25. Blue Heron Riverfront Trailhead
26. Westlake Park
28. Lilac Park
40. Riverfront Trailhead
52. Dixson Park (leased)

Regional Parks
2. Canyon View Park and Dog Park
14. Matchett Park (Undeveloped)
32. Lincoln Park, Ralph Stocker Stadium, and Suplizio Field, and Grand Junction Parks and Recreation
50. Las Colonias Park
60. Longs Memorial Park (Mesa County)

Recreation Facility
30. Senior Recreation Facility
39. Mesa County Park Department
57. Mesa County Fairgrounds

Golf Course
4. Bookcliff Country Club
8. Tiara Rado Golf Course
47. Redlands Mesa Golf Course
59. Chipeta Golf Course
61. Lincoln Park Golf Course

Context
- Existing Trail or Path
- Existing Bike Lane
- Proposed Trail or Path
- Proposed Bike
- Public Lands
- Open Space

How We Will Get There

1. Provide a safe and accessible network of parks, recreational amenities, open space, and trails.

a. NEW PARKS. Work with both public partners and private developers to ensure new parks are dedicated and constructed to meet community service needs, prioritizing:

i. areas with low service levels that serve vulnerable populations;

ii. areas with low service levels; and

iii. high growth areas.

b. REASONABLE INVESTMENT. Ensure that new development reasonably invests in maintaining capital improvements in parks and open space (impact fees).

c. OPEN SPACE, GREENWAYS AND TRAILS NETWORK. Actively pursue opportunities to acquire and retain open space, trails, and drainages that support the implementation of an interconnected network within the urbanizing area of the city, consistent with adopted City plans.

d. COLORADO RIVER PLAN. Support efforts to plan for the Colorado River Corridor that develops an approach that conserves the corridor as a multifaceted resource.

e. COLORADO RIVER TRAIL. Partner in acquiring and developing the remaining sections of the Colorado Riverfront Trail.

f. MAINTENANCE. Maintain all parks and publicly-owned spaces at a level that ensures that these spaces are used safely for their intended purposes and in ways that contribute to the quality of their surrounding contexts.

g. REHABILITATION. Rehabilitate and reinvest in existing parks and other public spaces that are deteriorated and obsolete in order to meet safety and accessibility standards, reduce energy and water usage, and enhance maintenance efficiency.

2. Ensure parks, recreational and open space facilitates meet community needs and equity of location.

a. PARKS, RECREATION AND OPEN SPACE PLAN. Update the City's Parks, Recreation and Open Space (PROS) Master Plan to develop goals and priorities for the City.

b. RECREATIONAL OPPORTUNITIES. Strive to provide access to active and passive recreation opportunities within walking distance of most homes or neighborhoods, based on the service level targets defined in the PROS plan. Recognize that needs vary based on location and not all neighborhoods will have the same level of access. Recreational opportunities should be tailored to suit the unique needs of different neighborhoods.

c. CONNECTIONS. Continue work with partners to incrementally implement an interconnected network of shared-use trails including those along drainages, ditches and canals, bike lanes, local neighborhood paths, and other facilities while prioritizing those identified by the City's Urban Trails Committee (UTC) and those necessary for active transportation.

d. PROGRAMS AND OFFERINGS. Provide a variety of year-round community and recreational programs, offerings, and other amenities that support healthy and active lifestyles among residents of all ages, abilities, and backgrounds. Periodically review current programs and offerings to ensure they continue to meet the needs of residents as the population changes over time. Collaborate with others, such as the school district, health, and wellness organizations, and the medical community to expand and increase awareness of programs and offerings.

e. LAND CONSERVATION. Support land conservation and acquisition efforts that meet multiple natural resource protection and recreation goals in adopted plans.

f. BOTANICAL GARDENS. Support the improvement and expansion of the experience and offerings at the Western Colorado Botanical Gardens.

3. Foster opportunities to bring people together by developing great public spaces.

a. RIVERFRONT INVESTMENT. Continue to redevelop and revitalize the city's riverfront utilizing both private and public investment.

b. EXTRAORDINARY PUBLIC SPACES. Create and build extraordinary public spaces by prioritizing investments that:

i. provide multi-generational and multi-cultural appeal;

ii. bring people together to share an experience(s);

iii. provide a unique environment or experience;

iv. are safe and universally accessible; and

v. support city's health, equity, and inclusivity goals.

c. PROMOTE SAFETY. Identify tools to promote safety in public spaces by working with community partners to address vagrancy and vandalism.

4. Support a lively arts and culture community.

a. **ROLE OF ART.** Recognize that art creates a more vibrant environment of distinction, enjoyment, and pride for all citizens. Acknowledge art and creativity play a key role in enhancing Grand Junction's "creative economy."

b. **ART IN PUBLIC PLACES.** Collaborate with partners including Downtown Grand Junction for the inclusion of public art within the community to stimulate the vitality and economy of the city and to enhance public buildings and public spaces with works of art.

c. **ART IN PRIVATE DEVELOPMENT.** Encourage the inclusion of art within private development where appropriate and consistent with the design principles for place types to enhance character and identity in various areas of the city.

d. **INFILL AND REDEVELOPMENT SUPPORT.** Encourage development that supports creative activities such as live-work opportunities or 'Makerspaces' in the City's priority locations for urban intensification, prioritizing those in or near the Downtown and University Districts.

e. **CREATIVE DISTRICT.** Support the Grand Junction Creative District in its effort to enhance the cultural and economic vitality of Grand Junction.

f. **CULTURAL PLANNING EFFORTS.** Support the implementation of and periodic updates to the City's Strategic Cultural Plan and other City's Arts and Culture Commission planning efforts.

g. **ECONOMIC IMPACT.** Continue to monitor and promote awareness of the economic impact of the arts within the city in partnership with arts and culture organizations.

h. **MUSIC AND PERFORMING ARTS.** Continue to provide venues for music and performing arts. Enhance and update venues, as feasible, to ensure venues meet modern needs.

5. Maintain access to public lands at the urban/rural interface.

a. **URBAN/PERIPHERY CONNECTIVITY.** Establish linkages between open spaces and state/federal land at the perimeter of the city and urbanized areas through an interconnected system of greenways, trails, and bikeways.

b. **ACCESS POINTS.** Require new development adjacent to open space or public lands to maintain a buffer between the open space and development, as well as provide public access points to existing and planned trails.

c. **FLEXIBLE DESIGN.** Encourage cluster development, flexible lot sizes, and other design innovations where such approaches would provide open space, protect sensitive environmental resources, scenic vistas, and cultural resources. To the extent possible, resulting open space should provide continuous and usable corridors that create links to existing and/or proposed open spaces, parks, and trails.

d. **PARTNERS IN RECREATION.** Develop strong partnerships between the City and other agencies, non-profits, and jurisdictions that support and maintain recreation opportunities in the Grand Junction area.

Strategic Cultural Plan (2017)

The Strategic Cultural Plan identifies the necessity of "planning for culture" to envision and realize Grand Junction's character and spirit. The plan notes that while places evolve organically, focused effort can help to create a vibrant environment. To that end, the plan's goals, strategies, and actions include the areas of:

- Arts Education
- Creative Districts and Creative Industries
- Economic Impact
- History, Science and Culture
- Public Art
- Urban Planning and Cultural Facilities

The plan's goal to successfully establish a Colorado Creative Industries Creative District was realized in formation of the Grand Junction Downtown Creative District in 2019. The District is known for its public art, artists, and galleries which help make Downtown a lively and appealing destination.

Plan Principle 8: Resource Stewardship







Where We Are Today

Assets and Challenges

Grand Junction's rich natural resources make local lifestyles, industries, and character possible. Residents value the Valley's fertile agricultural soils, the adventure and sustenance of rivers, and unrivaled, panoramic geology. However, many of these assets are sensitive to disruption from development and overuse. Fortunately, over the past half-century, the City has taken steps to steward its resources. Residents and government teamed up to remove uranium mill tailings from the riverbanks, remediate former junkyards, protect vistas from development and restore wildlife. How these resources are managed will shape recreation, growth, economics, and more into the future.

Waste Reduction

Ongoing programs aim to reduce the impacts of energy use and waste. The City subscribes to community solar projects and emphasizes efficiency in building design and maintenance, including on-site solar. The City also invests in alternative fuels, with public electric vehicle chargers and one of the most advanced wastewater-derived biofuel facilities in the country. This project produces compressed natural gas (CNG) from the Persigo Wastewater Treatment Plant and uses it to fuel much of the City's vehicle fleet. Since 1995, the City has contracted with Curbside Recycling Indefinitely (CRI) to provide curbside collection of recyclables.

However, this program reaches 4,300 customers; less than a quarter of the City's solid waste customers, resulting in the vast majority of waste produced within the city not being recycled. Recycling, reuse, and waste reduction remain strongly-held goals Citywide.

Water Conservation

Water, especially the Colorado River bisecting the city, is a vital local asset in need of protection. Conveyors of domestic water–the City, Ute Water, and Clifton Water–have worked proactively to conserve water, joining forces on the 2012 Regional Water Conservation Plan (WCP) and its implementation. These water providers are updating the 2012 Water Efficiency Plan and continuing education campaigns like their Drought Response Information Project (DRIP). The City also cooperates with no fewer than six irrigation districts to allocate adequate water resources to new development and existing needs. Grand Junction also began a project in 1979 to research and manage four endangered fish species in the upper Colorado River Basin.

Stormwater Management

The City manages the risks of water, too. During high water events, the Colorado River may flood adjacent land areas, posing risks to parts of Downtown, Pear Park, and the Redlands. Other drainages throughout the City pose flash flood risks. To minimize risk, the City conserves large portions of the floodplain as open space and maintains maps of flood risk, requiring all floodplain construction to follow best practices and Federal Emergency Management Agency (FEMA) standards. The City also cooperates to manage stormwater more broadly, with the Grand Valley Drainage District (GVDD) serving as the backbone of local drainage infrastructure with over 258 miles of open and piped ditches. Valley-wide cooperation on stormwater quality is now centralized under a joint contract with Mesa County, which absorbed the duties of the 5-2-1 Drainage Authority in 2020.

Landscape and Habitat

This water has allowed Grand Junction to become an oasis in the high desert of the Colorado Plateau. Agriculture and urban growth transformed this once sparsely-vegetated landscape. Today, Grand Junction's urban forest of street trees and other plantings creates milder neighborhood microclimates. Grand Junction has been an official Tree City USA for more than 30 years, with more than one percent of the City's budget dedicated to trees. The habitats at the city's fringe also have value. The City strives to protect and provide habitat for wildlife and native flora in critical locations and to retain the integrity of agricultural areas and public wildlands. As recreation expands as an economic and cultural driver in the Grand Valley, protecting the ecology and geology that make local recreation attractive is only becoming more important.

Where We Are Going

Natural Areas and Agriculture

By the year 2040, as the city has grown, the community has maintained and managed open space. The high quality and accessibility of nature have not been diminished, and rural and natural areas continue to be defining features of life in the Grand Valley. The City and the public have embraced the stewardship of natural resources as both an opportunity and a responsibility. The community's open spaces remain plentiful and risks associated with living near natural areas, such as wildfires, have been effectively managed. Agriculture continues in the Grand Valley and offers open space, habitat, and health benefits associated with responsible land management and local food supplies.

Minimizing Impact

As industry has continued to flourish in Grand Junction, industrial operations have grown increasingly responsible and new sectors with low or positive environmental impacts have emerged. Meanwhile, soils and water resources that were degraded or contaminated by past practices have been remediated and repurposed. Riverfront remediation and redevelopment have enabled residents and visitors to derive greater enjoyment from the Colorado and Gunnison Rivers, spurring the community to become increasingly active in managing its relationship with the river system and water resources overall.

Choosing Stewardship

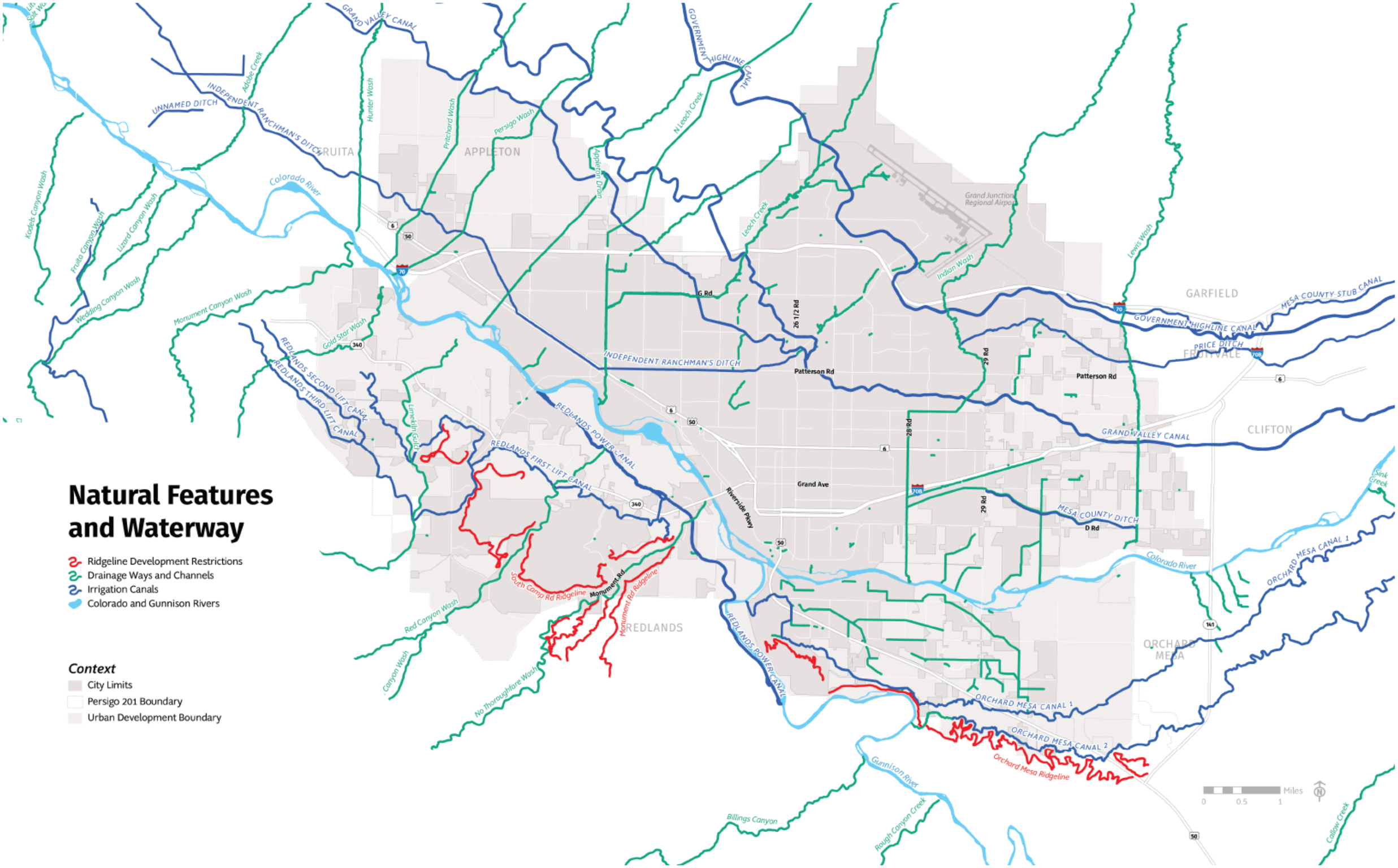
By cooperating with utilities and other service providers, the City has made it easy for residents to make choices that reduce their environmental impact. Residents and businesses find it easy to properly dispose of or recycle waste, to transition their energy needs to renewable resources, and to make transportation choices that reduce emissions and the use of resources. The city's landscape includes a thriving urban forest and water-sensitive landscaping that complement the community's character and contribute to human and environmental well-being. Residents of Grand Junction take pride in living in a community where they benefit directly from choosing to be stewards of limited resources and natural assets.

Natural Features and Waterway

- Ridgeline Development Restrictions
- Drainage Ways and Channels
- Irrigation Canals
- Colorado and Gunnison Rivers

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary



How We Will Get There

1. Promote water conservation and protect water quality.

a. CONSUMPTION. Partner with other water providers to actively and collectively educate residents about drought and water conservation.

b. DROUGHT TOLERANT LANDSCAPING. Evaluate landscaping standards to promote the use of native and/or drought-tolerant plant materials, efficient irrigation, and appropriate soil amendments to support plant health and resiliency, and other water-conserving practices.

c. PERVIOUS SURFACES. Promote efforts to improve the water quality of runoff, including designing with pervious surfaces that allow on-site infiltration of stormwater and features designed to remove pollutants.

D. GROUND WATER QUALITY. Protect groundwater quality by working to mitigate the adverse effects of development and non-point source pollution, particularly the impacts of septic systems.

e. WATER CONSERVATION PLAN. Continue to update periodically the Water Conservation Plan conducted by the City of Grand Junction, Clifton Water, and Ute Water Conservancy District.

f. GRAND VALLEY WATERSHED MANAGEMENT PLAN. Participate with Mesa County and other federal, state and local stakeholders in the development of a Watershed Plan to address the Colorado Department of Health and Environment (CDPHE) Water Quality Control Division (WQCD) proposed Total Maximum Daily Loads (TMDLs) for various tributaries to the Colorado River.

2. Promote the use of sustainable development and waste reduction practices.

a. MAXIMIZE EXISTING INFRASTRUCTURE. Concentrate urban development in areas that maximize existing infrastructure investment, reduce the loss of agricultural land, reduce impervious surfaces, and meet other resource stewardship goals.

b. GREENER BUILDING. Promote programs and explore incentivizing development projects that maximize energy and water efficiency in the construction of new buildings and the adaptive reuse of existing buildings.

c. RECYCLING AND COMPOSTING. Continue to support recycling efforts and programs while evaluating options for City residents for single-stream curbside recycling, green waste, and composting.

d. EDUCATION OPPORTUNITIES. Expand efforts within the community to educate about the impact of waste reduction, reuse, repurposing, and recycling.

3. Refocus conservation and sustainability efforts to achieve improved public and environmental health.

a. SUSTAINABILITY PLAN. Develop and implement a comprehensive sustainability plan that addresses, among other topics, climate change.

b. RENEWABLE ENERGY. Promote and invest in the continued development of renewable and distributed energy systems consistent with the State's "Roadmap" including solar, wind, and geothermal energy resources, especially those that promote clean energy jobs.

c. INTEGRATE LAND USE WITH TRANSPORTATION. Continue to promote new development and redevelopment in centers and corridors to reduce vehicle miles traveled and greenhouse gas emissions as well as encourages walkability and active lifestyles.

d. EDUCATE. Ensure that educators, researchers, policymakers, and other partners cooperate to educate the public about personal and community-wide actions that can be taken to limit environmental impacts and biodiversity loss.

e. AIR QUALITY. Implement policies and support efforts to reduce air pollution from point sources as well as non-point sources, especially those related to transportation.

f. COMPRESSED NATURAL GAS (CNG). Support the continued development and expansion of biogas use, including bioCN Gcapture and CNG fleet fueling by Persigo Wastewater Treatment Plant.

g. EV CHARGING. Identify needs and expand electric vehicle charging stations as part of the City's infrastructure and as part of the regional electric vehicle charging network.

4. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.

a. ENVIRONMENTALLY-SENSITIVE AREAS. Review policies to ensure they adequately address protection and conservation of significant wildlife habitats, slopes, drainageway environments, prominent ridgelines, mature stands of trees, and other natural and scenic resources for purposes of safety, wildlife survival, recreation, and aesthetics.

B. COLLABORATE WITH PARTNERS. Collaborate with federal, state, and local partners including area non-profits on issue of resource preservation, hazard mitigation, habitat, education, recreation, and access.

c. DRAINAGEWAYS. Consider the acquisition of major drainageways. All major drainageways should be retained, protected, restored, and managed to:

i. provide for drainage of stormwater that will reduce the need for the expenditure of public funds to address flood hazards, erosion, and channel degradation resulting from structural modifications or other alterations;

ii. protect and improve surface and source water quality;

iii. maintain or improve habitat for flora and fauna; and

iv. maintain or enhance non-motorized connectivity within and between neighborhoods and provide public access and recreational facilities where appropriate.

d. BALANCED APPROACH. Balance conservation of ecological assets with the expansion of recreational opportunities.

5. Manage the City's Urban Forest and Water Wise Landscaping within the City.

a. URBAN FORESTRY MANAGEMENT. Develop an Urban Forestry Master Plan and support the implementation of goals, objectives, and action items defined in this Plan upon adoption.

b. WATER-WISE SPECIES. Continue to promote the planting of species that have reduced watering needs once established and that have an increased likelihood of surviving and thriving amidst the periods of drought and temperature changes typical in Grand Junction's climate.

c. TREE INSTALLATION, REPLACEMENT AND PROTECTION. Support the City's green infrastructure through the retention and protection of healthy, established trees and incorporation of new trees in both public and private spaces as part of public improvement projects, new development, infill/redevelopment and major renovations. Establish criteria for the identification of significant trees and preservation thereof and establish mechanisms for the replacement of established trees in instances where retention is not feasible due to location, site constraints, or other factors.

d. COMMUNITY PARTNERSHIPS. Promote community partnerships and expand educational opportunities to emphasize the benefits of the urban forest.

e. EDUCATION. Provide educational information to the public about the value of green infrastructure and xeric landscaping instead of zero-landscaping.

Plan Principle 9: Quality Education and Facilities







Where We Are Today

Building Blocks

Education is linked to all facets of life in Grand Junction, including livability, quality of life, and economic development, as well as to a range of specific municipal functions that rely on community awareness to be effective. The community recognizes the importance of K-12 education, technical job training, higher education, and community learning, as well as the need to broadly support efforts to enhance high-quality educational opportunities in the Grand Valley.

Childhood Education

Primary and secondary education in the City of Grand Junction is largely conducted by Mesa County Valley School District 51. District 51 operates 46 schools and programs, serves over 22,000 students, and employs almost 3,000 staff. Maintaining and upgrading educational services in District 51 schools hinges heavily on the availability of funding. Strong concern was expressed about the quality of the educational experiences available within the community as well as the physical condition and aging infrastructure of some of District 51's facilities. A recent ballot question to increase funding for school structures failed to gain support by the voters. The current high-school graduation rate for District 51 is below the state average and 49 percent of students are on free or reduced lunches, both indicators that cause concern for residents.

Higher Education

Higher education institutions also operate within the city and bring a range of opportunities and challenges for the community. The presence of Colorado Mesa University, its subsidiary Western Colorado Community College, and IntelliTec are seen by the community as significant assets. Students at higher education institutions contribute to the vibrancy of surrounding districts and the city's overall economy. However, these assets also create unique land-use and infrastructure challenges, including pressure on long-standing single-family residential areas for student housing and pressures on transportation facilities. Linking higher learning to career opportunities for graduates is also a long-standing priority of the City and local institutions.

Community-Based Learning

Community-based learning institutions and programs also support the ongoing educational uplift of residents at all stages of life. Community-based learning supports a range of other goals identified by the public including the need to improve accessibility and capacity of the Mesa County Library District's facilities and programs to adequately serve the needs of the community. Public education and arts institutions, such as The Art Center, the Museum of the West, the Western Colorado Botanical Garden, and the EUREKA! McConnell Science Museum, serve the broader public for cultural education opportunities. The City and other governmental partners also strive to ensure that the community has access to information about facilities and developments occurring in the city, which is vital to the success of public transit, recreation, environmental programs, and housing assistance.

Where We Are Going

Education and Economy

By the year 2040, the City has continued to support local education institutions at all levels. Over the past 20 years, Colorado Mesa University, and other higher education institutions, as well as Mesa County Valley School District 51, have further solidified their importance to the community. Colorado Mesa University continues to be one of the fastest growing universities in the state. An influx of students from outside Mesa County and key programs such as the University's engineering, business, and physician assistant programs have provided necessary skills for students to enter the local workforce. Higher education has not only expanded but has also increased in quality and repute, with an ever-growing reputation for excellence that is recognized nation-wide. Many graduates of higher education in Grand Junction remain in the community to live and work, channeling their talent into the betterment of the city and region.

Academic Achievement

Mesa County Valley School District 51 has secured funding resources and implemented successful programs for necessary facility maintenance and construction as well as for academic achievement. The District adds to the city's ability to attract businesses, bolstering Grand Junction's livability and desirability. The District continues to institute a system that provides high-quality education for students from kindergarten through high school, maintaining the confidence of the city's families. Graduation rates have increased to above the state average. Educators of all kinds are supported by their institutions and enjoy a high quality of life. The student experience in the valley is one of opportunity and vigor, defined by positive relationships and free of discrimination.

Skilled and Cultured Workforce

The City supports opportunities for retraining to ensure that all residents have a place in the diversified and evolving economy. This includes support for workers departing declining industries, as well as workers who require support in mastering the English language. Information about City services and proposed changes in the community are widely and easily accessible, and key resources are available in both English and Spanish. This has created a high level of community awareness of transportation options and environmental issues. Cultural and arts institutions, which contribute to a culture of learning for all age groups, are well-funded and have expanded and multiplied, particularly in the Downtown and University Districts. Mesa County Public Libraries continues to offer a range of desirable resources to all City residents and has maintained and expanded its facilities and programs.

How We Will Get There

1. Support a high-quality and accessible education system for the community.

a. **QUALITY EDUCATION.** Identify ways to support education programs of District 51, CMU, WCCC, and other educational institutions and to further advance their missions.

b. **SKILLED WORKFORCE.** Encourage the ongoing development of a skilled and adaptable workforce stemming from local education and workforce development opportunities.

c. **ACADEMIC CONTRIBUTIONS.** Facilitate strong relationships between the educational institutions and all sectors of the local economy. Foster exchanges between academia, industry, and policy to ensure that ideas and expertise have a positive impact on the community, and to attract talent both to institutions and from institutions into the wider community.

d. **LIFELONG LEARNING.** Encourage the growth of educational institutions that provide opportunities for learning throughout all stages of life, including but not limited to, early childhood education, primary and secondary institutions, vocational programs, enrichment classes, and online opportunities.

e. **SAFE ROUTES.** Work with CMU, District 51, Mesa County Libraries, and other learning institutions to identify and construct safe walking and biking routes to their facilities.

2. Support District 51 in ensuring adequate facilities and infrastructure for the community.

a. **IMPACTS OF NEW DEVELOPMENT.** Coordinate with District 51 to evaluate the impact on school enrollments and capacity when reviewing project and development proposals that could increase school enrollments. Ensure that developers dedicate land or pay a proportionate share in the cost of new school land.

b. **SCHOOL FUNDING.** Support current and future efforts by District 51 to expand sources of revenue for the construction, operations, and maintenance of school facilities, or other purposes central to the District 51's mission.

c. **FACILITY NEEDS.** Support District 51 in the development of facilities needs assessment to identify and prioritize the restoration and replacement of degrading facilities and infrastructure.

d. **JOINT FACILITIES.** Work with Mesa County Valley School District 51 to access existing school buildings and open newly constructed school buildings for community and recreational use (e.g. gymnasiums, community meeting rooms, etc.) to the benefit of both the District and the city.

3. Support community-based education, especially Mesa County Libraries, in ensuring adequate facilities and infrastructure for City residents, as well as knowledge of available services.

a. **LIBRARY SYSTEM.** Engage with Mesa County Libraries in the planning for facility expansions, improvements, and new facility locations within the city, including the Central Library.

b. **ADEQUATE ACCESS.** Support efforts between Mesa County Libraries and GVT to ensure that all residents have adequate access to library facilities.

c. **ARTS AND PUBLIC HISTORY.** Support local institutions in providing facilities and programs to City residents and visitors to learn about arts, culture, and local history.

Plan Principle 10: Safe, Healthy, and Inclusive Community







Where We Are Today

Public Safety

Grand Junction is geographically isolated from other population centers which creates unique public safety needs, particularly for a community of its size. The City is a standalone regional hub with urban challenges not found in other communities on the Western Slope. The City and community understand that it is critical to ensure public safety efforts meet current needs as well as anticipate and adapt to future public safety challenges. With the passage of a First Responder Sales Tax (Measure 2B) in April 2019, a tax to fund the expansion of our police, 9-1-1, and fire emergency services, the City is today positioned to ensure that policies and funding mechanisms align with public safety needs and service delivery standards, including redeployment of a traffic unit. The City will need to move with purpose to fill positions at a pace that maintains a high level of professionalism in its public safety departments. The City's public safety departments maintain a positive relationship with the city residents, an indicator of proactive policing policies and fire and EMS services. Both departments are committed to establishing new and maintaining existing close ties with the community, responding to resident's needs, and interacting with residents to identify and solve community-wide problems.

Disaster Response

With the prevalence of natural and man-made disasters, including COVID-19 and cyber-attacks, the City must continue to invest time in planning for events and threats of all origins. The City maintains plans for various hazards and threats but will need to renew efforts to update plans and train staff in mitigation efforts, response, continuity of operations, and recovery.

Healthy Lifestyles

Facilities in the City are often focused on response versus prevention. The health of city residents also depends upon the availability of active lifestyle choices, including the network of parks and trails, feeling connected as well as community inclusivity and mutual respect.

Public Health

Grand Junction has many advantages in terms of public health and access to care for both physical and mental health given its location on the Western Slope. However, given the increasing need for both mental and physical health care services in this region, the City works proactively to form partnerships such as the Police Co-Responder team and the Fire Cares program to focus on efficient and effective methods of response. Efforts from various sectors of the community to homelessness are both dynamic and on-going. More will need to be done in the future to address impacts of the homeless as well as underlying issues related to those experiencing homelessness.

Where We Are Going

Meeting Community Needs

By the year 2040, Grand Junction continues to respond to unique public safety and community healthcare needs that arise from its geographic isolation from other population centers. City leadership has ensured that community health partners come together to reduce healthcare costs and increase public access to services including support for at-risk populations and those experiencing homelessness. The high priority of public safety has resulted in an environment that supports all residents. Public safety measures align with community needs and are responsive to community input, fostering a positive relationship between safety professionals and City residents.

Long-Term Wellbeing

Spurred by investment in facilities and diversification of health, wellness, and medical services, access to quality and affordable health care is available. Healthy lifestyles are the norm, with equitable access to amenities and programs. Stewardship of natural resources, especially clean air and clean water, in addition to a continually robust local agricultural sector, has preserved the opportunity for well-being for future generations.

Plans in Place

The need for reactive public safety measures continues to be reduced as the City explores proactive approaches aimed at eliminating the causes of unsafe situations and incidents. Job and wage growth have reduced poverty and significantly expanded access to resources for all residents to ensure mental health and physical well-being. Major hazards to public safety, such as floods, fires, disease, and economic recession, are addressed on an ongoing basis to reduce risk and ensure preparedness. Trust in public institutions enables coordinated responses in all areas of the community. When emergencies occur, the plans and relationships needed to address emergencies are already in place and are executed effectively to minimize harm for all residents. Successful responses to emergencies and other real gains in public safety instill a sense of pride and belonging among residents.

Natural Hazards

Geologic Hazard

- Corrosive soil and rock
- Expansive soil and rock
- Flash flooding
- Landslide deposit
- Overbank flooding
- Potentially unstable slope
- Rockfall
- Rockfall - potentially unstable slope

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

FEMA Flood Zones

- Floodway
- 100-year floodplain

Additional Flood Areas

- 100-year floodplain
- Flash flooding
- Overbank flooding

Mudslide Area

- Mudslide Area - Complex rotational failure

How We Will Get There

1. Provide excellence in public safety and emergency response.

a. **FIRE AND EMERGENCY MEDICAL SERVICE RESPONSE.** Utilize fire station distribution, mutual aid agreements, building fire protection systems, and partnerships with water providers to ensure all residents and properties are provided with suitable fire protection.

b. **POLICE AND 9-1-1 COMMUNICATIONS SERVICES.** Provide high-quality, cost-effective Police and 9-1-1 Communications with a focus on community policing efforts as the heart of the City's service delivery.

c. **TRAINING.** Support on-going training of all public safety staff, including training on diversity, racial equality, and biases.

d. **REGIONAL SERVICE.** Continue to work with other public safety providers to evaluate mutual aid agreements and consolidation of service opportunities.

e. **ADOPTION OF NEW TECHNOLOGIES.** Evaluate and adopt, as appropriate, new techniques and technologies that allow safety and emergency providers to improve the efficiency of delivery or quality of safety or emergency services, communicate with residents and businesses and further the goals and objectives of providers.

f. **RISK REDUCTION THROUGH PREVENTION.** Continue to identify opportunities for increased community risk reduction efforts through partnerships, prevention, enforcement, and education.

g. **COMMUNITY ENGAGEMENT.** Encourage proactive involvement of the community in safety and emergency preparedness matters, including cooperation with public safety personnel, neighborhood watches, Crimestoppers, and other grassroots efforts. Foster partnerships with the District 51, Colorado Mesa University, community groups, and other safety providers to establish coordinated approaches to enhancing community safety.

h. **FIRST RESPONDER TAX.** As provided by the First Responder Tax, fund critical infrastructure, equipment, and staffing to align with the community's service and response needs.

2. Promote health and wellness through access to services.

a. **COORDINATED APPROACH.** Collaborate with local human services providers to:

   i. understand how the City can best support the efforts of other organizations working in the region;

   ii. support the implementation of strategies within the Mesa County Community Health Needs Assessment;

   iii. provide a forum for sharing information and enhancing working relationships;

   iv. discourage duplication of services and programs within the region; and

   v. identify and fill gaps in health and human services.

b. **ACCESS.** Facilitate access to health and human services by:

   i. encouraging the co-location of higher-density housing, senior housing, and assisted living facilities near existing health and human service facilities, transit service, parks, and public spaces and other services;

   ii. working with GVT and the RTPO to ensure affordable and accessible transportation options are available to seniors, people with disabilities and other residents with specialized transportation needs with a particular focus on those that live within a reasonable distance to services and facilities;

   iii. actively participate with community partners in identifying solutions to the region's licensed childcare shortage;

   iv. collaborating with partners in the community and region to evaluate and address barriers to affordable healthcare access; and

   v. participating in opportunities to assist in addressing issues such as homelessness, suicide rate, mental health, and the opioid crisis.

c. **MONITORING.** Support Mesa County in its efforts to measure, monitor, report changes in needs, outcomes, or efficacy of programs and services over time to use the information to raise the standard of living community-wide.

d. **HOMELESSNESS.** Continue to collaborate with partner organizations on the implementation of efforts to make homelessness rare, short-lived, and nonrecurring.

3. Foster a culture of inclusivity, embracing and respecting the diversity of Grand Junction's Residents.

a. **CULTURAL COMPETENCY.** Engage with the community to identify opportunities to create a more inclusive, equitable, and safe community that celebrates the city's diverse population.

b. **COMMUNITY EVENTS AND ACTIVITIES.** Partner with community organizations, local businesses, and other groups to support events, programs, and other activities that recognize and celebrate the cultural diversity of residents.

c. **CONNECTEDNESS.** Support programs that strengthen the community fabric and maintain and enhance a high quality of life for all residents.

d. **CULTURE OF ACCEPTANCE.** Promote respect and appreciation for the diversity of ability, age, culture, economic status, gender identity, national origin, race, religion, and sexual orientation within the community.

4. Promote a safe and more resilient community.

a. **HAZARD MITIGATION PLANNING.** Participate in the implementation of and periodic updates to the Mesa County Multi-Jurisdictional Hazard Mitigation Plan and collaborate with regional partners to assess risks and vulnerabilities and identify areas with an increased burden for vulnerable populations.

b. **FLOOD MANAGEMENT.** Encourage the use of non-structural solutions for flood control and highly discourage the use of fill for development in floodplains and drainageways. Adopt updated flood mapping in coordination with FEMA to reflect changes to the City's flood hazard boundaries over time.

c. **GEOLOGIC HAZARDS.** Review policies to ensure they properly address and mitigate development located on geologically hazardous properties such as on unstable soils or steep(er) slopes. When such development does occur, ensure that proper studies, mitigation actions, and site design are utilized to reduce risks to life and property.

d. **WILDFIRE HAZARDS.** Work with Mesa County's Office of Emergency Management along with other partners in a collaborative effort to reduce wildfire risk through education, communication, and public awareness to protect the community and natural resources.

e. **HAZARDOUS MATERIALS.** Work with local, state, and federal regulators to minimize potential risks to people or the natural environment associated with the transport of hazardous materials through the city via rail or truck.

f. **DROUGHT.** Collaborate with regional water providers to implement and regularly update the Drought Response Plan and to provide public education.

g. **CYBERSECURITY.** Develop strategies and implement systems to address vulnerabilities in the city's cyber system and train staff on prevention, response, and recovery.

h. **EPIDEMICS AND PANDEMICS.** Review and update in coordination with Mesa County Public Health, epidemic or pandemic response, and recovery plans.

i. **ECONOMIC RESILIENCY.** Carry out economic development in ways that diversify the city's economic base to ensure the durability and flexibility of local industries and employment in an evolving global and national economy.

Plan Principle 11: Effective and Transparent Government







Where We Are Today

Evaluate and Improve

The City of Grand Junction is dedicated to providing high-quality service that is responsive to the needs of residents, visitors, employees, and businesses in the City. Through a process of continual improvement, the City frequently evaluates its programs, services, and actions to identify areas for improvement. In doing so, the City recognizes that partnerships with both public sector organizations and the private sector are critical to achieving success and understands that it will take collective action to succeed in advancing the City's vision. Whether evaluating opportunities for shared services, partnering for economic development, or creating a shared vision for the future of our community, the City recognizes that residents will be best served by the City working together with other organizations to find solutions.

Fiscally Sound

The City is also committed to providing high-quality municipal services through sound financial management, transparent decision-making, good communication, and competent project management. To continue to build the trust placed in the City by its citizenry, the City must be responsible stewards of the resources entrusted to its care and must be effective in prioritizing spending. Spending should be focused on the services that citizens have identified as most important and to ensure that long-term ongoing operations and maintenance are considered in budget decisions.

Community Involvement

The City strives to provide residents opportunities to be well-informed about matters of local government and to encourage citizen involvement in both public processes and community life. Expectations continue to change, and residents ask that the City continuously adapts to share helpful information with residents and stakeholders through channels that meet them where they are.

Where We Are Going

Responsible and Trusted

By the year 2040, as an organization, the City has continued to provide excellent core services to all residents. The fiscally-responsible, accessible, and responsive approach to residents and the business community alike has resulted in a culture of collaboration and accountability. City leaders regularly use the Comprehensive Plan as a tool. It informs the development of the City Council's strategic plan, which sets budget priorities and coordinates capital improvements, services, and programs. Comprehensive Plan implementation, reporting, and review have ensured that the Plan continues to reflect the values of the community. This consistency has led to a widespread sense of trust in local government.

Engaged Public

Residents are engaged in the civic process through City boards, commissions, and other forums. All residents, regardless of language or place of origin, feel welcome to and participate in City government and processes. The community actively participates in public processes, resulting in a strong sense of trust and accountability between residents, the City government, and other service providers. Whenever it becomes apparent that participation is not representative of the community as a whole, the City actively closes gaps in participation by tailoring outreach to reach underserved groups and demographics. Responding to the culture of participation, the City has worked hard to provide timely and useful information to the whole community. This model has increased Grand Junction's reputation as a leading community on Colorado's Western Slope.

How We Will Get There

1. Align day-to-day decision-making and budgeting with the implementation of the Comprehensive Plan.

a. **USE THE PLAN.** Utilize the guiding principles, goals, policies and implementation strategies to inform the development of the City's Strategic plan budgeting (including CIP), and decision-making at all levels to promote consistency and continuity as elected official and staff change over time.

b. **PLAN MONITORING**. Provide ongoing monitoring and periodic reporting–annually–of progress made toward the implementation of the Comprehensive Plan.

c. **CELEBRATE SUCCESSES**. Provide regular updates and information regarding actions that successfully implement the Comprehensive Plan.

2. Provide opportunities for meaningful and inclusive community involvement.

a. **TRANSPARENCY**. Ensure City budgeting, investment, planning, and decision-making processes are clear, open, and well-documented.

b. **MEANINGFUL PARTICIPATION**. Provide a range of opportunities for the public to provide feedback to decision-makers, including focus groups, community meetings, and workshops, stakeholder interviews, surveys, and web or social media forums to meet the needs of different populations.

c. **RANGE OF ENGAGEMENT APPROACHES**. Develop and provide a range of approaches for engaging with the community in a meaningful and authentic way. Ensure that approaches are tailored to and appropriate for residents and businesses from a variety of ages, racial backgrounds, education levels, income levels, and other demographic measures as well as those who have limited English proficiency or face other structural barriers to participation.

d. **TRANSLATION AND INTERPRETATION**. Create and publicize a range of accurately translated and regularly updated City resources and publications for residents who have limited English proficiency. Develop and utilize City interpretation services.

3. Continually seek opportunities to increase the efficiency of City facilities and the effectiveness of government programs and City services.

a. **COMMUNITY SURVEYS**. Periodically conduct statistically valid community surveys concerning City services and facilities as a means to evaluate current levels of service and identify potential gaps in services or facility needs.

b. **FISCAL RESPONSIBILITY**. Emphasize needs identification, accountability, and effectiveness in making funding allocations. Explore opportunities to expand revenue sources for the City to provide essential services.

c. **CONTINUOUS IMPROVEMENT IN SERVICE**. Continuously evaluate existing practices and systems in City departments for opportunities to improve outcomes and provide excellent, equitable service to the public.

d. **CAPABILITY OF TALENT**. Hire high-quality talent and continuously provide opportunities to develop the capabilities and capacity of City employees to provide excellence in service.

e. **EQUITABLE CONSIDERATIONS**. Include considerations for equity in decision-making processes across the City organization to ensure that the benefits and/or burdens of City actions or investments are shared fairly and do not disproportionately affect a particular group or geographic location over others.

f. **SUSTAINABLE GOVERNMENT OPERATIONS**. Continue to implement policies and programs to reduce greenhouse gas emissions, conserve energy and water, and procure environmentally responsible products and materials in government operations.

g. **SMART CITIES.** Continue to participate in the Colorado Smart Cities Alliance and identify opportunities for innovation in providing City services utilizing technologies. Partner with private enterprises in entrepreneurial pilot projects that advance technologies within the city. Also explore and implement opportunities to incorporate emerging technologies as a means of informing, educating, and interacting with citizens.

h. **CITY REAL ESTATE**. Leverage underutilized City facilities and real estate assets to provide community benefits such as childcare, supportive housing, and economic development.

i. **UNIVERSAL DESIGN**. Maintain focus on improving access to public facilities, businesses, and residences for use by individuals with physical or other disabilities through universal design.

4. Collaborate with local, regional, and state partners on issues of mutual significance.

a. **REGIONAL COLLABORATION**. Actively collaborate with other jurisdictions in the Grand Valley, School District 51, and institutions of higher learning, special districts, Mesa County, the Grand Valley RTPO, and other regional, state, and federal partners to develop cooperative solutions to regional issues and planning challenges.

b. **SERVICE PROVIDERS**. Coordinate closely with–and promote coordination among–service providers in needs assessment, facility siting, and other matters to ensure continuous delivery of effective, equitable, and efficient services.

c. **PUBLIC-PRIVATE PARTNERSHIPS.** Explore opportunities to partner with private and nonprofit organizations to leverage available resources and take collective action to achieve shared goals.

d. **STATE LEGISLATION**. Engage with state representatives and advocate for legislation that is consistent with the City's goals.

e. **CITY AS A CONVENER**. Champion efforts to bring together diverse groups of stakeholders on issues of mutual significance.

f. **CITY AS A LEADER**. Recognize issues of regional importance and be a driving force as a leader in growth and development occurring on the Western Slope.

5. Develop and support leadership that reflects the diversity of the community.

a. **CITY COMMITTEES, BOARDS, AND COMMISSIONS RECRUITMENT**. Strive to reflect the diversity of the community in the membership of its boards and commissions, including but not limited to people of different races, ethnicities, income levels, ages, genders, sexualities, abilities, and backgrounds.

b. **VOLUNTEERISM AND PHILANTHROPY**. Promote a spirit of volunteerism in the community by providing a range of opportunities for residents to volunteer for, or give to, City-led programs, projects, and efforts.

c. **COMMUNITY PARTNERSHIPS**. Pursue partnerships and opportunities to collaborate with community groups and organizations to support diversity and equality.



CHAPTER 3

LAND USE AND GROWTH

Over the next 20 years, the City of Grand Junction is expected to grow by more than 23,000 residents. The City must consider and plan for the housing, employment, services, and amenities needed to support the quality of life of existing and future residents. The chapter on Land Use and Growth provides a tool for City elected and appointed officials, developers, City staff, and the community at large to use in anticipating, evaluating, planning for, and making decisions regarding the spatial development of the city. This includes the mix and distribution of different land uses and the provision of infrastructure and services necessary to support new growth over the next two decades. The chamber includes three key elements:

Intensification and Tiered Growth Plan. *This section guides the intensification of development within the city including in both urban and suburban areas. The map illustrates the areas in which the City should consider incentives for infill and redevelopment and the approach and priority for tiered growth of the city.*

Land Use Plan. *The Land Use Plan includes both a Land Use Map and a description of the different land use types shown. The map illustrates where and how Grand Junction will grow in the future while the categories describe the purpose, characteristics, densities, and types of uses appropriate within these categories. Conforming zone districts are also included to guide implementation.*

Servicing New Growth. *This section provides for the level of service expectations for new growth to ensure that when new growth occurs it is supported by necessary public facilities and infrastructure capacity while not creating a fiscal burden on the City and existing residents. The section includes who is responsible for the provision of service and development of new capacity.*

Together these sections supplement the Plan Principles (Chapter 2) and Area-Specific Policies (Chapter 4) of the Comprehensive Plan, illustrating how the goals and policies contained therein will influence the physical growth and development of the city.



Influencing Factors

The City of Grand Junction's Land Use and Growth Framework takes into account a range of different factors and issues that will influence the growth of the City into the future. While many of the factors identified are addressed through policies elsewhere in the Comprehensive Plan, the policies and tools described in this chapter will aid the City as it confronts challenges and opportunities for the future growth of the City.

Projected Population Growth

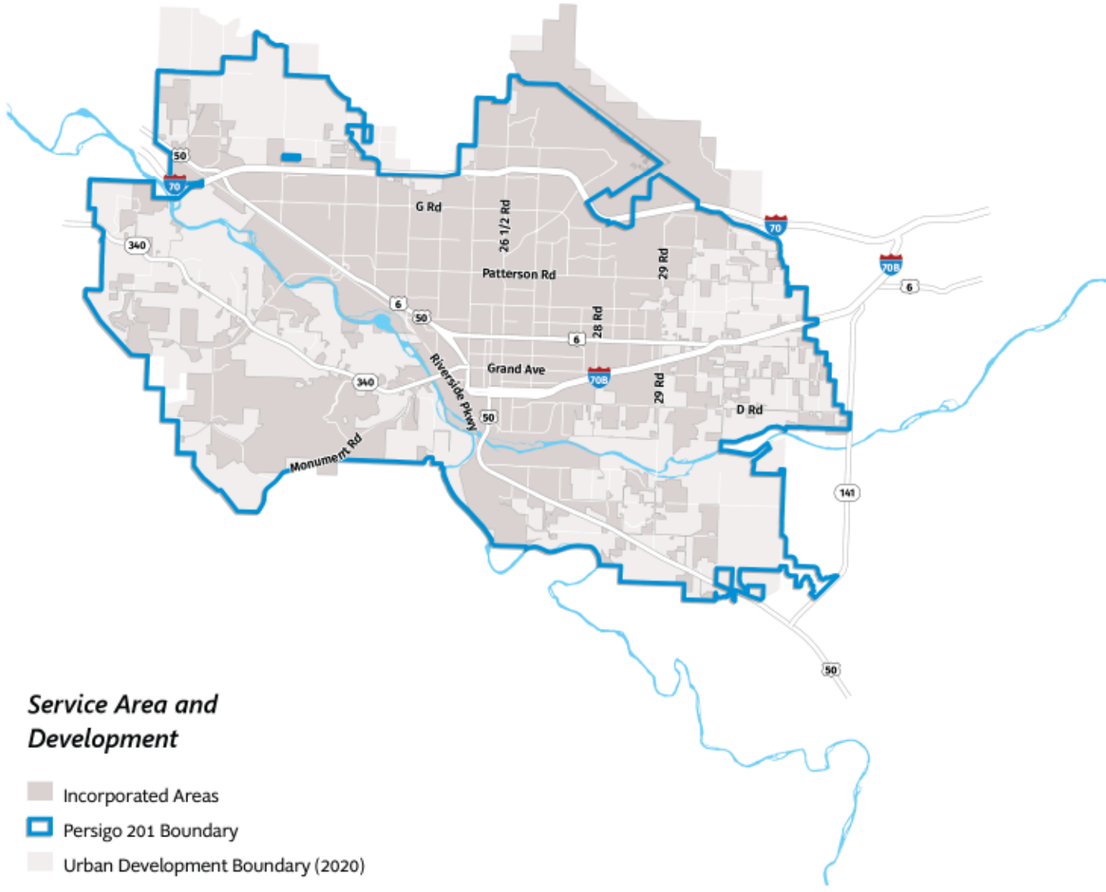
Grand Junction's current population is estimated at 65,244 and Mesa County's population is estimated at 156,262 per the State Demographer's forecasts. The City of Grand Junction is expected to grow at an annual rate of just over one percent over the next 20 years. The City's share of the county population has increased over time from 37 percent in 1970 to just over 43 percent today. As such, Grand Junction is expected to continue to represent more than 40 percent of Mesa County's population over the next 20 years. This would result in a population of approximately 91,000 people within City limits by 2040. Similarly, the State Demographer has estimated that, by 2040, the population within the Urban Development Boundary will account for an additional 34,000 people for a total of approximately 124,000 in the City's planning area.

Persigo 201 Service Area Boundary

The City of Grand Junction maintains a unique intergovernmental agreement with Mesa County as an outcome of a 1998 lawsuit over annexation practices. The agreement outlines requirements for annexation as a condition of development for any properties within the defined Persigo 201 Service Area Boundary. This boundary represents the extent to which the Persigo Wastewater Treatment Plant provides wastewater service or plans future extensions of service. In the agreement, "Annexable Development" is defined as development projects triggering actions such as rezones, subdivisions, changes to the Land Use Map, conditional use permits, new non-residential buildings, and additions to existing non-residential buildings as defined in the agreement. The agreement requires new "urban" annexable development to occur within the City limits and be under the City's jurisdiction. In determining what "urban" is, the agreement provides that "residential lot sizes of two acres gross or smaller area." The 201 service boundary shall be made to be the same as the Urban Development Boundary. Unless authorized through a waiver process, all new development within the Persigo 201 Service Area Boundary is required to be served by sewer.

Urban Development Boundary

The Persigo Agreement noted in 1998 that the Urban Growth Boundary should be amended within one year so that the boundaries are identical. The 2010 Comprehensive Plan, of which the Future Land Use Map and Chapter 5 were adopted by both the City and Mesa County. The Plan included the agreed-upon Urban Development Boundary (UDB) which largely aligns the UDB with the Persigo Boundary. However, efforts to align the full extent of the Persigo boundary with the Urban Development Boundary have been unsuccessful to date.



Service Area and Development

- Incorporated Areas
- Persigo 201 Boundary
- Urban Development Boundary (2020)

Housing Supply and Needs

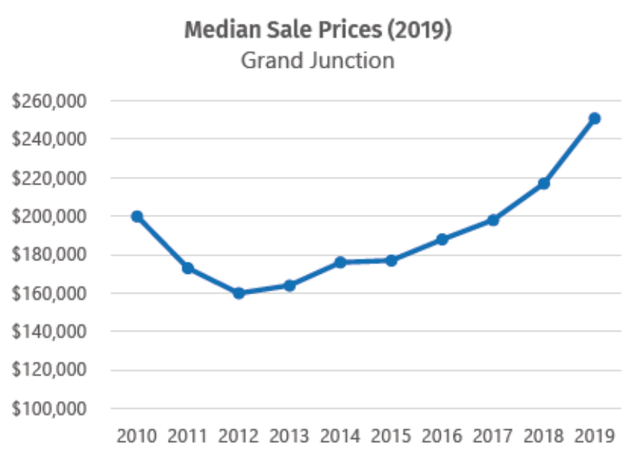
Ensuring residents have adequate and attainable housing options is important to the future of the community. Housing undersupply can occur in some price points and products when supply does not keep pace with population growth. Based on the projected population growth and the city's average household size of 2.29 people, approximately 11,400 additional housing units will be needed within City limits by 2040. Housing options that address a variety of needs such as cost, quality, age, and type are a key concern in Grand Junction.

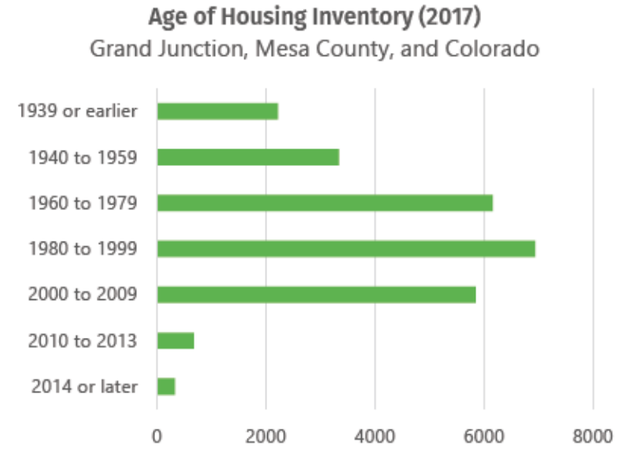
Grand Junction's housing supply will need to grow and diversify to meet the community's future needs. Today, Grand Junction has an estimated 27,990 housing units. This inventory is predominantly single-family homes: 62 percent of all housing units are detached. Of owner occupants, 85 percent live in single-family units compared to 32 percent of renters, while 55 percent of renters reside in apartment units.

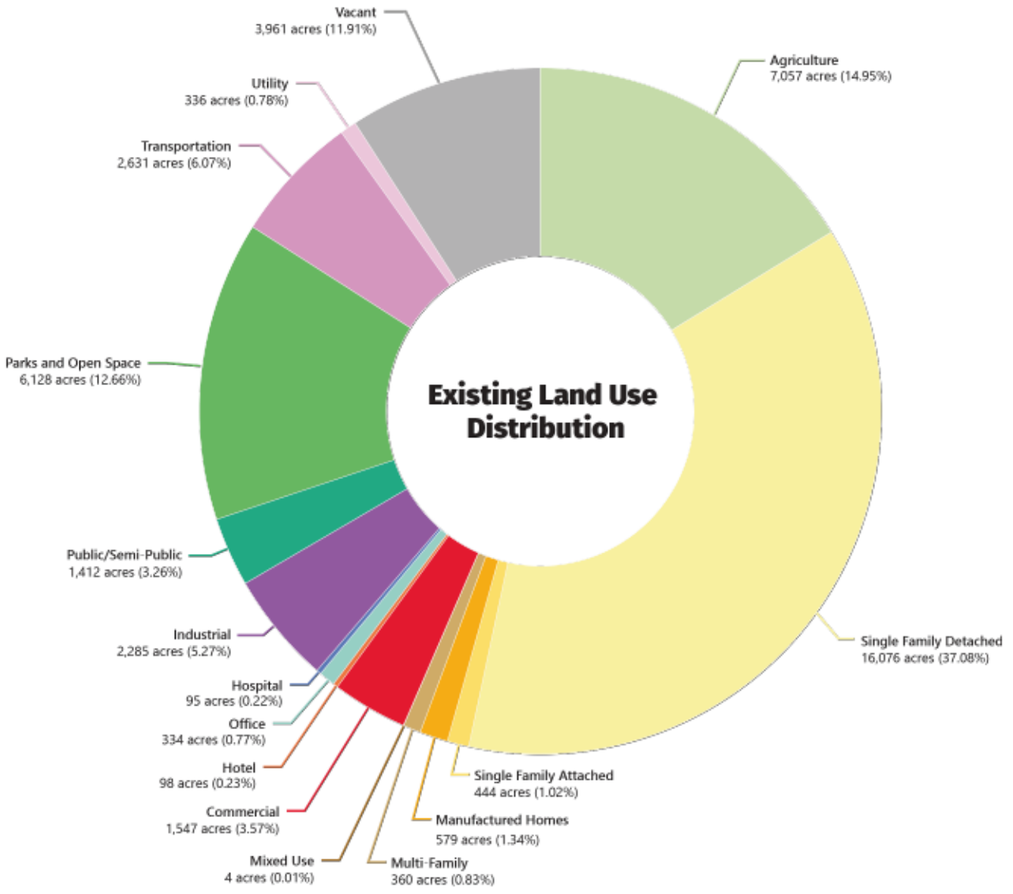
Over the next five years, the number of households is anticipated to grow by about 2,900. More than a third of these new households are anticipated to be low and moderate income, earning 50 percent or less of the average median income ($50,000) in the city.

This combination of limited income and limited housing stock poses challenges related to housing conditions. The data shows that housing inventory is aging. Most housing in Grand Junction (74 percent) was built between 1960 and 2009. American Community Survey (ACS) estimates that nearly 73 percent of all housing is over 20 years old. Renters are more likely to live in housing built prior to 1980 (80 percent) compared to owners (46 percent). Fewer than one percent of housing units lack complete plumbing, and fewer than two percent lack complete kitchens.

Meanwhile, prices are rising. The year-end 2019 median sale price is $257,000, compared to $160,000 at the lowest point of the recession in 2012. The availability of homes to purchase for under $400,000 is scarce. According to local realtors, there are only one to two months of inventory.









These market conditions create a challenge for families with incomes at or below the median. A household in Grand Junction needs an annual income of over $61,000 to afford the median priced home, which is 10 percent more than the area median income (AMI) of $55,800 for two people. The 2016 Grand Valley Housing Needs Assessment determined that, already, more than a third of all Grand Junction households were cost-burdened, paying more than 30 percent of their income for housing. When analyzing household tenure, approximately 30 percent of owner-occupied households are cost-burdened, while over 50 percent of renters are cost-burdened.

Though the City has seen recent increases in wage, this problem is not likely to be resolved by rising incomes alone. Household incomes are projected to increase 2.7 percent annually, however, housing prices are anticipated to increase more quickly (3.4 percent annually). This dynamic will increase the gap between housing prices and what local households can afford. At current production rates, the gap between available housing and new households is projected to increase, further driving prices up. Increase in demand from out of area buyers due to COVID-19 and new in-migrations may, by first indicators, create further upward pressure on housing prices and increased competition for limited supply of housing.

To support the community in meeting current and anticipated housing needs, the Comprehensive Plan policies and the Land Use Plan encourage the creation of more mixed-use, walkable neighborhoods and mixed-density neighborhoods with a wider range of housing types. Policies also encourage higher density development in areas located within urban intensification areas as well as priority growth areas such as the city's core, University District, Downtown District, and areas along transit corridors.

Changing Population

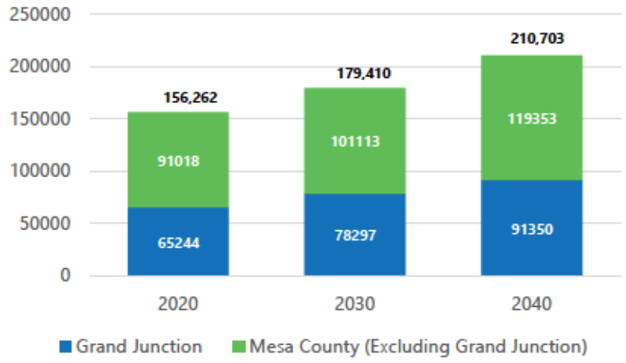
Grand Junction's population is growing, and demographics in the city are changing. The State Demographer projects the City of Grand Junction will grow at an annual rate of between one and two percent over the next 20 years. If the State Demographer's forecasts hold, Grand Junction could expect to exceed 90,000 residents by 2040.

Much of this growth is driven by younger and older age groups. Since the 2010 U.S. Census, Grand Junction has experienced population growth across all age groups, with the one exception being the 35-54 group. The median age for Grand Junction's residents in 2017 was almost 36 years, significantly younger than the median age of Mesa County at 39 years. The region continues to be an active retiree destination as shown in the increase in the age 55-64 cohort and Grand Junction residents are typically "aging in place" and remaining in the City into their later years 65+.

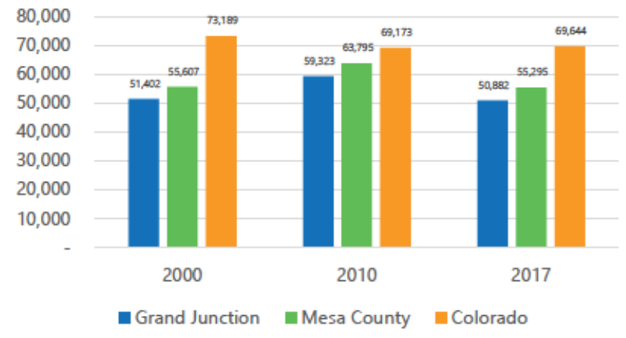
Grand Junction's median household income in 2017 (around $50,000) was approximately 37 percent lower than the state's median household income of about $65,000. Grand Junction has experienced a decrease in real income since 2010, consistent with the county and state. This is linked in part to the relative pay-scale of employment opportunities within the City, the job-sector as well as the educational attainment of a community's adult residents. Educational attainment impacts the quality and skills of the labor force and, by extension, the sectors of the economy that succeed in the community. According to the U.S. Census Bureau, Grand Junction has a greater number of people that have post-high school education than residents of Mesa County, but trails the state as a whole.

Grand Junction's racial and ethnic composition is also diversifying. It is currently more diverse than Mesa County and less diverse than the state. The population of the City identifying as Hispanic or Latino of any race is growing rapidly. This population comprises 17 percent of the community, a growth of four percent since 2010 (13 percent).

Population Projections (2020-2040)
Grand Junction and Mesa County



Median Household Income (2000, 2010, and 2017)
Grand Junction, Mesa County, and Colorado









Commercial and Employment Gaps and Needs

While there will continue to be a market for retail and dining options, the future of brick-and-mortar retail is uncertain. As it relates to long-range planning, the City should focus on commercial development for key locations, particularly within Downtown. Downtown's success will be contingent on offering a unique experience and serving as a shopping, dining, and entertainment destination. Other areas of the city, such as the areas around Colorado Mesa University, 24 Road, and Mesa Mall and along major transportation corridors, also have opportunities to support additional commercial uses. Continued reassessment of changing market dynamics and the individual site requirements of retailers and businesses will ultimately dictate where and how future commercial uses develop in these areas.

The unemployment rate in Grand Junction and Mesa County trended downward over the decade leading up to the COVID-19 pandemic, consistent with the broader recovery of the national economy since the time of the Great Recession. It should be noted that Grand Junction's unemployment rate has consistently been around one to two percent higher than the state's rate since 2009. Healthcare has been one of the fastest growing employment sectors in the region and this trend is expected to continue over the next decade. This represents a shift that has been taking place since the recession as the oil and gas industry has become a smaller percentage of the area workforce. Some of that loss has been offset by gains in the manufacturing industry. Otherwise, most of the recent and projected growth is occurring in nonindustrial sectors. Along with healthcare, niche manufacturing and technology sectors are important employment opportunities in Grand Junction.

In response, the Land Use Plan contains a broad mixed-use land use category to capture the opportunity to create areas for both employment and housing within a concentrated area. The plan also provides commercial and mixed use in areas along transportation corridors and in areas whereby neighborhoods can easily access service needs. Industrial areas are also provided to allow for the continued location and expansion of industrial and manufacturing businesses in the city.

Balanced Growth

A plan for balanced growth must take into account variables like market demand and supply, existing development patterns and entitlements, infrastructure availability and capacity, community character, environmental protection, access to services and amenities, and many other factors. As such, the Land Use Plan envisions that future growth in Grand Junction will be accommodated through both infill/redevelopment as well as greenfield development. Greenfield opportunities exist on all edges of the city; however, the city also has a significant amount of vacant and underutilized land near core areas. Priority will be given to development that works to intensify urban as well as suburban areas, allowing for–but not encouraging–greenfield development outside of priority areas as provided in the Intensification and Tiered Growth Plan.

Intensification and Tiered Growth Plan

Intensification of the City should be achieved through infill, redevelopment of underutilized properties, and new development of vacant lots. Further, this should be achieved by offering incentives for infill/redevelopment in specific areas as well as through a Tiered Growth approach. The Growth Tiers focus on intensifying the City's urban and suburban areas, prioritizing areas that have the existing urban infrastructure, and in a manner that will both preserve the City's character and capitalize on its development opportunities while also providing opportunities for greenfield development as the City grows.

Tiered Growth

The Growth Tiers Map are intended to guide the City's long-term planning and reflect locational priorities for which the City should accommodate and prioritize the future population. This starts with the intensification of the City's urban core, which allows the City to support the efficient use of existing public facilities and services by directing development to locations where it can be adequately served by existing public facilities and services such as water, sewer, police, transportation, schools, fire, stormwater management, and parks. Also, it allows the City to better align capital improvements and infrastructure investments with its financial resources and focus improvements in areas that already provide some level of urban service.

Growth in Grand Junction will continue to recognize the Urban Development Boundary as the area in which urban level development should occur and as such, this Comprehensive Plan focuses on urban intensification and three general tiers of development that fit within, and directly respond to, the established boundary. By adhering to the growth tiers for future development, Grand Junction will be well-positioned to prepare for steady population growth, manage its existing land uses, and achieve its vision of responsible and managed growth.

Tier 1: Urban Infill

Description: Areas where urban services already exist and generally meet service levels, usually within existing City limits, where the focus is on intensifying residential and commercial areas through infill and redevelopment.

Policy: Development should be directed toward vacant and underutilized parcels located primarily within Grand Junction's existing municipal limits. This will encourage orderly development patterns and limit infrastructure extensions while still allowing for both residential and business growth. Development in this Tier, in general, does not require City expansion of services or extension of infrastructure, though improvements to infrastructure capacity may be necessary. Portions of the Redlands, Orchard Mesa, Pear Park, and Northwest areas offer some of the most significant opportunities for Tier 1 infill development and growth within City limits.

Tier 2: Suburban Infill

Description: Areas within the existing UDB and 201 that are urbanizing or proximate to areas that are urbanizing. This Tier also includes areas that were mostly developed in unincorporated Mesa County and infrequently improved with urban infrastructure such as curb, gutter, sidewalks, and parks. Annexation is appropriate for new development and redevelopment in Tier 2 areas, though annexation for existing subdivisions and/or neighborhoods is not generally desirable.

Policy: In Tier 2, the City should promote the annexation of those parcels which are surrounded by, or have direct adjacency to, the City limits of Grand Junction. Annexation and development of these parcels will provide development opportunities while minimizing the impact on infrastructure and City services. Tier 2 includes western portions of Redlands on the City's west side, as well as Pear Park and Orchard Mesa.

Tier 3: Outward Growth

Description: Areas predominantly characterized as rural and larger acreage properties not currently served by urban infrastructure and that are prioritized to stay rural for the duration of the 20-year planning horizon to promote more focused development activity in Tier 1 and Tier 2.

Policy: The priority for Tier 3 is to continue outward growth and annexation into the Urban Growth Boundary after substantial infill and growth in Tier 1 and Tier 2 areas. Tier 3 growth areas include large parcels that provide development potential, can be served by an extension of utilities and urban infrastructure, and are identified as Rural Residential the Future Land Use Map.

Incentive Areas

Description: Areas consistent with past City plans and in general include the Rail, River, Downtown, and University Districts as well as the North Avenue Corridor. The State Highway 50 corridor in Orchard Mesa is also included.

Policy: These areas within the City should be considered the highest priority for infill and redevelopment and the City may consider additional incentives for infill and redevelopment in these areas. Over time, other areas may be considered to be included in the incentive area as may be consistent with established City goals.

Intensification and Growth Tiers

Tiers

- Incentive Areas
- Tier 1: Urban Infill
- Tier 2: Suburban Infill
- Tier: 3: Outward Growth

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary



Land Use Plan

Overview

The Land Use Plan is a tool to guide future development within the City and its Urban Development Boundary. It will be applied through day-to-day decision making as a means to help implement a shared vision for the physical growth of the City. The plan includes a map that depicts locations for different types of land uses and a description of each land use.

A land use designation does not impact the current use of a property. A designation does not impact the future use of a property either. When a property seeks a new zoning district the City is required to ensure the zoning district works to implement the land use designation as shown on the Land Use Map (59). More information about how these work together can be found in the Plan on page 58 under Relationship to Existing Zoning. and How to Use the Land Use Plan.

Relationship to Area-Specific Policies

While the Land Use Plan sets a broad framework for zoning decisions, infrastructure planning, and development capacity, further policies are put forward in this plan to guide the development of various districts more precisely. These tailored strategies are discussed in Chapter 4: Area-Specific Policies, which provides an additional level of detail and guidance to apply the community's vision to specific locations such as Neighborhood Centers, Regional Centers, and the Riverfront.

When making zoning determinations, decision-makers should first consider the range of implementing zone districts under the Land Use Plan, then review the narrower set of zone districts and planning strategies that implement the relevant area-specific policy. In this way, the Land Use Plan and Area-Specific Policies guide decisions by fixing a set of focused strategies within a broader structure.

Relationship to Other Comprehensive Plan Elements

The Land Use Plan is supported by other components of this Comprehensive Plan. Many of the goals and policies outlined in Chapter 2: Plan Principles provide additional guidance on how and where the City should grow in the future.

Relationship to Existing Zoning

The Code, including the Official Zone District Map, should be reviewed to ensure that it effectively implements the vision of the Comprehensive Plan. Absent action by the property owner or the City, existing zoning remains in place. Requests to rezone properties should be considered based on the Implementing Zone Districts assigned to each Land Use Designation.

How to use the Land Use Plan

The Land Use Plan is intended to be used by City staff, the Planning Commission, and the City Council to inform decisions regarding development within the City and its Urban Development Boundary and to ensure that decisions align with the community's vision for future growth. The Land Use Plan is also intended to be used to:

- **Track overall development capacity.** Monitoring the capacity of different types of land uses in the City and its UDB will allow the City to identify issues related to an over- or under-supply of parcels designated for particular use in relation to demand.
- **Guide Facilities and infrastructure planning.** Plans for investment in systems, such as parks, sewer, transportation, and other infrastructure and services should be aligned with anticipated population and/or jobs in a particular area of the City-and the City as a whole.
- **Guide future zoning changes.** Requests for zoning changes are required to implement the Comprehensive Plan. The City may bring forward zone changes for certain properties to align zoning with the adopted Comprehensive Plan land use, as designated on the Land Use Map and in the descriptions of the land use categories. Where necessary, zoning districts and development standards will also be created or amended to more closely conform to the vision and objectives of each of the land use categories described in the Land Use Plan.

How to Amend the Land Use Plan

Amendments to the Land Use Plan can be initiated by the City or members of the public and will be considered on an as-needed basis. Zoning map amendments that would change a parcel's zoning to a district that is not included as a conforming zoning district in this Comprehensive Plan must first receive approval for a Land Use Plan amendment. See the City's Zoning and Development Code for additional details on Land Use Plan amendments.

Cooperative "Buffer" Planning Areas

Areas established in 1998 between Mesa County, City of Fruita, Town of Palisade, and City of Grand Junction since have been designated to ensure orderly transitions or "buffers" in areas of joint concern between these communities. These areas also help define distinct communities within Mesa County and work to maintain a transition area between the incorporated areas, limit the proliferation of urban services, and reduce overall traffic impacts.

Urban Development Boundary

The area in which the City plans for growth and the extension of urban services and infrastructure, as designated on the Land Use Map.

REVISIONS		
DATE	DESCRIPTION	ORDINANCE
11.21.2021	Land Use Change	5032
12.05.2021	Land Use Change	5038
01.16.2022	Land Use Change	5045

Land Use Plan

Land Use Categories

- Rural Residential
- Residential Low
- Residential Medium
- Residential High
- Mixed Use
- Commercial
- Industrial
- Airport
- Parks and Open Space

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary









Land Use Designations

Parcels within the UDB have been assigned one of nine land use designations. Typical density for residential uses, as well as development character, activity, and other considerations are provided to define each designation. These land use designations cover the full range of land use types within Grand Junction and should serve as the basis for determining compatible zone districts.

Rural Residential

Range of Density

- Up to 1 dwelling unit per 5 acres.

Land Uses

- Primary: residential, agricultural operations such as farms, orchards, pastures.
- Secondary: open space, home-based businesses, accessory dwelling units.

Characteristics

- Comprised of residential uses with varying housing types on larger lots.
- Allows for the development of residential uses complementing existing rural, large undeveloped lots, and agricultural properties.
- May be located where public services and infrastructure are limited.
- May be located between rural and more intensive residential uses, or at the City's edge to ensure compatibility with unincorporated and rural lands.
- Central services are generally not needed unless located nearby to existing services.

Implementing Zone Districts

- Rural Residential (R-R)
- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)

Residential Low

Range of Density

- Between 2 and 5.5 dwelling units per acre.

Land Uses

- Primary: residential, accessory dwelling units.
- Secondary: Open space and parks, schools, places of worship, home-based businesses, public/institutional uses, other complementary neighborhood uses.

Characteristics

- Comprised of residential uses with varying housing types and lot sizes.
- Secondary uses are designed in a manner to fit the character of the neighborhood.
- Provide a transition between the open, less-developed edges of Grand Junction and the denser urban areas toward the City's center.
- May be located where public services and infrastructure are limited.

Implementing Zone Districts

- Residential Low 4 (RL-4)
- Residential Low 5 (RL-5)
- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development (PD)

Residential Medium

Range of Density

- Between 5.5 and 12 dwelling units per acre.

Characteristics

- Comprised of residential uses with a range of housing types and densities.
- Typically located in areas within walking distance of services and amenities and public transit.
- Provides housing near commercial and employment areas.

Land Uses

- Primary: residential, home-based businesses.
- Secondary: accessory dwelling units, shared common space, parks, schools, places of worship, home-based businesses, other public/institutional uses, other complementary neighborhood uses.

Implementing Zone Districts

- Residential Medium 8 (RM-8)
- Residential Medium 12 (RM-12)
- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development (PD)

Residential High

Range of Density

- Greater than 12 dwelling units per acre.

Land Uses

- Primary: residential, home-based businesses.
- Secondary: accessory dwelling units, shared common space, parks, schools, places of worship, home-based businesses, other public/institutional uses, neighborhood retail or services, other complementary neighborhood uses.

Characteristics

- Comprised of residential uses with a range of housing types and densities.
- In new neighborhoods, housing types should be mixed rather than segregated by type or density.
- Typically located in areas within walking distance of services and amenities.
- Located near public transit and active transportation routes.
- Integrates retail or service areas into overall development/neighborhood.

Implementing Zone Districts

- Residential High 16 (RH-16)
- Residential High 24 (RH-24)
- Mixed-Use Nieghborhood (MU-1)
- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development



Mixed Use

Range of Density

- Greater than 8 dwelling units per acre.

Land Uses

- Primary: commercial, retail, employment, and service-oriented uses, higher density housing.
- Secondary: parks, schools, places of worship, other public/institutional uses.

Characteristics

- Provides opportunities for higher density/intensity of development with a mix of uses along transportation corridors and within districts such as the University District to serve adjacent neighborhoods and the broader community.
- Provides residential uses with a range of higher densities and types.
- Located in areas within walking distance of services and amenities where pedestrian- and transit-oriented development is desired.

Implementing Zone Districts

- Residential High 16 (RH-16)
- Residential High 24 (RH-24)
- Mixed-Use Neighborhood (MU-1)
- Mixed-Use Light Commercial (MU-2)
- Mixed-Use Downtown (MU-3)
- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development



Commercial

Range of Density

- 16 or more dwelling units per acre.

Land Uses

- Primary: commercial, offices, retail, employment, medical campus/hospitals, and service-oriented uses.
- Secondary: higher density housing, small warehouses, light industrial uses such as manufacturing, assembly, technology and distribution, places of worship, other-public/institutional uses.

Characteristics

- Provides for concentrated areas of retail, services, and employment that support both City residents and those in the surrounding region.
- Located at intersections or in areas along major local, state, and interstate roadways.

Implementing Zone Districts

- Mixed-Use Light Commercial (MU-2)
- Commercial General (CG)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development



Industrial

Range of Density

- Not applicable.

Characteristics

- Provides opportunities for industrial uses that typically have greater impacts on surrounding areas.
- Generally situated away from residential areas; however, smaller commercial activities or buffering may serve to transition between industrial and residential developments.
- Provides industrial areas near the airport for businesses reliant on the airport for transportation of goods.

Land Uses

- Primary: light and heavy industrial uses including manufacturing, processing, assembly, warehousing and distribution, outdoor storage.
- Secondary: commercial services, mining, and sand or gravel operations.

Implementing Zone Districts

- General Commercial (CG)
- Industrial Light (I-1)
- Industrial General (I-2)



Airport

Range of Density

- Not applicable.

Land Uses

- Primary: aviation uses including infrastructure, facilities, and buildings needed to support aircraft and airport operations consistent with the Grand Junction Regional Airport Master Plan.

Characteristics

- Provides for the facilities, operations, and infrastructure necessary to maintain and operate the Grand Junction Regional Airport.

Implementing Zone Districts

- Public, Civic, and Institutional Campus (P-2)



Parks and Open Space

Range of Density

- Not applicable.

Primary Land Uses

- Primary: parks, open space, drainageways, natural areas, lands preserved by a conservation easement.
- Secondary: cemetery, environmentally-sensitive lands, recreational facilities.

Characteristics

- Provides for active and passive recreational needs of the community.
- Protects the scenic and environmental quality of sensitive natural areas.
- Protects areas within the floodway and some areas within the 100-year floodplain that may be unsuitable for development.
- Generally owned by public agencies; however, many also include privately-owned spaces such as golf courses or HOA open space or conserved private lands.

Implementing Zone Districts

- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)





Servicing Growth

The City's growth is dependent upon but also impacts the provision of services and infrastructure. This section includes information regarding City services and the level of service necessary to provide for future development. As the City experiences growth, it will be necessary to expand infrastructure systems to meet new demand. Some of Grand Junction's services, including some areas of water and sewer, are maintained by Title 32 Special Districts. Also, many areas of the City are serviced by both City-maintained and County-maintained transportation infrastructure. Therefore, the City needs to work closely with service providers to adequately serve both existing and new growth.

Water

The City of Grand Junction Utilities Department is responsible for delivering potable water to the City of Grand Junction's designated water service area. Currently, about 29,500 consumers are served with the City's potable water, representing just under one-half of City residents. The remainder of the City is served by the Ute Water Conservancy District and the Clifton Water District. The primary source of water for the City of Grand Junction is the Kannah Creek Watershed on the Grand Mesa. The City's water treatment plant (WTP) has a capacity of 16 million gallons per day (MGD) and currently operates at an average of 4.7 MGD and a peak of 9.7 MGD.

The Ute Water Conservancy District service boundaries encompass approximately 260 square miles within Mesa County and include areas in and around the City of Grand Junction. The District supplies domestic water to over 80,000 consumers. The present WTP capacity is 28.8 MGD with treated storage of approximately 16 million gallons of water. The WTP currently operates at an average of 8.0 MGD and a peak of 16.5 MGD.

The Clifton Water District provides water service to over 13,700 residential and commercial customers on the east side of Grand Junction east of 30 Road and serves 1284 customers within the City with an additional 162 parcels currently vacant but can be served in the future. The Clifton WTP currently has a treatment plant capacity of 12.0 MGD with treated storage capacity of 10 MGD. Its WTP currently operates at an average of 3.0 MGD and a peak of 6.3 MGD.

The City's growth depends on the ability of water service by either the City or the two special districts. Each entity plans for growth within its service boundary, retains its water rights, and maintains and manages its water treatment plant. While collectively, the City and the two special districts possess sufficient water rights to serve the projected growth, additional water storage and treatment infrastructure may be needed.

Capacity Requirement

New development must meet the level of service target, as well as other requirements of the service provider before subdividing property or occupancy of a structure.

Level of Service Target

Provide an adequate water supply system for domestic use plus fire protection before occupancy of each structure and construct necessary water infrastructure consistent with the requirements of their water provider. The developer is responsible for extending and building all water lines and mains needed to serve their development. Developers are required to pay a plant investment fee to recover the cost of constructing the system. Plant Investment Fees are calculated based on the expected impact of a new connection to the system and may also be required when the use of an existing connection changes.

Wastewater

The Persigo Wastewater Treatment System includes over 600 miles of sanitary sewer lines, 30 lift stations, and a 12.5 million gallons per day capacity wastewater treatment plant. Although the Persigo Wastewater Treatment Plant does not currently serve all development within the service boundary, the City's 1998 Persigo Agreement requires new "annexable development" to both annex into City limits and extend sewer service to the development. There remain over 1,700 septic tanks within the 201 Service area. In 2019, the treatment plant reached 80 percent capacity, and the City has since begun planning for plant expansion.

In 2010, a Comprehensive Wastewater Basin Study Update was completed that determined the Persigo 201 Services Area Boundary. An update of this previous study is currently underway.

Capacity Requirement

New development must meet the level of service target, as well as other requirements of the service provider before subdividing property or occupancy of a structure.

Level of Service Target

Provide connections to the City's sanitary sewer system and construct wastewater infrastructure consistent with the Grand Junction Municipal Code.

Developers are responsible for extending sewer connection mains needed for their project and to build all sewer lines needed to serve individual lots or buildings. The sewer collection pipes are dedicated to the City, which is then responsible for repair and maintenance. Sewer plant investment fees are charged to developers and used to pay for investment in existing plant and infrastructure. The City can request that a developer build upsized sewer mains in anticipation of new development that will make use of the infrastructure.









Flood Control and Storm Drainage

Drainage in the Grand Valley is handled by Grand Valley Drainage District (GVDD), Orchard Mesa Irrigation District (OMID), Grand Valley Water Users Association (GVWUA), and the City of Grand Junction. OMID and GVWUA are responsible for irrigation return flow and seep within their respective service areas, while GVDD handles irrigation return flows, seep, and stormwater for areas below the Grand Valley Canal (operated by Grand Valley Irrigation Company). These "backbone" facilities along with natural drainages collect drainage from the city's various storm drain facilities.

Water quality remains a concern for GVDD, OMID, and GVWUA, who currently operate under an agricultural exemption from federal and state stormwater quality laws. As an area develops, or "urbanizes", GVWUA and OMID have required the City to take over portions of their drainage systems, such as D and E drains, as those facilities primarily serve urban populations.

Requirements to monitor and permit development to ensure federal stormwater quality regulations are met was transferred in April of 2020 to Mesa County Public Works Stormwater Division. The Division absorbed the responsibilities from the disbanded 5-2-1 Drainage Authority. Mesa County, through an intergovernmental agreement, has the responsibility for managing permitting and inspection for stormwater quality across the County, which includes projects within the City of Grand Junction.

The Colorado Department of Health and Environment (CDPHE) is considering the implementation of additional water quality standards that will establish the total maximum daily loads (TMDL) for *Escherichia coli* (also known as E. coli) and selenium on discharges from various drainages on the north side of the Colorado River. These standards will require the local government entities to not only monitor water quality but also develop and implement a plan to reduce the pollutants in those drainages within the maximum loads allowed.

The City has areas of designated floodplain and floodways in various drainages. The Colorado Water Conservation Board is currently remapping the Colorado River floodplain and floodway based on revised hydrology. New mapping is anticipated in 2022. The City works within the guidelines of the National Flood Insurance Program (NFIP), FEMA, and the Army Corp of Engineers in managing new development in areas of flood hazard.

Capacity Requirement

Comply with requirements for flood hazards, stormwater management, and drainage facilities including all pertinent state and federal regulations concurrent with the development of a site.

Level of Service Target

Varies by location. Floodplain management and drainage infrastructure are the responsibility of the local jurisdictions' departments that manage development. Stormwater drainage facilities include curb and gutter, inlets and storm sewers, culverts, bridges, swales, ditches, channels, detention facilities, or other drainage infrastructure to convey storm runoff to its ultimate drainage way. The City coordinates with GVDD, Orchard Mesa Drainage District, and Grand Valley Water Users Association when downstream conveyance requires the use of those entities' conveyance facilities.

Transportation

Grand Junction is served by a roadway system that provides access to the surrounding region via Interstate 70, Interstate 70 Business Loop, State Highway 6, and State Highway 50. With the Completion of the Riverside Parkway in 2008, the City has recently focused its attention on the maintenance of streets and, in 2019, expanded focus to increasing capacity for vehicular, bicycle, and pedestrian use of the street network.

The City's adopted Circulation Plan was developed to encourage City and County collaboration for multimodal transportation efforts, reduce congestion, and improve safety in addition to other best practices. In 2018, the Plan was updated to include a Complete Streets Policy as well as an Active Transportation element. Active Transportation Corridors are intended to provide a network of nonmotorized traffic routes. This includes using existing streets and future trails along waterways, such as canals, ditches, and drainages, to connect areas throughout the community.

Capacity Requirement

New development must demonstrate compliance with local transportation system standards, dedicate necessary right of way, pay Transportation Capacity Payments, and mitigate traffic impacts. New development must also dedicate and/or construct any mapped active transportation system adjacent to or through the project. The City can request that a developer build oversized streets in anticipation of new development that will make use of the infrastructure.

Level of Service Target

This varies based on the type of roadway. Local streets and necessary safety improvements for a specific project are provided by the developer. The extension or expansion of a local road to a regional roadways (collector or arterial streets) are paid for by the City. Streets built by developers are transferred to the City, who is responsible for the upkeep and maintenance of these roadways. All developers are required to pay a road impact fee to the City, which is based on the number of units and/or square feet of development included in the project. Agreements for credit(s) may be entered into by the City and those developers that make improvements or oversizing to privately constructed segments of the regional roadway network.







Transit

Grand Valley Transit (GVT) operates a bus system that includes fixed-route service, dial-a-ride service, and paratransit service. GVT serves the urbanized areas of Mesa County. It is staffed through Mesa County and its services are funded by the fares collected and a local intergovernmental agreement between the City of Grand Junction, the City of Fruita, Mesa County, and the Town of Palisade as well as through several Federal Transit Administration grants.

The Dash is a shuttle system created through a partnership with Downtown Grand Junction, GVT, the City of Grand Junction, Colorado Mesa University, Horizon Drive Business Improvement District, and the Grand Junction Regional Airport. The Dash provides free rides with stops between Downtown and the airport.

Capacity Requirement:

New development may be asked to assist in the construction of transit stops adjacent to their project.

Level of Service Target:

GVT plans and develops new or expanded facilities to meet the demands created by new development based on its resources and needs. The City works with GVT by involving them in the review of development to ensure the implementation of mutual development goals such as siting and expansion of facilities as well as pedestrian and mobility improvements.

Police Protection

The Grand Junction Police Department station is located on Ute Avenue in Downtown Grand Junction. Current demands for service results in approximately 10 percent of an officer's time being uncommitted time while the industry target for uncommitted time is 37 percent. Having a higher percentage of uncommitted time allows for activities such as directed enforcement and community policing.

Capacity Requirement

The need for capital capacity derived from new development (beginning January 1, 2021) can be met through the payment of impact fees. The City's 2B funding (implemented in 2020) provides for dedicated sales tax revenue to help meet first responders' operational needs.

Level of Service Target

The police department generally strives to achieve uncommitted offer time of 37 percent. Advances in technology and policing approaches, as well as a variety of service level indicators, will be used to determine and monitor needs. These indicators may include but are not limited to the crime rate, the prevalence of need, land use patterns, and others as determined by the police department.

Fire Protection

The Grand Junction Fire Department serves the City with five fire stations throughout the community, with a sixth stations slated for opening in October 2020. Two additional fire stations are being planned as well as a replacement of an additional station (Station Number 3). Additional stations and personnel are needed to consistently meet national response time standards throughout the service area. For the areas outside of the municipal boundaries to the north, south, and southeast, the Grand Junction Fire Department provides service through a contract with the Grand Junction Rural Fire Protection District. To the east, services are provided by the Clifton Fire Protection District; to the west, services are provided by the Lower Valley Fire Protection District. Discussion with fire districts regarding consolidation is on-going.

Capacity Requirement

The need for capacity derived from new development (beginning January 1, 2021) may be met through the payment of impact fees. The City's 2B funding (implemented in 2020) provides for dedicated sales tax revenue to help meet first responders' operational needs.

Level of Service Target

Fire stations should be distributed throughout the City and its UDB to provide adequate fire protection for the entire City and to provide all areas with adequate response times. Response times of four to six minutes are suitable for most types of residential or commercial services while the City maintains the goal of being on scene time within 4 minutes by 2025.

Other Utilities

Other utilities such as electric, gas, telecommunications, and broadband are provided by various utility providers and regulated by the Public Utilities Commission and some of which have franchises with the City of Grand Junction for services offered within the City.

Capacity Requirement

New development must meet the level of service target, as well as other requirements of the service provider before subdividing property or occupancy of a structure.

Level of Service Target

Each utility plans and develops new or expanded facilities based on its resources and needs. The City works with each utility company in the review of development to ensure the implementation of mutual development goals, such as location and siting of new overhead or underground facilities and transmission lines.







Public Schools

Mesa County Valley School District 51 (District 51) provides preschool through 12th-grade education in Grand Junction and throughout the majority of Mesa County. District 51 enrolls approximately 22,000 students and maintains 46 schools, with one elementary school, Rim Rock, at capacity in the City of Fruita. Enrollment has remained stable over the past five years but District 51 is currently expecting growth in enrollment. Within the next 10 years, District 51 has plans to completely remodel or, in some cases, replace certain schools, if funding can be secured.

Capacity Requirement

The need for capacity derived from new development may be met through land dedication or the payment of fees in lieu of school land dedication, as collected by the City on behalf of District 51.

Level of Service Target

Public primary schooling is provided by District 51 and charters of the District. District 51 plans and develops new or expanded schools to meet the demands created by new development based on its resources and needs. The City works with District 51 by involving the district in the review of development to ensure the implementation of mutual development goals such as school siting and joint-use facilities. Pedestrian and mobility standards between the two entities can be coordinated early in the development review process.

Libraries

Mesa County Libraries operates eight library facilities throughout the Mesa County, including the Central Library and Orchard Mesa Branch within the City of Grand Junction. They also operate 970West Studio and Discovery Community Gardens near the Central Branch location. Central Library, Mesa County Libraries' main branch located in Downtown Grand Junction, needs an expansion to maintain and increase services according to the organization.

Capacity Requirement

Need for capacity derived from new development may be met through the collection of property tax, currently set at 3 mills for the district.

Level of Service Target

The library system in Grand Junction is provided by Mesa County Libraries District which plans and develops new or expanded library facilities and programs to meet the demands created by new development based on its resources and needs. The City will work with Mesa County Libraries by involving them in the review of development to ensure the implementation of mutual development goals such as library siting and expansion as well as pedestrian and mobility improvements.

Parks and Open Space

The Grand Junction Parks and Recreation Department manages for the community's benefit 35 developed park sites, 6 school sites that double as community parks, over 930 acres of open space, street medians, numerous trailheads, over 20 miles of trail, and two boat ramps. These include a broad diversity of facilities including four regional facilities including Canyon View Regional Park, the Lincoln Park Sports Complex with Stocker Stadium, Suplizio Field, and Las Conlonias Park. The City also maintains much of the community's riverfront areas including the Riverfront at Las Colonias and the Riverfront at Dos Rios. Community, neighborhood, and mini parks complement the larger destination parks and promote accessibility and diversity of amenities to serve every age of resident and numerous recreational interests. The City's indoor facilities are limited but currently include, among others, a pool and a small senior center.

The City is in the process of completing a Parks, Recreation, and Open Space (PROS) Master Plan. The plan includes a Level of Service analysis that evaluates the quantity as well as the quality, diversity of assets, and accessibility. The PROS plan identifies gaps and opportunities to fill those gaps within the system of parks and recreation. The PROS Plan also addresses other gaps in the parks and recreation system, with particular emphasis on indoor facilities given the fact that Grand Junction lacks a multi-purpose Community Center.

Capacity Requirement

Parks

Need for capacity derived from new development for new parkland may be met through the payment of impact fees or the dedication of land. At the discretion of the City, a developer may choose to build or dedicate land for a park and have the cost offset by a credit from the impact fees due under an agreement with the City. That park must be open to the public and meet City requirements for the design and amenities provided.

Open Space

Need for capacity derived from the new development of 10 units or greater for open space may be met through a dedication of 10 percent of the property being developed or through the payment of a fee in lieu of dedication equal to the appraised value of 10 percent of the property.

Level of Service Target

Generally, most residents within the City shall be located within one-half mile (10-minute walk) of a public park (neighborhood park or greater in size). Although the quantity and types of park and recreational facilities available in a given location will vary, the total developed acres of parks per 1,000 residents should be based on the level of service targets as described in the PROS plan.



CHAPTER 4
AREA-SPECIFIC POLICIES

While the Plan Principles and policies guide decision-making affecting the City as a whole, the Area-Specific Policies guide the desired use, characteristics and form of development in specific locations within the City. The policies and recommendations apply to specific areas within the following Land Use Designations: Commercial, Mixed Use, and Industrial. Where area-specific policies overlap existing Subareas Plans these policies should be used along side of the Plans to inform development. Should conflict be found the policy of this Plan should be used to updated the Subarea Plans.

Additionally, this chapter also includes detailed frameworks for two subareas including the Lower Downtown Subarea and the 24 Road Corridor Subarea.

Plan Principles













Commercial Areas

Regional Centers

Grand Junction's Regional Centers are large commercial nodes that support the needs of Grand Junction residents as well as the surrounding communities. Regional centers are well-served by the region's transportation network and serve as the hub for services.

Mix and Relationship of Uses

Regional Centers should include a broad mix of activity-generating uses such as retail stores of various sizes, restaurants, lodging, and entertainment. Multi-family residential could be considered so long as it is compatible with the existing uses.

Circulation and Access

Where possible, development should provide shared cross-access between parking areas to help reduce traffic and improve safety on arterials and access roads. Transit routes and bus stops should be provided at locations that allow for direct links and easy accessibility. Internal walks should provide easy and direct connections through parking areas, from the street to store entries.

Building Form and Character

Buildings are generally set back from the street and adjacent to surface parking, however, in some areas such as along Horizon Drive, new development should conform to the adopted overlay and be placed close to the edge of the right-of-way. New buildings generally range in height from one to four stories.

Streetscape

Private roads and access lanes through regional centers should include lighting, markings, signalization, crosswalks, and other traffic control devices to ensure the safe and efficient movement of vehicles, bicyclists, and pedestrians. Surface parking areas should have both perimeter and interior landscaping.

Employment Centers

Employment Centers are home to some of the City's largest employers such as St. Mary's Medical Center and Community Hospital and can also be clusters of collocated businesses such as those found in the Foresight Park area or near Crossroads Boulevard.

Mix and Relationship of Uses

Employment Centers support a wide range of employment opportunities such as technological campuses, medical facilities and offices, and office parks

Circulation and Access

Employment centers should be served by collector or arterial streets and should be served by transit. For campus-style developments, internal pedestrian and bicycle circulation including sidewalks, paths, and lighting should be provided. New technologies such as ride services and drone delivery should be evaluated to help plan for necessary site adaptations to accommodate these technologies.

Building Form and Character

Buildings are generally set back from the street with adjacent surface parking. While structured parking is preferred for higher intensity centers, a flexible approach should be taken to reflect the range of intensity within a center(s). Buildings should be either stand-alone buildings on individual parcels or they can be clustered within a larger development or campus.

Streetscape

Streetscape elements should include pedestrian signage, benches, and street trees. A high priority should be placed on the undergrounding of utilities, wayfinding signage, sidewalk connectivity, and other improvements that enhance the streetscape functionality and safety.

Relationship to Surrounding Areas

Screening and buffering should be utilized in transition areas between high intensity uses in employment ares and residential areas.

Commercial Corridor

Commercial Corridors are those streets associated with commerce in Grand Junction. They are primarily commercial in character, providing a variety of auto- and pedestrian-oriented retail, employment, and services.

Mix and Relationship of Uses

A broad mix of higher-intensity uses will be supported in Commercial Corridor areas, including but not limited to retail, commercial, and other employment and service-oriented uses. Higher intensity residential may also be considered.

Transportation Modes

Corridors should accommodate all modes of transportation, with specific emphasis on incorporating techniques to increase the prevalence, safety, and usability of bicycle, pedestrian, and transit facilities. Where sufficient right-of-way exists, increase sidewalk width, or provide medians for greater separation between vehicles and pedestrians. Designate an appropriate and safe space for bicyclists to share the road.

Access and Streetscape

Access points along high volumn commercial corridors should be consolidated or eliminated when feasible to increase safety and reduce conflicts between pedestrians, bicycles, and motor vehicles. Streetscape improvement should promote street trees and plantings.

Building Form and Character

Incorporate a variety of building heights and forms in Commercial Corridors to create visual interest. Encourage massing that is appropriate to the surrounding context and sensitive to nearby uses in terms of shadowing and views.

Commercial Area-Specific Policies

Commercial Areas

- Commercial Land Use
- Regional Center Area
- Employment Center Area
- Commercial Corridor area
- Neighborhood Center

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary













Mixed Use Areas

Mixed Use Corridor

Mixed Use Corridors attract residents looking to live and work within walking distance of a mixture of office, shopping, and service uses.

Mix and Relationship of Uses

These areas should develop with a mix of commercial and residential uses contributing to active corridors that offer a mix of retail, office, restaurant, personal services, entertainment, and multi-family housing. The mix of uses is generally found in an adjacent or horizontal rather than vertical mix.

Circulation and Access

The corridors should accommodate all modes of transportation, with specific emphasis on repairing and connecting sidewalks as well as signalized, signing, and stripping pedestrian crossings. Dedicated bike lanes on key streets should connect corridors to the broader bicycle transportation network. Emphasis should be provided on safety and functionality. Surface parking should be located in the rear of buildings accessible from a side street, alley, or internal driveway.

Building Form and Character

Buildings within the corridor should be multi-story and may be as tall as eight stories. Street-level facades should provide some transparency for visual interest. Where facing side streets, buildings should be pulled forward to the edge of the right-of-way to provide for improved urban form.

Streetscape

Streetscape improvement should promote street trees and plantings and elements such as benches and unique transit shelters. Monument signs are appropriate in corridor areas while pole signs should be phased out.

Neighborhood Center

Most appropriate to be located at the intersection of collector or arterial streets and preferably where they may be served by transit. Neighborhood centers may take a variety of forms and sizes depending on their location.

Mix and Relationship of Uses

Neighborhood centers should incorporate a mix of uses and should reflect the size, type, and location of the center and the adjoining neighborhood(s). Smaller neighborhood centers may include a small cluster of restaurants, retail, and personal services while larger neighborhood centers may include a grocery store and a wider variety of supporting uses. Higher density housing should be incorporated, as feasible, to provide opportunities for residents to conveniently access shopping, services, and jobs. Housing should be multi-family or attached units. A greater mix of uses such as offices and multi-family housing should be incorporated into existing centers as part of efforts to revitalize existing single-use centers.

Circulation and Access

Centers should accommodate all modes of transportation, with specific emphasis on connecting and repairing sidewalks, signage, and pedestrian crossings. Dedicated bike lanes on key streets, trails, and paths should connect nearby residential areas to centers.

Building Form and Character

Gradually decrease building height and mass so that the scale of new structures is compatible with adjacent neighborhoods. Design new neighborhood centers as compact 'pedestrian-friendly' nodes of development versus more traditional 'strip commercial' patterns.

Parking and Services

Surface parking should be placed behind or to the side or rear of buildings to the extent feasible. Where surface parking is located along the street edge, incorporate screening and landscaping. Shared parking should be utilized, when feasible. Service entrances, loading docks, and storage areas should be located in the rear of buildings and screened so they are not visible from public streets.

Streetscape

Streetscaping should provide street trees and plantings and offer pedestrian scale lighting and signage.







Downtown Core

The City's Downtown area is the heart of the city. Activity is centered around Main Street, Colorado Avenue, Grand Avenue, 1st Street, and the Interstate 70 Business Loop.

Mix and Relationship of Uses

The Downtown Core should develop with a compact mix of commercial and residential uses contributing to an active and vibrant core and a place for entertainment. This includes vertical mixed-use, with ground-floor commercial and multifamily or office above, as well as horizontal mixed-use with retail, restaurant and office uses adjacent to apartments and townhomes.

Circulation and Access

The established grid street and alley system should be maintained and in some cases restored to provide a highly connected street network. Improvements throughout Downtown should focus on accommodating all modes of transportation, with specific emphasis on providing safe and convenient pedestrian and bicycle facilities internal to the Downtown Core as well as to connect to other areas such as the Riverfront and North Avenue. Dedicated bike lanes on key streets should connect Downtown to the broader bicycle transportation network.

Building Form and Character

Buildings within the Downtown Core should be multi-story and may be as tall as eight stories. Street-level facades should provide fenestration or relief to provide for visual interest. New development should be compatible but recognizable as new with the architecture, character, and intensity of the area. Functionally obsolete or vacant buildings should be repurposed through adaptive reuse, where practical.

Parking and Services

Surface parking should be avoided, but when provided, it should be located in the rear of buildings accessible from an alley. Service entrances, loading docks, and storage areas should be located in the rear of buildings and screened so they are not visible from public streets.

Streetscape

Downtown streetscaping should promote activity and provide for areas to congregate and areas of visual interest by providing amenities such as benches, street trees and plantings, murals, Art on the Corner and other public art, water features, and gathering spaces. Streetscaping elements should be used to connect the Downtown Core to the adjacent neighborhoods and districts.

Relationship to Surrounding Areas

While development density and intensity of uses are a major focus, Downtown uses should be compatible with the historic neighborhoods that are adjacent to the Downtown Core.

University District

The city's University District is the center of activity for students, faculty, and businesses associated with Colorado Mesa University.

Mix and Relationship of Uses

The University District should develop with a compact mix of residential and commercial uses contributing to an active and vibrant university area for students and faculty to live and easily access personal services, restaurants, retail, and entertainment. Concentrate active, ground floor retail and commercial uses along 12th street and North Avenue within a quarter mile of the CMU boundary. The area should include vertical mixed-use, with ground-floor commercial and multifamily or office above, as well as horizontal mixed-use with retail, restaurant and office uses adjacent to an array of different housing types.

Circulation and Access

Building on the established grid, improvements throughout the University District should accommodate all modes of transportation, with specific emphasis on connecting sidewalks and signaling, signing, and pedestrian crossings. Dedicated bike lanes on key streets should connect throughout the university district as well as to connect both Downtown and the broader bicycle transportation network.

Building Form and Character

Buildings within the University District should be multi-story and should be built near the edge of right-of-way to reinforce the urban, pedestrian-oriented character of the University District.

Parking and Services

Parking should be in parking garages or behind buildings and surface parking should be limited. Shared parking should be utilized to decrease the amount of on-site parking needed and encourage the use of different modes of transportation. Service entrances, loading docks, and storage areas should be located in the rear of buildings and screened so they are not visible from public streets.

Streetscape

Expanded sidewalks along both sides of North Avenue and 12th Street should be provided as properties redevelop. Amenities such as benches, street trees and plantings, and public art and gathering spaces should be implemented to create a unified streetscape that is cool, comfortable, and safe for pedestrians.







Riverfront

The Riverfront area encompasses properties between the Colorado River and Riverside Parkway south of State Highway 340 east to 27 ½ Road. The area serves as a destination for recreation and entertainment as well as provides opportunities for a mix of residential and business uses. The area highlights the importance of the Colorado and Gunnison Rivers as major resources and amenities for the community.

Mix and Relationship of Uses

The area is generally comprised of expanses of active and passive parks that celebrate and engage the river and provide for distinct pockets of residential and commercial activity that enhance the outdoor park experience. A mix of office, employment, residential, retail, restaurant, and cultural facilities will be supported in the riverfront area. A range of housing options will be supported in the area, either as part of vertically mixed-use development along the Colorado River or as part of free-standing multi-family buildings such as condominiums, townhomes, and apartments.

River Frontage

Buildings and public spaces adjacent to the Colorado River should work to activate and enhance the riverfront with places for people to gather and recreate. The Riverfront Trail should be both an active transportation route and recreational amenity. Appropriate floodplain standards should be maintained.

Circulation and Access

Place a high priority on providing direct pedestrian and bicycle connections through the linear riverfront area and also providing direct connections to the Riverfront Trail. Pedestrian and bicycle access should be provided across Riverside Parkway to provide safe and comfortable access to adjacent areas such as the Downtown District.

Building Form and Character

Buildings within the riverfront area should provide facades that address both the Riverfront Trail as well as the local streets. Building placement should work to reinforce a pedestrian-oriented character.

Parking and Services

Parking in surface lots should be behind buildings and surface parking should be limited. Shared parking should be utilized to decrease the amount of on-site parking needed and encourage the use of different modes of transportation. Service entrances, loading docks, and storage areas should be in the rear of buildings and screened so they are not visible from public streets or the Riverfront Trail.

Streetscape

Incorporate elements such as benches, street trees, and plantings, and public art and gathering spaces to create a unified streetscape that is cool, comfortable, and safe for pedestrians.

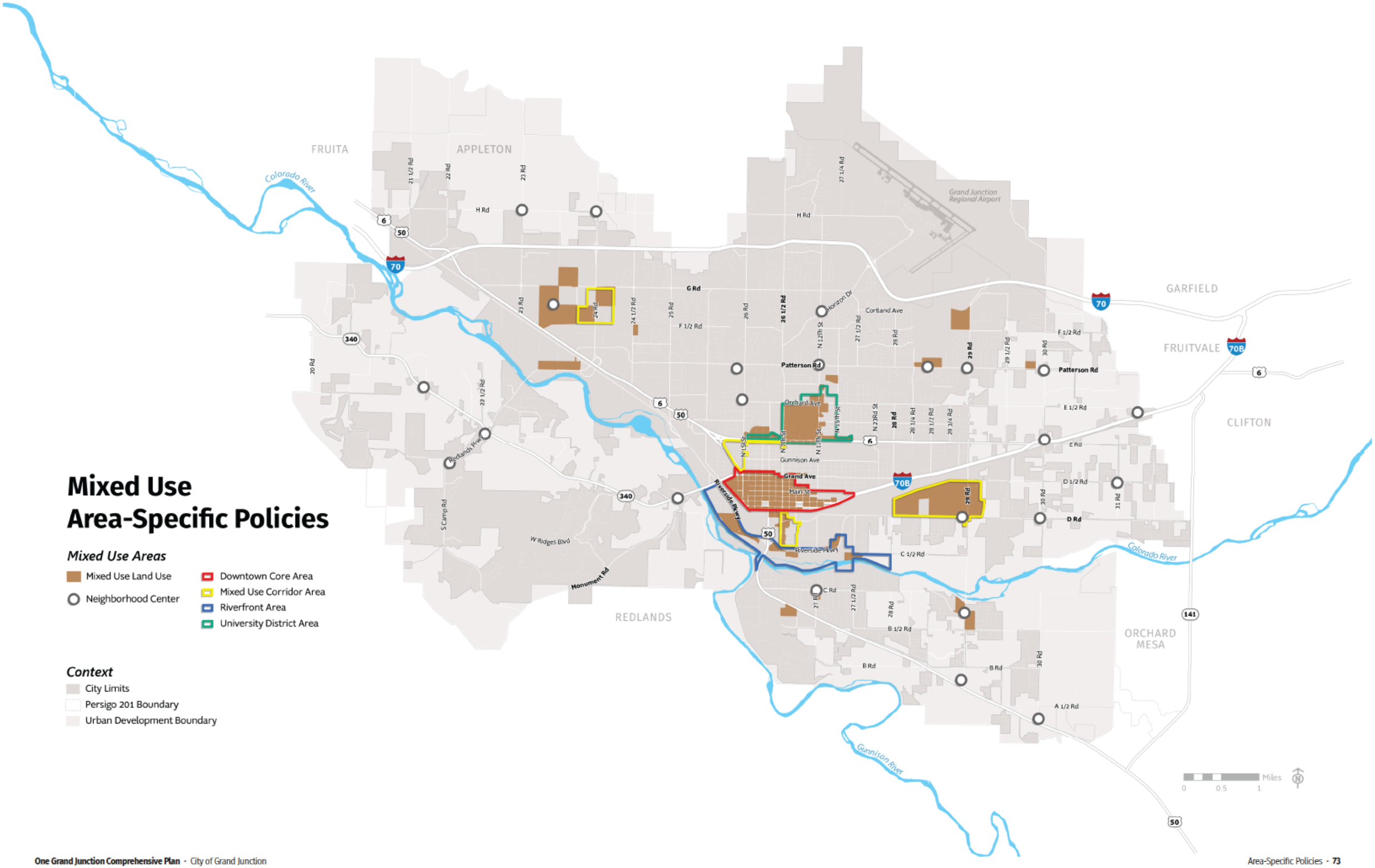
Mixed Use Area-Specific Policies

Mixed Use Areas

- Mixed Use Land Use
- Neighborhood Center
- Downtown Core Area
- Mixed Use Corridor Area
- Riverfront Area
- University District Area

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary











Industrial Areas

Industrial Areas are a critical component to the city's economy. Industrial Areas within Grand Junction, located generally along the railroad alignment or near the airport, account for most of Mesa County's total industrial space. The City should continue to promote opportunities for reinvestment and new development within designated Industrial Areas. Industrial areas are located to capitalize on existing transportation and shipping infrastructure.

Airport Industrial

Airport Industrial Areas support a mix of small and large footprint warehouses/flex space, manufacturing and assembly facilities, logistics, and smaller ancillary and supporting industrial, commercial, and office uses as compatible with the Grand Junction Regional Airport Master Plan, including airport critical zones and avigation areas. The area also supports uses that are oriented toward aviation, unmanned aerial systems, aerospace industries, and logistics-related transportation and services. Uses are compatible with or not detrimental to the continued viability of airport operations.

Mix and Relationship of Uses

Airport industrial areas support a mix of small and large footprint warehouses/flex space, manufacturing and assembly facilities, and smaller ancillary and supporting industrial, commercial, and office uses as compatible with the Grand Junction Regional Airport Master Plan.

Circulation and Access

Circulation and access within Airport Industrial Areas should be designed to accommodate truck traffic. Truck traffic should utilize designated haul routes in the city. Transit routes and bus stops should be considered in appropriate areas for transportation to and from the Airport as well as to uses with high employment density.

Building Form and Character

Buildings should vary in height as dictated by function and operations. Loading docks and bays of warehouse, storage, and distribution facilities should be screened, buffered, or positioned, to the maximum extent possible, to minimize or soften their appearance from public rights-of-way.

Streetscape

Buildings should be organized to frame streets and define parking lots, walkways, and other site features. Incorporate elements such as street trees and plantings should be incorporated to the extent practical.

Rail

The Rail Industrial area provides for industrial activities but differs from other industrial areas in that they have proximate access to, if not direct access to, rail lines and spurs.

Mix and Relationship of Uses

Rail areas support a mix of employment uses including large-and small-scale manufacturing, processing, wholesaling, office and flex space as well as warehouse/flex space. Other uses include research facilities, incubators, logistics, and smaller ancillary and supporting industrial, commercial, and office uses especially those that may need the use of rail lines or rail spurs.

More intensive uses, whether from density or intensity, hours of operation, loading and storage, noise, or odor should not compromise uses in adjacent areas, especially those within the 7th and 9th street corridors as well as commercial uses abutting or near the Riverside Parkway.

Circulation and Access

Circulation and access within the Rail Areas should be consistent with any adopted Sub-Area Plan and be designed to accommodate truck traffic and access to rail and rail spurs. Direct heavy truck traffic to designated truck routes. Transit routes and bus stops should be considered if a Rail area has high employment density.

Building Form and Character

Industrial and manufacturing buildings should vary in height as dictated by function and operations. Loading docks and bays of warehouse, storage, and distribution facilities should be screened, buffered, or positioned, to the maximum extent possible, to minimize or soften their appearance from public rights-of-way.

Streetscape

Organize buildings to frame streets and define parking lots, walkways, and other site features. Incorporate elements such as street trees and plantings to the extent practical.

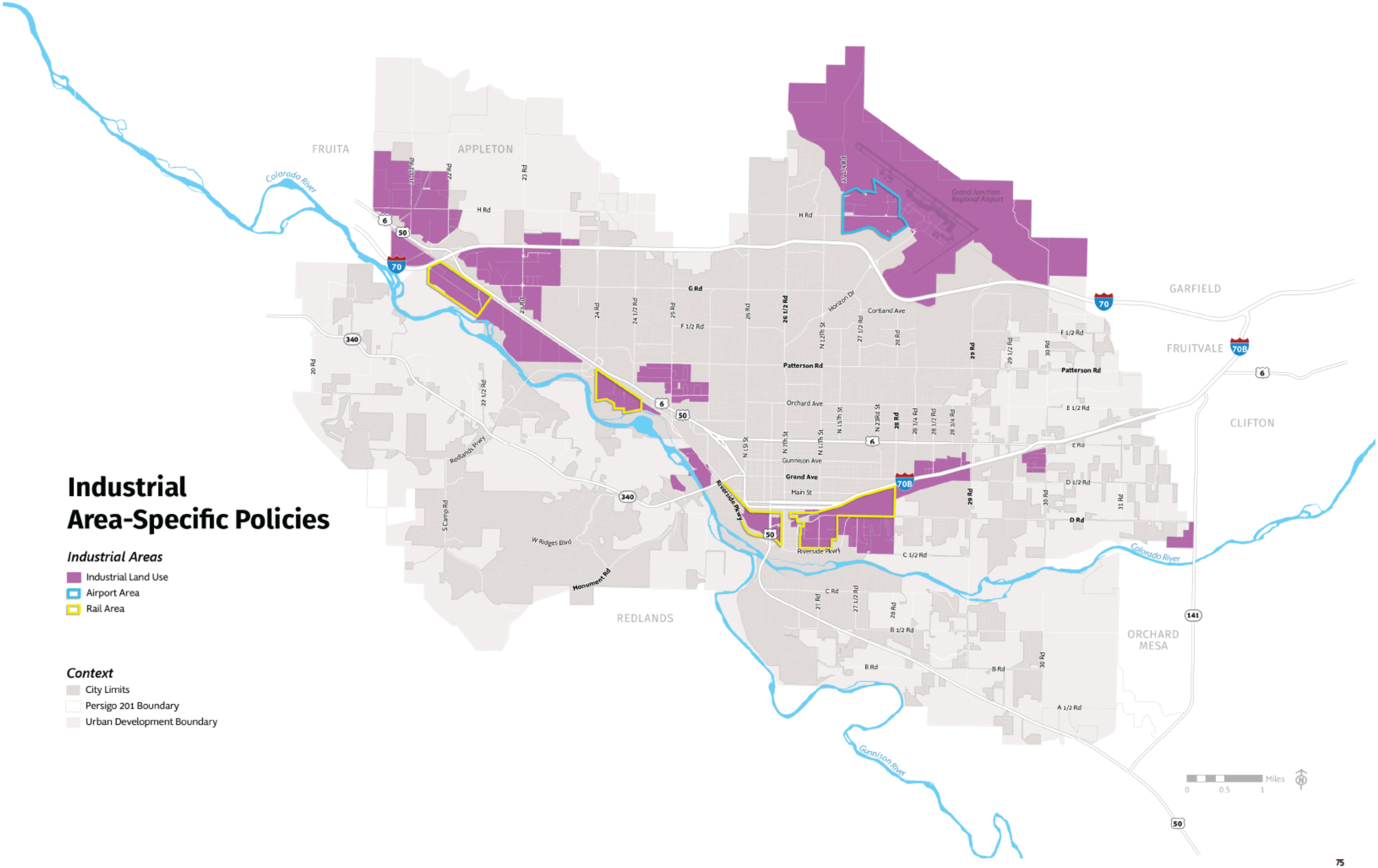
Industrial Area-Specific Policies

Industrial Areas

- Industrial Land Use
- Airport Area
- Rail Area

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary



Subareas

This section presents Subarea Plans for two specific areas of the City. The Subarea Plans guide site-specific opportunities for each of these two areas and are intended to support the broader vision of the Comprehensive Plan. The Subarea Plans address land use, development character, access, mobility, functional improvements, as well as a catalyst site for the type of development desirable along the corridor. The Subarea Plans should inform development decisions within these key areas of Grand Junction and guide the vision for these areas.

24 Road Corridor Subarea

The 24 Road Corridor Subarea is a corridor plan for an important gateway road in the Northwest area of the City. Stretching approximately 1.5 miles from Interstate 70 to State Highway 6 and 50.

Lower Downtown Subarea

The Lower Downtown Subarea builds on existing assets, to increase the appeal of this important part of the City center while maintaining and improving connections between Main Street and the riverfront. Loosely bounded by Pitkin Avenue to the north, 5th Street to the west, and Riverside Parkway to the south and east, the area is comprised of distinct character areas defined by their form, uses, conditions, and characteristics.



LOWER DOWNTOWN SUBAREA

CHARACTER AREAS

The Lower Downtown Subarea builds on existing assets, to increase the appeal of this important part of the city center while maintaining and improving connections between Main Street and the riverfront. Loosely bounded by Pitkin Avenue to the north, 5th Street to the west, and Riverside Parkway to the south and east, the area is comprised of distinct character areas defined by their form, uses, conditions, and characteristics. The Lower Downtown Subarea identifies character areas within the subarea, functional improvements, as well as a site that could be a catalyst for the type of development desirable in this subarea.

The Subarea Plan identifies character areas, functional improvements, as well as a Catalyst Site that should provide guidance related to development in the corridor.

Character Areas

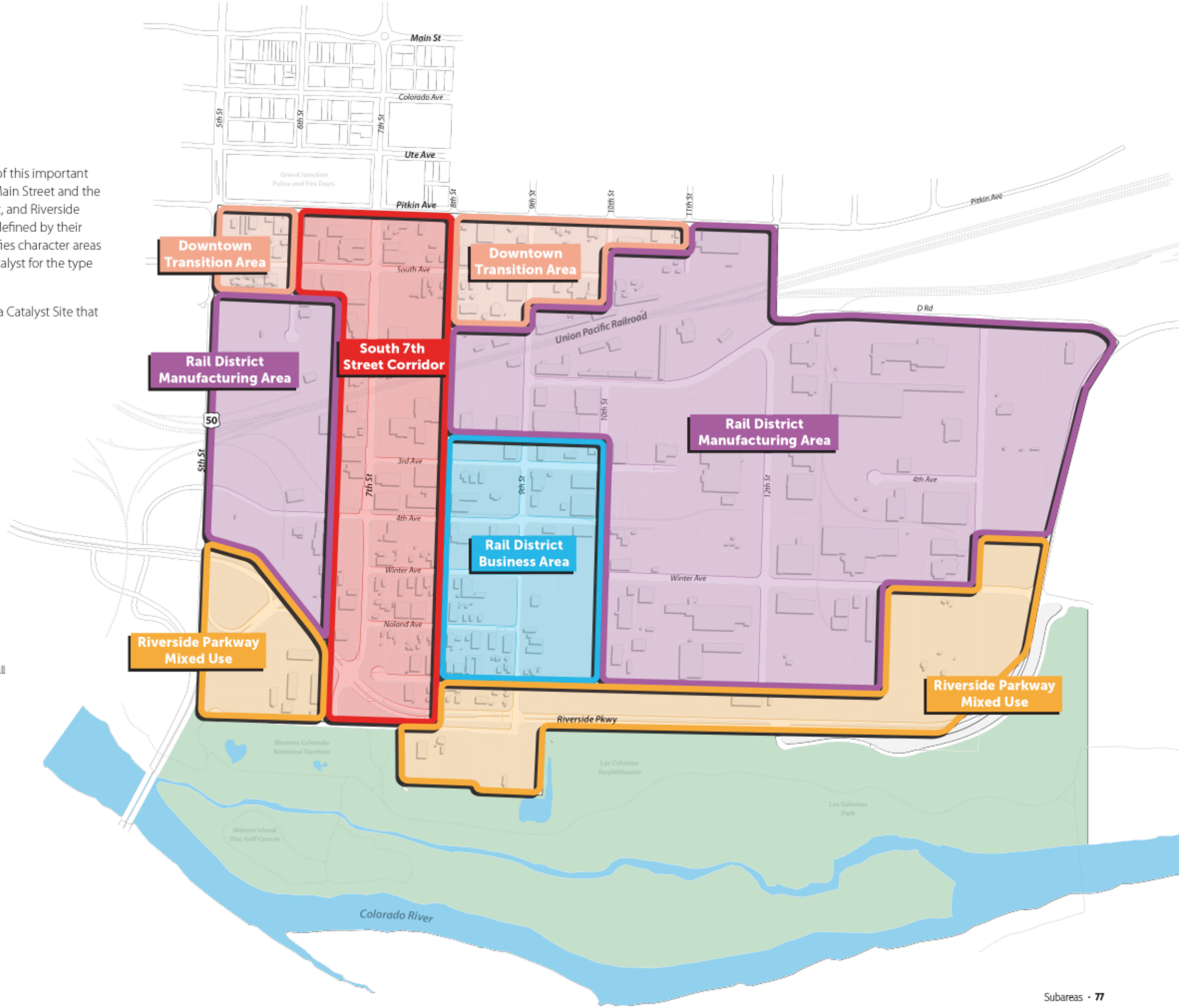
South 7th Street Corridor
To connect Main Street to the Colorado River, South 7th Street should be activated as an extension of Main Street with architectural variation and a mix of street-oriented businesses. The South 7th Street Corridor character area should be defined by new buildings built to the back of the sidewalk to improve the urban form and support an environment that encourages people to walk and ride from Main Street to riverfront amenities.

Riverside Parkway Mixed Use
This character area should be developed with a mix of uses oriented toward both the Riverside Parkway and the park areas along the riverfront. To take advantage of the relatively narrow site along Riverside Parkway at the south side of the subarea, a mix of uses such as hotels; entertainment; and multifamily including apartments, condominiums, and townhomes. Commercial businesses and offices should also be considered.

Rail District Business Area
The business area should formalize parking areas and coordinated building layout so that buildings front street and public entrances are organized to face public streets. Outdoor storage should be screened from view from public streets. Office and light manufacturing buildings should be developed with special attention to efficient circulation and organized parking that is placed at the rear or to the sides of buildings, when feasible.

Rail District Manufacturing Area
Manufacturing and higher intensity uses should occur in this area. Sites should include planned on-site truck circulation including service areas and loading operations, rail assets, parking, and orderly outdoor storage.

Downtown Transition Area
The Downtown Transition area provides commercial and mixed-use transition to Downtown. Benefitting from the traditional street grid, it should develop like key blocks adjacent to Main Street, such as the block of Colorado Avenue between 5th and 6th Streets. This block consists of a variety of uses oriented toward the street. The Transition Area differs from the 7th Street Activation character area in composition, with a greater mix of businesses that may not all be pedestrian-oriented. Certain destination service businesses may be located in the transition area.



LOWER DOWNTOWN SUBAREA

FUNCTIONAL IMPROVEMENTS

Activity and energy in the Lower Downtown area will depend on several elements working in concert with one another such as transportation systems, streetscape, signage, and the revitalization of development sites. The Functional Improvements Framework identifies key improvements that will help ensure the area evolves in a way consistent with the community's vision.

Improvements

Catalyst Site
See page 76 for more information on the catalyst site redevelopment concept.

Opportunity Sites
Sites, if underutilized, would have a significant positive effect on Lower Downtown.

Streetscape and Activation
Landscaping, medians, wide sidewalks, bike lanes, and on-street parking should all be considered.

Priority Complete Streets
Complete streets are right-of-ways designed for safe and comfortable travel for walking, bike, driving, and riding public transportation.

Multiuse Trails
Trails designed for walking, biking and running. Multiuse trails are typically 10 ft wide to accommodate travel in both directions.

Pedestrian Crossing
Pedestrian crossing improvements could include signage, striping, countdown timers, and bump-outs.

Railroad Crossing
Improved railroad crossings include at grade sidewalks, guard gates, and other treatments.

Gateway signage
Signage that welcomes people into a community or district.

Wayfinding
Signage that provides a travelers directions to nearby points of interest.

Screening and Buffering
Landscaping or decorative fencing used to create a separation between the residential/mixed use area and the adjacent manufacturing uses, outdoor storage, and office/industrial loading areas.

Adaptive Reuse
See page 75 for more information on Adaptive Reuse and site descriptions.



















Opportunity Sites

Opportunity sites are sites that, if revitalized, would have a significant positive effect on the Lower Downtown area. Sites should incorporate the following:

- Reprogram or redevelop underutilized parking especially those adjacent to South 7th street.
- Adaptively reuse or repurpose existing buildings with significant priority given to historic resources such as the Sugar Beet Building.
- Develop vacant lots with infill development.
- As opportunity arises, eliminate uses that are not compatible with the mix of uses provided in the land use designation, framework, or subarea plans.
- Program into site features such as plaza space for outdoor activity related to retail or restaurant space as well as space for public enjoyment.

Streetscape and Activation

At the northern end of the subarea, the South 7th Street streetscaping and activation should work to calm traffic and lead pedestrians and cyclists between Main Street and the Riverfront. Street trees, landscaped medians and planting strips, wide sidewalks, bicycle lanes, benches, public art, and on-street parking should all be utilized in making this a complete street.

Priority Complete Streets

Facilities such as bike lanes and sidewalks should be implemented over time to create complete streets on 9th Street, 4th Avenue, 12th Street, South Avenue, and D Road. These are low-traffic, low-speed roads that provide essential connectivity in the subarea. Bikeways should be carefully planned and should be sensitive to the ongoing demands of vehicles that serve the industrial needs of the area.

Multiuse Trails

The subarea can improve on the larger Grand Junction trail network by encouraging easy and safe access to and from the lower Downtown area as well as to the Riverfront Trail. New wayfinding should cohesively integrate with the City's trail and bikeway signage and make it clear how to walk or bike from areas of the Downtown to the Riverfront trail system.

Pedestrian Crossings

The safe and convenient crossing of roads is integral to a pedestrian-oriented environment. Common tools utilized to aid in safe crossing include signage, striping, countdown timers, and bump-outs. Pedestrian crossings should be improved at various intersections with priority placed along South 7th Street and 9th Street. Pedestrian crossing improvements along the Riverside Parkway should be coordinated in tandem with development projects in this corridor.

Pedestrian crossings will support pedestrian access to Las Colonias Park and other amenities along the Colorado River. This will be increasingly important as the subarea transitions into an area with a mix of uses.

Railroad Crossings

With more pedestrian and bicyclist activity, safety around the railroad should be improved. Rail crossings should be pedestrian and bicycle-friendly and should provide at-grade sidewalks as well as other safety features such as quad crossing gates, flashing light signals, crossbuck signs, audible devices, and pavement markings.

Gateway signage

Gateway signage should be provided to signal entry into the Lower Downtown area from major roadways including Interstate 70 Business Loop, State Highway 50, South 7th Street and Riverside Parkway.

Wayfinding

Wayfinding for all modes of travel should be placed at prominent entry points into the Lower Downtown. It should direct traffic to points of interest such as the Botanical Gardens, Amphitheatre, or other cultural or entertainment venues within the Lower Downtown and to the riverfront. New bikeway wayfinding should cohesively integrate with the City's trail and bikeway signage.

Screening and Buffering

Landscaping or decorative fencing should be used to create a separation between the residential/mixed use area and the adjacent manufacturing uses, outdoor storage, and office/industrial loading areas. As some areas transition uses, new outdoor storage and loading areas should be fully screened.

Adaptive Reuse

Adaptive reuse should be considered for buildings that have been identified as historic structures. To create a unique sense of place and preserve Grand Junction's industrial roots buildings should be protected and repurposed if feasible:

- The silos at **715 South 7th Street (#1)** are a defining feature for the area. They are currently used as a trampoline and climbing park; the silos should be preserved.
- The historic brick building at **645 South 7th Street (#2)** exhibits the ideal character of the subarea, street interface, and architectural style for the corridor.
- The former planing mill at **418 South 7th Street (#3)** was constructed around 1921. It is the last remaining of three mills that once stood on South 7th Street.
- The buildings at **515 South 7th Street (#9), 832 South 7th Street (#4), 520 South 9th Street (#6),** and **549 South 10th Street (#7)** are representative of the historic evolution of industry and business development in the Rail District.
- The warehouse building at **631 South 9th Street (#5)** was built in 1931. It represents the history of the subarea and the importance of the railroad.
- The structure at **1101 Kimball Avenue (#8)** has a long history as part of the original Sugar Beet Factory, which was first established in 1899. The existing building is a remnant of a larger operation, which included a three-story factory with a foundation footprint larger than a football field. It was constructed with more than one million bricks and three railcars of structural steel.

Lower Downtown Catalyst Site

The site at the corner of Riverside Parkway and State Highway 50 and 5th Street is currently underutilized. It enjoys a prominent location and should be considered for future redevelopment including a mix of uses such as a hotel, office, retail, restaurant, multifamily residential and others uses that could complement its location next to the Riverside Parkway and the riverfront. Redevelopment at this location should be pursued in a way that serves as a gateway for the corridor and should be of a scale and significance to help signalize the entry into the Downtown area for people coming from the south and Orchard Mesa.

1. Multifamily residential building
2. Plaza space with development signage
3. Hotel connected to mixed use building
4. Paved plaza space with water features and space for outdoor dining
5. Landscaping buffer from S. 5th Street off-ramp
6. Mixed use building with ground floor commercial with multifamily or office above
7. Commercial building
8. Multifamily residential building





24 ROAD CORRIDOR

CHARACTER AREAS

The 24 Road Corridor is comprised of large areas of developable land between two important gateway interchanges: at Interstate 70 anchored by Canyon View Park on the north; and, at State Highway 50, anchored by Mesa Mall on the south. Currently, 24 Road serves as a boundary between Grand Junction's residential areas to the east and its commercial and industrial areas to the west. The Character Areas establishes the preferred mix of uses that are both suitable and desirable along the corridor.

Character Areas

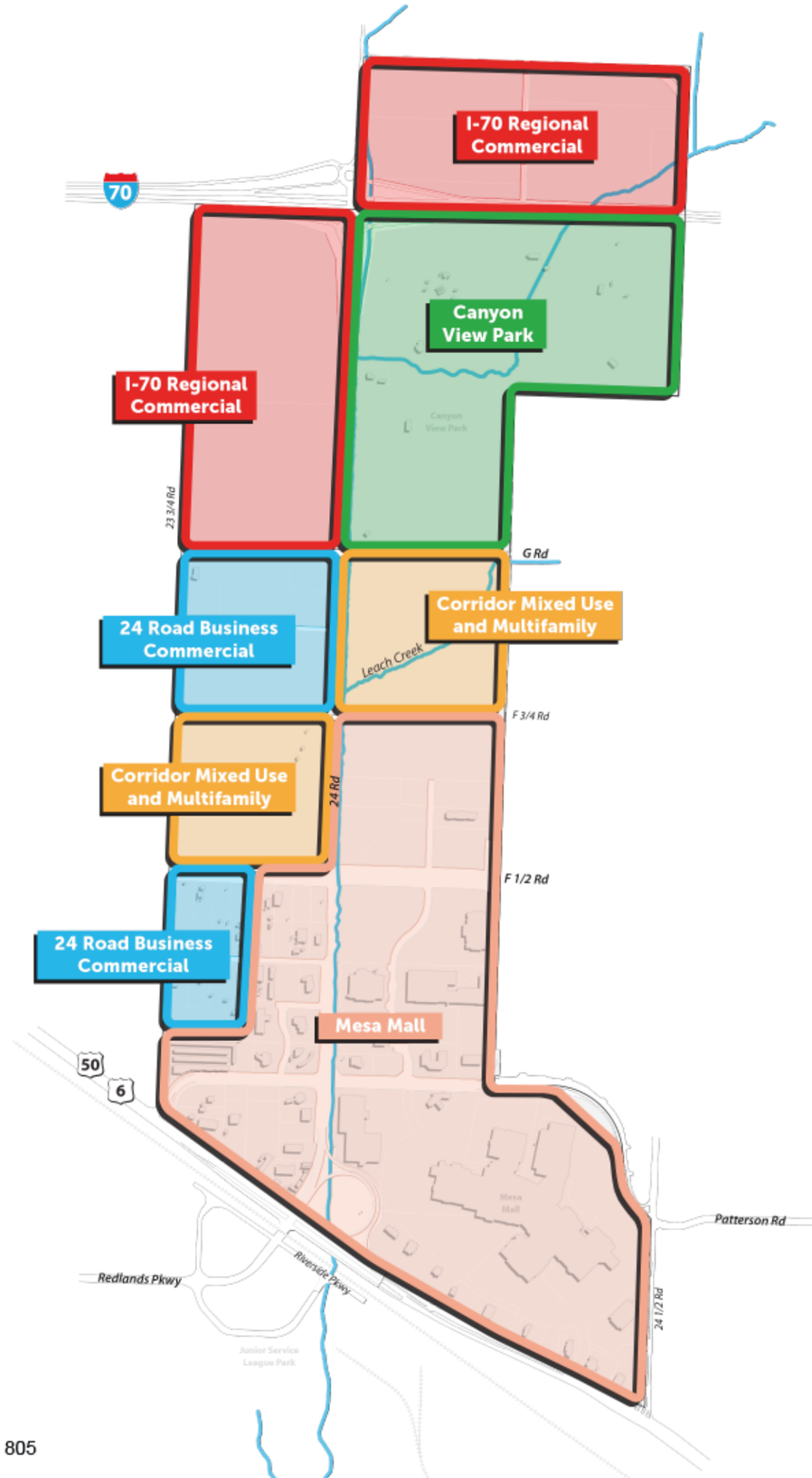
I-70 Regional Commercial
This major node offers potential for the development of new regional-serving commercial areas including uses such as office, commercial, light industrial, and residential. New restaurants and entertainment are desirable, especially as complementary to the regular activity of both local and regional sporting events that regularly occur at Canyon View Park. Commercial development in this character area should be developed with buildings oriented towards 24 Road. Development should also orient an architectural facade, signage, and landscaping towards Interstate 70 and G Road. Parking for new development should be located in the rear or side when the development abuts G Road and/or 24 Road.

Canyon View Park
Canyon View Park provides play fields, picnic shelters, playground equipment, ponds, open space, and trails. A variety of sports facilities make the park a destination for families and sports leagues and competitions. The park defines the north end of the subarea, acting as a catalyst for new development and drawing people to the corridor. Similar to Mesa Mall, the park should be subject to continued investment in maintenance and renovation to ensure it remains relevant.

24 Road Business Commercial
Business commercial areas along the 24 Road Corridor benefit from good access from both Interstate 70 and State Highway 50. These areas should redevelop as modern business campuses to attract uses such as technology, education, research, entrepreneurship, and light manufacturing.

Corridor Mixed Use and Multifamily
Areas around Leach Creek and across 24 Road to the west should be developed with a mix of uses to increase activity and provide housing options. Development in this area should take advantage of the natural amenity of the creek as well as its proximity to commercial and employment areas.

Mesa Mall
As the Western Slope's largest indoor mall, Mesa Mall not only serves Grand Junction but also draws shoppers from throughout western Colorado and eastern Utah. With its regional service area, Mesa Mall has remained open but with the changing nature of retail has experienced both closure of stores as well as opening of new stores. To ensure that this key regional commercial area remains relevant into the future, support should be provided for the Mall area to become a more vibrant center that provides a broader range of shopping, entertainment, restaurant, and housing options.



LOWER DOWNTOWN SUBAREA

FUNCTIONAL IMPROVEMENTS

Activity and energy in the Lower Downtown area will depend on several elements working in concert with one another such as transportation systems, streetscape, signage, and the revitalization of development sites. The Functional Improvements Framework identifies key improvements that will help ensure the area evolves in a way consistent with the community's vision.

Improvements

Catalyst Site
See page 76 for more information on the catalyst site redevelopment concept.

Opportunity Sites
Sites, if underutilized, would have a significant positive effect on Lower Downtown.

Streetscape and Activation
Landscaping, medians, wide sidewalks, bike lanes, and on-street parking should all be considered.

Priority Complete Streets
Complete streets are right-of-ways designed for safe and comfortable travel for walking, bike, driving, and riding public transportation.

Multiuse Trails
Trails designed for walking, biking and running. Multiuse trails are typically 10 ft wide to accommodate travel in both directions.

Pedestrian Crossing
Pedestrian crossing improvements could include signage, striping, countdown timers, and bump-outs.

Railroad Crossing
Improved railroad crossings include at grade sidewalks, guard gates, and other treatments.

Gateway signage
Signage that welcomes people into a community or district.

Wayfinding
Signage that provides a travelers directions to nearby points of interest.

Screening and Buffering
Landscaping or decorative fencing used to create a separation between the residential/mixed use area and the adjacent manufacturing uses, outdoor storage, and office/industrial loading areas.

Adaptive Reuse
See page 75 for more information on Adaptive Reuse and site descriptions.



Functional Improvements

Activity and energy in the 24 Road Corridor area will depend on several elements working in concert with one another such as transportation systems, development type, and mix, streetscape, signage, and the development of key opportunity sites. The Functional Improvements Framework identifies key improvements that will help ensure the area evolves in a way consistent with the community's vision.

Gateway Signage

Gateway signage at the Interstate 70 interchange, the intersection of 24 Road and State Highway 50, and at the intersection of 24 ½ Road and State Highway 6 and 50 will help brand the corridor. Signage at the Interstate 70 interchange should also be utilized to welcome people to Grand Junction.

Wayfinding

Wayfinding signage should be installed in these locations to direct travelers to key points of interest within the subarea. The signage should incorporate branding elements from the gateways.

Multiuse Trail Connections

Connections should be implemented to establish a bicycle and pedestrian link from Mesa Mall to Canyon View Park and the Grand Valley Transit transfer station. Easy pedestrian access from Community Hospital to Canyon View Park should also be prioritized. Throughout, connections to the larger sidewalk, trail, and bikeway system should be built as new segments of the network are developed.

Street Extensions

Streets should be extended to improve connections throughout the subarea and to adjacent existing or new neighborhoods. When street extensions are constructed they should include sidewalks, bicycle facilities, and formalized crossings where appropriate to increase safety for all modes of transportation.

Pedestrian Crossings

Major intersections should be improved by providing highly visible crosswalks to ensure pedestrian safety. Crosswalks with timed crossing signals should be considered. . As G Road is reconstructed and F 1/2 Road is rebuilt as a parkway, alternative crossing types for the multi-use path such as an underpass should be explored.

Leach Creek Activation

Leach Creek is a natural asset to the subarea and should be elevated as an amenity and linear park wherever possible. Sidewalk and trail segments already exist along portions of the Creek. To activate the Creek, sidewalks, trails, parklets, pedestrian scale lighting, furnishing, and signage should be incorporated all along the Creek. New development along Leach should face the Creek and should provide a public entrance facing the Creek. Uses such as storage, drive-throughs, parking and service entrances, loading, and refuse areas should not be placed adjacent to the Creek. Retail and restaurant uses should provide access to Leach Creek.

Formalize Business Center

Currently, this part of the subarea includes an assortment of light industrial and office uses; storage facilities are also common. This area should be formalized as a business center area by screening outdoor storage, providing clear signage for businesses, designating loading areas, and screening from adjacent uses.

Open Space Enhancements

The island at the interchange of 24 Road and State Highway 6 and 50 is a prominent piece of land for drivers entering or exiting the 24 Road Subarea via its southern end. It should be improved with plantings and other landscaping elements to beautify the area and improve stormwater management. Public art components, like those on other highway islands in the City, should be incorporated to complement the gateway signage at Riverside Parkway.

Opportunity Sites

Opportunity sites are sites that, if developed or revitalized, would have a significant positive effect on the 24 Road Corridor area. Sites should incorporate the following:

- Create opportunities to include both a horizontal and vertical mix of uses.
- Provide for a mix of both national and local retailers and restauranteurs.
- Capitalize on the presence of Community Hospital by providing opportunities for a variety of supportive businesses such as medical offices, research facilities, or healthcare technology.
- Provide business access from secondary roads to avoid curb cuts on 24 Road and F 1/2 Road.
- Provide vehicular cross access in parking lots and shared driveways, where practicable.
- Orient buildings towards 24 Road and G Road as well as other local streets such as Market Street while placing parking at the rear or sides of buildings.
- Building design and architecture should be unique and not homogeneous.
- Provide street trees and landscaping along all street frontages.
- Program into sites features such as plaza space for outdoor activity related to retail or restaurant space as well as space for public enjoyment, especially those uses abutting Leach Creek.

Relationship to Existing Planning Efforts

Planning for the 24 Road corridor has been in process for more than two decades. In 2000, the City adopted the 24 Road Corridor Subarea Plan, a plan that envisioned high-quality development along the 24 Road corridor with a distinct parkway character. The 24 Road Corridor Subarea Plan (2000) recommended a mix of land uses including mixed use developments, medium density residential along 24 1/2 Road, a commercial node in the northeast corner of the Interstate 70 interchange, and an expansion of commercial uses along State Highway 6 and 50. The 24 Road Corridor Subarea Plan (2000) called for the development of an open space corridor along Leach Creek.

Many of the policies, recommendations, and concepts presented in the subarea plan remain applicable and are carried forward in this updated subarea planning effort. Establishing a mix of uses for the corridor and activating open space along Leach Creek continue to be priorities articulated by the community. However, specific site concepts and the land use mix have changed. Though the 24 Road Corridor Subarea Plan (2000) represented a thorough planning effort for the area, this section of the One Grand Junction Comprehensive Plan sunsets the 2000 plan.

In 2016, Grand Junction adopted the 24 Road Corridor Design Standards (GJMC 25.02) to implement an updated vision for the corridor. Vision components identified in the 24 Road Corridor Design Standards include increased pedestrian movement and a mixture of development types integrating housing, commercial uses, neighborhood centers, shared parking, and a flexible pattern of lots and blocks.

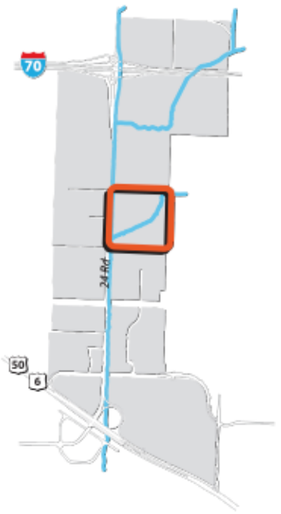
Going forward, the 24 Road Corridor Subarea Plan (2020) remains consistent with the 24 Road Corridor Design Standards, and they will continue to be useful for implementation along the corridor. Complimentary elements found in the Design Standards include the following:

- The 24 Road Corridor Subarea Plan (2020) calls for gateway signage bookending the corridor at State Highway 6 and 50 and the Interstate 70 interchange. The 24 Road Corridor Design Standards identify similar gateway entry treatments.
- The 24 Road Corridor Subarea Plan (2020) identifies an important pedestrian crossing where the design guidelines highlight a secondary activity intersection.
- The 24 Road Corridor Subarea Plan (2020) identifies Leach Creek activation with trails, a potential parklet, and public access. The design guidelines similarly indicate a multi-use trail and open space corridor along the creek.

While the framework for the 24 Road Corridor Subarea Plan (2020) is similar to the Community Framework Plan for the Design Standards (GJMC 25.02.020), the City should consider replacing the 2016 version with selected maps and graphics from the 2020 plan.

Additionally, the 24 Road Corridor Subarea Plan (2020) offers a functional improvements framework that highlights specific opportunity sites and identifies a variety of potential uses and developments. GJMC 25.02.050 through 25.02.120 of the Design Standards deliver specific standards for site grading, drainage, setbacks, building location and orientation, parking, motorized vehicle circulation, and bicycle and pedestrian circulation, each of which remains applicable for implementation of the Subarea Plan.





24 Road Catalyst Site

The site at the corner of 24 Road and G Road is currently vacant. It enjoys a prominent location near the Interstate 70 interchange and is adjacent to the southern end at Canyon View Park. Future redevelopment should include a mix of uses such as a hotel, office, retail, restaurant, multi-family residential, and others uses that could complement its location along the major corridors as well as proximity to Leach Creek, a key corridor in the city's Active Transportation network. Development at this location should be pursued in a way that serves as a gateway for the corridor and should be of a scale and significance to help signalize the entry into the city for people coming from the Interstate 70 interchange.

1. Multifamily oriented towards Leach Creek
2. Public Plaza
3. Leach Creek Trail
4. Pedestrian Bridge
5. Commercial
6. Commercial/Office Mixed Use

CHAPTER 5

IMPLEMENTATION AND MONITORING

This chapter contains strategies to help support the implementation of the Plan through 2040. It should be used as a tool to guide the City Council Strategic Plan; department-level strategic plans and work programs; capital improvement planning; the City's budgeting process; and the allocation of staff time and other City resources. Strategies are organized by each of the eleven Plan Principles:

- PP1: Collective Identity
- PP2: Resilient and Diverse Economy
- PP3: Responsible and Managed Growth
- PP4: Downtown and University Districts
- PP5: Strong Neighborhoods and Housing Choices
- PP6: Efficient and Connected Transportation
- PP7: Great Places and Recreation Opportunities
- PP8: Resource Stewardship
- PP9: Education
- PP10: Safe, Healthy and Inclusive Community
- PP11: Effective and Transparent Government

For each of the implementation strategies listed, anticipated responsibilities, timing, and required resources are defined in an Implementation Matrix. Those actions and strategies included are exclusive to the responsibility of the City as an organization and do not include other actions and strategies that may be utilized by other partners to further the overall vision of the community.



Roles and Responsibilities

The City of Grand Junction staff play a critical role in helping to implement One Grand Junction Comprehensive Plan strategies in the course of carrying out their regular duties. For each strategy, the City department responsible for leading the effort and any supporting departments are listed as partners. The City outsources its economic development work to several entities and therefore has also assigned these Econcomic Development Partners ("ED Partners") as a lead or partnering role in implementation.

Timing

Anticipated time frames for completion of the implementation strategies are as follows:

Near-term: already underway or to be initiated within six months to a year after plan adoption;

Mid-term: to be initiated within one to three years after plan adoption;

Long-term: to be initiated within three or more years after plan adoption; and

Ongoing: actions to be implemented by City staff as part of their routine job duties.

Actions may be implemented sooner than the time frames identified here if the opportunity to do so arises (e.g., staffing or grant funding becomes available) or as community priorities change.

Resources Required

The types of resources needed to implement each of the strategies in this chapter are noted to inform the planning and budgeting. Types of required resources include:

Regional Collaboration. Some of the strategies will be implemented in partnership with others in the region, such as Mesa County, District 51, Fire Districts, the Regional Transportation Planning Organization, or others. In some cases, strategies will be initiated by the City. In other cases, strategies reflect ongoing partnerships or initiatives that the City is already engaged in.

Outside Support/Funding. Some strategies will require outside support or other specialized services to supplement staff time and expertise. This could be achieved either through outside grants or other sources of funding, or through the dedication of City resources.

Staff Time. Many strategies will require City staff time for completion or ongoing administration. Some build upon existing City initiatives and efforts currently underway, while others will require staff to allocate time in addition to their current work plans. Where existing hours are not available to be allocated toward implementation of the City's Plan, additional staff may be needed.

General Fund. General Fund expenditures help to fund many of the services and programs typically associated with local government. The General Fund, for most but not all services, is also used to pay employee salaries, wages and benefits.

Other Funds. The City has a number of other funds, such as special revenue funds and enterprise funds, which are legally more restrictive in terms of what the money in the fund can be used for. For example, the City's First Responder Tax is a fund that generates revenue through earmarked sales tax to be used only for public safety related purposes.

Capital Improvement Plan (CIP). Revenues from all of the City's funds are used to support capital projects and the implementation of the City's CIP.

Updates and Amendments

Revisions to One Grand Junction Comprehensive Plan and elements thereof shall be conducted according to two distinct procedures: Comprehensive Updates and Minor Amendments.

Comprehensive Updates

A Comprehensive Update of One Grand Junction Comprehensive Plan will generally take place every five to seven years unless otherwise directed by City Council. A prime consideration in whether a Comprehensive Update is warranted is the degree to which significant changes–in the economy, environment, housing affordability, local priorities or issues, projected growth, or other factors–have occurred since the Plan was adopted. The results of ongoing monitoring of key indicators will provide a good indication of the magnitude of these changes.

A Comprehensive Update should include a thorough re-evaluation of the community's vision and values, as well as updates to principles, policies, and actions. The update should note the principles, policies, or actions that should be changed, those that should be removed, and whether additions are necessary to make sure that the Plan continues to be effective. A comprehensive update of the One Grand Junction Plan should include extensive opportunities for involvement by the public, Boards and Commissions, City Council, City staff, and other interested stakeholders.

Minor Amendments

Minor Amendments to One Grand Junction Comprehensive Plan may include:

- Corrections to text or map errors;
- Revisions to one or a few sections of the Plan as a result of the adoption of subarea plans, or a specific issue, policy, or directive from City Council; and
- Changes to maps, such as the Land Use Map, Tiered Growth Map, or changes to the Commercial, Mixed Use and Industrial Area-Specific Policies Maps.

Minor Amendments will be considered by City Council after recommendations are received from the Planning Commission, City staff, and any Boards, Committees, and Commissions that may have a legitimate interest in the proposed amendment, provided that such Board, Committee or Commission is duly authorized by the Grand Junction Municipal Code to function in such an advisory capacity. The City Council will then approve, approve with conditions, or deny the amendment based on its consideration of the recommendations from the Planning Commission, City staff, Boards, Committee and Commissions, and evidence from the public hearings. Approval of the amendments will be by Ordinance.

Minor Amendment requests based on proposed development projects that involve rezonings may be processed concurrently with rezoning applications.

Minor Amendment requests that involve land use designations outside of the Persigo 201 Boundary but within the Urban Development Boundary should be first reviewed by, and receive a recommendation from, the City Planning Commission, followed by a hearing and consideration by the Mesa County Planning Commission, with a subsequent hearing and action by the City of Grand Junction City Council.

A Minor Amendment may be considered when the City Council makes specific findings that:

- The existing Comprehensive Plan and/or any related element thereof requires the proposed amendment; and
- The community or area will derive benefits from the proposed amendment; and/or
- It will be consistent with the vision, goals, principles, and policies of One Grand Junction Comprehensive Plan and the elements thereof.

If adopted by the City Council, One Grand Junction Comprehensive Plan will be revised to include the changes resulting from the amendment.

Plan Monitoring

One Grand Junction Comprehensive Plan is intended to be a living document. Progress that is made toward achieving the community's vision should be monitored utilizing a series of performance measures related to each Plan Principle. Performance measures should be established and regularly updated to provide a regular snapshot of the community's progress in attaining key outcomes. Monitoring changes in chosen performance measures can provide a clear understanding of where progress is being made and can highlight areas where changes may need to occur to achieve desired results. This process of plan monitoring reinforces the City's steadfast commitment to accountability and continuous improvement. Additional performance measures and indicators beyond those included in a snapshot should be tracked by City staff, as applicable, at a department level.

Implementation Matrix

An Implementation Matrix offers a list of currently known implementation actions and strategies contained within the One Grand Junction Comprehensive Plan organized by Plan Principle. The City shall prepare an Implementation Matrix that offers a brief description of each action or strategy, responsibility, timing, and resources anticipated.

APPENDICES



Appendix A: Issues and Opportunities Report

Issues and Opportunities Report

The Issues and Opportunities Report (IOR) provided a snapshot of existing conditions in Grand Junction in 2019 at the outset of the planning process. It established an understanding of the current characteristics, challenges, and aspirations of the City and its residents. The IOR presented existing conditions, and when relevant, identified issues and opportunities relating to the community outreach process; zoning and development controls; existing land use and development; community facilities and infrastructure; transportation and mobility; parks, open space, and environmental features; and growth areas.

The report reviewed existing Grand Junction studies, plans, and reports to recognize the amount of time and resources invested in these plans and to discern the information that remains useful and relevant to the planning process. The IOR methodically examined existing conditions for purposes of explanation and interpretation. It laid the foundation for the vision, goals, and strategies within the One Grand Junction Comprehensive Plan by identifying issues to be addressed and opportunities that should be maximized. The IOR was an interim deliverable within the planning process, containing information and analysis conducted in the early steps of the project.

The IOR is available on the City's website at *www.gjcity.org*

The IOR includes information about past planning efforts and adopted plans. A review of these adopted plans and policies was essential for understanding the community and areas of specific past planning efforts. A summary of these plans is included for ease of access and reference in this appendix.

2010 Comprehensive Plan

In 2010 the City of Grand Junction adopted the Comprehensive Plan to provide a basis for making decisions concerning the future growth and development in the community and surrounding planning area; to coordinate and give direction to public and private development; and to protect the public interest. The Plan is founded on six Guiding Principles that influence all goals, policies, and recommendations. They are Concentrated Centers, Sustainable Growth Patterns, Housing Variety, A Grand Green System of Connected Recreational Opportunities, Balanced Transportation, and A Regional Center. To further implement the Guiding Principles, the plan includes 15 Key Concepts focusing on land use and development growth, density concentration and transitioning, public facilities, parks and other open space amenities, water management, public transit, community character, and river access. The Comprehensive Plan also incorporated components of several subarea plans which are summarized in this section.

Many of the subareas represent more recent planning efforts which will be recognized and referenced in the One Grand Junction Comprehensive Plan. The 2010 Plan introduced the concept of future growth projected around concentrated centers. Centers of various sizes and at various locations around the region are envisioned as mixed-use, combining housing, working, and shopping. The plan identified these centers to reduce driving for shopping while accommodating projected growth. City, village, and neighborhood centers were included; the Plan also established mixed-use opportunity corridors along certain major roads. The goal of encouraging mixed-use development and reducing driving for shopping and other errands by focusing on centers and corridors will be evaluated, and if appropriate, certain elements may be updated and incorporated into the new Comprehensive Plan. Infill and enhancement of the City Center is a high priority of the 2010 Plan. Much of the future growth is focused inward, with an emphasis on infill and redevelopment of underutilized land. Growing inward utilizes existing services, reduces sprawl, and reinvests and revitalizes the City Center which includes downtown.

Future Land Use and the Blended Map

The 2010 Comprehensive Plan utilized a dual approach to articulating future land use, incorporating both a future land use map and a unique blended land use map to plan for residential density. The Blended Map is discussed further in the Land Use and Development section.

24 Road Corridor Subarea Plan

The 24 Road Corridor Subarea Plan was completed in 2000 and revisited in 2018 to evaluate various land use and development alternatives along the corridor and identify a preferred pattern for future development. It is further supported with an implementation strategy for procuring developments as well as design standards and guidelines for those developments.

Greater Downtown Plan

The Greater Downtown Plan (2013) includes three subdistricts: Downtown, Rail, and River, and provides goals and policies for each district. Each was analyzed separately due to its unique characteristics, and each includes specific recommendations and implementation actions. The Plan incorporates an overlay district as part of the recommendations, and guides zoning and streetscape design for primary corridors in the downtown area. Recommendations and implementation strategies were provided, including proposed zoning, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

Orchard Mesa Neighborhood Plan

The Orchard Mesa Neighborhood Plan was adopted in 2014 and focused on managing growth in the Orchard Mesa neighborhood with specific focus on community image, rural resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The subarea implemented a blended residential future land use categories map to provide additional housing opportunities within the Orchard Mesa Plan area.

Pear Park Neighborhood Plan

The 2004 Pear Park Neighborhood Plan focused on managing and directing growth and development as this largely unincorporated area on the southeast side of the city becomes annexed into Grand Junction. Establishing a transportation, circulation, and access plan, providing adequate schools and other community facilities and services, and establishing higher-density residential and neighborhood commercial uses were goals of this Plan.

Redlands Neighborhood Plan

Completed in 2002, the Redlands Neighborhood Plan created a growth management plan to remove inconsistencies in the future land use map. Created for the Redlands Planning Area on the west side of the city, the Neighborhood Plan examined geological hazards, mineral resources, potential impacts to wildlife, and open space and trail head access. The goals for this Plan include character preservation, maintaining the Fruita-Grand Junction buffer zone, and natural area conservation.

Horizon Drive District Plan

Horizon Drive District Plan was completed in 2020 and incorporates consistent standards for the Horizon Drive Business District Area though an overlay zone. These standards include achieving high-quality development and distinctive character within this important gateway to Grand Junction. The zoning overlay district was established with the Horizon Drive District Plan.

North Avenue Corridor Plan

The North Avenue Corridor Plan was completed from 12th Street east in 2007 and from 12th Street west in 2011. The Plan promotes the revitalization of the main North Avenue thoroughfare from the Interstate 70 Business Loop on the west to Interstate 70 Business Loop on the east. Components include developing a Student and Entertainment District, mixed-use Neighborhood Center, higher-density residential neighborhood, civic gathering spaces throughout, and a regional retail anchor on the east end of the corridor. In 2011 a zoning overlay district was established.

H Road/Northwest Area Plan

The H Road/Northwest Area Plan was completed in 2006 and addresses the development of a 250-acre area around the 21 ½ Road and H Road intersection. It includes reclassification of rural land uses in these areas to commercial and industrial, policies and performance standards to mitigate impacts on residential neighborhoods, and the establishment of a street network to accommodate potential future growth.

Location Assessment Report

The Location Assessment Report was developed in 2015 by Chabin Concepts and DSG Advisors as a marketing tool for the City of Grand Junction and Mesa County to attract new business. It summarizes the communities' competitive advantages and weaknesses and provides strategies to capitalize upon. The five focus areas are:

- Product Improvement – improving the "product" that is Grand Junction and Mesa County
- Packaging – creating a marketing suite to sell the product
- Operational Effectiveness – developing a broad term strategy for success and creating a consistent brand
- Tactical Targeting – creating cohesiveness across marketing strategies
- Brand Identity – creating consistent branding

The Report also categorizes economic development assets, challenges, and opportunities, with an overall goal of finding economic prosperity at the intersection of various industries and sectors. This report has also been reviewed in relation to the demographic and market component of the existing conditions analysis.

Downtown Grand Junction Housing Study

A study of Downtown housing potential was conducted in 2015 for the Grand Junction Downtown Development Authority (DDA). The study was conducted in response to continuing discussions and indications of the need for market rate housing in the Downtown. The report concluded that downtown stand alone residential buildings and mixed-use development would not only address an unmet demand for housing, it would also serve as a catalyst for additional development and investment. The study indicated that the primary buyers and renters of Downtown housing would be young professionals and "empty-nesters". The report further identified specific locations where development may be best suited, but also indicated that it may be necessary to incentivize the first projects in order to catalyze future investment. The recommendations and assessment contained in the report are consistent with the initial observations and analysis conducted by this consulting team for the Comprehensive Plan update. There is an absence of mixed-use development in the City and the Downtown would be a prime location. Opportunities for Downtown multifamily housing and mixed-use development will be specifically addressed in the Comprehensive Plan.

Grand Junction Strategic Plan

The Strategic Plan, completed in 2019, is a near-term guide for City officials and staff to prioritize resources over the course of two years. It includes two guiding principles: Partnership and Intergovernmental Responsibility and Fiscal Responsibility; along with four strategic directives: Public Safety, Planning and Infrastructure, Diversification of Our Economic Base, and Communication, Outreach and Engagement. Each directive includes its own set of initiatives to implement as well as success metrics to track progress. The Strategic Plan is consistent with initial observation and input received in focus groups and meetings. The final implementation section of the plan will address many of the same topics.

Park Inventory and Future Needs Assessment

The Park Inventory and Future Needs Assessment was developed in 2017 as an addendum and update to the 2001 Parks Master Plan. The assessment is intended to address the current and future needs of the City and the Parks and Recreation Department. The Assessment is further examined in the Parks and Recreation Facilities section of the IOR.

Vibrant Together: A Downtown

This 2019 plan was adopted in 2019 by the Downtown Development Authority (DDA) and the City of Grand Junction. The plan references the 2013 Greater Downtown Plan and provides five updated goals for the area, including:

- Goal 1: Vibrancy – Downtown is the "The heart of it all," a center of activity 18 hour/7 days a week for all ages and income levels.
- Goal 2: Downtown Living – Downtown offers a diversity of quality housing choices for all price points to bring more people to live, work and play downtown.
- Goal 3: Identity – Downtown is recognized as the hub of regional culture for the western slope.
- Goal 4: Connectivity – Downtown is connected to local destinations and outdoor amenities through safe pathways for bikes and pedestrians.
- Goal 5: Safety and Comfort – Downtown is a safe and comfortable environment that is welcoming to all.

This document recognizes that Grand Junction's Downtown is a hub for the region; a central place for culture, commerce, and activity. As noted in other plans that include an assessment of the Downtown, this study is consistent with initial observations of the potential for Downtown redevelopment and investment. While the Comprehensive Plan is looking at the entire planning area and other subareas, the important role that Downtown will play during the next 20 years will be an important focus.

2019 Grand Junction Municipal 3-Mile Plan

Under Colorado statutes, municipalities have the authority to execute annexations in the City's three-mile extraterritorial jurisdiction, or urban growth area and boundary. The updated resolution approving the 2019 3-Mile Plan is examined in the Growth Area section of the IOR.

Appendix B: Technical Maps

The following maps and inventories were used to inform discussions during the One Grand Junction process, and ultimately to inform the goals, policies and strategies that are included in the Comprehensive Plan:

Existing Land Use

A review of existing land uses was conducted to inform the planning process and gain a better understanding of land use and development patterns in the City of Grand Junction.

Land use reconnaissance was conducted in April and July 2019 and verified using high-definition aerial imagery. The information from the field review was used to inform the Issues and Opportunities Report (IOR) and provide the basis for land use conditions and recommendations regarding future development in Grand Junction.

The categories identified reflect observed existing land use only; they do not reflect past categorizations or future land use mapping. These categories were defined for the IOR and the One Grand Junction Comprehensive Plan.

Zoning

The Zoning and Development Code, found in Title 21 of the City's Municipal Code, is a regulatory document establishing the standards for the review of all proposed development within Grand Junction; it dictates land use and standards for development within the city. The Code is essential for planning, acting as the regulatory resource for property owners and developers seeking to build and invest in the city. The Code contains easy-to-understand diagrams illustrating setbacks, building and structure heights, lot areas and street frontages. This map reflects current zoning districts as outlined in the Code.

Neighborhood Planning Areas Map

The 2009 Comprehensive Plan established 11 planning areas to refine its recommendations for different parts of the city. As the defining boundaries for neighborhood level planning efforts in Grand Junction, these areas, defined generally by geography and other characteristics, continue to be important to identify.

Water and Sewer Districts Map

Within the Persigo 201 boundary, three separate entities provide water and sewer services to Grand Junction residents. The Clifton Sewer District provides services just outside the Persigo area to the eastern portions of Fruitvale and Pear Park, as well as to unincorporated Clifton. The Ute Water Conservancy District is the largest of the three in Grand Junction, serving more than 80,000 customers across Mesa County. The Clifton Water District serves approximately 13,700 residents, some of which are outside the Persigo 201 service boundary. The City's utility department provides services to about 28,000 residents.

Problematic Intersections Map

This inventory of problematic intersections in the city is based on an analysis of accident data from 2018 as well as interviews with City staff. Intersections with high accident rates (rates above 1) are shown on the Problematic Intersections Map. The rate is reported as a rate per million entering vehicles (RMEV). It is common to prioritize intersections according to the accident rate, which may be determined for property damage only (PDO), personal injury, fatal accidents, or the total thereof. The accident ratio is the ratio of the number of accidents per year to the average daily traffic (ADT).

Public Transit Map

Grand Valley Transit (GVT) operates a bus system which includes fixed route service, dial-a-ride service and paratransit service. GVT serves the urbanized areas of Mesa County which includes the City of Grand Junction, the City of Fruita, the Town of Palisade and the unincorporated communities of Clifton, Redlands, and Orchard Mesa. The map highlights portions of the city within a ten-minute walk from a transit stop (referred to as the "10 min walkshed"). The Grand Valley Transit Strategic Plan, completed in 2018, provided foundational direction to help inform the future of the transit system based on a variety of potential scenarios based on funding.

Roadway Classification Map

The City of Grand Junction's roadway network is the primary transportation infrastructure carrying travelers to and throughout the community. Several corridors, in particular, are essential to the daily function of the city. All streets within Grand Junction are classified according to a hierarchical system based on elements such as the number of travel lanes, traffic volumes, level of access, and mobility. City roadways are divided into functional classifications, including principal arterial, minor arterial, two-lane arterial, major collector, minor collector, local street, and unclassified, each relating to street function. Lower order streets function primarily as access to individual lots, and higher-order streets function primarily for mobility and expeditious movement of people and goods. The map shows existing as well as the rough alignment of new streets that provide important connections within the community.

Parks Service Analysis

In terms of acreage of parkland per resident and community population per park, Grand Junction is well-served and municipal parks maintained by the Parks Department represent an area of strength for the City. A walk-time analysis was conducted to gain a better understanding of park service areas in Grand Junction. Each park was assigned a ten-minute walk service area. The analysis indicates that 57 percent of residential parcels in Grand Junction are within a ten-minute walk to a park, leaving a large portion of the community without the recommended level of park accessibility. Regional parks were also assigned a ten-minute drive service area. The second map shows that 95 percent of residential parcels are within a ten-minute drive of a regional park.

Community Facilities Map

Community facilities include the various public and private services and infrastructure for utilities, amenities, and services that ensure a high quality of life for Grand Junction residents. The City is the predominant provider of these services, but they are also supplemented by special districts and other service providers within the community. This map highlights many of those providers and where they are located throughout the city.

Grade-Separated Multi-Modal Neighborhood Connections

Many of the boundaries between neighborhoods in the city are formed by major natural or manmade barriers, particularly rivers, highways, and railroad thoroughfares. Connectivity across these barriers requires a higher level of investment, usually in the form of a grade-separated crossing such as a bridge, underpass, or overpass. Historically, many of these grade-separated crossings were constructed primarily to facilitate automobile travel; however, they should be retrofitted or redesigned to comfortably accommodate other transportation modes. This map identifies important existing and proposed grade-separated crossings that facilitate bicycle and pedestrian connectivity between neighborhoods and across major barriers, identifying which existing facilities require upgrades to meet bicycle and pedestrian needs.

Geologic Hazards Map

A range of geologic hazards are present in the City, concentrated in the Redlands and the floodplains of the Colorado and Gunnison Rivers. Hazards are related primarily to steep slopes, soil conditions, and topography-driven flood risk. There is also one documented mudslide area in the Orchard Mesa neighborhood. The City enforces a variety of standards during development review and in capital improvements planning to minimize the risks that these hazards pose to property and life.

Soils Map

The Grand Valley has a mixture of soil types and topography creating potential erosion hazards from slight to severe with a few areas identified as not rated such as along the Colorado River.

Broadband Wireline and Fixed Wireless Maps

A large majority of the City is served by highspeed broadband coverage, with speeds between 100 mbps and 1 gbps. Portions of Northwest Grand Junction, especially agricultural areas near the UDB, and portions of the Redlands with topographical constraints have the lowest broadband coverage in the city, with many areas having less than 10 mbps maximum download speed. Expanding high-quality broadband throughout the city is important to securing equitable internet access and to fostering business development in most sectors, given increasing reliance on high-speed internet for technology, manufacturing, healthcare, government, and other industries.

Wildfire Risk Map

As a community with an extensive urban-wildland interface and relatively low precipitation, Grand Junction faces wildfire risks concentrated in several areas. Wildfire risk is minimal in the urbanized areas of the city, and it is very low in most of the city's low-density residential and industrial areas. Risk is generally highest proximate to public lands, particularly in areas of the Redlands neighboring Colorado National Monument. Other areas of wildfire risk are concentrated along the Colorado and Gunnison Rivers where large areas are occupied by trees and brush. Areas of high wildfire risk also exist outside of the city, such as in the Colorado National Monument and Bookcliffs, where fires are relatively unlikely to threaten properties in the city but may generate other wildfire impacts including wildlife displacement and smoke.

Grand Junction Fire Map

Included here are maps providing information from the Fire Department drive time analysis using 4-minute and 8-minute drive times. One map displays current conditions with five existing fire stations and a second map projects drive times utilizing the existing stations along with the proposed three new fire stations.

Proposed BRT Corridors Map

Bus Rapid Transit (BRT) has not yet been deployed in Grand Junction, but implementing BRT is seen as desirable to provide access throughout the community and to accelerate the viability of public transit in the city. BRT is characterized by the use of dedicated bus lanes along major transportation corridors, as well as by short (10-30 minute) wait times, off-board fare collection, and special intersection treatments to decrease transit times. This map identifies four primary candidate corridors for BRT in Grand Junction: the north-south 12th Street corridor; and, the east-west corridors of North Avenue, I-70B, and Patterson Avenue. Further study will be required to evaluate and implement BRT on one or all of these corridors.

Rail Lines and Spurs Map

Grand Junction is served by robust rail facilities for a city of its size, and this asset has helped the city to develop and maintain a strong economic base in industry and natural resources. The railway mainstem, operated by the Union Pacific Railroad Company, runs east to west across the city at an angle that tracks the Colorado River, with an additional line running south along the Gunnison River. A number of spurs, or branch lines, link into the mainstem and serve properties in the city's industrial core. While railroad lines and spurs may create conflicts with other transportation modes in some locations, they are vital to the continued success of industry in the city and should remain in use wherever possible.

Bike and Pedestrian Transportation Priorities Map

The City has invested increasingly in multimodal transportation improvements in recent decades and now boasts a network of bicycle and pedestrian facilities. This network is comprised of multiuse paths, bicycle and pedestrian bridges, on-street bicycle facilities and sidewalks. The long-term success of the bicycle and pedestrian network will depend on the continued development of new multimodal corridors, smaller connections within neighborhoods, and existing facilities that require upgrades or expansion.

Neighborhood Connections Map

Grand Junction has natural barriers such as the Colorado River and manmade barriers including Interstate 70 that crisscross the community creating gaps between neighborhoods. Bridging these gaps and barriers with multi-modal grade separated crossings utilizing both overpasses and underpasses is needed to connect neighborhoods and provide better multimodal transportation circulation throughout the city.

Truck and Hauling Routes Map

I-70 is a major freight corridor that accommodates a large daily volume of semitrucks. Many of these freight vehicles also change course in Grand Junction, accessing Highway 50 to Delta-Montrose or vice-versa. Many freight vehicles also make stops in Grand Junction for deliveries and pickups, given Grand Junction's role as a regional center and manufacturing hub. To minimize negative impacts of freight traffic on local traffic, the City designates a set of dedicated truck and hauling routes in and around the city. These primary truck routes are I-70, I-70B, Highway 50, and portions of 24 Road. Secondary routes include many of the city's arterials and other state highways within City limits.

Airport Hazard Zones Map

The Grand Junction Regional Airport is a commercial and general aviation airport serving the Grand Valley and surrounding communities. Within the 25-square-mile Airport Area of Influence, certain areas are designated as particularly hazardous due to the flight path of airplanes at takeoff and landing. Clear Zones are located nearest to the runways. Due to the relatively high risk of debris landing within Clear Zones in the event of an accident, no structures are permitted to be built or occupied within a Clear Zone. Around and beyond the Clear Zones are areas designated as Critical Zones. Very low-density residential construction may occur in Critical Zones, as can some non-residential uses subject to Conditional Use Permitting.

Historic Resources Map

Nearly a century and a half of urbanization in Grand Junction has produced a plethora of historic structures that evoke various historical periods, architectural styles, and cultural contributions. The historic resources map identifies some of the most prominent historical resources in the city, including National, State, and Local Historic Districts and sites on the National Register of Historic Resources. Further investigations should be carried out to improve the City's understanding of its historic resources and its ability to capitalize on these cultural and economic assets.

Existing Land Use

Land Use Categories

- Agriculture
- Single-Family Detached
- Single-Family Attached
- Manufactured Homes
- Multi-Family
- Mixed Use
- Commercial
- Hotel
- Office
- Hospital
- Industrial
- Public/Semi-Public
- Parks and Open Space
- Transportation
- Utility
- Vacant

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

Current Zoning

Zoning Districts

- R-R (Residential Rural - 1 unit/5 acres)
- R-E (Residential Estate - min 1 acre lot)
- R-1 (Residential - 1 unit/acre)
- R-2 (Residential - 2 units/acre)
- R-4 (Residential - 2-4 units/acre)
- R-5 (Residential - 2-5.5 units/acre)
- R-8 (Residential - 5.5-8 units/acre)
- R-12 (Residential - 8-12 units/acre)
- R-16 (12-16 units/acre)
- R-24 (Residential - 16-24 units/acre)
- PD (Planned Development)
- MU (Mixed Use)
- MXG-3 (Mixed Use General)
- MXS-3 (Mixed Use Shopfront)
- MXOC (Mixed Use Opportunity Corridors)
- R-O (Residential Office)
- B-1 (Neighborhood Business)
- B-2 (Downtown Business)
- B-P (Business Park)
- C-1 (Light Commercial)
- C-2 (General Commercial)
- I-O (Industrial Office Park)
- I-1 (Light Industrial)
- I-2 (General Industrial)
- CSR (Community Services & Recreation)
- PAD (Planned Airport Development)

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

Neighborhood Planning Area

Neighborhoods

- Appleton
- City Center
- Clifton
- Fruitvale
- Garfield
- Horizon
- North West Grand Junction
- Orchard Mesa
- Pear Park
- Redlands

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

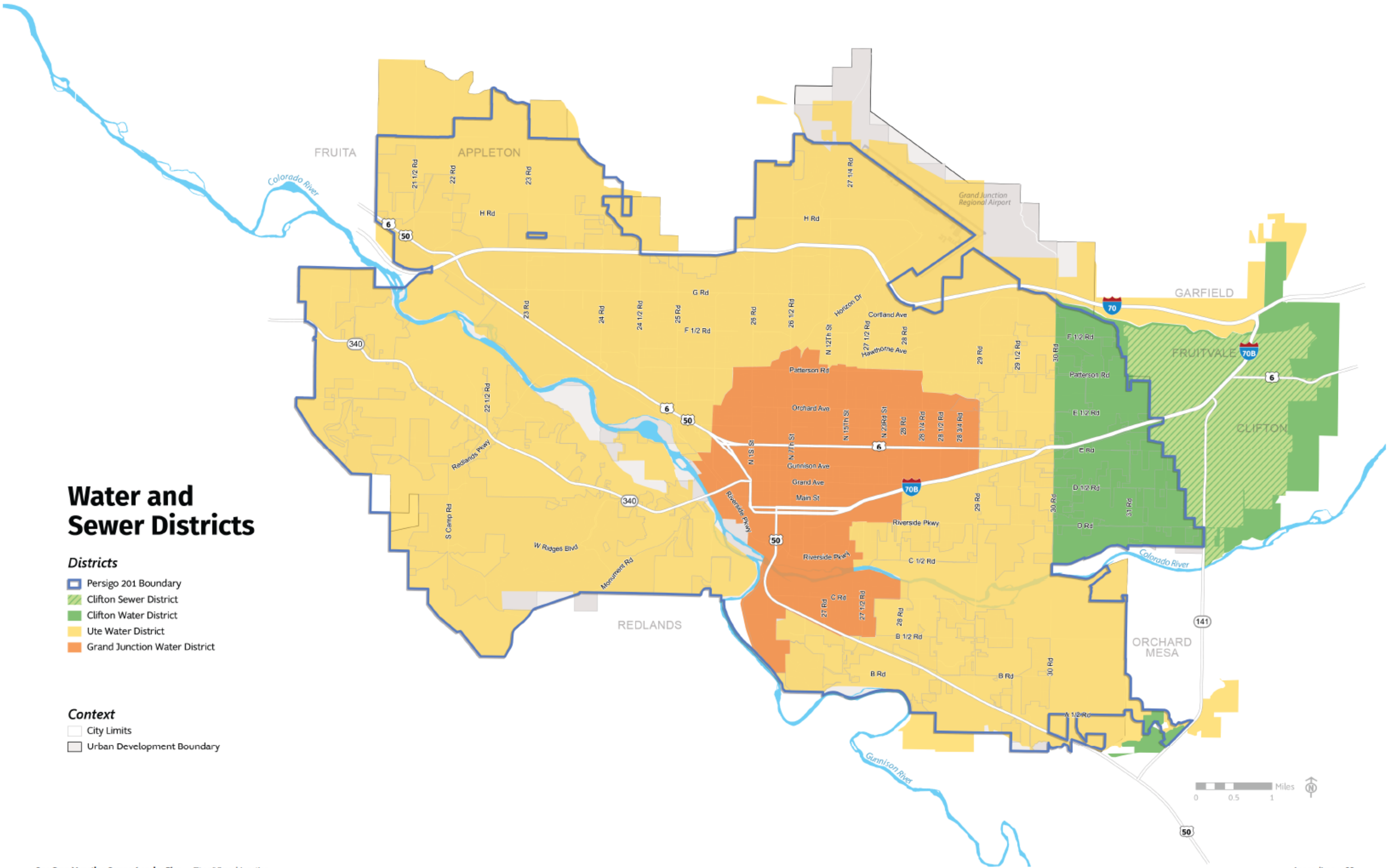
Water and Sewer Districts

Districts

- Persigo 201 Boundary
- Clifton Sewer District
- Clifton Water District
- Ute Water District
- Grand Junction Water District

Context

- City Limits
- Urban Development Boundary



Problematic Intersections

Accident Type (2018)

- Fatalities
- Accident Rates Above 1.0
- Bike Accidents
- Pedestrian Accidents

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary



Downtown Area

Public Transit

Transit Routes

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8
- Route 9
- Route 10
- Route 11
- GVT Transfer Station
- Bus Stops
- 10 min walkshed to Bus Stops

Context

- Incorporated Areas
- Persigo 201 Boundary
- Urban Development Boundary

Street Classification

Grand Junction Circulation Plan
(Adopted 2018)

Classification Hierarchy

- Interstate
- Principal Arterial
- Minor Arterial
- Minor Arterial - Proposed
- Principal Arterial - Proposed
- Major Collector
- Major Collector - Proposed
- Minor Collector
- Minor Collector - Proposed
- Proposed Interstate Ramp
- Unclassified

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

Community Facilities

Government/Civic

5. Colorado Department of Transportation Facility
18. US Post Office
27. Mesa County Central Services
28. US Post Office
29. Grand Junction Chamber of Commerce
30. Central Library
31. Grand Junction City Hall and Mesa County Court House
32. State of Colorado Building
35. Colorado Department of Transportation Facility
50. Orchard Mesa Library
53. US National Forest Work Center
55. Grand Mesa Youth Services Center
56. Grand Junction Regional Center
57. Colorado National Guard
58. Veterans Affairs
59. Western Colorado Conservation Corps
64. US Fish and Wildlife Department
66. Bureau of Land Management
67. Colorado Building of Investigations
68. US Social Security Administration
70. Mesa County Workforce Center and Department of Human Services
79. US Post Office

Police and Fire

7. Grand Junction Fire Station 5
20. Grand Junction Fire Station 3
26. Mesa County Sheriff's Office and District Court
33. Grand Junction Police and Fire Department
34. Mesa County Criminal Justice Department and Sheriff's Office
36. Youth Corrections Division
51. Grand Junction Fire Station 4
62. Grand Junction Fire Station 2
80. Clifton Fire Protection

Hospital/Medical

6. Canyon View Urgent Care and Community Hospital
22. St. Mary's Hospital
43. Grand Junction VA Medical Center
60. Mind Springs Health and West Springs Hospital

Utility

1. Grand Valley Power
2. Ute Water Conservancy
3. Persigo Waste Water Treatment Plant
17. Xcel Energy
24. Grand Junction Public Works
49. Grand Junction Water Treatment Facility
77. Clifton Sewer Treatment Facility

School

4. Appleton Elementary
8. Redlands Middle School
9. Broadway Elementary
10. Wingate Elementary
11. Scenic Elementary
12. Mesa Valley School
13. Juniper Ridge Community School
14. Caprock Academy
19. Basil T. Knight Center
21. Pomona Elementary
23. West Middle School
25. Dual Immersion Academy
37. Chipeta Elementary
38. East Middle School
39. Grand Junction High School
40. Tope Elementary
42. Orchard Avenue Elementary
44. Grand River Academy
45. R-5 High School
46. New Emerson Elementary
47. Orchard Mesa Middle School
48. Dos Rios Elementary
52. Lincoln Orchard Mesa Elementary
54. Mesa View Elementary
61. Nisley Elementary
63. Independence Academy
69. Bookcliff Middle School
71. Fruitvale Elementary
72. Pear Park Elementary
73. Thunder Mountain Elementary
74. Grand Mesa Middle School
75. Central High School
76. Chatfield Elementary
78. Rocky Mountain Elementary
81. Clifton Elementary

College/University

15. Western Community College
16. Colorado Mesa University Archuleta Engineering Center
41. Colorado Mesa University (CMU)
67. IntelliTec College
82. CMU Linework Training Facility

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary


UNION
STATION

Park Service Area

10-Minute Walk to Park Analysis

Parks / Open Space Type

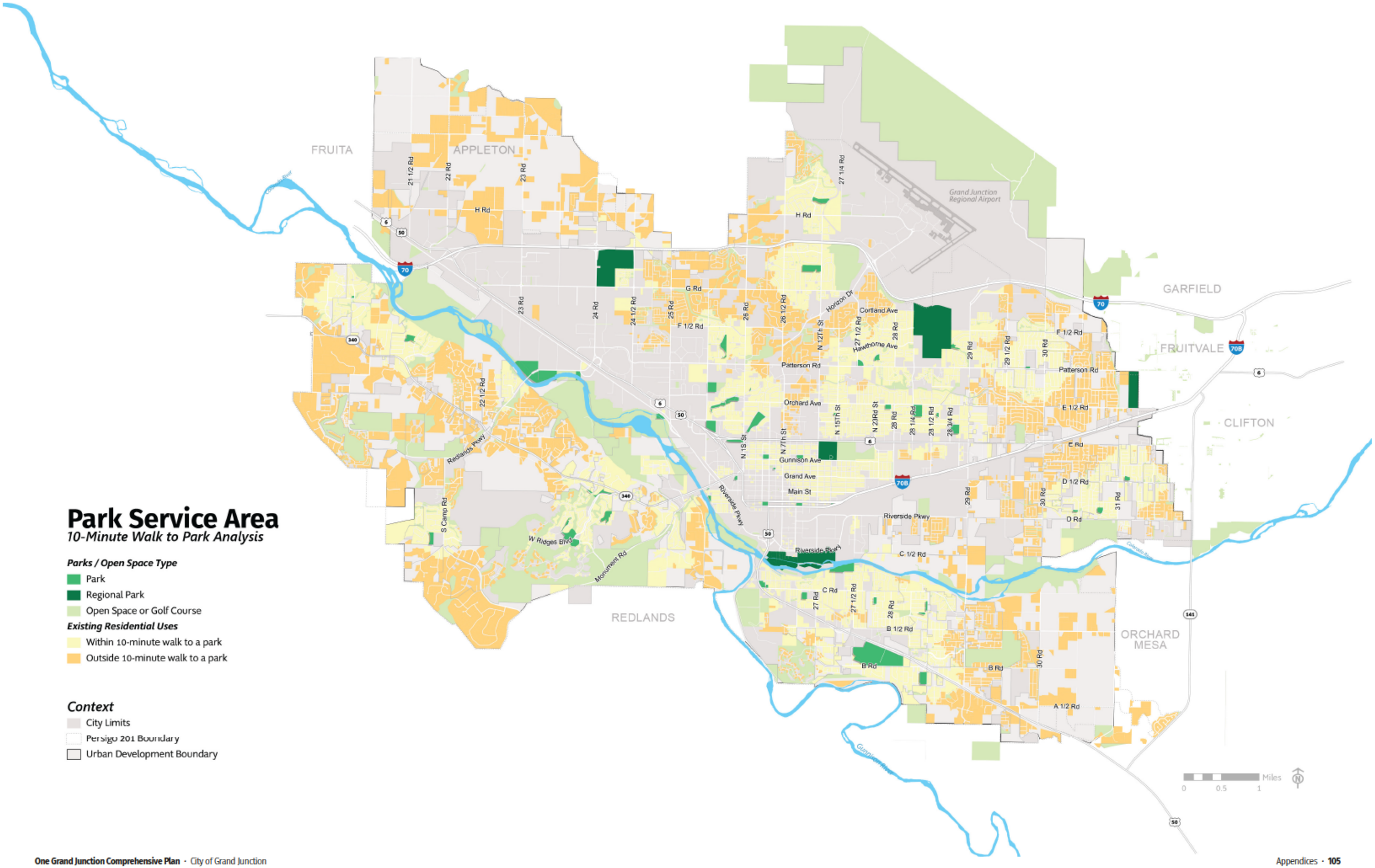
- Park
- Regional Park
- Open Space or Golf Course

Existing Residential Uses

- Within 10-minute walk to a park
- Outside 10-minute walk to a park

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary



Broadband

Wireline Download Speed

- Less than 10 mbps; Greater than or equal to 3 mbps and less than 6 mbps
- Greater than or equal to 10 mbps and less than 25 mbps
- Greater than or equal to 25 mbps and less than 50 mbps
- Greater than or equal to 50 mbps and less than 100 mbps
- Greater than or equal to 100 mbps and less than 1 gbps
- Greater than or equal to 1 gbps

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

Broadband

Fixed Wireless Download Speed

- Greater than or equal to 10 mbps and less than 25 mbps.
- Greater than or equal to 25 mbps and less than 50 mbps.
- Greater than or equal to 50 mbps and less than 100 mbps.

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

Bus Rapid Transit (BRT)

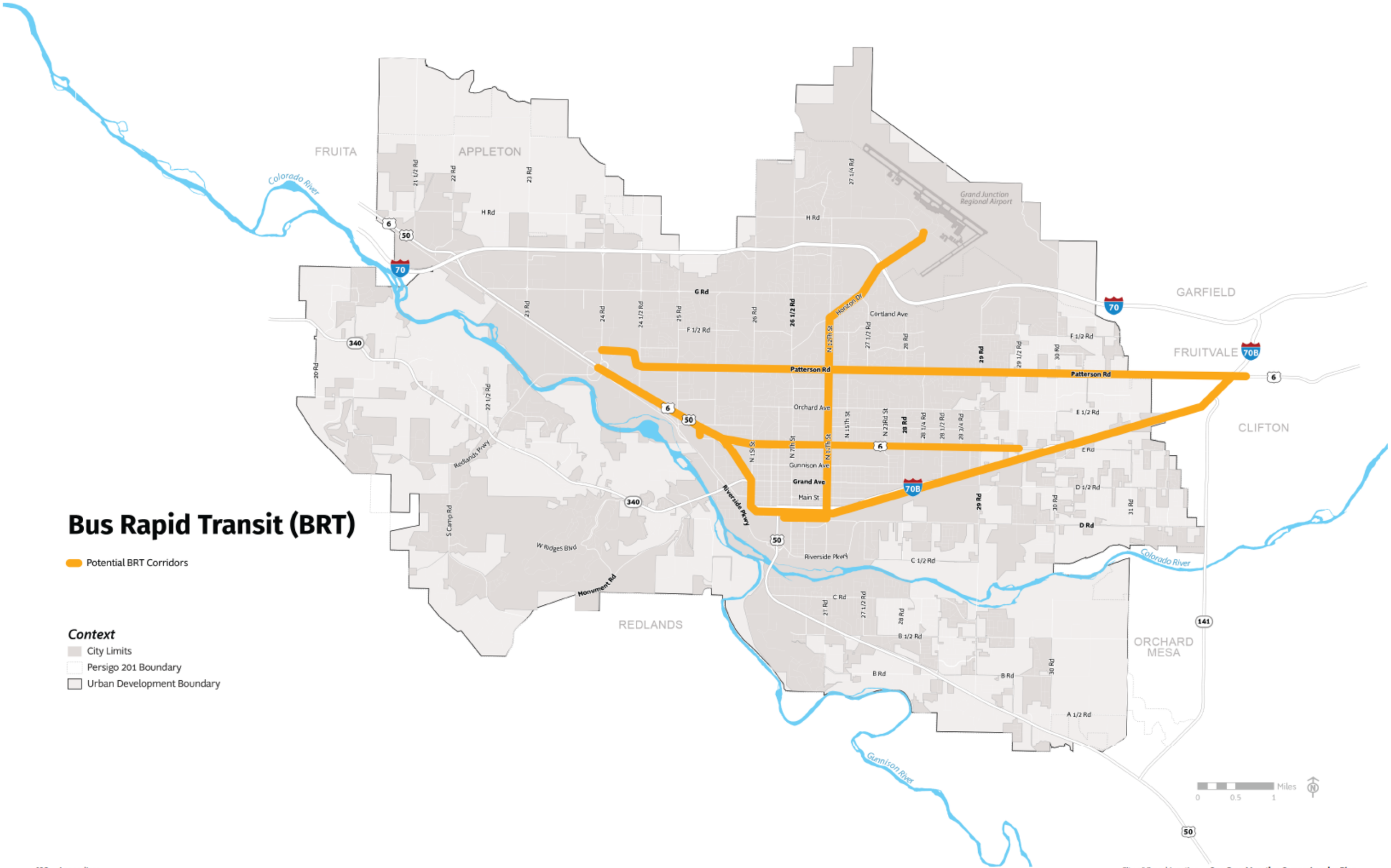
Potential BRT Corridors

Context

City Limits

Persigo 201 Boundary

Urban Development Boundary



Rail Lines and Spurs

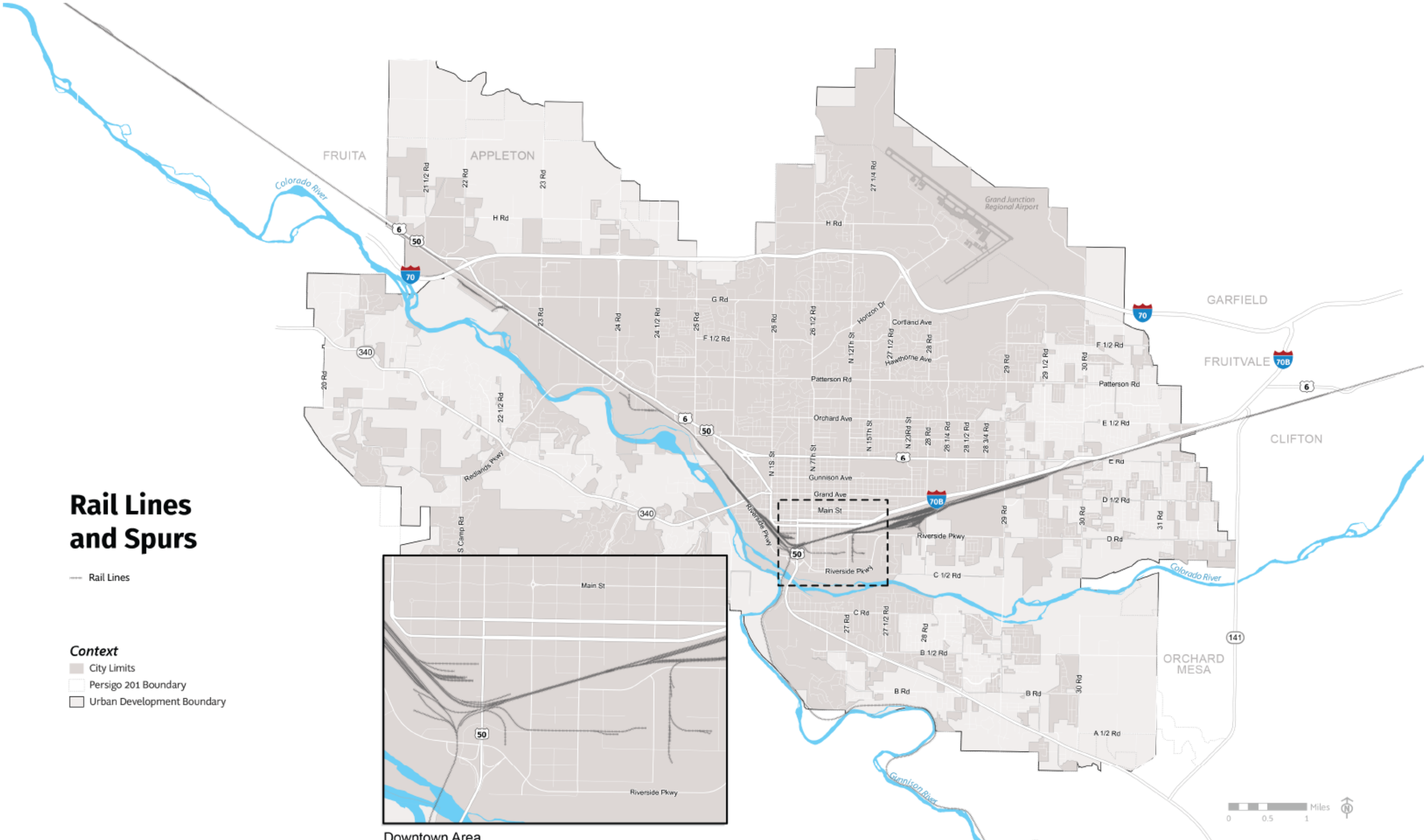
Rail Lines

Context

City Limits

Persigo 201 Boundary

Urban Development Boundary



Downtown Area

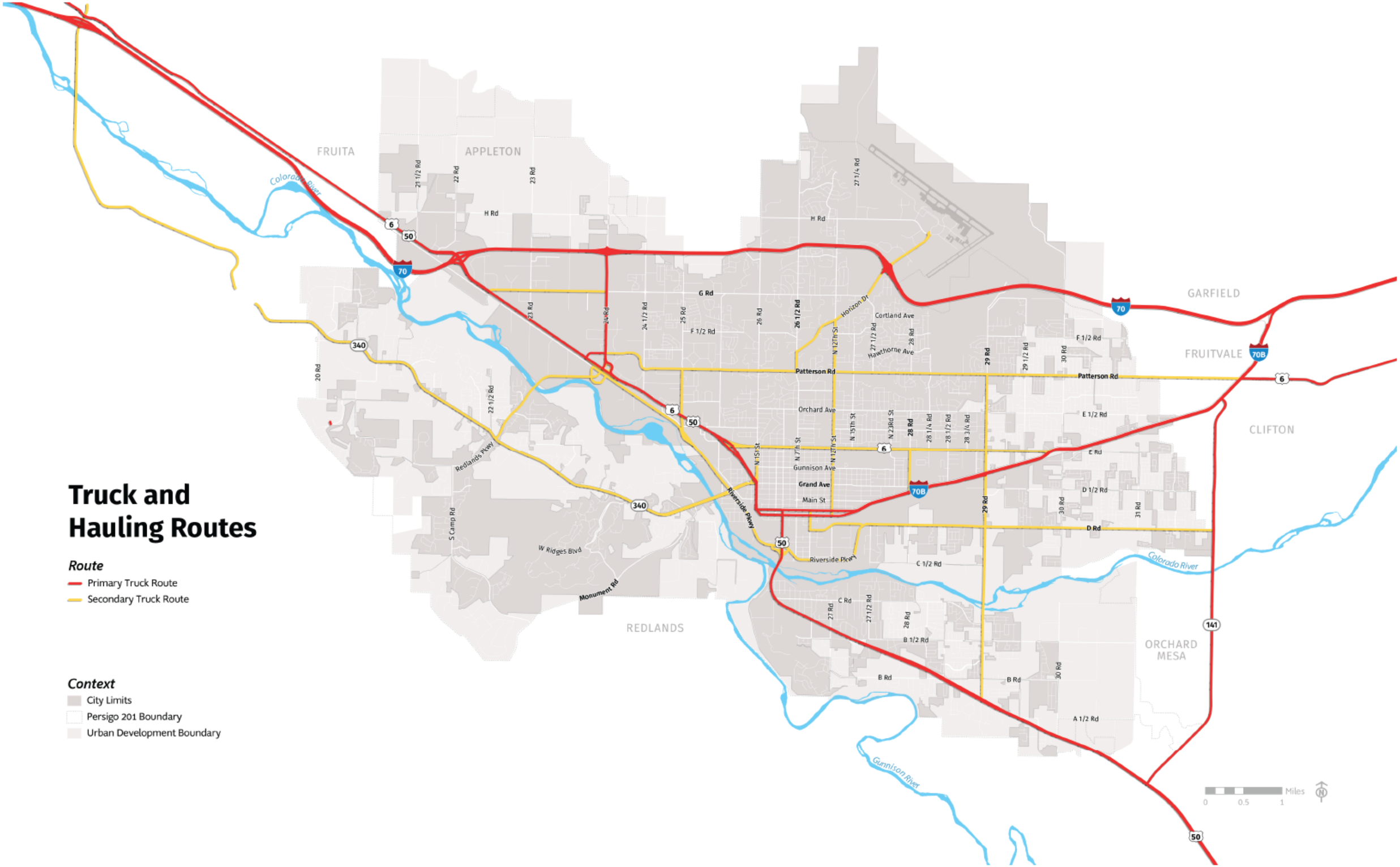
Truck and Hauling Routes

Route

- Primary Truck Route
- Secondary Truck Route

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary



Airport Hazard Zone

Zones

- Airport Area of Influence
- Clear Zone
- Critical Zone
- Tentative Critical Zone

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

GJFD Drive Time Analysis (2020)

GJFD Method/Description

Stations 1-5 are existing locations. The purpose of the map is to show area covered within four and eight minute response times.

GIS Methodology

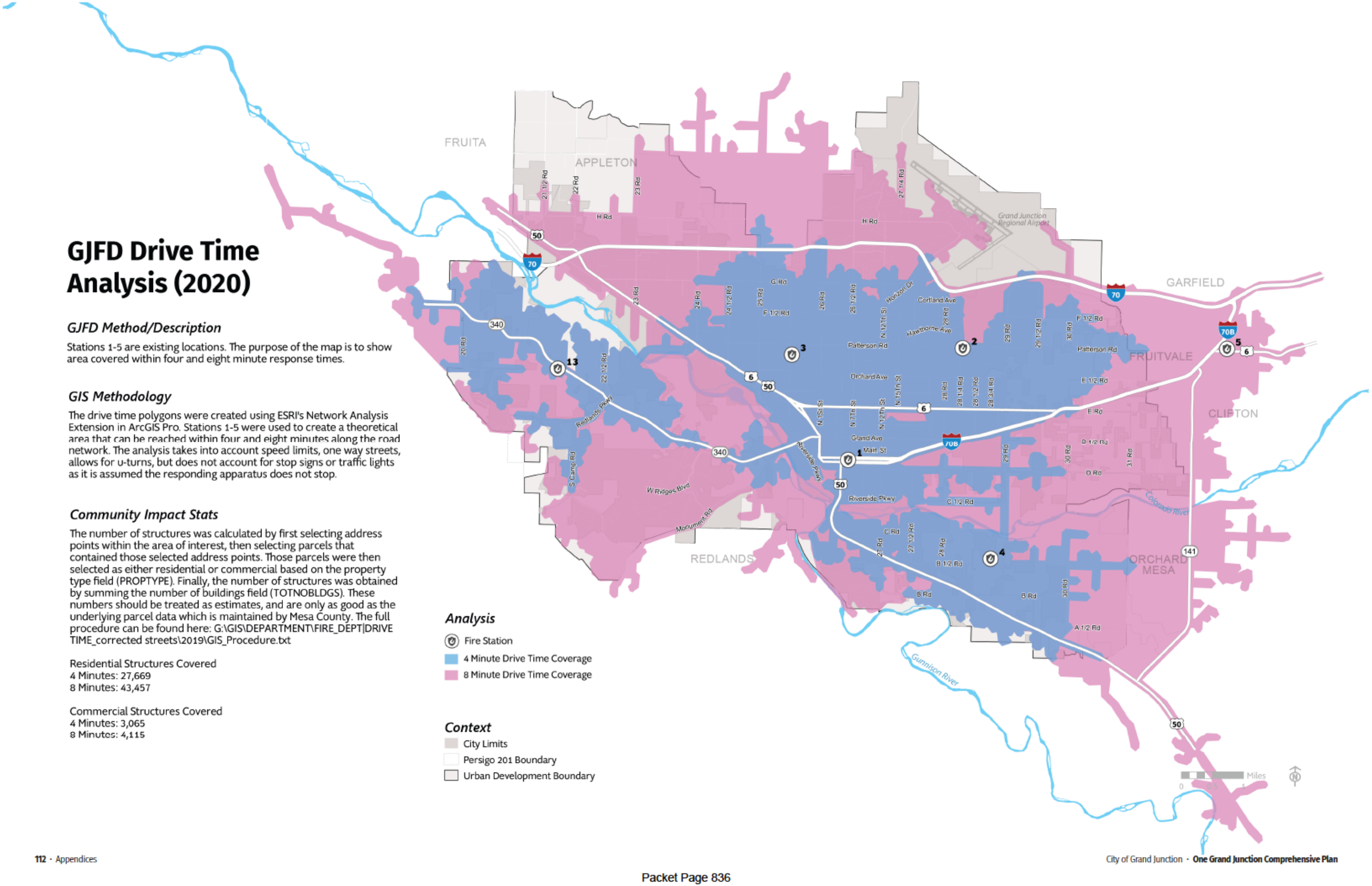
The drive time polygons were created using ESRI's Network Analysis Extension in ArcGIS Pro. Stations 1-5 were used to create a theoretical area that can be reached within four and eight minutes along the road network. The analysis takes into account speed limits, one way streets, allows for u-turns, but does not account for stop signs or traffic lights as it is assumed the responding apparatus does not stop.

Community Impact Stats

The number of structures was calculated by first selecting address points within the area of interest, then selecting parcels that contained those selected address points. Those parcels were then selected as either residential or commercial based on the property type field (PROPTYPE). Finally, the number of structures was obtained by summing the number of buildings field (TOTNOBLDGS). These numbers should be treated as estimates, and are only as good as the underlying parcel data which is maintained by Mesa County. The full procedure can be found here: G:\GIS\DEPARTMENT\FIRE_DEPT\DRIVE TIME_corrected streets\2019\GIS_Procedure.txt

Residential Structures Covered
4 Minutes: 27,669
8 Minutes: 43,457

Commercial Structures Covered
4 Minutes: 3,065
8 Minutes: 4,115



Analysis

- Fire Station
- 4 Minute Drive Time Coverage
- 8 Minute Drive Time Coverage

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

GJFD Drive Time Analysis (Future)

GJFD Method/Description

Stations 1-5 are existing locations, and states 6-8 are proposed locations. The purpose of the map is to show area covered within four and eight minute response times.

GIS Methodology

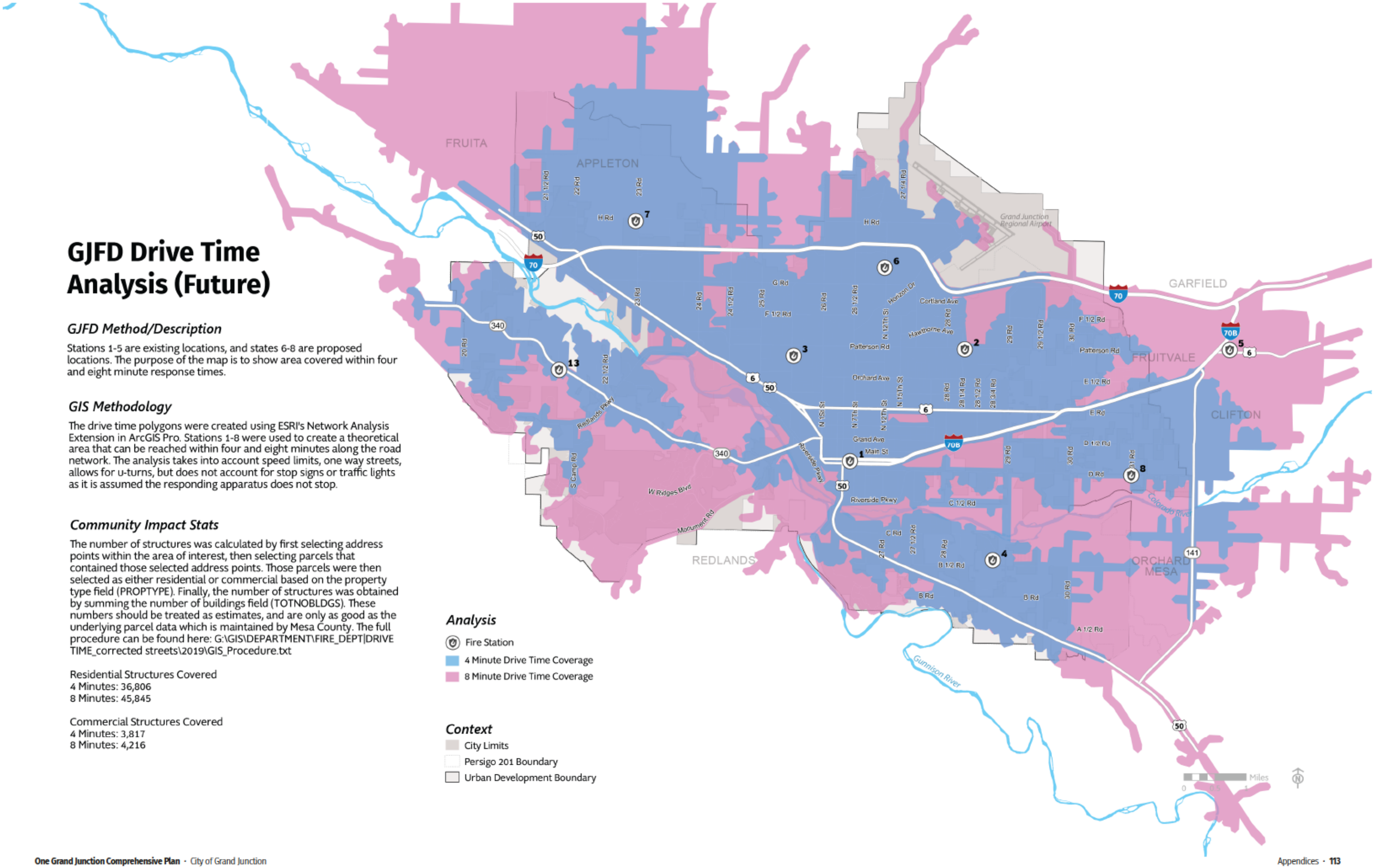
The drive time polygons were created using ESRI's Network Analysis Extension in ArcGIS Pro. Stations 1-8 were used to create a theoretical area that can be reached within four and eight minutes along the road network. The analysis takes into account speed limits, one way streets, allows for u-turns, but does not account for stop signs or traffic lights as it is assumed the responding apparatus does not stop.

Community Impact Stats

The number of structures was calculated by first selecting address points within the area of interest, then selecting parcels that contained those selected address points. Those parcels were then selected as either residential or commercial based on the property type field (PROPTYPE). Finally, the number of structures was obtained by summing the number of buildings field (TOTNOBLDGS). These numbers should be treated as estimates, and are only as good as the underlying parcel data which is maintained by Mesa County. The full procedure can be found here: G:\GIS\DEPARTMENT\FIRE_DEPT|DRIVE TIME_corrected streets\2019\GIS_Procedure.txt

Residential Structures Covered
4 Minutes: 36,806
8 Minutes: 45,845

Commercial Structures Covered
4 Minutes: 3,817
8 Minutes: 4,216



Major Grocers in Neighborhood Planning Areas

- Major Grocers
- Major Grocer 1 Mile Radius
- Census Tract with 2018 Median Income

Neighbor Planning Areas

- Appleton
- City Center
- Clifton
- Fruitvale
- Garfield
- Horizon
- North West Grand Junction
- Orchard Mesa
- Pear Park
- Redlands

Context

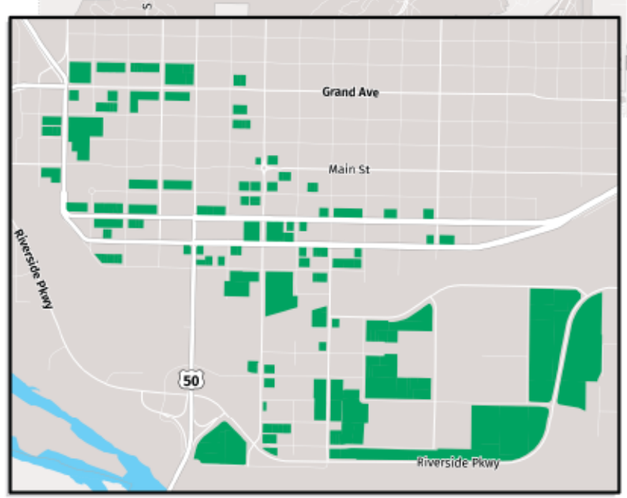
- City Limits
- Persigo 201 Boundary
- Urban Developement Boundary

Downtown Specific Vacant/Underutilized

Vacant/Underutilized Sites

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary



Downtown Area

Soils

Potential Erosion Hazard

- Not Rated
- Slight
- Moderate
- Severe

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

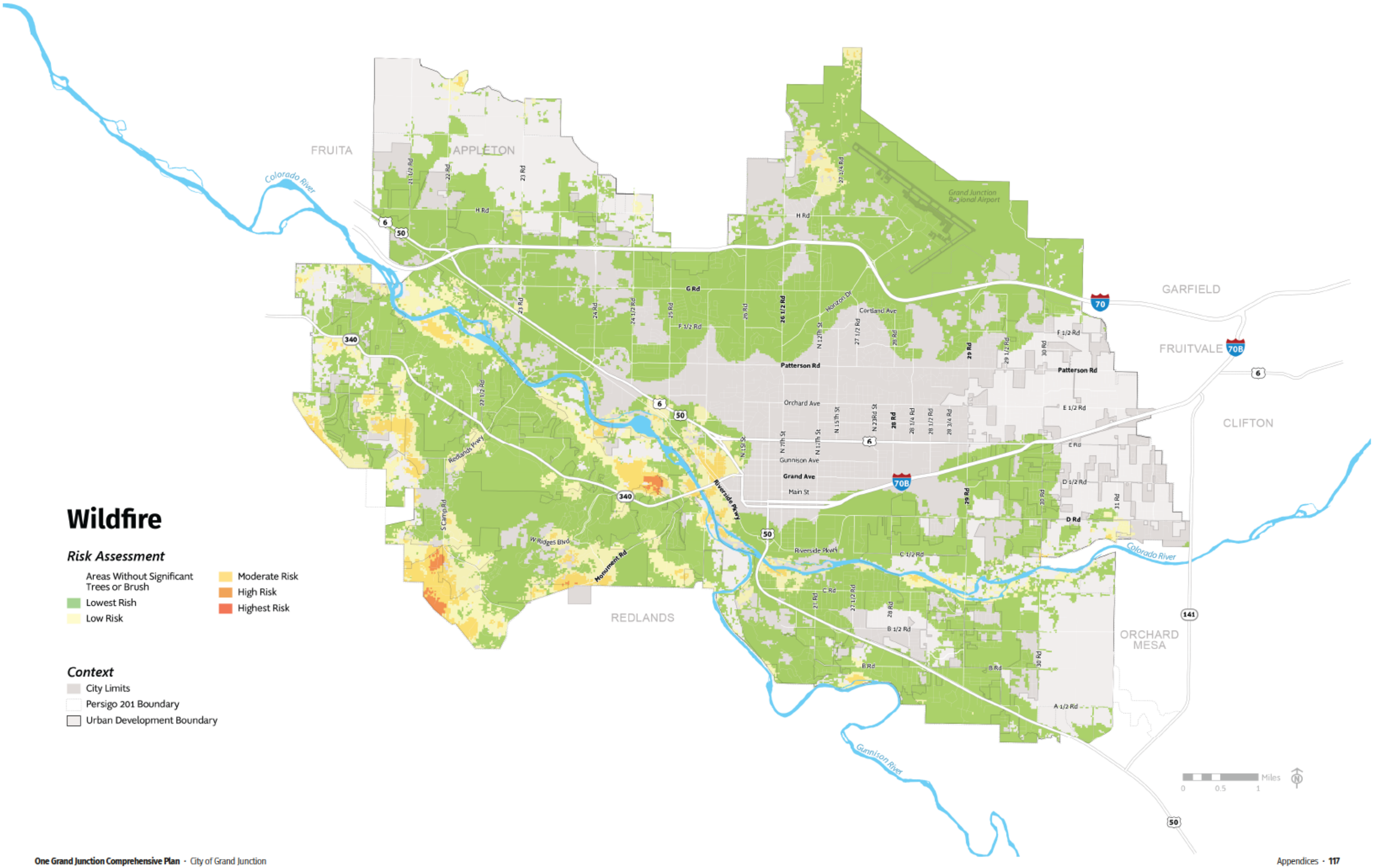
Wildfire

Risk Assessment

- Areas Without Significant Trees or Brush
- Lowest Rish
- Low Risk
- Moderate Risk
- High Risk
- Highest Risk

Context

- City Limits
- Persigo 201 Boundary
- Urban Development Boundary



Appendix C: Summary of Process and Public Outreach

Community Outreach

The One Grand Junction Comprehensive Plan is founded on an inclusive and engaging community outreach process designed to gather input from a wide range of community stakeholders. This included residents, business owners and operators, developers and property owners, City officials and staff, and service providers. Collecting input and facilitating discussion, outreach has helped to identify the issues, opportunities, potential projects, key strengths and assets, and overall public vision as the community moves forward. The feedback received has helped to guide recommendations of One Grand Junction, ensuring that the Plan is responsive to the community it serves.

The following summary provides an overview of outreach completed. During the planning process, outreach workshop summaries for public workshops were posted to the One Grand Junction website to provide more in-depth coverage detailing public feedback.

Public Engagement Approach

The City hosted a total of 30 focus groups and meetings, including an Advisory Committee Workshop, a Community Workshop, a Business Workshop, and a Visioning Workshop. Additionally, the steps of the comprehensive planning process were presented at two joint City Council/Planning Commission meetings. This outreach ensured the Plan is built on a variety of stakeholder input and feedback, both in-person and on-demand via online participation. In-person focus groups and workshops, online participation, and immersive outreach created a range of ways for participants to engage in the planning process.

Total Engagement Responses

Across all outreach formats, including in-person, online, and immersive outreach, there have been a total of 2,140 engagement responses, each representing an instance of public participation within the planning process for One Grand Junction. The term "engagement response" is used to acknowledge that an individual participant may engage with the planning process more than once. For example, a business owner may have attended the business workshop as well as the community workshop and may have additionally taken an online questionnaire.

In-Person Outreach

A total of 827 instances of in-person outreach occurred throughout the process.

Focus Groups and Key Stakeholder Outreach

In total, 30 focus group sessions, key stakeholder interviews, and small group meeting discussions were facilitated as part of the outreach process. They included engagement with the following groups and stakeholders:

- Advisory Committee
- Business Community
- Citizen Stakeholders
- City Council/Planning Commission Joint Workshop
- City Department Directors
- Colorado Mesa University Administration
- Colorado Mesa University Alumni
- Community Impact Council for Mesa County Health
- Community Services and Housing
- Development Interests Group
- Horizon Drive District
- Kaart
- Latino Chamber of Commerce
- Local Government Agencies
- Mesa County Public Health Professionals
- Mesa County Public Health Visioning Group
- One Riverfront
- Planning Commission
- Recreation Center Community Advocates
- Sanitation Providers
- Transportation Group
- Water Providers

Focus groups and stakeholder outreach meetings were organized around groups with shared expertise or interest in a specific field, such as business, housing, or infrastructure. The main goal of the focus group and interview formats was to learn nuanced information on a topic in finer detail from specific perspectives. The discussion structure of a focus group allows for insight that may not be gleaned in a larger workshop setting.

Advisory Committee Workshops and Meetings

A sixteen-member Advisory Committee of Grand Junction stakeholders was assembled by the City Council to provide guidance and act as a sounding board for the planning process. The first Advisory Committee meeting followed a workshop format and was held in February 2019. The goal of the first meeting was to familiarize the committee with the planning process and to obtain input on issues and opportunities facing the city. Additional in-person Advisory Committee meetings were held in person and via conference call and screen share throughout the process. Utilizing a discussion-oriented focus group format, these meetings provided the committee with progress updates, the opportunity to ask questions, and insight into the next steps in the process.

Community Workshop

The City hosted a Community Workshop at Two Rivers Convention Center on April 9, 2019. The workshop was well-attended with 128 individuals participating. This was an opportunity for residents and community stakeholders to offer their input and feedback regarding issues and opportunities within the community. The agenda included a review of the planning process to be undertaken as well as a group exercise designed to gather input regarding issues, opportunities, potential projects, strengths, and assets of the city.

Business Workshop

On April 10, 2019, the City hosted a Business Workshop at the Grand Junction Chamber of Commerce. Nineteen participants, including members of Grand Junction's business community, attended this meeting to share their input. The meeting included a business-oriented exercise to gather feedback regarding pressing issues and concerns facing the city, specific projects they would like to see undertaken, and the primary strengths and assets of the community.

Visioning Workshop

The City hosted a Visioning Workshop on July 16, 2019, at the Avalon Theatre. This workshop marked the beginning of the visioning phase of the project, establishing a city-wide vision for the future of Grand Junction. The Visioning Workshop was attended by approximately 170 residents. Participants were assigned to 16 breakout groups and instructed to prepare their vision for the community, including mapping desired improvements and development. Each group was provided a workbook packet that contained guidelines for discussion, along with a large map of the city and the surrounding area, including the Persigo 201 service boundary. The group was instructed to consider all ideas and issues important to them in terms of their long-term vision for the city.

Subarea Plans Workshop

The Subarea Plans Workshop took place on Wednesday, October 30, 2019, at the Lincoln Park Barn. The purpose of the workshop was to gain feedback on two subareas, the 24 Road Corridor and Lower Downtown. The workshop was attended by 41 participants made up of community residents, stakeholders, and City staff. The workshop began with a visual preference survey (VPS) for attendees to participate in with their mobile devices. The VPS was intended to get participants thinking about design, character, and built form, and to consider how certain developments or design elements may or may not be desirable in the two subareas. Participants were then assigned to groups to work together to map issues and improvements for the 24 Road Corridor and Lower Downtown subareas.

Values and Vision Workshop

The Values and Vision Workshop took place on Tuesday, November 19, 2019. At the session, attendees provided feedback on draft goal statements derived from community input. The workshop was conducted using a live polling platform that attendees could connect to via smartphone or tablet. This allowed participants to see results in real-time while learning how other residents felt about specific issues. A discussion was facilitated around the voting and ranking exercise.

Spanish Language Workshop

On November 19, 2019, the project team conducted the Spanish Language Workshop at the Mesa County Central Library. The workshop was attended by 17 individuals. The workshop was an opportunity for Spanish-speaking residents and community stakeholders to offer their input and feedback regarding the City and the Plan.

Draft Plan Workshops

Two virtual and one in-person open houses were held on November 10 and 12, 2020. These community meetings provided citizens the opportunity to heat what was included in the Draft Plan that was made available for public review on November 4, 2020. The public was able to ask questions, make comments, and receive answers in these live meetings from the project team and City staff.

Online Outreach

The following forms of online outreach were linked and promoted on the City of Grand Junction website, through the City's social media outlets, and on flyers that were distributed widely at workshops, community events, and City Hall. Online outreach totaled 998 instances of participation throughout the planning process.

Project Website

A project website was designed to support One Grand Junction. The website offered information and updates regarding the project, including meeting notices and documents, and provided information about participation opportunities. Additionally, the website hosted online outreach opportunities, including questionnaires and map.social, an online mapping tool described below.

Online Questionnaires

Two online questionnaires were developed, one for Grand Junction residents and one for business owners or operators in the city. A total of 775 residential questionnaires and 84 business owner questionnaires were completed online. Online questionnaires supplemented in-person events by offering an opportunity for individuals to get involved at their own pace. The questionnaires were accessible 24 hours a day to capture input from those unable or unlikely to attend a workshop.

map.social

map.social is an online outreach tool used for the Comprehensive Plan that allowed individuals to provide feedback and comments, tying these comments spatially to a point or area on a map. This provided a way for anyone to create a map of their community, identifying their issues, opportunities, weaknesses, and community assets. The Grand Junction map.social page was configured with community-specific legend items, allowing participants to identify elements such as future development sites, agricultural areas, and natural areas. A total of 44 participants used map.social to create features showing 340 issues, opportunities, and visioning comments throughout the City.

Immersive Outreach

Immersive outreach is a way to bring planning to the community; it provides opportunities for outreach and engagement at local events or with community organizations. Immersive outreach facilitates engagement in places where people are already and can be used by City staff and the CPAC to broaden the scope of community outreach.

For the One Grand Junction Comprehensive Plan, Do-It-Yourself (DIY) workshop kits were developed to provide local groups with the opportunity to facilitate their own community workshops. A total of 24 participants used DIY kits to engage in the planning process. Postcards were created to be distributed at any event, gathering, or location within the community. The postcards posed the question, "If you could do one thing to make Grand Junction better, what would it be?" They were designed to inform a person about the Comprehensive Planning process and allow a person with limited time to provide input into the process. Participants returned 291 postcards.

Complementary Outreach – Community Survey

In February 2019, RRC Associates completed a survey of the Grand Junction community designed to assist the City in updating its Comprehensive Plan. A total of 5,000 surveys were mailed to a random sample of Grand Junction residents, which resulted in a final sample size of 889 people for the statistically-valid survey. These participants provided input related to services and priorities in Grand Junction. The full report is available on the City of Grand Junction website.

998

Total Points of Online Outreach

44
map.social Maps

50
Community Facility Questionnaires

340
map.social Points

31
Direct Emails

84
Business Questionnaires

775
Resident Questionnaires

315

Total Points of Immersive Outreach

3
DIY Kits

291
Postcards

24
DIY Kit Participants



2,100+

Instances of Public Participation

517

Total Points Workshop Outreach

19
Business Workshop Participants

128
Community Workshop Participants

41
Subarea Charrette

17
Spanish Language Workshop

15
Advisory Committee Meetings

170
Visioning Workshop Participants

124
Visioning Part II Workshop Participants

310

Total Points of Focus Group Outreach

22
Focus Groups

30
Focus Group Meetings

Appendix D: Funding Sources

Some policies and strategies recommended in the Comprehensive Plan may require special financing or expertise. In these cases, the City should pursue external partnerships and funding sources. A list of potential funding and incentives is provided as follows. City staff should regularly monitor these sources to account for legislative or statutory changes that may influence the applicability or availability of funding, as well as proactively seek new, available funding sources. The following list provides a general overview of potential tools and resources rather than a detailed summary of requirements and applications.

Economic Development

Local Improvement Districts (LIDs)

LIDs are authorized state statutes for the funding of improvements in county districts. Funds are secured by imposing a sales tax throughout the district, or by utilizing a combination of such assessments and tax. The Mesa County Whitewater Urban Service Public Improvement District is an example of one such district.

Dos Rios General Improvement District (GID)

The Dos Rios GID is a property tax district formed in 2019 for the purpose of funding improvements within the district, such as utilities, communications facilities, and roads. The City received a petition signed by the owners of 100 percent of the taxable real property in the district requesting its organization. Funding for improvements along the riverfront is a focus of the GID.

Business Improvement Districts (BID)

Grand Junction's BIDs are private sector initiatives authorized by state statute to manage and improve the environment of a municipal business district. Services are financed by a self-imposed and self-governed assessment. Services financed by a BID are intended to enhance, not replace, existing City services. The City's two BIDs include:

- The **Horizon Drive BID** was organized with the purpose of making Horizon Drive, the "Gateway to Grand Junction," the most attractive area in the city to do business. The district promotes business activity along the Horizon corridor by improving pedestrian facilities, enhancing the flow of traffic and transportation, promoting tourism, and stimulating economic development.
- The **Downtown Grand Junction BID** promotes businesses, arts and culture, and outdoor activity in the City's Downtown.

Colorado Main Street Loans

This loan program offers character-based financing options for small businesses unable to secure a conventional loan or start their business. Loans range between $5,000 to $50,000 and for a variety of business purposes for underserved communities. Funds are available for start-up expenses, working capital, purchasing equipment, leasehold improvements, buying a business or franchise or business debt refinancing. Funding for this loan program comes from a variety of sources, including Colorado Lending Source, banks, foundations, private entities, investors, and government agencies.

Planning Program and Local Technical Assistance Program

The Local Technical Assistance program strengthens the capacity of local or state organizations, institutions of higher education, and other eligible recipients to create regional economic development plans to improve economic prosperity and resiliency of an area, such as through feasibility studies and impact analyses. The Program is administered by the Department of Commerce Economic Development Administration and offers up to $300,000 with a cost-share/match requirement.

Colorado Historical Foundation (CHF) Revolving Loan Fund: Preservation Loans

The Colorado Historical Foundation established the CHF Revolving Loan Fund to provide financing for preservation projects and the acquisition of historically designated properties. CHF Revolving Loan Fund loans are for rehabilitation, restoration, or adaptive reuse. Projects must adhere to the Secretary of the Interior's Standards for the Treatment of Historic Buildings. The funds can also be applied to the purchase of a national or local historically designated property in Colorado.

New Markets Tax Credit (NMTC)

Administered by the Department of the Treasury, the NMTC increases the flow of capital to businesses and low-income areas by providing a modest tax incentive to private investors, businesses and communities across the country. The Colorado Housing and Finance Authority (CHFA), through the Colorado Growth and Revitalization (CGR) fund administers NMTCs in the State of Colorado.

Tax Incremental Financing/Urban Renewal Areas

Urban Renewal Areas (URA) provide the opportunity to fund eligible improvements within a specific geographic area as property tax revenue increases. The increase in tax revenue, or increment, over the base year of establishing tax increment financing (TIF) can be leveraged for infrastructure improvements, property acquisition, improvements to existing development, and related allocations. Grand Junction's current Downtown Development Authority is not a URA, which requires it to focus TIF funds solely on the Downtown area. The duration of the TIF is 30 years with the opportunity for renewal for up to 50 years at 50 percent of the TIF.

Manufacturing Sales and Use Tax Exemption

This tax exemption is offered through the Colorado Department of Revenue. It provides an exemption from state sales and use tax on purchases of manufacturing machinery, machine tools, and parts in excess of $500. Industrial businesses within the City of Grand Junction may be eligible for this exemption, provided the machinery meets the set of criteria set forth. An applicant must fill out the necessary forms and supply documentation of purchase for each exempt transaction.

Opportunity Zones (OZ)

Enacted as part of the 2017 tax reform package (Tax Cuts and Jobs Act), Opportunity Zones are federal tax incentives to increase investment in low-income urban and rural communities. This economic development incentive allows investors to support distressed communities through private equity investments in businesses and real estate projects. The incentive is the deferral, reduction, and potential elimination of specific federal capital gains taxes. Investments are only applicable in a federally designated low-income census tract, of which Grand Junction has six: 2, 4, 5, 7, 8, and 9. These tracts are within the City Center, North West Grand Junction, and Orchard Mesa. Investments must be made into a Qualified Opportunity Fund (QOF). The QOF then must deploy 90 percent of the funds into qualified opportunity zone properties or businesses within six months.

Biotechnology Sales and Use Tax Refund

Qualified taxpayers may seek a refund every year for all Colorado sales and use taxes they paid on purchases of tangible personal property used directly in research and development of biotechnology. This includes property such as microscopes, chemical reagents, and software.

Advanced Industry Investment Tax Credit

This tax credit administered through the Colorado Office of Economic Development helps Colorado advanced industry companies that are headquartered in Colorado receive more capital from Colorado investors. Colorado's seven advanced industries are Advanced Manufacturing, Aerospace, Bioscience, Electronics, Energy/Natural Resources/Cleantech, Infrastructure Engineering, and Technology and Information. The investor, the investee and the investment all must meet certain criteria (more detailed information is available on the Colorado Office of Economic Development and International Trade website).

Rural Jump-Start Zone

This program provides tax relief for businesses that locate within designated jump-start zones, of which Mesa County is one. Jointly administered by the Colorado Office of Economic Development and International Trade (OEDIT), Colorado Economic Development Commission (CEDC), and the Colorado Department of Revenue, the program provides relief from state income and sales and use tax for new businesses. It also provides relief from county and municipal business personal property tax.

Renewable Energy Sales and Use Tax Exemption

Applicable businesses may receive this exemption annually for all Colorado sales and use taxes they paid on purchases of tangible personal property used directly in research and development of biotechnology. If tax was paid on a purchase that qualifies for exemption, the purchaser may request a refund for the tax paid. The is no limit to the amount of the refund.

Clean Tech and Media Tech Sales and Use Tax Refund

Through the Colorado Department of Revenue, this refund is available to businesses employing fewer than 36 full-time employees in Colorado with either its headquarters or 50 percent of all employees in the state. Covered items and activities include the sale, storage, use, or consumption of property used for research and development of clean or medical technology.

Job Creation and Training

Job Growth Incentive Tax Credit

This state funding source through the Colorado Office of Economic Development is intended to provide a state income tax credit to businesses undertaking job creation projects that would not occur in Colorado without this program. Businesses need to create at least 20 new jobs in Colorado, with an average yearly wage of at least 100 percent of the county average wage rate based on where the business is located. A business located in an Enhanced Rural Enterprise Zone must create at least five new jobs in Colorado, with an average yearly wage of at least 100 percent of the county average wage. All new jobs must be maintained for at least one year after the positions are hired to qualify.

Strategic Fund Incentive

Offered through the Colorado Office of Economic Development and International Trade, this incentive supports and encourages new business development, business expansions, and relocations that have generated new jobs throughout the state. Local businesses must create new jobs in Colorado that are maintained for at least one year (see the fact sheet on the Strategic Fund Incentive website for full requirements).

Work Opportunity Tax Credit (WOTC)

This tax credit encourages employers to hire nine targeted groups of job seekers: Welfare/TANF recipients, Veterans receiving Food Stamps, Disabled Veterans, Ex-Offenders, Designated Community Residents, Vocational Rehabilitation, Food Stamp recipients between the ages of 18 and 39, Supplemental Security Income recipients, and long term TANF recipients. The tax credit is administered by the Colorado Office of Economic Development and International Trades. All eligible employers can receive $2,400 to $9,000 per new employee.

Colorado FIRST Grants

Administered jointly between the Colorado Office of Economic Development and International Trade and the Colorado Community College System, Colorado FIRST Grants offer up to $1,400 per full-time employee for companies relocating to or expanding in Colorado to assist with training funds for net new hires. The program is jointly administered by the Colorado Community College System (CCCS) and the Colorado Office of Economic Development and International Trade (OEDIT) and managed through participating colleges. Grants are contingent upon available funding.

Existing Industry Customized Training Programs

Administered by the Colorado Office of Economic Development and International Trade and the Colorado Community College System, the program provides up to $1,200 per full-time employee. The program focuses on established Colorado companies to assist them to remain competitive within their industry, adapt to new technology and prevent layoffs. The program is jointly administered by the Colorado Community College System (CCCS) and the Colorado Office of Economic Development and International Trade (OEDIT) and managed through participating colleges. Grants are contingent upon available funding.

Transportation

There are various federal and state-funded programs for which the City of Grand Junction may apply. Most of the programs require a local match depending on the type of program. Below are a few of the programs available:

- Transportation Alternatives Program (TAP)
- Off-System Bridge Program (BRO)
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Congressional Appropriation Earmarked Federal Funding with Local Match (Demonstration)
- Safe Routes to Schools Program
- Regional Priority Program (RPP)
- FASTER Safety Funds
- State Appropriations for transportation improvements (i.e. SB267)

Transportation Improvement Program (TIP)

The Grand Valley Metropolitan Planning Organization (GVMPO) is designated by the governor, includes the Cities of Grand Junction and Fruita, the Town of Palisade, and Mesa County, and is responsible for the development of the TIP for the Grand Valley urbanized area. The TIP is a rolling four-year capital improvement program for highway, bicycle/pedestrian, and transit projects in the area to implement the recommendations of the Regional Transportation Plan (RTP). Both the RTP and TIP are adopted and amended as needed by the GVMPO. The RTP is updated on a periodic basis, approximately every four to five years, while the TIP is adopted annually. The RTP and TIP comply with Title 23 (highways) and Title 49 (transit), as amended. The GVMPO TIP becomes a part of the Statewide Transportation Improvement Program (STIP) as described in the following section. Note that the GVMPO is also known as and functions locally as the Mesa County Regional Transportation Planning Office.

Statewide Transportation Improvement Program (STIP)

The Colorado Department of Transportation (CDOT) is responsible for carrying out the statewide transportation planning process to receive federal funding for transportation improvement projects. The STIP contains capital and non-capital transportation projects and programs needing funding under Title 23 (highways) and Title 49 (transit) of the U.S. Code. The program also contains regionally significant transportation projects requiring action by the federal highway administration (FHWA) or the Federal Transit Administration (FTA). A STIP, by law, must be financially constrained. Therefore, all funding sources must be identified for each project.

Under federal rules, CDOT develops a STIP for all areas of the state and provides timely public notice and a reasonable opportunity for comment on the proposed programs. CDOT currently updates its STIP annually, exceeding the required four-year timeframe, keeping up to date with the long-range Statewide Transportation Plan (SWP). The STIP development process includes detailed discussions with local planning partners, including five Metropolitan Planning Organizations (MPO) and ten rural Transportation Planning Regions (TPRs). Grand Junction is part of the Grand Valley MPO. The GVMPO TIP becomes a part of the STIP and includes projects with federal, state, and local funding.

Parks, Trails, and Open Space

Land and Water Conservation Fund

This fund provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). Funds are provided through the U.S. Forest Service, U.S. Fish and Wildlife Service, National Park Service, and Bureau of Land Management.

Nonmotorized Trail Grants

The mission of the Colorado Parks and Wildlife Trails Program is to promote understanding and stewardship of Colorado's outdoors by providing opportunities for the public use and support of Colorado's diverse system of trails. The grant program is a partnership among Colorado Parks and Wildlife, Great Outdoors Colorado (GOCO), the Colorado Lottery, the federal Recreational Trails Program (RTP), and the Land and Water Conservation Fund (LWCF).

Environment and Sustainability

Colorado Brownfields Revolving Loan Fund (CBRLF)

This fund is intended to facilitate the reuse and/or redevelopment of contaminated sites by making low-cost funding available for financing environmental cleanups. It is administered by the U.S. EPA and Colorado Department of Public Health and Environment.

Natural Resources Matching Grants Program

This program provides matching state funds towards the costs of on-the-ground conservation projects and educational conservation activities. Grant funds range between $1,000 and $25,000. Administered through the Colorado Department of Agriculture, the matching grant is a competitive program. A committee of government and private conservation experts score the applications based on the following criteria: focused approach with measurable outcomes; conservation impact; feasibility; district involvement; and partner involvement.

Source Water Assessment and Protection Pilot Planning Project

The Colorado Department of Public Health and Environment provides funds for source water protection entities that develop exemplary and comprehensive source water protection plans. Funding ranges between $25,000 and $50,000.

Protection Plan Development and Implementation Grants

This grant program provides funds for source water protection entities to develop and implement a source water protection plan up to $5,000. It is administered by the Colorado Department of Public Health and Environment. Eligible entities are active public water systems and governmental entities.

Wildlife Restoration Program

This program, administered by the U.S. Fish and Wildlife Service, provides grant funds to state and insular area fish and wildlife agencies for projects to restore, conserve, manage, and enhance wild birds and mammals and their habitat. Projects may also include providing public use and access to wildlife resources, hunter education, and development and management of shooting ranges. The Program is authorized by the Wildlife Restoration Act. States and the U.S. Insular Areas fish and wildlife agencies may be eligible to apply.

Colorado Healthy Rivers Fund Grants

Administered by the Colorado Department of Natural Resources, this fund provides both project and planning grants. Project grants are intended for projects that promote the improvement and/or protection of the condition of the watershed. Planning grants are for the planning of successful watershed restoration or protection projects. Eligible applicants include locally based watershed protection groups who are committed to a collaborative approach to the restoration and protection of lands and natural resources within Colorado's watersheds.

Colorado Watershed Restoration Grants

The Colorado Department of Natural Resources provides grants for watershed/stream restoration and flood mitigation projects throughout the state. Organizations interested in developing relevant studies and projects may apply. Grant funds can be used for planning and engineering studies, including implementation measures, to address technical needs for watershed restoration and flood mitigation projects.

Arts and Culture

Colorado Creative Industries Grants

The Colorado Creative Industries Grants provide financial support to nonprofit cultural organizations and communities so that they can produce and present arts and cultural activities, bringing jobs to their communities, and enhancing their quality of life. Applicants must meet three review criteria: artistic excellence and merit of proposed activities; community involvement in and benefit from proposed activities; and implementation capacity. The Colorado Office of Economic Development administers the grant, which provides between $4,000 and $10,000.

Our City Grants

Our City Grants offers support for projects in several areas: Arts Engagement, Cultural Planning and Design Projects. These projects represent the distinct character and quality of their communities. These projects require a partnership between a nonprofit organization and a local government entity, with one of the partners being a cultural organization. Matching grants range from $25,000 to $200,000.

AARP Community Challenge Grant

The American Association for Retired Persons established this grant through its Livable Communities initiative in 2017 to help communities around the country make long-term improvements to support residents of all ages. Available funding varies from year to year and is awarded based on the size of the project and the number of applications. Communities can apply for one specific project that will improve the quality of life for all age groups. Awarded projects have included a wide variety of topics ranging from transportation and streetscape design to economic development and affordable housing.









Land Use Designations

Parcels within the UDB have been assigned one of nine land use designations. Typical density for residential uses, as well as development character, activity, and other considerations are provided to define each designation. These land use designations cover the full range of land use types within Grand Junction and should serve as the basis for determining compatible zone districts.

Rural Residential

Range of Density

- Up to 1 dwelling unit per 5 acres.

Land Uses

- Primary: residential, agricultural operations such as farms, orchards, pastures.
- Secondary: open space, home-based businesses, accessory dwelling units.

Characteristics

- Comprised of residential uses with varying housing types on larger lots.
- Allows for the development of residential uses complementing existing rural, large undeveloped lots, and agricultural properties.
- May be located where public services and infrastructure are limited.
- May be located between rural and more intensive residential uses, or at the City's edge to ensure compatibility with unincorporated and rural lands.
- Central services are generally not needed unless located nearby to existing services.

Implementing Zone Districts

- Rural Residential (R-R)
- Community Services and Recreation (CSR)

Residential Low

Range of Density

- Between 2 and 5.5 dwelling units per acre.

Land Uses

- Primary: residential, accessory dwelling units.
- Secondary: Open space and parks, schools, places of worship, home-based businesses, public/institutional uses, other complementary neighborhood uses.

Characteristics

- Comprised of residential uses with varying housing types and lot sizes.
- Secondary uses are designed in a manner to fit the character of the neighborhood.
- Provide a transition between the open, less-developed edges of Grand Junction and the denser urban areas toward the City's center.
- May be located where public services and infrastructure are limited.

Implementing Zone Districts

- Residential-4 (R-4 du/ac)
- Residential-5 (R-5 du/ac)
- Community Services and Recreation (CSR)

Residential Medium

Range of Density

- Between 5.5 and 12 dwelling units per acre.

Characteristics

- Comprised of residential uses with a range of housing types and densities.
- Typically located in areas within walking distance of services and amenities and public transit.
- Provides housing near commercial and employment areas.

Land Uses

- Primary: residential, home-based businesses.
- Secondary: accessory dwelling units, shared common space, parks, schools, places of worship, home-based businesses, other public/institutional uses, other complementary neighborhood uses.

Implementing Zone Districts

- Residential-8 (R-8 du/ac)
- Residential-12 (R-12 du/ac)
- Community Services and Recreation (CSR)
- Mixed Use Residential (MXR-3)
- Mixed Use General (MXG-3)
- Mixed Use Shopfront (MXS-3)

Residential High

Range of Density

- Greater than 12 dwelling units per acre.

Land Uses

- Primary: residential, home-based businesses.
- Secondary: accessory dwelling units, shared common space, parks, schools, places of worship, home-based businesses, other public/institutional uses, neighborhood retail or services, other complementary neighborhood uses.

Characteristics

- Comprised of residential uses with a range of housing types and densities.
- In new neighborhoods, housing types should be mixed rather than segregated by type or density.
- Typically located in areas within walking distance of services and amenities.
- Located near public transit and active transportation routes.
- Integrates retail or service areas into overall development/neighborhood.

Implementing Zone Districts

- Residential-16 (R-16 du/ac)
- Residential-24 (R-24 du/ac)
- Community Services and Recreation (CSR)
- Residential Office (R-O)
- Neighborhood Business (B-1)
- Mixed Use (M-U)
- Mixed Use Residential (MXR-3, 5, 8)
- Mixed Use General (MXG-3, 5)
- Mixed Use Shopfront (MXS-3, 5)

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Mixed Use

Range of Density

- Greater than 8 dwelling units per acre.

Land Uses

- Primary: commercial, retail, employment, and service-oriented uses, higher density housing.
- Secondary: parks, schools, places of worship, other public/institutional uses.

Characteristics

- Provides opportunities for higher density/intensity of development with a mix of uses along transportation corridors and within districts such as the University District to serve adjacent neighborhoods and the broader community.
- Provides residential uses with a range of higher densities and types.
- Located in areas within walking distance of services and amenities where pedestrian- and transit-oriented development is desired.

Implementing Zone Districts

- Residential-16 (R-16 du/ac)
- Residential-24 (R-24 du/ac)
- Community Services and Recreation (CSR)
- Residential Office (R-O)
- Neighborhood Business (B-1)
- Downtown Business (B-2)
- Mixed Use (M-U)
- Business Park (B-P)
- Mixed Use Residential (MXR-3, 5, 8)
- Mixed Use General (MXG-3, 5, 8)
- Mixed Use Shopfront (MXS-3, 5, 8)
- Mixed Use Opportunity Corridors (MXOC)



Commercial

Range of Density

- 16 or more dwelling units per acre.

Land Uses

- Primary: commercial, offices, retail, employment, medical campus/hospitals, and service-oriented uses.
- Secondary: higher density housing, small warehouses, light industrial uses such as manufacturing, assembly, technology and distribution, places of worship, other-public/institutional uses.

Characteristics

- Provides for concentrated areas of retail, services, and employment that support both City residents and those in the surrounding region.
- Located at intersections or in areas along major local, state, and interstate roadways.

Implementing Zone Districts

- Mixed Use (M-U)
- Business Park (B-P)
- Industrial/Office Park (I-O)
- Light Commercial (C-1)
- General Commercial (C-2)
- Mixed Use Residential (MXR- 8)
- Mixed Use General (MXG-3, 5, 8)
- Mixed Use Shopfront (MXS-3, 5, 8)
- Mixed Use Opportunity Corridors (MXOC)



Industrial

Range of Density

- Not applicable.

Characteristics

- Provides opportunities for industrial uses that typically have greater impacts on surrounding areas.
- Generally situated away from residential areas; however, smaller commercial activities or buffering may serve to transition between industrial and residential developments.
- Provides industrial areas near the airport for businesses reliant on the airport for transportation of goods.

Land Uses

- Primary: light and heavy industrial uses including manufacturing, processing, assembly, warehousing and distribution, outdoor storage.
- Secondary: commercial services, mining, and sand or gravel operations.

Implementing Zone Districts

- General Commercial (C-2)
- Industrial/Office Park (I-O)
- Light Industrial (I-1)
- General Industrial (I-2)



Airport

Range of Density

- Not applicable.

Land Uses

- Primary: aviation uses including infrastructure, facilities, and buildings needed to support aircraft and airport operations consistent with the Grand Junction Regional Airport Master Plan.

Characteristics

- Provides for the facilities, operations, and infrastructure necessary to maintain and operate the Grand Junction Regional Airport.

Implementing Zone Districts

- Planned Airport Development (PAD)



Parks and Open Space

Range of Density

- Not applicable.

Primary Land Uses

- Primary: parks, open space, drainageways, natural areas, lands preserved by a conservation easement.
- Secondary: cemetery, environmentally-sensitive lands, recreational facilities.

Characteristics

- Provides for active and passive recreational needs of the community.
- Protects the scenic and environmental quality of sensitive natural areas.
- Protects areas within the floodway and some areas within the 100-year floodplain that may be unsuitable for development.
- Generally owned by public agencies; however, many also include privately-owned spaces such as golf courses or HOA open space or conserved private lands.

Implementing Zone Districts

- Community Services and Recreation (CSR)

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COMPREHENSIVE PLAN









Land Use Designations

Parcels within the UDB have been assigned one of nine land use designations. Typical density for residential uses, as well as development character, activity, and other considerations are provided to define each designation. These land use designations cover the full range of land use types within Grand Junction and should serve as the basis for determining compatible zone districts.

Rural Residential

Range of Density

- Up to 1 dwelling unit per 5 acres.

Land Uses

- Primary: residential, agricultural operations such as farms, orchards, pastures.
- Secondary: open space, home-based businesses, accessory dwelling units.

Characteristics

- Comprised of residential uses with varying housing types on larger lots.
- Allows for the development of residential uses complementing existing rural, large undeveloped lots, and agricultural properties.
- May be located where public services and infrastructure are limited.
- May be located between rural and more intensive residential uses, or at the City's edge to ensure compatibility with unincorporated and rural lands.
- Central services are generally not needed unless located nearby to existing services.

Implementing Zone Districts

- Rural Residential (R-R)
- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)

Residential Low

Range of Density

- Between 2 and 5.5 dwelling units per acre.

Land Uses

- Primary: residential, accessory dwelling units.
- Secondary: Open space and parks, schools, places of worship, home-based businesses, public/institutional uses, other complementary neighborhood uses.

Characteristics

- Comprised of residential uses with varying housing types and lot sizes.
- Secondary uses are designed in a manner to fit the character of the neighborhood.
- Provide a transition between the open, less-developed edges of Grand Junction and the denser urban areas toward the City's center.
- May be located where public services and infrastructure are limited.

Implementing Zone Districts

- Residential Low 4 (RL-4)
- Residential Low 5 (RL-5)
- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development (PD)

Residential Medium

Range of Density

- Between 5.5 and 12 dwelling units per acre.

Characteristics

- Comprised of residential uses with a range of housing types and densities.
- Typically located in areas within walking distance of services and amenities and public transit.
- Provides housing near commercial and employment areas.

Land Uses

- Primary: residential, home-based businesses.
- Secondary: accessory dwelling units, shared common space, parks, schools, places of worship, home-based businesses, other public/institutional uses, other complementary neighborhood uses.

Implementing Zone Districts

- Residential Medium 8 (RM-8)
- Residential Medium 12 (RM-12)
- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development (PD)

Residential High

Range of Density

- Greater than 12 dwelling units per acre.

Land Uses

- Primary: residential, home-based businesses.
- Secondary: accessory dwelling units, shared common space, parks, schools, places of worship, home-based businesses, other public/institutional uses, neighborhood retail or services, other complementary neighborhood uses.

Characteristics

- Comprised of residential uses with a range of housing types and densities.
- In new neighborhoods, housing types should be mixed rather than segregated by type or density.
- Typically located in areas within walking distance of services and amenities.
- Located near public transit and active transportation routes.
- Integrates retail or service areas into overall development/neighborhood.

Implementing Zone Districts

- Residential High 16 (RH-16)
- Residential High 24 (RH-24)
- Mixed-Use Neighborhood (MU-1)
- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development (PD)

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Mixed Use

Range of Density

- Greater than 8 dwelling units per acre.

Land Uses

- Primary: commercial, retail, employment, and service-oriented uses, higher density housing.
- Secondary: parks, schools, places of worship, other public/institutional uses.

Characteristics

- Provides opportunities for higher density/intensity of development with a mix of uses along transportation corridors and within districts such as the University District to serve adjacent neighborhoods and the broader community.
- Provides residential uses with a range of higher densities and types.
- Located in areas within walking distance of services and amenities where pedestrian- and transit-oriented development is desired.

Implementing Zone Districts

- Residential High 16 (RH-16)
- Residential High 24 (RH-24)
- Mixed-Use Neighborhood (MU-1)
- Mixed-Use Light Commercial (MU-2)
- Mixed-Use Downtown (MU-3)
- Public and Parks Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development (PD)



Commercial

Range of Density

- 16 or more dwelling units per acre.

Land Uses

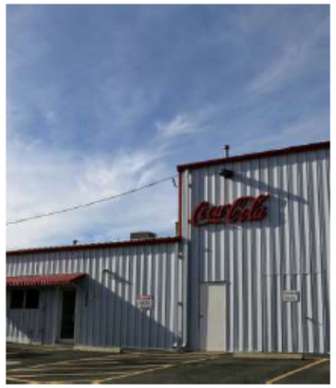
- Primary: commercial, offices, retail, employment, medical campus/hospitals, and service-oriented uses.
- Secondary: higher density housing, small warehouses, light industrial uses such as manufacturing, assembly, technology and distribution, places of worship, other-public/institutional uses.

Characteristics

- Provides for concentrated areas of retail, services, and employment that support both City residents and those in the surrounding region.
- Located at intersections or in areas along major local, state, and interstate roadways.

Implementing Zone Districts

- Mixed-Use Light Commercial (MU-2)
- Commercial General (CG)
- Public, Civic, and Institutional Campus (P-2)
- Planned Development (PD)



Industrial

Range of Density

- Not applicable.

Characteristics

- Provides opportunities for industrial uses that typically have greater impacts on surrounding areas.
- Generally situated away from residential areas; however, smaller commercial activities or buffering may serve to transition between industrial and residential developments.
- Provides industrial areas near the airport for businesses reliant on the airport for transportation of goods.

Land Uses

- Primary: light and heavy industrial uses including manufacturing, processing, assembly, warehousing and distribution, outdoor storage.
- Secondary: commercial services, mining, and sand or gravel operations.

Implementing Zone Districts

- Commercial General (CG)
- Industrial Light (I-1)
- Industrial General (I-2)



Airport

Range of Density

- Not applicable.

Land Uses

- Primary: aviation uses including infrastructure, facilities, and buildings needed to support aircraft and airport operations consistent with the Grand Junction Regional Airport Master Plan.

Characteristics

- Provides for the facilities, operations, and infrastructure necessary to maintain and operate the Grand Junction Regional Airport.

Implementing Zone Districts

- Public, Civic, and Institutional Campus (P-2)



Parks and Open Space

Range of Density

- Not applicable.

Primary Land Uses

- Primary: parks, open space, drainageways, natural areas, lands preserved by a conservation easement.
- Secondary: cemetery, environmentally-sensitive lands, recreational facilities.

Characteristics

- Provides for active and passive recreational needs of the community.
- Protects the scenic and environmental quality of sensitive natural areas.
- Protects areas within the floodway and some areas within the 100-year floodplain that may be unsuitable for development.
- Generally owned by public agencies; however, many also include privately-owned spaces such as golf courses or HOA open space or conserved private lands.

Implementing Zone Districts

- Public Parks and Open Space (P-1)
- Public, Civic, and Institutional Campus (P-2)

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FOR PUBLIC REVIEW

GRAND JUNCTION PLANNING COMMISSION
November 14, 2023, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:33 p.m. by Chairman Teske.

Those present were Planning Commissioners; Shanon Secrest, Kim Herek, Melanie Duyvejonck, Sandra Weckerly, Ken Scissors, and Keith Ehlers.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Supervisor), Kris Ashbeck (Principal Planner), Madeline Robinson (Planning Technician), and Jacob Kaplan (Planning Technician).

There were 22 members of the public in attendance, and 3 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from October 10, 2023.
2. **Orchard Estates Easement Vacation** **VAC-2023-567**
   Consider a Request by Ruckman Holdings LLC, Terry Ruckman, to Vacate a Portion of a Public Utility Easement Located within the Orchard View Way Right-of-Way.

   Commissioner Secrest Moved to approve the item.

   Commissioner Ehlers seconded; motion passed 7-0.

REGULAR AGENDA

1. **Zoning and Development Code Update – GJMC Title 21** **ZCA-2023-172**
   Consider a Repeal of the 2010 Title 21 Zoning and Development Code and Adoption of the 2023 Zoning and Development Code; Consider Transitioning Zone Districts on the Official Zoning Map in Accordance with the 2023 Zoning and Development Code.

   Staff Presentation
   Niki Galehouse, Planning Supervisor, introduced exhibits into the record and provided a presentation regarding the request.

   Elizabeth Garvin and Gabby Hart, consultants with Clarion and Associates, expanded on Mrs. Galehouse's presentation.

   Kevin Bray, a member of the Zoning and Development Code Committee, gave a presentation and spoke on behalf of the committee.

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Questions for staff

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, November 7, 2023, via www.GJSpeaks.org.

Dave Zollner spoke against the retirement of the R-1 and R-2 zone districts. He argued that retirement of these districts would reduce housing options.

Bob Fuoco agreed with Mr. Zollner.

Will Findlay with PRAB provided context about the discussions around the revisions to the Open Space requirements.

Larry Tyson agreed with Mr. Zollner and Mr. Fuoco.

Hogan Peterson commented that while the code revisions were not unanimously agreed on, they did achieve a broad degree of consensus. He expressed concerns about the additional documents because they conflicted with the recommendations of the Zoning Code Committee.

Shiloh White stated that the retiring of the R-E, R-1, and R-2 zoning was counterproductive to the goal of increasing housing options. She provided housing statistics and argued that while the zones would not be immediately removed, it would be easier for developer to rezone to higher density moving forward.

Mike Wall with Wall Development Group spoke on the criticality of drive-thrus on retail redevelopment. He noted that many traditionally "sit-down" restaurants were starting to include drive-thrus to capture a larger customer base.

Doug Poppe with Equity Ventures recommending creating design standards for analysis of compatibility of drive-thru uses along the 24 Road corridor.

Ron Abeloe suggested changes for the language in the open space dedications pertaining to easements being allowed in parks and the economic goals of the developer when determining which land would be dedicated. He agreed with Mr. Wall and Mr. Poppe on the drive-thru standards for 24 Road. He argued in favor of the changes to downtown parking requirements and utilities undergrounding.

Mike Foster spoke in opposition of the drive-thru regulations on 24 Road. He argued in favor of the reduced requirements for undergrounding utilities.

The public comment period was closed at 7:16 p.m. on November 14, 2023.

Commissioner Weckerly clarified that if a property currently existed as R-E, R-1, or R-2, it could be further developed as such, but if it was annexed it would need to be zoned to a higher density

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as outlined in the Comprehensive Plan. She noted that these retired zones were already prohibited in the Comprehensive Plan and that the code update was just bringing the code into alignment with the Comp Plan. She asked who would be impacted if they approved the retirement of the R-1 and R-2 zone districts.

Conversation ensued about the 24 Road overlay, site access and restrictions around drive thrus, the impact of the overlay on the affected property owners, and the existing overlay and its implementation.

Commissioner Ehlers asked about size requirements for parks.

The public hearing was closed at 7:43pm on November 14, 2023.

Discussion

Commissioner Ehlers suggested placing the most controversial items on an adjacent issues list and creating a separate committee to assess those items prior to bringing the code changes to City Council.

Chairman Teske asked if there was discussion about formation of an adjacent issues committee at the November 13, 2023 City Council workshop.

Commissioner Scissors agreed with Commissioner Ehlers that there should be more outreach and input from the owners along 24 Road to ensure their voices would be heard prior to making a decision. He also asked for clarification of "adjacent issues".

Commissioner Secrest asked for clarification on how code revisions could take place after adoption.

Conversation ensued about amending any suggested motions to include formation of an adjacent issues committee, CUPs for drive-thrus along the 24 Road corridor, parking in the downtown area, and Open Space designations.

Motion and Vote

Commissioner Weckerly made the following motion "Mr. Chairman, on the request to repeal and replace the 2010 Title 21 Zoning and Development Code of the Grand Junction Municipal Code as amended, City file number ZCA-2023-172, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report. This is a motion to adopt the draft as presented tonight. Additionally, we recommend formation of a post-adoption advisory committee to further discuss the adjacent issues."

Commissioner Ehlers amended the motion with "The ongoing committee should be an advisory committee from local expertise as well as relevant city personnel and resources to address the adjacent issues because we had scope limitation issues previously."

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Commissioner Secrest seconded; motion passed 5-2.

Commissioner Weckerly made the following motion "Mr. Chairman, I move that the Planning Commission forward a recommendation of approval to City Council to incorporate the proposed revisions in Exhibit 8 – Addendum to the Adoption Draft into the Zoning and Development Code prior to final adoption."

Commissioner Secrest seconded; motion passed 7-0.

Commissioner Weckerly made the following motion "Mr. Chairman, on the request to transition zone districts on the Official Zoning Map in accordance with the 2023 Zoning and Development Code, City file number ZCA-2023-172, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report."

Commissioner Scissors seconded; motion passed 7-0.

Commissioner Weckerly made the following motion "Mr. Chairman, I move that we move issues B & C from Exhibit 6, specifically drive-throughs on 24 Road and open space dedication process to the adjacent issues list to be discussed by a future committee."

Commissioner Scissors seconded; motion passed 6-1.

2. Comp Plan Amendment – Chapter 3: Land Use Designation CPA-2023-177

An Ordinance Amending the One Grand Junction Comprehensive Plan with Revised Zone Districts to be Consistent with the Zoning & Development Code Update.

Staff Presentation

Niki Galehouse, Planning Supervisor, introduced exhibits into the record and provided a presentation regarding the request.

Questions for staff

Chairman Teske asked for clarification as to why staff believed Criterion 1 had not been met.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, November 7, 2023, via www.GJSpeaks.org.

There were no comments from the public or from online attendees.

The public comment period was closed at 9:07 p.m. on November 14, 2023.

Discussion

No discussion occurred between the commissioners.

Motion and Vote
Commissioner Secrest made the following motion "Mr. Chairman, on the One Grand Junction Comprehensive Plan Amendment, City file number CPA-2023-177, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact and condition as listed in the staff report."

Commissioner Scissors seconded; motion passed 7-0.

OTHER BUSINESS

ADJOURNMENT

Commissioner Scissors moved to adjourn the meeting.
The vote to adjourn was 7-0.

The meeting adjourned at 9:09 p.m.

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CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING ORDINANCE NO. 5149 AND ADOPTING THE 2020 *ONE GRAND JUNCTION COMPREHENSIVE PLAN* WITH REVISED ZONE DISTRICTS TO BE CONSISTENT WITH THE ZONING & DEVELOPMENT CODE UPDATE

Recitals

On December 16, 2020, the Grand Junction City Council adopted Ordinance No. 4971. The Ordinance approved the 2020 *One Grand Junction Comprehensive Plan* (Plan) as recommended by the Grand Junction Planning Commission except for an area of land of approximately 60 acres generally located north of H Road and east of 24 3/8 Road some of which land is presently in the City and some of which is not. The City Council supported a Residential Low designation; the Planning Commission recommended the Residential Rural designation.

On February 18, 2021, the Mesa County Planning Commission (MCPC) approved the Plan's future land use maps except for the designation of the 60 acres as Residential Low; the MCPC approved the Plan map with Residential Rural for that area.

On March 17, 2021, the Grand Junction City Council adopted Ordinance No. 4986. The Ordinance amended the Land Use Map to reflect the MCPC decision and designated the aforementioned 60 acres as Residential Rural.

On May 17, 2023, the Grand Junction City Council adopted Ordinance No. 5149, amending the Active Transportation Corridor Map as part of the adoption of the 2023 Pedestrian and Bicycle Plan.

The 2020 *One Grand Junction Comprehensive Plan* is intended to serve as a guide to public and private growth decisions through the year 2040. Besides a statement of the community's vision for its own future and a guide for providing direction to achieve that vision, the Plan is shaped by the community's values, ideals, and aspirations about the management of the community's resources. In addition to defining the community's view of its future, the Plan describes *Plan Principles*, states goals and maps show intended uses, boundaries, and opportunities in order to help the community implement and achieve the desired future.

It was contemplated by the Comprehensive Plan that the Zoning and Development Code (Code), including the Zone Districts established within, would be reviewed to ensure that it effectively implements the vision of the Comprehensive Plan and be amended where it did not. The City began this process in 2021 and it is being finalized for adoption in December 2023. During this update, the zone districts have been modified through consolidation and renaming. As a result, it is necessary that Chapter 3, Land Use

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Designations, be updated to avoid any confusion about what zone districts implement each designation.

Hence, the City Planning Commission and City staff recommend the City Council amend Ordinance No. 5149 to adopt as final the December 6, 2023, version of the 2020 *One Grand Junction Comprehensive Plan* subject to the condition that Ordinance No. _____, amending the City of Grand Junction Zoning and Development Code is adopted by City Council.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

In consideration of and with the adoption of the foregoing Recitals, the 2020 *One Grand Junction Comprehensive Plan* of the City of Grand Junction, Colorado and Mesa County for the joint planning area defined and described in the future land use maps as a part thereof all in the form of the document attached hereto, is hereby adopted.

Be it further ordained that Ordinance 5149 is amended in accordance herewith.

The full text of this Ordinance, including the amended 2020 *One Grand Junction Comprehensive Plan,* as hereby adopted in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter.

INTRODUCED on first reading the 15th day of November 2023 and ordered published in pamphlet form.

ADOPTED on second reading the 6th day of December 2023 and ordered published in pamphlet form.

ATTEST:

_____
Anna M. Stout
President of the City Council

_____
Amy Phillips
City Clerk

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Grand Junction City Council

Regular Session

Item #2.b.i.

Meeting Date: December 6, 2023

Presented By: Timothy Lehrbach, Senior Planner

Department: Community Development

Submitted By: Tim Lehrbach, Senior Planner

Information

SUBJECT:

Introduction of an Ordinance Approving a Rezone for Approximately 174.3 Acres from PD (Planned Development) to PD (Planned Development) and Adopting an Outline Development Plan for "Mesa Trails," Located Between 23 1/4 and 23 3/4 Roads, from G Road to Highway 6 and 50, and Setting a Public Hearing for December 20, 2023

RECOMMENDATION:

The Planning Commission heard the request at its November 28, 2023 meeting and voted (5-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

Foothills Housing 2 LLC and Foothills Housing 5 LLC (collectively, Applicant) are requesting a rezone from Planned Development (PD) to Planned Development (PD) and approval of an Outline Development Plan (ODP) for the Mesa Trails (fka The Community) development, replacing the previously approved PD and ODP for the project.

The Applicant received City Council approval for the PD and associated ODP on August 19, 2015 by Ordinance No. 4676. The original approval was amended on May 15, 2019, by Ordinance No. 4855, which included a revised phasing schedule along with other changes to uses, pod configuration and composition, and bulk standards. The 2019 amendment assumed that development would occur one pod at a time. However, as development progressed on the site, this approach proved to not be feasible. The Applicant therefore requested an extension along with a revised phasing schedule for the PD and ODP which provided for completion of the remaining phases of development within 10 years. This revised phasing schedule was approved and adopted by the City Council on May 17, 2023, by Ordinance No. 5150.

However, since the previous Phase 1 deadline passed two days prior to the date of

adoption, the Applicant has chosen to apply for a rezone for a "new" Planned Development and Outline Development Plan out of an abundance of caution to preclude the possibility of the ODP being construed as lapsed, rendering the PD null and void.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The subject property, located between the proposed 23 ¼ and 23 ¾ Roads, from G Road to Highway 6 and 50, was annexed in 1995 as part of the Northwest Enclave. Initially known in project documents as OneWest, then The Community, prior to its current iteration as Mesa Trails, this project is a proposed Planned Development scheduled to be completed over a total of three phases. The project mixes manufacturing, office park employment centers, health care facilities, retail services, multifamily residential, attached residential, and detached residential uses over its approximate 174 acres.

The project received initial approval for the PD and ODP on August 19, 2015, by Ordinance No. 4676. On May 15, 2019, by Ordinance No. 4855, an amendment to the PD ordinance was approved, which included a revised phasing schedule along with other changes to uses, pod configuration and composition, and bulk standards. Since 2019, the applicant has sought and received approvals for four applications, including two subdivisions, a site plan for a 256,000 SF manufacturing facility, and a site plan for the first phase (77 units) of a multifamily development. A subdivision review is currently underway that encompasses portions of multiple pods. The phasing schedule, however, set the first threshold as a preliminary development plan for any one pod within four years.

As development progressed on the site, it became apparent that the broad phasing schedule requiring plans for an entire pod at a time was not feasible. The Applicant therefore requested an extension along with a revised phasing schedule for the PD and ODP which provided for completion of the remaining phases of development within 10 years. This revised phasing schedule was approved and adopted by the City Council on May 17, 2023, by Ordinance No. 5150. However, since the previous Phase 1 deadline passed two days prior to the date of approval of the extension, the Applicant has chosen to apply for a rezone for a "new" Planned Development and Outline Development Plan out of an abundance of caution to preclude the possibility of the ODP being construed as lapsed, rendering the PD null and void.

This new application and supporting materials replicate what has been previously submitted and approved, except for the following modifications, based on refinements that have been made through the development review process:

- the alignment of the future segment of 23 ½ Road;
- the approximate geometry of entrance features, stormwater management, and irrigation storage;
- the number and location of future access points; and

- the project phasing schedule

The future segment of 23 ½ Road – a minor arterial on the Grand Junction Circulation Plan (GJCP) – within the subject property has been updated on the ODP map to reflect its projected intersection with F ½ Road – a principal arterial on the GJCP – at a roundabout which also accesses pod 4 to the south of the intersection. This revision is consistent with the 2018 update to the GJCP. The ODP map does not represent a precise final alignment, which is subject to major subdivision review and all applicable development and engineering standards.

The project phasing schedule is updated to adjust the required project milestones and deadlines forward based on the adoption date of this new proposed ordinance.

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting regarding the proposed rezone request was held via zoom on Friday, July 28, 2023, in accordance with Section 21.02.080(e) of the Zoning and Development Code. Stuart Borne, for the applicants, Ty Johnson, the applicants' representative, and Niki Galehouse, Planning Supervisor for the City of Grand Junction, were present. No members of the public attended the meeting.

Notice was completed consistent with the provisions in Section 21.02.080(g) of the City's Zoning and Development Code. The subject property was posted with application signs on each street frontage on October 26, 2023. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on November 16, 2023. The notice of the Planning Commission public hearing was published November 19, 2023, in the Grand Junction Daily Sentinel. An online hearing with opportunity for public comment was held between November 21, 2023, and November 27, 2023, through the GJSpeaks.org platform.

ANALYSIS

Rezone

The criteria for review are set forth in Section 21.02.140 (a) of the Zoning and Development Code, which provides that the City may rezone property if the proposed changes are consistent with the vision, goals, and policies of the Comprehensive Plan and if the proposal meets one or more of the following rezone criteria as identified:

(1) Subsequent events have invalidated the original premises and findings; and/or

The Applicant has opted to apply for this rezone to a new PD and ODP out of an abundance of caution that one may construe the previously approved, amended, and extended Outline Development Plan to have lapsed because the Phase 1 expiration date of May 15, 2023, was extended by the City Council on May 17, 2023.

It is the position of the City that no such lapse occurred. A timely and complete application requesting the extension was received, processed, and scheduled for hearings prior to the May 15, 2023, expiration date of Phase 1. Neither the submittal

of the rezone application nor its acceptance and recommendation for approval by staff is an acknowledgment that a lapse occurred. Rather, again, these decisions reflect an abundance of caution and an opportunity to make certain limited updates to the ODP. Therefore, staff finds that no subsequent event has invalidated its original premises and findings, and this criterion is not met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or
The 2010 Comprehensive Plan has been superseded by the 2020 One Grand Junction Comprehensive Plan. The proposed ODP and the supporting application materials demonstrate consistency with the 2020 Comprehensive Plan. However, this criterion states that a change to the character and/or condition of the area, not a change to the Plan itself, renders the amendment consistent with the Plan. In this case, the previously adopted ODP already anticipated the completion of Community Hospital adjacent to the subject property, which is the only substantial recent development in the vicinity. The character and/or condition of the area remain otherwise relatively unchanged since the adopted amendment to the existing PD in 2019. Therefore, this criterion is not met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and or
Water, sanitary sewer, storm water, and electric infrastructure exist on or adjoining the subject properties. Each of the existing and future public streets at the perimeter of the development pods and the entire area subject to the proposed ODP is identified as a collector or arterial in the Grand Junction Circulation Plan. The West Junction Metropolitan District has been established for the funding of necessary infrastructure to serve the development area. The available public facilities, coupled with capital improvement projects in progress and such improvements as will occur as the properties develop, are adequate to serve the housing, services, retail, commercial, manufacturing, and employment uses proposed to be allowed within the Planned Development district. Therefore, this criterion is met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate that proposed land use; and/or
The subject properties are presently zoned Planned Development with an approved Outline Development Plan. The adopted PD and ODP are substantially similar to the proposed PD and ODP, including accommodating the same range of land uses within the proposal. There exists therefore precisely the same supply of suitably designated land available for the proposed development as there would be following the passage of the proposed zoning map amendment. Therefore, this criterion is not met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.
The community will benefit from the mobility enhancements provided by the multimodal improvements to be constructed with the development, from the mix and

concentration of uses in a new neighborhood center, which reduces demand on transportation facilities outside of the project area, from the creation of new public and/or private open spaces and trail connections, from the introduction of a variety of housing types and densities, and from the protection of a wetland on the site. These project features enhance the development and provide citywide benefit. This criterion is met.

Implementing the Comprehensive Plan
In addition to the above criteria, the City may rezone property only if the proposed changes are consistent with the vision, goals, and policies of the Comprehensive Plan. The following provides an analysis of relevant sections of the Comprehensive Plan that support this request.

- Land Use Plan: Relationship to Existing Zoning

Requests to rezone properties should be considered based on the Implementing Zone Districts assigned to each Land Use Designation. As a guide to future zoning changes, the Comprehensive Plan states that requests for zoning changes are required to implement the Comprehensive Plan.

The 2020 Comprehensive Plan provides the subject property with a land use designation of Mixed Use north of F ½ Road and a designation of Commercial south of F ½ Road. The default zoning proposed for the northern portion of this project is BP (Business Park Mixed Use), which implements the Mixed Use designation. The default zoning proposed for the southern portion of this project is C-2 (General Commercial), which implements the Commercial designation.

- Plan Principle 2: Resilient and Diverse Economy

How We Will Get There
1. Foster a vibrant, diverse, and resilient economy.
3. Promote business growth for a diverse and stable economic base.

The proposal supports the formation of a health care industry cluster around the Community Hospital campus, emphasizes recruitment of development projects that have a positive impact on sales tax generation, and leverages proactive capital improvement plan investments.

- Plan Principle 3: Responsible and Managed Growth

How We Will Get There
2. Encourage infill and redevelopment to leverage existing infrastructure.
6. Support the development of neighborhood-centered commercial uses and mixed-use development.

The proposal coordinates the development of blocks and segments of corridors where a property-by-property approach would limit development potential, creates new places

for employment growth, supports the creation of a mix of uses along prominent corridors, supports the development of a walkable neighborhood commercial center providing a variety of services and amenities to the immediate area, expands housing options, and emphasizes strategies that will expand housing options and available services within the immediate area.

- Plan Principle 5: Strong Neighborhoods and Housing Choices

How We Will Get There
1. Promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes.
4. Promote the integration of transportation mode choices into existing and new neighborhoods.

The proposal promotes a variety of housing types – detached and attached single-family, multifamily – that can provide housing options in a new neighborhood at the densities indicated by the Comprehensive Plan. The new neighborhood will feature integration of walking and bicycling infrastructure to link both new and existing destinations within and surrounding the neighborhood.

- Plan Principle 6: Efficient and Connected Transportation

How We Will Get There
1. Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.
4. Encourage the use of transit, bicycling, walking, and other forms of transportation.

The proposal will create and support infrastructure that connects the new neighborhood internally and to existing destinations surrounding the neighborhood. The mix of uses and densities combined with new infrastructure for all modes will support the use of transit, bicycling, walking, and other forms of transportation.

- Intensification and Tiered Growth Plan

Tier 1: Urban Infill – Tier 1 applies to areas where urban services already exist. Development should be directed towards vacant and underutilized parcels located primarily within Grand Junction's municipal limits.

The proposal utilizes existing and planned infrastructure at its perimeter as well as between the development pods and directs a mix of uses and densities to one of the largest properties held in common ownership within the City limits.

Outline Development Plan
Section 21.02.150(b)(2) provides the approval criteria for an Outline Development Plan. An ODP application shall demonstrate conformance with all of the following (with staff findings):

(i) The Comprehensive Plan, Grand Junction Circulation Plan and other adopted plans and policies;
As addressed in the Implementing the Comprehensive Plan analysis above, the subject properties are designated as Mixed Use and Commercial on the 2020 One Grand Junction Comprehensive Plan land use map. The proposed ODP implements each designation by means of its default zone districts and appropriate adjustments. As further addressed above, the proposed ODP contributes to four Plan Principles and multiple strategies.

Additionally, the proposed development implements the Grand Junction Circulation Plan through its contributions to the City's network of arterial and collector roads and Active Transportation Corridors. The construction of complete streets and other multimodal infrastructure will increase mobility throughout the area.

Finally, the proposed development implements the 24 Road Corridor Subarea Plan through its provision of market uses that complement existing and desired uses and its contributions to connectivity within the subarea.

This criterion is met.

(ii) The rezoning criteria provided in GJMC 21.02.140;
As discussed above in the rezone analysis, two of the five criteria for approval of a rezone are met. This satisfies the requirement that at least one such criterion be met. This criterion is met.

(iii) The planned development requirements of Chapter 21.05 GJMC;
Section 21.05.010 provides that "Planned Development zoning should be used when long-term community benefits will be derived and the vision, goals and policies of the Comprehensive Plan can be achieved." The section further provides a non-exhaustive list of eight specific benefits that would support PD zoning: (a) more effective infrastructure; (b) reduced traffic demands; (c) a greater quality and quantity of public and/or private open space; (d) other recreational amenities; (e) needed housing types and/or mix; (f) innovative designs; (g) protection and/or preservation of natural resources, habitat areas and natural features; and (h) public art. As detailed in Exhibit 1, which includes the proposed ODP and supporting application materials, and as discussed above under zoning amendment criterion (5), the project can be expected to achieve all eight benefits as the properties are developed and upon completion of the project at full build-out.

Section 21.05.020 requires that default standards be derived from the underlying zoning. Any deviations from such standards shall be limited to those allowed by 21.05.040(f-g). The applicant proposes default standards for each pod that are derived from the default zones applicable to each (BP or C-2). All proposed deviations are in accordance with the requirements of 21.05.040(f-g) and are explicitly stated in the proposed ordinance adopting the PD and ODP. The character

of the proposed planned development is consistent with the default zones on which the PD is based.

Section 21.05.030 requires that allowed and conditional uses be established at the time PD zoning is adopted and that such uses be consistent in type and density with the Comprehensive Plan. The proposed PD ordinance includes a use table, and Staff has determined that the proposed allowed uses are consistent with the Mixed Use and Commercial land use designations applied to the subject property.

Section 21.05.040 provides the requirements and limitations of project-specific development standards:

(a) Generally. Planned development shall minimally comply with the development standards of the default zone and all other applicable code provisions, except when the City Council specifically finds that a standard or standards should not be applied. Planned development shall comply with GJMC 21.02.150.

All deviations from the default zone development standards are proposed in accordance with the applicable provisions at 21.05.040(f-g) and are subject to approval by the City Council. The proposed development shall otherwise be subject to all requirements of the default zones and all applicable code provisions.

(b) Residential Density. Dwelling unit densities in planned development shall comply with the maximum and minimum densities of the Comprehensive Plan or default zone.

The proposed PD is a mixed use development subject to the provisions at 21.05.040(d)(1-2), addressed below. This provision (b) does not apply.

(c) Nonresidential Intensity. A maximum floor area shall be established at the time of planned development approval. In determining the maximum floor area, the Planning Commission and City Council shall consider:

(1) The intensity of adjacent development;

(2) The demand for and/or mix of residential and nonresidential development in the proposed PD and in the vicinity of the proposed PD;

(3) The availability of transportation facilities, including streets, parking, transit facilities and bicycle/pedestrian facilities;

(4) The adequacy of utilities and public services.

The proposed PD is a mixed use development subject to the provisions at 21.05.040(d)(1-2), addressed below. These provisions (c)(1-4) do not apply.

(d) Mixed Use Intensity.

(1) In mixed use developments in areas designated for residential development in the Comprehensive Plan, no more than 10 percent of the land area may be dedicated to nonresidential uses.

The proposed PD is in areas designated as Commercial and Mixed Use. This provision does not apply.

(2) The maximum residential densities within mixed use developments designated for nonresidential development in the Comprehensive Plan shall not exceed 24 dwelling units per acre. In such developments, residential uses shall not constitute more than 75 percent of total floor area.
The portion of the proposed PD in an area designated as Commercial is proposed to be limited to 12-24 units per acre, and residential uses will not constitute more than 75 percent of total floor area.

(e) Minimum District Size. A minimum of five acres is recommended for a planned development unless the Planning Commission recommends and the City Council finds that a smaller site is appropriate for the development or redevelopment as a PD.
The property subject to the proposed PD totals approximately 174.3 acres.

(f) Development Standards. Planned development shall meet the development standards of the default zone or the following, whichever is more restrictive. Exceptions may be allowed only in accordance with this section.

(1) Setback Standards. Principal structure setbacks shall not be less than the minimum setbacks for the default zone unless the applicant can demonstrate that:
(i) Buildings can be safely designed and that the design is compatible with lesser setbacks. Compatibility shall be evaluated under the International Fire Code and any other applicable life, health or safety codes;
(ii) Reduced setbacks are offset by increased screening or primary recreation facilities in private or common open space;
(iii) Reduction of setbacks is required for protection of steep hillsides, wetlands or other environmentally sensitive natural features.

The proposed PD reduces setbacks from 15 feet front and 10 feet rear standard for BP and C-2 to 10 feet front and 0 feet rear in all pods. All primary and accessory structures shall be designed to applicable building and fire code requirements. Provision (i) is met.

(2) Open Space. All residential planned developments shall comply with the minimum open space standards established in the open space requirements of the default zone.
No minimum open space standards are indicated for the BP or C-2 zones.

(3) Fencing/Screening. Fencing shall comply with GJMC 21.04.040(i).
Fencing shall comply with 21.04.040(i). No deviations or exceptions are proposed.

(4) Landscaping. Landscaping shall meet or exceed the requirements of GJMC 21.06.040.

Landscaping shall meet or exceed all applicable requirements. No deviations or exceptions are proposed.

(5) Parking. Off-street parking shall be provided in accordance with GJMC 21.06.050.

Off-street parking shall meet all applicable requirements. No deviations or exceptions are proposed.

(6) Street Development Standards. Streets, alleys and easements shall be designed and constructed in accordance with TEDS (GJMC Title 29) and applicable portions of GJMC 21.06.060.

All streets, alleys, and easements shall meet all applicable requirements. No deviations or exceptions are proposed. Any exceptions to TEDS must be requested and approved in accordance with the provisions of Title 29.

(g) Deviation from Development Default Standards. The Planning Commission may recommend that the City Council deviate from the default district standards subject to the provision of any of the community amenities listed below. In order for the Planning Commission to recommend and the City Council to approve deviation, the listed amenities to be provided shall be in excess of what would otherwise be required by the code. These amenities include:

(1) Transportation amenities including, but not limited to, trails other than required by the multimodal plan, bike or pedestrian amenities or transit oriented improvements, including school and transit bus shelters;
(2) Open space, agricultural land reservation or land dedication of 20 percent or greater;
(3) Community facilities for provision of public services beyond those required for development within the PD;
(4) The provision of affordable housing for moderate, low and very low income households pursuant to HUD definitions for no less than 20 years; and
(5) Other amenities, in excess of minimum standards required by this code, that the Council specifically finds provide sufficient community benefit to offset the proposed deviation.

Deviations from default zone standards beyond those specifically allowed under subsection (f) above are proposed for minimum lot size and minimum lot width. The proposal reduces minimum lot size from 1 acre standard for BP to 1,800 square feet in pods 1, 2, and 3, and from 20,000 square feet standard for C-2 to no minimum in pod 4. Proposed minimum lot width is reduced from 100 feet standard for BP to 20 feet in pods 1, 2, and 3, and from 50 feet standard for C-2 to no minimum in pod 4. The project proposes transportation amenities (trails) in excess of those indicated on the Active Transportation Corridors map. Therefore,

the Planning Commission may recommend and the City Council may approve the proposed deviations.

Section 21.05.050 pertains to transfer of ownership, limitations on signs, and procedural requirements for the Outline Development Plan and Final Development Plan.
The ODP demonstrates conformance with the Comprehensive Plan, compatibility of land use, and coordination of improvements, as required. Zoning for each development pod is established, as required. The provisions concerning signage and the final development plan shall be applied to subsequent approvals within the area subject to the proposed Planned Development.

In accordance with all provisions of 21.05, the proposed zoning map amendment satisfies the applicable requirements, while the remaining requirements will apply over the life of the development process or over the properties in perpetuity (until and unless one or more property is subsequently rezoned).

This criterion is met.

(iv) The applicable corridor guidelines and other overlay districts in GJMC Titles 23, 24, and 25;
The ODP states that Title 25 (24 Road Corridor Design Standards) shall apply. Conformance with these standards will be evaluated with the Final Development Plan for each pod or portion thereof and at the appropriate stages of development review for individual sites and structures. This criterion is met.

(v) Adequate public services and facilities shall be provided concurrent with the projected impacts of the development;
All public facilities, including streets and utilities, will be provided as the project develops, pursuant to applicable requirements and the intergovernmental agreement between the City of Grand Junction and the West Junction Metropolitan District.

The adjacent Community Hospital and projected future medical office uses will provide health services to the development and surrounding area. Canyon View Park is located 0.5 miles from the subject property, and additional trails and open space will be provided throughout the development. Appleton and Pomona Elementary Schools are roughly equidistant to the property at approximately 2 miles. Fire Station #3 is likewise 2 miles from the site. Grand Valley Transit Station is approximately 1 mile from the site. These facilities are adequate to serve the new neighborhood. This criterion is met.

(vi) Adequate circulation and access shall be provided to serve all development pods/areas to be developed;

The boundaries for each of the pods are derived from the location of designated arterial and collector streets in the Grand Junction Circulation Plan within and at the

perimeter of the development. This configuration provides each pod with access to the street network and active transportation corridors. Circulation within each pod via additional dedicated public streets or onsite driveways and drive aisles will be reviewed with the Final Development Plan for each pod or portion thereof and site plan review for individual buildings or sites, subject to the Transportation Engineering Design Standards (Title 29) and all applicable site circulation standards at 21.06.090. This criterion is met.

(vii) Appropriate screening and buffering of adjacent property and uses shall be provided;

Screening and buffering will be provided between zoning districts as required by Section 21.06.040. This criterion is met.

(viii) An appropriate range of density for the entire property or for each development pod/area to be developed;

A variety of residential housing types and densities is proposed. Pods 1-3 allow detached and attached single family, townhomes, and duplexes at a minimum density of 5.5 dwelling units per acre. These uses shall not exceed 70 percent of the acreage in pod 1, 40 percent of the acreage in pod 2, and 55 percent of the acreage in pod 3. All pods 1-4 allow multifamily with a minimum density of 12 dwelling units per acre and a maximum density of 24 dwelling units per acre. The proposed housing mix is appropriate to the property's Mixed Use and Commercial land use designations, complements the proposed nonresidential uses, and benefits the City's housing goals. This criterion is met.

(ix) An appropriate set of "default" or minimum standards for the entire property or for each development pod/area to be developed;

Development standards applicable to each pod are detailed in the proposed ODP and PD ordinance and are appropriate to each applicable default zone and to the applicable Comprehensive Plan land use designation. Reductions in minimum lot size (from 1 acre standard for BP to 1,800 square feet in pods 1, 2, and 3, and from 20,000 square feet standard for C-2 to no minimum in pod 4), minimum lot width (from 100 feet standard for BP to 20 feet in pods 1, 2, and 3, and from 50 feet standard for C-2 to no minimum in pod 4), and setbacks (from 15 feet front and 10 feet rear standard for BP and C-2 to 10 feet front and 0 feet rear in all pods) will provide the flexibility needed to achieve the mixed-use, neighborhood commercial center intended, while preserving the intended form and function of each default zone district and land use designation. This criterion is met.

(x) An appropriate phasing or development schedule for the entire property or for each development pod/area to be developed

The applicants request to allow the development to be completed in 3 phases over 10 years. Portions approved and under development under the previously adopted PD and ODP are excluded from this schedule. A phasing or development schedule sets forth expiration deadlines and conditions for a lapse of plan. These deadlines and conditions are as follows:

Phase	Portion of Site	Requirement	Expiration Date
Approved subdivisions excluded (PLD-2021-523, PLD-2021-654) - 33 acres			
1	At least 20% (28 acres) of remaining 144 acres	Final Plat recorded within 5 years from date of approved PD Ordinance	December 20, 2028
2	At least an additional 25% (36 acres) of remaining 144 acres	Final Plat recorded within 7 years from date of approved PD Ordinance	December 20, 2030
3	Remaining 80 acres	Final Plat recorded within 10 years from date of approved PD Ordinance	December 20, 2033

The Applicant's request to allow the development to be completed in three phases over 10 years is consistent with the Code in regard to requisite timeframes for the overall project. This criterion is met.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the request for Mesa Trails, PLD-2023-550, located at 2350 Highway 6 and 50 between the proposed 23 ¼ road and 23 ¾ Road, from G Road to Highway 6 and 50, to rezone from "PD" (Planned Development) to "PD" (Planned Development) and adopt an Outline Development Plan, the following findings of fact have been made:

1. The proposed development implements the principles and policies of the 2020 One Grand Junction Comprehensive Plan, the Grand Junction Circulation Plan, and the 24 Road Corridor Subarea Plan.
2. The rezone request conforms with Section 21.02.140 of the Zoning and Development Code pertaining to rezone approval.
3. The Outline Development Plan conforms with Section 21.02.150 of the Zoning and Development Code pertaining to Planned Development approval.
4. The proposed development conforms and will conform with Section 21.05 of the Zoning and Development Code pertaining to Planned Development standards.

Therefore, The Planning Commission recommended approval of the request.

FISCAL IMPACT:

This action has no direct fiscal impact.

SUGGESTED MOTION:

I move to introduce an ordinance zoning approximately 174.3 Acres from PD (Planned Development) to PD (Planned Development) and adopting an Outline Development Plan for "Mesa Trails," located between 23 1/4 and 23 3/4 Roads, from G Road to Highway 6 and 50, and set a public hearing for December 20, 2023.

Attachments

1. Exhibit 1 - Development Application with ODP
2. Exhibit 2 - Neighborhood Meeting Summary
3. Exhibit 3 - Location and Zoning Maps
4. Exhibit 4 - Ordinance 4676 (2015)
5. Exhibit 5 - Ordinance 4855 (2019)
6. Exhibit 6 - Ordinance 5150 (2023)
7. ORD-Mesa Trails Zoning and ODP 20231129

City of Grand Junction
COLORADO
PUBLIC WORKS & PLANNING

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado as described herein do petition this:

Petition For: Rezone

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: Mixed Use
Existing Zoning: PD
Proposed Land Use Designation: NA
Proposed Zoning: PD

Property Information

Site Location: 675 23 1/2 Rd.; 649 23 3/4 Rd.
Site Acreage: 144; 16.2
Site Tax No(s): 2945-052-26-001; 2945-054-26-002
Site Zoning: PD
Project Description: Rezone from PD to PD

Property Owner Information	Applicant Information	Representative Information
Name: Foothills Housing 2 LLC	Name: Foothills Housing 2 LLC	Name: Kaart Planning
Street Address: 55 Madison St.	Street Address: 55 Madison St.	Street Address: 734 Main St.
City/State/Zip: Denver, CO 80206	City/State/Zip: Denver, CO 80206	City/State/Zip: G.J. CO 81501
Business Phone #:	Business Phone #:	Business Phone #: 241-0745
E-Mail: stuart.borne@mosaic-housing	E-Mail: stuart.borne@mosaic-housing	E-Mail: ty.johnson@kaart.com
Fax #: n/a	Fax #: n/a	Fax #: n/a
Contact Person: Stuart Borne	Contact Person: Stuart Borne	Contact Person: Ty Johnson
Contact Phone #: 720-276-0060	Contact Phone #: 720-276-0060	Contact Phone #: 241-0745

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: [signature] Date: 10/4/2023

Signature of Legal Property Owner: [signature] Date: 10/5/2023

City of Grand Junction
COLORADO
PUBLIC WORKS & PLANNING

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado as described herein do petition this:

Petition For: Rezone

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: Mixed Use
Existing Zoning: PD
Proposed Land Use Designation: NA
Proposed Zoning: PD

Property Information

Site Location: 699 23 1/2 RD
Site Acreage: 13.99
Site Tax No(s): 2945-052-24-002
Site Zoning: PD
Project Description: Rezone from PD to PD

Property Owner Information

Name: Foothills Housing 5 LLC
Street Address: 55 Madison St.
City/State/Zip: Denver, CO 80206
Business Phone #:
E-Mail: stuart.borne@mosaic-housing
Fax #: n/a
Contact Person: Stuart Borne
Contact Phone #: 720-276-0060

Applicant Information

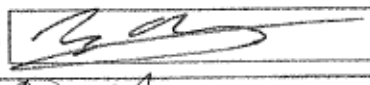
Name: Foothills Housing 5 LLC
Street Address: 55 Madison St.
City/State/Zip: Denver, CO 80206
Business Phone #:
E-Mail: stuart.borne@mosaic-housing
Fax #: n/a
Contact Person: Stuart Borne
Contact Phone #: 720-276-0060

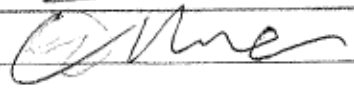
Representative Information

Name: Kaart Planning
Street Address: 734 Main St.
City/State/Zip: G.J. CO 81501
Business Phone #: 241-0745
E-Mail: ty.johnson@kaart.com
Fax #: n/a
Contact Person: Ty Johnson
Contact Phone #: 241-0745

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that th foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the applicatio and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is nc represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again b placed on the agenda.

Signature of Person Completing the Application: 
Date: 10/4/2023

Signature of Legal Property Owner: 
Date: 10/5/23

RECEPTION#: 2975188, at 4/7/2021 4:09:42 PM, 1 of 2
Recording: $18.00, Tina Peters, Mesa County, CO. CLERK AND RECORDER

STATEMENT OF AUTHORITY
(SECTIONS 38-30-108.5 and 38-30-172, C.R.S.)

1. This Statement of Authority relates to an entity named:

Foothills Housing 2 LLC, a Colorado limited liability company.

2. The type of entity is a limited liability company.

3. The entity is formed under the laws of the State of Colorado.

4. The current mailing address for the entity is:

55 Madison Street, Suite 530, Denver, Colorado 80206.

5. The name and position of each person authorized to execute instruments conveying, encumbering and otherwise affecting title to real property on behalf of the entity is:

Stuart Borne, as Manager of BLS II LLC, a Colorado limited liability company, Manager of Foothills Technologies LLC, a Colorado limited liability company, Manager of Foothills Housing 2 LLC, a Colorado limited liability company.

6. The authority of the foregoing persons to bind the entity is not limited.

7. Other matters concerning the manner in which the entity deals with interests in real property: N/A.

8. This Statement of Authority is executed on behalf of the entity pursuant to the provisions of Sections 38-30-108.5 and 38-30-172, C.R.S.

9. This Statement of Authority amends and supersedes in all respects any prior Statement of Authority executed on behalf of the entity.

[SIGNATURE PAGE FOLLOWS]

77228427

Executed on this 30th day of March, 2021.

Foothills Housing 2 LLC, a Colorado limited liability company

By: Foothills Technologies LLC,
a Colorado limited liability company, its Manager

By: BLS II LLC,
a Colorado limited liability company, its Manager

By: _____
Stuart Borne, Manager

STATE OF COLORADO

CITY AND COUNTY OF DENVER

The foregoing instrument was acknowledged before me this 30 day of March, 2021, by Stuart Borne, as Manager of BLS II LLC, a Colorado limited liability company, Manager of Foothills Technologies LLC, a Colorado limited liability company, Manager of Foothills Housing 2 LLC, a Colorado limited liability company.

Witness my hand and official seal.

_____
Notary Public
My Commission Expires: 9/10/21

EDWIN GREEN DAVIS
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20134056604
My Commission Expires September 10, 2021

[Signature Page to Statement of Authority – Borrower]

77228427

THIS DOCUMENT MAY AFFECT YOUR LEGAL RIGHTS. LEGAL ADVICE SHOULD BE OBTAINED IN THE DRAFTING OF ANY LEGAL DOCUMENT.

STATEMENT OF AUTHORITY
(§38-30-172, C.R.S.)

1. This Statement of Authority relates to an entity[1] named
   Foothills Housing 5 LLC

2. The type of entity is a:
   - ☐ corporation
   - ☐ nonprofit corporation
   - ☒ limited liability company
   - ☐ general partnership
   - ☐ limited partnership
   - ☐ registered limited liability partnership
   - ☐ registered limited liability limited partnership
   - ☐ limited partnership association
   - ☐ government or governmental subdivision or agency
   - ☐ trust
   - ☐

3. The entity is formed under the laws of Colorado

4. The mailing address for the entity is 2360 E Evans Ave. 1118 Denver, CO 80210

5. The ☒ name ☒ position of each person authorized to execute instruments conveying, encumbering or otherwise affecting title to real property on behalf of the entity is Stuart Borne, Manager

6. The authority of the foregoing person(s) to bind the entity: ☒ is[2] not limited ☐ is limited as follows:

7. Other matters concerning the manner in which the entity deals with interests in real property:

8. This Statement of Authority is executed on behalf of the entity pursuant to the provisions of §38-30-172, C.R.S.[3]

9. The Statement of Authority amends and supercedes in all respects any and all prior dated Statements of Authority executed on behalf of the entity.

Executed this 10/11/23 day of ,

CEO

[1] This form should not be used unless the entity is capable of holding title to real property.
[2] The absence of any limitation shall be prima facie evidence that no such limitation exists.
[3] The statement of authority must be recorded to obtain the benefits of the statute.

State of Colorado)
) ss
County of Denver)

The foregoing Statement of Authority was acknowledged before me this 11th day of October, 2023 by Stuart Borne

Witness my hand and official seal.
My commission expires:
Jun 14 2025

Notary Public

FARAH ALHAJ
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20214023125
MY COMMISSION EXPIRES JUN 14, 2025

WHEN RECORDED RETURN TO:

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Foothills Housing 2 LLC ("Entity") is the owner of the following property:

(b) 675 23 1/2 Rd. (parcel #2945-052-24-001)

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Manager for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

(•) My legal authority to bind the Entity both financially and concerning this property is unlimited.

( ) My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

( ) The Entity is the sole owner of the property.

( ) The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Rezone

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) none

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: Stuart Borne

Printed name of person signing: Stuart Borne

SARA E SPAIGHT
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20014014577
My Commission Expires: July 22, 2025

State of CO)

County of Denver) ss.

Subscribed and sworn to before me on this 5th day of Oct, 2023

by Stuart Borne Manager of Foothills Housing 2 LLC, a Colorado Limited Liability Company

Witness my hand and seal.

My Notary Commission expires on 7/22/25

Notary Public Signature

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Foothills Housing 2 LLC ("Entity") is the owner of the following property:

(b) 649 23 3/4 RD (parcel #2945-054-26-002)

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Manager for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

(•) My legal authority to bind the Entity both financially and concerning this property is unlimited.

( ) My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

(•) The Entity is the sole owner of the property.

( ) The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Rezone

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) none

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: Stuart Borne

Printed name of person signing: Stuart Borne

State of CO)

County of Denver) ss.

SARA E SPAIGHT
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20014014577
My Commission Expires: July 22, 2025

Subscribed and sworn to before me on this 5th day of Oct, 2023

by Stuart Borne, manager of Foothills Housing 2 LLC a Colorado Limited Liability Company

Witness my hand and seal.

My Notary Commission expires on 7/22/25

Notary Public Signature

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Foothills Housing 5 LLC ("Entity") is the owner of the following property:

(b) 699 23 1/2 Rd.

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Manager for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

◉ My legal authority to bind the Entity both financially and concerning this property is unlimited.

○ My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

◉ The Entity is the sole owner of the property.

○ The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Rezone

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) None

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative:

Printed name of person signing: Stuart Borne

State of Colorado)

County of Denver) ss.

Subscribed and sworn to before me on this 5th day of October, 2023

by Stuart Borne

Witness my hand and seal.

My Notary Commission expires on 11/27/2024

MARIA ISABEL VERDUZCO VEJAR
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20204041584
MY COMMISSION EXPIRES 11/27/2024

Notary Public Signature

RECEPTION#: 3018270, at 2/1/2022 4:41:21 PM, 1 of 1
Recording: $13.00, Doc Fee $363.29 Tina Peters, Mesa County, CO. CLERK AND RECORDER

Land Title Guarantee Company

State Documentary Fee
Date: January 28, 2022
$392.04

Special Warranty Deed

(Pursuant to C.R.S. 38-30-113(1)(b))

Grantor(s), **FOOTHILLS HOUSING 2 LLC, A COLORADO LIMITED LIABILITY COMPANY** , whose street address is **55 MADISON STREET SUITE 530, Denver, CO 80206**, City or Town of **Denver**, County of **Denver** and State of **Colorado** , for the consideration of (**$3,920,400.00**) ***Three Million Nine Hundred Twenty Thousand Four Hundred and 00/100 *** dollars, in hand paid, hereby sell(s) and convey(s) to **FOOTHILLS HOUSING 5 LLC, A COLORADO LIMITED LIABILITY COMPANY** , whose street address is **55 MADISON ST SUITE 530, Denver, CO 80206**, City or Town of **Denver**, County of **Denver** and State of **Colorado**, the following real property in the County of **Mesa** and State of Colorado, to wit:

LOT 2 OF THREE ARROWS SUBDIVISION, COUNTY OF MESA, STATE OF COLORADO.

also known by street and number as: **LOT 2 OF THREE ARROWS SUBDIVISION, GRAND JUNCTION, CO 81505**

with all its appurtenances and warrant(s) the title to the same against all persons claiming under me(us), subject to Statutory Exceptions.

Signed this day of **January 28, 2022**.

FOOTHILLS HOUSING 2 LLC, A COLORADO LIMITED LIABILITY COMPANY

By: _____

STUART BORNE, AS MANAGER OF BLS II LLC, A COLORADO LIMITED LIABILITY COMPANY, AS MANAGER OF FOOTHILLS TECHNOLOGIES, LLC, A COLORADO LIMITED LIABILITY COMPANY AS MANAGER

State of **Colorado**)
)ss.
County of **DENVER**)

The foregoing instrument was acknowledged before me on this day of **January 28th, 2022** by **STUART BORNE AS MANAGER OF BLS II LLC, A COLORADO LIMITED LIABILITY COMPANY, AS MANAGER OF FOOTHILLS TECHNOLOGIES, LLC, A COLORADO LIMITED LIABILITY COMPANY, AS MANAGER OF FOOTHILLS HOUSING 2 LLC, A COLORADO LIMITED LIABILITY COMPANY**

Witness my hand and official seal

My Commission expires: 8/26/2024

_____
Notary Public

MIRELLA McKNIGHT
Notary Public
State of Colorado
Notary ID: 19924011461
My Commission Expires 8/26/2024

When recorded return to: **FOOTHILLS HOUSING 5 LLC, A COLORADO LIMITED LIABILITY COMPANY**
55 MADISON ST SUITE 530, Denver, CO 80206

RECEPTION#: 2975195, at 4/7/2021 4:09:42 PM, 1 of 1
Recording: $13.00, Tina Peters, Mesa County, CO. CLERK AND RECORDER

Quit Claim Deed

(Pursuant to 38-30-116 C.R.S.)

THIS DEED, made on **January 5th, 2021** by **GUS R. HALANDRAS AND CHRIS R HALANDRAS AND APP INVESTMENTS, LLC, A COLORADO LIMITED LIABILITY COMPANY** Grantor(s) of the County of **Rio Blanco** and State of **Colorado** for the consideration of ***** Ten Dollars and Other Good and Valuable Consideration ***** dollars in hand paid, hereby sells and quitclaims to **FOOTHILLS HOUSING 2 LLC, A COLORADO LIMITED LIABILITY COMPANY** Grantee(s), as Entity, whose street address is **3900 E MEXICO AVE SUITE 300, DENVER, CO 80210 City and** County of **Denver**, State of **Colorado**, the following legally described water rights:

ANY AND ALL WATER AND MINERAL RIGHTS AS REFERRED TO IN PURCHASE AND SALE AGREEMENT SECTION (ix) SUBSECTION (c) and (d)

Appurtenant to:

**LOT 2 OF CENTENNIAL COMMERCIAL CENTER,
COUNTY OF MESA, STATE OF COLORADO.**

also known by street and number as **VACANT LAND - LOT 2 CENTENNIAL COMMERCIAL CENTER, GRAND JUNCTION, CO 81505**

Gus R Halandras

GUS R. HALANDRAS

Chris R Halandras

CHRIS R HALANDRAS

APP INVESTMENTS, LLC, A COLORADO LIMITED LIABILITY COMPANY

STEVE RAFTOPOULOS, MANAGER

JENNIFER BROWNELL
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #19984002416
My Commission Expires February 5, 2022

State of **Colorado**)
)ss.
County of **MESA**)

County of Mesa

The foregoing instrument was acknowledged before me on this day of **January 5th, 2021** by **GUS R. HALANDRAS AND CHRIS R HALANDRAS AND STEVE RAFTOPOULOS AS MANAGER OF APP INVESTMENTS, LLC, A COLORADO LIMITED LIABILITY COMPANY**

Witness my hand and official seal

My Commission expires: 2/5/22

Notary Public

Form 94 closing/deeds/qcd_water.html

65042070
(100047336)

734 Main Street
Grand Junction
CO 81501
970.241.0745
planning@kaart.com

Mesa Trails

Rezone Request
675 23 ½ Rd.
August 9, 2023
General Project Report

Project Description

The subject property is located at 675 23 ½ Rd and is approximately 144 acres in size. The existing PD that was approved in 2019 was recently extended at City Council on May 17, 2023.



There was a 2-day lapse between the expiration of the PD on May 15, 2023 and the approval for an extension by City Council on May 17, 2023. The City has indicated that this lapse is not a threat to the validity of the zoning. However, the applicant has decided to go through the rezone process again to completely eliminate any possibility of a challenge to the validity of the zoning.

Public Benefit

The proposed development provides a public benefit by creating developable lots out of vacant land. City services including utilities are in close proximity and are available to serve the site. The subject property is well positioned to develop as residential and commercial uses as it is located off HWY 6 & 50 and near Community Hospital.

Project Compliance, Compatibility, and Impact

Comprehensive Plan

The subject property is designated as Mixed Use and Commercial in the future land use map of the Comprehensive Plan. The proposed development meets a number of goals and policies from the Comprehensive Plan:

Plan Principle 2: Resilient and Diverse Economy
Policy 1. Foster a vibrant, diverse, and resilient economy
Policy 1-A: Economic Diversity Support the further diversification of the economy that is prepared to anticipate, innovate, and proactively respond to cyclical economic fluctuation and evolution.

Policy 1-B: Employment Base Continue to collaborate with local and regional partners to expand the community's economic base and primary job creation by focusing on retention, expansion, incubation, and recruitment efforts that create jobs and import income or dollars to the community, particularly businesses in targeted industries.

Policy 1-G: Sales and Tax Revenue Partner in supporting programs that encourage residents to spend retail dollars locally before looking elsewhere for goods and services. Emphasize the retention and recruitment of retailers or development projects that have a positive impact on sales tax generation, specifically focused on increasing retail sales inflow and reducing retail sales leakage.

Policy 3. Promote Business Growth for a Diverse and Stable Economic Base.
Policy 3-E. Business Retention and Attraction. Support economic development partners to encourage the retention and expansion of existing businesses and industries and the establishment of new businesses in industries that support City initiatives, especially those that offer a livable wage.

Policy 3-F. Barriers. Continue to identify and pursue ways to reduce barriers to entry for new businesses.

Plan Principle 3: Responsible and Managed Growth
Limited Supply of Land: The timing and location of development in Grand Junction today are influenced by several interconnected factors, including available land, infrastructure, and services as well as the Persigo Agreement and market demand. While there is no lack of vacant land to accommodate new growth within the City's Urban Development Boundary, there is a lack of land with the existing urban infrastructure required by the City. Balancing the need for investments in new infrastructure to support greenfield development with the need for improvements to existing infrastructure in established areas of the city to support infill and redevelopment is an ongoing challenge.

Plan Principle 3: Responsible and Managed Growth
Policy 2. Encourage infill and redevelopment to leverage existing infrastructure.

Zoning & Surrounding Land Use

The subject property is currently zoned PD. The existing PD regulations allow for a variety of uses including residential, commercial, and industrial. Surrounding area zoning and land uses include:

- North: Business Park Mixed Use zoning with Community Hospital land use.
- South: I-1 Industrial zoning with a variety of industrial land uses.
- West: I-1 Industrial zoning with a mobile home park and vacant land uses.
- East: Mixed use and Commercial zoning with commercial and vacant land uses.

Site Access and Traffic

Access to Phase I of the development will be provided by 23 ½ Rd., F ¾ Rd., and 23 ¾ Rd. Public infrastructure will be fully built out, per details in the adopted IGA, during phase II.

Utility Providers

All required and necessary utilities shall be provided concurrent with development of the subject property. Utility providers for the development have the capacity and willingness to serve the development. Public facilities such as medical, schools, parks and public safety are available to serve development on this site.

Utility providers for the site are as follows:

- Sewer: City of Grand Junction/Persigo Wastewater Treatment Plant
- Water: Ute Water Conservation District
- Drainage: Grand Valley Drainage District
- Electric: Xcel Energy & Grand Valley Power
- Irrigation: Grand Valley Irrigation Company

All utilities shall be constructed to the standards and specifications of the service provider at the time of construction.

Approval Criteria

Section 21.02.150(b)(2) states that an ODP application shall demonstrate conformance with all of the following:

(i) The Comprehensive Plan, Grand Junction Circulation Plan and other adopted plans

Response: This ODP complies with the Comp Plan and all other adopted plans of the City as detailed earlier in this project report on page 2.

(ii) The rezoning Criteria provided in GJMC 21.02.140

Response: The ODP meets at least one of the approval criteria outlined in section 21.02.140(a) as described below.

21.02.140(a)

(1)Subsequent events have invalidated the original premises or findings

Response: This criteria is not met.

(2)The character and or condition of the area has changed such that the amendment is consistent with the Plan

Response: A new Comp Plan has been adopted since this zoning was originally approved. This application meets the goals and priorities as defined in the 2020 Comp Plan. This is described in detail on pages 2-3.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed
Response: This area is ripe for development considering it is surrounding by dedicated and built public infrastructure, commercial and residential uses, and planned infrastructure improvements such as the F.5 corridor.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use
Response: There are very few, if any, infill sites of this size that can accommodate a development of this size. This vision for this development is a mixture of land uses that are cohesive and complementary to the existing and planned land uses in the area.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.
Response: The site is currently vacant and the community will derive many benefits from the development as proposed including extension of public infrastructure, creation of missing middle housing, and the creation of bike and pedestrian infrastructure that will connect to surrounding infrastructure.

(iii) The planned development requirements of Chapter 21.05 GJMC
Response: A detailed response outlining how this project complies with these criteria is listed in the section below.

(iv)The applicable corridor guidelines and other overlay districts in GJMC titles 23, 24, and 25.
Response: The ODP was created to comply with and exceed any requirements of the 24 Rd. corridor overlay.

(v) Adequate public services and facilities shall be provided concurrent with the projected impacts of the development
Response: All required public services and facilities will be provided to support the development. The project is currently under review for a phase I final plan and will comply with all requirements of the City through that review process.

(vi) Adequate circulation and access shall be provided to serve all development pods/areas to be developed
Response: The applicant has participated in extensive discussions with the City to ensure that the proposed infrastructure will support access and circulation of vehicles, pedestrians, and cyclists.

(vii) Appropriate screening and buffering of adjacent property and uses shall be provided
Response:
Response: The project has been designed to integrate with surrounding land uses. Landscape screening will be used where necessary to provide for any needed buffering.

(viii) An appropriate range of density for the entire property or for each development pod/area to be developed
Response: The proposed density has been determined to be adequate for the area as evidenced by previous public hearings on this project.

(ix) An appropriate set of "default" or minimum standards for the entire property or for each development pod/area to be developed
Response: Minimum standards have been set for the entire project by pod and detailed in density and public amenity requirements.

(x) An appropriate phasing or development schedule for the entire property or for each development pod/area to be developed
Response: The applicant worked extensively with the City on establishing a phasing schedule that will serve the needs of both the development and the City. The phasing schedule is detailed in the ODP and will allow for the planned schedule of development to be achieved.

Section 21.05.010 of the GJMC states that a Planned development zoning should be used when long-term community benefits will be derived and the vision, goals and policies of the Comprehensive Plan can be achieved. The Director shall determine whether substantial community benefits will be derived. Specific benefits that the Director may find that would support a PD zoning include, but are not limited to:

(a) More effective infrastructure;

Response: The proposed development will result in more effective infrastructure as it implements key connections for F1/2 Rd. and 23 ½ Rd. The infrastructure is proposed to support the envisioned build out and master plan of the PD, and is therefore more efficient than a piecemeal approach typical with smaller developments. Additionally, the PD has proposed an abundance of public amenities in the form of trails and trailheads throughout the development.

(b) Reduced traffic demands;
Response: The PD allows us to take a long term approach to this large area and anticipate traffic impacts. A TIS has been completed and takes a conservative view of future use and associated traffic impacts. As a result, the project is well designed to accommodate future traffic. The project also contributes to connecting bike and pedestrian infrastructure which will reduce vehicular traffic. The development is mixed use and will allow residents to access commercial and retail that is within the development by walking and biking.

(c) A greater quality and quantity of public and/or private open space;
Response: The PD will provide open space and trails in excess of what would typically be required outside of a PD process. Public amenities have been included throughout the project in the form of trails and trailheads.

(d) Other recreational amenities;
Response: A significant amount of trails have been provided and the applicant is considering turning the wetlands into an amenity with walking trails as well, which would be proposed in phase II.

(e) Needed housing types and/or mix;
Response: The development proposes medium density residential in the form of attached single-family and multi-family.

(f) Innovative designs;
Response: The project as a whole is an innovative design that has meshed light industrial, residential, and commercial land uses while providing recreational amenities and preserving and enhancing existing wetlands.

(g) Protection and/or preservation of natural resources, habitat areas and natural features; and/or

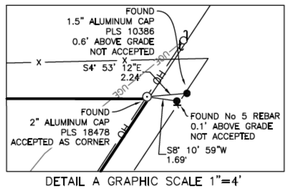
Response: The project preserves and enhances existing wetlands on the site.

(h) Public art.

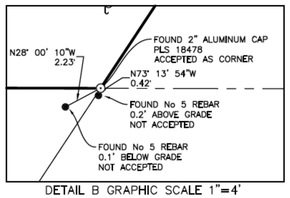
Response: Trailhead features in the development will include public art.

IMPROVEMENT SURVEY

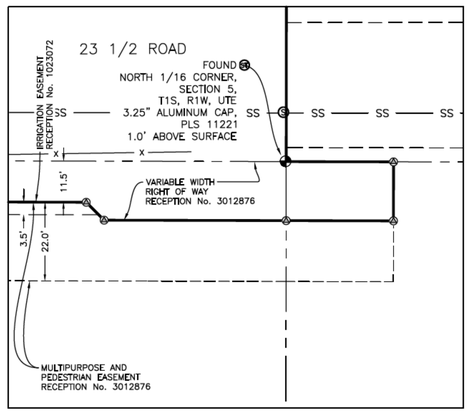
LOT 1 FOOTHILLS FACTORY SUBDIVISION
AND SITUATED IN SECTION 5
TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO



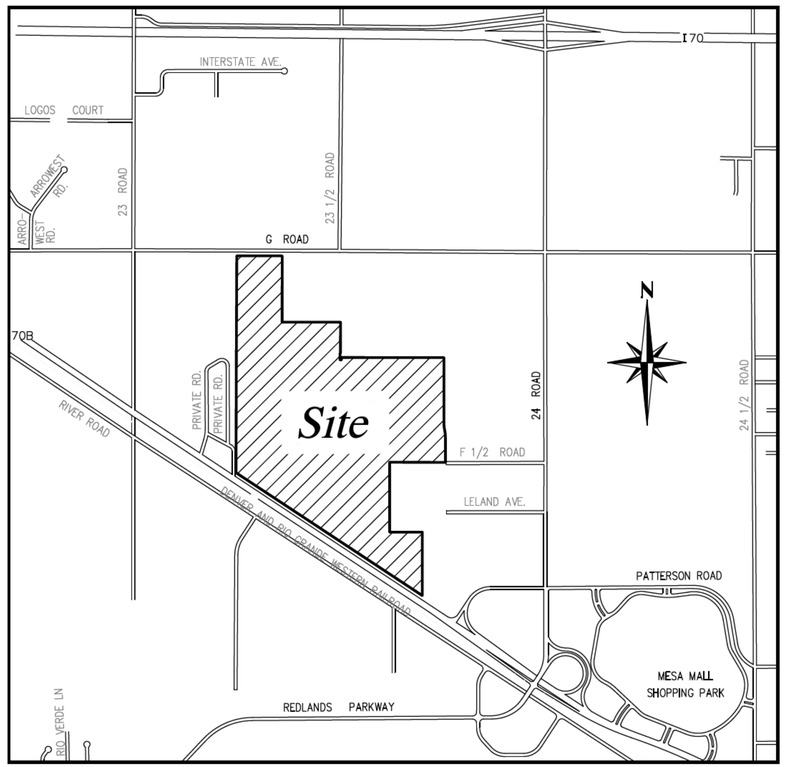
DETAIL A GRAPHIC SCALE 1"=4'



DETAIL B GRAPHIC SCALE 1"=4'



DETAIL C
DETAIL SCALE: 1"=20'



VICINITY MAP: NOT TO SCALE

NOTES

1. OWNERSHIP, RECORDED RIGHTS-OF-WAY, AND EASEMENT INFORMATION WAS DONE WITH A CURRENT TITLE POLICY BY LAND TITLE GUARANTEE COMPANY POLICY No. GJC65052372.
2. BEARINGS ARE BASED ON THE EAST LINE OF NE¼ NW¼ SECTION 5, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN. THE VALUE USED S00°08'35"W, WAS CALCULATED USING THE MESA COUNTY LOCAL COORDINATE SYSTEM. SURVEY MARKERS WERE FOUND AT THE NORTH AND SOUTH ENDS OF SAID LINE AS SHOWN HEREON.
3. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVERED SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
4. THIS SURVEY IS BASED ON THE DEED AS RECORDED AT RECEPTION NUMBER 2975194, OF THE MESA COUNTY RECORDS.
5. PROPERTY SURVEYED HEREON IS SUBJECT TO WASTE WATER RIGHTS ALONG THE EAST LINE OF THE NW¼ NW¼ SECTION 5, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN AS RECORDED AT RECEPTION No. 42542. THE CALLED FOR WASTE DITCH NO LONGER EXISTS AND THE RIGHTS GRANTED ARE NOT A SURVEY MATTER.

LEGEND:

FOUND SURVEY MARKER AS DESCRIBED	⊕
FOUND 2 INCH ALUMINUM CAP PLS 18478	⊙
RECOVERED No. 5 REBAR WITH 2 INCH ALUMINUM CAP PLS 37904	⊛
SET No. 5 REBAR WITH 2 INCH ALUMINUM CAP PLS 37904	⊡
FOUND No. 5 REBAR NO CAP	●
EXISTING UTILITY POLE	
EXISTING GUY WIRE	GUY
EXISTING LIGHT POLE	
EXISTING UTILITY PEDESTAL	
EXISTING ELECTRIC METER	
EXISTING SIGN	
EXISTING WATER VALVE	
EXISTING FIRE HYDRANT	
EXISTING IRRIGATION MANHOLE	
EXISTING SANITARY SEWER MANHOLE	S
EXISTING STORM MANHOLE	ST
EXISTING WATER METER	
EXISTING STORM INLET	
EXISTING PIPE INVERT	
EXISTING MAILBOX	MB
EXISTING FIBER OPTIC MANHOLE	FO
EXISTING UNDERGROUND FIBER OPTIC LINE	FO FO
EXISTING UNDERGROUND TELEPHONE LINE	T T T
EXISTING UNDERGROUND WATER LINE	W W W
EXISTING UNDERGROUND ELECTRIC LINE	UGE UGE UGE
EXISTING UNDERGROUND GAS LINE	GAS GAS
EXISTING OVERHEAD UTILITY LINE	OH OH
EXISTING FENCE LINE	x
EXISTING SANITARY SEWER LINE	SS SS
EXISTING STORM SEWER LINE	STRM STRM

LOT 1,
FOOTHILLS FACTORY SUBDIVISION,
COUNTY OF MESA, STATE OF COLORADO
RECORDED AT RECEPTION NO. _____

Said parcel contains 144.05 ACRES.

ABBREVIATIONS:

N	NORTH
S	SOUTH
E	EAST
W	WEST
T	TOWNSHIP
R	RANGE
MCSM	MESA COUNTY SURVEY MARKER
ROW	RIGHT OF WAY
SIMS	SURVEY INFORMATION MANAGEMENT SYSTEM
PLS	PROFESSIONAL LAND SURVEYOR
No.	NUMBER
GPS	GLOBAL POSITIONING SYSTEM
ID	IDENTIFICATION
SQ	SQUARE
FT	FEET
AVE.	AVENUE
ST.	STREET
CT.	COURT
LN.	LANE
DR.	DRIVE
U.S.	UNITED STATES
L.C.E.	LIMITED COMMON ELEMENT
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING

CURVE LABEL ABBREVIATIONS:

RAD	RADIUS
L	ARC LENGTH
CHORD	LONG CHORD DISTANCE
BRG	LONG CHORD BEARING
Δ	CURVE CENTRAL ANGLE

SURVEYOR'S CERTIFICATION:

I, Patrick W. Click, a registered Professional Land Surveyor in the State of Colorado, do hereby certify that this Plat represents a field survey completed by me and / or under my direct supervision. Both conform to the standards of practice, statutes and laws of the State of Colorado to the best of my knowledge and belief. This statement is not a guaranty or warranty, either expressed or implied.

COLORADO REGISTERED LAND SURVEYOR PLS #37904

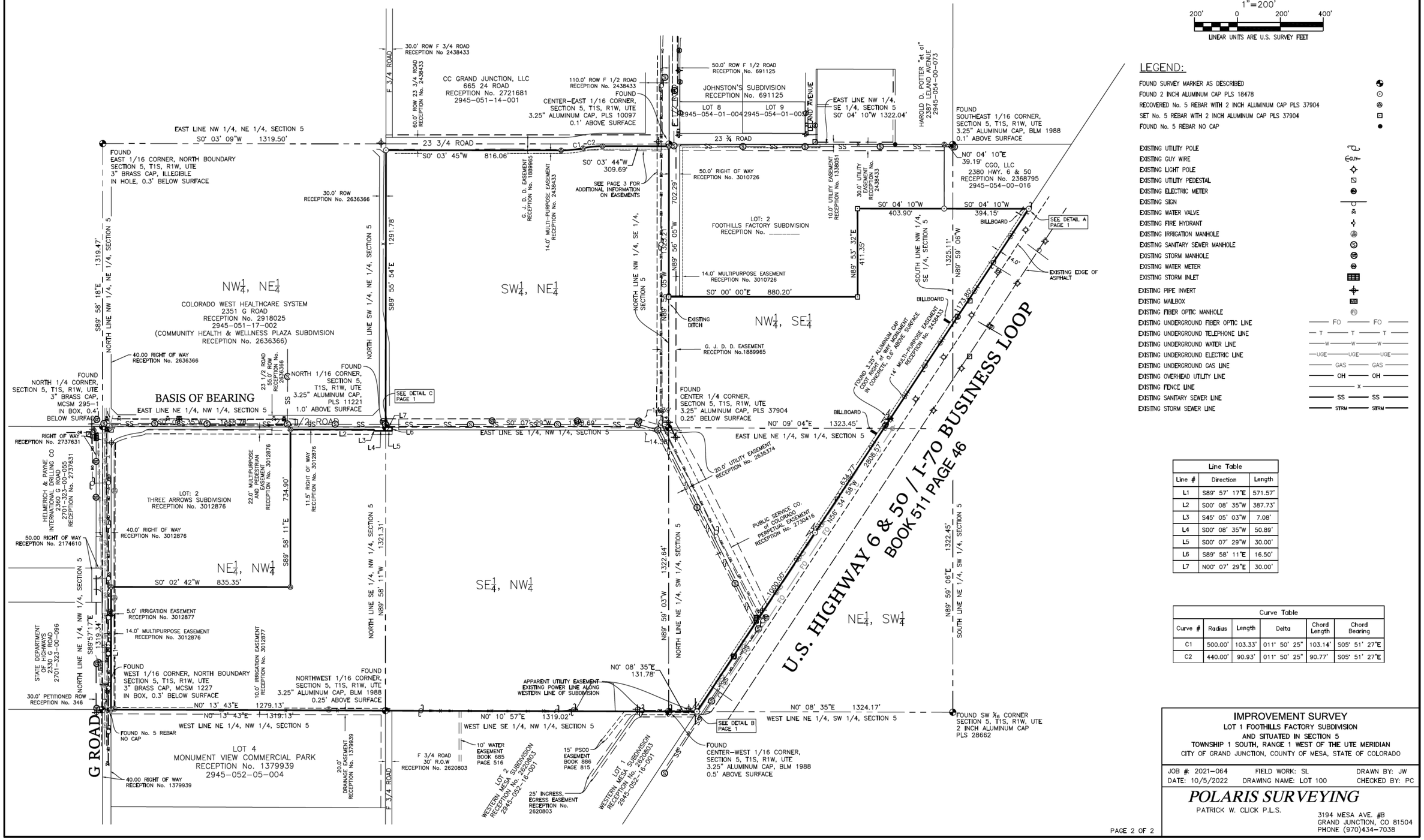
IMPROVEMENT SURVEY
LOT 1 FOOTHILLS FACTORY SUBDIVISION
AND SITUATED IN SECTION 5
TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO

JOB #: 2021-064 FIELD WORK: SL DRAWN BY: JW
DATE: 10/5/2022 DRAWING NAME: LOT 100 CHECKED BY: PC

POLARIS SURVEYING
PATRICK W. CLICK P.L.S.
3194 MESA AVE. #B
GRAND JUNCTION, CO 81504
PHONE (970)434-7038

IMPROVEMENT SURVEY

LOT 1 FOOTHILLS FACTORY SUBDIVISION
AND SITUATED IN SECTION 5
TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO



Line Table		
Line #	Direction	Length
L1	S89° 57' 17"E	571.57'
L2	S00° 08' 35"W	387.73'
L3	S45° 05' 03"W	7.08'
L4	S00° 08' 35"W	50.89'
L5	S00° 07' 29"W	30.00'
L6	S89° 58' 11"E	16.50'
L7	N00° 07' 29"E	30.00'

Curve Table					
Curve #	Radius	Length	Delta	Chord Length	Chord Bearing
C1	500.00'	103.33'	011° 50' 25"	103.14'	S05° 51' 27"E
C2	440.00'	90.93'	011° 50' 25"	90.77'	S05° 51' 27"E

IMPROVEMENT SURVEY

LOT 1 FOOTHILLS FACTORY SUBDIVISION
AND SITUATED IN SECTION 5
TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO

JOB #: 2021-064 FIELD WORK: SL DRAWN BY: JW
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POLARIS SURVEYING
PATRICK W. CLICK P.L.S.
3194 MESA AVE. #B
GRAND JUNCTION, CO 81504
PHONE (970)434-7038

Purpose

The proposed Planned Development will provide for a mix of manufacturing, office park employment centers, health care facilities, retail services, multifamily residential, attached residential, and detached residential uses with appropriate screening, buffering and open space, enhancement of natural features and other amenities such as shared drainage facilities and common landscape and streetscape character.

Unified Development

The project will be developed over time in a phased fashion, but in a unified manner with similar architectural styles and themes throughout. Detached sidewalks, where appropriate, along the arterial frontages are intended to provide for a safe multi-modal transportation haven and provide access to uses within the development. These detached sidewalks will also provide connectivity from the development to other existing and future points of interest adjacent to the subject property.

Default Zones

The default land use zones are as follows:

Pods One, Two and Three: BP (Business Park Mixed Use) with deviations contained within this Ordinance.

Pod Four: C-2 (General Commercial) with deviations as defined herein.

Pod Character

The property will be developed into four distinct areas (Pods) within the development that have a character similar to the following primary uses as more particularly detailed in the Pod Use Table:

Pod 1: Default zone - BP; POD 1 will generally consist of Medical Office/Clinic, Group Living, Attached, Detached Residential and Multi-Family Residential land uses. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 70% of the acreage in POD 1 . Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 2: Default zone - BP; POD 2 will generally consist of Medical Office/Clinic, Group Living, Retail Sales and Services, Personal Care, General Offices; Attached, Detached Residential and Multi-Famiiy Residential land uses. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 40% of the acreage in POD 2. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 3: Default zone - BP POD 3 will generally consist of Multi-Family Residential, Attached and Detached Residential, Hotel/Motel, General Offices, Contractor Shops w/ Outdoor Storage, Auto Service, Retail Sales and Services. A list of allowed land uses is included in this ODP. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 55% of the acreage in POD 3. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 4: Default zone - C-2, POD 4 will generally consist of Shopping Center (Small and Big Box), Restaurants, Retail Sales and Services, Auto Service, General Offices and Manufacturing and Production; Freight Movement and Storage; Mixed-Use Multifamily//Commercial/Retail. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Authorized Uses

The list of authorized uses allowed within the BP and C-2 zone is hereby amended to include only the following, which are allowed without the need for approval of a conditional use permit.

Uses	POD 1 BP Default	POD 2 BP Default	POD 3 BP Default	POD 4 C-2 Default
Multi-family	X	X	X	X
Single-family detached	X	X	X	
Single-family attached (Townhomes)	X	X	X	
Accessory Dwelling Units	X	X	X	
Duplexes	X	X	X	
Business Residence	X	X	X	X
Group Living	X	X	X	
Colleges and Universities	X	X	X	
Vocational, Technical and Trade Schools	X	X	X	
Community Activity Building	X	X	X	
All other Community Service	X	X	X	
Museums, Art Galleries, Opera Houses, Libraries	X	X	X	
General Day Care	X	X	X	X
Medical and Dental Clinics	X	X	X	X
Physical and Mental Rehabilitation (Resident)	X	X	X	X
All other Health Care	X	X	X	X
Religious Assembly	X	X	X	X
Funeral Homes, Mortuaries, Crematories	X	X	X	X
Public Safety and Emergency Response Services			X	X
Hotels, Motels and Lodging	X	X	X	X
General Offices	X	X	X	X
Health Club	X	X	X	X
Alcohol Sales, Retail			X	X
Bar/Nightclub			X	X
Drive Through Restaurants	X	X	X	X
Drive Through Retail	X	X	X	X
Retail (small and large box)				X
Food Service, Catering	X	X	X	X
Food Service, Restaurant (Including Alcohol Sales)	X	X	X	X
Fuel Sales, Automotive/Appliance			X	X

General Retail Sales, Indoor Operations, Display and Storage	X	X	X	X
General Retail Sales, Outdoor Operations, Display or Storage	X	X	X	X
Repair, Small Appliance				X
Personal Services	X	X	X	X
All other Retail Sales and Services	X	X	X	X
Manufacturing and Production – Indoor Operations and Storage	X	X	X	X
Manufacturing and Production – Indoor Operations with Outdoor Storage	X	X	X	X
Mini-Warehouse			X	X
Auto and Light Truck Mechanical Repair			X	
Car Wash, Gasoline Service Station, Quick Lube			X	X
Landscaping Material, Indoor Greenhouse and Outdoor Nursery Plant Growing/Sales			X	X
Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations without Hazardous Materials (indoor and/or Outdoor Operations and Storage)			X	X
Warehouse and Freight Movement – Indoor Operations, Storage and Loading with Outdoor Loading Docks			X	X
Wholesale Business (excluding highly flammable Materials/Liquids)			X	X
Bus/Commuter Stops	X	X	X	X
Government and Public Purpose Facilities	X	X	X	X
Parks and Open Space	X	X	X	X
Agricultural Uses*	X	X	X	X

* Agricultural Uses including indoor or outdoor activities primarily involving raising, producing or keeping plants or animals but excluding uses such as industrialized agricultural for example feedlots, pig farming, a use of a scale that requires significant structures or accessory structures, or a use that has the propensity to be a significant nuisance such as pig farming or other particularly odiferous. This use is intended to be interim in nature.

Uses Not Mentioned

1) To change uses from those specified above, the developer must request an amendment consistent to the Zoning and Development Code as amended, to allow a use which is not currently an allowed use for a particular pod.

2) If a question or interpretation arises regarding where, how or whether a proposed use fits into the list of uses found in this section, the Director shall decide if a use not specifically mentioned can reasonably be interpreted to fit into a principal use category or a general use category where similar uses are described as found in the Use Table within the City's Zoning and Development Code.

Dimensional and Intensity Standards

Minimum Lot Area	
Pod 1, 2 and 3	1,800 sf
Pod 4	No minimum

Minimum Lot Width	
Pod 1, 2 and 3	20 feet
Pod 4	No minimum

Minimum Street Frontage	
Pod 1, 2, 3, and 4	No minimum

Minimum Setbacks Pod 1, 2, 3 and 4	**Principle Structure / Accessory Structure**
Street (see footnote 1)	10' / 25'
Side / Rear yard	0'

Density (Minimum/Maximum)	
Pod 1, 2 and 3	5.5 du/ac min. density for Single Family Attached, Single Family Detached, Townhomes, and Duplexes 12 du/ac to 24 du/ac max. for Multi-Family
Pods 4	12 du/ac min./24 du/ac max

Maximum Height	
Pod 1, 2, and 3	65 feet
Pod 4	65 feet

Footnotes:

1. Non-Residential buildings shall be setback a minimum of 30 feet from "Arterial" designated rights-of-ways.

Deviations from bulk standards from default zones

To provide for flexibility necessary for the unique, efficient and effective design of the site, the following deviations from the default zone standards shall be applied to the site:

- Minimum lot size shall be 1800 square feet
- Minimum lot width shall be 20'
- Maximum building height shall be 65'
- Front (street) yard setback shall be 10'
- Rear yard setback shall be 0'

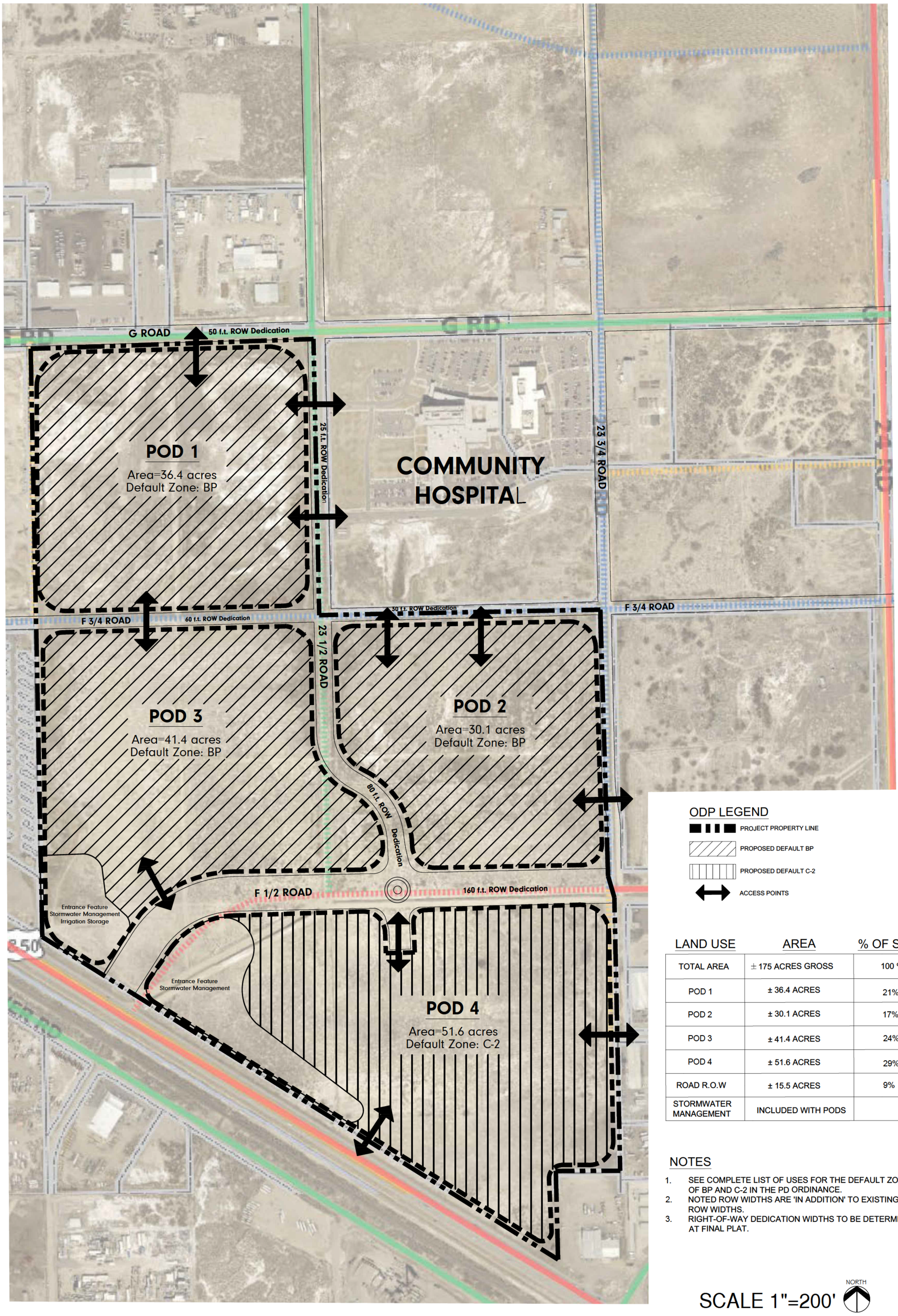
Lapse of Plan

Phase	Portion of Site*	Requirement	Expiration Date
Approved subdivisions excluded (PLD-2021-523 & PLD-2021-654) - 33 acres			
1	At least 20% (28 acres) of remaining 144 acres	Final Plat recorded within 5 years from date of approved PD Ordinance	TBD, 2028
2	At least an additional 25% (36 acres) of remaining 144 acres	Final Plat recorded within 7 years from date of approved PD Ordinance	TBD 2030
3	Remaining 80 acres	Final Plat recorded within 10 years from date of approved PD Ordinance	TBD 2033

*Acreage only includes final lots, created, excluded the remaining site acreage identified on the plat as "Lot 100"

Other Regulations

- Title 25, 24 Road Corridor Standards of the Zoning and Development Code shall apply, unless otherwise amended by the City.
- Unless otherwise included in this PD Ordinance, the development regulations, standards and administration contained within Section 21.06 of the Code, as may be amended including any applicable overlay zones apply to this PD and ODP, except the following
    - There are no hours of operation limitations for uses in all Pods
- Signage regulations and standards contained within Section 21.06 of the GJMC shall apply with the following modifications:
    - A sign package will be required as part of each Final Development Plan or Site Plan
    - The existing billboards located within Pod Four may remain as nonconforming uses until such time as site development activity begins on Pod Four.
    - New Outdoor Advertising
    - Signs (Billboards) within the PD will not be permitted.
- All applications for the development of the property (subdivisions, site plans, etc.) shall be subject to the Code in effect at the time of submittal, including the standards of this ODP and the PD Ordinance as may be amended.



ODP LEGEND

- PROJECT PROPERTY LINE
- PROPOSED DEFAULT BP
- PROPOSED DEFAULT C-2
- ACCESS POINTS

LAND USE	AREA	% OF SITE
TOTAL AREA	± 175 ACRES GROSS	100 %
POD 1	± 36.4 ACRES	21%
POD 2	± 30.1 ACRES	17%
POD 3	± 41.4 ACRES	24%
POD 4	± 51.6 ACRES	29%
ROAD R.O.W	± 15.5 ACRES	9%
STORMWATER MANAGEMENT	INCLUDED WITH PODS	

NOTES

1. SEE COMPLETE LIST OF USES FOR THE DEFAULT ZONES OF BP AND C-2 IN THE PD ORDINANCE.
2. NOTED ROW WIDTHS ARE 'IN ADDITION' TO EXISTING ROW WIDTHS.
3. RIGHT-OF-WAY DEDICATION WIDTHS TO BE DETERMINED AT FINAL PLAT.

SCALE 1"=200' NORTH

MESA TRAILS
GRAND JUNCTION, CO

Kaart Planning
734 Main Street
Grand Junction, CO 81501
970-241-0745 (P)
kaart.com

SUBMITTAL TYPE
Outline Development Plan

DRAWN BY
MR

CHECKED
TJ

JOB NUMBER
2223

DATE
07/29/2022

REVISIONS
10/24/2023

1-1

Kaart PLANNING
LAND PLANNING AND
LANDSCAPE ARCHITECTURE

734 Main Street
Grand Junction
CO 81501
970.241.0745
planning@kaart.com

Neighborhood Meeting Summary

A neighborhood meeting was held on Friday, July 28th on zoom to inform neighbors about the intent to submit an application to rezone the subject property from PD to PD. There were no participants at the meeting. Nicole Galehouse, Stuart Borne, and myself were the only attendees. We waited approximately 15 minutes for participants to arrive, from 5:30-5:45 pm. No one showed up and it was determined by the City that the meeting could end.

Kaart PLANNING
LAND PLANNING AND
LANDSCAPE ARCHITECTURE

734 Main Street
Grand Junction
CO 81501
970.241.0745
planning@kaart.com

Dear Property Owner,

You are invited to attend a virtual neighborhood meeting on Friday, July 28th at 5:30 pm for an application to rezone three properties located at 675 23 ½ Rd., 699 23 ½ Rd., and 649 23 ¾ Rd to Planned Development (PD). The subject properties are approximately 177 acres in size combined.

An overview of the project will be presented at the neighborhood meeting and you will have an opportunity to ask questions about the application. The neighborhood meeting will be held on Zoom at 5:30 pm on Friday, July 28th. Please use the link below and then enter the meeting ID and passcode to log into the meeting.

https://zoom.us/join or dial in at +1 719 359 4580

Meeting ID: 851 1353 7650
Passcode: 132828

Please reach out directly to me with any questions about attending the meeting, or if you would like me to email you a link for the meeting.

Ty Johnson

Planning Manager
ty.johnson@kaart.com

Kaart PLANNING
LAND PLANNING AND
LANDSCAPE ARCHITECTURE



Subject Property

Nicole

ADJACENT PROPERTY OWNER
NAME & ADDRESS ORDER FORM

☑ Please check if labels are needed for a Neighborhood Meeting. Name & address lists are valid for 6 months only. If the project goes to Planning Commission later than 6 months from submittal, another request for names & addresses must be submitted, along with an additional $50.

Tax Parcel #(s): 2945-052-24-002; 2945-052-24-001; 2945-054-19-002

Property Address: 675 23 1/2 Rd.; 699 23 1/2 Rd.; 649 23 1/2 Rd.

Property Owner: Foothills Housing 2 LLC

Contact Person: Stuart Borne

Mailing Address:

E-Mail Address: stuart.borne@mosaic-housing.com

Applicant: Kaart Planning

Contact Person: Ty Johnson

Mailing Address: 734 Main St. Grand Junction CO 81501

E-Mail Address: ty.johnson@kaart.com

Project Representative: Kaart Planning

Contact Person: Ty Johnson

Mailing Address: 734 Main St. Grand Junction CO 81501

Phone Number: 970-241-0745

E-Mail Address: ty.johnson@kaart.com

*This request for labels and/or the name and address list **MUST BE SUBMITTED A MINIMUM OF 2 WEEKS PRIOR** to a Neighborhood Meeting.

The adjacent property mailing list is created by pulling all property owners within 500 feet and all registered Homeowners Associations or citizens groups within 1000 feet of all properties involved in the project. The property owner information is put together using the information in the Mesa County Assessor's records and the HOA's and citizens' groups on record with the City of Grand Junction Community Development Department.

23.2 ROAD LLC
3980 BROADWAY STE 103 UNIT 150
BOULDER CO 80304

A & G PARTNERSHIP LLP
710 S 15TH ST
GRAND JUNCTION CO 81501

ADELA ANCHONDO
2322 HIGHWAY 6 AND 50 UNIT 50
GRAND JUNCTION CO 81505

ANCHONDO ADELA
2322 HIGHWAY 6 AND 50 UNIT 67
GRAND JUNCTION CO 81505

ANCHONDO JUAN RICARDO PEREZ
3017 GUNNISON AVE
GRAND JUNCTION CO 81504

BERTRAND ALAN A
2322 HIGHWAY 6 AND 50 UNIT 65
GRAND JUNCTION CO 81505

BOOKCLIFF COMMERCIAL
PROPERTIES LLC
PO BOX 492
DELTA CO 81416

BROTHERS INVESTMENTS LLC
2308 HIGHWAY 6 AND 50
GRAND JUNCTION CO 81505

CANAS JUAN CARLOS
475 EL JARDIN LN
CLIFTON CO 81520

CASS MARY
508 1/2 29 RD
GRAND JUNCTION CO 81504

CC GRAND JUNCTION LLC
65 QUEEN STREET WEST STE 2400
TORONTO ONTARIO M5H 2M8

CGO LLC
1205 RIVERSIDE DR
ASPEN CO 81611

CHIN CHIN LLC
3168 STONEBURRO DR
GRAND JUNCTION CO 81504

CITY OF GRAND JUNCTION
NICOLE GALEHOUSE
250 N 5TH ST
GRAND JUNCTION CO 81505

COLORADO WEST HEALTHCARE
SYSTEM
2351 G RD
GRAND JUNCTION CO 81505

CORTES MARTHA CATALINA
2322 HIGHWAY 6 AND 50 UNIT 26
GRAND JUNCTION CO 81506

CROWN RESERVE LLC
704 23 2/10 RD
GRAND JUNCTION CO 81505

DAVIS RICHARD
897 23 RD
GRAND JUNCTION CO 81505

DESROSIERS CHARLES J
2643 F 1/2 RD
GRAND JUNCTION CO 81506

DURAN ESTEBAN R
WOODARD T D
2322 HIGHWAY 6 AND 50 UNIT 30
GRAND JUNCTION CO 81505

ELAM CONSTRUCTION INC
PO BOX 849
MAGNA UT 84044

ENGLAND REBECCA D
PO BOX 3752
GRAND JUNCTION CO 81502

ENGSTROM GEORGE R
2322 HIGHWAY 6 AND 50 UNIT 31
GRAND JUNCTION CO 81505

EN-SIM QOF LLC
2303 W RIDGES BLVD
GRAND JUNCTION CO 81507

FAWCETT BRIDGETT
2322 HIGHWAY 6 AND 50 UNIT 55
GRAND JUNCTION CO 81505

FOOTHILLS HOUSING 2 LLC;
FOOTHILLS HOUSING 5 LLC
STUART BORNE
55 MADISON ST STE 530
DENVER CO 80206

GAGNON RUSTIN
2322 HIGHWAY 6 AND 50 UNIT 34
GRAND JUNCTION CO 81505

GARCIA FERNANDO G
SALAZAR MARIA
2322 HIGHWAY 6 AND 50 UNIT 22
GRAND JUNCTION CO 81505

GARCIA RYAN C
2322 HIGHWAY 6 AND 50 UNIT 77
GRAND JUNCTION CO 81505

GJ PROPERTIES CENTRAL LLC; GJ
PROPERTIES WEST LLC
VOYTILLA SCOTT
2276 HOLLAND DR
GRAND JUNCTION CO 81507

GS MOBILE CITY LLC
2100 E COLFAX AVE
DENVER CO 80206

GUTIERREZ JOSE
GUTIERREZ MAYRA T
2322 HIGHWAY 6 AND 50 UNIT 71
GRAND JUNCTION CO 81505

HECTOR DENNIS
2322 HIGHWAY 6 AND 50 UNIT 27
GRAND JUNCTION CO 81505

HELMERICH & PAYNE INTERNATIONAL DRILLING CO
1437 S BOULDER AVE STE 1400
TULSA OK 74119

HIGUERA JESUS
2322 HIGHWAY 6 AND 50 UNIT 58
GRAND JUNCTION CO 81505

HUBBARD GLEN E
HUBBARD JERRI L
2322 HIGHWAY 6 AND 50 UNIT 52
GRAND JUNCTION CO 81505

HUNGER SYDNEY
3233 LAKESIDE DR UNIT 205
GRAND JUNCTION CO 81506

JD WINDOW CLEANING LLC
508 1/2 29 RD
GRAND JUNCTION CO 81504

JOHNSON CHRIS J
2322 HIGHWAY 6 AND 50 UNIT 56
GRAND JUNCTION CO 81505

KAART PLANNING
TY JOHNSON
734 MAIN ST
GRAND JUNCTION CO 81505

KEENEY BETTY L
2322 HIGHWAY 6 AND 50 UNIT 9
GRAND JUNCTION CO 81505

KNIGHT CONSTRUCTION AND DEVELOPMENT LLC
397 RIDGE CIRCLE DR UNIT 8
GRAND JUNCTION CO 81507

LAMMERS JOSHUA
1015 UNAWEEP AVE
GRAND JUNCTION CO 81503

LICATA MARIO
PO BOX 441
PALISADE CO 81526

LUCERO LLC
2385 F 1/2 RD
GRAND JUNCTION CO 81505

M & D ENTERPRISES LLC
AZCARRAGA MARTIN; AZCARRAGA DONNA
PO BOX 2072
GRAND JUNCTION CO 81502

MARSH INVESTMENT PROPERTIES LLC
1760 10 1/2 RD
MACK CO 81525

MONUMENT INVESTMENT COMPANY LLC
349 BUFFALO CT
GRAND JUNCTION CO 81507

MSBSRV LLC
2122 HWY 6 & 50
GRAND JUNCTION CO 81505

NAVARETTE-PEREZ ARSENIO
LOPEZ DINA GUERRERO
2322 HIGHWAY 6 AND 50 UNIT 20
GRAND JUNCTION CO 81505

NESS JONATHAN T
1647 NICHOLAS LN UNIT 2
CHIPPEWA FALLS WI 54729

NUMMELIN EDWARD A
2322 HIGHWAY 6 AND 50 UNIT 75
GRAND JUNCTION CO 81505

ORPINEL DORA M
2322 HIGHWAY 6 AND 50 UNIT 79
GRAND JUNCTION CO 81505

OTT PAULA M
2322 HIGHWAY 6 AND 50 UNIT 7
GRAND JUNCTION CO 81505

OWENS TIMOTHY CURTIS
PO BOX 3522
GRAND JUNCTION CO 81502

PACIFIC HIDE & FUR DEPOT
PO BOX 1549
GREAT FALLS MT 59403

PALMA AMBER
MOLINA FRANCISCO R PALMA
2322 HIGHWAY 6 AND 50 UNIT 61
GRAND JUNCTION CO 81505

PETITT EDWARD
PETITT HELEN
538 PEARCE AVE #53
GRAND JUNCTION CO 81520

PETITT WILLIA GENE
PETITT JIMMY LEE
2322 HIGHWAY 6 AND 50 UNIT 39
GRAND JUNCTION CO 81505

PH PROPERTIES LLC
1033 22 RD
GRAND JUNCTION CO 81505

POLLOCK ANGELA
2322 HIGHWAY 6 AND 50 UNIT 63
GRAND JUNCTION CO 81505

POTTER HAROLD D
POTTER CORY L
2045 RIVER RD
FRUITA CO 81521

POWER LAND COMPANY II LLC
PO BOX 28
DENVER CO 80201

RANDALL AUSTIN
3060 UPHAM ST
WHEAT RIDGE CO 80033

ROBERT D STOTT LIVING TRUST
2536 RIMROCK AVE STE 400-301
GRAND JUNCTION CO 81505

RODRIGUEZ ELADIA A
2322 HIGHWAY 6 AND 50 UNIT 15
GRAND JUNCTION CO 81505

RUSSELL PAMELA
2322 HIGHWAY 6 AND 60 UNIT 83
GRAND JUNCTION CO 81505

RUVALCABA OSCAR
2322 HIGHWAY 6 AND 50 UNIT 16
GRAND JUNCTION CO 81505

SAWYER ROBERT ARTHUR
SAWYER CHRISTOPHER
2322 HIGHWAY 6 AND 50 UNIT 36
GRAND JUNCTION CO 81505

SIEFKES GUNDA
2322 HIGHWAY 6 AND 50 UNIT 37
GRAND JUNCTION CO 81505

SMR & 6 LLC
680 INDEPENDENCE VALLEY DR
GRAND JUNCTION CO 81507

SOLOMON TRANSFORMERS LLC
PO BOX 245
SOLOMON KS 67480

SOLOMON TRANSFORMERS LLC DBA
SUNBELT SOLOMON SERVICES
1922 S MLK JR DR
TEMPLE TX 76504

SPENDRUP MARY E
SPENDRUP EMILY M & ZEBADIAH O
GRANTEE BENEFICIARIES
218 PLESANT VALLEY RD
BRATTLEBORO VT 0

STATE DEPARTMENT OF HIGHWAYS
606 S 9TH ST STE 1
GRAND JUNCTION CO 81501

STORAGE PLACE LLC
PO BOX 9443
RANCHO SANTA FE CA 92067

TARANGO JOSE
TARANGO GABRIEL
480 28 1/4 RD UNIT 112
GRAND JUNCTION CO 81501

TORRES NOHEMI ESTRADA
2322 HIGHWAY 6 AND 50 UNIT 69
GRAND JUNCTION CO 81505

TORTORELLI TONY
BURROUGHS ANNA
2322 HIGHWAY 6 AND 50 UNIT 57
GRAND JUNCTION CO 81505

TURNER JOHN A
SALAZAR ANGELINA
528 GUNNISON AVE
GRAND JUNCTION CO 81501

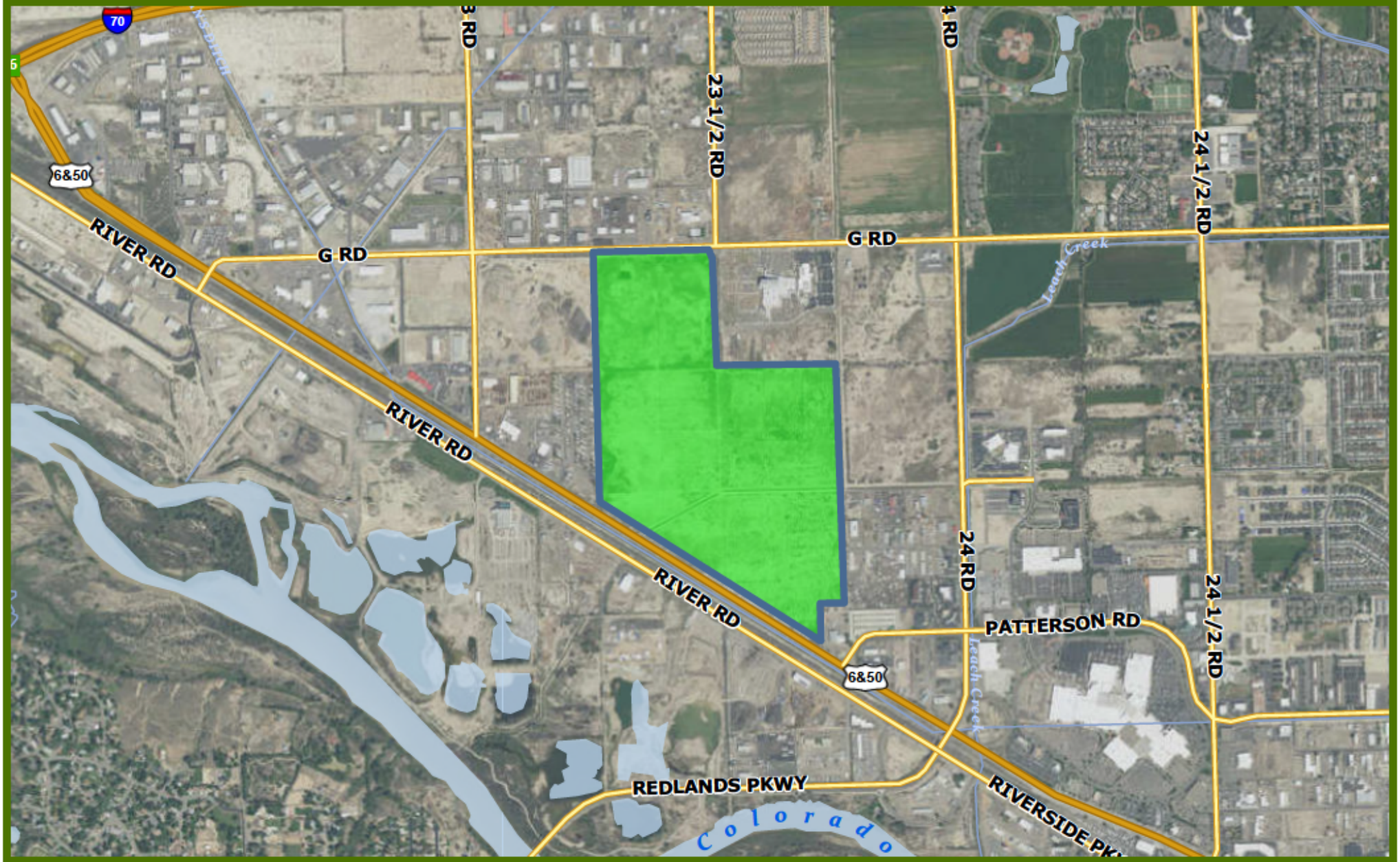
VARGAS HERIBERTO
2322 HIGHWAY 6 AND 50 UNIT 48
GRAND JUNCTION CO 81505

WESTERN SLOPE CENTER FOR
CHILDREN
PO BOX 3978
GRAND JUNCTION CO 81502

WILLIAMS LINDA K
2322 HIGHWAY 6 AND 50 UNIT 81
GRAND JUNCTION CO 81505

WPW HOLDINGS LLC
709 23 2/10 RD
GRAND JUNCTION CO 81505

Mesa Trails Location Map



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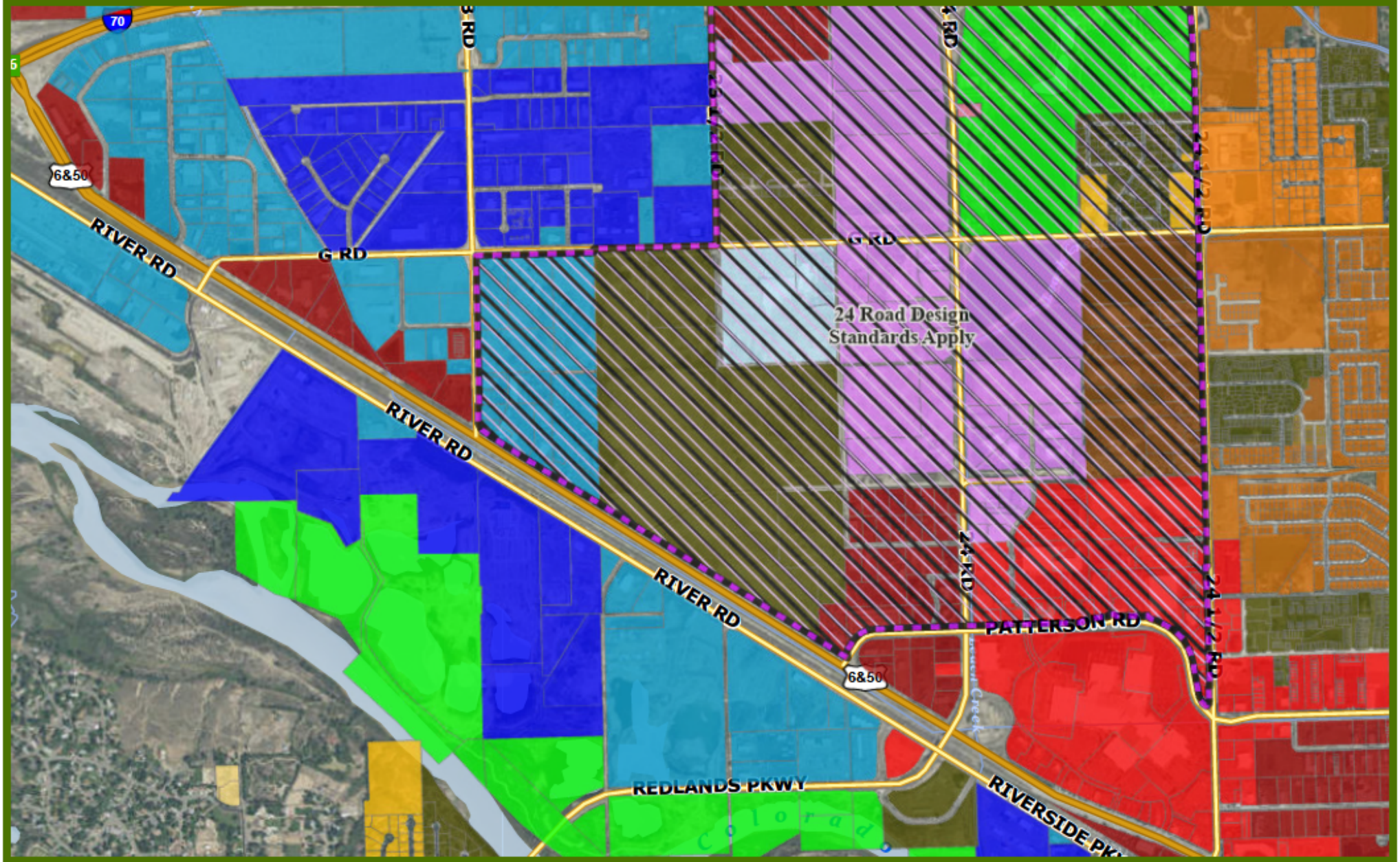
Printed: 10/26/2023

1 inch equals 1,433 feet

Scale: 1:17,196

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

Mesa Trails Zoning Map



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1 inch equals 1,433 feet

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CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 4676

AN ORDINANCE ZONING THE ONEWEST DEVELOPMENT TO A PD (PLANNED DEVELOPMENT) ZONE, BY APPROVING AN OUTLINE DEVELOPMENT PLAN WITH DEFAULT ZONES OF BP (BUSINESS PARK MIXED USE) AND C-2 (GENERAL COMMERCIAL)

LOCATED AT 2350 HIGHWAY 6 AND 50 BETWEEN 23 ¼ AND 23 ¾ ROADS, FROM G ROAD TO HIGHWAY 6 AND 50

Recitals:

A request to zone approximately 177 acres to PD (Planned Development) by approval of an Outline Development Plan (Plan) with default zones of BP (Business Park Mixed Use) and C-2 (General Commercial) has been submitted in accordance with the Zoning and Development Code (Code).

This Planned Development zoning ordinance will establish the standards, default zoning, and adopt the Outline Development Plan for the OneWest Development. If this approval expires or becomes invalid for any reason, the property shall be fully subject to the default standards specified herein.

In public hearings, the Planning Commission and City Council reviewed the request for Outline Development Plan approval and determined that the Plan satisfied the criteria of the Code and is consistent with the purpose and intent of the Comprehensive Plan. Furthermore, it was determined that the proposed Plan has achieved "long-term community benefits" through the provision of more effective infrastructure.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE AREA DESCRIBED BELOW IS ZONED TO PLANNED DEVELOPMENT WITH THE FOLLOWING DEFAULT ZONE AND STANDARDS:

A. ALL of Lot 2, Centennial Commercial Center, City of Grand Junction, Mesa County, Colorado.

B. OneWest Outline Development Plan is approved with the Findings of Fact/Conclusions, and Conditions listed in the Staff Report including attachments and Exhibits.

C. Purpose

The proposed Planned Development will provide for a mix of manufacturing, office park employment centers, health care facilities, retail services and multifamily residential uses with appropriate screening, buffering and open space, enhancement of natural features and other amenities such as shared drainage facilities and common landscape and streetscape character.

D. Unified Development

The project will be developed over time in a phased fashion, but in a unified manner with similar architectural styles and themes throughout. Detached sidewalks along the arterial frontages are intended to provide for safe multi-modal transportation haven and provide access to uses within the development. These detached sidewalks will also provide connectivity from the development to other existing and future points of interest adjacent to the subject property.

E. Default Zones

The default land use zones are as follows:

Pods One and Two: BP (Business Park Mixed Use) with deviations contained within this Ordinance.

Pods Three and Four: C-2 (General Commercial) with deviations contained within this Ordinance.

F. Pod Character

The property will be developed into four distinct areas (Pods) within the development that have a character similar to the following primary uses as more particularly detailed in the Pod Use Table:

Pod 1: Default zone – BP; Medical Office/Clinic, Manufacturing and Production, Group Living
Pod 2: Default zone – BP; Medical Office/Clinic, Group Living, Multi-Family Housing, Retail Sales and Services, Personal Care, General Offices
Pod 3: Default zone – C-2; Hotel/Motel, General Offices, Contractor Shops w/ Outdoor Storage, Auto Service, Retail Sales and Services
Pod 4: Default zone – C-2; Shopping Center (Big Box), Restaurants, Retail Sales and Services, Auto Service, General Offices

G. Authorized Uses

1. The list of authorized uses allowed within the BP and C-2 zone is hereby amended to include only the following, which are allowed without the need for approval of a conditional use permit.

   a) POD 1 – BP Default Zone

      1) Multifamily
      2) Unlimited Group Living
      3) Colleges and Universities
      4) Vocational, Technical and Trade Schools
      5) Community Activity Building
      6) All other Community Service
      7) Museums, Art Galleries, Opera Houses, Libraries
      8) General Day Care

9) Medical and Dental Clinics
10) Physical and Mental Rehabilitation (Resident)
11) All other Health Care
12) Religious Assembly
13) Funeral Homes, Mortuaries, Crematories
14) Hotels and Motels
15) General Offices
16) Health Club
17) Drive Through Restaurants
18) Drive Through Retail
19) Food Service, Catering
20) Food Service, Restaurant (including Alcohol Sales)
21) General Retail Sales, Indoor Operations, Display and Storage
22) General Retail Sales, Outdoor Operations, Display or Storage
23) Personal Services
24) All other Retail Sales and Services
25) Manufacturing and Production - Indoor Operations and Storage
26) Manufacturing and Production – Indoor Operations with Outdoor Storage
27) Bus/Commuter Stops

b) POD 2 – BP Default Zone

1) Multifamily
2) Unlimited Group Living
3) Colleges and Universities
4) Vocational, Technical and Trade Schools
5) Community Activity Building
6) All other Community Service
7) Museums, Art Galleries, Opera Houses, Libraries
8) General Day Care
9) Medical and Dental Clinics
10) Physical and Mental Rehabilitation (Resident)
11) All other Health Care
12) Religious Assembly
13) Funeral Homes, Mortuaries, Crematories
14) Hotels and Motels
15) General Offices
16) Health Club
17) Drive Through Restaurants
18) Drive Through Retail
19) Food Service, Catering
20) Food Service, Restaurant (including Alcohol Sales)
21) General Retail Sales, Indoor Operations, Display and Storage
22) General Retail Sales, Outdoor Operations, Display or Storage
23) Personal Services
24) All other Retail Sales and Services
25) Manufacturing and Production - Indoor Operations and Storage
26) Manufacturing and Production – Indoor Operations with Outdoor Storage

27) Bus/Commuter Stops

c) POD 3 – C-2 Default Zone

1) Colleges and Universities
2) Vocational, Technical and Trade Schools
3) Community Activity Building
4) All other Community Service
5) Museums, Art Galleries, Opera Houses, Libraries
6) General Day Care
7) Medical and Dental Clinics
8) Physical and Mental Rehabilitation (Resident)
9) All other Health Care
10) Religious Assembly
11) Funeral Homes, Mortuaries, Crematories
12) Public Safety and Emergency Response Services
13) Hotels and Motels
14) General Offices
15) Health Club
16) Alcohol Sales, Retail
17) Bar/Nightclub
18) Drive Through Restaurants
19) Drive Through Retail
20) Food Service, Catering
21) Food Service, Restaurant (including Alcohol Sales)
22) Fuel Sales, Automotive/Appliance
23) General Retail Sales, Indoor Operations, Display and Storage
24) General Retail Sales, Outdoor Operations, Display or Storage
25) Repair, Small Appliance
26) Personal Services
27) All other Retail Sales and Services
28) Mini-Warehouse
29) Auto and Light Truck Mechanical Repair
30) Car Wash, Gasoline Service Station, Quick Lube
31) Manufacturing and Production - Indoor Operations and Storage
32) Manufacturing and Production – Indoor Operations with Outdoor Storage
33) Manufacturing and Production – Outdoor Operations and Storage
34) Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations without Hazardous Materials (Indoor and/or Outdoor Operations and Storage)
35) Warehouse and Freight Movement – Indoor Operations, Storage and Loading with Outdoor Loading Docks
36) Wholesale Business (No Highly Flammable Materials/Liquids)
37) Bus/Commuter Stops

d) POD 4 – C-2 Default Zone

1) General Day Care
2) Medical and Dental Clinics

3) Physical and Mental Rehabilitation (Resident)
4) All other Health Care
5) Religious Assembly
6) Funeral Homes, Mortuaries, Crematories
7) Public Safety and Emergency Response Services
8) Hotels and Motels
9) General Offices
10) Health Club
11) Alcohol Sales, Retail
12) Bar/Nightclub
13) Drive Through Restaurants
14) Drive Through Retail
15) Food Service, Catering
16) Food Service, Restaurant (including Alcohol Sales)
17) Fuel Sales, Automotive/Appliance
18) General Retail Sales, Indoor Operations, Display and Storage
19) General Retail Sales, Outdoor Operations, Display or Storage
20) Repair, Small Appliance
21) Personal Services
22) All other Retail Sales and Services
23) Auto and Light Truck Mechanical Repair
24) Car Wash, Gasoline Service Station, Quick Lube
25) Wholesale Business (No Highly Flammable Materials/Liquids)
26) Bus/Commuter Stops

e) Uses Not Allowed

1) To change uses from those specified above, the developer must request that the City Council consider an amendment to allow a use which is not currently an allowed use for a particular pod.

H. Performance Standards

1. Title 25, 24 Road Corridor Standards in the current Zoning and Development Code (Code) shall apply, unless otherwise amended by the City.

2. Loading docks and trash areas or other service areas shall be located only in the side or rear yards and must be screened from adjacent right-of-ways with either a wall or landscaping.

3. Vibration, Smoke, Odor Noise, Glare, Wastes, Fire Hazards and Hazardous Materials. No person shall occupy, maintain or allow any use without continuously meeting the following minimum standards regarding vibration, smoke, odor, noise, glare, wastes, fire hazards and hazardous materials.

a. Vibration: Except during construction or as authorized by the City, an activity or operation which causes any perceptible vibration of the earth to an ordinary person on any other lot or parcel shall not be permitted.

b. Noise: The owner and occupant shall regulate uses and activities on the property so that sound never exceeds sixty-five decibels (65 dB) at any point along the property line.

c. Glare: Lights, spotlights, high temperatures processes or otherwise, whether direct or reflected, shall not be visible from any lot, parcel or right-of-way.

d. Solid and Liquid Waste: All solid waste, debris and garbage shall be contained within a closed and screened dumpster, refuse bin and/or trash compactor. Incineration of trash or garbage is prohibited. No sewage or liquid wastes shall be discharged or spilled on the property.

e. Hazardous Materials: Information and materials to be used or located on the site, whether on a full-time or part-time basis, that are required by the SARA Title III Community Right to Know shall be provided at the time of any City review, including the site plan. Information regarding the activity or at the time of any change of use or expansion, even for existing uses, shall be provided to the Director

f. Outdoor Storage and Display: Outdoor storage shall only be located in the rear half of the lot. Permanent display areas may be located beside or behind the principal structure. For lots with double or triple frontage the side and rear yards that are to be used for permanent display areas shall be established with site plan approval. Portable display of retail merchandise may be permitted as provided in GJMC 21.04.040(h).

I. Dimensional and Intensity Standards

Minimum Lot Area	
Pod 1 and 2	1 acre
Pod 3	0.5 acre
Pod 4	No minimum

Minimum Lot Width	
Pod 1 and 2	100 feet
Pod 3	50 feet
Pod 4	No minimum

Minimum Street Frontage	
Pod 1, 2, 3, and 4	No minimum

Minimum Setbacks Pod 1, 2, 3 and 4	**Principle Structure / Accessory Structure**
Street (see footnote 1)	15' / 25'
Side / Rear yard	0' except identified Buffer Area is 15'

Density (Minimum/Maximum)	
Pod 1 and 2	8 du/ac min. / 24 du/ac max.
Pods 3 and 4	N/A

Maximum Height	
Pod 1	65 feet
Pod 2, 3, and 4	40 feet

Footnotes:

1. Non-Residential buildings shall be setback a minimum of 30 feet from "Arterial" designated right-of-ways.

J. Development Schedule

A Final Development Plan and plat must be approved within six (6) years of the PD Ordinance. If a Final Development Plan and plat is not approved within six (6) years, the ODP will expire and the zoning will revert back to the original MU and C-2. The area(s) required as determined by the City for the regional drainage facilities shall be dedicated to the City at the time the first plat is recorded for any land included within the ODP.

All subsequent plans and/or plats must be reviewed under the code in effect at the time of submittal, including the standards of this ODP and the PD Ordinance and/or any subsequent amendments thereto.

K. Other Regulations

Development regulations and standards contained within Section 21.06 of the GJMC apply to all Pods, except the following:

One (1) freestanding project identification monument sign shall be allowed at no more than two intersecting corners along all roadways within the development.

A sign package will be required as part of each Final Development Plan and/or Site Plan.

The existing billboards located within Pod Four may remain as nonconforming uses until such time as site development activity begins on Pod Four. New billboards within the PD will not be permitted.

Hours of Operation – All Pods - unrestricted

Introduced for first reading on this 5th day of August, 2015 and ordered published in pamphlet form.

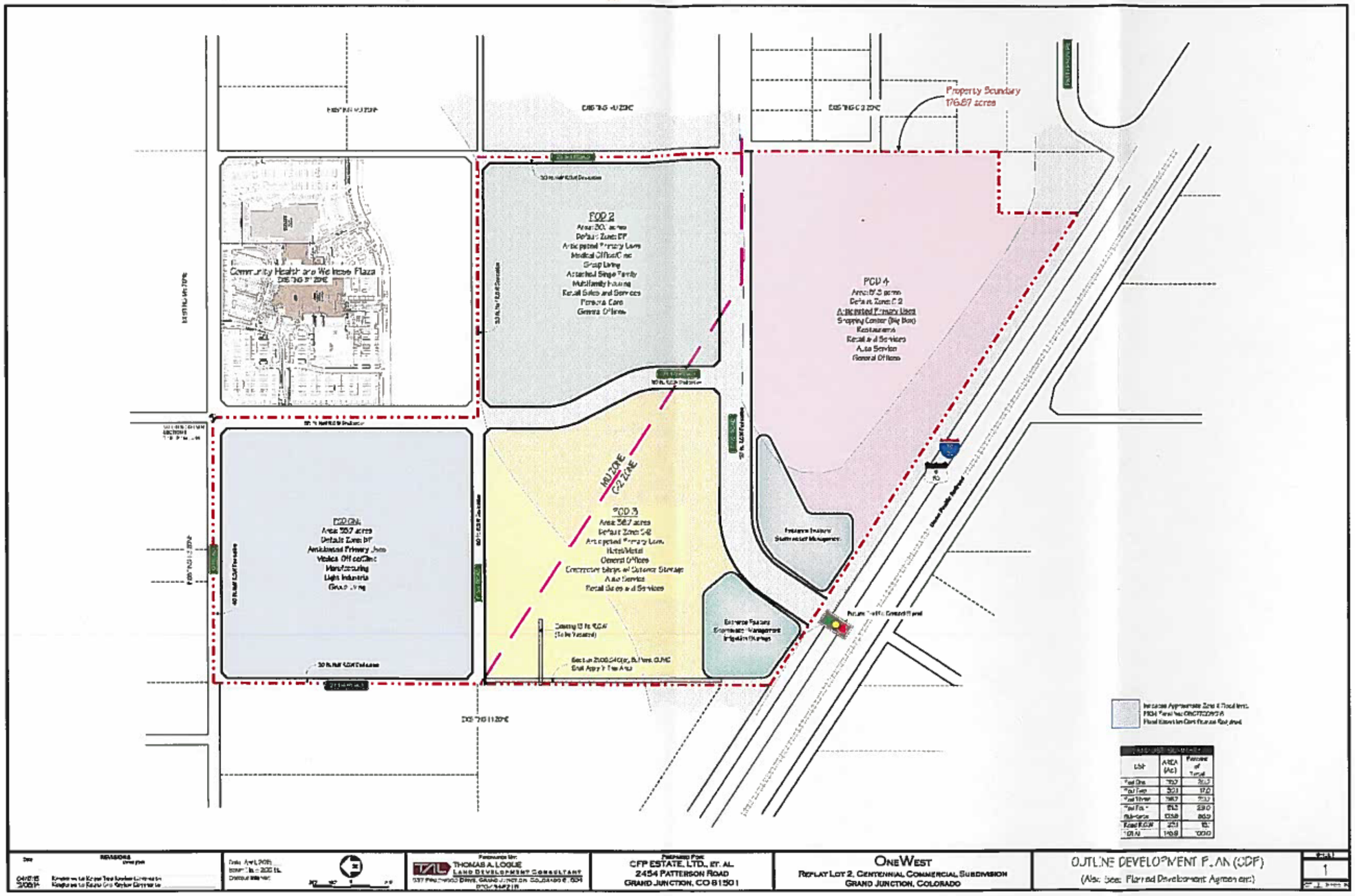
PASSED and ADOPTED this 19th day of August, 2015 and ordered published in pamphlet form.

ATTEST:

President of City Council

City Clerk




Property Boundary
176.87 acres
Community Health and Wellness Plaza
POD 2
POD 3
POD 4
MU ZONE
C-2 ZONE
Anticipated Primary Uses
Shopping Center (Big Box)
Restaurants
Retail and Services
Auto Service
General Offices
Retail Sales and Services
Manufacturing
Light Industrial
Group Living
Medical Office/Clinic
Attached Single Family
Multifamily Housing
Retail Sales and Services
Personal Care
General Offices
Extensive Feature Stormwater Management
Extensive Feature Stormwater Management Irrigation Storage
Future Traffic Control Panel
Flood Extent on Core Flooded Road Area
Road R.O.W.
Total
REVISIONS
THOMAS A. LOGUE
LAND DEVELOPMENT CONSULTANT
PREPARED FOR:
CFP ESTATE, LTD., ET. AL.
2454 PATTERSON ROAD
GRAND JUNCTION, CO 81501
ONEWEST
REPLAT LOT 2, CENTENNIAL COMMERCIAL SUBDIVISION
GRAND JUNCTION, COLORADO
OUTLINE DEVELOPMENT PLAN (ODP)
(Also See: Planned Development Agreement)
1

I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 4676 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 5th day of August, 2015 and that the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 19th day of August, 2015, at which Ordinance No. 4676 was read, considered, adopted and ordered published in pamphlet form by the Grand Junction City Council.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 21st day of August, 2015.

Stephanie Tuin

Stephanie Tuin, MMC
City Clerk



Published: August 7, 2015
Published: August 21, 2015
Effective: September 20, 2015

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 4855

AN ORDINANCE AMENDING PLANNED DEVELOPMENT ZONING ORDINANCE NO. 4676 AND AMENDING THE OUTLINE DEVELOPMENT PLAN FOR "ONEWEST" DEVELOPMENT, NOW KNOWN AS "THE COMMUNITY" PLANNED DEVELOPMENT, LOCATED AT 2350 HIGHWAY 6 AND 50 BETWEEN 23 ¼ AND 23 ¾ ROADS, FROM G ROAD TO HIGHWAY 6 AND 50

Recitals:

The owner of approximately 177 acres of property located at 2350 Highway 6 and 50 has requested an amendment to the PD zoning and to the Outline Development Plan (ODP) applicable to the property.

The amendments revise the standards, default zoning and development schedule established by Ordinance No. 4676 and amend the Outline Development Plan as follows:

1. Allows the following additional land uses in Pods in accordance with the table (found in Section G) in this ordinance:
    a. Single Family detached
    b. Single Family attached (Townhomes)
    c. Accessory Dwelling Units
    d. Duplexes
    e. Business Residence
    f. Retail (small and large box
    g. Landscaping Material, Indoor Greenhouse and Outdoor Nursery Plant Growing/Sales
    h. Government and Public Purpose Facilities
    i. Parks and Open Space
    j. Agricultural Uses

2. Limits the total acreage in each Pod for Single Family detached, Single Family attached, and Duplexes and require a minimum density of 5.5 du/ac for these land uses.
3. Some land uses consistent with the overall PD character that were restricted to certain pods are allowed in other Pods as well.
4. Updates the ODP map showing changes to the default zones by Pod, reconfigures 23 ½ Road and its intersection with F ½ Road, and adjusts Pod acreage.
5. Revises the bulk standards of the PD zone including deviations from the default standards for street setback, lot width, minimum lot area, and maximum height; and establishes a multi-family minimum density.

6. Removes redundancy in the Performance Standards and clarifies decision making by the City.
7. Establishes a new Development and Phasing Schedule.

In recommending and approving Ordinance No. 4676 and the ODP adopted therewith, the Planning Commission and City Council determined that the PD zoning ordinance and ODP satisfied the criteria of the Code, was consistent with the purpose and intent of the Comprehensive Plan, and achieved long-term community benefits through the provision of more effective infrastructure.

The Planning Commission found in a public hearing held on April 23, 2019, and the City Council hereby finds, that the proposed amendments likewise satisfy the applicable criteria of the Zoning and Development Code, are consistent with the purpose and intent of the Comprehensive Plan, and achieve the same long-term community benefits as the previously adopted ODP. In addition, the amended PD and Plan also achieve additional "long-term community benefits" by providing needed housing types and mix and reducing traffic demands.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE AREA DESCRIBED BELOW IS ZONED PLANNED DEVELOPMENT WITH THE FOLLOWING DEFAULT ZONES AND STANDARDS:

A. ALL of Lot 2, Centennial Commercial Center, City of Grand Junction, Mesa County, Colorado.

B. "The Community" Outline Development Plan (ODP) is approved with the Findings of Fact/Conclusions, and Conditions listed in the Staff Report dated April 23, 2019 and including attachments and Exhibit A and Exhibit B attached to this ordinance.

C. Purpose

The proposed Planned Development will provide for a mix of manufacturing, office park employment centers, health care facilities, retail services, multifamily residential, attached residential, and detached residential uses with appropriate screening, buffering and open space, enhancement of natural features and other amenities such as shared drainage facilities and common landscape and streetscape character.

D. Unified Development

The project will be developed over time in a phased fashion, but in a unified manner with similar architectural styles and themes throughout. Detached sidewalks, where appropriate, along the arterial frontages are intended to provide for a safe multi-modal transportation haven and provide access to uses within the development. These detached sidewalks will also provide connectivity from the

development to other existing and future points of interest adjacent to the subject property.

E. Default Zones

The default land use zones are as follows:

Pods One, Two and Three: BP (Business Park Mixed Use) with deviations contained within this Ordinance.

Pod Four: C-2 (General Commercial) with deviations contained within this Ordinance.

F. Pod Character

The property will be developed into four distinct areas (Pods) within the development that have a character similar to the following primary uses as more particularly detailed in the Pod Use Table:

Pod 1: Default zone – BP; POD 1 will generally consist of Medical Office/Clinic, Group Living, Attached, Detached Residential and Multi-Family Residential land uses. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 70% of the acreage in POD 1. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 2: Default zone – BP; POD 2 will generally consist of Medical Office/Clinic, Group Living, Retail Sales and Services, Personal Care, General Offices; Attached, Detached Residential and Multi-Family Residential land uses. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 40% of the acreage in POD 2. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 3: Default zone – BP POD 3 will generally consist of Multi-Family Residential, Attached and Detached Residential, Hotel/Motel, General Offices, Contractor Shops w/ Outdoor Storage, Auto Service, Retail Sales and Services. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 55% of the acreage in POD 3. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 4: Default zone – C-2, POD 4 will generally consist of Shopping Center (Small and Big Box), Restaurants, Retail Sales and Services, Auto Service, General Offices and Manufacturing and Production; Freight Movement and Storage; Mixed-Use Multifamily//Commercial/Retail. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

G. Authorized Uses

1. The list of authorized uses allowed within the BP and C-2 zone is hereby amended to include only the following, which are allowed without the need for approval of a conditional use permit.

Uses	**POD 1 BP Default**	**POD 2 BP Default**	**POD 3 BP Default**	**POD 4 C-2 Default**
Multi-family	X	X	X	X
Single-family detached	X	X	X	
Single-family attached (Townhomes)	X	X	X	
Accessory Dwelling Units	X	X	X	
Duplexes	X	X	X	
Business Residence	X	X	X	X
Group Living	X	X	X	
Colleges and Universities	X	X	X	
Vocational, Technical and Trade Schools	X	X	X	
Community Activity Building	X	X	X	
All other Community Service	X	X	X	
Museums, Art Galleries, Opera Houses, Libraries	X	X	X	
General Day Care	X	X	X	X
Medical and Dental Clinics	X	X	X	X
Physical and Mental Rehabilitation (Resident)	X	X	X	X
All other Health Care	X	X	X	X
Religious Assembly	X	X	X	X
Funeral Homes, Mortuaries, Crematories	X	X	X	X
Public Safety and Emergency Response Services			X	X
Hotels, Motels and Lodging	X	X	X	X
General Offices	X	X	X	X
Health Club	X	X	X	X
Alcohol Sales, Retail			X	X
Bar/Nightclub			X	X
Drive Through Restaurants	X	X	X	X
Drive Through Retail	X	X	X	X
Retail (small and large box)				X
Food Service, Catering	X	X	X	X
Food Service, Restaurant (Including Alcohol Sales)	X	X	X	X
Fuel Sales, Automotive/Appliance			X	X

General Retail Sales, Indoor Operations, Display and Storage	X	X	X	X
General Retail Sales, Outdoor Operations, Display or Storage	X	X	X	X
Repair, Small Appliance				X
Personal Services	X	X	X	X
All other Retail Sales and Services	X	X	X	X
Manufacturing and Production – Indoor Operations and Storage	X	X	X	X
Manufacturing and Production – Indoor Operations with Outdoor Storage	X	X	X	X
Mini-Warehouse			X	X
Auto and Light Truck Mechanical Repair			X	
Car Wash, Gasoline Service Station, Quick Lube			X	X
Landscaping Material, Indoor Greenhouse and Outdoor Nursery Plant Growing/Sales			X	X
Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations without Hazardous Materials (indoor and/or Outdoor Operations and Storage)			X	X
Warehouse and Freight Movement – Indoor Operations, Storage and Loading with Outdoor Loading Docks			X	X
Wholesale Business (excluding highly flammable Materials/Liquids)			X	X
Bus/Commuter Stops	X	X	X	X
Government and Public Purpose Facilities	X	X	X	X
Parks and Open Space	X	X	X	X
Agricultural Uses*	X	X	X	X
* Agricultural Uses including indoor or outdoor activities primarily involving raising, producing or keeping plants or animals but excluding uses such as industrialized agricultural for example feedlots, pig farming, a use of a scale that requires significant structures or accessory structures, or a use that has the propensity to be a significant nuisance such as pig farming or other particularly odiferous. This use is intended to be interim in nature.				

e) Uses Not Mentioned

1) To change uses from those specified above, the developer must request an amendment consistent to the Zoning and Development Code as amended, to allow a use which is not currently an allowed use for a particular pod.

2) If a question or interpretation arises regarding where, how or whether a proposed use fits into the list of uses found in this section, the Director shall decide if a use not specifically mentioned can reasonably be interpreted to fit into a principal use category or a general use category where similar uses are described as found in the Use Table within the City's Zoning and Development Code.

H. Dimensional and Intensity Standards

Minimum Lot Area	
Pod 1, 2 and 3	1,800 sf
Pod 4	No minimum

Minimum Lot Width	
Pod 1, 2 and 3	20 feet
Pod 4	No minimum

Minimum Street Frontage	
Pod 1, 2, 3, and 4	No minimum

Minimum Setbacks Pod 1, 2, 3 and 4	**Principle Structure / Accessory Structure**
Street (see footnote 1)	10' / 25'
Side / Rear yard	0'

Density (Minimum/Maximum)	
Pod 1, 2 and 3	5.5 du/ac min. density for Single Family Attached, Single Family Detached, Townhomes, and Duplexes 12 du/ac to 24 du/ac max. for Multi-Family
Pods 4	12 du/ac min./24 du/ac max

Maximum Height	
Pod 1, 2, and 3	65 feet
Pod 4	65 feet

Footnotes:

1. Non-Residential buildings shall be setback a minimum of 30 feet from "Arterial" designated right-of-ways.

I. Deviations from bulk standards from default zones.

1. To provide for flexibility necessary for the unique, efficient and effective design of the site, the following deviations from the default zone standards shall be applied to the site:

   a. Minimum lot size shall be 1800 sf.
   b. Minimum lot width shall be 20'.
   c. Maximum height shall be 65'.
   d. Front (street) yard setback shall be 10'.
   e. Rear yard setback shall be 0'.

J. Development Schedule, Extensions and Lapse of Plan

1. Development and Phasing Schedule

Phase	Pod	Threshold 1	Threshold 2
1	Any one Pod	Preliminary Development Plan approval within 4 years from date of approved PD ordinance	An approved final plat of 25% of the area within 2 years of Preliminary Plan approval
2	Any second Pod	Preliminary Development Plan approval within 7 years from date of approved PD Ordinance	An approved final plat of 25% of the area within 2 years of Preliminary Plan approval
3	Remaining two Pods	Preliminary Development Plan approval within 10 years from date of approved PD Ordinance	An approved final plat of 25% of the area within 2 years of Preliminary Plan approval
The area(s) required as determined by the City for the regional drainage facilities shall be dedicated to the City at the time the first plat is recorded for any land included within the ODP.			

2. Should the Development and Phasing Schedule need to be extended, the city shall consider and hear the request consistent with the provisions of the Code in place at that time. A request for extension shall be timely in that the request shall be received by the City prior to the lapse or expiration of one of the established phasing Thresholds.

3. Failure to develop the PD and ODP as shown in the adopted Development and Phasing Schedule will result in the lapse of approval of the PD and ODP. Upon lapse, the zoning of the property will revert back to MU (Mixed-Use) and C-2 (Heavy Commercial) as shown in Exhibits A & B.

K. Other Regulations

1, Title 25, 24 Road Corridor Standards of the Zoning and Development Code shall apply, unless otherwise amended by the City.

2. Unless otherwise included in this PD Ordinance, the development regulations, standards and administration contained within Section 21.06 of the Code, as

may be amended including any applicable overlay zones apply to this PD and ODP, except the following:

There are no hours of operations limitations for uses in all Pods

3. Signage regulations and standards contained within Section 21.06 of the GJMC shall apply with the following modifications:
   a. A sign package will be required as part of each Final Development Plan and/or Site Plan.

   b. The existing billboards located within Pod Four may remain as nonconforming uses until such time as site development activity begins on Pod Four.

   New Outdoor Advertising Signs (Billboards) within the PD will not be permitted.

L. All applications for the development of the property (subdivision, site plans, etc.) shall be subject to the Code in effect at the time of submittal, including the standards of this ODP and the PD Ordinance as may be amended.

Introduced for first reading on this 1st day of May, 2019 and ordered published in pamphlet form.

PASSED and ADOPTED this 15th day of May, 2019 and ordered published in pamphlet form.

ATTEST:

President of City Council

City Clerk

EXHIBIT A

Outline Development Plan (ODP)

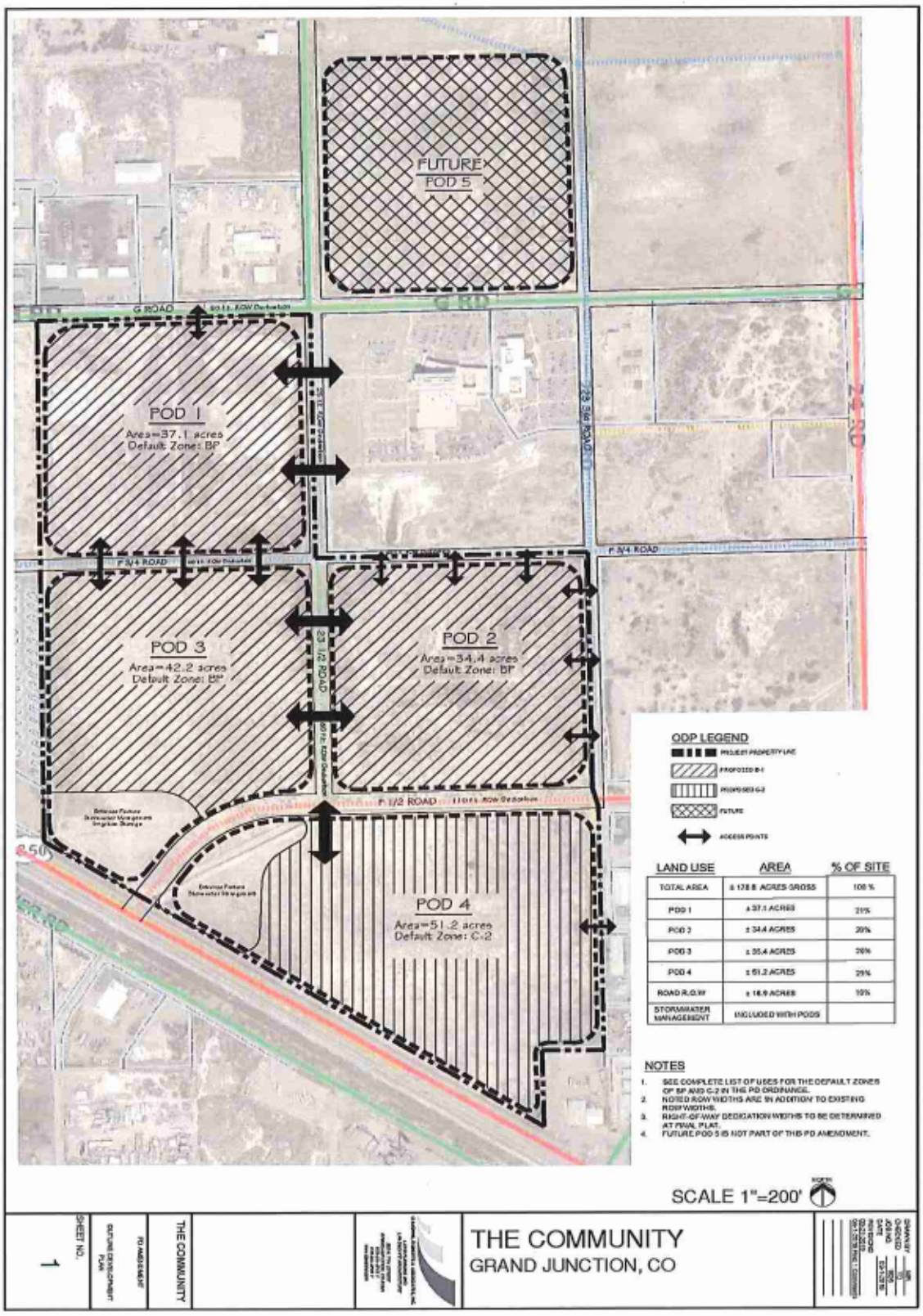


EXHIBIT B

Default Zones



I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 4855 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 1st day of May, 2019 and the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 15th day of May, 2019, at which Ordinance No. 4855 was read, considered, adopted and ordered published in pamphlet form by the Grand Junction City Council.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 17th day of May, 2019.

Deputy City Clerk

Published: May 3, 2019
Published: May 17, 2019
Effective: June 16, 2019

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 5150

AN ORDINANCE AMENDING ORDINANCE NO. 4855 REGARDING THE PLANNED DEVELOPMENT ZONING AND THE OUTLINE DEVELOPMENT PLAN FOR *THE COMMUNITY PLANNED DEVELOPMENT*, NOW KNOWN AS *MESA TRAILS PLANNED DEVELOPMENT*, LOCATED AT 2350 HIGHWAY 6 AND 50 BETWEEN 23 ¼ AND 23 ¾ ROADS, FROM G ROAD TO HIGHWAY 6 AND 50

Recitals:

The owner of the approximately 177-acre property located at 2350 Highway 6 and 50 has requested an amendment to the phasing schedule for the Mesa Trails Planned Development established by and with Ordinance No. 4855; the amendment of the schedule does not and will not modify any other aspects of Ordinance No. 4855 or of the Outline Development Plan (ODP).

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Grand Junction Planning Commission recommended approval of the extended phasing schedule for the Mesa Trails Planned Development.

The City Council finds that the review criteria for the planned development that were established at the time of adoption of Ordinance No. 4855 are still applicable and are still met, and that the findings and approval of the ODP are not affected by the extension of the phasing schedule.

The City Council finds that extending the phasing schedule is reasonable considering the current market conditions and economic feasibility of the Mesa Trails Planned Development project, and the amendment of the schedule and ratification of the ODP as provided herein is best interests of the community.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The foregoing Recitals are adopted and incorporated as the findings of the City Council and further that the development phasing schedule established by Ordinance No. 4855, Section J.1. for the development project now known as Mesa Trails Planned Development is amended as follows:

1. Development and Phasing Schedule

Phase	Portion of Site*	Requirement	Expiration Date
Approved subdivisions excluded (PLD-2021-523 & PLD-2021-654) – 33 acres			
1	At least 20% (28 acres) of remaining 144 acres.	Final Plat recorded within 5 years from date of approved PD Ordinance	May 17, 2028
2	At least an additional	Final Plat recorded within 7 years	May 17, 2030

	25% (36 acres) of remaining 144 acres	from date of approved PD Ordinance	
3	Remaining 80 acres	Final Plat recorded within 10 years from date of approved PD Ordinance	May 17, 2033

*Acreage only includes final lots created, excluding the remaining site acreage identified on the plat as "Lot 100".

2. The area(s) required as determined by the City for the regional drainage facilities shall be dedicated to the City when the first plat is recorded for any land included within the ODP.

3. Should the Development and Phasing Schedule need to be extended, the City shall consider and hear the request consistent with the provisions of the Code in place at that time. A request for extension shall be timely in that the request shall be received by the City prior to the lapse or expiration of one of the established phasing Thresholds.

4. Once a Final Plat has been recorded for a phase outlined above, that phase can develop under the provisions of the PD and ODP. Failure to develop ~~the PD and ODP as shown in the adopted Development and Phasing Schedule~~ according to the phasing schedule will result in the lapse of approval of the PD and ODP. Upon lapse, the zoning of the property will revert ~~back~~ to MU (Mixed-Use) and C-2 (Heavy Commercial) as shown in Exhibits A & B.

Introduced for first reading on this 3rd day of May 2023 and ordered published in pamphlet form.

PASSED and ADOPTED this 17th day of May 2023 and ordered published in pamphlet form.

ATTEST:

Anna M. Stout
President of the Council

Amy Phillips
City Clerk

EXHIBIT A
Outline Development Plan (ODP)

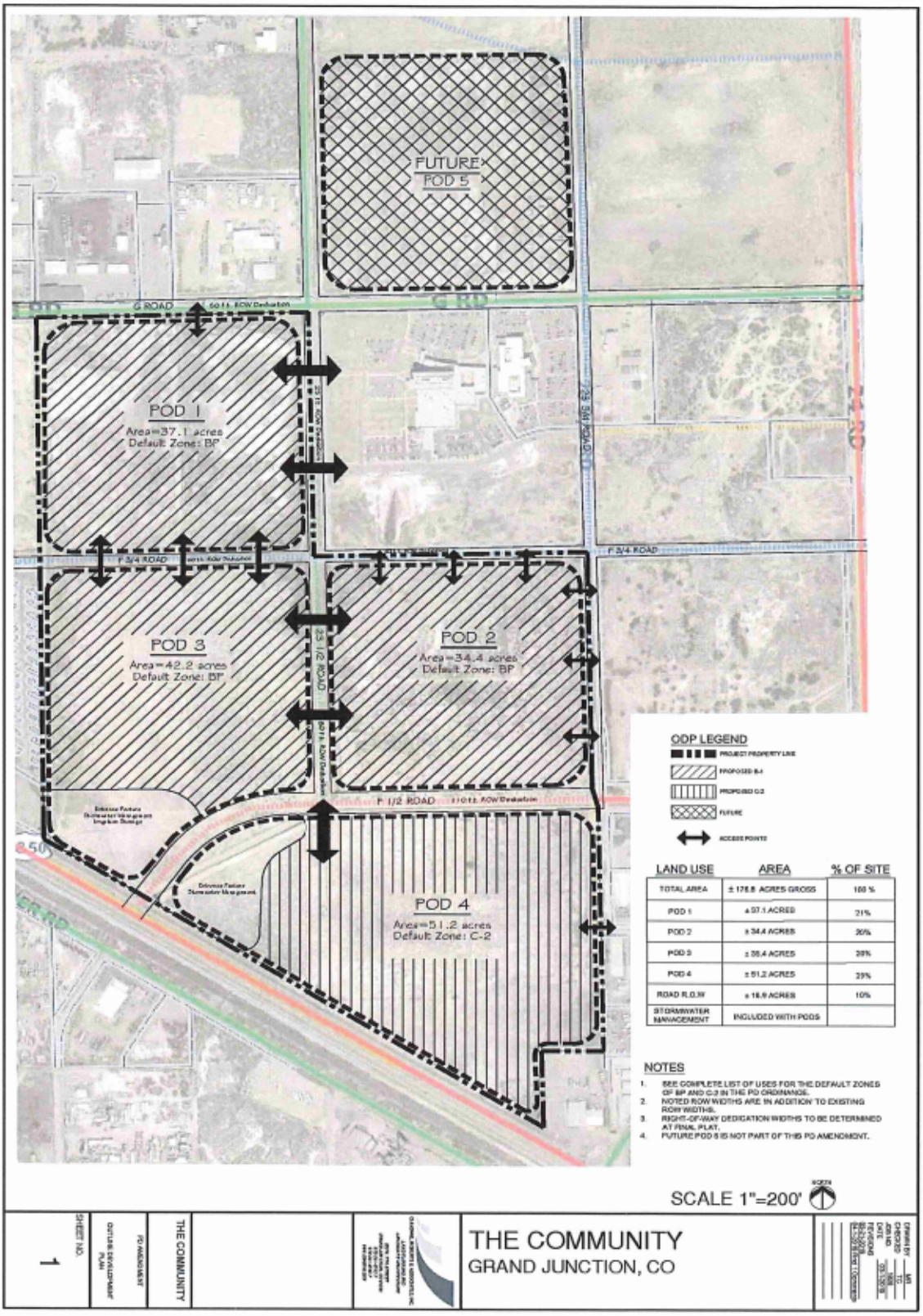


EXHIBIT B
Default Zones



I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 5150 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 3rd day of May 2023 and the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, in pamphlet form, at least ten days before its final passage.

I FURTHER CERTIFY THAT a Public Hearing was held on the 17th day of May 2023, at which Ordinance No. 5150 was read, considered, adopted and ordered published in pamphlet form by the Grand Junction City Council.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 19th day of May 2023.

City Records Manager

Published: May 05, 2023
Published: May 17, 2023
Effective: June 18, 2023

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE TO ZONE THE MESA TRAILS DEVELOPMENT TO A PD (PLANNED DEVELOPMENT) ZONE DISTRICT, BY APPROVING AN OUTLINE DEVELOPMENT PLAN WITH DEFAULT ZONES OF BP (BUSINESS PARK MIXED USE) AND C-2 (GENERAL COMMERCIAL)

LOCATED BETWEEN 23 ¼ AND 23 ¾ ROADS, FROM G ROAD TO HIGHWAY 6 AND 50

Recitals:

A request to zone approximately 174.3 acres to PD (Planned Development) by approval of an Outline Development Plan (Plan) with default zones of BP (Business Park Mixed Use) and C-2 (General Commercial) has been submitted in accordance with the Zoning and Development Code (Code).

This Planned Development zoning ordinance will establish the standards, default zoning, and adopt the Outline Development Plan for the Mesa Trails development. If this approval expires or becomes invalid for any reason, the property shall be fully subject to the default standards specified herein.

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Planning Commission and City Council reviewed the request for Outline Development Plan approval and determined that the Plan satisfied the approval criteria of the Code and is consistent with the purpose and intent of the Comprehensive Plan

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

In consideration of and with the adoption of the foregoing Recitals the following parcels in the City of Grand Junction, Mesa County, Colorado are hereby duly and lawfully zoned PD (Planned Development):

A parcel of land being LOT 2, THREE ARROWS SUBDIVISION, same as recorded at Reception No. 3012876, situated in Section 5, Township 1 South, Range 1 West, Ute Meridian, City of Grand Junction, Mesa County, Colorado. Said parcel of land CONTAINING 13.99 Acres, more or less.

A parcel of land being LOT 1, FOOTHILLS FACTORY SUBDIVISION, same as recorded at Reception No. 3072081, situated in Section 5, Township 1 South, Range 1 West, Ute Meridian, City of Grand Junction, Mesa County, Colorado. Said parcel of land CONTAINING

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144.05 Acres, more or less.
A parcel of land being LOT 2, FOOTHILLS FACTORY SUBDIVISION, same as recorded at Reception No. 3072081, situated in Section 5, Township 1 South, Range 1 West, Ute Meridian, City of Grand Junction, Mesa County, Colorado. Said parcel of land CONTAINING 16.30 Acres, more or less.

The aforementioned parcels shall be subject to the Outline Development Plan hereby adopted and described as follows:

A. Purpose
The proposed Planned Development will provide for a mix of manufacturing, office park employment centers, health care facilities, retail services, multifamily residential, attached residential, and detached residential uses with appropriate screening, buffering and open space, enhancement of natural features and other amenities such as shared drainage facilities and common landscape and streetscape character.

B. Unified Development
The project will be developed over time in a phased fashion, but in a unified manner with similar architectural styles and themes throughout. Detached sidewalks, where appropriate, along the arterial frontages are intended to provide for a safe multi-modal transportation haven and provide access to uses within the development. These detached sidewalks will also provide connectivity from the development to other existing and future points of interest adjacent to the subject property.

C. Default Zones
The default zones are as follows:

Pods One, Two and Three: BP (Business Park Mixed Use) with deviations contained within this Ordinance.

Pod Four: C-2 (General Commercial) with deviations contained within this Ordinance.

D. Pod Character
The property will be developed into four distinct areas (Pods) within the development that have a character similar to the following primary uses as more particularly detailed in the Pod Use Table:

Pod 1: Default zone - BP; POD 1 will generally consist of Medical Office/Clinic, Group Living, Attached, Detached Residential and Multi-Family Residential land uses. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 70% of the acreage in POD 1 . Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 2: Default zone - BP; POD 2 will generally consist of Medical Office/Clinic, Group

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Living, Retail Sales and Services, Personal Care, General Offices; Attached, Detached Residential and Multi-Famiiy Residential land uses. A list of allowed land uses is included under Section G. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 40% of the acreage in POD 2. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 3: Default zone - BP POD 3 will generally consist of Multi-Family Residential, Attached and Detached Residential, Hotel/Motel, General Offices, Contractor Shops w/ Outdoor Storage, Auto Service, Retail Sales and Services. A list of allowed land uses is included in this ODP. Authorized Uses in this Ordinance. All Single Family Detached, Single Family Attached, Duplexes land uses will have a minimum density of 5.5 dwelling units per acre and shall not exceed more than 55% of the acreage in POD 3. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

Pod 4: Default zone - C-2, POD 4 will generally consist of Shopping Center (Small and Big Box), Restaurants, Retail Sales and Services, Auto Service, General Offices and Manufacturing and Production; Freight Movement and Storage; Mixed-Use Multifamily//Commercial/Retail. Multi-Family residential uses shall have a density between 12 and 24 units per acre.

E. Authorized Uses
The list of authorized uses allowed within the BP and C-2 zone is hereby amended to include only the following, which are allowed without the need for approval of a conditional use permit. "X" indicates the use is allowed.

Uses	**Pod 1 BP default**	**Pod 2 BP default**	**Pod 3 BP default**	**Pod 4 C-2 default**
Multi-family	X	X	X	X
Single-family Detached	X	X	X	
Single-family Attached (Townhomes)	X	X	X	
Accessory Dwelling Units	X	X	X	
Duplexes	X	X	X	
Business Residence	X	X	X	X
Group Living	X	X	X	
Colleges and Universities	X	X	X	
Vocational, Technical and Trade Schools	X	X	X	
Community Activity Building	X	X	X	
All Other Community Service	X	X	X	
Museums, Art Galleries, Opera Houses, Libraries	X	X	X	
General Day Care	X	X	X	X
Medical and Dental Clinics	X	X	X	X
Physical and Mental	X	X	X	X

Rehabilitation (Resident)				
All Other Health Care	X	X	X	X
Religious Assembly	X	X	X	X
Funeral Homes, Mortuaries, Crematories	X	X	X	X
Public Safety and Emergency Response Services			X	X
Hotels, Motels, and Lodging	X	X	X	X
General Offices	X	X	X	X
Health Club	X	X	X	X
Alcohol Sales, Retail			X	X
Bar/Nightclub			X	X
Drive Through Restaurants	X	X	X	X
Drive Through Retail	X	X	X	X
Retail (Small and Large Box)				X
Food Service, Catering	X	X	X	X
Food Service, Restaurant (Including Alcohol Sales)	X	X	X	X
Fuel Sales, Automotive/Appliance			X	X
General Retail Sales, Indoor Operations, Display and Storage	X	X	X	X
General Retail Sales, Outdoor Operations, Display or Storage	X	X	X	X
Repair, Small Appliance				X
Personal Services	X	X	X	X
All Other Retail Sales and Service	X	X	X	X
Manufacturing and Production – Indoor Operations and Storage	X	X	X	X
Manufacturing and Production – Indoor Operations with Outdoor Storage	X	X	X	X
Mini-warehouse			X	X
Auto and Light Truck Mechanical Repair			X	X
Car Wash, Gasoline Service Station, Quick Lube			X	X
Landscaping Material, Indoor Greenhouse and Outdoor Nursery Plant Growing/Sales			X	X
Industrial Services, Contractors and Trade Shops, Oil and Gas Support Operations without Hazardous Materials (Indoor			X	X

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and/or Outdoor Operations and Storage)				
Warehouse and Freight Movement – Indoor Operations, Storage and Loading with Outdoor Loading Docks			X	X
Wholesale Business (Excluding Highly Flammable Materials/Liquids)			X	X
Bus/Commuter Stops	X	X	X	X
Government and Public Purpose Facilities	X	X	X	X
Parks and Open Space	X	X	X	X
Agricultural Uses*	X	X	X	X
*Agricultural Uses including indoor or outdoor activities primarily involving raising, producing, or keeping plants or animals but excluding uses such as industrialized agriculture, for example feedlots, pig farming, a use of a scale that requires significant structures or accessory structures, or a use that has the propensity to be a significant nuisance such as pig farming or other particularly odiferous uses. This use is intended to be interim in nature.				

F. Uses Not Mentioned

1) To change uses from those specified above, the developer must request an amendment consistent to the Zoning and Development Code as amended, to allow a use which is not currently an allowed use for a particular pod.

2) If a question or interpretation arises regarding where, how or whether a proposed use fits into the list of uses found in this section, the Director shall decide if a use not specifically mentioned can reasonably be interpreted to fit into a principal use category or a general use category where similar uses are described as found in the Use Table within the City's Zoning and Development Code.

G. Dimensional and Intensity Standards

Minimum Lot Area	
Pod 1, 2, and 3	1,800 square feet
Pod 4	No minimum
Minimum Lot Width	
Pod 1, 2, and 3	20 feet
Pod 4	No minimum
Minimum Street Frontage	
Pod 1, 2, 3, and 4	No minimum
Minimum Setbacks Pod 1, 2, 3, and 4	**Principal Structure/Accessory Structure**
Street (see footnote 1)	10 feet/25 feet
Side/Rear Yard	0 feet
Density (Minimum/Maximum)	
Pod 1, 2, and 3	12 du/ac min./24 du/ac max. for multi-

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	family 5.5 du/ac min. density for all others
Pod 4	12 du/ac min./24 du/ac max. for multi-family
Maximum Height	
Pod 1, 2, 3, and 4	65 feet
Footnotes	
1. Nonresidential buildings shall be setback a minimum of 30 feet from arterial designated rights-of-way.	

H. Deviations from Bulk Standards from Default Zones
To provide for flexibility necessary for the unique, efficient and effective design of the site, the following deviations from the default zone standards shall be applied to the site and are represented in the table above:
- Minimum lot size shall be 1800 square feet or none
- Minimum lot width shall be 20' or none
- Maximum building height shall be 65'
- Front (street) yard setback for principal structures shall be 10'
- Side and rear yard setbacks shall be 0'

I. Lapse of Plan

Phase	Portion of Site	Requirement	Expiration Date
Approved subdivisions excluded (PLD-2021-523 & PLD-2021-654) – 33 acres			
1	At least 20% (28 acres) of remaining 144 acres	Final Plat recorded within 5 years from date of approved PD Ordinance	December 20, 2028
2	At least an additional 25% (36 acres) of remaining 144 acres	Final Plat recorded within 7 years from date of approved PD Ordinance	December 20, 2030
3	Remaining 80 acres	Final Plat recorded within 10 years from date of approved PD Ordinance	December 20, 2033

J. Other Regulations
- Title 25, 24 Road Corridor Standards of the Zoning and Development Code shall apply, unless otherwise amended by the City.
- Unless otherwise included in this PD Ordinance, the development regulations, standards and administration contained within Section 21.06 of the Code, as may be amended including any applicable overlay zones apply to this PD and ODP, except the following
    - There are no hours of operation limitations for uses in all Pods
- Signage regulations and standards contained within Section 21.06 of the GJMC shall apply with the following modifications:
    - A sign package will be required as part of each Final Development Plan or Site Plan
    - The existing billboards located within Pod Four may remain as nonconforming uses until such time as site development activity begins on Pod Four.

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- New Outdoor Advertising Signs (Billboards) within the PD will not be permitted.

- All applications for the development of the property (subdivisions, site plans, etc.) shall be subject to the Code in effect at the time of submittal, including the standards of this ODP and the PD Ordinance as may be amended.

INTRODUCED on first reading this 6th day of December 2023 and ordered published in pamphlet form.

ADOPTED on second reading this 20th day of December 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

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Grand Junction City Council

Regular Session

Item #2.b.ii.

Meeting Date: December 6, 2023

Presented By: Timothy Lehrbach, Senior Planner

Department: Community Development

Submitted By: Tim Lehrbach, Senior Planner

Information

SUBJECT:

Introduction of an Ordinance Zoning Approximately 2.96 Acres to I-1 (Light Industrial), Located at 821 21 1/2 Road, and Setting a Public Hearing for December 20, 2023

RECOMMENDATION:

The Planning Commission heard this request at the November 28, 2023 meeting and voted (5-0) to recommend approval.

EXECUTIVE SUMMARY:

The Applicant, Flavius Real Estate LLC, is requesting a zone of annexation to I-1 (Light Industrial) for the Hartman Brothers Annexation. The approximately 2.96 acres of land is located at 821 21 ½ Road. The request for annexation will be considered separately by City Council but concurrently with the zoning request and is currently scheduled to be heard by the City Council on December 20, 2023.

The applicant intends to occupy the existing building with light industrial and retail uses on the property, which requires a zone change constituting "Annexable Development" in accordance with the Persigo Agreement. The zone district of I-1 is consistent with the Industrial land use category of the Comprehensive Plan.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The Applicant, Flavius Real Estate LLC, has requested annexation into the City of Grand Junction of its approximately 2.96 acres of land located at 821 21 ½ Road and a zone of annexation to I-1 (Light Industrial). The applicant intends to occupy the existing building with light industrial and retail uses on the property, which requires a zone change constituting "annexable development" under the Persigo Agreement.

The Applicant is requesting a zone district of I-1 (Light Industrial). The subject property is Lot 2-B of the 21 ½ Road Energy Park subdivision and is currently zoned PUD (Planned Unit Development) in Mesa County. The single other property within this subdivision remains outside of the City limits and is zoned County PUD. Properties to the north of the subdivision have been annexed and are zoned I-1 (Light Industrial).

The annexation area has all urban services available to the property. The subject property abuts 21 ½ Road, identified as a major collector on the Grand Junction Circulation Plan. The subject property is located within Tier 1 on the Intensification and Growth Tiers Map of the Comprehensive Plan. The goal to "encourage infill and redevelopment to leverage existing infrastructure" supports the Applicant's intent to repurpose the property and request of a zone of annexation of I-1.

The I-1 requested zoning implements the Comprehensive Plan's Industrial land use category. The purpose of the I-1 (Light Industrial) zone district is to provide for areas of light fabrication, manufacturing, and industrial uses which are compatible with existing adjacent land uses, access to transportation, and the availability of public services and facilities.

In addition to the I-1 zoning requested by the petitioner, the following zone districts would also be consistent with the proposed Comprehensive Plan designation of Industrial:

a. General Commercial (C-2)
b. Industrial/Office Park (I-O)
c. General Industrial (I-2)

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting regarding the proposed Annexation and Zoning was held virtually on August 17, 2023, in accordance with Section 21.02.080(e) of the Zoning and Development Code. Property owners within 500 feet of the subject property were notified of the meeting by mail sent on August 7, 2023. The applicant and representative along with staff were in attendance. No members of the public attended the meeting.

Notice was completed consistent with the provisions in Section 21.02.080(g) of the City's Zoning and Development Code. The subject property was posted with application signs on October 17, 2023. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on November 16, 2023. The notice of the Planning Commission public hearing was published November 19, 2023, in the Grand Junction Daily Sentinel. An online hearing with opportunity for public comment was held between November 21, 2023, and November 27, 2023, through the GJSpeaks.org platform. A public hearing was held at the November 28, 2023, Planning Commission meeting.

ANALYSIS

Section 21.02.160(f) provides that land annexed to the City shall be zoned to a district that is consistent with the adopted Comprehensive Plan in accordance with the criteria for zoning map amendments set forth in Section 21.02.140(a). At least one such criterion must be met. These criteria and staff's findings are as follows:

(1) Subsequent events have invalidated the original premises and findings; and/or
The property owners have requested to annex and zone the property to I-1 which is compatible with the Comprehensive Plan Land Use Map designation of Industrial. When a property annexes into the City, the assumptions and facts used to assign county zoning are no longer valid. County zoning is not carried forward into the City, and by Colorado Statute municipal zoning must be assigned to the property within 90 days of the effective date of annexation. The property currently has 'no zoning designation' within City limits; therefore, there are no original premises and findings which must be invalidated. Staff finds that this criterion is not applicable.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or
The original building on the subject site was constructed in 1965 and has been expanded over time. Additional industrial development occurred around the subject site, especially during the 1980s, and has remained occupied by industrial uses since. The 2020 One Grand Junction Comprehensive Plan identified the area as Industrial on the land use map, and the character and condition of the area has not changed. Therefore, staff finds that this criterion is not met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or
Adequate public and community facilities and services are available to the property and are sufficient to serve land uses associated with the I-1 zone district. The site fronts 21 ½ Road, identified in the Grand Junction Circulation Plan as a major collector. Ute Water and City of Grand Junction sanitary sewer are presently available to the site in 21 ½ Road. Grand Valley Power serves the area with electric power. The expected impact of the proposed development on emergency services, parks, and schools is minimal. In general, staff has found public and community facilities are adequate to serve the type and scope of the commercial land use proposed. Therefore, staff finds that this criterion is met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or
There is not a demonstrated lack of industrially zoned property in this area or in the city altogether which would necessitate the addition of this property to industrial zoning. Therefore, staff finds this criterion is not met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.
Annexation and zoning of the property will create additional land within the City limits

for growth and help to fill in the patchwork of unincorporated and/or urban area that is adjacent to the City limits. The annexation and appropriate zoning of the property are also consistent with the City and County 1998 Persigo Agreement, which provides for the orderly urbanization of undeveloped land within the boundary subject to the Agreement. This area was reviewed as a part of the 2020 One Grand Junction Comprehensive Plan, and it was determined that this subdivision area be changed to Industrial from Commercial/Industrial. Therefore, staff finds that this criterion is met.

Consistency with the Comprehensive Plan
Section 21.02.160 (f) of the Grand Junction Zoning and Development Code provides that the zoning of an annexation area shall be consistent with the adopted Comprehensive Plan.

- Land Use Plan: Relationship to Existing Zoning

Requests to rezone properties should be considered based on the Implementing Zone Districts assigned to each Land Use Designation. As a guide to future zoning changes, the Comprehensive Plan states that requests for zoning changes are required to implement the Comprehensive Plan.

The 2020 Comprehensive Plan provides the subject property with a land use designation of Industrial. The I-1 zone district implements the Industrial designation. While there are additional implementing districts for the Industrial land use designation, the I-1 zone district provides for a range of allowed uses most consistent with existing adjacent development and development standards most appropriate to the location of the subject property along 21 ½ Road and within the H Road - Northwest Area Plan overlay.

- Plan Principle 3: Responsible and Managed Growth

Where We are Today: Maintaining Quality – The Comprehensive Plan raises concerns about the unsightly development patterns resulting from the patchwork of City and unincorporated areas and expresses the community's desire to see continued improvements to the built environment. The annexation and appropriate zoning of property within this developed commercial and industrial area ensures the implementation and monitoring of City of Grand Junction standards for construction and property maintenance.

- Plan Principle 8: Resource & Stewardship

How We Will Get There – Part of properly managing the City's resources and being good stewards of the environment is to promote sustainable development. This can be done by maximizing existing infrastructure. The subject property is located adjacent to improved rights-of-way with existing water and sewer lines available to the site.

RECOMMENDATION AND FINDINGS OF FACT
After reviewing the Hartman Brothers Zone of Annexation, ANX-2023-564, request for

the property located at 821 21 ½ Road to zone to I-1 (Light Industrial), the following findings of facts have been made:

1. The request conforms with Section 21.02.140 of the Zoning and Development Code.
2. The request is consistent with the vision (intent), goals, and policies of the Comprehensive Plan.

The Planning Commission heard this request at the November 28, 2023, meeting and voted (5-0) to recommend approval.

FISCAL IMPACT:

This action has no direct fiscal impact.

SUGGESTED MOTION:

I move to introduce an ordinance zoning the Hartman Brothers Annexation to I-1 (Light Industrial) zone district and set a public hearing for December 20, 2023.

Attachments

1. Exhibit 1. Development Application
2. Exhibit 2. Annexation Schedule and Summary Table
3. Exhibit 3. Hartman Brothers Annexation Plat
4. Exhibit 4. Site Maps
5. ORD-Hartman Brothers Zone of Annexation Ordinance 20231128

City of Grand Junction Colorado
PUBLIC WORKS & PLANNING

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Annexation/Zone of Annexation

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation	**Industrial**	Existing Zoning	**County PUD**
Proposed Land Use Designation	**N/A**	Proposed Zoning	**I-1**

Property Information

Site Location:	821 21 1/2 Rd.	Site Acreage:	2.95
Site Tax No(s):	2697-253-21-002	Site Zoning:	County PUD
Project Description:	Annexation and Zone of Annexation		

Property Owner Information		Applicant Information		Representative Information	
Name:	Flavius Real Estate LLC	Name:	Kaart	Name:	Kaart
Street Address:	531 Main St.	Street Address:	734 Main St.	Street Address:	734 Main St.
City/State/Zip:	Montrose, CO 81401	City/State/Zip:	G.J. CO 81501	City/State/Zip:	G.J. CO 81501
Business Phone #:	970 2409556	Business Phone #:	241-0745	Business Phone #:	241-0745
E-Mail:	khartman@hartmanbrothers.biz	E-Mail:	ty.johnson@kaart.com	E-Mail:	ty.johnson@kaart.com
Fax #:	970 - 240-4276	Fax #:	n/a	Fax #:	n/a
Contact Person:	Kirk Hartman	Contact Person:	Ty Johnson	Contact Person:	Ty Johnson
Contact Phone #:	970-417-9873	Contact Phone #:	241-0745	Contact Phone #:	241-0745

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: [signature] Date: 8/15/23

Signature of Legal Property Owner: [signature] Date: 8-15-23

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Flavius Real Estate LLC ("Entity") is the owner of the following property:

(b) 821 21 1/2 Rd. GRAND JUNCTION, CO 81505 (2697-253-21-002)

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) MEMBER/OFFICER for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

(•) My legal authority to bind the Entity both financially and concerning this property is unlimited.

( ) My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

(•) The Entity is the sole owner of the property.

( ) The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Annexation and Zone of Annexation

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) none

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: Kirk Hartman

Printed name of person signing: KIRK HARTMAN

State of Colorado)

County of Montrose) ss.

Subscribed and sworn to before me on this 15th day of August, 2023

by Kirk Hartman

Witness my hand and seal.

My Notary Commission expires on 11/16/25

MARIA DANIELLE WALTER
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20214045264
My Commission Expires November 16, 2025

Maria D. Walter
Notary Public Signature

STATEMENT OF AUTHORITY

E-RECORDED

1. This Statement of Authority relates to an entity named: **Flavius Real Estate, LLC**
2. The Entity is a: **Limited Liability Company**
3. The Entity is formed under the laws of: **Colorado**
4. The mailing address for the entity is:

   531 E. Main Street, Montrose, CO 81401

5. The name and position of each person authorized to execute instruments conveying, encumbering, or otherwise affecting title to real property on behalf of the entity are: **Kirk Thomas Hartman, Jay Bryon Hartman, and Sidney Carlton Hartman, as Members / Managers**
6. The authority of the foregoing person(s) to bind the entity **requires designation by a separate resolution signed by all Members / Managers appointing one (1) Member / Manager to sign independently on behalf of said entity.**
7. Other matters concerning the manner in which the entity deals with interests in real property: NONE
8. This Statement of Authority is executed on behalf of the Entity pursuant to the provisions of C.R.S. Section §38-30-172.

Executed this: June 20, 2023

Flavius Real Estate, LLC, a Colorado Limited Liability Company

By: Kirk Thomas Hartman, as Member / Manager

STATE OF: Colorado

COUNTY OF: Mesa

The foregoing instrument was acknowledged before me this 20 day of June, 2023, by **Kirk Thomas Hartman, as Member / Manager of Flavius Real Estate, LLC, a Colorado Limited Liability Company.**

Witness my hand and seal.

My commission expires:

TAMARA MARIE HEINE CALDWELL
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20044030014
My Commission Expires August 26, 2024

Notary Public

RECEPTION#: 3066616, at 6/15/2023 11:30:41 AM, 1 of 1
Recording: $13.00, Doc Fee $115.00 Bobbie Gross, Mesa County, CO. CLERK AND RECORDER

RETURN RECORDED DOCUMENT TO:
Flavius Real Estate, LLC, a Colorado Limited Liability Company
531 E Main Street, Montrose, CO 81401

Document Fee: **$115.00**

GENERAL WARRANTY DEED

THIS GENERAL WARRANTY DEED, dated 15TH day of June, 2023, is made between **Craig and Donna Wilson Living Trust, dated December 7, 2017** ("Grantor"), of the State of Nebraska.

AND

Flavius Real Estate, LLC, a Colorado Limited Liability Company ("Grantee"), of the State of Colorado., whose legal address is 531 E Main Street, Montrose, CO 81401.

WITNESS, that the Grantor(s), for and in consideration of ONE MILLION ONE HUNDRED FIFTY THOUSAND AND 00/100 DOLLARS ($1,150,000.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, and convey unto the Grantee, and the heirs, successors and assigns of the Grantee forever, all the real property, together with fixtures and improvements located thereon, if any, situate, lying and being in the County of **Mesa** and State of Colorado, described as follows:

Lot 2-B of 21 1/2 ROAD ENERGY PARK,County of Mesa, State of Colorado
ALSO KNOWN AS: **821 21 1/2 Road, Grand Junction, CO 81505**

TOGETHER WITH, all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand whatsoever of the Grantor(s), either in law or in equity, of, in and to the above-bargained premises, with the hereditaments and appurtenances.

TO HAVE AND TO HOLD the said premises above bargained and described, with the appurtenances, unto the Grantee, and the heirs, successors and assigns of the Grantee forever. The Grantor, for the Grantor and the heirs, successors and assigns of the Grantor, **warrants title to the same.**, subject to ***the Statutory Exceptions***

EXECUTED AND DELIVERED by Grantor on the date first set forth above.

Craig and Donna Wilson Living Trust, dated December 7, 2017

Donna R. Wilson
By: Donna R. Wilson, as Sole Trustee

State of : Nebraska }
} ss.
County Of Douglas }

The foregoing instrument was subscribed, sworn to, and acknowledged before me this 9th day of **June, 2023**, by **Donna R. Wilson, as Sole Trustee of the Craig and Donna Wilson Living Trust, dated December 7, 2017.**

My Commission expires: 11/17/2025

EIRIAN TRAN
GENERAL NOTARY
STATE OF NEBRASKA
COMMISSION EXPIRES
11/17/2025

Witness my hand and official seal.

Eirian Tran
Notary Public

****If tenancy is unspecified, the legal presumption shall be tenants in common (C.R.S. 38-31-101)**

Kaart PLANNING
LAND PLANNING AND
LANDSCAPE ARCHITECTURE

734 Main Street
Grand Junction
CO 81501
970.241.0745
planning@kaart.com

Hartman Brothers Annexation
Annexation and Zone of Annexation
821 21 ½ Rd.
August 11, 2023
General Project Report

Project Description

The subject property is approximately 3 acres in size and is located at 821 21 ½ Rd., as displayed below.



Kaart PLANNING
LAND PLANNING AND
LANDSCAPE ARCHITECTURE

Public Benefit (of the entire project):

This project will benefit the public by implementing the 201 Persigo Agreement and enabling a successful business, Hartman Brothers Medical Supply, to operate on the property. The I-1 zoning, if granted, will create opportunities for light industrial business.

Neighborhood Meeting

A neighborhood meeting was held on Wednesday, August 17th on zoom to inform neighbors about the intent to submit an application for annexation and zone of annexation to the City of Grand Junction. There were no participants at the meeting. Dave Thornton, Kirk Harman (owner), and myself were the only attendees. We waited approximately 15 minutes for participants to arrive, from 5:30-5:45 pm. No one showed up and it was determined by the City that the meeting could end.

Project Compliance, Compatibility, and Impact

Adopted Plans and/or Policies

The subject property is designated as commercial in the future land use map of the comprehensive plan. The proposal meets a number of goals and policies in the City's comp plan.

Plan Principle 2: Resilient and Diverse Economy Policy 1. Foster a vibrant, diverse, and resilient economy

Policy 1-A: Economic Diversity Support the further diversification of the economy that is prepared to anticipate, innovate, and proactively respond to cyclical economic fluctuation and evolution.

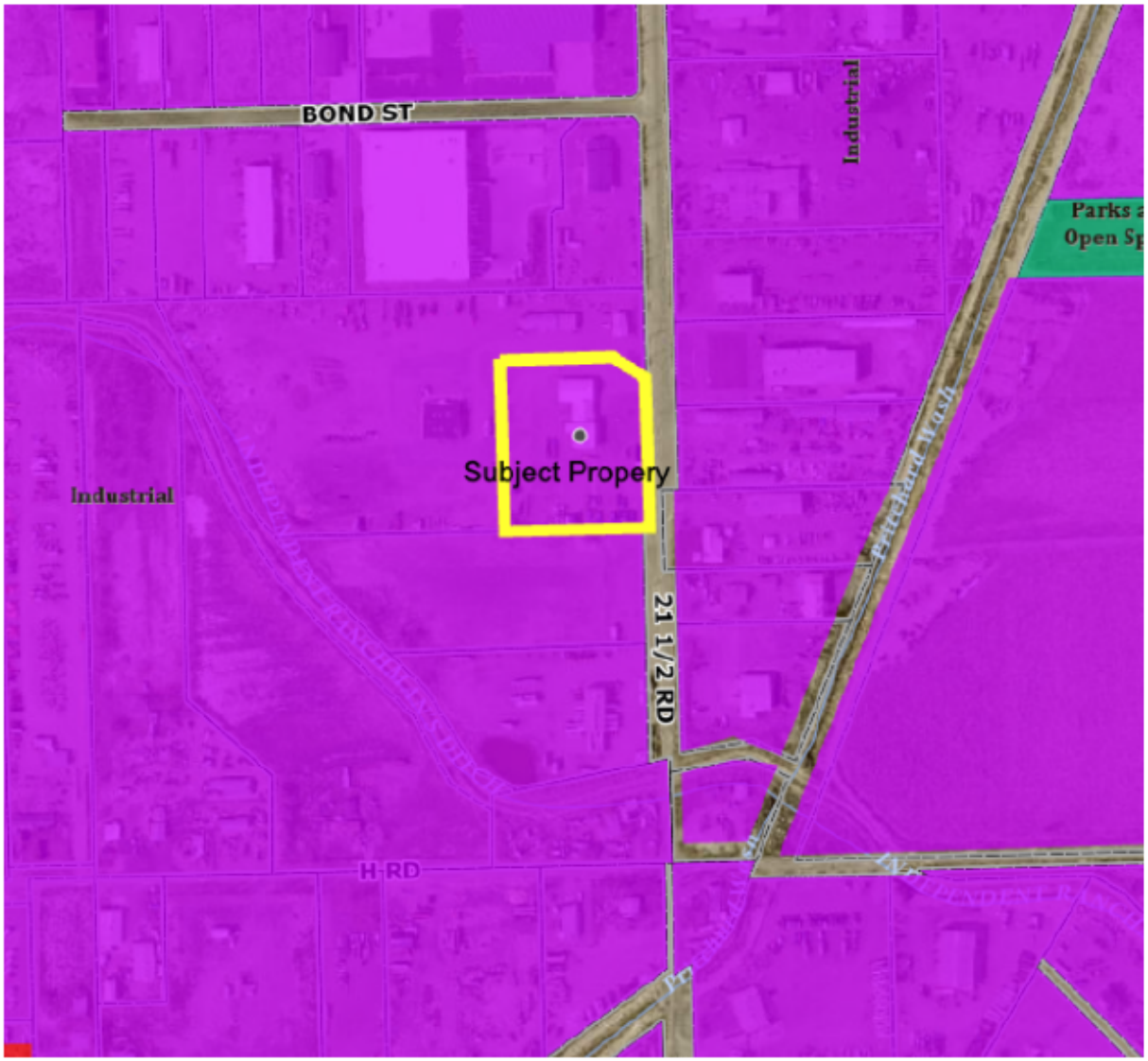
Policy 1-B: Employment Base Continue to collaborate with local and regional partners to expand the community's economic base and primary job creation by focusing on retention, expansion, incubation, and recruitment efforts that create jobs and import income or dollars to the community, particularly businesses in targeted industries.

Policy 1-G: Sales and Tax Revenue Partner in supporting programs that encourage residents to spend retail dollars locally before looking elsewhere for goods and services. Emphasize the retention and recruitment of retailers or development projects that have a positive impact on sales tax generation, specifically focused on increasing retail sales inflow and reducing retail sales leakage.

Policy 3. Promote Business Growth for a Diverse and Stable Economic Base.

Policy 3-E. Business Retention and Attraction. Support economic development partners to encourage the retention and expansion of existing businesses and industries and the establishment of new businesses in industries that support City initiatives, especially those that offer a livable wage.

Policy 3-F. Barriers. Continue to identify and pursue ways to reduce barriers to entry for new businesses.



Surrounding Land Use

The subject property is currently surrounded by industrial development to the north, west, east, and south.

Availability of Utilities

- Sanitary Sewer: City of Grand Junction
- Water: Ute Water
- Storm Sewer: NA
- Gas: Excel

Kaart PLANNING
LAND PLANNING AND
LANDSCAPE ARCHITECTURE

Approval Criteria

The proposed annexation will meet the Municipal Annexation Act Pursuant to C.R.S. 31-12-104, as described below.

a) A proper petition has been signed by more than 50% of the owners and more than 50% of the property described.
Response: The petition has been signed by 100% of property owners of the subject property.
This criterion has been met.

b) Not less than one-sixth of the perimeter of the area to be annexed is contiguous with the existing City limits.
Response: This requirement is being met, as demonstrated by the improvement survey plat submitted with the application package.
This criterion has been met.

c) A community of interest exists between the area to be annexed and the City.
Response: Annexation of the subject property will contribute to implementation of the 201 Persigo Agreement which benefits the community as whole.
This criterion has been met.

d) The area is or will be urbanized in the near future.
Response: The applicant is preparing the property for development consistent with the standard and regulations of the I-1 zone district.
This criterion has been met.

e) The area is capable of being integrated with the City.
Response: The proposed annexation area is adjacent to the city limits.. Utilities and City services are available and currently serve the existing urban area near this site.
This criterion has been met.

f) No land held in identical ownership is being divided by the proposed annexation.
Response: The entire property owned by the applicant is being annexed.
This criterion has been met.

g) No land held in identical ownership comprising 20 contiguous acres or more with an assessed valuation of $200,000 or more for tax purposes is included without the owner's consent.
Response: Contiguous property owned by the petitioner is less than 20 acres in size, so this requirement does not apply. However, the petitioners have granted consent to the City to annex the property.
This criterion is not applicable.

Kaart PLANNING
LAND PLANNING AND
LANDSCAPE ARCHITECTURE

734 Main Street
Grand Junction
CO 81501
970.241.0745
planning@kaart.com

Neighborhood Meeting Summary

A neighborhood meeting was held on Wednesday, August 17th on zoom to inform neighbors about the intent to submit an application for annexation and zone of annexation to the City of Grand Junction. There were no participants at the meeting. Dave Thornton, Kirk Harman (owner), and myself were the only attendees. We waited approximately 15 minutes for participants to arrive, from 5:30-5:45 pm. No one showed up and it was determined by the City that the meeting could end.

HARTMAN BROTHERS ANNEXATION
PETITION FOR ANNEXATION

WE THE UNDERSIGNED do hereby petition the City Council of the City of Grand Junction, State of Colorado, to annex the following described parcels to the said City:

GENERAL LOCATION: 821 21 ½ Road, Grand Junction, CO 81505
Tax ID #: 2697-253-21-002

LOT 2-B 21 1/2 ROAD ENERGY PARK SEC 25 1N 2W UM PER PLAT AT RN 2871150 RECD 02/26/2019 MESA CO RECDS - 2.96AC

This foregoing description describes the parcels; the perimeter boundary description, for purposes of the Annexation Act, is shown on the attached "Perimeter Boundary Legal Description, Hartman Brothers Annexation."

As grounds therefore, the petitioner respectfully state that annexation to the City of Grand Junction, Colorado is both necessary and desirable and that the said territory is eligible for annexation in that the provisions of the Municipal Annexation Act of 1965, Sections 31-12-104 and 31-12-105 CRS 1973 have been met.

This petition is accompanied by four copies of a map or plat of the said territory, showing its boundary and its relation to established city limit lines, and said map is prepared upon a material suitable for filing.

Your petitioners further state that they are the owners of more than fifty percent of the area of such territory to be annexed, exclusive of streets and alleys; that the mailing address of the signer and the date of signature are set forth hereafter opposite the name of the signer, and that the legal description of the property owned by the signer of said petition is attached hereto.

WHEREFORE, these petitioners pray that this petition be accepted and that the said annexation be approved and accepted by ordinance. These petitioners by his/her/their signature(s) acknowledge, understand and agree that if any development application concerning the property which is the subject hereof is denied, discontinued or disapproved, in whole or in part, that the annexation of the property to the City of Grand Junction shall proceed.

Flavius Real Estate, LLC,
a Colorado Limited Liability Company
NAME

531 E Main Street, Montrose, CO 81401
ADDRESS

Kirk Hartman
SIGNATURE

8-22-2023
DATE

Kirk Hartman, Member/Manager

Jay Bryon Hartman
SIGNATURE

8-22-23
DATE

Jay Bryon Hartman, Member/Manager

Sidney Carlton Hartman
SIGNATURE

8-23-23
DATE

Sidney Carlton Hartman, Member/Manager

STATE OF COLORADO

SS **AFFIDAVIT**

COUNTY OF MESA

KIRK HARTMAN, of lawful age, being first duly sworn, upon oath, deposes and says:

That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.

Subscribed and sworn to before me this 24th day of August, 2023.

Witness my hand and official seal.

Notary Public

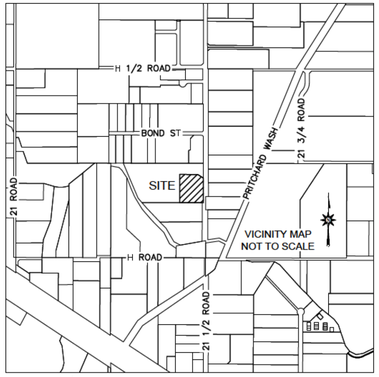
ALEXIS BERTIN
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20164001455
MY COMMISSION EXPIRES MAR 4, 2024

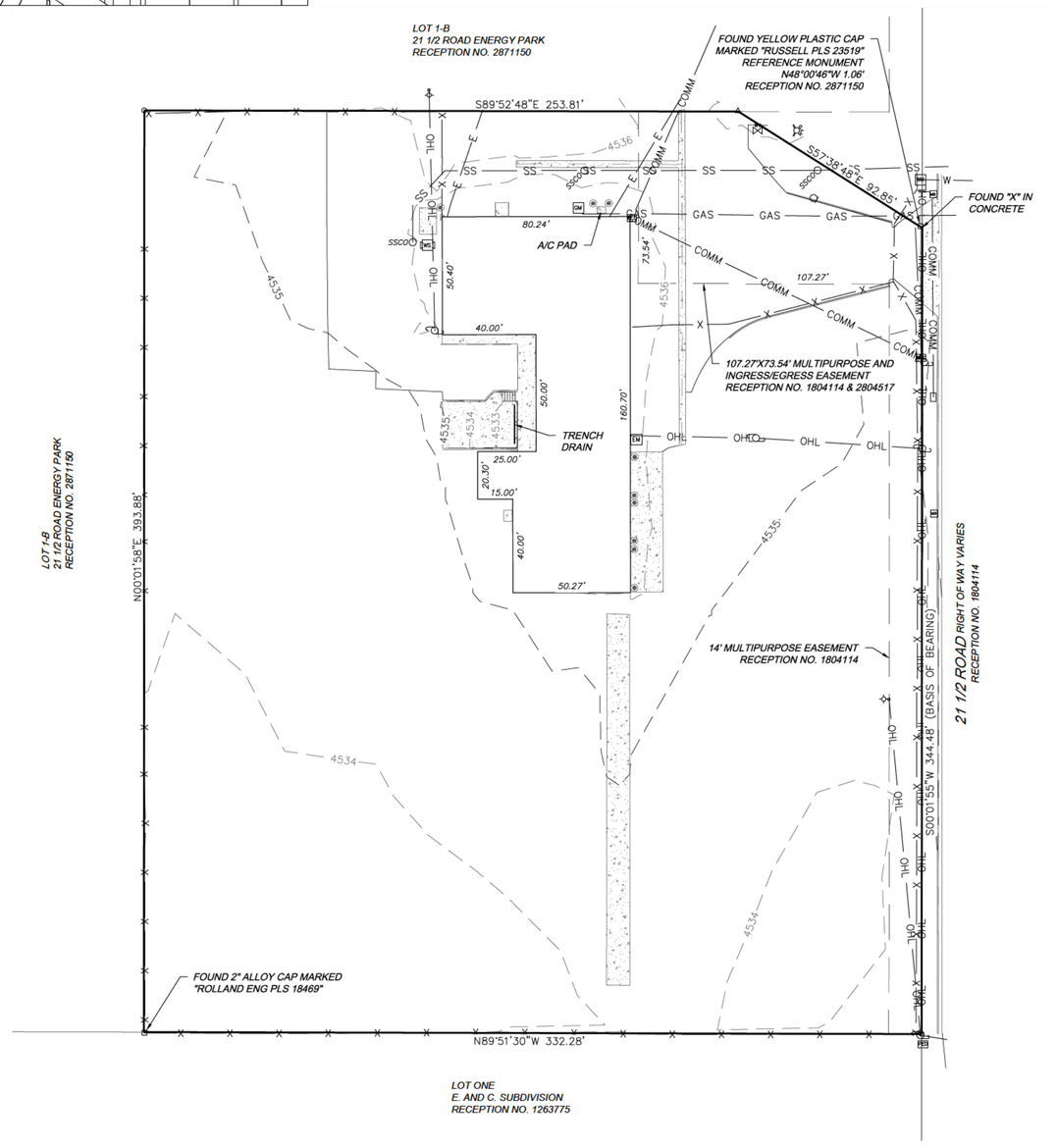
200 N. Townsend Ave. Montrose, CO 81401
Address

My commission expires: 3-4-24

IMPROVEMENT SURVEY PLAT

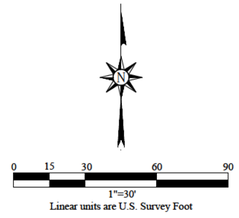
Located in the SE1/4 of the SW1/4 of Section 25,
Township 1 North, Range 2 West, Ute Meridian,
Mesa County, Colorado





LEGEND:

- SURVEY CONTROL MONUMENT
- FOUND 5/8" REBAR
- FOUND PK NAIL
- FOUND MONUMENT AS NOTED
- BOUNDARY LINE
- ADJOINER
- EASEMENT
- BUILDING
- EDGE OF ASPHALT
- EDGE OF CONCRETE
- FENCE
- WATER LINE
- GAS LINE
- UNDERGREOUND ELECTRIC LINE
- OVERHEAD UTILITY LINE
- UNDERGROUND TELECOM LINE
- SANITARY SEWER LINE
- MAJOR CONTOUR
- MINOR CONTOUR
- ASPHALT
- CONCRETE
- SANITARY SEWER CLEANOUT
- YARD HYDRANT
- WATER VALVE
- FIRE HYDRANT
- WATER METER
- ELECTRIC METER
- LIGHT POLE, UTILITY POLE
- GAS METER
- TELECOM PEDESTAL
- BOLLARD
- MAILBOX



SURVEY NOTES:

1. Title information provided by Abstract & Title Company of Mesa County, File No. 17619CEM, Dated June 15, 2023, and the Mesa County Assessor - Real Property Public Information System.
2. The location of underground utilities as shown on this plat are based on visible surface evidence and utility markings. Actual locations of utilities may vary and should be verified prior to any construction.
3. The ditch easement along the east property line recorded as Reception No. 621542 is subject to forfeiture due to lack of maintenance.
4. The bearings and distances shown hereon represent the results of the Legal Description rotated to grid north of the Mesa County Local Coordinate System for the Grand Valley Area with respect to the physical locations of accepted survey monuments.
5. According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

PARCEL DESCRIPTION:
Reception No: 3066616

Lot 2-B of 21 1/2 ROAD ENERGY PARK, County of Mesa, State of Colorado.

BASIS OF BEARINGS:
The bearing between the NE corner of Lot 2-B, 21 1/2 ROAD ENERGY PARK, a found "X" mark in concrete, and the SE corner of Lot 2-B, 21 1/2 ROAD ENERGY PARK, a found 5/8" rebar in concrete, is S00°01'55"W. This bearing corresponds with grid north of the Mesa County Local Coordinate System for the Grand Valley Area.

CERTIFICATION:
I, Alexandre B. Lheritier, a registered Professional Land Surveyor in the State of Colorado, do hereby certify the Improvement Survey Plat represented hereon was performed by me or under my responsible charge. It is based upon my professional knowledge, information, and belief according to acceptable standards of practice and the laws of the State of Colorado. This statement is not a guarantee or warranty, either expressed or implied.

FOR REVIEW

Alexandre B. Lheritier
Colorado PLS 38464

LAND SURVEY DEPOSITS
Mesa County Surveyor's Office
Date: _____
Deposit No: _____

821 21 1/2 Road

SE1/4SW1/4 of Section 25,
Township 1 North, Range 2 West, Ute Meridian,
Mesa County, Colorado

Surveyed by: RAC, INH	Kaart Surveying, LLC
Drawn by: ABL	734 Main St.
Job #: 3046223	Grand Junction, CO 81501
Date: 08/14/2023	970.201.4081 surveying@kaart.com

ANNEXATION SCHEDULE & SUMMARY WORKSHEET

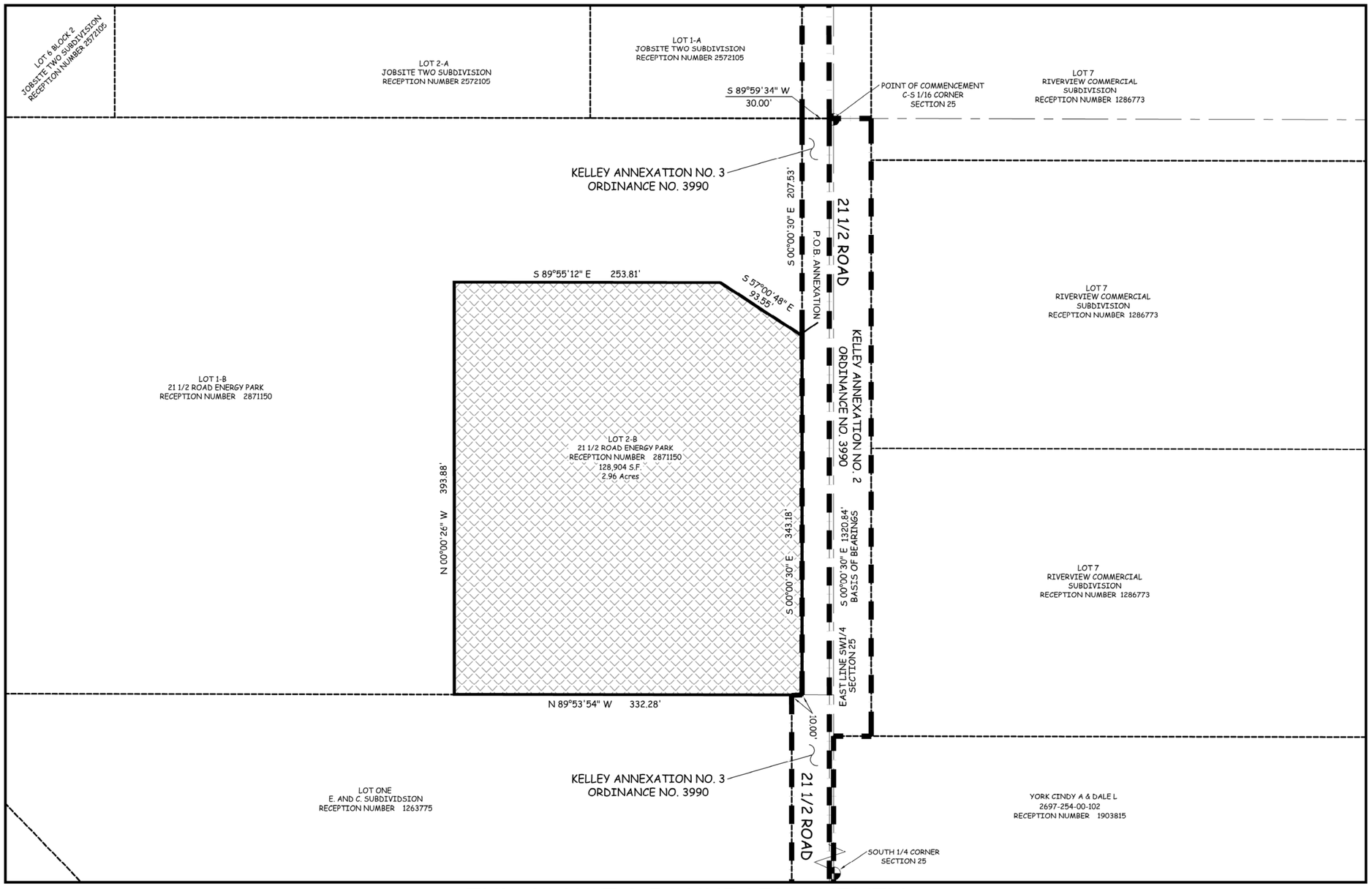
11/15/2023	Referral of Petition, Intro Proposed Ordinance, Exercise Land Use
11/28/2023	Planning Commission Considers Zone of Annexation
12/6/2023	City Council Intro Proposed Zoning Ordinance
12/20/2023	City Council Accept Petition/Annex and Zoning Public Hearing
1/21/2024	Effective date of Annexation and Zoning

ANNEXATION SUMMARY

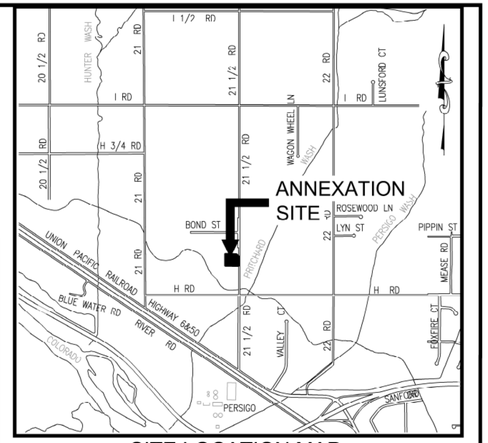
File Number		ANX-2023-564
Location		821 21 ½ Rd.
Tax ID Number(s)		2697-253-21-002
Number of Parcel(s)		1
Existing Population		0
No. of Parcels Owner Occupied		0
Number of Dwelling Units		0
Acres Land Annexed		2.96
Developable Acres Remaining		2.96
Right-of-way in Annexation		n/a
Previous County Zoning		PUD
Proposed City Zoning		I-1 Light Industrial
Surrounding Zoning:	North:	PUD (Mesa County)
	South:	PUD (Mesa County)
	East:	PUD (Mesa County), I-1 Light Industrial
	West:	PUD (Mesa County)
Current Land Use		Vacant
Proposed Land Use		Industrial Services
Surrounding Land Use:	North:	Heavy Commercial (Construction)
	South:	Vacant
	East:	Heavy Commercial (Homebuilder, Fence Contractor)
	West:	Heavy Commercial (Construction)
Comprehensive Plan Designation:		Industrial Services, Retail Sales and Service
Zoning within Comprehensive Plan Designation:		Yes:
Values:	Assessed	$226,090
	Actual	$810,360
Address Ranges		821 21 ½ Rd.
Special Districts:	Water	Ute Water
	Sewer	Persigo
	Fire	Lower Valley Fire
	Irrigation/Drainage	Grand Valley Irrigation/Grand Valley Drainage
	School	School District 51
	Pest	Upper Grand Valley Pest
	Pest	Grand River Mosquito Control
	Other	n/a

HARTMAN BROTHERS ANNEXATION

Located in the SE1/4 SW1/4 SECTION 25, TOWNSHIP 1 NORTH, RANGE 2 WEST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO



THIS IS NOT A BOUNDARY SURVEY



SITE LOCATION MAP SCALE: 1" = 800'

LEGAL DESCRIPTION

A parcel of land being Lot 2-B within 21 1/2 Road Energy Park subdivision (Reception Number 2871150), being more particularly described as follows;

Commencing at the Center South 1/16th corner of Section 25, T.1N., R.2W. of the Ute Meridian, whence the South 1/4 corner of said Section 25 bears S00°00'30"E, a distance of 1320.84 feet, with all bearings being relative thereto; Thence S89°59'34"W, a distance of 30.00'; thence S00°00'30"E, a distance of 207.53 feet, to a point on the westerly right of way of 21 1/2 Road and the westerly line of the Kelley Annexation No. 3 (Ordinance No. 3990), said point also being the Point of Beginning;

Thence along said Kelley Annexation No. 3, S00°00'30"E, a distance of 343.18 feet; thence N89°53'54"W, a distance of 332.28 feet; thence N00°00'26"W, a distance of 393.88 feet; thence S89°55'12"E, a distance of 253.81 feet; thence S57°00'48"E, a distance of 93.55 feet to the Point of Beginning.

Said Parcel of land CONTAINING **128,904** Square Feet or **2.96** Acres, more or less.

AREAS OF ANNEXATION

ANNEXATION PERIMETER	1,416.70 FT.
CONTIGUOUS PERIMETER	353.18 FT.
AREA IN SQUARE FEET	128,904 FT^2
AREA IN ACRES	2.96
AREA WITHIN R.O.W.	00.00 FT^2
	0.00 ACRES
AREA WITHIN DEEDED R.O.W.	0.00 FT^2
	0.00 ACRES

LEGEND

ANNEXATION BOUNDARY

ANNEXATION AREA

EXISTING CITY LIMITS

SURVEY ABBREVIATIONS

P.O.C.	POINT OF COMMENCEMENT	SQ. FT.	SQUARE FEET
P.O.B.	POINT OF BEGINNING	Δ=	CENTRAL ANGLE
R.O.W.	RIGHT OF WAY	RAD.	RADIUS
SEC.	SECTION	ARC	ARC LENGTH
TWP.	TOWNSHIP	CHD.	CHORD LENGTH
RGE.	RANGE	CHB.	CHORD BEARING
U.M.	UTE MERIDIAN	BLK.	BLOCK
NO.	NUMBER	P.B.	PLAT BOOK
REC.	RECEPTION	BK.	BOOK
		PG.	PAGE
		HOR. DIST.	HORIZONTAL DISTANCE

ORDINANCE NO.	EFFECTIVE DATE
PRELIMINARY	PRELIMINARY

NOTE:
THE DESCRIPTION(S) CONTAINED HEREIN HAVE BEEN DERIVED FROM SUBDIVISION PLAT, DEED DESCRIPTIONS & DEPOSIT SURVEYS AS THEY APPEAR IN THE OFFICE OF THE MESA COUNTY CLERK & RECORDER. THIS PLAT OF ANNEXATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY, AND IS NOT INTENDED TO BE USED AS A MEANS OF ESTABLISHING OR VERIFYING PROPERTY BOUNDARY LINES.

PRELIMINARY

Jodie L Grein DATE
STATE OF COLORADO - PL.S. NO. 38075
ROLLAND CONSULTING ENGINEERS
405 RIDGES BLVD. SUITE A
GRAND JUNCTION, CO. 81507

NOTICE:
ACCORDING TO COLORADO LAW ANY LEGAL ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY MUST COMMENCE WITHIN THREE (3) YEARS AFTER THE DISCOVERY OF SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY BE COMMENCED MORE THAN TEN (10) YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

DRAWN BY:	JLG	DATE: 10/03/2023
DESIGNED BY:	JLG	DATE: 10/03/2023
CHECKED BY:	JAM	DATE: 10/03/2023

50' 0 25' 50'
SCALE: 1" = 50'
LINEAL UNITS = U.S. SURVEY FOOT

CITY OF Grand Junction COLORADO
333 WEST AVENUE - BLDG. C
GRAND JUNCTION, CO. 81501

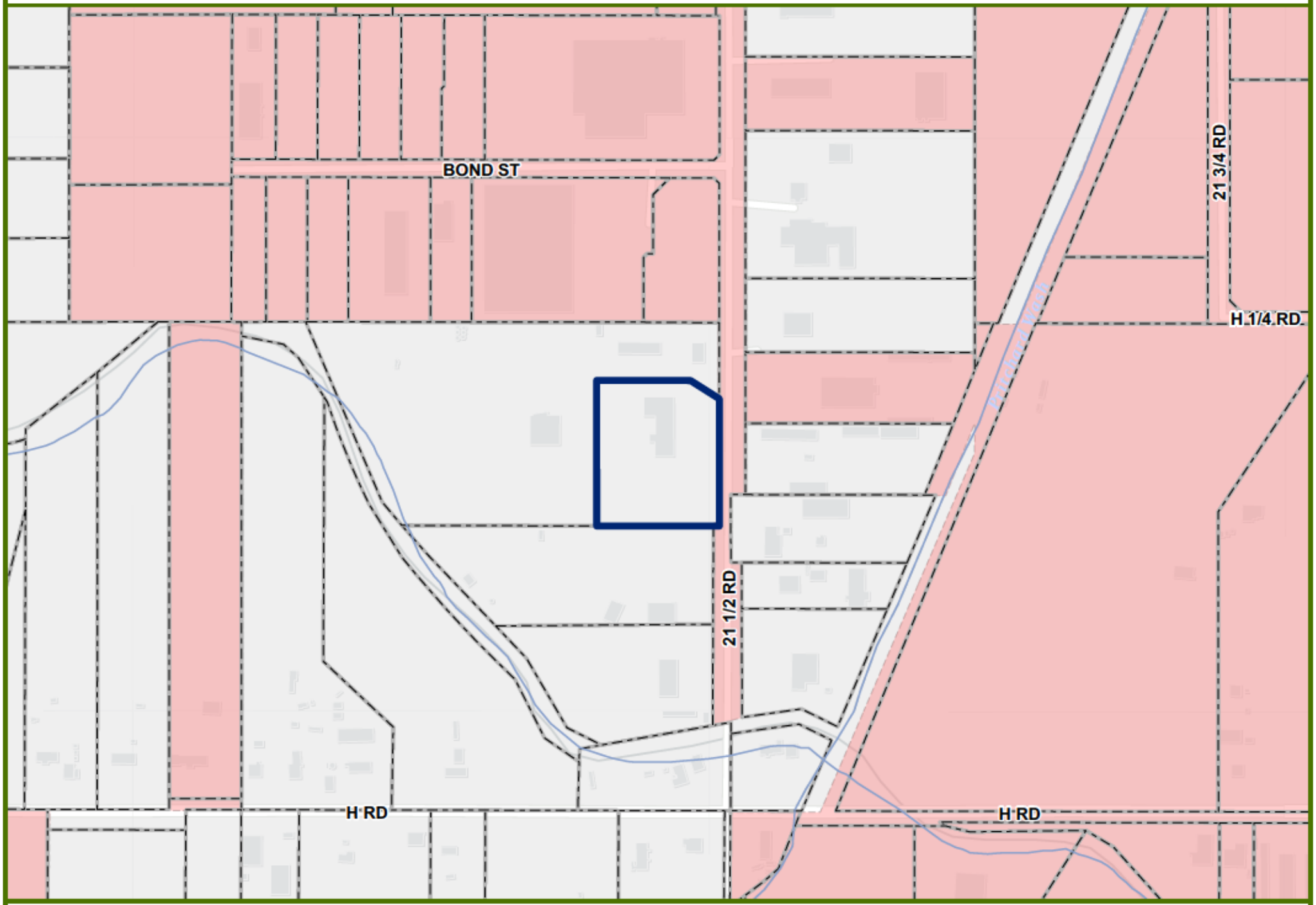
PUBLIC WORKS
ENGINEERING DIVISION

HARTMAN BROTHERS ANNEXATION
Located in the SE1/4 SW1/4 SECTION 25, TOWNSHIP 1 NORTH, RANGE 2 WEST, UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO

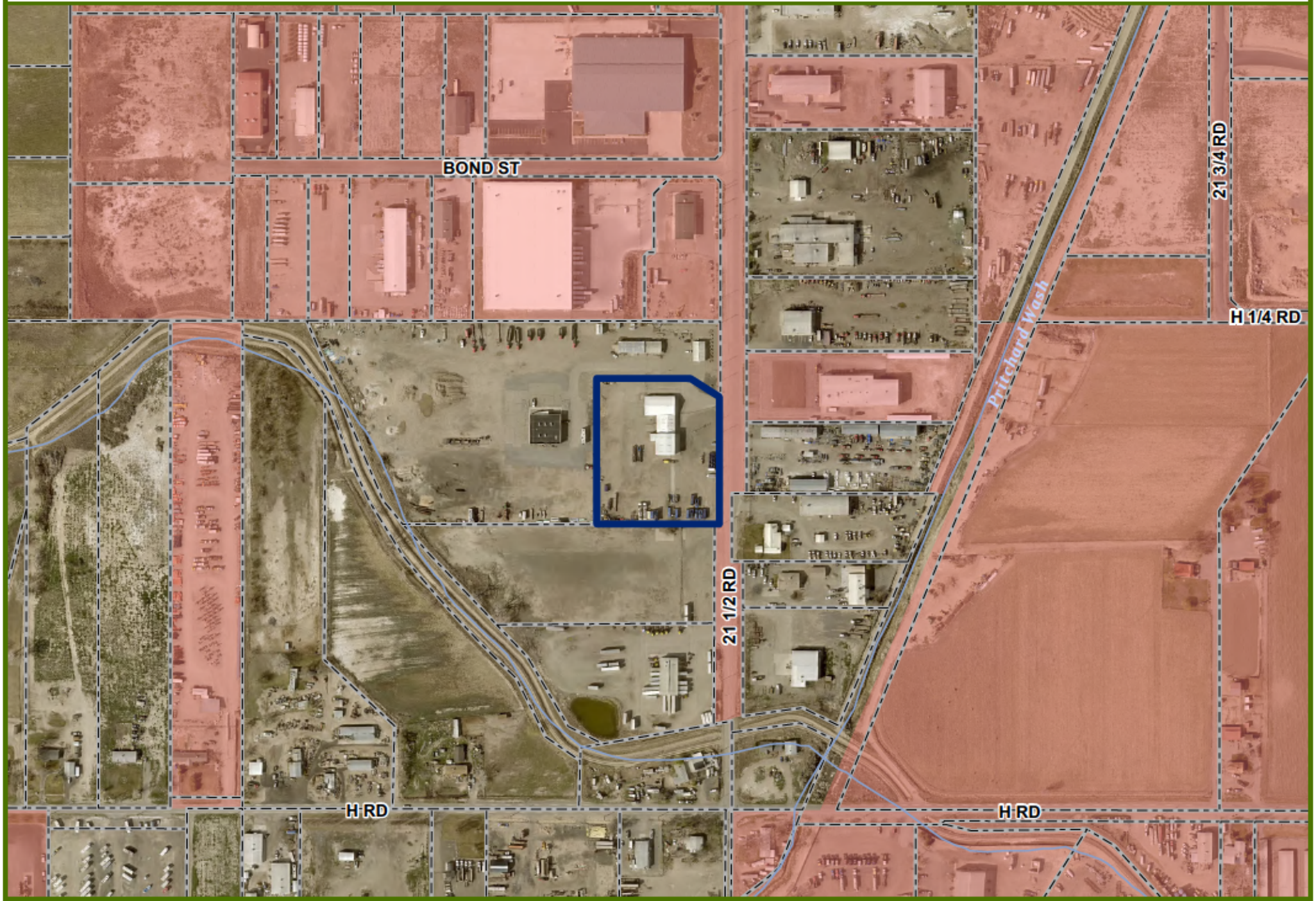
1 OF 1

C:\Projects\C3407 City GJ Project Review\Hartman Brothers Annexation - ANX-2023-564\Hartman Brothers Annexation.dwg - PLOTTED 2023-10-04

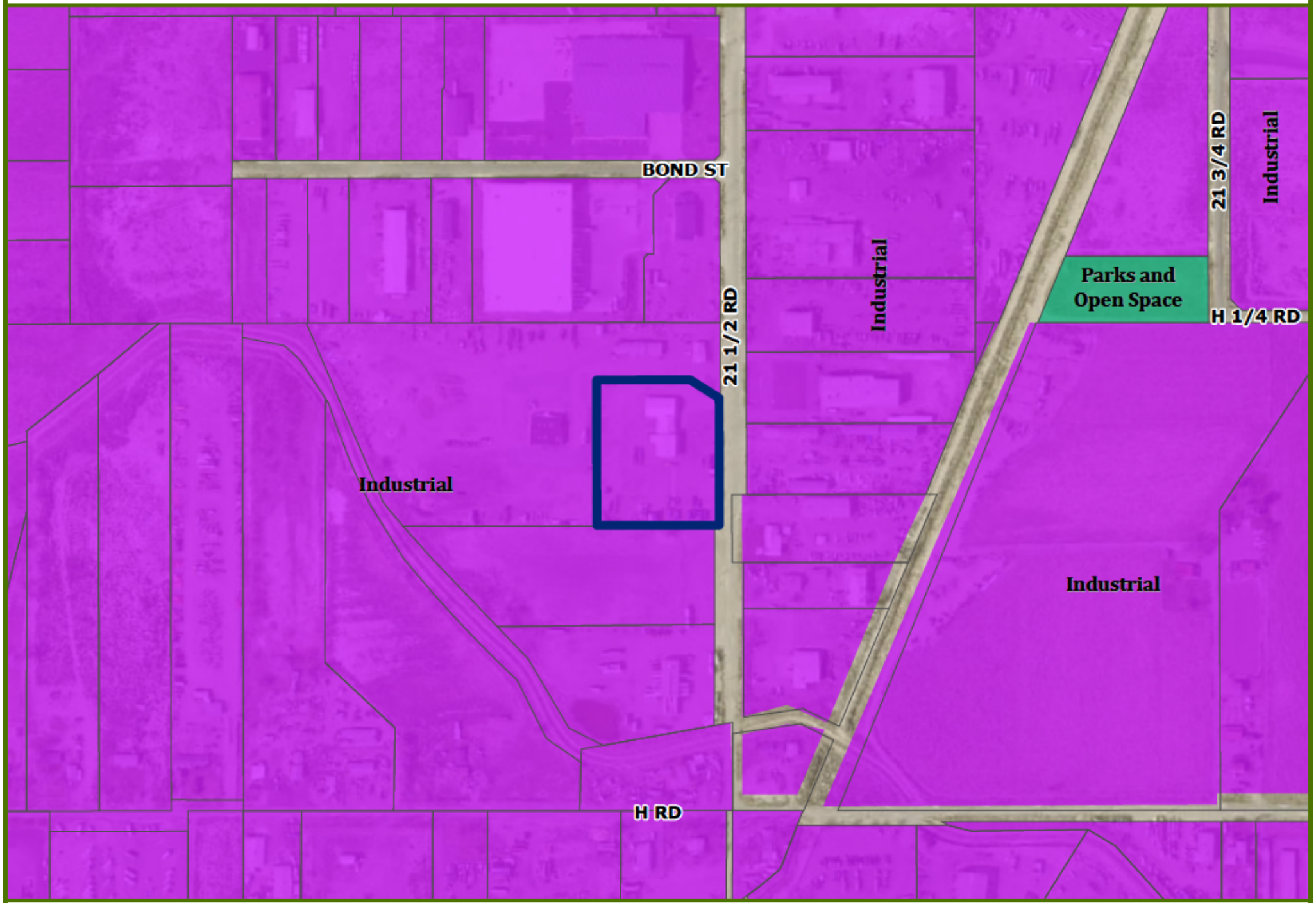
Hartman Brothers Annexation



Hartman Brothers Annexation

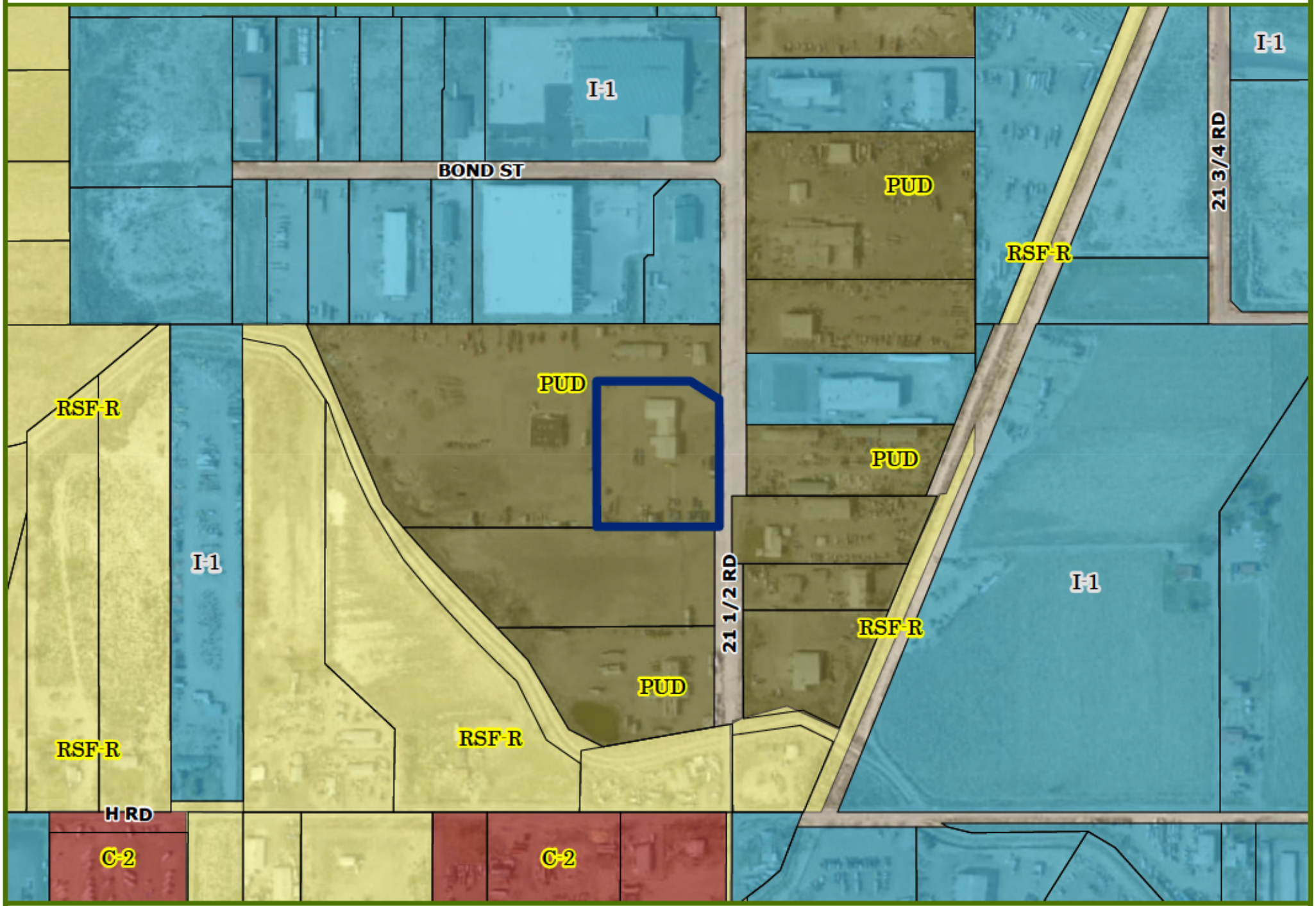


Hartman Brothers Annexation - Land Use

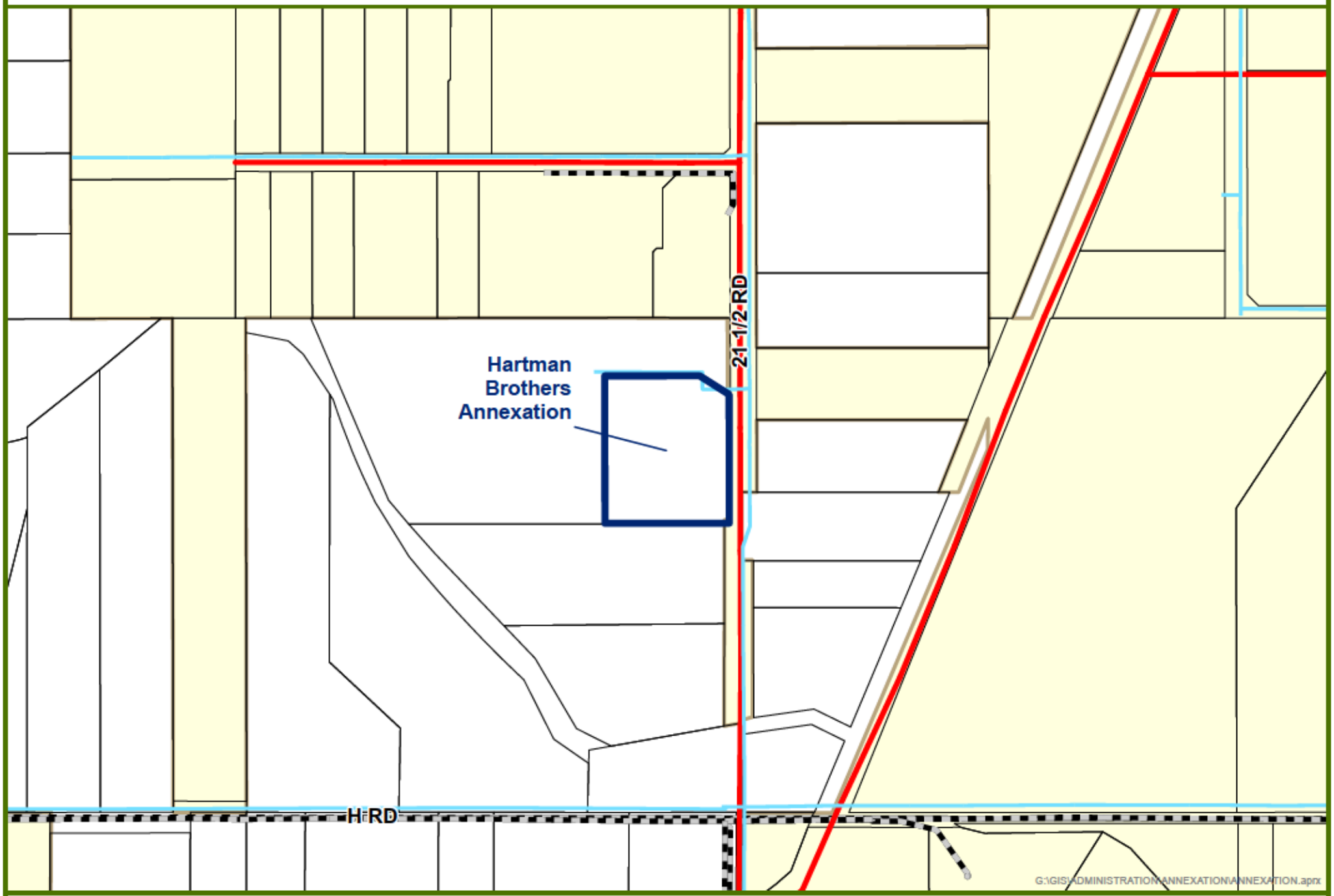


Date Created: 9/1/2023

Hartman Brothers Annexation - Zoning



Hartman Brothers Annexation - Utilities



N

0 0.05 0.1 Miles

CITY WATER
UTE WATER
SEWER
CITY FIBER
NON-CITY FIBER
CITY LIMITS

Date Created: 9/1/2023

City of Grand Junction Colorado

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE ZONING HARTMAN BROTHERS ANNEXATION TO I-1 (LIGHT INDUSTRIAL) ZONE DISTRICT

LOCATED AT 821 21 ½ ROAD

Recitals:

The property owner has petitioned to annex 2.96 acres into the City limits. The annexation is referred to as the "Hartman Brothers Annexation."

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Grand Junction Planning Commission recommended zoning the Hartman Brothers Annexation I-1 (Light Industrial) finding that the City I-1 zone district conforms with the designation of Industrial as shown on the Land Use Map of the Comprehensive Plan, and I-1 conforms with the Comprehensive Plan's goals and policies, and is generally compatible with land uses located in the surrounding area.

After public notice and public hearing, the Grand Junction City Council finds that the I-1 (Light Industrial) zone district is in conformance with at least one of the stated criteria of Section 21.02.140 of the Grand Junction Zoning & Development Code for the property referred to as the Hartman Brothers Annexation.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

In consideration of and with the adoption of the foregoing Recitals THE HARTMAN BROTHERS ANNEXATION is duly and lawfully zoned I-1. The property comprising the Hartman Brothers Annexation in the City of Grand Junction, County of Mesa, State of Colorado is described as follows:

A parcel of land being Lot 2-B within 21 1/2 Road Energy Park subdivision (Reception Number 2871150), being more particularly described as follows;

Commencing at the Center South 1/16th corner of Section 25, T.1N., R.2W. of the Ute Meridian, whence the South 1/4 corner of said Section 25 bears S00°00'30"E, a distance of 1320.84 feet, with all bearings being relative thereto; Thence S89°59'34"W, a distance of 30.00'; thence S00°00'30"E, a distance of 207.53 feet, to a point on the westerly right of way of 21 1/2 Road and the westerly line of the Kelley Annexation No. 3 (Ordinance No. 3990), said point also being the Point of Beginning;

DRAFT

Thence along said Kelley Annexation No. 3, S00°00'30"E, a distance of 343.18 feet; thence N89°53'54"W, a distance of 332.28 feet; thence N00°00' 26"W, a distance of 393.88 feet; thence S89°55'12"E, a distance of 253.81 feet; thence S57°00'48"E, a distance of 93.55 feet to the Point of Beginning.

With said property being comprised of 128,904 square feet or 2.96 Acres, more or less and being hereby zoned I-1 (Light Industrial).

INTRODUCED on first reading this 6th day of December 2023 and ordered published in pamphlet form.

ADOPTED on second reading this 20th day of December 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: December 6, 2023

Presented By: Randi Kim, Utilities Director

Department: Utilities

Submitted By: Lee Cooper, Wastewater Project Manager

Information

SUBJECT:

Authorize Change Order #3 with Garney Construction for the Phase 1 Persigo Wastewater Treatment Plant Expansion Project that includes early procurement of large diameter PVC pipe.

RECOMMENDATION:

Staff recommends approval for the City Purchasing Division to execute Change Order #3 with Garney Construction for the early procurement of large diameter PVC pipe in the amount of $633,306.

EXECUTIVE SUMMARY:

The Persigo WWTP Phase 1 Expansion Project is currently planned to start construction in February 2024. The duration of the Phase 1 project is expected to be two years. The early procurement of the large-diameter PVC pipe allows Garney Construction to order pipe earlier than originally anticipated. This procurement is for 1,100 lineal feet of 36-inch diameter PVC pipe, and 520 lineal feet of 48-inch diameter PVC pipe. Costs for installation will be included in the final Guaranteed Maximum Price (GMP) contract with Garney in 2024. Change Order #3 does not include any adjustments in contract time.

BACKGROUND OR DETAILED INFORMATION:

The large diameter pipes (36" & 48") are needed for the realignment of Persigo's aeration basin's effluent pipe. Realigning the effluent pipe is one of the first construction items Garney needs to begin as it is considered a critical-path item for maintaining their proposed construction schedule. Garney's pipe supplier has sourced this pipe material that can be delivered to the Persigo WWTP no later than February 2024. As a result, Garney suggested to City staff that this is a good opportunity to procure the large diameter PVC pipe that is needed for the early stages of the Phase 1 Expansion

Project.

The City's current contract with Garney is for Pre-construction Services and includes General Conditions. To date, two change orders have been approved and added to the City's contract with Garney. Change Order #1 allowed Garney to issue early Notice of Intent letters to specialized equipment manufacturers for the purchase of the equipment that was determined as critical to the project due to long lead-times for the equipment. Change Order #2 was approved to allow Garney to team with an electrical subcontractor for pre-construction services and major electrical equipment procurements.

Contingent upon City Council's approval at the January 3, 2024, City Council meeting, City staff is expecting to enter into a fourth change order to establish the final GMP for construction services with Garney. The design of the Phase 1 Expansion Project is complete with the City's design consultant, Burns & McDonnell (BMcD), issuing the final construction plans and specifications to the City and Garney in November 2023. Currently, City staff and BMcD are working with Garney on finalizing the GMP for this Phase 1 project. It is anticipated that the GMP will be finalized by mid-December.

FISCAL IMPACT:

The total cost for the purchase of these pipe materials is $633,306. Garney's currently authorized contract total is $4,046,514, which includes $580,000 for General Conditions. Since mobilization for construction has been delayed until February 2024, Garney will not expend the $580,000 in 2023. Therefore, staff propose issuing a deductive change order in the amount of $580,000 to offset the costs of the pipe purchase. Funding for the remaining $53,306 is available in the 2023 Adopted Sewer Capital Fund budget. General Conditions will be re-budgeted in the GMP contract in 2024.

SUGGESTED MOTION:

I move to authorize the City Purchasing Division to execute Change Order #3 with Garney Construction for the amount of $633,306 to allow early procurement of large diameter PVC pipe for the Phase 1 Persigo Wastewater Treatment Plant Expansion Project.

Attachments

None

7911 Shaffer Parkway, Littleton, CO 80127
Phone: 303.791.3600
Fax: 303.791.1801
www.garney.com

Lee Cooper, P.E.
City of Grand Junction
Persigo Wastewater Project Manager
2145 River Road
Grand Junction, CO 81505

November 30,2023

Subject: Persigo Wastewater Treatment Plant Phase 1 Expansion, **CM/GC RFP – 5099-22-DH**
Change Order Request (COR) #03 for Work Package 3 – Yard Pipe Procurement

Lee:

Garney Construction has identified the A Basin Effluent Pipe realignment as scheduled early work task that will be affected by the availability of the pipe material. Our supplier has sourced the pipe material that can be delivered by February to maintain the scheduled installation of the Aeration Basin Effluent pipe. The summary with cost information for COR #03 is attached.

With the approval of COR #03, Garney will issue a Purchase agreement for Pipe Procurement. Installation is not included in these costs and will be included with the Project GMP.

The Cost for COR 03 is $633,306.00 (Six Hundred Thirty Three Thousand Three Hundred Six Dollars)

Let me know if you need more information.

Respectfully submitted,

GARNEY COMPANIES, INC.

Toby Reid
Senior Project Manager
303.913.5268
toby.reid@garney.com

PROJECT:	PERSIGO WWTP PHASE 1 EXPANSION		**PROJECT NUMBER**
OWNER:	CITY OF GRAND JUNCTION, CO		6458
CONTRACTOR:	GARNEY CONSTRUCTION		
CITY PM:	LEE COOPER		**CO NUMBER**
			COR 03

SUMMARY OF CHANGE ORDER REQUEST - See attached estimate

		Requested Additional Calendar Days		**0.00**
Item #	DIRECTIVE	Description		Extended Cost
1	PREPROCURE	36" AND 48" YARDPIPE MATERIAL ONLY	$	568,625.00

	Total		$	568,625.00
	Contractor Fee on Sub	10%	$	56,862.50
	Subtotal		$	625,487.50
	Bond Cost	1.25%	$	7,818.59
	Total Cost, (Rounded)		$	633,306.00

Contractor: Garney Construction By *Toby Reid*

Date: November 30, 2023

Approved for Payment by

By _____

Approved for Payment by

By _____

Grand Junction City Council

Regular Session

Item #4.a.

Meeting Date: December 6, 2023

Presented By: Kristen Ashbeck, Principal Planner/CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck, Principal Planner

Information

SUBJECT:

A Resolution Vacating a Portion of a Utility Easement within the Orchard View Way Right-of-Way

RECOMMENDATION:

Planning Commission heard this item at its November 14, 2023 meeting and voted (7-0) to recommend conditional approval of the request.

EXECUTIVE SUMMARY:

The Applicant, Ruckman Holdings LLC, represented by Member Terry Ruckman is requesting the vacation of a portion of a utility easement located in the road right-of-way on the northern end of the recently platted Orchard Estates Subdivision. The subject portion of the utility easement crosses the Orchard View Way right-of-way as well as across two tracts (E and F) within the subdivision. The vacation area contains approximately 1,277 square feet of land. As both Tract E and Tract F of the Orchard Estates Subdivision have a multipurpose easement in the same location, the vacation of the utility easement is conditioned on all interest in the multipurpose easements being retained in full by the City.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The 20-foot-wide Utility easement was dedicated in 1960 as part of the Sunset Park subdivision plat. All the lots along the south side of Jon Hall Road platted as a part of the Sunset Park subdivision have a utility easement along their southern boundary. No utilities lie within the easement on what was Lot 2 of the Sunset Park subdivision where the new road right-of-way has been platted on the Orchard Estates Subdivision for Orchard View Way.

The proposed vacated area has been incorporated into the overall street layout and site design of the Orchard Estates Subdivision. One of the streets, Orchard View Way, was platted over an area that was formerly a lot within the Sunset Park subdivision, Lot 2, in a row of homes that front Jon Hall Road. Lot 2 of the Sunset Park subdivision was acquired by the Applicant to facilitate the construction of a second public access to the new Orchard Estates Subdivision.

It was determined through the subdivision review that the utility easement on Lot 2 where the new road is platted has not been utilized for utilities. The utility easement in this area is unnecessary. The Orchard Estates Subdivision has been designed such that utilities are located elsewhere and will not be included in the roadway in this area.

(There is an irrigation easement in the same location as the utility easement on Sunset Park but as it is private, it will be vacated in a different way.)

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting is not required for a vacation of easement request. Other public notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. The subject property was posted with an application sign, mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property, and a notice of this public hearing was published in the Grand Junction Daily Sentinel.

ANALYSIS

The criteria for review are set forth in Section 21.02.100(c) of the Zoning and Development Code. The purpose of this section is to permit the vacation of surplus rights-of-way and/or easements.

(1) The Comprehensive Plan, Grand Valley Circulation Plan and other adopted plans and policies of the City;

The request to vacate 1,277 square feet of a portion of an existing utility easement does not conflict with the Comprehensive Plan, Grand Junction Circulation Plan or other adopted plans and policies of the City. Vacation of this portion of the utility easement will have no impact on public facilities or services provided to the public. No utilities are in the road right-of-way and the utilities located in Tract F are included within the multipurpose easement.

Further, the vacation request is consistent with the following goals and policies of the Comprehensive Plan:

Principal 3: Responsible and Managed Growth

Policy 4: Maintain and build infrastructure that supports urban development.

Policy 5: Plan for and ensure fiscally responsible delivery of City services and

infrastructure.

Therefore, staff has found this criterion has been met.

(2) No parcel shall be landlocked as a result of the vacation;

This request is to vacate a portion of a utility easement that is not needed to provide access to the subject or any other property. Such easements are generally established to provide space for underground utilities, not access. Therefore, staff has found that this criterion has been met.

(3) Access to any parcel shall not be restricted to the point where access is unreasonable, economically prohibitive, or reduces or devalues any property affected by the proposed vacation;

This vacation request does not impact access to any parcel and as such, staff finds this criterion has been met.

(4) There shall be no adverse impacts on the health, safety, and/or welfare of the general community, and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g., police/fire protection and utility services;

There will be no impact to public facilities and services. Ute Water and the Orchard Mesa Irrigation District responded during the utility review that there was no objection to the vacation of this easement. No comments were received from other utility review agencies, including Spectrum, Xcel Energy and Century Link. Staff therefore finds this criterion has been met.

(5) The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter 21.06 GJMC; and

As long as the vacation of the utility easement is conditioned on all interest in the multipurpose easements being retained in full by the City, then neither staff nor utility providers have identified that this request will inhibit the provision of adequate public facilities and services. The subdivision review is complete, which concluded adequate public facilities and services exist and the subdivision plat has been recorded. Vacation of the easement is a condition of the Applicant obtaining Certificates of Occupancy for any residential units constructed within the Orchard Estates Subdivision. Staff finds that this criterion has been met.

(6) The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.

This proposal will remove a portion of an easement in a City road that is not necessary for any existing or proposed utilities. Approval of this request facilitates the completion of a second public access to the new subdivision which benefits the City in efficiently

providing services to the lots within the new subdivision. The second access also facilitates connectivity between neighborhoods in this area of Orchard Mesa. As such, staff finds that this criterion has been met.

FINDINGS OF FACT AND RECOMMENDATION

After reviewing the Orchard Estates Easement Vacation, VAC-2023-567, located within the Orchard View Way right-of-way and in Tract E and Tract F in the Orchard Estates Subdivision, the following findings of fact have been made with the recommended conditions of approval:

The request conforms with Section 21.02.100(c) of the Zoning and Development Code.

The vacation of the utility easement is conditioned upon the City retaining all interest and rights in the multipurpose easements in Tract E and Tract F dedicated on the Orchard Estates Subdivision plat.

Therefore, the Planning Commission recommended conditional approval of the requested vacation.

FISCAL IMPACT:

This action does not have a fiscal impact.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution 104-23, a resolution vacating a portion of a utility easement located within the Orchard View Way right-of-way and Tract E and that portion lying within the multipurpose easement on Tract F in the Orchard Estates Subdivision, City file number VAC-2023-567 with the condition listed in the staff report.

Attachments

1. Application Materials
2. Vicinity Location and Detailed Maps ADA
3. RES-Orchard Estates Easement Vacation 20231123

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Vacation - Easement

Please fill in blanks below ***only*** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: _____ Existing Zoning: _____

Proposed Land Use Designation: _____ Proposed Zoning: _____

Property Information

Site Location: 174 Lantzer Road Site Acreage: 9.23

Site Tax No(s): 2943-322-47-001 Site Zoning: RSF

Project Description:

Property Owner Information	Applicant Information	Representative Information
Name: Ruckman Holdings LLC	Name: Ruckman Holdings LLC	Name: Terry Ruckman
Street Address: 585 Sunny Meadow	Street Address: 585 Sunny Meadow	Street Address: 585 Sunny Meadow
City/State/Zip: Grand Junction, CO	City/State/Zip: Grand Junction, CO	City/State/Zip: Grand Junction, CO
Business Phone #: 970-250-5000	Business Phone #: 970-250-5000	Business Phone #: 970-250-5000
E-Mail: terryruckmansnl@gmail.com	E-Mail: terryruckmansnl@gmail.com	E-Mail: terryruckmansnl@gmail.com
Fax #:	Fax #:	Fax #:
Contact Person: Terry Ruckman	Contact Person: Terry Ruckman	Contact Person: Terry Ruckman
Contact Phone #: 970-250-5000	Contact Phone #: 970-250-5000	Contact Phone #: 970-250-5000

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: Terry Ruckman Date: 8/28/2023
Please print and sign

Signature of Legal Property Owner: _____ Date: 8/28/2023
Please print and sign

GENERAL PROJECT REPORT FOR ORCHARD VIEW ESTATES EASEMENT VACATION

The application for easement vacation is to allow for the creation of public road rights of way with the recording of the Orchard View Estates Subdivision without having any pre-existing easements cross such rights of way.

The easement vacation conforms to the following:

(1) The Comprehensive Plan, Grand Junction Circulation Plan and other adopted plans and policies of the City;

(2) No landlocked parcels result from the vacation;

(3) Access to any parcel is not affected by the vacation;

(4) The vacation does not adversely impact the health, safety and/or welfare of the general community, and the quality of public facilities and services provided to any parcel of land is not reduced;

(5) Per Chapter 21.06 GJMG adequate public facilities and services are not inhibited by the vacation; and

(6) The vacation benefits the City with reduced road maintenance requirements.

UTILITY VENDORS

ELECTRIC	GRAND VALLEY RURAL POWER
GAS	XCEL ENERGY
TELEPHONE	CENTURY LINK
WATER	UTE WATER
SEWER	CITY OF GRAND JUNCTION
CABLE	OPTIMUM
IRRIGATION	ORCHARD MESA IRRIGATION DISTRICT

UTILITY NOTIFICATION CENTER OF COLORADO

CALL 811

THREE WORKING DAYS BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND UTILITIES.

PREPARED BY JEK
REVIEWED BY JEK
DATE 9/23/2019
SCALE 1" = 40'

JOB NO. 19013.02

DATE	DESCRIPTION	BY	Ck
07/07/2020	CITY OF GRAND JUNCTION COMMENTS ROUND 1	JEK	JEK
10/12/2020	CITY OF GRAND JUNCTION COMMENTS ROUND 2	JEK	JEK
11/04/2021	CITY OF GRAND JUNCTION COMMENTS ROUND 3	JEK	JEK
01/12/2022	CITY OF GRAND JUNCTION COMMENTS FINAL	JEK	JEK
01/17/2022	UTE WATER REVIEW COMMENTS	JEK	JEK

COMPOSITE PLAN
ORCHARD ESTATES
GRAND JUNCTION, COLORADO

Rhino Engineering
Rhino Engineering, Inc.
PO Box 1076
Grand Junction CO
81502
(970) 250-1181
info@rhinoengineers.com
www.rhinoengineers.com

COLORADO LICENSED
33064
John E. Kershek
01/17/2022
PROFESSIONAL ENGINEER

SHEET 2

HYDRANT ELEVATIONS (SIDE NUT):

ORCHARD VISTA WAY	
STA 1+38.78	4718.28
STA 8+30.86	4745.42
CRABAPPLE RUN	
STA 1+34.01	4726.54
STA 6+49.19	4724.88

DURING CONSTRUCTION, ALL WATER AND SEWER SERVICE LINES SHALL BE SURVEYED AND SHOWN ON AS-BUILT DRAWINGS IN THREE (3) DIMENSIONS AT EACH END AND ALL ANGLE POINTS. TOP OF WATER PIPE SHALL ALSO BE AS-BUILT.THIS ALSO INCLUDES IRRIGATION FACILITIES.

GVP ROAD CROSSING NOTES:
1. ALL ROAD CROSSINGS SHALL BE 4" SCH 40 ELECTRICAL GRADE PVC CONDUIT (GRAY).
2. CONDUITS PLACED AT 48" DEPTH BELOW GRADE WITH THE ENDS CAPPED.
3. MINIMUM SEPARATION TO BE 1½".
4. NUMBER OF CONDUITS ARE SHOWN ON GVP DRAWING.

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

INFORMATION & CONSTRUCTION NOTES:
1. THE EXISTING OVERHEAD UTILITY LINES ADJACENT TO THE SITE WILL NEED TO BE INSTALLED UNDERGROUND IN ACCORDANCE WITH THE ZONING AND DEVELOPMENT CODE, GJMC SECTION 21.06.010(f).
2. PERMITS AND INSPECTIONS ARE REQUIRED FOR ALL UTILITY CUTS AND CONNECTIONS AND OTHER WORKING IN THE CITY RIGHT OF WAY.
3. ELECTRIC, TELEPHONE, CABLE AND GAS EXISTS WITHIN JON HALL DR. AND LANTZER ROAD RIGHT-OF-WAYS. CONNECTION TO BE MADE AT EACH END OF THE SUBDIVISON'S ENTRANCES.
4. WATERLINE SHALL BE A MINIMUM OF 3' HORIZONTALLY FROM EDGE OF CONCRETE GUTTER.
5. A MINIMUM OF 10' OF HORIZONTAL DISTANCE IS REQUIRED BETWEEN WATERLINE AND SEWER LINE. IF THIS DISTANCE BECOMES LESS THAN 10', THEN THE SEWER LINE SHALL INCLUDE A CONCRETE ENCASEMENT UNTIL THE 10' HORIZONTAL DISTANCE IS MET.
6. ENCASE OR CAP SANITARY SEWER SERVICES AT LOCATIONS REQUIRED PER UTE STANDARD DETAILS, WHERE SERVICES ARE GREATER THAN 18-INCH BEOW WATER, NO CAP IS NECESSARY.
7. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY UNDERGROUND UTILITY PERMITS FROM THE CITY OF GRAND JUNCTION OR MESA COUNTY FOR WORK WITHIN JON HALL ROAD RIGHT-OF-WAY.
8. CONTRACTOR SHALL CONSTRUCT REINFORCED CONCRETE PADS AND INSTALL POSTAL SERVICES CENTRAL BOX UNITS PER US POSTAL SERVICE SPECIFICATIONS.

UTE WATER
1. ALL WATER MAINS AND WATER SERVICES SHALL BE IN ACCORDANCE WITH UTE WATER SPECIFICATIONS AND STANDARD DRAWINGS.
2. A WET TAP WILL BE REQUIRED AT LANTZER AND JON HALL.
3. CONTRACTOR IS RESPONSIBLE FOR INSTALLING METER PITS AND YOKES (PITS AND YOKES SUPPLIED BY UTE WATER). ALL METER PITS SHALL BE INSTALLED TO ACCOMMODATE RADIO READ METER ASSEMBLIES.
4. ALL WATER METER PITS SHALL BE LOCATED ON OPPOSITE LOT SIDE OF DRY UTILITY TRANSFORMERS AND PEDESTALS. THIS IS A CUSTOMER/CONSUMER SAFETY ISSUE.
5. WATER MAINS SHALL BE C900, DR-18 PVC. INSTALLATION OF PIPE, FITTINGS, VALVES, AND SERVICES, INCLUDING TESTING AND DISINFECTION SHALL BE IN ACCORDANCE WITH UTE WATER STANDARD SPECIFICATIONS AND DRAWINGS.
6. CONSTRUCTION PLANS REQUIRED 48 HOURS BEFORE CONSTRUCTION BEGINS. IF PLANS ARE CHANGED THE DEVELOPER MUST SUBMIT A NEW SET OF PLANS.
7. ELECTRONIC DRAWINGS OF THE UTILITY COMPOSITE FOR THE SUBDIVISION, IN AUTOCAD.DWG FORMAT, MUST BE PROVIDED PRIOR TO FINAL ACCEPTANCE OF WATER INFRASTRUCTURE.
8. WATER METERS WILL NOT BE SOLD UNTIL FINAL ACCEPTANCE OF THE WATER INFRASTRUCTURE.
9. ALL FEES AND POLICIES IN EFFECT AT TIME OF APPLICATION WILL APPLY.

LEGEND

- PROPERTY BOUNDARY
- LOT BOUNDARY
- RIGHT OF WAY
- PROPOSED EASEMENTS
- PROPOSED ℄ ROADS
- PROPOSED BACK OF SIDEWALK
- PROPOSED ℄ GUTTER
- EXISTING ELECTRIC
- SS EXISTING SEWER
- EGTE EGTE EGTE PROPOSED UTILITIES EGTC
- PROPOSED FIRE HYDRANTS
- 8 W PROPOSED 8" WATER MAINS
- PROPOSED WATER TAPS
- SS SS PROPOSED SANITARY SEWER LINES
- PROPOSED SEWER SERVICES
- PROPOSED UTILITY CROSSING
- PROPOSED JUNCTION BOX (PEDESTAL)
- PROPOSED TRANSFORMER

THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PRROFESSIONAL OF RECORD.

CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

Rick Dorris JAN 2 7 2022

CITY DEVELOPMENT ENGINEER

CITY PLANNER DATE

APPROVED FOR CONSTRUCTION FOR ONE YEAR OF THIS DATE	APPROVED FOR CONSTRUCTION FOR ONE YEAR OF THIS DATE
David J Kuska 1/18/22	
UTE WATER CONSERVANCY DISTRICT DATE	GRAND JUNCTION FIRE DEPT DATE
ACCEPTED AS CONSTRUCTED	ACCEPTED AS CONSTRUCTED
UTE WATER CONSERVANCY DISTRICT DATE	GRAND JUNCTION FIRE DEPT DATE

BENCHMARK:
NW 1/16 COR
SEC 32
MCSM # 505
PROJECT BENCHMARK
(NAVD88)=4720.43

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Ruckman Holdings LLC ("Entity") is the owner of the following property:

(b) 174 Lantzer Road, Grand Junction, CO 81503

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Member for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

- [x] My legal authority to bind the Entity both financially and concerning this property is unlimited.
- [ ] My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

- [x] The Entity is the sole owner of the property.
- [ ] The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Vacation - Easement

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) vacation of utility easement

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative:

Printed name of person signing: Terry M. Ruckman

State of CO)

County of Mesa) ss.

Subscribed and sworn to before me on this 28th day of August, 2023

by Terry M. Ruckman as Member of Ruckman Holdings, LLC.

Witness my hand and seal.

My Notary Commission expires on

WHITNEY RODRIGUEZ
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20164018077
My Commission Expires May 11, 2024

Notary Public Signature

RECEPTION#: 2827925, at 1/19/2018 9:41:58 AM, 1 of 2
Recording: $18.00, Doc Fee $35.00 Sheila Reiner, Mesa County, CO. CLERK AND RECORDER

Land Title

State Documentary Fee
Date: January 18, 2018
$35.00

Warranty Deed

(Pursuant to 38-30-113 C.R.S.)

THIS DEED, made on **January 18th, 2018** by **J & D RIFLE PROPERTIES LLC** Grantor(s), of the County of **Mesa** and State of **Colorado** for the consideration of **($360,000.00)** ***Three Hundred Fifty Thousand and 00/100*** dollars in hand paid, hereby sells and conveys to **RUCKMAN HOLDINGS LLC, A COLORADO LIMITED LIABILITY COMPANY** Grantee(s), whose street address is **585 SUNNY MEADOW LANE, GRAND JUNCTION, CO 81507**, County of **Mesa**, and State of **Colorado**, the following real property in the County of **Mesa**, and State of Colorado, to wit:

See attached "Exhibit A"

also known by street and number as: **TBD, GRAND JUNCTION, CO 81503**

with all its appurtenances and warrants the title to the same, subject to *general taxes for the year 2018 and those specific Exceptions described by reference to recorded documents as reflected in the Title Documents accepted by Grantee(s) in accordance with Record Title Matters (Section 8.2) of the Contract to Buy and Sell Real Estate relating to the above described real property; distribution utility easements, (including cable TV); those specifically described rights of third parties not shown by the public records of which Grantee(s) has actual knowledge and which were accepted by Grantee(s) in accordance with Off-Record Title Matters (Section 8.3) and Current Survey Review (Section 9) of the Contract to Buy and Sell Real Estate relating to the above described real property; Inclusions of the Property within any special tax district; Any special assessment if the improvements were not installed as of the date of Buyer's signature on the Contract to Buy and Sell Real Estate, whether assessed prior to or after Closing; and other NONE*

J & D RIFLE PROPERTIES LLC

By: _____
JAMES D. WHITLEY MANAGER

JESSICA CARLSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #19974021948
My Commission Expires December 5, 2021

State of Colorado)
)ss.
County of **MESA**)
County of Mesa

The foregoing instrument was acknowledged before me on this day of **January 18th, 2018** by **JAMES D. WHITLEY MANAGER FOR J & D RIFLE PROPERTIES LLC**

Witness my hand and official seal

My Commission expires: 12-5-21

_____
Notary Public

When Recorded Return to: **RUCKMAN HOLDINGS LLC, A COLORADO LIMITED LIABILITY COMPANY**
585 SUNNY MEADOW LANE, GRAND JUNCTION, CO 81507

Exhibit A

PARCEL A:

THE SOUTH 110 FEET OF THE E½ OF THE NE¼ OF THE NW¼ OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 EAST OF THE UTE MERIDIAN;
EXCEPT THE EAST 192 FEET THEREOF;
TOGETHER WITH THAT PORTION OF THE SOUTH THREE FEET OF A FIFTY FOOT STRIP OF LAND DESCRIBED IN A DOCUMENT RECORDED IN BOOK 775 AT PAGE 421 AND EXCEPTED AS ROAD RIGHT OF WAY IN A DOCUMENT RECORDED IN BOOK 969 AT PAGE 480 IN THE MESA COUNTY RECORDS, ADJOINING SAID SOUTH 110 FEET OF THE E½ OF THE NE¼ OF THE NW¼ OF SAID SECTION 32, AS VACATED IN INSTRUMENT RECORDED JUNE 22, 2006 IN BOOK 4186 AT PAGE 987.

PARCEL B:

THE NORTH 205 FEET OF THE SOUTH 365 FEET OF THE E½ OF THE NORTHEAST¼ OF THE NW¼ OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 EAST OF THE UTE MERIDIAN;
TOGETHER WITH THE SOUTH THREE FEET OF A FIFTY FOOT STRIP OF LAND DESCRIBED IN A DOCUMENT RECORDED IN BOOK 752 AT PAGE 573 AND EXCEPTED AS ROAD RIGHT OF WAY IN A DOCUMENT RECORDED IN BOOK 969 AT PAGE 480 IN THE MESA COUNTY RECORDS, AS IT CROSSES THE E½ NE¼ NW¼ OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 EAST OF THE UTE MERIDIAN, AS SAID SOUTH THREE FEET WAS VACATED IN INSTRUMENT RECORDED JUNE 22, 2006 IN BOOK 4186 AT PAGE 987 OF THE MESA COUNTY RECORDS;
ALSO TOGETHER WITH THE NORTH THREE FEET OF A FIFTY FOOT STRIP OF LAND DESCRIBED IN A DOCUMENT RECORDED IN BOOK 775 AT PAGE 421 AND EXCEPTED AS ROAD RIGHT OF WAY IN A DOCUMENT RECORDED IN BOOK 969 AT PAGE 480 IN THE MESA COUNTY RECORDS, AS IT CROSSES THE E½ NE¼ NW¼ OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 EAST OF THE UTE MERIDIAN, AS SAID NORTH THREE FEET WAS VACATED IN INSTRUMENT RECORDED JUNE 22, 2006 IN BOOK 4186 AT PAGE 987 OF THE MESA COUNTY RECORDS.

PARCEL C:

LOT 1 OF CARSON SUBDIVISION,

ALL IN COUNTY OF MESA, STATE OF COLORADO.

ORCHARD ESTATES SUBDIVISION

BEING A PORTION OF THE NW 1/4 SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 EAST, UTE MERIDIAN, CITY OF GRAND JUNCTION, MESA COUNTY, COLORADO AND A REPLAT OF LOT 1, SUDA SUBDIVISION, RECEPTION No. _____

DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned, Ruckman Holdings LLC is the owner of that real property situate in the NW 1/4 Section 32, Township 1 South, Range 1 East of the Ute Meridian, City of Grand Junction, Mesa County, Colorado, being demonstrated in Book _____ at Page _____ of the records of said Mesa County, being more particularly described as follows:

Lot 1 of Suda Subdivision, as demonstrated at Reception No. _____ of the records of said Mesa County;
Said lot contains 9.23 acres more or less.

Said owners have by these presents laid out, platted and subdivided the above-described real property into Lots, Blocks and Tracts as shown hereon, and designated the same as ORCHARD ESTATES SUBDIVISION, in the City of Grand Junction, County of Mesa, State of Colorado, and hereby offer the following dedications and grants.

All streets, roads and Rights-of-Way are dedicated to the City of Grand Junction for the use of the public forever.

All Irrigation and Drainage Easements shown hereon are granted by seperate instrument to Orchard Estates Homeowners Association, for the benefit of the owners, or if not, to the owners of the lots and tracts hereby platted as undivided interests (not partitionable), as perpetual easements for the installation, operation, maintenance and repair of irrigation systems and to supply and drain irrigation water.

All Utility Easements are dedicated to the City of Grand Junction as perpetual easements for City approved utilities including the installation, operation, maintenance and repair of said utilities and appurtenances which may include but are not limited to electric lines, cable TV lines, natural gas pipelines, sanitary sewer lines, storm sewers, water lines, telephone lines, equivalent other public utility providers and appurtenant facilities.

All Multipurpose Easements are dedicated to the City of Grand Junction as perpetual easements for City approved utilities including the installation, operation, maintenance and repair of said utilities and appurtenances which may include but are not limited to, electric lines, cable TV lines, natural gas pipelines, sanitary sewer lines, storm sewers, water lines, telephone lines, traffic control facilities, street lighting, landscaping, trees and grade structures.

A perpetual easement over Tracts A and B is dedicated to the City of Grand Junction for the inspection, installation, maintenance and repair of detention and drainage facilities and appurtenants thereto; however this shall not be deemed to relieve the lot owners and/or the property owners' association of the primary responsibility to inspect, install, operate, maintain and repair the detention and drainage facilities and appurtenants thereto.

All Tracts shown hereon shall be conveyed by separate instrument to the homeowners' association subject to the right of use and enjoyment of the lot owners consistent with the purposes set forth in the covenants, conditions and restrictions running with the property.

All Tracts/Easements include the right of ingress and egress on, along, over, under, through and across by the beneficiaries, their successors, or assigns, together with the right to trim or remove interfering trees and brush, and in Drainage/Retention easements or tracts, the right to dredge; provided however, that the beneficiaries/owners shall utilize the same in a reasonable and prudent manner. Furthermore, the owners of said lots or tracts hereby platted shall not burden or overburden said easements by erecting or placing any improvements thereon which may impede the use of the easement and/or prevent the reasonable ingress/egress to and from tne easement.

Owner further certifies that all lienholders, if any are represented hereon.

IN WITNESS WHEREOF said owner has caused his name to be hereunto subscribed this_____day of _____ AD 2021

_____

Ruckman Holdings LLC by

Terry Ruckman, Managing Member

STATE OF COLORADO }
} SS
COUNTY OF MESA }

The foregoing instrument was acknowledged before me this _____day of _____AD 2021

My commission expires _____.

_____.
Notary Public

NOTICE: According to Colorado law you must commence any legal action based upon any defect in the survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of this certification/statement shown hereon.

TITLE CERTIFICATION

STATE OF COLORADO
COUNTY OF MESA

We, Land Title Guarantee Company-Grand Junction, a title insurance company, as duly licensed in the State of Colorado, do hereby certify that we have examined the title to the hereon described property, that we find the title to the property is vested to Ruckman Holdings LLC, A Colorado Corporation, that the current taxes have been paid; that all mortgages not satisfied or released of record nor otherwise terminated by law are shown hereon and that there are no other encumbrances of record; that all easements, reservations and rights of way of record are shown hereon.

Date: _____ By: _____
Name and Title
Land Title Guarantee Company-Grand Junction

CITY APPROVAL

This plat of ORCHARD ESTATES SUBDIVISION, a subdivision in the City of Grand Junction, County of Mesa, State of Colorado was approved on this _____ day of _____ A.D., 2021.

_____ _____.
City Manager City Mayor

CLERK AND RECORDER'S CERTIFICATE

I hereby certify that this instrument was filed in my office at _____O'clock ___ M this _____ day of _____A.D., 2021 and is duly recorded as Reception Number _____, Fee $ _____ Drawer No. _____.

_____ _____
Deputy Clerk and Recorder

CITY USE BLOCK

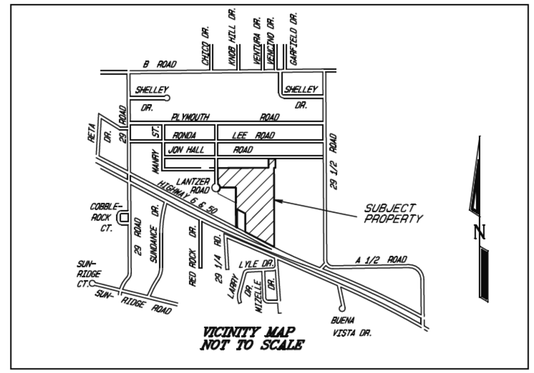
Revocable permits recorded at Reception No. _____

Covenants, Conditions and Restictions recorded at Reception No. _____

Drainage easements conveyed to Homeowner's Association at Reception No. _____

Irrigation easements conveyed to Homeowner's Association at Reception No. _____

Tracts A, B, C, D, E &, F conveyed to Homeowner's Association at Reception No. _____



VICINITY MAP
NOT TO SCALE

SURVEYOR'S CERTIFICATE

I, Steven L. Hagedorn, a registered Professional Land Surveyor in the State of Colorado, do hereby state that this survey was performed by me or under my direct responsibility, supervision and checking and is in accordance with applicable standards of practice. That title research was supplied by Land Title Guarantee Company-Grand Junction in Title Commitment No.GJIF65041275-6. This statement is not a guaranty or warranty, either expressed or implied.

FOR REVIEW

FIRST REVISION 01/20/14
SECOND REVISION 06/22/2020
THIRD REVISION 10/14/2020
4TH REVISION JULY, 2021

ORCHARD ESTATES SUBDIVISION
LOCATED IN THE
NW 1/4 SEC. 32, T.1S., R.1E., U. M.
CITY OF GRAND JUNCTION,
MESA COUNTY, COLORADO

ALAN'S LAND SURVEYING
118 OURAY AVE.
GRAND JUNCTION, CO. (970) 644-5024

DESIGNED BY: S.L.H.	CHECKED BY: A. VP.	JOB NO. 2013-20
DRAWN BY: TERRAMODEL	DATE: NOVEMBER, 2021	SHEET 1 OF 2

ORCHARD ESTATES SUBDIVISION

BEING A PORTION OF THE NW 1/4 SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 EAST, UTE MERIDIAN, CITY OF GRAND JUNCTION, MESA COUNTY, COLORADO AND A REPLAT OF LOT 1, SUDA SUBDIVISION, RECEPTION No. _____



LINE TABLE

LINE	LENGTH	BEARING
L1	17.67'	N53°05'56"W
L2	19.70'	N44°41'23"E
L3	16.77'	N89°49'15"E
L4	20.19'	N75°10'45"W
L5	19.34'	N62°42'41"E
L6	15.54'	N42°14'26"W
L7	16.36'	N45°03'17"E
L8	17.63'	N89°51'15"E
L9	20.72'	N26°49'16"W
L10	7.36'	N89°49'15"E
L11	7.35'	N89°49'15"E
L12	7.35'	N89°49'15"E
L13	20.10'	N58°46'48"E
L14	19.89'	N31°05'31"W
L15	17.71'	N75°10'45"W
L16	20.13'	N44°49'15"E
L17	6.06'	N89°49'15"E
L18	20.13'	N45°10'45"W
L20	17.08'	N62°18'01"W
L21	10.00'	N66°54'36"W
L22	25.41'	N85°21'15"E
L23	15.24'	N00°12'36"W

CURVE TABLE

CURVE	DELTA	RADIUS	ARC	CHORD	CHORD BEARING
C3	65°24'22"	50.00'	57.08'	54.03'	N27°38'12"W
C4	11°16'27"	322.00'	63.55'	63.44'	N84°31'32"W
C5	15°00'00"	300.00'	78.54'	78.32'	N82°40'45"W
C6	2°57'24"	278.00'	14.35'	14.34'	N88°42'03"W
C7	12°02'36"	278.00'	58.43'	58.33'	N81°12'03"W
C8	3°41'33"	322.00'	20.75'	20.75'	N77°01'32"W
C9	4°44'40"	128.00'	10.60'	10.60'	N25°27'35"E
C10	23°16'00"	128.00'	51.98'	51.62'	N11°27'15"E
C11	28°00'40"	150.00'	73.33'	72.60'	N13°49'35"E
C12	17°06'16"	172.00'	51.35'	51.16'	N08°22'23"E
C13	10°54'24"	172.00'	32.74'	32.69'	N22°22'43"E
C14	7°03'43"	522.00'	64.34'	64.30'	N24°18'03"E
C15	10°49'05"	500.00'	94.41'	94.26'	N22°25'22"E
C16	6°12'32"	478.00'	51.80'	51.77'	N24°43'39"E
C17	15°00'00"	128.00'	33.51'	33.41'	N82°40'45"W
C18	15°00'00"	150.00'	39.27'	39.16'	N82°40'45"W
C19	15°00'00"	172.00'	45.03'	44.90'	N82°40'45"W
C20	9°50'48"	522.00'	89.71'	89.60'	N08°03'48"E
C21	17°11'35"	500.00'	150.04'	149.47'	N08°25'02"E
C22	10°03'36"	478.00'	83.93'	83.82'	N07°42'45"E
C23	2°51'42"	478.00'	23.87'	23.87'	N01°15'06"E
C24	3°19'09"	522.00'	30.24'	30.24'	N01°28'50"E
C25	46°25'25"	13.50'	10.94'	10.64'	N66°58'02"W
C26	72°19'22"	38.00'	47.97'	44.84'	N79°55'01"W
C27	50°04'28"	38.00'	33.21'	32.16'	N38°53'04"E
C28	49°55'54"	38.00'	33.12'	32.08'	N11°07'08"W
C29					
C30	71°14'43"	38.00'	47.25'	44.27'	S71°42'27"E
C31	29°16'22"	38.00'	19.41'	19.20'	N58°02'01"E
C32	46°25'25"	13.50'	10.94'	10.64'	N66°36'32"E
C33	18°59'39"	128.00'	42.43'	42.24'	N09°19'04"E
C34	41°05'11"	150.00'	107.56'	105.27'	N20°21'50"E
C35	5°40'00"	172.00'	17.01'	17.00'	N02°39'15"E
C36	18°06'15"	172.00'	54.35'	54.12'	N14°32'23"E
C37	26°55'31"	13.50'	6.34'	6.29'	N10°07'45"E
C38	57°11'08"	48.00'	47.91'	45.94'	N05°38'18"E
C39					
C40	48°08'53"	48.00'	40.34'	39.16'	N58°18'19"E
C41	12°27'26"	48.00'	10.44'	10.42'	N88°36'29"E
C42	56°38'18"	48.00'	47.45'	45.54'	N56°50'39"W
C43	36°02'49"	48.00'	30.20'	29.70'	N10°30'05"W
C44	54°17'44"	48.00'	45.49'	43.80'	N34°40'11"E
C45	23°32'03"	48.00'	19.72'	19.58'	N73°35'04"E
C46	66°32'12"	13.50'	15.68'	14.81'	N52°05'00"E
C47	19°37'16"	13.50'	4.62'	4.60'	N13°08'38"W

GRAPHIC SCALE 1"=50'

0 50 100 150

LINEAL UNITS = U.S. SURVEY FEET

N

LEGEND & ABBREVIATIONS

- FOUND (MCSM) MESA COUNTY SURVEY MARKER
- FOUND 3.25" ALUMINUM CAP STAMPED LS 24306
- FOUND 3.25" ALUMINUM CAP STAMPED 18480
- FOUND #5 REBAR W/1.5" ALUMINUM CAP STAMPED LS 12085
- FOUND #5 REBAR W/2" ALUMINUM CAP STAMPED LS 37049
- FOUND #5 REBAR W/1.5" PLASTIC CAP STAMPED LS 16413
- FOUND #5 REBAR W/1.5" PLASTIC CAP STAMPED LS 27266
- SET #5X24" REBAR W/2" ALUMINUM CAP STAMPED LS 37049
- CALCULATED CORNER

EXTERIOR CORNERS EMBEDDED IN CONCRETE

(NAVD88) = NORTH AMERICAN VERTICAL DATUM 1988

G.V.A.L.C.S.= GRAND VALLEY AREA LOCAL COORDINATE SYSTEM

SQ. FT. = SQUARE FEET

CHD = CHORD

CHD BRG = CHORD BEARING

R = RADIUS

Δ = DELTA

U.M. = UTE MERIDIAN

SEC. = SECTION

AREA SUMMARY

DEDICATED ROADS = 1.78 ACRES/19%
LOTS (30 TOTAL) = 6.60 ACRES/72%
TRACTS (A, B, C, D, E, F)= 0.85 ACRES/09%

TOTAL = 9.23 ACRES/100%

PLAT NOTES

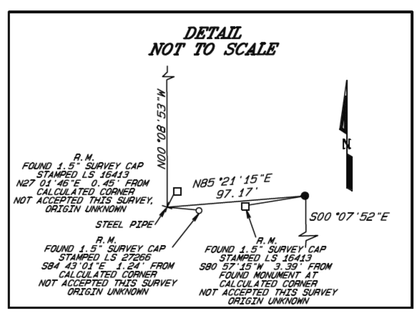
THE 30' WIDE AND 15' WIDE INGRESS/EGRESS EASEMENTS ARE FOR THE BENIFIT OF ADJOINING PARCELS 2943-322-00-036, 2943-322-00-131 AND 2943-322-00-039 BY SEPERATE INSTRUMENT.

LOT SPECIFIC GRADING PLANS, STAMPED BY A COLORADO LICENSED ENGINEER, ARE REQUIRED FOR LOTS 1-6 AND 10-18, BLOCK 2 WITH THE PLANNING CLEARANCE

BASIS OF BEARING BEING N89°51'15"E BETWEEN THE NW 1/16 CORNER SECTION 32, BEING A FOUND MESA COUNTY SURVEY MARKER #505 AND THE C-N 1/16 CORNER SECTION 32, BEING ANOTHER FOUND MESA COUNTY SURVEY MARKER #506-2.

NOTICE: According to Colorado law you must commence any legal action based upon any defect in the survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of this certification/statement shown hereon.

DETAIL NOT TO SCALE



SURVEYOR'S CERTIFICATE

I, Steven L. Hagedorn, a registered Professional Land Surveyor in the State of Colorado, do hereby state that this survey was performed by me or under my direct responsibility, supervision and checking and is in accordance with applicable standards of practice. That title research was supplied by Land Title Guarantee Company-Grand Junction in Title Commitment No.GJF85041275-6. This statement is not a guaranty or warranty, either expressed or implied.

FOR REVIEW

FIRST REVISION 01/20/14
SECOND REVISION 06/22/2020
THIRD REVISION 10/14/2020
4TH REVISION JULY, 2021

ORCHARD ESTATES SUBDIVISION
LOCATED IN THE
NW 1/4 SEC. 32, T.1S., R.1E., U. M.
CITY OF GRAND JUNCTION,
MESA COUNTY, COLORADO

ALAN'S LAND SURVEYING
2371 S. SAN MIGUEL DR.
GRAND JUNCTION, CO. (970) 241-7198

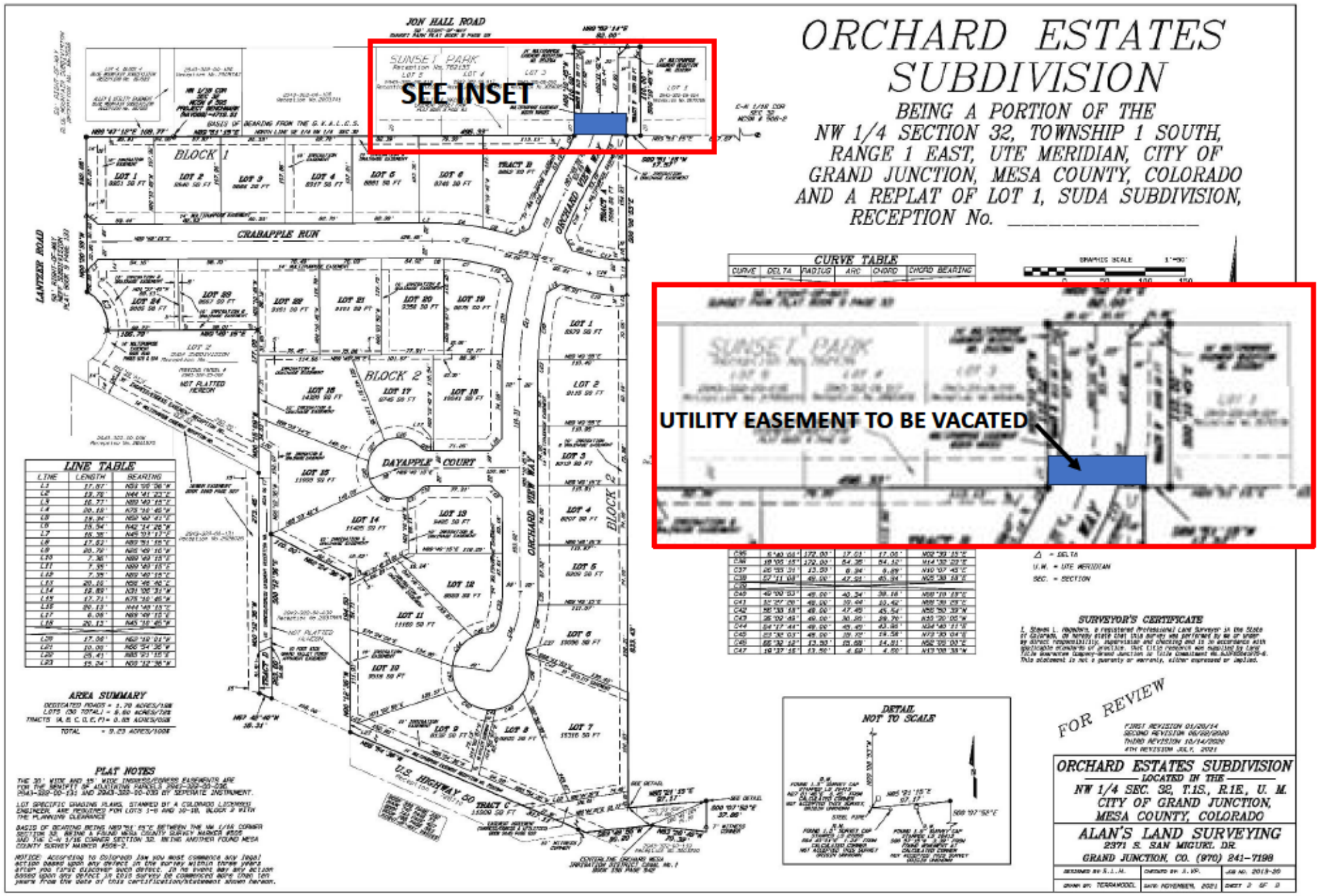
DESIGNED BY: S.L.H.	CHECKED BY: A.VP.	JOB NO. 2013-20
DRAWN BY: TERRAMODEL	DATE: NOVEMBER, 2021	SHEET 2 OF 2

ORCHARD ESTATES EASEMENT VACATION VICINITY MAP



ORCHARD ESTATES EASEMENT VACATION – BLUE OUTLINE ENCUMBERS CITY RIGHT-OF-WAY




ORCHARD ESTATES SUBDIVISION
BEING A PORTION OF THE NW 1/4 SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 EAST, UTE MERIDIAN, CITY OF GRAND JUNCTION, MESA COUNTY, COLORADO AND A REPLAT OF LOT 1, SUDA SUBDIVISION, RECEPTION No. _____
SEE INSET
UTILITY EASEMENT TO BE VACATED
JON HALL ROAD
LANTERN ROAD
CRABAPPLE RUN
DAYAPPLE COURT
ORCHARD VIEW WAY
BLOCK 1
BLOCK 2
U.S. HIGHWAY 50
SUNSET PARK
NOT PLATTED HEREON
CURVE TABLE
LINE TABLE
AREA SUMMARY
PLAT NOTES
SURVEYOR'S CERTIFICATE
DETAIL NOT TO SCALE
FOR REVIEW
ORCHARD ESTATES SUBDIVISION
LOCATED IN THE NW 1/4 SEC. 32, T.1S., R.1E., U. M.
CITY OF GRAND JUNCTION, MESA COUNTY, COLORADO
ALAN'S LAND SURVEYING
2371 S. SAN MIGUEL DR.
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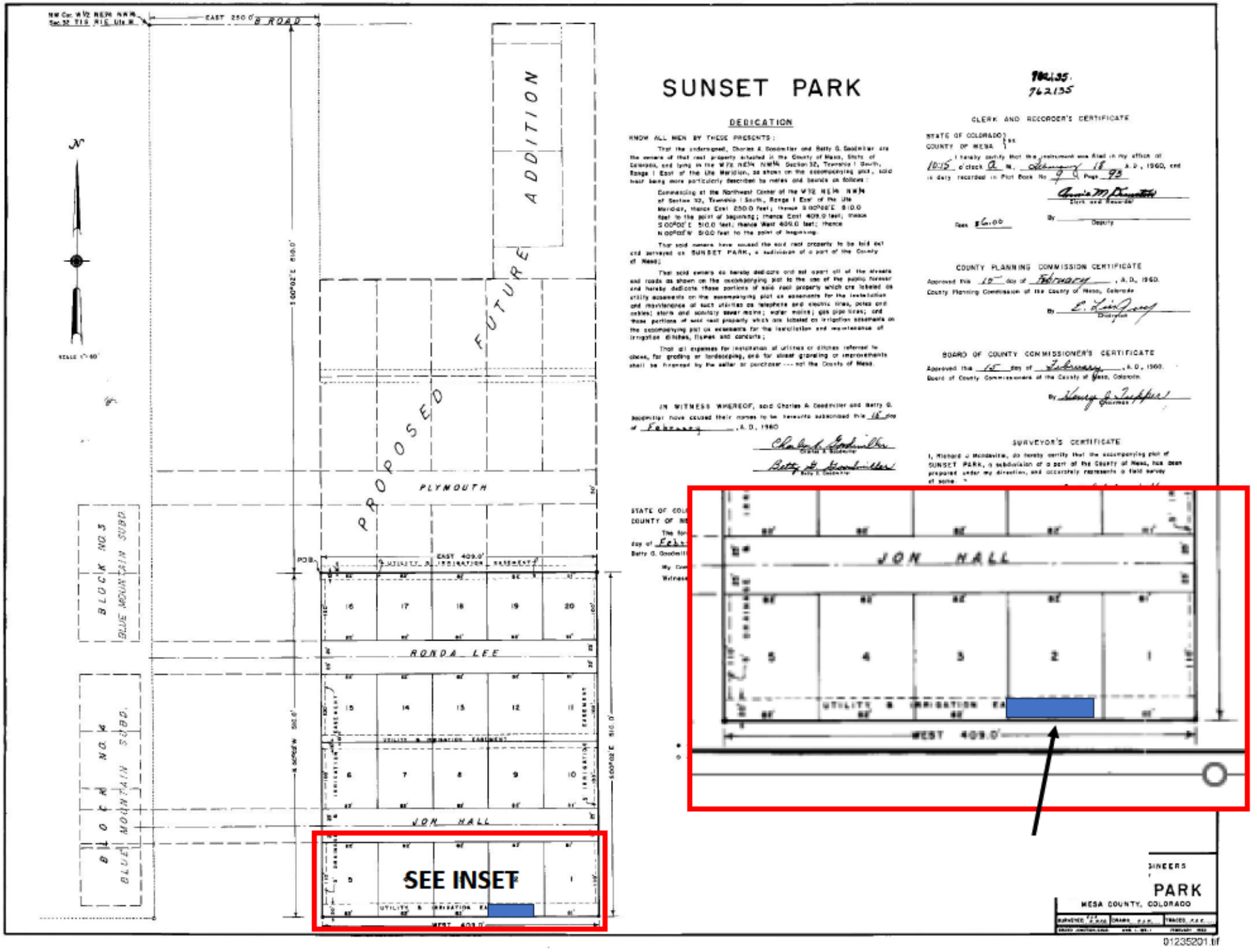
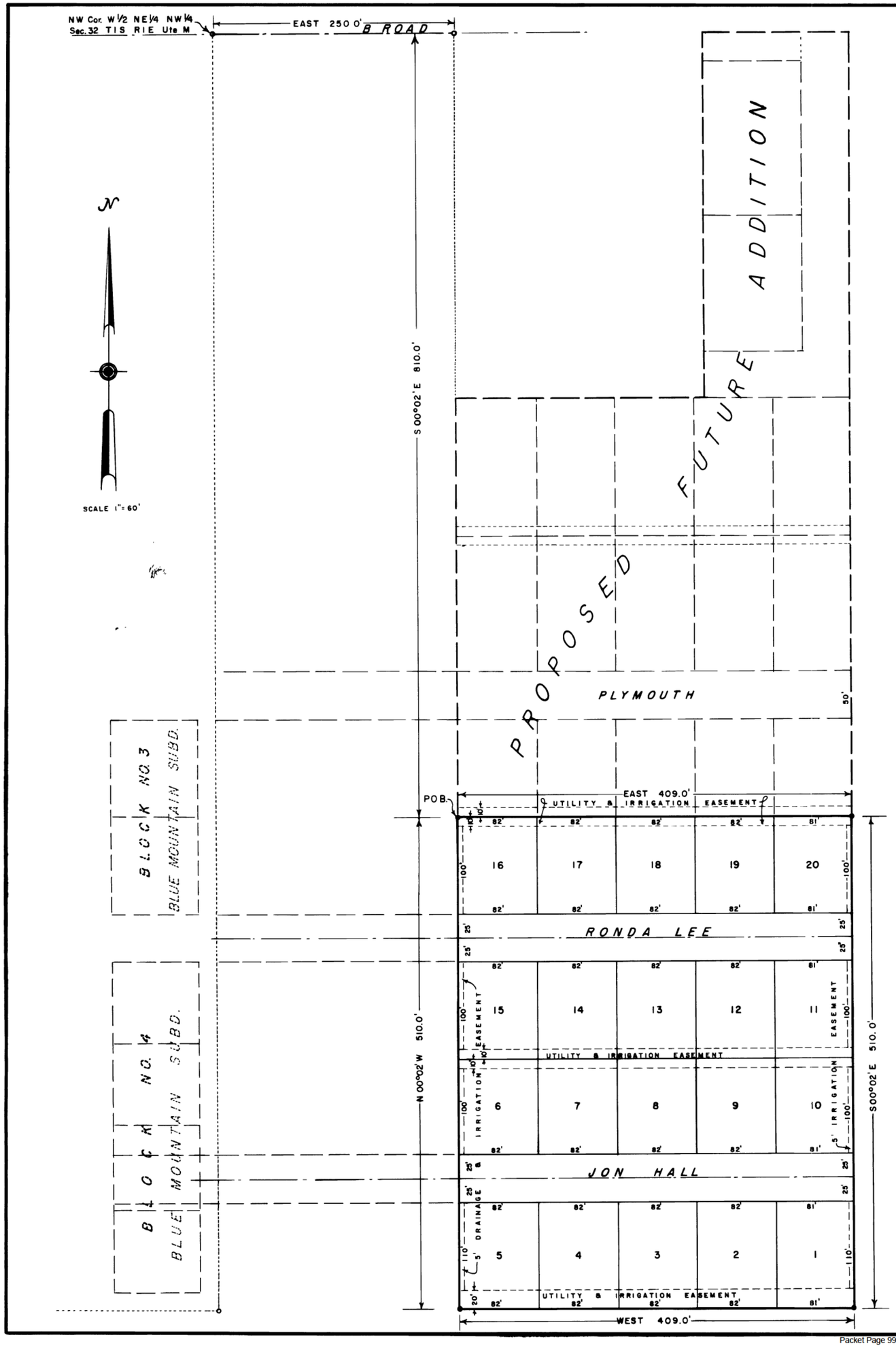

SUNSET PARK
DEDICATION
KNOW ALL MEN BY THESE PRESENTS:
CLERK AND RECORDER'S CERTIFICATE
COUNTY PLANNING COMMISSION CERTIFICATE
BOARD OF COUNTY COMMISSIONER'S CERTIFICATE
SURVEYOR'S CERTIFICATE
762135
EAST 250.0' B ROAD
PROPOSED FUTURE ADDITION
PLYMOUTH
RONDA LEE
JON HALL
BLOCK NO 5
BLUE MOUNTAIN SUBD.
BLOCK NO 4
BLUE MOUNTAIN SUBD.
EAST 409.0'
WEST 409.0'
SEE INSET
PARK
MESA COUNTY, COLORADO
01235201.tif



SUNSET PARK

762135.
762135

DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned, Charles A. Goodmiller and Betty G. Goodmiller are the owners of that real property situated in the County of Mesa, State of Colorado, and lying in the W1/2 NE1/4 NW1/4 Section 32, Township 1 South, Range 1 East of the Ute Meridian, as shown on the accompanying plat, said tract being more particularly described by metes and bounds as follows:

Commencing at the Northwest Corner of the W1/2 NE1/4 NW1/4 of Section 32, Township 1 South, Range 1 East of the Ute Meridian, thence East 250.0 feet; thence S 00°02'E 810.0 feet to the point of beginning; thence East 409.0 feet; thence S 00°02'E 510.0 feet; thence West 409.0 feet; thence N 00°02'W 510.0 feet to the point of beginning.

That said owners have caused the said real property to be laid out and surveyed as SUNSET PARK, a sudivision of a part of the County of Mesa;

That said owners do hereby dedicate and set apart all of the streets and roads as shown on the accompanying plat to the use of the public forever and hereby dedicate those portions of said real property which are labeled as utility easements on the accompanying plat as easements for the installation and maintenance of such utilities as telephone and electric lines, poles and cables; storm and sanitary sewer mains; water mains; gas pipe lines; and those portions of said real property which are labeled as irrigation easements on the accompanying plat as easements for the installation and maintenance of irrigation ditches, flumes and conduits;

That all expenses for installation of utilities or ditches referred to above, for grading or landscaping, and for street graveling or improvements shall be financed by the seller or purchaser --- not the County of Mesa.

IN WITNESS WHEREOF, said Charles A. Goodmiller and Betty G. Goodmiller have caused their names to be hereunto subscribed this 15 day of February, A. D., 1960

Charles A. Goodmiller
Charles A. Goodmiller

Betty G. Goodmiller
Betty G. Goodmiller

STATE OF COLORADO }
COUNTY OF MESA } ss.

The foregoing instrument was acknowledged before me this 15th day of February, A. D., 1960. by Charles A. Goodmiller and Betty G. Goodmiller.

My Commission expires January 6 1963

Witness my hand and official seal

L. M. Finnessey
Notary Public

LEGEND

● — Permanent Monuments (Concrete)
○ — Survey Point

CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO }
COUNTY OF MESA } ss.

I hereby certify that this instrument was filed in my office at 10:15 o'clock A M., February 18 A. D., 1960, and is duly recorded in Plat Book No 9, Page 93

Annie M Dunston
Clerk and Recorder

Fees $6.00

By _____
Deputy

COUNTY PLANNING COMMISSION CERTIFICATE

Approved this 15 day of February, A. D., 1960.
County Planning Commission of the County of Mesa, Colorado

By E. Lindsey
Chairman

BOARD OF COUNTY COMMISSIONER'S CERTIFICATE

Approved this 15 day of February, A. D., 1960.
Board of County Commissioners of the County of Mesa, Colorado.

By Henry J. Tupper
Chairman

SURVEYOR'S CERTIFICATE

I, Richard J. Mandeville, do hereby certify that the accompanying plat of SUNSET PARK, a subdivision of a part of the County of Mesa, has been prepared under my direction, and accurately represents a field survey of same.

Richard J. Mandeville
Registered Engineer & Land Surveyor

WESTERN ENGINEERS
PLAT OF
SUNSET PARK
MESA COUNTY, COLORADO

SURVEYED C.L.B. & W.F.O.	DRAWN R.L.M.	TRACED F.B.F.
GRAND JUNCTION, COLO.	DWG. 1-186-1	FEBRUARY 1960

01235201.tif

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. _____

A RESOLUTION VACATING A PORTION OF A UTILITY EASEMENT THAT COMPRISED OF 1,277 SQUARE FEET AS DEDICATED TO THE PUBLIC ON THE SUNSET PARK SUBDIVISION PLAT BY RECEPTION NUMBER 762135

LOCATED SOUTH OF JON HALL ROAD ON ORCHARD VIEW WAY IN THE CITY OF GRAND JUNCTION, COLORADO

RECITALS:

The Applicant, Ruckman Holdings LLC, represented by Member Terry Ruckman has requested the vacation of a portion of a utility easement located within the recently platted Orchard View Way right-of-way. The subject portion of the utility easement crosses the right-of-way, as well as across two tracts (E and F) within the subdivision. The vacation area is comprised of approximately 1,277 square feet of land.

The easement is within the Orchard Estates Subdivision; the subdivision plat established the public rights-of-way within the development. One of the streets, Orchard View Way, was platted over an area that was formerly a lot (Lot 2) of the Sunset Park subdivision recorded in the Mesa County land title records at Reception #762135. The lots along the south side of Jon Hall Road from the Sunset Park subdivision, including the former Lot 2 of the subdivision, which is now a part of the Orchard Estates Subdivision, have a 20' utility easement along their southern boundary.

The portion of the utility easement to be vacated is within the roadway, in Tract E and Tract F of Orchard Estates subdivision. The area of the easement to be vacated is described as that area in Orchard View Way, Tract E and that portion of Tract F where there is a multipurpose easement on the southern boundary.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, and upon recommendation of conditional approval by the Planning Commission, the Grand Junction City Council finds that the request to conditionally vacate a portion of a utility easement as recorded in Mesa County Records, Reception No. 762135 is consistent with the Comprehensive Plan, the Grand Valley Circulation Plan and Section 21.02.100 of the Grand Junction Zoning and Development Code. The express conditions of the vacation are stated herein.

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

The foregoing Recitals are substantive to the consideration and approval of this Resolution and therefore are incorporated by the City Council in making its

DRAFT

determination that the following described portion of a dedicated utility easement, depicted on Exhibit A which is incorporated herein, is hereby conditionally vacated:

A 20-foot-wide strip of land being a portion of the 20-foot-wide Utility Easement dedicated on Sunset Park same as recorded at Reception Number 762135, situate in the northeast 1/4 of the northwest 1/4 of Section 32, Township 1 South, Range 1 East of the Ute Meridian, City of Grand Junction, Mesa County, Colorado, being more particularly described as follows:

Beginning at the southeast corner of Lot 3 of Sunset Park subdivision as recorded at Reception No. 762135 of the Mesa County records, the basis of bearing being N00°10'45"W to the northeast corner of said Lot 3;
thence N00°10'45"W a distance of 20.00 feet;
thence N89°51'15"E a distance of 65.88 feet;
thence 20.50 feet along the arc of a curve to the right with a central angle of 6°18'57" and a radius of 186.00 feet, the chord of which bears S12°26'51"W a distance of 20.49 feet;
thence S89°51'15"W a distance of 61.40 feet to the Point of Beginning.
Said strip of land being comprised of 1,277 square feet more or less.

The utility easement shall be conditionally vacated on the City retaining all rights and interests it has in the multipurpose easements, dedicated, or otherwise conveyed to the City in the multipurpose easements on Tract E and Tract F on the Orchard Estates Subdivision plat recorded in the records of the Mesa County Clerk and Recorder at Reception #3073440.

PASSED and ADOPTED this _____ day of _____, 2023.

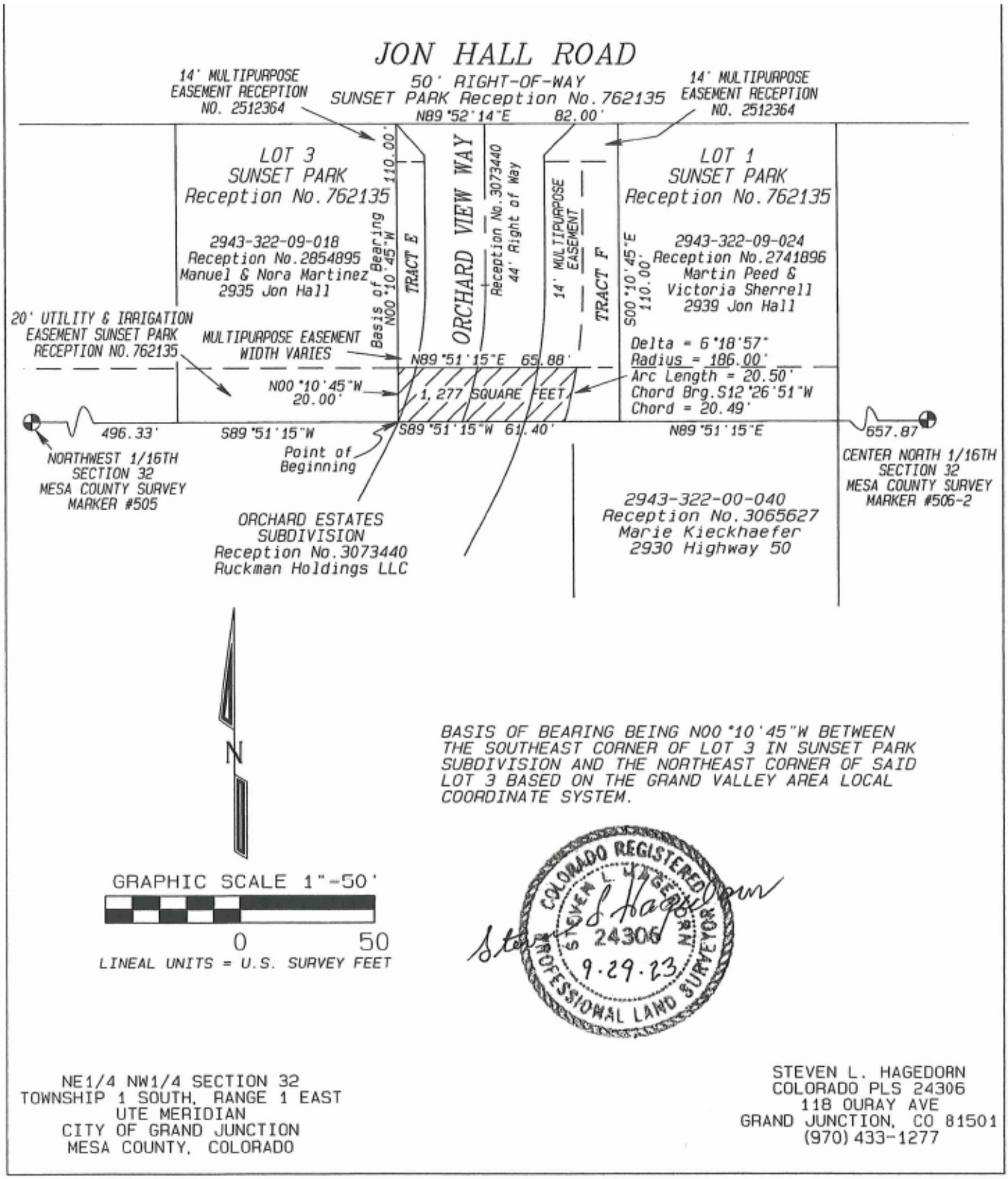
_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

DRAFT

EXHIBIT A


JON HALL ROAD
50' RIGHT-OF-WAY
SUNSET PARK Reception No. 762135
14' MULTIPURPOSE EASEMENT RECEPTION NO. 2512364
N89°52'14"E 82.00'
14' MULTIPURPOSE EASEMENT RECEPTION NO. 2512364
LOT 3
SUNSET PARK
Reception No. 762135
2943-322-09-018
Reception No. 2854895
Manuel & Nora Martinez
2935 Jon Hall
110.00'
Basis of Bearing N00°10'45"W
TRACT E
ORCHARD VIEW WAY
Reception No. 3073440
44' Right of Way
14' MULTIPURPOSE EASEMENT
TRACT F
LOT 1
SUNSET PARK
Reception No. 762135
2943-322-09-024
Reception No. 2741896
Martin Peed &
Victoria Sherrell
2939 Jon Hall
S00°10'45"E 110.00'
20' UTILITY & IRRIGATION EASEMENT SUNSET PARK RECEPTION NO. 762135
MULTIPURPOSE EASEMENT WIDTH VARIES
N89°51'15"E 65.88'
Delta = 6°18'57"
Radius = 186.00'
Arc Length = 20.50'
Chord Brg. S12°26'51"W
Chord = 20.49'
N00°10'45"W 20.00'
1,277 SQUARE FEET
496.33'
S89°51'15"W
S89°51'15"W 61.40'
N89°51'15"E
657.87'
NORTHWEST 1/16TH SECTION 32 MESA COUNTY SURVEY MARKER #505
Point of Beginning
CENTER NORTH 1/16TH SECTION 32 MESA COUNTY SURVEY MARKER #505-2
ORCHARD ESTATES SUBDIVISION
Reception No. 3073440
Ruckman Holdings LLC
2943-322-00-040
Reception No. 3065627
Marie Kieckhaefer
2930 Highway 50
N
GRAPHIC SCALE 1"=50'
0
50
LINEAL UNITS = U.S. SURVEY FEET
BASIS OF BEARING BEING N00°10'45"W BETWEEN THE SOUTHEAST CORNER OF LOT 3 IN SUNSET PARK SUBDIVISION AND THE NORTHEAST CORNER OF SAID LOT 3 BASED ON THE GRAND VALLEY AREA LOCAL COORDINATE SYSTEM.
COLORADO REGISTERED
STEVEN L. HAGEDORN
24306
9-29-23
PROFESSIONAL LAND SURVEYOR
NE1/4 NW1/4 SECTION 32
TOWNSHIP 1 SOUTH, RANGE 1 EAST
UTE MERIDIAN
CITY OF GRAND JUNCTION
MESA COUNTY, COLORADO
STEVEN L. HAGEDORN
COLORADO PLS 24306
118 OURAY AVE
GRAND JUNCTION, CO 81501
(970) 433-1277

Grand Junction City Council

Regular Session

Item #4.b.

Meeting Date: December 6, 2023

Presented By: Jodi Welch, Finance Director Emeritus

Department: Finance

Submitted By: Jodi Welch, Finance Director Emeritus

Information

SUBJECT:

Resolutions Levying Taxes for the Year 2023 in the City of Grand Junction, Colorado and the Downtown Development Authority

RECOMMENDATION:

Staff recommends adopting the resolutions certifying the 2023 mill levies.

EXECUTIVE SUMMARY:

The resolutions set the mill levies for both the City of Grand Junction and the Downtown Development Authority (DDA). The mill levy is applied to the assessed valuations to determine the property tax revenue. The levy year is 2023 and the mill levy will generate revenues in 2024. There is no change to the mill levy for either the City or DDA.

BACKGROUND OR DETAILED INFORMATION:

The adoption of the Tax Levy Resolutions will generate property tax revenue for the City and the DDA. The amount of property tax generated is calculated by taking the adopted mill levy multiplied by the assessed valuation of property located within the taxing area. The 2023 mill levy will be assessed and collected in 2024. The 2024 tax revenue is based on the mill levy on properties valued for the period between January 1, 2022, to June 30, 2023. There is no change to the mill levy for either the City or DDA.

FISCAL IMPACT:

The revenue generated by the City's 8 mills is estimated to be $11.9 million. The revenue generated by the Downtown Development Authority's 5 mills is estimated to be $310,648. Both estimates are based on the preliminary certifications provided by Mesa County Assessor on August 23, 2023.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 105-23, a resolution levying taxes for the year 2023 in the City of Grand Junction, Colorado and Resolution No. 106-23, a resolution levying taxes for the year 2023 in the Downtown Development Authority.

Attachments

1. City GJ Tax Levy Certification
2. City GJ Levy Resolution
3. DDA Tax Levy Certification
4. DDA Tax Levy Resolution

TAX LEVY CERTIFICATION

TO COUNTY COMMISSIONERS AND ASSESSOR

STATE OF COLORADO
COUNTY OF MESA
CITY OF GRAND JUNCTION

To the Commissioners of Mesa County, Colorado:

This is to certify that the tax levy to be assessed by you upon all property within the limits of the **City of Grand Junction** for the year 2023, as determined and fixed by the City Council by Resolution duly passed on the _____day of _____, 2023, is eight **(8.000)** mills, the revenue yield of said levy to be used for the purpose of paying the expenses of the municipal government, and you are authorized and directed to extend said levy upon your tax list.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Grand Junction, Colorado, this _____ day of _____, 2023.

_____

City Clerk, City of Grand Junction

C: County Assessor

RESOLUTION NO. _____

A RESOLUTION LEVYING TAXES FOR THE YEAR 2023 IN THE CITY OF GRAND JUNCTION, COLORADO

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

That there shall be and hereby is levied upon all taxable property within the limits of the **City of Grand Junction**, Colorado, for the year 2023 according to the assessed valuation of said property, a tax of eight **(8.000)** mills on the dollar ($1.00) upon the total assessment of taxable property within the City of Grand Junction, Colorado for the purpose of paying the expenses of the municipal government of said City for the fiscal year ending December 31, 2024.

ADOPTED AND APPROVED THIS ___ day of _____, 2023.

_____
President of the Council

ATTEST:

_____
City Clerk

TAX LEVY CERTIFICATION

TO COUNTY COMMISSIONERS AND ASSESSOR

STATE OF COLORADO
COUNTY OF MESA
CITY OF GRAND JUNCTION

To the Commissioners of Mesa County, Colorado:

This is to certify that the tax levy to be assessed by you upon all property within the Grand Junction, Colorado, **Downtown Development Authority** limits, for the year 2023, as determined and fixed by the City Council by Resolution duly passed on the _____ day of _____, 2023, is five **(5.000)** mills, the revenue yield of said levy to be used for the purpose of paying the expenses of the Grand Junction, Colorado, Downtown Development Authority, and you are authorized and directed to extend said levy upon your tax list.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Grand Junction, Colorado, this _____ day of _____, 2023.

_____

City Clerk, City of Grand Junction

C: County Assessor

RESOLUTION NO. _____

A RESOLUTION LEVYING TAXES FOR THE YEAR 2023 IN THE DOWNTOWN DEVELOPMENT AUTHORITY

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

That there shall be and hereby is levied upon all taxable property within the Grand Junction, Colorado, **Downtown Development Authority** limits, for the year 2023 according to the assessed valuation of said property, a tax of five **(5.000)** mills on the dollar ($1.00) upon the total assessment of taxable property within the City of Grand Junction, Colorado, Downtown Development Authority, for the purpose of paying the expenses of said Authority for the fiscal year ending December 31, 2024.

ADOPTED AND APPROVED THIS ___ day of _____, 2023.

_____
President of the Council

ATTEST:

_____
City Clerk

Grand Junction City Council

Regular Session

Item #4.c.

Meeting Date: December 6, 2023

Presented By: Jodi Welch, Finance Director Emeritus

Department: Finance

Submitted By: Jodi Welch, Finance Director Emeritus

Information

SUBJECT:

A Resolution Adopting Rates, Fees, and Charges Effective January 1, 2024

RECOMMENDATION:

Staff recommends the adoption of the resolution setting rates and fees for Water, Irrigation, Wastewater, Graywater, Solid Waste, Recycling and Parking.

EXECUTIVE SUMMARY:

Recommended changes to rates, fees, and charges were discussed in the Council Budget Workshops as well as the Joint Sewer Board Meeting. Rate changes are in accordance with financial plan and rate studies conducted and approved.

The City operates the Water, Sewer, Solid Waste and Recycling and Parking operations as enterprise accounts/funds. Rates and fees in enterprise operations are planned for and set to generate sufficient revenue to cover the cost of operations, maintenance, and capital while maintaining minimum reserves. Rates are reviewed every year by City Council for adoption in the final budget. Rates for these services are very competitive as compared to other similar service providers in the state and are among the lowest in the Grand Junction area. Rates are developed based on a 10-year financial forecast model that includes expenses in the operational budget, as well as anticipated capital needs over the 10-year period. The forecast model is interactive and is adjusted as more accurate information becomes available throughout the year. Rates are set and adjusted in the model and can be smoothed out over several years to minimize annual increases. Small increases each year are preferred to large step increases.

BACKGROUND OR DETAILED INFORMATION:

Below is a summary of changes for 2024, and a complete listing of rate and fee changes is included in the resolution. The proposed rates and fee changes are effective January 1, 2024.

Water rates include a new base rate for water usage of up to 2,000 gallons per month as compared to the previous base rate for usage of up to 3,000 gallons per month with a 17 percent or $3.79 per month decrease. Water rate fees for up to 10,000 gallons increased slightly by 1 percent. To encourage water conservation, water rates for the highest per gallon tiers increased 8 percent for up to 20,000 gallons and 14 percent for over 20,000 per month.

Irrigation rates are increasing by 5.5 percent for all users within the Ridges Irrigation area including single family, multi-family, parks and the golf course. Graywater program permit fees remain unchanged ranging from $50 for single family to $400 for non-single family uses. Wastewater monthly service charges are increasing $1.47 per month, there is no change in the plant investment fee.

Solid Waste rates are increasing, between $1.00 and $3.00 per month with lower increases for smaller sized containers to encourage recycling. Recycling rates are increasing,

To effectively manage the demand for parking, rates are increasing for 2-4 hour meters, 10 hour meters and parking permits. The proposed parking rate increases are the result of a thorough analysis of operational expenses, the need for infrastructure improvements, and a comparison with rates in similar cities. These adjustments also consider the anticipated future demands of our parking system.

With the proposed increase in the number of electric vehicle charging stations throughout the City, a charging fee structure has also been established. This fee structure is detailed below.

Charging Fee Structure

	Level 2	**DCFC off-peak**	**DCFC on-peak 2pm – 10pm**
Connection Fee	$1	$2	$2
Per kWh Fee	$0.17/kWh	$0.42/kWh	$0.55/kWh
Overstay Fee	$0.10/minute	$0.20/minute	$0.20/minute
Grace Period	15 mins	15 mins	15 min

FISCAL IMPACT:

The recommended rates and fees are incorporated in the revenues of the 2024 recommended budget, as discussed during the Council workshops, and for the wastewater fees during the Joint Persigo Board meeting.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 107-23, a resolution adopting rates, fees and charges for Water, Irrigation, Wastewater, Graywater, Solid Waste, Recycling and Parking.

Attachments

1. 2024 Rates and Fees Resolution

RESOLUTION NO. ___-23
A RESOLUTION ADOPTING RATES, FEES, AND CHARGES FOR WATER, IRRIGATION, WASTEWATER, GRAYWATER, SOLID WASTE, RECYCLING, AND PARKING

Recitals:

The City of Grand Junction establishes rates, fees, and charges for Water, Irrigation, Graywater, Wastewater, Solid Waste, and Recycling services, and by this resolution, the City Council establishes these rates, fees, and charges to implement decisions made in the long-term financial plans.

Now, therefore, be it resolved that:

Effective January 1, 2024, rates and fees for Water, Irrigation, Graywater, Wastewater, Solid Waste, Recycling Services, and Parking change according to the following schedule:

Monthly Water Rates					
City Service Area	**2023 Adopted**	**2024 Proposed**	**Amount Change**	**% Change**	**2024 Proposed Drought Rates**
Water Availability Fee (no water use)	$ 14.67				
Base Water Availability Fee (All Users)**		$ 14.81	$ 0.14	1.0%	$ 14.81
0 – 2,000 Gallons		$ 3.17			$ 3.17
0 – 3,000 Gallons	$ 21.77				
2,001 – 10,000 Gallons (per 1,000)		$ 4.01			$ 12.03
3,001 – 10,000 Gallons (per 1,000)	$ 3.71				
10,001 – 20,000 Gallons (per 1,000)	$ 4.40	$ 4.75	$ 0.35	8.0%	$ 14.25
>20,000 Gallons (per 1,000)	$ 5.13	$ 5.84	$ 0.71	14.0%	$ 17.52
Kannah Creek Service Area					
0 - 3,000 Gallons	$ 49.05	$ 49.54	$ 0.49	1.0%	$ 49.54
3,000 – 10,000 Gallons (per 1,000)	$ 5.72	$ 6.18	$ 0.46	8.0%	$ 18.53
10,000 – 20,000 Gallons (per 1,000)	$ 7.04	$ 7.60	$ 0.56	8.0%	$ 22.81
> 20,000 Gallons (per 1,000)	$ 8.19	$ 8.85	$ 0.66	8.0%	$ 26.54
Bulk Water (Fill Stations)					
Per 1,000 Gallons – In City	$ 9.02	$ 9.74	$ 0.66	8.0%	$ 29.22
Per 1,000 Gallons – Kannah Creek		$ 11.50			$ 34.50
Raw Water (Irrigation)					
Per 1,000 Gallons	$ 1.68	$ 1.76	$ 0.08	5.0%	$ 5.28

*Drought Rates (3x 2024 Proposed) implemented when Grand Junction Region is in D4 Drought and mandatory water restrictions.

**For Multi-family units, the complex is billed the [Water Availability Fee] x [# of Units] + [0 – 2000 gallon rate] x [# of units] + Rate per 1,000 gallons] x [collective usage]

Water Meter Fees								
	2023 Adopted			2024 Proposed			Total Connection Fee Change	% Change
Water Meter Size	Tap Fee	Plant Investment Fee	Total Connection Fee	Tap Fee	Plant Investment Fee	Total Connection Fee		
3/4 x 5/8	$ 721.00	$ 4,614.40	$ 5,335.40	$ 757.05	$ 4,752.83	$ 5,509.88	$ 174.48	3.0%
1	$ 901.25	$ 6,154.25	$ 7,055.50	$ 946.31	$ 6,535.14	$ 7,481.45	$ 425.95	6.0%
1.5	$ 2,111.50	$ 10,845.90	$ 12,957.40	$ 2,217.08	$ 14,852.60	$ 17,069.68	$ 4,112.28	32.0%
2	$ 2,987.00	$ 16,088.60	$ 19,075.60	$ 3,136.35	$ 27,328.78	$ 30,465.13	$ 11,389.53	60.0%
3	$ 7,081.25	$ 27,279.55	$ 34,360.80	$ 7,435.31	$ 47,528.32	$ 54,963.63	$ 20,602.83	60.0%
4	$13,235.50	$ 42,878.90	$ 56,114.40	$ 13,897.28	$ 86,739.18	$100,636.46	$ 44,522.06	79.0%
6	$20,445.50	$ 139,855.46	$ 160,300.96	$ 21,467.78	$148,526.00	$169,993.78	$ 9,692.82	6.0%

Ridges Irrigation Rates				
	2023 Adopted	2024 Proposed	Amount Change	% Change
Multi-Family (billed Individually)	$ 15.56	$ 16.42	$ 0.86	5.5%
Single Family Residence	$ 21.75	$ 22.94	$ 1.19	5.5%
Multi-Family Duplex	$ 31.12	$ 32.83	$ 1.71	5.5%
2 Taps	$ 42.56	$ 44.90	$ 2.34	5.5%
Multi-Family 6-plex	$ 77.79	$ 82.07	$ 4.28	5.5%
Multi-Family 5-plex	$ 93.36	$ 98.49	$ 5.13	5.5%
Multi-Family 7-plex	$ 108.92	$ 114.91	$ 5.99	5.5%
Multi-Family 12-plex	$ 186.71	$ 196.98	$ 10.27	5.5%
Multi-Family 19-plex	$ 295.63	$ 311.89	$ 16.26	5.5%
Multi-Family 22-plex	$ 342.30	$ 361.13	$ 18.83	5.5%
Multi-Family 40-plex	$ 622.38	$ 656.61	$ 34.23	5.5%
Parks	$ 553.99	$ 584.46	$ 30.47	5.5%
Golf Course	$ 10,847.40	$ 11,444.01	$ 596.61	5.5%
Ridges Irrigation Fees				
Irrigation Tap Fee	$ 267.80	$ 285.21	$ 17.41	6.5%

Wastewater Rates				
201 Sewer System	2023 Adopted	2024 Proposed	Amount Change	% Change
Monthly Service Charge	$ 24.55	$ 26.02	$ 1.47	6.0%

Wastewater Fees				
	2023 Adopted	2024 Proposed	Amount Change	% Change
Sewer Plant Investment Fee per EQU	$ 5,544.00	$ 5,544.00	$ 0.0	0.0%
Trunk Line Extension Fee				
Developer				
1 unit/acre	$ 1,399.77	$ 1427.77	$ 28.00	2.0%
>1-3 units/acre	$ 1,260.72	$ 1272.96	$ 24.96	2.0%
>3 units/acre	$ 933.18	$ 942.48	$ 18.48	2.0%
>5.5 - 12 units/acre	$ 641.56	$ 654.39	$ 12.83	2.0%
12+ units/acre	$ 427.71	$ 436.26	$ 8.55	2.0%
Builder				
1 unit/acre	$ 3,265.10	$ 3,330.40	$ 65.30	2.0%
>1-3 units/acre	$ 2,796.45	$ 2,852.38	$ 55.93	2.0%
>3 units/acre	$ 1,865.33	$ 1,902.64	$ 37.31	2.0%
>5.5 - 12 units/acre	$ 1,282.41	$ 1,308.06	$ 25.65	2.0%
12+ units/acre	$ 854.94	$ 872.04	$ 17.10	2.0%

Industrial Pretreatment Rates				
	2023 Adopted	2024 Proposed	Amount Change	% Change
Monthly Charge per EQU	$ 24.55	$ 26.02	$ 1.47	6.0%
Industrial Pretreatment Surcharges				
BOD Surcharge per pound	$ 0.49	$ 0.52	$ 0.03	6.0%
TSS Surcharge per pound	$ 0.43	$ 0.46	$ 0.03	6.0%
Excess Flow Surcharge per 1000 Gal	$ 5.13	$ 5.44	$ 0.31	6.0%
Accelerated cleaning charges are for non-compliant food service establishments. BOD/TSS and the current EQU rate are used to establish monthly costs. The surcharge is used to recoup costs for additional line cleanings and treating higher than normal BOD/TSS. Accelerated Cleaning uses the formula above.				

Graywater Control Program Permit Fees				
	2023 Adopted	2024 Proposed	Amount Change	% Change
Category A – Single Family, outdoor subsurface irrigation	$ 50.00	$ 50.00	$ 0.00	0.0%
Category B – Non-Single Family, subsurface irrigation	$ 100.00	$ 100.00	$ 0.00	0.0%
Category C – Single Family, indoor and outdoor	$ 200.00	$ 200.00	$ 0.00	0.0%
Category D – Non-Single Family, indoor and outdoor	$ 400.00	$ 400.00	$ 0.00	0.0%

Administrative Fees				
	2023 Adopted	2024 Proposed	Amount Change	% Change
Delinquent Tag Fee	$ 5.00	$ 5.00	$ -	0.0%
Disconnect Fee	$ 40.00	$ 40.00	$ -	0.0%
Web Payment Return Fee	$ 9.95	$ 9.95	$ -	0.0%
Return Check Charge	$ 20.00	$ 20.00	$ -	0.0%
Title Company Cancelation Fee	$ 50.00	$ 50.00	$ -	0.0%

Water Meter Lock-Off Fee	$ 50.00	$ 50.00	$ -	0.0%
After-Hours Service Call	$ 50.00	$ 50.00	$ -	0.0%

Solid Waste Rates				
Automated Monthly Container Prices	**2023 Adopted**	**2024 Proposed**	**Amount Change**	**% Change**
1 - 64 Gallon Container	$ 14.25	$ 15.25	$ 1.00	7.0%
1 - 96 Gallon Container	$ 19.75	$ 22.75	$ 3.00	15.2%
Solid Waste and Recycle Rates - Includes Dual Stream and Yard Waste				
Automated Monthly Container Prices	**2023 Adopted**	**2024 Proposed**	**Amount Change**	**% Change**
1 - 48 Gallon Container	$ 11.50	$ 12.50	$ 1.00	8.7%
1 - 64 Gallon Container	$ 15.75	$ 17.50	$ 1.75	11.1%
1 - 96 Gallon Container	$ 25.00	$ 28.00	$ 3.00	12.0%
Commercial Monthly Dumpster Rates (Solid Waste)				
Monthly Container Prices	**2023 Adopted**	**2024 Proposed**	**Amount Change**	**% Change**
1-2 Cubic Yard (Serviced 1 per Week)	$ 82.00	$ 90.00	$ 8.00	9.8%
1-4 Cubic Yard (Serviced 1 per Week)	$ 133.00	$ 146.00	$ 13.00	9.8%
1-6 Cubic Yard (Serviced 1 per Week)	$ 180.50	$ 199.00	$ 18.50	10.2%
1-8 Cubic Yard (Serviced 1 per Week)	$ 227.00	$ 250.00	$ 23.00	10.1%
Commercial Monthly Dumpster Rates (Recycle - Cardboard)				
Monthly Container Prices	**2023 Adopted**	**2024 Proposed**	**Amount Change**	**% Change**
1-2 Cubic Yard (Serviced 1 per Week)	$ 40.00	$ 40.00	$ 0.0	0.0%
1-4 Cubic Yard (Serviced 1 per Week)	$ 80.00	$ 80.00	$ 0.0	0.0%
1-6 Cubic Yard (Serviced 1 per Week)	$ 120.00	$ 120.00	$ 0.0	0.0%
1-8 Cubic Yard (Serviced 1 per Week)	$ 160.00	$ 160.00	$ 0.0	0.0%

Parking Rates				
	2023 Adopted	**2024 Proposed**	**Amount Change**	**% Change**
2 – 4 Hour Meters	$ 0.75	$ 1.00	$ 0.25	33.3%
10 Hour Meters (rate 1)	$ 0.10	$ 0.50	$ 0.40	400.0%
10 Hour Meters (rate 2)	$ 0.25	$ 0.55	$ 0.25	100.0%
10 Hour Permits (per month)	$ 25.00	$ 30.00	$ 5.00	20.0%
Garage Covered Parking (per month)	$ 65.00	$ 75.00	$ 10.00	15.4%
Garage Uncovered Parking (per month)	$ 15.00	$ 30.00	$ 15.00	100.0%

Parking Fines						
	2023 Adopted	2023 Current Deadline	2024 Proposed	2024 Proposed Deadline	Amount Change	% Change
Expired Meter	$ 15.00	1-7 days = $15 8-14 days = $25 15-29 days =$35 30 Days = $85	$ 25.00	1-7 days = $25 8-14 days = $35 15-29 days =$45 30 Days = $100	$ 10.00	66.7%
Illegal Parking	$ 20.00	1-7 days = $20 8-14 days = $30 15-29 days =$40 30 Days = $90	$ 25.00	1-7 days = $25 8-14 days = $35 15-29 days =$45 30 Days = $100	$ 5.00	25.0%
Handicap Parking Violation	$ 75.00	1-7 days = $75 8-14 days = $85 15-29 days =$95 30 Days = $145	$ 150.00	1-7 days = $150 8-14 days = $160 15-29 days =$170 30 Days = $220	$ 75.00	100.0%

PASSED and ADOPTED this _____ day of _____, 2023.

_____
President of the Council

Attest:

_____
City Clerk

Grand Junction City Council

Regular Session

Item #4.d.

Meeting Date: December 6, 2023

Presented By: Jodi Welch, Finance Director Emeritus

Department: Finance

Submitted By: Jodi Welch, Finance Director Emeritus

Information

SUBJECT:

A Resolution Allocating Certain Property Tax and Sales Tax Revenues for the Grand Junction Downtown Development Authority and for Certification of Property Tax Distribution Percentages to the County Assessor

RECOMMENDATION:

Staff recommends approval of the resolutions allocating certain property tax and sales tax revenues to the Downtown Development Authority and the certification of property tax distribution to the County Assessor.

EXECUTIVE SUMMARY:

The Downtown Development Authority was formally established in 1981 and is funded in part through tax increment funding (TIF) revenues. Through State statute, the DDA receives these revenues from all the taxing jurisdictions within the DDA boundary. This Resolution affirms the commitment of 100 percent of the City property taxes attributable to the increment in property assessments. This resolution also confirms the commitment of 100 percent of the City sales tax revenues within the DDA district attributable to the increment of sales tax growth.

BACKGROUND OR DETAILED INFORMATION:

The DDA was formally established in 1981 and operated under the provisions of the original statute enabling legislation for its first 30 years. Ad valorem real property tax revenues attributable to the growth in the taxable assessed basis of property within the DDA boundary (the "increment") are the primary source of capital funds for DDA projects. Tax revenues derived from the increment are held in a designated fund used exclusively for debt service for DDA undertakings. The City of Grand Junction further established sales tax increment districts in the DDA and has paid revenues to the DDA attributable to the increment in sales tax growth.

In 2008, the Colorado legislature modified 31-25-807, C.R.S., to allow the extension of Downtown Development Authorities for an additional 20-year term, subject to new provisions regarding the increment. During the 20-year extension, the DDA shall receive 50 percent of the property tax revenues attributable to the increment in property assessments as measured from a new base year of 1991, unless a taxing entity agrees to allocate a greater percentage.

The DDA receives property tax revenues attributable to the increment from several other local taxing authorities in addition to the City; Mesa County (General Fund and Human Services levies), School District 51, Mesa County Public Library District, Colorado River Water District, Grand Valley Drainage District, and the Mosquito Control District.

During the process to extend the authorization of the DDA, School District 51 agreed to allocate 100 percent of the increment revenues to the DDA during the extension period (Board of Education Resolution 10/11: 90). The remainder of taxing entities have not allocated any additional revenues beyond the base 50 percent mandated by state law, including most recently, the Mesa County Public Library District Board which voted in June 2012 to allow only the base 50 percent allocation.

Additionally, 31-25-807, C.R.S., requires that the governing body (the City of Grand Junction) annually certify and itemize to the County Assessor the property tax distribution percentages from each of the taxing entities that contribute to the special revenue fund. The proposed Property Tax TIF Resolution directs the City Manager to provide such certification to the County Assessor. The Sales Tax TIF Resolution confirms the commitment of 100 percent of the DDA district sales taxes attributable to the increment of sales tax growth.

FISCAL IMPACT:

Under the provisions of 31-25-807, C.R.S., local taxing entities, including the City of Grand Junction, are not required to provide any additional TIF allocation beyond the statutory requirement of 50 percent. In agreeing to a 100 percent allocation of property tax increment and sales tax increment revenues, the City is foregoing an estimated $227,155 in property tax revenues and an estimated $718,153 in sales tax revenues for 2024.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 108-23, a resolution for the allocation of certain property tax revenues for the Grand Junction Downtown Development Authority and for certification of property tax distribution percentages to the County Assessor, and Resolution No. 10923, a resolution for the allocation of certain sales tax revenues for the Grand Junction Downtown Development Authority.

Attachments

1. DDA Property Tax TIF Resolution
2. DDA Sales Tax TIF Resolution

RESOLUTION NO. _____-23

A RESOLUTION FOR ALLOCATION OF CERTAIN PROPERTY TAX REVENUES FOR THE GRAND JUNCTION DOWNTOWN DEVELOPMENT AUTHORITY AND FOR CERTIFICATION OF PROPERTY TAX DISTRIBUTION PERCENTAGES TO THE COUNTY ASSESSOR

Recitals:

WHEREAS, the Grand Junction Downtown Development Authority ("DDA") was established and exists to enhance the built environment of the public spaces, buildings, and property by the expenditure of money to prevent and remedy slum and blight within the boundaries of the DDA; and,

WHEREAS, the DDA strives to create a more pleasing urban environment and expand the opportunities for residents and visitors to experience a quality urban landscape, streets, buildings, and design in public places; and,

WHEREAS, in 2008 the Colorado Legislature changed section 31-25-807, C.R.S., providing that fifty percent (50%) of the property taxes levied, or such greater amount as may be set forth in an agreement negotiated by the municipality and the respective public bodies, shall be paid into the designated fund of the municipality (which portion of the taxes is also and may for the purpose of this resolution be known as and referred to as the "increment" of the "TIF"); and,

WHEREAS, section 31-25-807, C.R.S., further requires that the governing body annually certify to the county assessor an itemized list of the property tax distribution percentages attributable to the designated fund of the municipality from the mill levies of each public body; and,

WHEREAS, the City of Grand Junction has committed to allocate one hundred percent (100%) of the ad valorem property tax increment to the DDA debt service fund; and,

WHEREAS, the purpose of the allocation shall be for the continued construction of capital improvement projects as provided by state law in the City of Grand Junction's downtown area; and,

WHEREAS, such allocation is in the best interests of the community of the City of Grand Junction;

NOW, THEREFORE, BE IT RESOLVED BY THE GRAND JUNCTION CITY COUNCIL:

1. The City of Grand Junction agrees that one hundred percent (100%) of the ad valorem property taxes attributable to the increment of assessed values of properties

located within the DDA boundaries and subject to the City of Grand Junction mill levy for the benefit and use of the DDA for the 2024 budget period. Funds shall be approved for expenditure in accordance with City financial policies but shall not constitute funds of the City for any purpose, including but not limited to the application of Article X, Section 20 of the Colorado Constitution.

2. The City Manager is hereby authorized and directed to certify to the county assessor the property tax distribution percentages attributable to the designated fund of the municipality from the mill levies of each participating public body.

PASSED and ADOPTED this____ day of _____, 2023.

_____
President of the Council

Attest:

_____
City Clerk

RESOLUTION NO. _____-23

A RESOLUTION FOR ALLOCATION OF CERTAIN SALES TAX REVENUES FOR THE GRAND JUNCTION DOWNTOWN DEVELOPMENT AUTHORITY

Recitals:

WHEREAS, the Grand Junction Downtown Development Authority ("DDA") was established and exists to enhance the built environment of the public spaces, buildings, and property by the expenditure of money to prevent and remedy slum and blight within the boundaries of the DDA; and,

WHEREAS, the DDA strives to create a more pleasing urban environment and expand the opportunities for residents and visitors to experience a quality urban landscape, streets, buildings, and design in public places; and,

WHEREAS, the City of Grand Junction has committed to allocate one hundred percent (100%) of the sales tax increment to the DDA debt service fund; and,

WHEREAS, the purpose of the allocation shall be for the continued construction of capital improvement projects as provided by state law in the City of Grand Junction's downtown area; and,

WHEREAS, such allocation is in the best interests of the community of the City of Grand Junction;

NOW, THEREFORE, BE IT RESOLVED BY THE GRAND JUNCTION CITY COUNCIL:

1. The City of Grand Junction agrees that one hundred percent (100%) of the sales taxes are attributable to the increment of sales tax growth within sales tax districts located within the DDA boundaries for the benefit and use of the DDA for the 2024 budget period. Funds shall be approved for expenditure in accordance with City financial policies but shall not constitute funds of the City for any purpose, including but not limited to the application of Article X, Section 20 of the Colorado Constitution.

PASSED and ADOPTED this____ day of _____, 2023.

_____
President of the Council

Attest:

_____
City Clerk

Grand Junction City Council

Regular Session

Item #4.e.

Meeting Date: December 6, 2023

Presented By: Trent Prall, Engineering and Transportation Director

Department: Engineering & Transportation

Submitted By: Konrad Vallard, Real Estate Manager

Information

SUBJECT:

A Resolution Authorizing the City Manager to Sell and Convey Right of Way and Easements to the Colorado Department of Transportation for the I-70B Improvement Project South of Rood Ave (Phase 6)

RECOMMENDATION:

Staff recommends that the City Council ratify a Memorandum of Agreement with CDOT to sell and convey property and easements, and actions to be taken in connection with the sale and conveyance, to the Colorado Department of Transportation for Public Right of Way for the I70-B Phase 6 project South of Rood from City properties at 159 Main Street, 220 South 1st Street, 225 South 2nd Street, 261 Ute Ave and Mesa County Tax schedule 2945-143-36-004 at the northwest corner of the intersection of South 2nd St and Pitkin Ave as identified in the CDOT Right-of-Way plans for Project Code 23583.

EXECUTIVE SUMMARY:

The Colorado Department of Transportation is in the process of acquiring real property interests to support the construction of Phase 6 of the I-70B corridor from Rood Avenue south to 2nd Street.

BACKGROUND OR DETAILED INFORMATION:

The Colorado Department of Transportation is in the process of acquiring real property interests to support the construction of Phase 6 of the I-70B corridor from Rood Avenue south to 2nd Street along both the Pitkin Avenue and Ute Avenue corridors.

Phase 6 will reconstruct the 1st Street segment from Rood Ave south to 2nd Street modifying the street section from four lanes to six lanes. With Senate Bill 267, CDOT has funding available to start construction of Phase 6 in early 2024. Utility relocations

for the project have begun and CDOT is issuing a conditional Right of Way clearance for the project. This project will be constructed by CDOT concurrent with the 2nd Street Promenade Project, the Intergovernmental Agreement (IGA) for which was authorized by City Council on August 16, 2023. The proposed acquisitions of Right-of-Way and easements identified are being acquired by CDOT in support of these projects.

On March 23, 2023, CDOT issued a Notice of Intent to Acquire Real Property Interests to the City for the proposed real estate and easements identified as TE-5, TE-8, RW-10, TE-13, RW-16, RM-16, PE-16 and TE-16. These acquisitions affect parcels owned by the City including 159 Main Street (TE-5) , 220 South 1st Street (TE-8), 225 South 2nd Street (RW-10 and TE-10), 261 Ute Ave (TE-13) and the vacant, triangular-shaped parcel used for parking at the Northwest corner of South 2nds Street and Pitkin Avenue.

The City acquired an appraisal on its behalf for the parcels and CDOT acquired an appraisal on its behalf for the parcels. CDOT presented an offer to the City on September 21, 2023, for the amount of $334,760.00 with a 45-day offer of incentive of $17,738.00 for a total offer of $352,498.00 if accepted by November 6, 2023. The offer was reviewed by City Staff and the Property Committee and a counteroffer of $374,000 was submitted to CDOT. CDOT accepted the counteroffer on November 27, 2023. This is being presented to City Council for authorization for the conveyance of Right-of-Way and Easements referenced herein. Use of these parcels as Public Right of Way will support the enhancement of the downtown and the transportation corridor and benefit the greater public.

FISCAL IMPACT:

If accepted by the City, the City will receive up to $374,000 for the sale of easements and right-of-way.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 110-23, a resolution authorizing the sale and conveyance of property and easements, and actions to be taken in connection with the sale and conveyance, to the Colorado Department of Transportation for Public Right of Way for the I70-B Phase 6 project South of Rood from City properties at 159 Main Street, 220 South 1st Street, 225 South 2nd Street, 261 Ute Ave and Mesa County Tax schedule 2945-143-36-004 at the northwest corner of the intersection of South 2nd St and Pitkin Ave as identified in the CDOT Right-of-Way plans for Project Code 23583.

Attachments

1. 23583_CDOT I-70B_Acquisition_Overview
2. 23583_CDOT I-70B_Offer_to_City
3. 23583_CDOT I-70B_ROW_Plans
4. 23583_CDOT I-70B_LegalDescriptions_for_Offer_to_City
5. 23583_CDOT I-70B_Memorandum_of_Agreement
6. Resolution - I-70B South of Rood_Draft

CDOT Acquisitions



N

0 305 610 ft

Printed: 4/3/2023

1 inch equals 188 feet

Scale: 1:2,257

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

COLORADO
Department of Transportation
Region 3

222 South 6th Street, #317
Grand Junction, CO 81501-2769

Project No.: NHPP 070A-037
Location: I-70B South of Rood
Project Code: 23583
Parcel: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16, 16-RM, PE-16, TE-16

Via: Personal delivery
September 21, 2023

The City of Grand Junction
Attn: Konrad Vallard
244 N 7th St
Grand Junction, CO 81501

Re: Offer to Acquire and Summary of Just Compensation for 159 Main St, 220 S 1st St, 225 S 2nd St, 261 Ute Ave, and 320 S 1st St, in Grand Junction, CO

Dear Mr. Vallard,

The Colorado Department of Transportation (CDOT) is proceeding with the safety and operational improvements along I-70 Business Loop. This project phase begins just south of the intersection of Rood Ave and I-70B and continues easterly to just west of 4th St. The project includes the reconstruction and realignment of I-70B, multimodal, drainage, lighting, traffic signal, access improvements, as well as landscaping, signing and striping to accommodate the new design. The proposed construction start date is the spring of 2024.

In order to construct and maintain these improvements, the project requires additional right of way. CDOT hereby offers you just compensation in the amount of **Three Hundred Thirty Four Thousand Seven Hundred Sixty and 00/100 Dollars** for the property interests necessary to construct the project. The identified parcels necessary for this first option (Option 1) are itemized in the table below. This amount is offered as total compensation for all interests in the parcels required for the project and includes all improvements, damages and benefits, if any, to the remaining portions of your property under this option.

Land	Area (square feet)	Compensation
TE-5	5,038 sq.ft.	$ 20,007.00
TE-8	916 sq.ft.	$ 2,473.00
RW-10	9,470 sq.ft.	$179,930.00
TE-10	1,529 sq.ft.	$ 6,536.00
TE-13	3,210 sq.ft.	$ 13,722.00
RW-16	1,682 sq.ft.	$ 31,958.00
PE-16	1,539 sq.ft.	$ 26,317.00
TE-16	892 sq.ft.	$ 3,813.00

Total Land		$284,756.00
Improvements		$ 50,004.00
Damages/Cost to Cure	N/A	N/A
Total Compensation (without 16-RM)		$334,760.00 (rounded)

The acquisition of parcel RW-16 results in an uneconomic remnant. CDOT is required to offer to purchase the unecomic remant (16-RM) at fair market value, however, you are not required to sell 16-RM to CDOT. CDOT's offer to you for acquisiton of the parcels necessary to construct the project, in addition to 16-RM is **Three Hundred Ninety Three Thousand One Hundred Twenty and 00/100 Dollars**. The idenfited parcels for this option (Option 2) are noted in the table below. This amount is offered as total compensation for all interests in the identified parcels and includes all improvements, damages and benefits, if any, to the remaining portions of your property under this option.

Land	Area (square feet)	Compensation
TE-5	5,038 sq.ft.	$ 20,007.00
TE-8	916 sq.ft.	$ 2,473.00
RW-10	9,470 sq.ft.	$179,930.00
TE-10	1,529 sq.ft.	$ 6,536.00
TE-13	3,210 sq.ft.	$ 13,722.00
RW-16	1,682 sq.ft.	$ 31,958.00
16-RM	6,042 sq.ft.	$ 88,481.00
Total Land		$343,107.00
Improvements		$ 50,004.00
Damages/Cost to Cure	N/A	N/A
Total Compensation (with 16-RM)		$393,120.00 (rounded)

Incentive:
In addition to the base offer, CDOT is offering an incentive for receiving all required, signed documentation within 45 days of the date of this letter. The amount of the incentive is based on CDOT's total offer to you as noted in each of the options below. The incentive is considered an offer of compromise; and is only applicable if the attached Memorandum of Agreement (MOA) is signed and returned to my attention within the 45-day period which ends at 5:00 PM, November 6, 2023.

1. **Option 1 (Includes the following parcels):**

   If the signed documents are received in our office on or before November 6, 2023, an incentive of 5% of the base plus $1,000 will be paid to the property owner, computed as follows:

   $334,760.00 x 5% = $16,738.00 + $1,000.00 = $17,738.00 total incentive

2. **Option 2 (Includes the following parcels):**

   If the signed documents are received in our office on or before November 6, 2023, an incentive of 5% of the base plus $1,000 will be paid to the property owner, computed as follows:

   $393,120.00 x 5% = $19,656.00 + $1,000.00 = $20,656.00 total incentive

Summary:

CDOT hereby offers you just compensation for all interests in the parcel and includes all damages and benefits, if any, to the remaining portions of your property.

Option 1

Offer without incentive is $334,760.00 rounded
Offer with incentive is $334,760.00 + $17,738 = $352,498.00 if received by 5:00PM, November 6, 2023

Option 2

Offer without incentive is $393,120.00 rounded
Offer with incentive is $393,120.00 + $20,656.00 = $413,776.00 if received by 5:00PM, November 6, 2023.

Enclosed you will find:

1. Offer of Fair Market Value (without 16-RM)
2. Offer of Fair Market Value (with 16-RM)
3. Memorandum of Agreement with Legal descriptions (without 16-RM)
4. Memorandum of Agreement with Legal descriptions (with 16-RM)
5. Statement of Authority
6. Right of Way Plan Sheets
7. Request for Taxpayer Identification Form (W-9)
8. Form 733 Receipt of Real Estate Appraisal
9. Demographic Information Form (with postage paid return envelope)

Please review and return the original forms (MOA, Statement of Authority, Form 733 and W-9 form) in the enclosed return envelope to Elaine Kilpatrick, CDOT ROW, 222 South 6th Street, Rm 317, Grand Junction CO 81501.

Included in this package is a Demographic Information form. Completing this form is voluntary; it is used to document CDOT's compliance with several federal civil rights laws. If you choose to complete this information, please return it in the enclosed pre-paid envelope addressed to our CDOT Denver, Colorado address.

Please contact me at 920-987-1169 (Cellphone) or 970-683-6218 (Office) if you have any questions or concerns regarding this offer letter or the enclosures. Thank you for your assistance in this important public improvement project.

Sincerely,

Elaine Kilpatrick
Region 3 Real Estate Specialist

Enclosures
cc: File
ROW Services, Project Development

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

OFFER OF FAIR MARKET VALUE

COLORADO
Department of Transportation
Region 3

Project Code: 23583
Parcel No: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16, PE-16, TE-16
Project No: NHPP 070A-037
Location: I-70B South of Rood
Date: 9/21/2023

Dear Property Owner:

The Colorado Department of Transportation offers you the following amount as fair market value compensation for your property. The amount offered was determined in accordance with applicable Federal and State laws and requirements.

1. Land $211,888.00
2. Permanent & Slope Easements .....$ 26,317.00
3. Temporary Easements .....$ 46,551.00
4. Improvements .....$ 50,004.00
5. Damages .....$ n/a
6. Less Benefits (credit) .....$ n/a
7. TOTAL .....$334,760.00 rounded

We based our determination on the following information:

a. Identification of the real property to be acquired: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16 PE-16, TE-16
b. Type of interest being acquired: RW-10, RW-16 - Fee Parcel
PE-16 Permanent Easement
TE-5, TE-8, TE-10. TE-13, TE-16- Temporary Easement (18-month duration)
c. Identification of all improvements, including fixtures, to be acquired: Asphalt/concrete, curb/sidewalk, street light, landscaping including bushes, trees, sod and sprinkler systems
d. Identification of real property improvements, including fixtures, to be acquired which are not owned by the landowner: n/a

Sincerely,

Elaine Kilpatrick
Real Estate Specialist Region 3

Attachment

cc: Project Development Branch (ROW Services)
Region ROW

CDOT Form #240
10/08

Previous editions are obsolete and may not be used

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

OFFER OF FAIR MARKET VALUE

COLORADO
Department of Transportation
Region 3

Project Code: 23583
Parcel No: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16, 16-RM
Project No: NHPP 070A-037
Location: I-70B South of Rood
Date: 9/21/2023

Dear Property Owner:

The Colorado Department of Transportation offers you the following amount as fair market value compensation for your property. The amount offered was determined in accordance with applicable Federal and State laws and requirements.

1. Land $300,369.00
2. Permanent & Slope Easements .....$ N/A
3. Temporary Easements .....$ 42,738.00
4. Improvements .....$ 50,004.00
5. Damages .....$ n/a
6. Less Benefits (credit) .....$ n/a
7. TOTAL .....$393,120.00 rounded

We based our determination on the following information:

a. Identification of the real property to be acquired: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16 16-RM

b. Type of interest being acquired: RW-10, RW-16, 16-RM - Fee Parcel
TE-5, TE-8, TE-10. TE-13 - Temporary Easement (18-month duration)

d. Identification of all improvements, including fixtures, to be acquired: Asphalt/concrete, curb/sidewalk, street light, landscaping including bushes, trees, sod and sprinkler systems

c. Identification of real property improvements, including fixtures, to be acquired which are not owned by the landowner: n/a

Sincerely,

Elaine Kilpatrick
Real Estate Specialist Region 3

Attachment

cc: Project Development Branch (ROW Services)
Region ROW

CDOT Form #240
10/08

Previous editions are obsolete and may not be used

STATEMENT OF AUTHORITY

1. This Statement of Authority relates to an entity named The City of Grand Junction, and is executed on behalf of the entity pursuant to the provisions of Section 38-30-172, C.R.S.2

2. The entity is a:

☐	Corporation	☐	Limited Liability Company
☐	Non-Profit Corporation	☐	General Partnership
☐	Trust	☐	Limited Partnership
☐	Business Trust	☐	Registered Limited Liability Partnership
☐	Governmental Subdivision or Agency	☐	Registered Limited Liability Limited Partnership
☐	Unincorporated Non-Profit Association	☐	Limited Partnership Association
☐	Other		

3. The entity was formed under the laws of the State of Colorado.

4. The mailing address for the entity is: _____.

5. The **name** and **position** of each person authorized to execute instruments conveying, encumbering or otherwise affecting title to real property on behalf of the entity is:
   - name: _____, position:_____
   - name: ""_____, position:_____

6. (Optional)[3] The authority of the foregoing person(s) to bind the entity ☐ is limited ☐ is not limited as follows: _____.

7. (Optional) Other matters concerning the manner in which the entity deals with its interest(s) in real property: _____.

DATED: _____

The City of Grand Junction

_____ _____

by: _____ by:_____

its:_____ its:_____

STATE OF: _____)
)ss.
COUNTY OF: _____)

The foregoing instrument was acknowledged before me on this _____day of _____ , 2023.

By_____ as _____ and by

_____ as _____ of

The City of Grand Junction.

Witness my hand and official seal.
My Commission Expires:

_____
Notary Public

[1] This form should not be used unless the entity is capable of holding title to real property.
[2] This Statement of Authority must be recorded to obtain the benefits of the statute.
[3] The absence of any stated limitation shall be prima facie evidence that no limitation exists.

COLORADO DEPARTMENT OF TRANSPORTATION

MEMORANDUM OF AGREEMENT

Project Code: 23583	Parcel No: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16, PE-16, TE-16
Project No: NHPP 070A-037	
Location: I-70B South of Rood	
County: Mesa	State Highway No: I-70B

This agreement made on (date)_____ , 2023 is between the State of Colorado for the use and benefit of the Colorado Department of Transportation (GRANTEE) for the purchase of the parcel(s) listed above from the

Owner(s) The City of Grand Junction (GRANTOR).

Just compensation was determined by an appropriate valuation procedure prepared in accordance with Colorado state laws and regulations. The amount of money and/or compensation listed below is full consideration for the following land, easements, improvements, and damages of any kind.

Land (described in attached exhibits): RW-10, RW-16	11,152 Sq.ft☒/acres☐	$211,888.00
Permanent and Slope Easements (described in attacehd exhibits): PE-16	1,539 Sq.ft☒/acres☐	$ 26,317.00
Temporary Easements (described in attached exhibits): TE-5, TE-8, TE-10, TE-13, TE-16	11,585 Sq.ft☒/acres☐	$ 46,551.00
Incentive (only applicable if received by November 6, 2023)		$ 17,738.00
Damages: None		$
Improvements: Asphalt/concrete, curb/sidewalk, street light, landscaping including bushes, trees, sod and sprinkler systems		$ 50,004.00
Gross Total (if received by November 6, 2023)		$352,498.00
		$
Gross Total (if NOT received by November 6, 2023)		$334,760.00 (rounded)

Other conditions:

1. The agreement includes an incentive payment. The incentive payment is only applicable if CDOT receives the final executed agreement on or before November 6, 2023 which is within 45 days of CDOT's offer of fair market value.
2. The term of Grantee's use of the Temporary Easement shall be for a period of 18 months ("term"). The term shall commence on the date Grantee or Grantee's contractor enters the Temporary Easement area ("commencement date") and shall terminate 10 days after the conclusion of construction or 18 months after the commencement date, whichever event occurs first.

The GRANTOR:

1) Will, at the closing, pay all taxes (including prorated taxes for the current year) and special assessments for the current year;
2) Has entered into this agreement only because the GRANTEE has the power of eminent domain and requires the property for public purposes;
3) Be responsible for securing releases from all liens, judgments and encumbrances to deliver clear, unencumbered title to GRANTEE. Any encumbrance required to be paid by GRANTOR shall be paid at or before closing from the proceeds of the transaction hereby contemplated or from any other source;
4) Will execute and deliver to GRANTEE those documents indicated below;
5) Excepts from the subject property described herein in the attached Exhibits, the mineral estate and including all coal, oil, gas and other hydrocarbons, and all clay and other valuable mineral in and under said subject property. The GRANTOR hereby covenants and agrees that the GRANTEE shall forever have the right to take and use, without payment of further compensation to the GRANTOR, any and all sand, gravel, earth, rock, and other road building materials found in or upon said subject property and belonging to the GRANTOR; and
6) The GRANTOR further covenants and agrees that no exploration for, or development of any of the products, as described above, and owned by the GRANTOR heretofore or hereafter the date set forth above and hereby excepted will ever be conducted on or from the surface of the premises described in the attached Exhibits, and that in the event any of such operations may hereafter be carried on beneath the surface of said premises, the GRANTOR shall perform no act which may impair the subsurface or lateral support of said premises. These covenants and agreements hereunder, shall inure to and be binding upon the GRANTOR and its heirs, personal and legal representatives, successors and assigns forever.

NOTE: At GRANTOR'S sole discretion, the GRANTOR may convey the underlying mineral estate owned by GRANTOR to the GRANTEE. GRANTEE makes no representations about the nature, title or value of the mineral estate. In transactions where GRANTOR conveys the underlying mineral estate to GRANTEE, Paragraphs 5 and 6, as set forth above, will be deleted from this Memorandum of Agreement and the conveyance document.

☐ GRANTOR conveys the underlying mineral estate to GRANTEE. Paragraphs 5 and 6 are hereby deleted from the Memorandum of Agreement and the conveyance document.

The GRANTEE:
1) Will be entitled to specific performance of this agreement upon tender of the agreed consideration;
2) Will be held harmless from any claims against the property or to any interest in the property, except for any benefits due under relocation law;
3) Will make payment after receiving acceptable conveyance instruments from the GRANTOR;
4) Will take possession and use of the parcel(s) when it deposits the consideration, as set forth above, into an escrow account for the benefit of the GRANTOR, or when GRANTEE disburses funds to GRANTOR. Transfer of title to the parcel(s) shall occur upon performance of any and all terms under this agreement, and release of the payment from escrow to the GRANTOR, unless other arrangements are made that follow Title III of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended; and
5) Will prepare the following documents:

☒ General Warranty Deed	☐ Utility Easement
☐ Access Deed	☒ Permanent Easement
☐ Full Release(s) Book/Page:	☐ Slope Easement
☐ Partial Release(s) Rcpt No.:	☒ Temporary Easement

☐ Or (specify) also

☒ Title Company to prepare documents except Warranty Deed,Permanent Easement, Temporary Easement

Order Warrant $352,498.00	Payable to: Fidelity National Title Company as escrow agent FBO The City of Grant Junction
Order Warrant $	Payable to:

Real Estate Specialist	**GRANTOR signature** **Attach form W-9**
	GRANTOR (if applicable)
Division approval (Region ROW Manager)	**GRANTEE signature**

cc: Project Development Branch – ROW Services (original)
Property Owner
Region Right-of-Way Manager
Region Program Engineer/Resident Engineer/Project Engineer

CDOT Form #784 – 1/2012

Editions prior to 1/2012 are obsolete and may not be used

COLORADO DEPARTMENT OF TRANSPORTATION **MEMORANDUM OF AGREEMENT**	Project Code: 23583	Parcel No: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16, PE-16, TE-16
	Project No: NHPP 070A-037	
	Location: I-70B South of Rood	
	County: Mesa	State Highway No: I-70B

This agreement made on (date)_____, 2023 is between the State of Colorado for the use and benefit of the Colorado Department of Transportation (GRANTEE) for the purchase of the parcel(s) listed above from the

Owner(s) The City of Grand Junction (GRANTOR).

Just compensation was determined by an appropriate valuation procedure prepared in accordance with Colorado state laws and regulations. The amount of money and/or compensation listed below is full consideration for the following land, easements, improvements, and damages of any kind.

Land (described in attached exhibits): RW-10, RW-16	11,152 Sq.ft☒/acres☐	$211,888.00
Permanent and Slope Easements (described in attacehd exhibits): PE-16	1,539 Sq.ft☒/acres☐	$ 26,317.00
Temporary Easements (described in attached exhibits): TE-5, TE-8, TE-10, TE-13, TE-16	11,585 Sq.ft☒/acres☐	$ 46,551.00
Incentive (only applicable if received by November 6, 2023)		$ 17,738.00
Damages: None		$
Improvements: Asphalt/concrete, curb/sidewalk, street light, landscaping including bushes, trees, sod and sprinkler systems		$ 50,004.00
Gross Total (if received by November 6, 2023)		$352,498.00
		$
Gross Total (if NOT received by November 6, 2023)		$334,760.00 (rounded)

Other conditions:

1. The agreement includes an incentive payment. The incentive payment is only applicable if CDOT receives the final executed agreement on or before November 6, 2023 which is within 45 days of CDOT's offer of fair market value.
2. The term of Grantee's use of the Temporary Easement shall be for a period of 18 months ("term"). The term shall commence on the date Grantee or Grantee's contractor enters the Temporary Easement area ("commencement date") and shall terminate 10 days after the conclusion of construction or 18 months after the commencement date, whichever event occurs first.

The GRANTOR:

1) Will, at the closing, pay all taxes (including prorated taxes for the current year) and special assessments for the current year;
2) Has entered into this agreement only because the GRANTEE has the power of eminent domain and requires the property for public purposes;
3) Be responsible for securing releases from all liens, judgments and encumbrances to deliver clear, unencumbered title to GRANTEE. Any encumbrance required to be paid by GRANTOR shall be paid at or before closing from the proceeds of the transaction hereby contemplated or from any other source;
4) Will execute and deliver to GRANTEE those documents indicated below;
5) Excepts from the subject property described herein in the attached Exhibits, the mineral estate and including all coal, oil, gas and other hydrocarbons, and all clay and other valuable mineral in and under said subject property. The GRANTOR hereby covenants and agrees that the GRANTEE shall forever have the right to take and use, without payment of further compensation to the GRANTOR, any and all sand, gravel, earth, rock, and other road building materials found in or upon said subject property and belonging to the GRANTOR; and
6) The GRANTOR further covenants and agrees that no exploration for, or development of any of the products, as described above, and owned by the GRANTOR heretofore or hereafter the date set forth above and hereby excepted will ever be conducted on or from the surface of the premises described in the attached Exhibits, and that in the event any of such operations may hereafter be carried on beneath the surface of said premises, the GRANTOR shall perform no act which may impair the subsurface or lateral support of said premises. These covenants and agreements hereunder, shall inure to and be binding upon the GRANTOR and its heirs, personal and legal representatives, successors and assigns forever.

Editions prior to 1/2012 are obsolete and may not be used

NOTE: At GRANTOR'S sole discretion, the GRANTOR may convey the underlying mineral estate owned by GRANTOR to the GRANTEE. GRANTEE makes no representations about the nature, title or value of the mineral estate. In transactions where GRANTOR conveys the underlying mineral estate to GRANTEE, Paragraphs 5 and 6, as set forth above, will be deleted from this Memorandum of Agreement and the conveyance document.

☐ GRANTOR conveys the underlying mineral estate to GRANTEE. Paragraphs 5 and 6 are hereby deleted from the Memorandum of Agreement and the conveyance document.

The GRANTEE:
1) Will be entitled to specific performance of this agreement upon tender of the agreed consideration;
2) Will be held harmless from any claims against the property or to any interest in the property, except for any benefits due under relocation law;
3) Will make payment after receiving acceptable conveyance instruments from the GRANTOR;
4) Will take possession and use of the parcel(s) when it deposits the consideration, as set forth above, into an escrow account for the benefit of the GRANTOR, or when GRANTEE disburses funds to GRANTOR. Transfer of title to the parcel(s) shall occur upon performance of any and all terms under this agreement, and release of the payment from escrow to the GRANTOR, unless other arrangements are made that follow Title III of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended; and
5) Will prepare the following documents:

☒ General Warranty Deed	☐ Utility Easement
☐ Access Deed	☒ Permanent Easement
☐ Full Release(s) Book/Page:	☐ Slope Easement
☐ Partial Release(s) Rcpt No.:	☒ Temporary Easement

☐ Or (specify) also

☒ Title Company to prepare documents except Warranty Deed,Permanent Easement, Temporary Easemnet

Order Warrant $334,760.00	Payable to: Fidelity National Title Company as escrow agent FBO The City of Grand Junction
Order Warrant $	Payable to:

Real Estate Specialist	**GRANTOR signature** **Attach form W-9**
	GRANTOR (if applicable)
Division approval (Region ROW Manager)	**GRANTEE signature**

cc: Project Development Branch – ROW Services (original)
Property Owner
Region Right-of-Way Manager
Region Program Engineer/Resident Engineer/Project Engineer

CDOT Form #784 – 1/2012

Editions prior to 1/2012 are obsolete and may not be used

COLORADO DEPARTMENT OF TRANSPORTATION **MEMORANDUM OF AGREEMENT**	Project Code: 23583	Parcel No: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16, 16-RM
	Project No: NHPP 070A-037	
	Location: I-70B South of Rood	
	County: Mesa	State Highway No: I-70B

This agreement made on (date)_____ , 2023 is between the State of Colorado for the use and benefit of the Colorado Department of Transportation (GRANTEE) for the purchase of the parcel(s) listed above from the

Owner(s) The City of Grand Junction (GRANTOR).

Just compensation was determined by an appropriate valuation procedure prepared in accordance with Colorado state laws and regulations. The amount of money and/or compensation listed below is full consideration for the following land, easements, improvements, and damages of any kind.

Land (described in attached exhibits): RW-10, RW-16, 16-RM	11,152 Sq.ft☒/acres☐	$300,369.00
Permanent and Slope Easements (described in attacehd exhibits): N/A	Sq.ft☒/acres☐	$ N/A
Temporary Easements (described in attached exhibits): TE-5, TE-8, TE-10, TE-13	11,585 Sq.ft☒/acres☐	$ 42,738.00
Incentive (only applicable if received by November 6, 2023)		$ 20,656.00
Damages: None		$
Improvements: Asphalt/Concrete, Curb/Sidewalk, Street light, Landscaping including bushes, trees, sod and sprinkler systems		$ 50,004.00
Gross Total (if received by November 6, 2023)		$413,776.00
		$
Gross Total (if NOT received by November 6, 2023)		$393,120.00 (rounded)

Other conditions:

1. The agreement includes an incentive payment. The incentive payment is only applicable if CDOT receives the final executed agreement on or before November 6, 2023 which is within 45 days of CDOT's offer of fair market value.
2. The term of Grantee's use of the Temporary Easement shall be for a period of 18 months ("term"). The term shall commence on the date Grantee or Grantee's contractor enters the Temporary Easement area ("commencement date") and shall terminate 10 days after the conclusion of construction or 18 months after the commencement date, whichever event occurs first.

The GRANTOR:

1) Will, at the closing, pay all taxes (including prorated taxes for the current year) and special assessments for the current year;
2) Has entered into this agreement only because the GRANTEE has the power of eminent domain and requires the property for public purposes;
3) Be responsible for securing releases from all liens, judgments and encumbrances to deliver clear, unencumbered title to GRANTEE. Any encumbrance required to be paid by GRANTOR shall be paid at or before closing from the proceeds of the transaction hereby contemplated or from any other source;
4) Will execute and deliver to GRANTEE those documents indicated below;
5) Excepts from the subject property described herein in the attached Exhibits, the mineral estate and including all coal, oil, gas and other hydrocarbons, and all clay and other valuable mineral in and under said subject property. The GRANTOR hereby covenants and agrees that the GRANTEE shall forever have the right to take and use, without payment of further compensation to the GRANTOR, any and all sand, gravel, earth, rock, and other road building materials found in or upon said subject property and belonging to the GRANTOR; and
6) The GRANTOR further covenants and agrees that no exploration for, or development of any of the products, as described above, and owned by the GRANTOR heretofore or hereafter the date set forth above and hereby excepted will ever be conducted on or from the surface of the premises described in the attached Exhibits, and that in the event any of such operations may hereafter be carried on beneath the surface of said premises, the GRANTOR shall perform no act which may impair the subsurface or lateral support of said premises. These covenants and agreements hereunder, shall inure to and be binding upon the GRANTOR and its heirs, personal and legal representatives, successors and assigns forever.

NOTE: At GRANTOR'S sole discretion, the GRANTOR may convey the underlying mineral estate owned by GRANTOR to the GRANTEE. GRANTEE makes no representations about the nature, title or value of the mineral estate. In transactions where GRANTOR conveys the underlying mineral estate to GRANTEE, Paragraphs 5 and 6, as set forth above, will be deleted from this Memorandum of Agreement and the conveyance document.

☐ GRANTOR conveys the underlying mineral estate to GRANTEE. Paragraphs 5 and 6 are hereby deleted from the Memorandum of Agreement and the conveyance document.

The GRANTEE:
1) Will be entitled to specific performance of this agreement upon tender of the agreed consideration;
2) Will be held harmless from any claims against the property or to any interest in the property, except for any benefits due under relocation law;
3) Will make payment after receiving acceptable conveyance instruments from the GRANTOR;
4) Will take possession and use of the parcel(s) when it deposits the consideration, as set forth above, into an escrow account for the benefit of the GRANTOR, or when GRANTEE disburses funds to GRANTOR. Transfer of title to the parcel(s) shall occur upon performance of any and all terms under this agreement, and release of the payment from escrow to the GRANTOR, unless other arrangements are made that follow Title III of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended; and
5) Will prepare the following documents:

☒ General Warranty Deed	☐ Utility Easement
☐ Access Deed	☒ Permanent Easement
☐ Full Release(s) Book/Page:	☐ Slope Easement
☐ Partial Release(s) Rcpt No.:	☒ Temporary Easement

☐ Or (specify) also

☒ Title Company to prepare documents except Warranty Deed,Permanent Easement, Temporary Easement

Order Warrant $413,776.00	Payable to: Fidelity National Title Company as escrow agent FBO The City of Grand Junction
Order Warrant $	Payable to:

Real Estate Specialist	**GRANTOR signature** **Attach form W-9**
	GRANTOR (if applicable)
Division approval (Region ROW Manager)	**GRANTEE signature**

cc: Project Development Branch – ROW Services (original)
Property Owner
Region Right-of-Way Manager
Region Program Engineer/Resident Engineer/Project Engineer

CDOT Form #784 – 1/2012

Editions prior to 1/2012 are obsolete and may not be used

COLORADO DEPARTMENT OF TRANSPORTATION

MEMORANDUM OF AGREEMENT

Project Code: 23583	Parcel No: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16, 16-RM
Project No: NHPP 070A-037	
Location: I-70B South of Rood	
County: Mesa	State Highway No: I-70B

This agreement made on (date)_____ , 2023 is between the State of Colorado for the use and benefit of the Colorado Department of Transportation (GRANTEE) for the purchase of the parcel(s) listed above from the

Owner(s) The City of Grand Junction (GRANTOR).

Just compensation was determined by an appropriate valuation procedure prepared in accordance with Colorado state laws and regulations. The amount of money and/or compensation listed below is full consideration for the following land, easements, improvements, and damages of any kind.

Land (described in attached exhibits): RW-10, RW-16, 16-RM	11,152 Sq.ft☒/acres☐	$300,369.00
Permanent and Slope Easements (described in attacehd exhibits): N/A	Sq.ft☒/acres☐	$ N/A
Temporary Easements (described in attached exhibits): TE-5, TE-8, TE-10, TE-13	11,585 Sq.ft☒/acres☐	$ 42,738.00
Incentive (only applicable if received by November 6, 2023)		$ 20,656.00
Damages: None		$
Improvements: Asphalt/Concrete, Curb/Sidewalk, Street light, Landscaping including bushes, trees, sod and sprinkler systems		$ 50,004.00
Gross Total (if received by November 6, 2023)		$413,776.00
		$
Gross Total (if NOT received by November 6, 2023)		$393,120.00 (rounded)

Other conditions:

1. The agreement includes an incentive payment. The incentive payment is only applicable if CDOT receives the final executed agreement on or before November 6, 2023 which is within 45 days of CDOT's offer of fair market value.
2. The term of Grantee's use of the Temporary Easement shall be for a period of 18 months ("term"). The term shall commence on the date Grantee or Grantee's contractor enters the Temporary Easement area ("commencement date") and shall terminate 10 days after the conclusion of construction or 18 months after the commencement date, whichever event occurs first.

The GRANTOR:

1) Will, at the closing, pay all taxes (including prorated taxes for the current year) and special assessments for the current year;
2) Has entered into this agreement only because the GRANTEE has the power of eminent domain and requires the property for public purposes;
3) Be responsible for securing releases from all liens, judgments and encumbrances to deliver clear, unencumbered title to GRANTEE. Any encumbrance required to be paid by GRANTOR shall be paid at or before closing from the proceeds of the transaction hereby contemplated or from any other source;
4) Will execute and deliver to GRANTEE those documents indicated below;
5) Excepts from the subject property described herein in the attached Exhibits, the mineral estate and including all coal, oil, gas and other hydrocarbons, and all clay and other valuable mineral in and under said subject property. The GRANTOR hereby covenants and agrees that the GRANTEE shall forever have the right to take and use, without payment of further compensation to the GRANTOR, any and all sand, gravel, earth, rock, and other road building materials found in or upon said subject property and belonging to the GRANTOR; and
6) The GRANTOR further covenants and agrees that no exploration for, or development of any of the products, as described above, and owned by the GRANTOR heretofore or hereafter the date set forth above and hereby excepted will ever be conducted on or from the surface of the premises described in the attached Exhibits, and that in the event any of such operations may hereafter be carried on beneath the surface of said premises, the GRANTOR shall perform no act which may impair the subsurface or lateral support of said premises. These covenants and agreements hereunder, shall inure to and be binding upon the GRANTOR and its heirs, personal and legal representatives, successors and assigns forever.

NOTE: At GRANTOR'S sole discretion, the GRANTOR may convey the underlying mineral estate owned by GRANTOR to the GRANTEE. GRANTEE makes no representations about the nature, title or value of the mineral estate. In transactions where GRANTOR conveys the underlying mineral estate to GRANTEE, Paragraphs 5 and 6, as set forth above, will be deleted from this Memorandum of Agreement and the conveyance document.

☐ GRANTOR conveys the underlying mineral estate to GRANTEE. Paragraphs 5 and 6 are hereby deleted from the Memorandum of Agreement and the conveyance document.

The GRANTEE:
1) Will be entitled to specific performance of this agreement upon tender of the agreed consideration;
2) Will be held harmless from any claims against the property or to any interest in the property, except for any benefits due under relocation law;
3) Will make payment after receiving acceptable conveyance instruments from the GRANTOR;
4) Will take possession and use of the parcel(s) when it deposits the consideration, as set forth above, into an escrow account for the benefit of the GRANTOR, or when GRANTEE disburses funds to GRANTOR. Transfer of title to the parcel(s) shall occur upon performance of any and all terms under this agreement, and release of the payment from escrow to the GRANTOR, unless other arrangements are made that follow Title III of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended; and
5) Will prepare the following documents:

☒ General Warranty Deed	☐ Utility Easement
☐ Access Deed	☒ Permanent Easement
☐ Full Release(s) Book/Page:	☐ Slope Easement
☐ Partial Release(s) Rcpt No.:	☒ Temporary Easement

☐ Or (specify) also

☒ Title Company to prepare documents except Warranty Deed,Permanent Easement, Temporary Easement

Order Warrant $393,120.00	Payable to: Fidelity National Title Company as escrow agent FBO The City of Grand Junction
Order Warrant $	Payable to:

Real Estate Specialist	**GRANTOR signature** **Attach form W-9**
	GRANTOR (if applicable)
Division approval (Region ROW Manager)	**GRANTEE signature**

cc: Project Development Branch – ROW Services (original)
Property Owner
Region Right-of-Way Manager
Region Program Engineer/Resident Engineer/Project Engineer

CDOT Form #784 – 1/2012

Editions prior to 1/2012 are obsolete and may not be used

EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-5
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-5 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 5038 sq. ft. (0.116 acres), more or less, located in Lots 1, 22, 23, and 24, together with the vacated East/West alley in Block 121 of the City of Grand Junction, and a vacated portion of Main Street, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at the northwesterly corner of said vacated portion of Main Street, whence the Southwest Corner of said Section 14 bears S01°51'40"W, a distance of 1593.77 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S89°55'16"E, a distance of 65.14 feet;

2. Thence S00°04'06"W, a distance of 10.48 feet;

3. Thence S87°15'09"W, a distance of 60.22 feet;

4. Thence S00°05'00"W, a distance of 224.82 feet;

5. Thence S79°42'22"E, a distance of 43.45 feet;

6. Thence S00°05'00"W, a distance of 61.21 feet;

7. Thence N89°55'00"W, a distance of 47.76 feet;

8. Thence N00°05'00"E, a distance of 307.18 feet, more or less, to the Point of Beginning;

The Temporary Easement contains 5038 sq. ft. (0.116 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including sidewalk reconstruction and access.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S



Glendale, CO 80246

EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-8
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-8 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 916 sq. ft. (0.021 acres), more or less, located in Lots 1 and 2, Block 122, Map of First Division Resurvey Town of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at a point on the East right of way line of 1st Street, whence the Southwest Corner of said Section 14 bears S02°33'41"W, a distance of 1144.61 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S89°56'31"E, a distance of 11.00 feet;

2. Thence S00°03'29"W, a distance of 68.84 feet;

3. Thence S89°56'31"E, a distance of 10.02 feet;

4. Thence S00°04'56"W, a distance of 7.57 feet;

5. Thence N89°55'04"W, a distance of 21.02 feet;

6. Thence N00°03'29"E, a distance of 76.41 feet, more or less, to the Point of Beginning;

The Temporary Easement contains 916 sq. ft. (0.021 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including sidewalk reconstruction.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
PARCEL NUMBER: RW-10
DATE: January 6, 2023

LEGAL DESCRIPTION

A tract or parcel of land No. RW-10 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 9470 sq. ft. (0.217 acres), more or less, located in Lots 13 through 24, inclusive, Block 122, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the northwesterly corner of said Lot 24, whence the Southwest Corner of said Section 14 bears S02°14'43"W, a distance of 1047.88 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence along the southerly right-of-way line of Block 122 Alley, S89°55'04"E, a distance of 25.45 feet;

2. Thence departing said southerly right-of-way line, on the arc of a curve to the left, a radius of 189.00 feet, a central angle of 51°43'59", a distance of 170.65 feet, (a chord bearing S46°35'59"E, a distance of 164.91 feet);

3. Thence on the arc of a curve to the left, a radius of 227.50 feet, a central angle of 17°27'33", a distance of 69.32 feet, (a chord bearing S81°11'45"E, a distance of 69.06 feet);

4. Thence S89°55'31"E, a distance of 87.92 feet;

5. Thence S00°03'03"E, a distance of 1.86 feet;

6. Thence N89°56'41"W, a distance of 276.66 feet;

7. Thence N35°48'26"W, a distance of 42.50 feet;

8. Thence N00°03'29"E, a distance of 91.16 feet, more or less, to the Point of Beginning;

The parcel contains 9470 sq. ft. (0.217 acres), more or less.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-10
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-10 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 1529 sq. ft. (0.035 acres), more or less, located in Lots 13 through 24, inclusive, Block 122, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at the northwesterly corner of said Lot 24, whence the Southwest Corner of said Section 14 bears S03°56'15"W, a distance of 1049.51 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S00°04'56"W, a distance of 3.19 feet;

2. Thence on the arc of a curve to the left, a radius of 185.00 feet, a central angle of 50°11'49", a distance of 162.08 feet, (a chord bearing S47°22'04"E, a distance of 156.94 feet);

3. Thence on the arc of a curve to the left, a radius of 223.50 feet, a central angle of 17°27'33", a distance of 68.10 feet, (a chord bearing S81°11'45"E, a distance of 67.84 feet);

4. Thence S89°55'31"E, a distance of 82.91 feet;

5. Thence N00°03'03"W, a distance of 45.52 feet;

6. Thence S89°57'51"E, a distance of 5.00 feet;

7. Thence S00°03'03"E, a distance of 51.38 feet;

8. Thence N89°55'31"W, a distance of 87.92 feet;

9. Thence on the arc of a curve to the right, a radius of 227.50 feet, a central angle of 17°27'33", a distance of 69.32 feet, (a chord bearing N81°11'45"W, a distance of 69.06 feet);

10. Thence on the arc of a curve to the right, a radius of 189.00 feet, a central angle of 51°43'59", a distance of 170.65 feet, (a chord bearing N46°35'59"W, a distance of 164.91 feet);

11. Thence S89°55'04"E, a distance of 5.56 feet, more or less, to the Point of Beginning;

The Temporary Easement contains 1529 sq. ft. (0.035 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including sidewalk reconstruction.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-13
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-13 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 3210 sq. ft. (0.074 acres), more or less, located in Lots 1 through 16, inclusive, Block 142, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at the northwesterly corner of said Lot 1, whence the Southwest Corner of said Section 14 bears S26°40'04"W, a distance of 941.23 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S89°56'41"E, a distance of 401.12 feet;

2. Thence S00°01'24"W, a distance of 5.00 feet;

3. Thence N89°56'41"W, a distance of 391.13 feet;

4. Thence S00°03'45"W, a distance of 120.46 feet;

5. Thence N89°53'55"W, a distance of 10.00 feet;

6. Thence N00°03'45"E, a distance of 125.45 feet, more or less, to the Point of Beginning;

The Temporary Easement contains 3210 sq. ft. (0.074 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including sidewalk and driveway reconstruction.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
PARCEL NUMBER: RW-16
DATE: January 6, 2023

LEGAL DESCRIPTION

A tract or parcel of land No. RW-16 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 1682 sq. ft. (0.039 acres), more or less, located in Lots 13 through 16, inclusive, Block 143, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, Mesa County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point on of the northeasterly right-of-way line of 1st Street, whence the Southwest Corner of said Section 14 bears S19°53'47"W, a distance of 717.72 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence departing said northeasterly right-of-way line S50°01'26"E, a distance of 47.40 feet;

2. Thence on the arc of a curve to the left, a radius of 329.00 feet, a central angle of 08°25'12", a distance of 48.35 feet, (a chord bearing S54°08'26"E, a distance of 48.30 feet);

3. Thence on the arc of a compound curve to the left, a radius of 188.50 feet, a central angle of 07°43'10", a distance of 25.40 feet, (a chord bearing S62°12'37"E, a distance of 25.38 feet) to a point on the westerly right-of-way line of 2nd Street;

4. Thence along said westerly right-of-way line S00°03'45"W, a distance of 33.89 feet to the point of intersection of said westerly right-of-way line and said northeasterly right-of-way line;

5. Thence along said northeasterly right-of-way line N89°51'09"W, a distance of 6.77 feet;

6. Thence continuing along said northeasterly right-of-way line N41°05'52"W, a distance of 138.61 feet, more or less, to the Point of Beginning;

The parcel contains 1682 sq. ft. (0.039 acres), more or less.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
PARCEL NUMBER: 16-RM
DATE: January 6, 2023

LEGAL DESCRIPTION

A tract or parcel of land No. 16-RM of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 6042 sq. ft. (0.139 acres), more or less, located in Lots 13 through 17, inclusive, Block 143, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, Mesa County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point on of the northeasterly right-of-way line of 1st Street, whence the Southwest Corner of said Section 14 bears S19°53'47"W, a distance of 717.72 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence along said northeasterly right-of-way line N41°05'52"W, a distance of 28.02 feet to the northwesterly corner of said Lot 17, said point being the point of intersection of the northeasterly right-of-way line of South 1st Street and the southerly right-of-way line of the Block 143 Alley;

2. Thence along said southerly right-of-way line S89°53'55"E, a distance of 116.44 feet to the northeasterly corner of said Lot 13, said point being the point of intersection of the westerly right-of-way line of 2nd Street and the southerly right-of-way line of the Block 143 Alley;

3. Thence departing said southerly right-of-way line, along said westerly right-of-way line S00°03'45"W, a distance of 91.49 feet;

4. Thence departing said westerly right-of-way line on the arc of a curve to the right, a radius of 188.50 feet, a central angle of 07°43'10", a distance of 25.40 feet, (a chord bearing N62°12'37"W, a distance of 25.38 feet);

5. Thence on the arc of a compound curve to the right, a radius of 329.00 feet, a central angle of 08°25'12", a distance of 48.35 feet, (a chord bearing N54°08'26"W, a distance of 48.30 feet);

6. Thence N50°01'26"W, a distance of 47.40 feet, more or less, to the Point of Beginning;

The parcel contains 6042 sq. ft. (0.139 acres), more or less.

The purpose of the Remanent is for uneconomic remainder.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
PERMANENT EASEMENT NUMBER: PE-16
DATE: January 6, 2023

LEGAL DESCRIPTION

A Permanent Easement No. PE-16 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 1539 sq. ft. (0.035 acres), more or less, located in Lots 13 through 17, inclusive, Block 143, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, Mesa County, Colorado, said Permanent Easement being more particularly described as follows:

Commencing at the northwesterly corner of said Lot 17, whence the Southwest Corner of said Section 14 bears S17°58'37"W, a distance of 731.72 feet, said point being the point of intersection of the northeasterly right-of-way line of South 1st Street and the southerly right-of-way line of the Block 143 Alley, said point also being the TRUE POINT OF BEGINNING;

1. Thence along said southerly right-of-way line S89°53'55"E, a distance of 8.12 feet;

2. Thence departing said southerly right-of-way line S52°24'26"E, a distance of 136.60 feet to a point on the westerly right-of-way line of 2nd Street;

3. Thence along said westerly right-of-way line S00°03'45"W, a distance of 8.53 feet;

4. Thence departing said westerly right-of-way line on the arc of a curve to the right, a radius of 188.50 feet, a central angle of 07°43'10", a distance of 25.40 feet, (a chord bearing N62°12'37"W, a distance of 25.38 feet);

5. Thence on the arc of a compound curve to the right, a radius of 329.00 feet, a central angle of 08°25'12", a distance of 48.35 feet, (a chord bearing N54°08'26"W, a distance of 48.30 feet);

6. Thence S50°01'26"E, a distance of 47.40 feet to a point on said northeasterly right-of-way line;

7. Thence along said northeasterly right-of-way line N41°05'52"W, a distance of 28.02 feet, more or less, to the Point of Beginning;

The Permanent Easement contains 1539 sq. ft. (0.035 acres), more or less.

The purpose of the Permanent Easement is for a sight triangle.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.



For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246

EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-16
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-16 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 892 sq. ft. (0.020 acres), more or less, located in Lot 13, Block 143, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at the northeasterly corner of said Lot 13, whence the Southwest Corner of said Section 14 bears S26°11'37"W, a distance of 775.43 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S00°03'45"W, a distance of 91.49 feet;

2. Thence on the arc of a curve to the right, a radius of 188.50 feet, a central angle of 03°22'10", a distance of 11.09 feet, (a chord bearing N64°23'06"W, a distance of 11.08 feet);

3. Thence N00°03'45"E, a distance of 86.72 feet;

4. Thence S89°53'55"E, a distance of 10.00 feet;

The above described Temporary Easement contains 892 sq. ft. (0.020 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including construction and maintenance of sight triangle.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227

Region 3 BKB

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RODD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.02

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

RW-3 TE-3
David W. Weaver
552 Cicero Dr
Palisade, CO., 81526
TC#200-F01338-22

Lot 1,
SHERRI L. REED SUBDIVISION
REC.1993619, 4/26/2001

S00° 05'21"W 40.00'
N00° 05'21"E 37.94'
S45° 08'40"W 14.14'
N45° 08'40"E 9.99'
S89° 51'20"E 46.09'
N00° 16'15"E 5.00'
N89° 51'20"W 48.17'
S00° 05'21"W 10.00'
N89° 51'20"W 10.00'
Existing R.O.W. (2022)

POB RW-3
SE Cor. Sec. 15 bears
S02° 01'39"E
1644.18'

SECTION LINE

SE 1/4
SECTION 15

W MAIN ST

213+00

1ST ST

15+00

POB RW-6
SE Cor. Sec. 15 bears
S02° 09'51"E
1544.25'

POB TE-5
SW Cor. Sec. 14 bears
S01° 51'40"W
1593.77'

N00° 05'21"E 118.39'
N00° 15'17"W 114.00'
S00° 05'21"W 60.66'
S69° 24'18"E 45.23'
N69° 24'18"W 33.70'
N69° 24'18"W 21.17'
N89° 55'16"W 14.27'
N89° 55'16"W 14.27'

RW-4 TE-4
100 Main LLC
100 Main St
Grand Junction, CO, 81501
TC#200-F01198-22

Block 100

MAIN ST

SW 1/4
SECTION 14

S89° 55'16"E 65.14
S87° 15'09"W 60.22
S00° 04'06"W 10.48'
N00° 05'00"E 307.18'
S00° 05'00"W 224.82

Vacated Main St.
Ord.1491
Bk.1011, Pg.822

Existing R.O.W. (2022)

S89° 51'20"E 13.99'
S89° 51'20"E 5.76'
POB TE-6
SE Cor. Sec. 15 bears
S02° 53'45"E
1545.17'
N29° 36'54"W 13.38'
S29° 36'54"E 11.84'
N00° 03'29"E 140.70'
S00° 03'29"W 81.18'
S00° 05'00"W 207.77'

RW-6 TE-6
Mesa County
200 S Spruce St
Grand Junction, CO., 81582
TC#200-F1341-22

TE-5
The City of Grand Junction, Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01339-22

Block 7
Prinster Brothers Subdivision

Block 121

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WOOLPERT
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GLENDALE, CO 80246
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(303) 925-1401 FAX

Sheet Revisions		
Date	Description	Initials

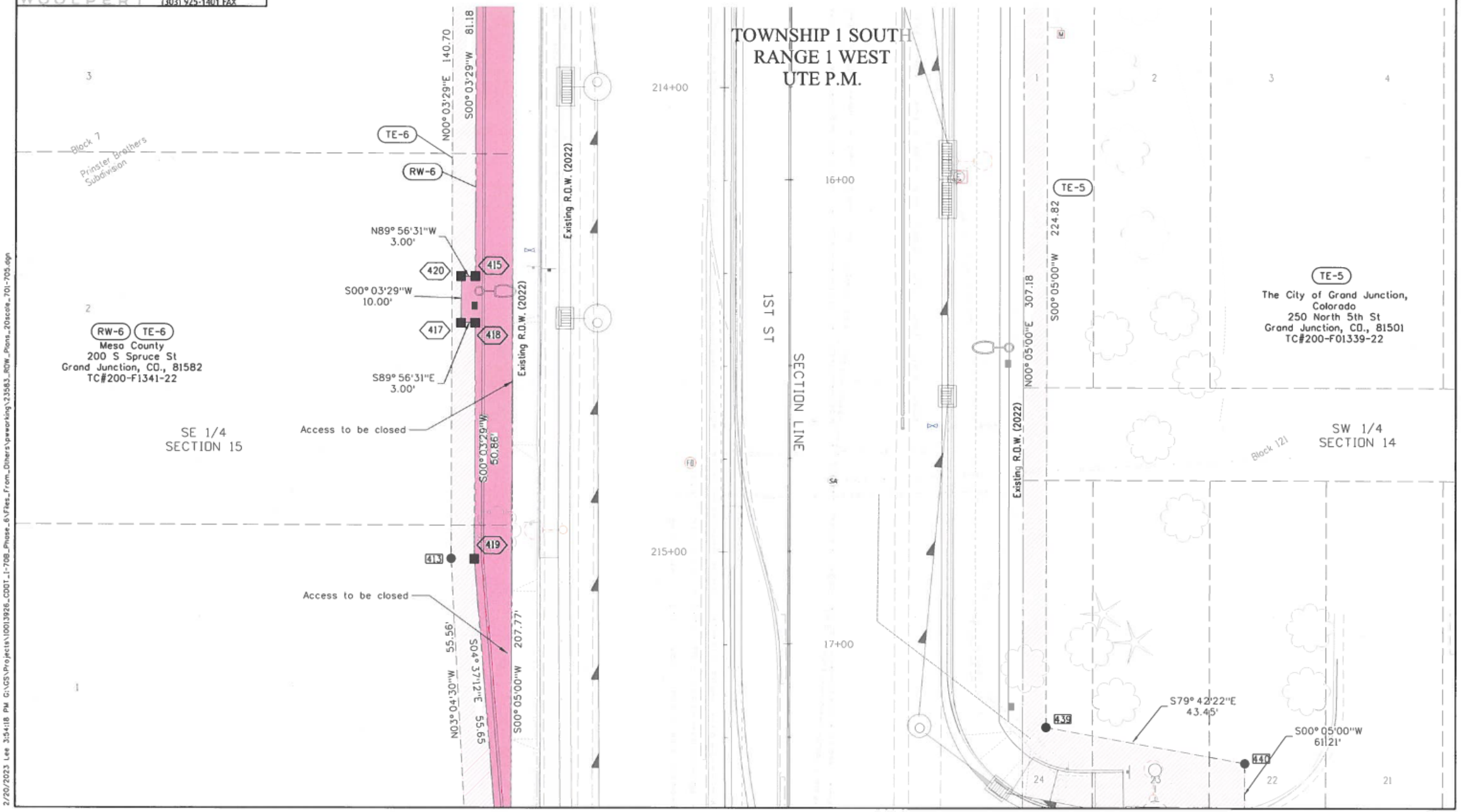
Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

N
0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.03



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Grand Junction, CO 81501
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Region 3 BKB

Sheet Revisions		
Date	Description	Initials

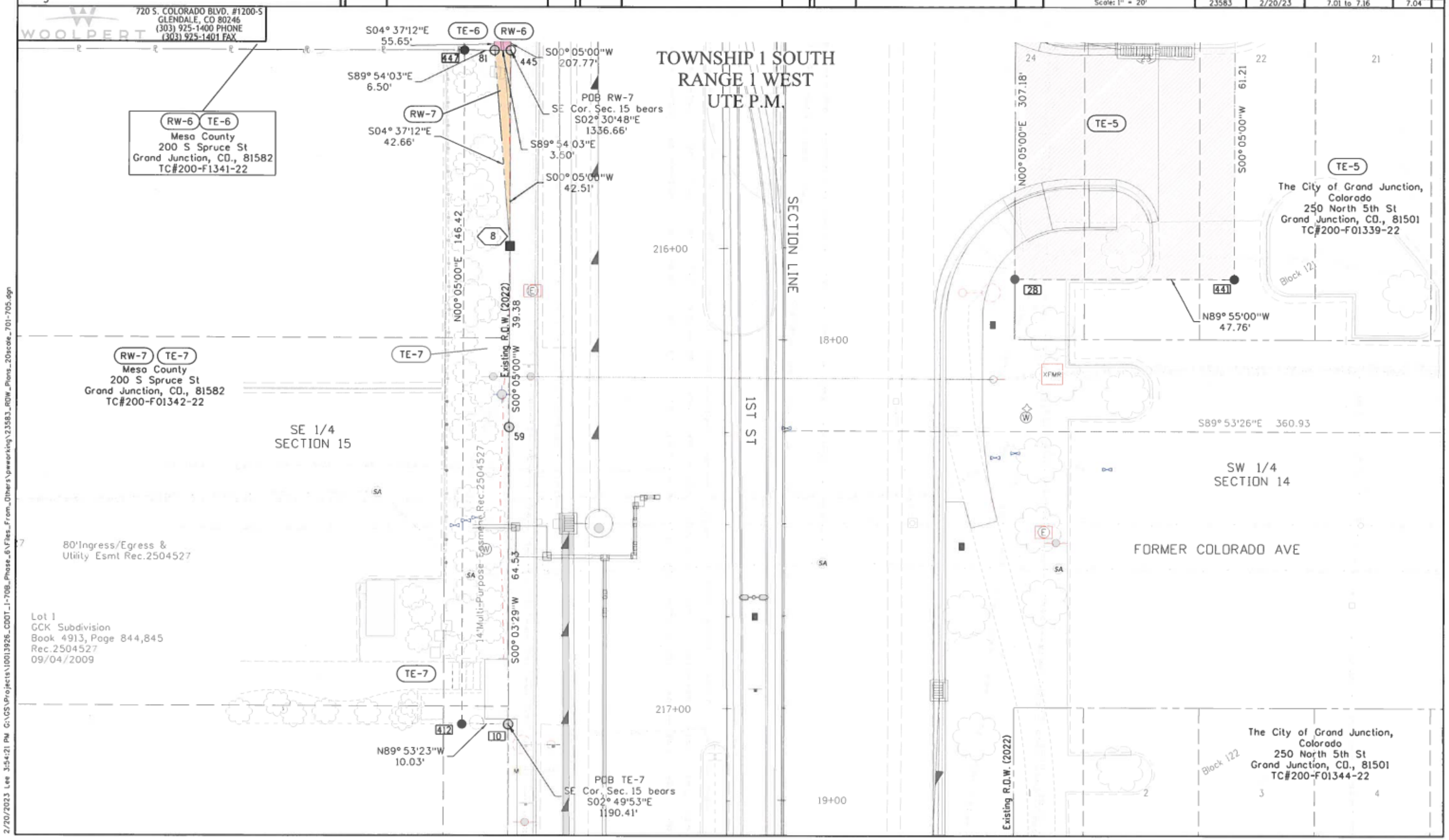
Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

N
0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.04



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WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.05

Lot 1
GCK Subdivision
Book 4913, Page 844,845
Rec.2504527
09/04/2009

SE 1/4
SECTION 15

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

TE-7A
Mesa County
200 S Spruce St
Grand Junction, CO., 81582
TC#200-F01342-22

TE-9
Grand Valley
Catholic Outreach, Inc.
245 S 1st St
Grand Junction, CO., 81501
TC#200-F01346-22

Lot 1
STARVIN ARVINS' Subd.
Bk.3876, Pg.515
Rec.2248600 04/14/2005

Existing R.O.W. (2022)
SECTION LINE
1ST ST
218+00
20+00
17'RR Spur Esmt.
Bk.509, Pg.189
XFMR
S89° 33'09"E
14.02'
N00° 03'59"W
8.50'
N00° 03'59"W
8.50'
N89° 56'31"W
13.98'
S00° 03'29"W
8.37'
POB TE-7A and TE-9
SE Cor. Sec. 15 bears
S03° 11'02"E
1061.11'
N89° 56'01"E
14.00'
S00° 03'29"W
8.53'
POB RW-10
SW Cor. Sec. 14 bears
S02° 14'43"W
1047.88'
POB TE-8
SW Cor. Sec. 14 bears
S02° 33'41"W
1144.61'
S89° 56'31"E
11.00'
Existing R.O.W. (2022)
N00° 03'29"E 76.41
S00° 03'29"W 68.84
SW 1/4
SECTION 14
S89° 56'31"E
10.02'
S00° 04'56"W
7.57'
N89° 55'04"W
21.02'
S89° 55'04"E
25.45'
S89° 55'04"E
5.56'
S00° 04'56"W
3.19'
Block 122
20' Alley
POB TE-10
SW Cor. Sec. 14 bears
S03° 56'15"W
1049.51'
Rc = 185.00'
Δc = 50° 11'49"
Lc = 162.08'
C = 156.94'
CB = S47° 22'04"E
Rc = 189.00'
Δc = 51° 43'59"
Lc = 170.65'
C = 164.91'
CB = S46° 35'59"E
N00° 03'29"E 91.16
TE-8
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01344-22
RW-10 TE-10
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01347-22

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Region 3 BKB

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.06

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

Lot 1
STARVIN ARVINS' Subd.
Bk.3876, Pg.515
Rec.2248600 04/14/2005

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

TE-9B
Grand Valley
Catholic Outreach, Inc.
245 S 1st St
Grand Junction, CO., 81501
TC#200-F01346-22

Existing R.O.W. (2022)

1ST ST
R.O.W. width varies

SECTION LINE

SE 1/4
SECTION 15

SW 1/4
SECTION 14

UTE AVE

Rc = 189.00'
Δc = 51°43'59"
Lc = 170.65'
C = 164.91'
CB = S46°35'59"E

Rc = 185.00'
Δc = 50°11'49"
Lc = 162.08'
C = 156.94'
CB = S47°22'04"E

N00°03'29"E 91.16

N35°48'26"W 42.50

N89°56'41"W 276.66

RW-10 TE-10
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F1347-22

Block 122

N49°13'27"E
5.00'

S40°46'33"E
28.36'

N40°46'33"W
28.36'

S49°13'28"W
5.00'

POB TE-9B
SE COR SEC 15 BEARS
S03°42'11"E
851.18'

Arvan Jeffry Leany And
Tonja Leany Living Trust
260 Pitkin Ave
Grand Junction, CO.,81501

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WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
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(303) 925-1401 FAX

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RODD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.07

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SW 1/4
SECTION 14

Block 122

20 19 18 17 16 15 14 13

RW-10 TE-10
The City of Grand Junction, Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01347-22

Rc = 185.00'
Δc = 50°11'49"
Lc = 162.08'
C = 156.94'
CB = S47°22'04"E

Rc = 223.50'
Δc = 17°27'33"
Lc = 68.10'
C = 67.84'
CB = S81°11'45"E

301 TE-10 RW-10 637

446 448

S89°55'31"E 82.91
S89°55'31"E 87.92

N89°56'41"W 276.66

Existing R.O.W. (2022)

Rc = 189.00'
Δc = 51°43'59"
Lc = 170.65'
C = 164.91'
CB = S46°35'59"E

Rc = 227.50'
Δc = 17°27'33"
Lc = 69.32'
C = 69.06'
CB = S81°11'45"E

UTE AVE

S89°57'51"E
5.00'

444 32

N00°03'03"W 45.52

S00°03'03"E 51.38

S00°03'03"E
1.86'

630 34

2ND ST

Protect in place trees, shrubs & landscaping

47 48

S00°03'03"E 51.53

N00°03'03"W 51.53

TE-11
Sunshine Hospitality LLC
225 Main St
Grand Junction, CO., 81501
TC#200-F03251-22

629 49

N89°56'41"W
5.00'

Existing R.O.W. (2022)

POB TE-11
Cor. Sec. 14 bears
S24°38'23"W
1013.37'

SW

2/20/2023 Lee 3:54:40 PM G:\GIS\Projects\10013926_CDOT_I-70B_Phase_6\Files_From_Others\pwerking\23583_ROW_Plans_20scale_706-710.dgn

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Region 3 BKB

WOOLPER
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.08

24+00
UTE AVE
26+00
TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.
SW 1/4
SECTION 14
S89° 56'41"E
10.00'
Existing R.O.W. (2022)
36
615
POB TE-12
SW Cor. Sec. 14 bears
S22° 09'03"W
908.21'
TE-12
AMDM LLC
320 S 1st
Grand Junction, CO., 81501
TC#200-F01352-22
N00° 03'45"E 100.00
New Access
S00° 03'45"W 100.00
TE-12
9
10
11
12
37
35
N89° 56'15"W
10.00'
Existing R.O.W. (2022)
Block 143
2ND ST
80'
616
403
TE-13
S89° 56'41"E 401.12
Existing R.O.W. (2022)
wall to remain in place
N89° 56'41"W 391.13
POB TE-13
SW Cor. Sec. 14 bears
S26° 40'04"W
941.23'
TE-13
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01356-22
8' Utility Easement Rec. 129142 per Plat Dep. 5303-16
N00° 03'45"E 125.45
S00° 03'45"W 120.46
Existing R.O.W. (2022)
TE-13
1
2
3
4
5
N89° 53'55"W
10.00'
46
633
Block 142

2/20/2023 Lee 3:54:43 PM G:\GIS\Projects\10013926_CDOT_I-70B_Phase_6\Files_From_Others\pwworking\23583_ROW_Plans_20scale_706-710.dgn

Colorado Department of Transportation
222 South 6th St.
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Fax: (970) 683-6227
Region 3 BKB

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

0' 10' 20'
Scale: 1" =20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-708 SOUTH OF RODD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.09

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

UTE AVE
27+00
28+00
29+00
TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.
SW 1/4
SECTION 14
Existing R.O.W. (2022)
S89° 56'41"E 401.12
N89° 56'41"W 391.13
TE-13
627
S00° 01'24"W
5.00'
45
TE-13
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01356-22
6 7 8 9 10 11 12 13 14 15 16
Block 142
Existing R.O.W. (2022)
3RD ST
T-OH
T-OH

2/20/2023 Lee 3:54:45 PM C:\GS\Projects\10013926_CDOT_I-708_Phase_6\Files_From_Others\pwworking\23583_ROW_Plans_20scale_706-710.dgn

Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

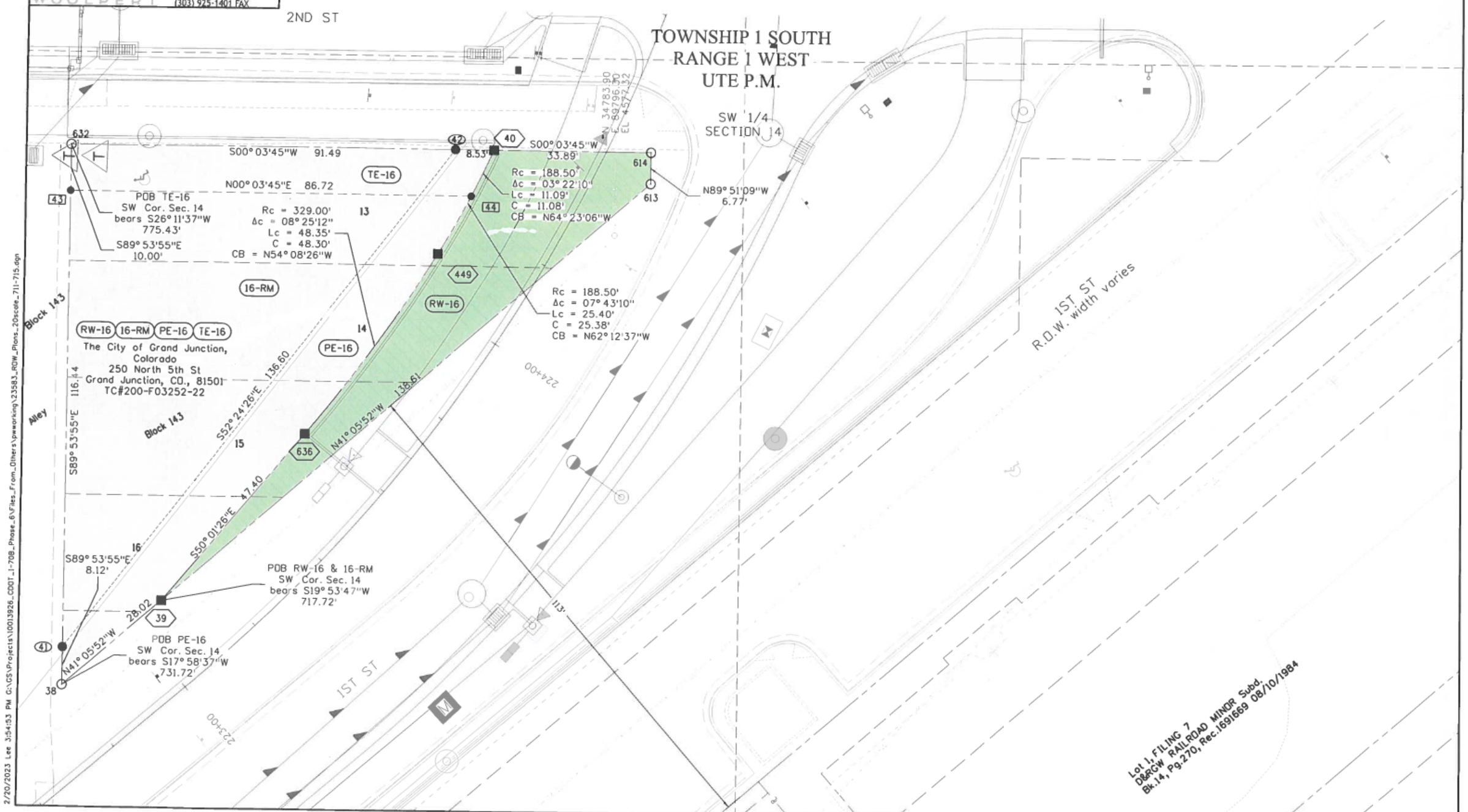
Sheet Revisions		
Date	Description	Initials

0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.12

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX



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Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ **Go to *www.irs.gov/FormW9* for instructions and the latest information.**

Give Form to the requester. Do not send to the IRS.

Print or type. See **Specific Instructions** on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.

6 City, state, and ZIP code

Requester's name and address (optional)

Colorado Department of Transportation
Elaine Kilpatrick, R3 Right of Way
222 S 6th St #317,Grand Junction,CO 81501

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN,* later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

☐☐☐ – ☐☐ – ☐☐☐☐

or

Employer identification number

☐☐ – ☐☐☐☐☐☐☐

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here **Signature of U.S. person** ▶ **Date** ▶

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9.*

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),

2. Certify that you are not subject to backup withholding, or

3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and

4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting,* later, for further information.

Note: If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States.

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Pub. 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items.

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.

2. The treaty article addressing the income.

3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.

4. The type and amount of income that qualifies for the exemption from tax.

5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 24% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,

2. You do not certify your TIN when required (see the instructions for Part II for details),

3. The IRS tells the requester that you furnished an incorrect TIN,

4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or

5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code,* later, and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships,* earlier.

What is FATCA Reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code,* later, and the Instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of $50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a $500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account (other than an account maintained by a foreign financial institution (FFI)), list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9. If you are providing Form W-9 to an FFI to document a joint account, each holder of the account that is a U.S. person must provide a Form W-9.

a. **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note: ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. **Sole proprietor or single-member LLC.** Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or "doing business as" (DBA) name on line 2.

c. **Partnership, LLC that is not a single-member LLC, C corporation, or S corporation.** Enter the entity's name as shown on the entity's tax return on line 1 and any business, trade, or DBA name on line 2.

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

e. **Disregarded entity.** For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a "disregarded entity." See Regulations section 301.7701-2(c)(2)(iii). Enter the owner's name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner's name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on line 2, "Business name/disregarded entity name." If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box on line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box on line 3.

IF the entity/person on line 1 is a(n) . . .	THEN check the box for . . .
• Corporation	Corporation
• Individual • Sole proprietorship, or • Single-member limited liability company (LLC) owned by an individual and disregarded for U.S. federal tax purposes.	Individual/sole proprietor or single-member LLC
• LLC treated as a partnership for U.S. federal tax purposes, • LLC that has filed Form 8832 or 2553 to be taxed as a corporation, or • LLC that is disregarded as an entity separate from its owner but the owner is another LLC that is not disregarded for U.S. federal tax purposes.	Limited liability company and enter the appropriate tax classification. (P= Partnership; C= C corporation; or S= S corporation)
• Partnership	Partnership
• Trust/estate	Trust/estate

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space on line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys' fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)

2—The United States or any of its agencies or instrumentalities

3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

4—A foreign government or any of its political subdivisions, agencies, or instrumentalities

5—A corporation

6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession

7—A futures commission merchant registered with the Commodity Futures Trading Commission

8—A real estate investment trust

9—An entity registered at all times during the tax year under the Investment Company Act of 1940

10—A common trust fund operated by a bank under section 584(a)

11—A financial institution

12—A middleman known in the investment community as a nominee or custodian

13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 7
Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 4
Payments over $600 required to be reported and direct sales over $5,000[1]	Generally, exempt payees 1 through 5[2]
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

[1] See Form 1099-MISC, Miscellaneous Income, and its instructions.

[2] However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney reportable under section 6045(f), and payments for services paid by a federal executive agency.

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a)

J—A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note: You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns. If this address differs from the one the requester already has on file, write NEW at the top. If a new address is provided, there is still a chance the old address will be used until the payor changes your address in their records.

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN.

If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note: See *What Name and Number To Give the Requester,* later, for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local SSA office or get this form online at *www.SSA.gov*. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at *www.irs.gov/Businesses* and clicking on Employer Identification Number (EIN) under Starting a Business. Go to *www.irs.gov/Forms* to view, download, or print Form W-7 and/or Form SS-4. Or, you can go to *www.irs.gov/OrderForms* to place an order and have Form W-7 and/or SS-4 mailed to you within 10 business days.

If you are asked to complete Form W-9 but do not have a TIN, apply for a TIN and write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note: Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded U.S. entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if item 1, 4, or 5 below indicates otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code,* earlier.

Signature requirements. Complete the certification as indicated in items 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), ABLE accounts (under section 529A), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account) other than an account maintained by an FFI	The actual owner of the account or, if combined funds, the first individual on the account[1]
3. Two or more U.S. persons (joint account maintained by an FFI)	Each holder of the account
4. Custodial account of a minor (Uniform Gift to Minors Act)	The minor[2]
5. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee[1]
b. So-called trust account that is not a legal or valid trust under state law	The actual owner[1]
6. Sole proprietorship or disregarded entity owned by an individual	The owner[3]
7. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor*
For this type of account:	**Give name and EIN of:**
8. Disregarded entity not owned by an individual	The owner
9. A valid trust, estate, or pension trust	Legal entity[4]
10. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
11. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
12. Partnership or multi-member LLC	The partnership
13. A broker or registered nominee	The broker or nominee
14. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity
15. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(B))	The trust

[1] List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

[2] Circle the minor's name and furnish the minor's SSN.

[3] You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

[4] List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships,* earlier.

***Note:** The grantor also must provide a Form W-9 to trustee of trust.

Note: If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Secure Your Tax Records From Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Pub. 5027, Identity Theft Information for Taxpayers.

Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes. Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to *phishing@irs.gov*. You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at *spam@uce.gov* or report them at *www.ftc.gov/complaint*. You can contact the FTC at *www.ftc.gov/idtheft* or 877-IDTHEFT (877-438-4338). If you have been the victim of identity theft, see *www.IdentityTheft.gov* and Pub. 5027.

Visit *www.irs.gov/IdentityTheft* to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

COLORADO DEPARTMENT OF TRANSPORTATION
RECEIPT OF REAL ESTATE APPRAISALS

I, Konrad Vallard, Real Estate Manager of the City of Grand Junction, owner of the property designated as parcel(s) TE-5, TE-8, RW-10, TE-10, TE-13, RW-16, 16-RM, PE-16, TE-16 of Department of Transportation Project NHPP 070A-037 located along I-70B has requested and received, pursuant to Colorado Revised Statutes 1973 24-72-204(2)(a)(IV), a copy of the Department of Transportation, State of Colorado, real estate appraisal made by PMCAppraisal, which appraisal was made relative to the acquisition of the above-described property.

DATED this 21st day of September 2023.

_____

Owner / Owner's Representative

ATTEST:

_____

Department of Transportation official

CDOT Form No. 733
12/85

STATE OF COLORADO

Department of Transportation
Region 3
222 South Sixth St., Room 317
Grand Junction, CO 81501-2769



Colorado Department of Transportation
Attn: Elaine Kilpatrick
222 S 6th St Rm 317
Grand Junction CO 81501

EXHIBIT E

COLORADO Department of Transportation

COLORADO DEPARTMENT OF TRANSPORTATION
DEMOGRAPHIC INFORMATION

To be completed by the Real Estate Specialist:	➡ **NOTE:** Only one section of this form should be completed. If the residential portion is applicable, please strike through the business portion. If the business portion is applicable, please strike through the residential portion.
Region: 3	County: Mesa
Project Code: 23583	Project Number: NHPP 070A-037
Location: I-70B South of Rood	■ Acquisition ☐ Relocation

To be completed by Property Owner/Tenant:

NAME: Last Name	First Name	Middle Name

VOLUNTARY INFORMATION

The information is voluntary. It is requested only for record keeping purposes required by Title VI of the Civil Rights Act of 1964 and other federal laws that prohibit discrimination by recipients of federal funds. This sheet is confidential and will be kept permanently separated from the acquisition/relocation files.

~~**RESIDENTIAL:**~~

~~**ETHNICITY /RACE: Check only one.**~~

- ☐ ~~1 - Black or African American, Not Hispanic or Latino~~
- ☐ ~~2 - American Indian or Alaska Native~~
- ☐ ~~3 - Asian~~
- ■ ~~4 - Hispanic or Latino~~
- ■ ~~5 - White, Not Hispanic or Latino~~
- ☐ ~~6 - Native Hawaiian or Pacific Islander~~

BUSINESS:
ETHNICITY/RACE:

- ☐ 1 - Woman-owned
- ☐ 2 - Minority-owned
- ☐ 3 - All other-owned

Please return in the attached pre-paid envelope to:

Colorado Department of Transportation
ROW Program - Acquisition/Relocation
2829 West Howard Place
Denver, Colorado 80204

Rev. 06/2018

COLORADO
Department of Transportation

2829 West Howard Place, Denver, CO 80204

stamps
$0.03 0
US POSTAGE
FIRST-CLASS
062S0006336389
FROM 81501
849165 07
stamps

NEOPOST FIRST-CLASS MAIL
01/25/2023
US POSTAGE $000.60º

80204
57627

COLORADO DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SERVICES
ATTN CHRISTINE REES
2829 WEST HOWARD PLACE
DENVER CO 80204

Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 524-3030 PHONE
(937) 461-0743 FAX

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

Right of Way Plans
Tabulation Of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	1/27/23	2.01 to 2.04	2.01

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-70B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
TE-1	125 N 1st LLC	125 N 1st ST	SE 1/4 Sec. 15	990		990				18 months	200-F01195-22	For roadway construction including sidewalk reconstruction
	125 N 1st ST, Grand Junction, CO, 81501			(0.023)		(0.023)						and access closure
TE-2	Richmark Real Estate Partners	124 N 1ST ST	SW 1/4 Sec. 14	405		405				18 months	200-F01191-22	For roadway construction including sidewalk and driveway
	5200 W 20th St, Greeley, CO., 80634			(0.009)		(0.009)						reconstruction and water meter connection
RW-3	David W. Weaver	103 N 1st ST	SE 1/4 Sec. 15	50		50	6,490				200-F01338-22	For roadway and associated appurtenances
	552 Cicero Dr, Palisade, CO., 81526			(0.001)		(0.001)	(0.149)					
TE-3	Same as RW-3	Same as RW-3	Same as RW-3	491		491				18 months		For roadway construction including sidewalk reconstruction
				(0.011)		(0.011)						
RW-4	100 Main LLC	100 MAIN ST	SW 1/4 Sec. 14	392		392		15,290			200-F01198-22	For roadway and associated appurtenances
	100 MAIN ST, Grand Junction, CO, 81501			(0.009)		(0.009)		(0.351)				
TE-4	Same as RW-4	Same as RW-4	Same as RW-4	1176		1176				18 months		For roadway construction including sidewalk, ramp, retaining
				(0.027)		(0.027)						wall reconstruction and driveway reconstruction
TE-5	The City of Grand Junction,	159 Main ST	SW 1/4 Sec. 14	5038		5038				18 months	200-F01339-22	For roadway construction including sidewalk
	Colorado			(0.116)		(0.116)						reconstruction and access
	250 North 5th St, Grand Junction, CO., 81501											
RW-6	Mesa County	105 W MAIN ST	SE 1/4 Sec. 15	1614		1614	44,562				200-F1341-22	For roadway and associated appurtenances
	200 S Spruce St, Grand Junction, CO., 81582			(0.037)		(0.037)	(1.023)					
TE-6	Same as RW-6	Same as RW-6	Same as RW-6	1059		1059				18 months		For roadway construction including sidewalk reconstruction
				(0.024)		(0.024)						and access closure
RW-7	Mesa County	200 S Spruce ST	SE 1/4 Sec. 15	74		74	120,139				200-F01342-22	For roadway and associated appurtenances
	200 S Spruce St, Grand Junction, CO., 81582			(0.002)		(0.002)	(2.758)					
TE-7	Same as RW-7	Same as RW-7	Same as RW-7	1391		1391				18 months		For roadway construction including sidewalk
				(0.032)		(0.032)						reconstruction and utilities
TE-7A	Same as RW-7	Same as RW-7	Same as RW-7	118		118				18 months		For roadway construction including sidewalk
				(0.003)		(0.003)						reconstruction and utilities
TE-8	The City of Grand Junction,	220 S 1st ST	SW 1/4 Sec. 14	916		916				18 months	200-F01344-22	For roadway construction including sidewalk reconstruction
	Colorado			(0.021)		(0.021)						
	250 North 5th St, Grand Junction, CO., 81501											

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Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 524-3030 PHONE
(937) 461-0743 FAX

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

Right of Way Plans
Tabulation Of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	1/27/23	2.01 to 2.04	2.02

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-70B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
TE-9	Grand Valley Catholic Outreach, Inc.	245 S 1ST ST	SE 1/4 Sec. 15	119		119				18 months	200-F01346-22	For roadway construction including sidewalk
	245 S 1st St, Grand Junction, CO., 81501			(0.003)		(0.003)						reconstruction and utilities
~~TE-9A~~	~~Same as TE-9~~	~~Same as TE-9~~	~~Same as TE-9~~	~~70~~		~~70~~				~~18 months~~		~~For roadway construction including sidewalk reconstruction~~
deleted				~~(0.002)~~		~~(0.002)~~						
TE-9B	Same as TE-9	Same as TE-9	Same as TE-9	142		142				18 months		For roadway construction including sidewalk and
				(0.003)		(0.003)						curb and gutter reconstruction
RW-10	The City of Grand Junction, Colorado	225 S 2nd ST	SW 1/4 Sec. 14	9470		9470		27,574			200-F01347-22	For roadway and associated appurtenances
	250 North 5th St, Grand Junction, CO., 81501			(0.217)		(0.217)		(0.633)				
TE-10	Same as RW-10	Same as RW-10	Same as RW-10	1529		1529				18 months		For roadway construction including sidewalk reconstruction
				(0.035)		(0.035)						
TE-11	Sunshine Hospitality LLC	220 S 2ND ST	SW 1/4 Sec. 14	258		258				18 months	200-F03251-22	For roadway construction including sidewalk reconstruction
	225 Main St, Grand Junction, CO., 81501			(0.006)		(0.006)						
TE-12	AMDM LLC	317 S 2ND ST	SW 1/4 Sec. 14	1000		1000				18 months	200-F01352-22	For roadway construction including sidewalk reconstruction
	320 S 1st, Grand Junction, CO., 81501			(0.023)		(0.023)						and driveway tie-in
TE-13	The City of Grand Junction, Colorado	261 UTE AVE	SW 1/4 Sec. 14	3210		3210				18 months	200-F01356-22	For roadway construction including sidewalk
	250 North 5th St, Grand Junction, CO., 81501			(0.074)		(0.074)						and driveway reconstruction
TE-14	322 LLC	322 S 2ND ST	SW 1/4 Sec. 14	82		82				18 months	200-F03232-22	For roadway construction including sidewalk reconstruction
	1022 Gunnison Ave., Grand Junction, CO, 81501			(0.002)		(0.002)						and driveway tie in
~~TE-15~~	~~Arvan Jeffry Leany And~~	~~337 S 1ST ST~~	~~SE 1/4 Sec. 14~~	~~108~~		~~108~~				~~18 months~~		~~For roadway construction including sidewalk reconstruction~~
deleted	~~Tonja Leany Living Trust~~			~~(0.002)~~		~~(0.002)~~						
	~~260 Pitkin Ave, Grand Junction, CO.,81501~~											
RW-16	The City of Grand Junction, Colorado	320 S 1ST ST	SW 1/4 Sec. 14	1682		1682		0			200-F03252-22	For roadway and associated appurtenances
	250 North 5th St, Grand Junction, CO., 81501			(0.039)		(0.039)		(0.000)				
~~16-RM~~	~~Same as RW-16~~	~~Same as RW-16~~	~~Same as RW-16~~	~~6042~~		~~6042~~		0			200-F03252-22	Uneconomic Remainder
				(0.139)		(0.139)		(0.000)				
PE-16	Same as RW-16	Same as RW-16	Same as RW-16	1539		1539					200-F03252-22	For roadway construction including construction
				(0.035)		(0.035)						and maintenance of sight triangle

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Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 524-3030 PHONE
(937) 461-0743 FAX

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

Right of Way Plans
Tabulation Of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	1/27/23	2.01 to 2.04	2.03

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-70B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
TE-16	The City of Grand Junction,	Same as RW-16	SW 1/4 Sec. 14	892		892				18 months		For roadway construction including sidewalk reconstruction
	Colorado			(0.020)		(0.020)						
	250 North 5th St, Grand Junction, CO., 81501											
TE-18	AYSM LLC	215 PITKIN AVE	SW 1/4 Sec. 14	1254		1254				18 months	200-F03234-22	For roadway construction including sidewalk
	744 Horizon Ct, Ste 110, Grand Junction, CO., 81506			(0.029)		(0.029)						and driveway reconstruction
PE-21	Grand Junction Elks Home	249 S 4TH ST	SW 1/4 Sec. 14	100		100					200-F01360-22	For roadway construction including installation
	Association			(0.002)		(0.002)						of fire hydrant structure
	249 S 4TH ST, Grand Junction, CO											
TE-21	Same as PE-21	Same as PE-21	Same as PE-21	55		55				18 months		For roadway construction including installation
				(0.001)		(0.001)						of water meter
RW-22	Van Dyke	305 Ute Ave	SW 1/4 Sec. 14	221		221		12,415			200-F01362-22	For roadway and associated appurtenances
	Properties LLC			(0.005)		(0.005)		(0.285)				
	591 Cleveland St, Grand Junction, CO., 81504											
TE-22	Same as RW-22	Same as RW-22	Same as RW-22	599		599				18 months		For roadway construction including sidewalk reconstruction
				(0.014)		(0.014)						
~~RW-23~~	~~Van Dyke~~	~~319 Ute Ave~~	~~SW 1/4 Sec. 14~~	~~35~~		~~35~~		~~12,589~~			~~200-F01362-22~~	~~For roadway and associated appurtenances~~
deleted	~~Properties LLC~~			~~(0.001)~~		~~(0.001)~~		~~(0.289)~~				
	~~591 Cleveland St, Grand Junction, CO., 81504~~											
~~TE-23~~	~~Same as RW-23~~	~~Same as RW-23~~	~~Same as RW-23~~	~~251~~		~~251~~				~~18 months~~		~~For roadway construction including sidewalk reconstruction~~
deleted				~~(0.006)~~		~~(0.006)~~						
~~TE-24~~	~~Van Dyke~~	~~327 Ute Ave~~	~~SW 1/4 Sec. 14~~	~~628~~		~~628~~				~~18 months~~		~~For roadway construction including sidewalk~~
deleted	~~Properties LLC~~			~~(0.014)~~		~~(0.014)~~						~~and driveway reconstruction~~
	~~591 Cleveland St, Grand Junction, CO., 81504~~											
~~TE-25~~	~~Grand Valley Catholic~~	~~301 S 4th St~~	~~SW 1/4 Sec. 14~~	~~654~~		~~654~~				~~18 months~~		~~For roadway construction including sidewalk reconstruction~~
deleted	~~Outreach Inc.~~			~~(0.015)~~		~~(0.015)~~						
	~~245 S 1st St, Grand Junction, CO., 81501~~											
TE-26	Grand Valley Catholic	415 S 3RD ST	SW 1/4 Sec. 14	1380		1380				18 months	200-F03236-22	For roadway construction including sidewalk reconstruction
	Outreach Inc.			(0.032)		(0.032)						
	245 S 1st St, Grand Junction, CO., 81501											

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Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

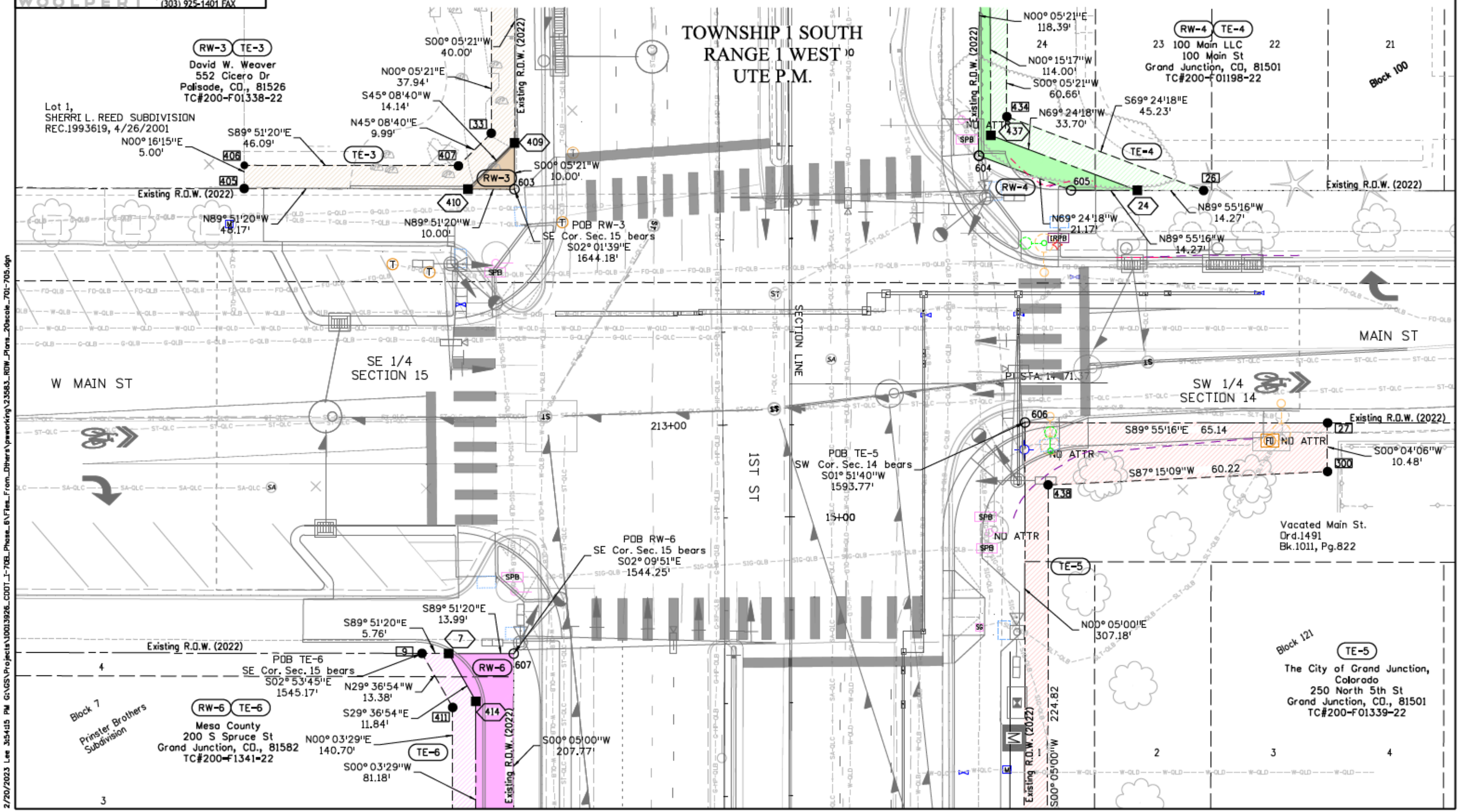
Sheet Revisions		
Date	Description	Initials

Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.02

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX



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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

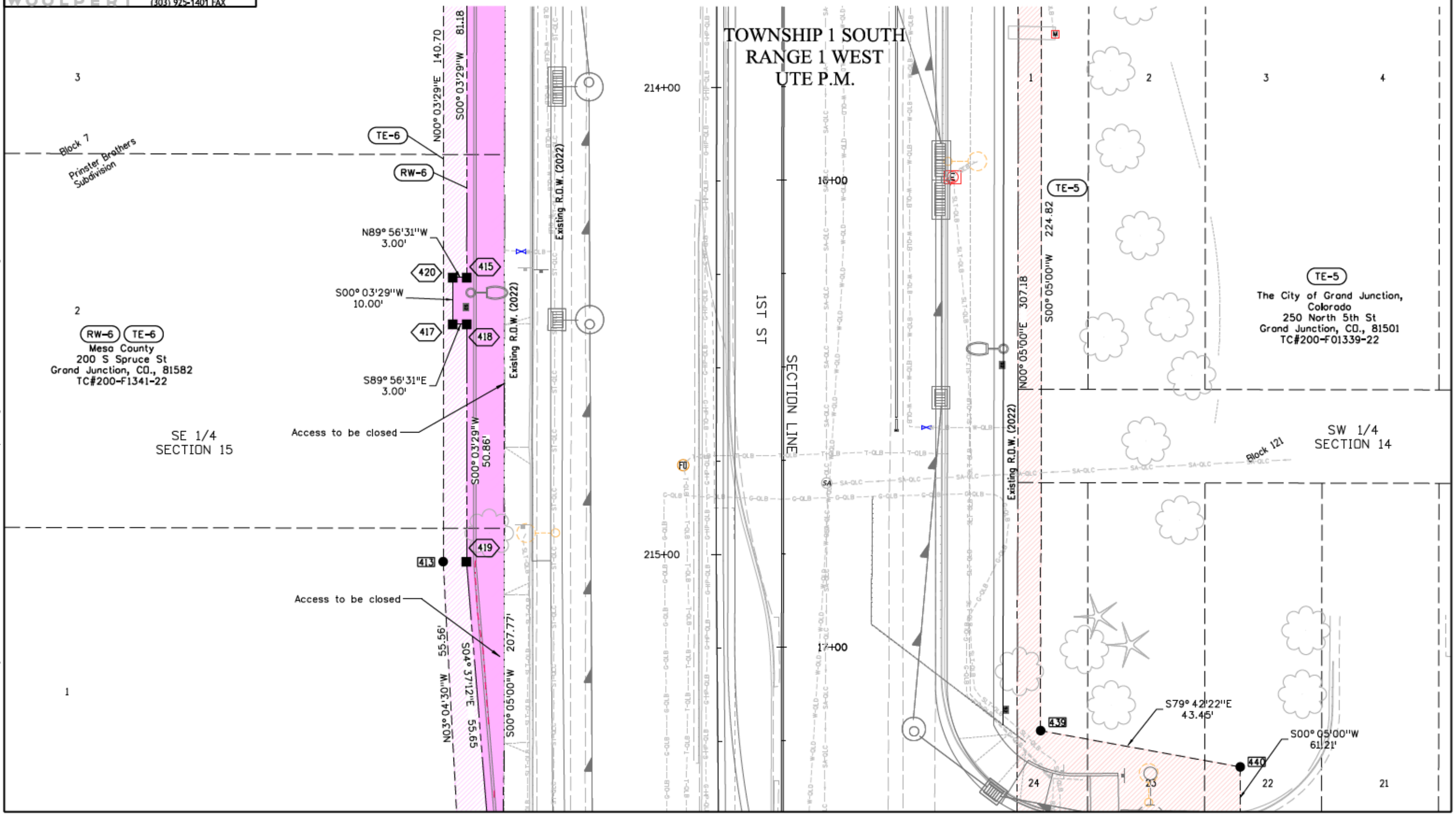
Sheet Revisions		
Date	Description	Initials

0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.03

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX



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Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
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Fax: (970) 683-6227

Region 3 BKB

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.04

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

RW-6 TE-6
Mesa County
200 S Spruce St
Grand Junction, CO., 81582
TC#200-F1341-22

RW-7 TE-7
Mesa County
200 S Spruce St
Grand Junction, CO., 81582
TC#200-F01342-22

TE-5
The City of Grand Junction, Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01339-22

TE-5
The City of Grand Junction, Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01344-22

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SECTION LINE

1ST ST

FORMER COLORADO AVE

SE 1/4
SECTION 15

SW 1/4
SECTION 14

Lot 1
GCK Subdivision
Book 4913, Page 844,845
Rec.2504527
09/04/2009

80'Ingress/Egress &
Utility Esmt Rec.2504527

14' Multi-Purpose Esmt Rec.2504527

Existing R.O.W. (2022)

Block 121

Block 122

S04° 37'12"E 55.65'
S89° 54'03"E 6.50'
S04° 37'12"E 42.66'
S00° 05'00"W 207.77'
S89° 54'03"E 3.50'
S00° 05'00"W 42.51'
N00° 05'00"E 146.42
S00° 05'00"W 39.38
S00° 03'29"W 64.53
N89° 53'23"W 10.03'
N00° 05'00"E 307.18'
S00° 05'00"W 61.21'
N89° 55'00"W 47.76'
S89° 53'26"E 360.93

POB RW-7
SE Cor. Sec. 15 bears
S02° 30'48"E
1336.66'

POB TE-7
SE Cor. Sec. 15 bears
S02° 49'53"E
1190.41'

216+00
13+00
217+00
19+00

2/20/2023 Lee 3:54:21 PM G:\GIS\Projects\10013926_CDOT_I-70B_Phase_6\Files_From_Others\working\23583_ROW_Plans_20scale_701-705.dgn

Colorado Department of Transportation
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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20'
Scale 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RDOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.05

Lot 1
GCK Subdivision
Book 4913, Page 844,845
Rec.2504527
09/04/2009

SE 1/4
SECTION 15

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SECTION LINE

1ST ST

110'

218+00

20+00

Existing R.O.W. (2022)

Existing R.O.W. (2022)

TE-7A
Mesa County
200 S Spruce St
Grand Junction, CO., 81582
TC#200-F01342-22

S89° 33'09"E
14.02'

N00° 03'59"W
8.50'

17'RR Spur Esmt.
Bk.509, Pg.189

N00° 03'59"W
8.50'

N89° 56'31"W
13.98'

S00° 03'29"W
8.37'

POB TE-7A and TE-9
SE Cor. Sec. 15 bears
S03° 11'02"E
1061.11'

N89° 56'01"E
14.00'

S00° 03'29"W
8.53'

TE-9
Grand Valley
Catholic Outreach, Inc.
245 S 1st St
Grand Junction, CO., 81501
TC#200-F01346-22

Lot 1
STARVIN ARVINS' Subd.
Bk.3876, Pg.515
Rec.2248600 04/14/2005

POB TE-8
SW Cor. Sec. 14 bears
S02° 33'41"W
1144.61'

S89° 56'31"E
11.00'

S89° 56'31"E
10.02'

S00° 04'56"W
7.57'

N89° 55'04"W
21.02'

N00° 03'29"E 76.41

S00° 03'29"W 68.84

SW 1/4
SECTION 14

TE-8
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01344-22

POB RW-10
SW Cor. Sec. 14 bears
S02° 14'43"W
1047.88'

S89° 55'04"E
25.45'

S89° 55'04"E
5.56'

S00° 04'56"W
3.19'

Block 122

20' Alley

POB TE-10
SW Cor. Sec. 14 bears
S03° 56'15"W
1049.51'

Rc = 185.00'
Δc = 50° 11'49"
Lc = 162.08'
C = 156.94'
CB = S47° 22'04"E

Rc = 189.00'
Δc = 51° 43'59"
Lc = 170.65'
C = 164.91'
CB = S46° 35'59"E

N00° 03'29"E 91.16

RW-10 TE-10
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01347-22

TE-10

RW-10

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Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227

Region 3 BKB

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RDOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.06

Lot 1
STARVIN ARVINS' Subd.
Bk.3876, Pg.515
Rec.2248600 04/14/2005

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

TE-9B
Grand Valley
Catholic Outreach, Inc.
245 S 1st St
Grand Junction, CO., 81501
TC#200-F01346-22

Existing R.O.W. (2022)
Existing R.O.W. (2022)
Existing R.O.W. (2022)
Existing R.O.W. (2022)
Existing R.O.W. (2022)

1ST ST
R.O.W. width varies

SECTION LINE

SE 1/4
SECTION 15

SW 1/4
SECTION 14

UTE AVE

Rc = 189.00'
Δc = 51° 43'59"
Lc = 170.65'
C = 164.91'
CB = S46° 35'59"E

Rc = 185.00'
Δc = 50° 11'49"
Lc = 162.08'
C = 156.94'
CB = S47° 22'04"E

N00° 03'29"E 91.16

N35° 48'26"W 42.50

N89° 56'41"W 276.66

RW-10 TE-10
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F1347-22

Block 122

TE-10
RW-10

N49° 13'27"E
5.00'

S40° 46'33"E
28.36'
N40° 46'33"W
28.36'

S49° 13'28"W
5.00'

POB TE-9B
SE COR SEC 15 BEARS
S03° 42'11"E
851.18'

Arvan Jeffry Leany And
Tonja Leany Living Trust
260 Pitkin Ave
Grand Junction, CO.,81501

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Grand Junction, CO 81501
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Fax: (970) 683-6227
Region 3 BKB

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

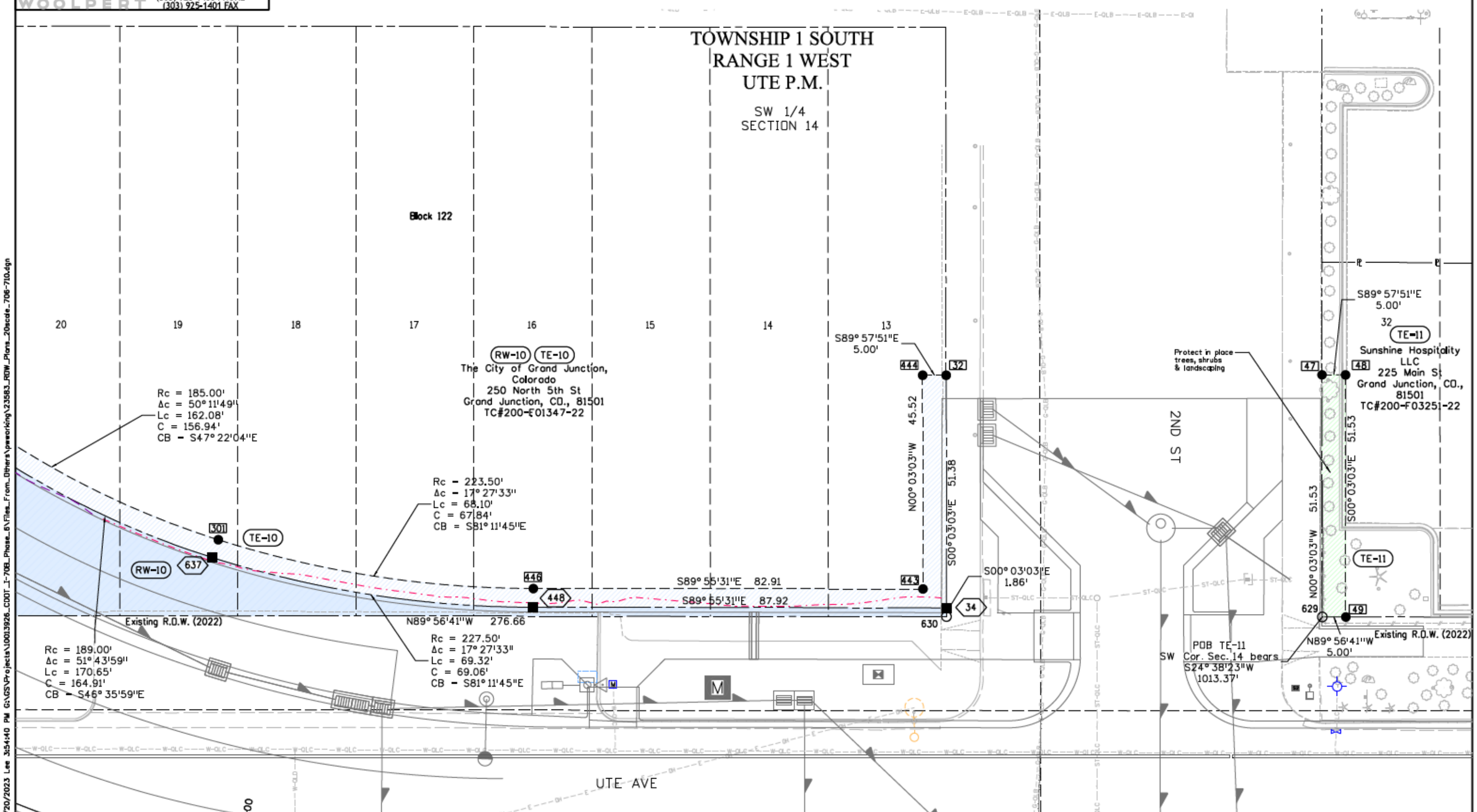
Sheet Revisions		
Date	Description	Initials

0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.07

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX



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Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

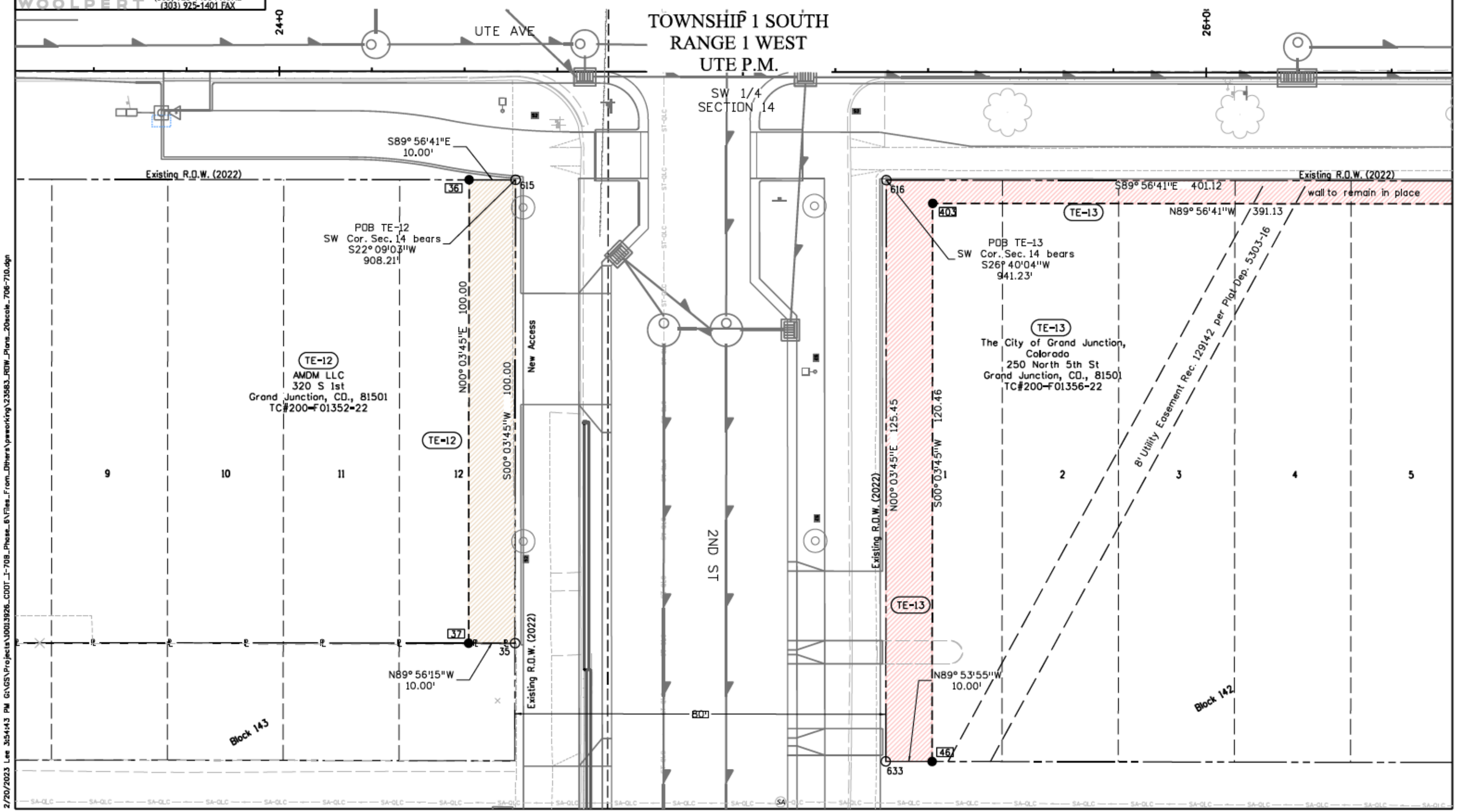
Sheet Revisions		
Date	Description	Initials

N
0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.08

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX



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Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
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720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
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(303) 925-1401 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20'
Scale: 1" =20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RDOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.09

27+00
UTE AVE
10+00
TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.
29+00
SW 1/4
SECTION 14
Existing R.O.W. (2022)
S89° 56'41"E 401.12
N89° 56'41"W 391.13
TE-13
627
S00° 01'24"W
5.00'
45
TE-13
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F01356-22
6 7 8 9 10 11 12 13 14 15 16
Block 142
Existing R.O.W. (2022)
3RD ST
T-OH
T-OH

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Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20'
Scale: 1" = 20'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RDOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	2/20/23	7.01 to 7.16	7.12

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

2ND ST

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SW 1/4
SECTION 14

N 34783.90
E 89796.00
EL 4577.32

632
S00°03'45"W 91.49
8.53'
42
40
S00°03'45"W 33.89'
614
613
N89°51'09"W 6.77'
Rc = 188.50'
Δc = 03°22'10"
Lc = 11.09'
C = 11.08'
CB = N64°23'06"W
TE-16
N00°03'45"E 86.72
POB TE-16
SW Cor. Sec. 14
bears S26°11'37"W
775.43'
S89°53'55"E
10.00'
43
44
Rc = 329.00'
Δc = 08°25'12"
Lc = 48.35'
C = 48.30'
CB = N54°08'26"W
13
449
16-RM
RW-16
Rc = 188.50'
Δc = 07°43'10"
Lc = 25.40'
C = 25.38'
CB = N62°12'37"W
14
PE-16
RW-16 16-RM PE-16 TE-16
The City of Grand Junction,
Colorado
250 North 5th St
Grand Junction, CO., 81501
TC#200-F03252-22
Block 143
136.60
S52°24'26"E
138.61
N41°05'52"W
224+00
116.44
S89°53'55"E
Alley
Block 143
15
636
S50°01'26"E 47.40
16
S89°53'55"E
8.12'
POB RW-16 & 16-RM
SW Cor. Sec. 14
bears S19°53'47"W
717.72'
28.02
39
113'
41
N41°05'52"W
POB PE-16
SW Cor. Sec. 14
bears S17°58'37"W
731.72'
38
1ST ST
223+00
M
1ST ST
R.O.W. width varies
Lot 1, FILING 7
D&RGW RAILROAD MINOR Subd.
Bk.14, Pg.270, Rec.1691669 08/10/1984

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Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

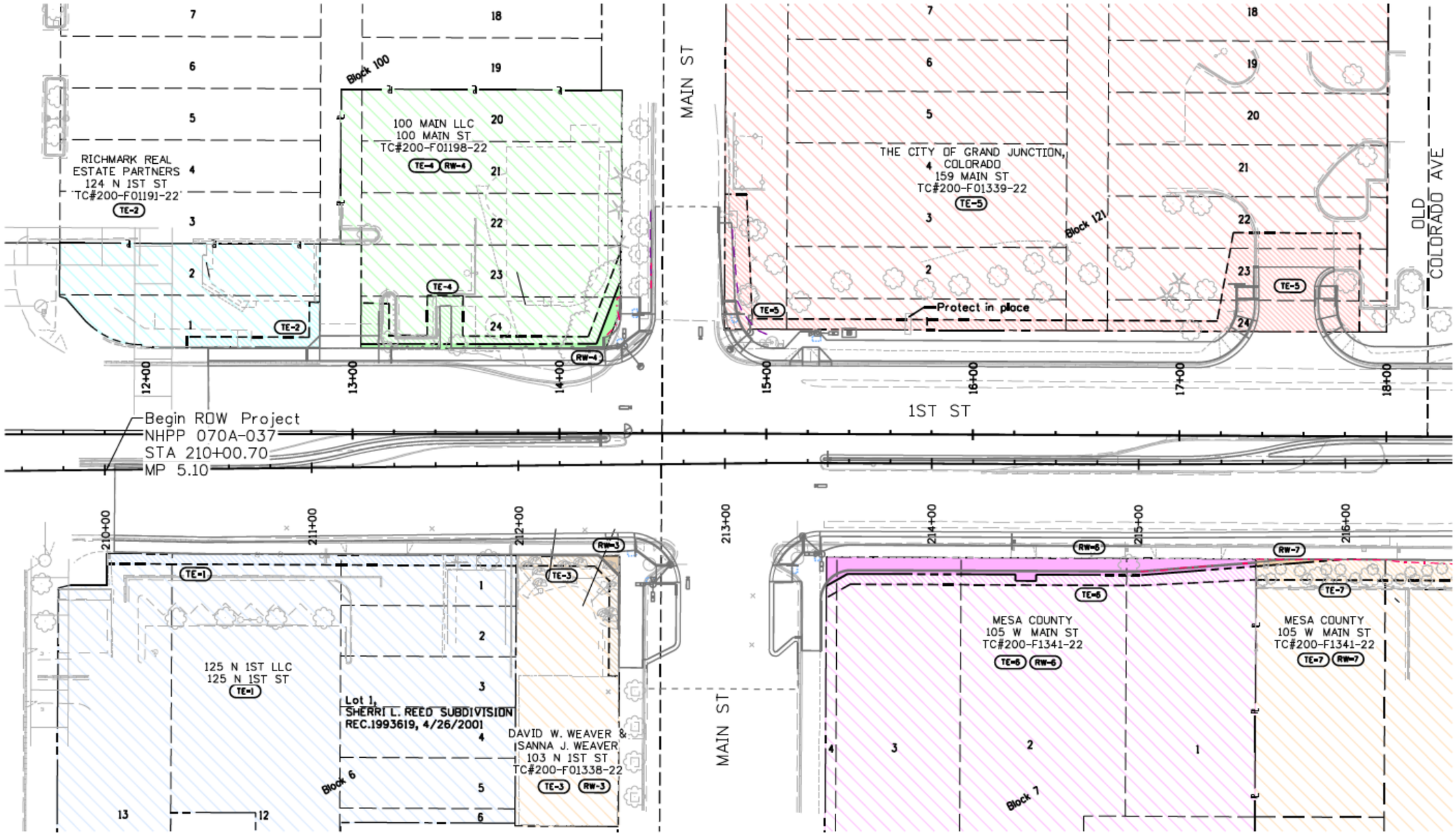
WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 524-3030 PHONE
(937) 461-0743 FAX

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

0' 12.5' 25' 50'

Right of Way Plans
Ownership Map
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	1/27/23	8.01 to 8.05	8.01



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720 S. COLORADO BLVD. #1200-S
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(303) 524-3030 PHONE
(937) 461-0743 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 12.5' 25' 50'

Right of Way Plans
Ownership Map

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	1/27/23	8.01 to 8.05	8.02

OLD COLORADO AVE
1ST ST
2ND ST
UTE AVE
PITKIN AVE
20' Alley
Block 122
Block 143

CITY OF GRAND JUNCTION
220 S 1ST ST
TC#200-F01344-22

CITY OF GRAND JUNCTION
225 S 2ND ST
TC#200-F01345-22

AMDM LLC
317 S 2ND ST
TC#200-F01352-22

COUNTY OF MESA
200 S SPRUCE ST
TC#200-F01342-22

Lot 1
GCK Subdivision
Book 4913, Page 844,845
Rec.2504527
09/04/2009

GRAND VALLEY
CATHOLIC OUTREACH INC
245 S 1ST ST
TC#200-F01346-22

Lot 1
STARVIN ARVINS' Subd.
Bk.3876, Pg.515
Rec.2248600 04/14/2005

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Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227

Region 3 BKB

720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 524-3030 PHONE
(937) 461-0743 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

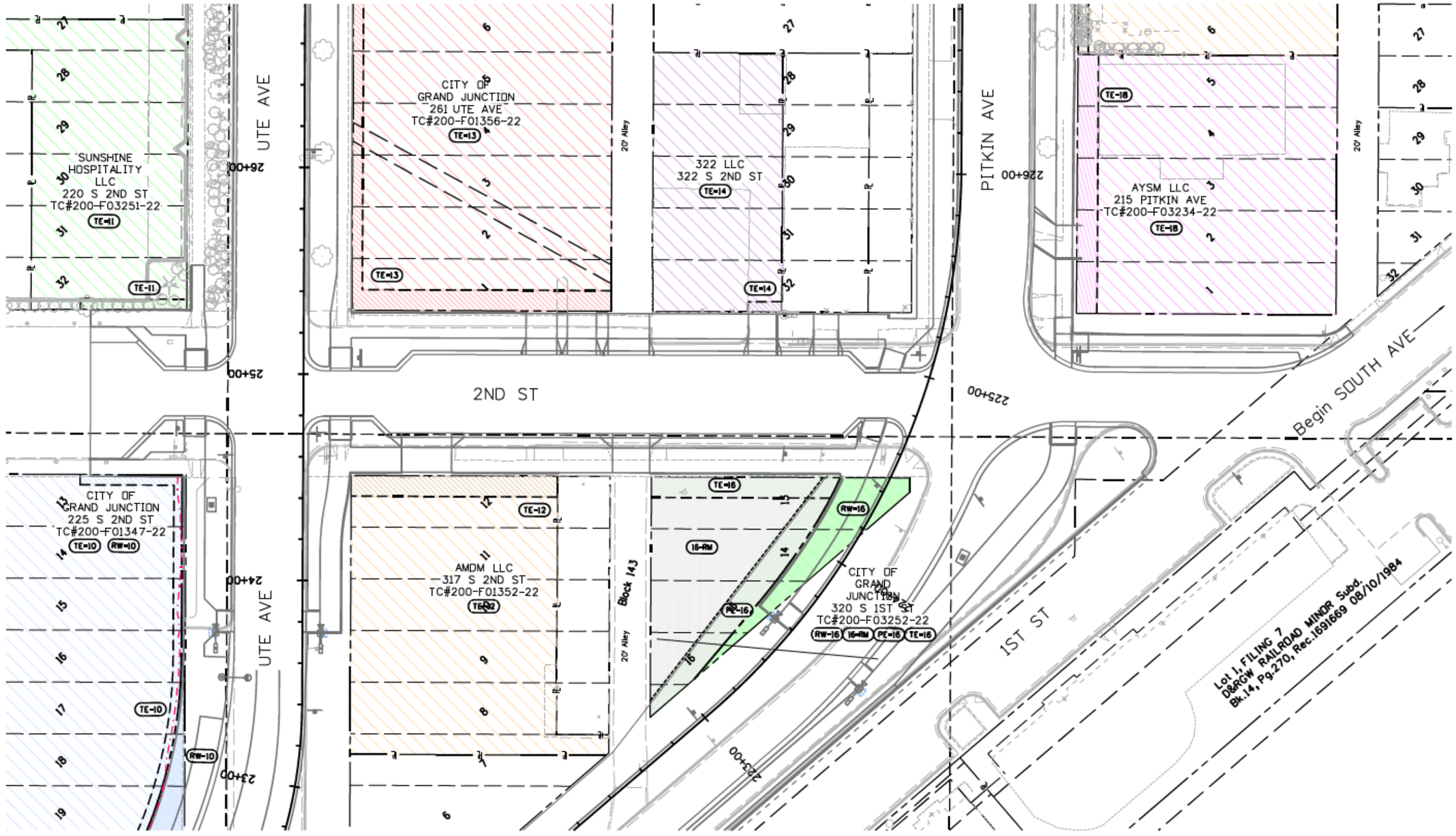
Sheet Revisions		
Date	Description	Initials

0' 12.5' 25' 50'

Right of Way Plans
Ownership Map

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	1/27/23	8.01 to 8.05	8.03



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Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 524-3030 PHONE
(937) 461-0743 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

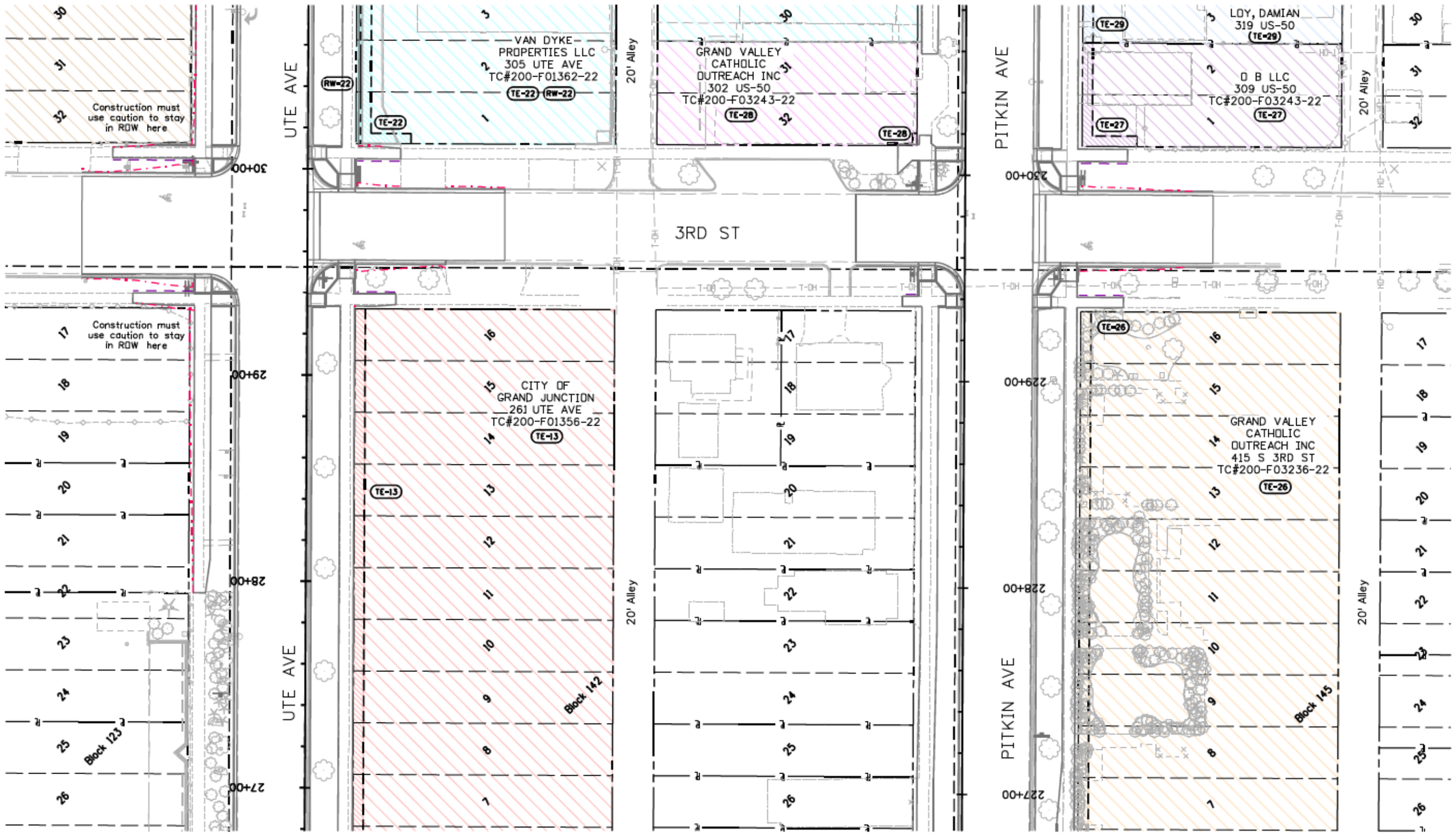
Sheet Revisions		
Date	Description	Initials

0' 12.5' 25' 50'

Right of Way Plans
Ownership Map

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	1/27/23	8.01 to 8.05	8.04



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720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 524-3030 PHONE
(937) 461-0743 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 12.5' 25' 50'

Right of Way Plans
Ownership Map

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RDOD
GRAND JUNCTION, CO

Project Code	Last Mod. Date	Subset	Sheet No.
23583	1/27/23	8.01 to 8.05	8.05

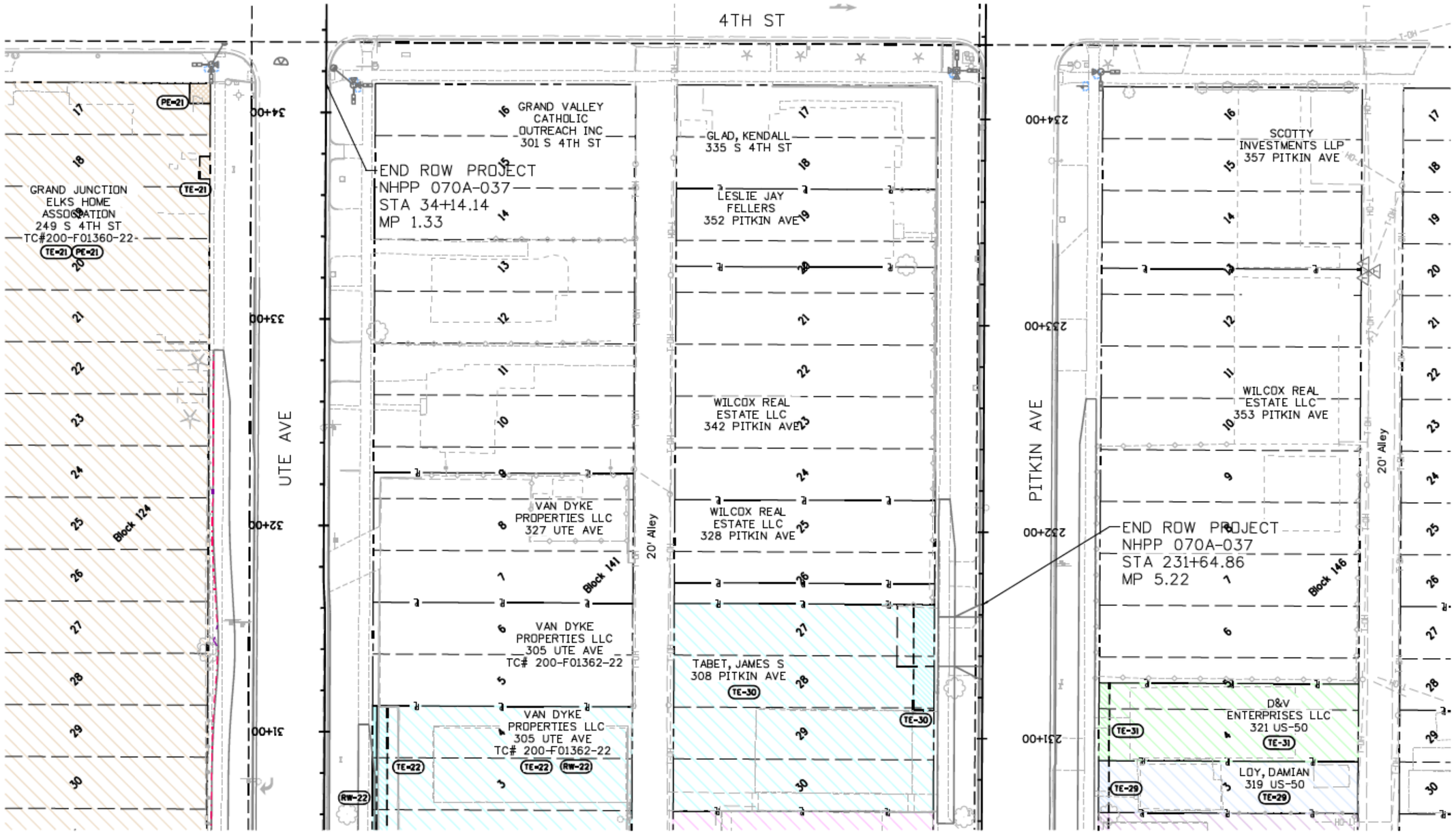

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EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-5
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-5 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 5038 sq. ft. (0.116 acres), more or less, located in Lots 1, 22, 23, and 24, together with the vacated East/West alley in Block 121 of the City of Grand Junction, and a vacated portion of Main Street, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at the northwesterly corner of said vacated portion of Main Street, whence the Southwest Corner of said Section 14 bears S01°51'40"W, a distance of 1593.77 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S89°55'16"E, a distance of 65.14 feet;

2. Thence S00°04'06"W, a distance of 10.48 feet;

3. Thence S87°15'09"W, a distance of 60.22 feet;

4. Thence S00°05'00"W, a distance of 224.82 feet;

5. Thence S79°42'22"E, a distance of 43.45 feet;

6. Thence S00°05'00"W, a distance of 61.21 feet;

7. Thence N89°55'00"W, a distance of 47.76 feet;

8. Thence N00°05'00"E, a distance of 307.18 feet, more or less, to the Point of Beginning;

The Temporary Easement contains 5038 sq. ft. (0.116 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including sidewalk reconstruction and access.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S



Glendale, CO 80246

EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-8
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-8 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 916 sq. ft. (0.021 acres), more or less, located in Lots 1 and 2, Block 122, Map of First Division Resurvey Town of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at a point on the East right of way line of 1st Street, whence the Southwest Corner of said Section 14 bears S02°33'41"W, a distance of 1144.61 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S89°56'31"E, a distance of 11.00 feet;

2. Thence S00°03'29"W, a distance of 68.84 feet;

3. Thence S89°56'31"E, a distance of 10.02 feet;

4. Thence S00°04'56"W, a distance of 7.57 feet;

5. Thence N89°55'04"W, a distance of 21.02 feet;

6. Thence N00°03'29"E, a distance of 76.41 feet, more or less, to the Point of Beginning;

The Temporary Easement contains 916 sq. ft. (0.021 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including sidewalk reconstruction.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
PARCEL NUMBER: RW-10
DATE: January 6, 2023

LEGAL DESCRIPTION

A tract or parcel of land No. RW-10 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 9470 sq. ft. (0.217 acres), more or less, located in Lots 13 through 24, inclusive, Block 122, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the northwesterly corner of said Lot 24, whence the Southwest Corner of said Section 14 bears S02°14'43"W, a distance of 1047.88 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence along the southerly right-of-way line of Block 122 Alley, S89°55'04"E, a distance of 25.45 feet;

2. Thence departing said southerly right-of-way line, on the arc of a curve to the left, a radius of 189.00 feet, a central angle of 51°43'59", a distance of 170.65 feet, (a chord bearing S46°35'59"E, a distance of 164.91 feet);

3. Thence on the arc of a curve to the left, a radius of 227.50 feet, a central angle of 17°27'33", a distance of 69.32 feet, (a chord bearing S81°11'45"E, a distance of 69.06 feet);

4. Thence S89°55'31"E, a distance of 87.92 feet;

5. Thence S00°03'03"E, a distance of 1.86 feet;

6. Thence N89°56'41"W, a distance of 276.66 feet;

7. Thence N35°48'26"W, a distance of 42.50 feet;

8. Thence N00°03'29"E, a distance of 91.16 feet, more or less, to the Point of Beginning;

The parcel contains 9470 sq. ft. (0.217 acres), more or less.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-10
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-10 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 1529 sq. ft. (0.035 acres), more or less, located in Lots 13 through 24, inclusive, Block 122, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at the northwesterly corner of said Lot 24, whence the Southwest Corner of said Section 14 bears S03°56'15"W, a distance of 1049.51 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S00°04'56"W, a distance of 3.19 feet;

2. Thence on the arc of a curve to the left, a radius of 185.00 feet, a central angle of 50°11'49", a distance of 162.08 feet, (a chord bearing S47°22'04"E, a distance of 156.94 feet);

3. Thence on the arc of a curve to the left, a radius of 223.50 feet, a central angle of 17°27'33", a distance of 68.10 feet, (a chord bearing S81°11'45"E, a distance of 67.84 feet);

4. Thence S89°55'31"E, a distance of 82.91 feet;

5. Thence N00°03'03"W, a distance of 45.52 feet;

6. Thence S89°57'51"E, a distance of 5.00 feet;

7. Thence S00°03'03"E, a distance of 51.38 feet;

8. Thence N89°55'31"W, a distance of 87.92 feet;

9. Thence on the arc of a curve to the right, a radius of 227.50 feet, a central angle of 17°27'33", a distance of 69.32 feet, (a chord bearing N81°11'45"W, a distance of 69.06 feet);

10. Thence on the arc of a curve to the right, a radius of 189.00 feet, a central angle of 51°43'59", a distance of 170.65 feet, (a chord bearing N46°35'59"W, a distance of 164.91 feet);

11. Thence S89°55'04"E, a distance of 5.56 feet, more or less, to the Point of Beginning;

The Temporary Easement contains 1529 sq. ft. (0.035 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including sidewalk reconstruction.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-13
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-13 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 3210 sq. ft. (0.074 acres), more or less, located in Lots 1 through 16, inclusive, Block 142, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at the northwesterly corner of said Lot 1, whence the Southwest Corner of said Section 14 bears S26°40'04"W, a distance of 941.23 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S89°56'41"E, a distance of 401.12 feet;

2. Thence S00°01'24"W, a distance of 5.00 feet;

3. Thence N89°56'41"W, a distance of 391.13 feet;

4. Thence S00°03'45"W, a distance of 120.46 feet;

5. Thence N89°53'55"W, a distance of 10.00 feet;

6. Thence N00°03'45"E, a distance of 125.45 feet, more or less, to the Point of Beginning;

The Temporary Easement contains 3210 sq. ft. (0.074 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including sidewalk and driveway reconstruction.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
PARCEL NUMBER: RW-16
DATE: January 6, 2023

LEGAL DESCRIPTION

A tract or parcel of land No. RW-16 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 1682 sq. ft. (0.039 acres), more or less, located in Lots 13 through 16, inclusive, Block 143, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, Mesa County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point on of the northeasterly right-of-way line of 1st Street, whence the Southwest Corner of said Section 14 bears S19°53'47"W, a distance of 717.72 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence departing said northeasterly right-of-way line S50°01'26"E, a distance of 47.40 feet;

2. Thence on the arc of a curve to the left, a radius of 329.00 feet, a central angle of 08°25'12", a distance of 48.35 feet, (a chord bearing S54°08'26"E, a distance of 48.30 feet);

3. Thence on the arc of a compound curve to the left, a radius of 188.50 feet, a central angle of 07°43'10", a distance of 25.40 feet, (a chord bearing S62°12'37"E, a distance of 25.38 feet) to a point on the westerly right-of-way line of 2nd Street;

4. Thence along said westerly right-of-way line S00°03'45"W, a distance of 33.89 feet to the point of intersection of said westerly right-of-way line and said northeasterly right-of-way line;

5. Thence along said northeasterly right-of-way line N89°51'09"W, a distance of 6.77 feet;

6. Thence continuing along said northeasterly right-of-way line N41°05'52"W, a distance of 138.61 feet, more or less, to the Point of Beginning;

The parcel contains 1682 sq. ft. (0.039 acres), more or less.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
PARCEL NUMBER: 16-RM
DATE: January 6, 2023

LEGAL DESCRIPTION

A tract or parcel of land No. 16-RM of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 6042 sq. ft. (0.139 acres), more or less, located in Lots 13 through 17, inclusive, Block 143, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, Mesa County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point on of the northeasterly right-of-way line of 1st Street, whence the Southwest Corner of said Section 14 bears S19°53'47"W, a distance of 717.72 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence along said northeasterly right-of-way line N41°05'52"W, a distance of 28.02 feet to the northwesterly corner of said Lot 17, said point being the point of intersection of the northeasterly right-of-way line of South 1st Street and the southerly right-of-way line of the Block 143 Alley;

2. Thence along said southerly right-of-way line S89°53'55"E, a distance of 116.44 feet to the northeasterly corner of said Lot 13, said point being the point of intersection of the westerly right-of-way line of 2nd Street and the southerly right-of-way line of the Block 143 Alley;

3. Thence departing said southerly right-of-way line, along said westerly right-of-way line S00°03'45"W, a distance of 91.49 feet;

4. Thence departing said westerly right-of-way line on the arc of a curve to the right, a radius of 188.50 feet, a central angle of 07°43'10", a distance of 25.40 feet, (a chord bearing N62°12'37"W, a distance of 25.38 feet);

5. Thence on the arc of a compound curve to the right, a radius of 329.00 feet, a central angle of 08°25'12", a distance of 48.35 feet, (a chord bearing N54°08'26"W, a distance of 48.30 feet);

6. Thence N50°01'26"W, a distance of 47.40 feet, more or less, to the Point of Beginning;

The parcel contains 6042 sq. ft. (0.139 acres), more or less.

The purpose of the Remanent is for uneconomic remainder.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
PERMANENT EASEMENT NUMBER: PE-16
DATE: January 6, 2023

LEGAL DESCRIPTION

A Permanent Easement No. PE-16 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 1539 sq. ft. (0.035 acres), more or less, located in Lots 13 through 17, inclusive, Block 143, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, Mesa County, Colorado, said Permanent Easement being more particularly described as follows:

Commencing at the northwesterly corner of said Lot 17, whence the Southwest Corner of said Section 14 bears S17°58'37"W, a distance of 731.72 feet, said point being the point of intersection of the northeasterly right-of-way line of South 1st Street and the southerly right-of-way line of the Block 143 Alley, said point also being the TRUE POINT OF BEGINNING;

1. Thence along said southerly right-of-way line S89°53'55"E, a distance of 8.12 feet;

2. Thence departing said southerly right-of-way line S52°24'26"E, a distance of 136.60 feet to a point on the westerly right-of-way line of 2nd Street;

3. Thence along said westerly right-of-way line S00°03'45"W, a distance of 8.53 feet;

4. Thence departing said westerly right-of-way line on the arc of a curve to the right, a radius of 188.50 feet, a central angle of 07°43'10", a distance of 25.40 feet, (a chord bearing N62°12'37"W, a distance of 25.38 feet);

5. Thence on the arc of a compound curve to the right, a radius of 329.00 feet, a central angle of 08°25'12", a distance of 48.35 feet, (a chord bearing N54°08'26"W, a distance of 48.30 feet);

6. Thence S50°01'26"E, a distance of 47.40 feet to a point on said northeasterly right-of-way line;

7. Thence along said northeasterly right-of-way line N41°05'52"W, a distance of 28.02 feet, more or less, to the Point of Beginning;

The Permanent Easement contains 1539 sq. ft. (0.035 acres), more or less.

The purpose of the Permanent Easement is for a sight triangle.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.



For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246

EXHIBIT "A"

PROJECT CODE: 23583
PROJECT NUMBER: NHPP 070A-037
TEMPORARY EASEMENT NUMBER: TE-16
DATE: January 6, 2023

LEGAL DESCRIPTION

A Temporary Easement No. TE-16 of the Department of Transportation, State of Colorado Project No. NHPP 070A-037 containing 892 sq. ft. (0.020 acres), more or less, located in Lot 13, Block 143, City of Grand Junction, in the Southwest 1/4 of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, in Mesa County, Colorado, Temporary Easement being more particularly described as follows:

Commencing at the northeasterly corner of said Lot 13, whence the Southwest Corner of said Section 14 bears S26°11'37"W, a distance of 775.43 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence S00°03'45"W, a distance of 91.49 feet;

2. Thence on the arc of a curve to the right, a radius of 188.50 feet, a central angle of 03°22'10", a distance of 11.09 feet, (a chord bearing N64°23'06"W, a distance of 11.08 feet);

3. Thence N00°03'45"E, a distance of 86.72 feet;

4. Thence S89°53'55"E, a distance of 10.00 feet;

The above described Temporary Easement contains 892 sq. ft. (0.020 acres), more or less.

The purpose of the Temporary Easement is for roadway construction including construction and maintenance of sight triangle.

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N88°46'24"E from CM-MP 5.19 to CM-MP 5.58. Both monuments are CDOT Type 5S, marked appropriately for their milepost location and control position.

For and on Behalf of the
Colorado Department of Transportation
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



COLORADO DEPARTMENT OF TRANSPORTATION

MEMORANDUM OF AGREEMENT

Project Code: 23583	Parcel No: TE-5, TE-8, RW-10, TE-10, TE-13, RW-16, PE-16, TE-16
Project No: NHPP 070A-037	
Location: I-70B South of Rood	
County: Mesa	State Highway No: I-70B

This agreement made on (date)_____, 2023 is between the State of Colorado for the use and benefit of the Colorado Department of Transportation (GRANTEE) for the purchase of the parcel(s) listed above from the

Owner(s) The City of Grand Junction (GRANTOR).

Just compensation was determined by an appropriate valuation procedure prepared in accordance with Colorado state laws and regulations. The amount of money and/or compensation listed below is full consideration for the following land, easements, improvements, and damages of any kind.

Land (described in attached exhibits): RW-10, RW-16	11,152 Sq.ft☒/acres☐	$211,888.00
Permanent and Slope Easements (described in attacehd exhibits): PE-16	1,539 Sq.ft☒/acres☐	$ 26,317.00
Temporary Easements (described in attached exhibits): TE-5, TE-8, TE-10, TE-13, TE-16	11,585 Sq.ft☒/acres☐	$ 46,551.00
Damages: None		$
Improvements: Asphalt/concrete, curb/sidewalk, street light, landscaping including bushes, trees, sod and sprinkler systems		$ 50,004.00
	Total Fair Market Value / Just Compensation	$334,760.00 (rounded)
	Additional Amount for Settlement	$ 39,240.00
	Less Credit	$ N/A
	Net Total	$374,000.00

Other conditions:

1. The term of Grantee's use of the Temporary Easement shall be for a period of 18 months ("term"). The term shall commence on the date Grantee or Grantee's contractor enters the Temporary Easement area ("commencement date") and shall terminate 10 days after the conclusion of construction or 18 months after the commencement date, whichever event occurs first.

The GRANTOR:

1) Will, at the closing, pay all taxes (including prorated taxes for the current year) and special assessments for the current year;
2) Has entered into this agreement only because the GRANTEE has the power of eminent domain and requires the property for public purposes;
3) Be responsible for securing releases from all liens, judgments and encumbrances to deliver clear, unencumbered title to GRANTEE. Any encumbrance required to be paid by GRANTOR shall be paid at or before closing from the proceeds of the transaction hereby contemplated or from any other source;
4) Will execute and deliver to GRANTEE those documents indicated below;
5) Excepts from the subject property described herein in the attached Exhibits, the mineral estate and including all coal, oil, gas and other hydrocarbons, and all clay and other valuable mineral in and under said subject property. The GRANTOR hereby covenants and agrees that the GRANTEE shall forever have the right to take and use, without payment of further compensation to the GRANTOR, any and all sand, gravel, earth, rock, and other road building materials found in or upon said subject property and belonging to the GRANTOR; and
6) The GRANTOR further covenants and agrees that no exploration for, or development of any of the products, as described above, and owned by the GRANTOR heretofore or hereafter the date set forth above and hereby excepted will ever be conducted on or from the surface of the premises described in the attached Exhibits, and that in the event any of such operations may hereafter be carried on beneath the surface of said premises, the GRANTOR shall perform no act which may impair the subsurface or lateral support of said premises. These covenants and agreements hereunder, shall inure to and be binding upon the GRANTOR and its heirs, personal and legal representatives, successors and assigns forever.

NOTE: At GRANTOR'S sole discretion, the GRANTOR may convey the underlying mineral estate owned by GRANTOR to the GRANTEE. GRANTEE makes no representations about the nature, title or value of the mineral estate. In transactions where GRANTOR conveys the underlying mineral estate to GRANTEE, Paragraphs 5 and 6, as set forth above, will be deleted from this Memorandum of Agreement and the conveyance document.

☐ GRANTOR conveys the underlying mineral estate to GRANTEE. Paragraphs 5 and 6 are hereby deleted from the Memorandum of Agreement and the conveyance document.

The GRANTEE:
1) Will be entitled to specific performance of this agreement upon tender of the agreed consideration;
2) Will be held harmless from any claims against the property or to any interest in the property, except for any benefits due under relocation law;
3) Will make payment after receiving acceptable conveyance instruments from the GRANTOR;
4) Will take possession and use of the parcel(s) when it deposits the consideration, as set forth above, into an escrow account for the benefit of the GRANTOR, or when GRANTEE disburses funds to GRANTOR. Transfer of title to the parcel(s) shall occur upon performance of any and all terms under this agreement, and release of the payment from escrow to the GRANTOR, unless other arrangements are made that follow Title III of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended; and
5) Will prepare the following documents:

☒ General Warranty Deed	☐ Utility Easement
☐ Access Deed	☒ Permanent Easement
☐ Full Release(s) Book/Page:	☐ Slope Easement
☐ Partial Release(s) Rcpt No.:	☒ Temporary Easement

☐ Or (specify) also

☒ Title Company to prepare documents except Warranty Deed,Permanent Easement, Temporary Easement

Order Warrant $374,000.00	Payable to: Fidelity National Title Company as escrow agent FBO The City of Grand Junction
Order Warrant $	Payable to:

Real Estate Specialist	**GRANTOR signature** **Attach form W-9**
	GRANTOR (if applicable)
Division approval (Region ROW Manager)	**GRANTEE signature**

cc: Project Development Branch – ROW Services (original)
Property Owner
Region Right-of-Way Manager
Region Program Engineer/Resident Engineer/Project Engineer

RESOLUTION NO. __-23

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SELL AND CONVEY RIGHT-OF-WAY AND EASEMENTS TO THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) FOR THE I-70B PROJECT SOUTH OF ROOD AVE (PHASE 6) FOR PUBLIC USE AS RIGHT-OF-WAY AND RATIFYING ACTIONS HERETOFORE TAKEN IN CONNECTION THEREWITH

RECITALS:

The Colorado Department of Transportation (CDOT) has presented an offer to the City to acquire right-of-way and easements to construct Phase 6 of the I-70B Project South of Rood Avenue. These right-of-way and easements are necessary for CDOT to construct the project. The project is anticipated to start construction in 2024.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

1. That the City Council hereby authorizes the sale of rights-of-way and grant of easements based on the attached Memorandum of Agreement, Legal Descriptions and Right of Way Plans. All actions heretofore taken by the officers, employees and agents of the City relating to allowance of said use of the rights-of-way and easements are consistent with the provisions of the City Charter. The City Charter provides that the City Council has the power to sell certain real estate by ordinance or resolution; with this resolution the City Council ratifies and confirms the authority of the City acting through the City Manager, consistent with the Charter and applicable law to sell and dispose of the Rights of Way as provided in the Agreement and prior City Council motion(s), resolution(s) and action(s) taken by the City in furtherance of the sale of the property,

2. That the officers, employees and agents of the City are hereby authorized and directed to take all actions necessary or appropriate to effectuate the provisions of this Resolution and the attached Memorandum of Agreement, including, without limitation, the execution and delivery of such rights-of-way and easements for use by CDOT during construction.

PASSED and **ADOPTED** this 6th day of December 2023.

BY ORDER OF THE CITY COUNCIL
CITY OF GRAND JUNCTION, COLORADO

_____

Anna Stout
President of the Council

DRAFT

Attest:

_____

Amy Phillips
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #4.f.

Meeting Date: December 6, 2023

Presented By: Jennifer Tomaszewski, Finance Director

Department: Finance

Submitted By: Jodi Welch, Finance Director Emeritus

Information

SUBJECT:

A Resolution for Reimbursement from Bond Proceeds for Capital Expenditures Related to the Community Recreation Center

RECOMMENDATION:

Staff recommends adopting the resolution permitting reimbursement from bond proceeds for capital expenditures related to the Community Recreation Center (CRC).

EXECUTIVE SUMMARY:

The reimbursement resolution is required by the IRS declaring the City's official intent to reimburse the City for capital expenditures with proceeds from the debt issuance. This will allow the City to be reimbursed for project costs that were paid prior to the availability of proceeds from financing. This will also allow maximum flexibility to issue the bonds during the most favorable market conditions.

BACKGROUND OR DETAILED INFORMATION:

The design for the CRC is currently underway and being funded by the CRC tax and an advance from the General Fund as approved by City Council on August 2, 2023. Design is expected to be complete and the construction will be started by mid-2024. Under federal tax laws, an issuer of debt may reimburse project expenditures with proceeds of debt issuance for expenditures made up to 60 days prior to the date of the reimbursement resolution and therefore the majority of costs for the Community Recreation Center's final design and construction project that will be paid prior to issuance of debt will be eligible for reimbursement from the bond proceeds.

FISCAL IMPACT:

Eligible costs of the CRC that are paid for by the City in advance of receiving the bond proceeds will be reimbursed when the proceeds are received, which is expected to occur during the first quarter of 2024.

SUGGESTED MOTION:

I move to (approve or deny) Resolution No. 111-23 A resolution permitting reimbursement from bond proceeds for capital expenditures related to the Community Recreation Center

Attachments

1. RES-Bond Reimbursement CRC 20231127

RESOLUTION NO. ___23

A RESOLUTION REGARDING AND DECLARING OFFICIAL INTENT TO REIMBURSE EXPENDITURES FROM PROCEEDS OF BORROWING

RECITALS:

With the voters' approval of Measure 1A in the 2023 Municipal election the City Council intends to undertake debt financing for the construction and development of a Community Recreation Center (CRC) at Matchett Park ("Project").

The City Council expects to finance the Project on a long-term basis by issuing tax-exempt bonds/legally authorized and appropriate evidence of indebtedness. Because the debt will not be issued prior to commencement of expenditures in support of the Project construction, the City must provide interim financing to cover costs of the Project incurred prior to receipt of the proceeds of the debt.

Accordingly, it is necessary, desirable and in the best interests of the City to advance money from City funds on hand, on an interim basis, to pay the costs of the Project until the debt is issued.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Grand Junction that:

Section 1. Expenditure of Funds. The City shall make expenditures as needed from its funds on hand to pay the costs of the Project until debt proceeds become available.

Section 2. Declaration of Official Intent. By and with this Resolution the City Council declares its intent under Treasury Regs. Section 1.150-2 to reimburse said expenditures with proceeds of the Bonds, the principal amount of which is not expected to exceed $70,000,000.00.

Section 3. Unavailability of Long-Term Funds. No funds for payment of Project expenses from sources other than the Bonds are, or are reasonably expected to be, reserved, allocated on a long-term basis, or otherwise set aside by the City other than pursuant to its budget or financial policies and applicable law.

DRAFT

PASSED AND ADOPTED this 6th day of December 2023.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #5.a.

Meeting Date: December 6, 2023

Presented By: Brandon Stam, DDA Executive Director

Department: Downtown GJ Business Improvement District

Submitted By: Brandon Stam

Information

SUBJECT:

Downtown Grand Junction Business Improvement District's 2024 Operating Plan and Budget

RECOMMENDATION:

The DGJBID Board reviewed and approved the 2024 Operating Plan and Budget on September 28, 2023, and recommends City Council approval.

EXECUTIVE SUMMARY:

Annually, the Downtown Grand Junction Business Improvement District (DGJBID) is required to file an operating plan and budget with the City Clerk by September 30. The City Council then approves or disapproves the plan and budget. The City Council reviewed the Operating Plan and 2024 Budget at the October 30 Workshop. The total DGJBID budget for 2024 is $428,524.

BACKGROUND OR DETAILED INFORMATION:

In 2005, the City Council created the Downtown Grand Junction Business Improvement District (BID), approved their 2006 Operating Plan and Budget, conducted a mail ballot election to create a Special Assessment, and then turned over the board to the DDA. State Statutes (31-25-1212 C.R.S.) require business improvement districts to submit an operating plan and budget. The municipality shall approve or disapprove the operating plan and budget.

FISCAL IMPACT:

The City of Grand Junction makes an annual Payment In Lieu of Tax (PILT) to the BID. In 2023 the City paid $15,269 to the BID; that amount remains unchanged in the City's 2024 recommended budget,

SUGGESTED MOTION:

I move to (approve/not approve) the Downtown Grand Junction Business Improvement District's 2024 Operating Plan and Budget.

Attachments

1. DGJBID 2024 Budget Presentation
2. DGJBID 2024 Line Item Budget

Downtown Business Improvement District

2024 Budget Presentation



Highlights

By the Numbers

GRAND JUNCTION CREATES

rediscover DOWNTOWN GRAND JUNCTION



BID's Primary Purpose

to organize, promote, and manage public events in the district and to market and promote activity in the Downtown commercial corridors.

District Boundaries

Highlights

District Boundaries

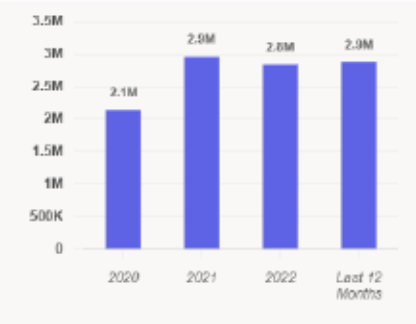
- Spans approx. 40 blocks
- ~600 Property owners & businesses

- River & Rail District properties included

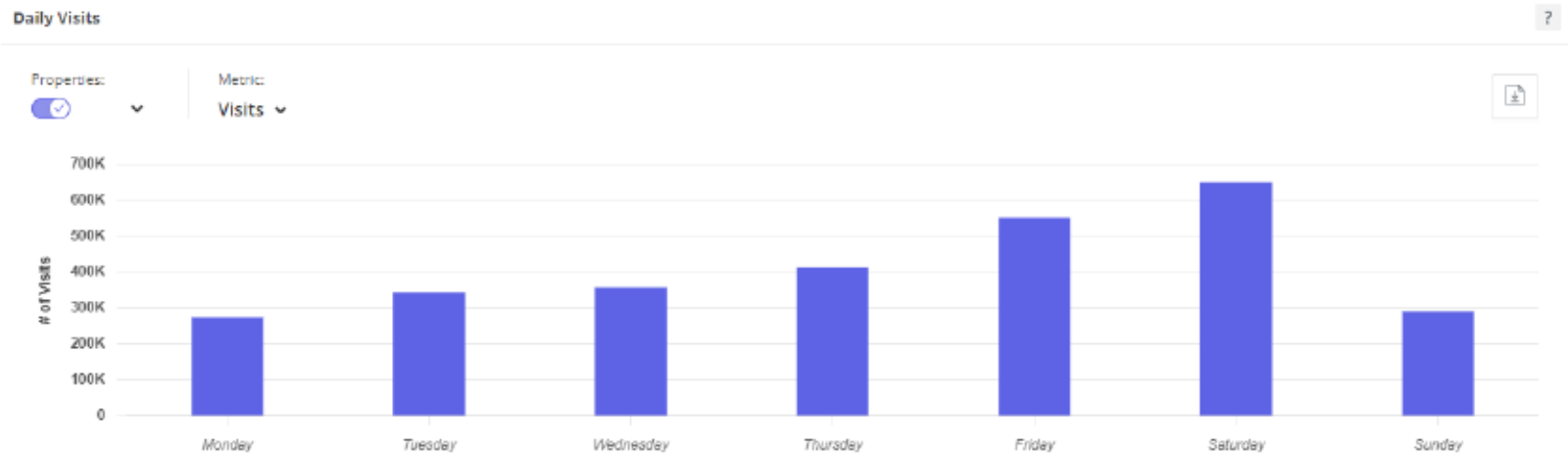
General Data About Downtown (Downtown Business Corridor October 2022-September 2023)

- 2.9 million visits
- Increase in Year over Year visits (+2.1% from 2022, +4.4% from 2021, +23.6% from 2020)
- Notable peak weeks:
    - 11/28/22-12/4/22 (Parade of Lights)- 72,340 visits
    - 12/12/22-12/18/22- 58,720 visits
    - 5/15/23-5/21/23- 64,200 visits
    - 8/14/23-8/20/23- 70,550 visits
    - 9/11/23-9/17/23 (Car Show)- 61,790 visits

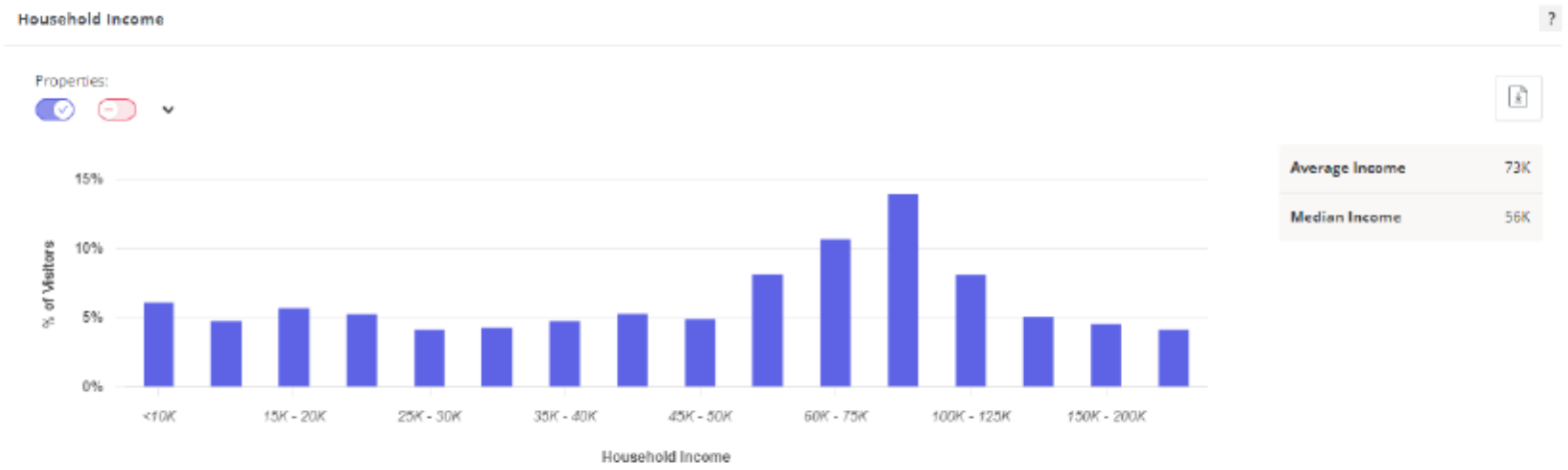




Below: Daily visits over the course of 12 months (Saturday peak = 649,300)



Average Household Income = $73,000 Median Income = $56,000



*Demographics are based on a True Trade Area capturing 70% of visits | Data source: Census 2019

Below: Household size benchmarked with national average; the majority of visits to Downtown are people who live in a 2 person household.

Household Size				
1 Person Household	28.1%	106	34.9%	132	-19.5%
2 Person Household	36.2%	110	33.2%	101	+8.9%
3 Person Household	14.9%	92	13.5%	84	+10.1%
4 Person Household	12.1%	89	10.6%	78	+14.8%
5 Person Household	5.4%	83	4.6%	71	+16.3%
6 Person Household	2.1%	81	1.9%	71	+14.9%
7+ Person Household	1.2%	62	1.3%	68	-8.8%

2023 Downtown Signature Event Data

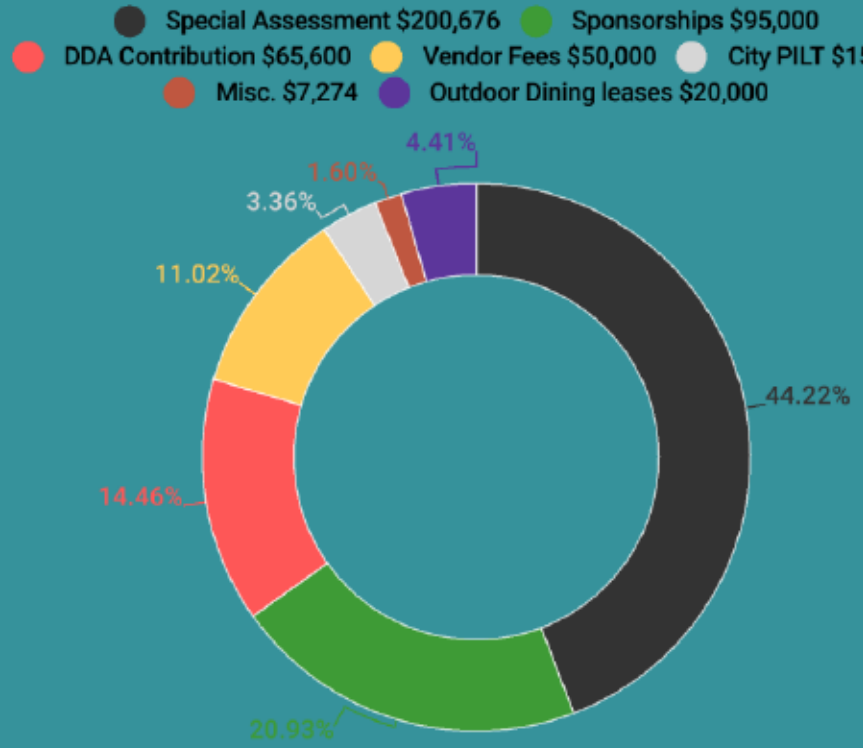
- Rides & Vibes Mountain Bike & Music Festival- 26,600 visits over the weekend (24,000 unique visitors meaning approximately 2,600 people attended both days of the festival).
- 4th of July- 40 floats, 7,500 event attendees.
- Market on Main- 5,000 people per week average, peak week of 8/17 (6,130 visitors).
- Rhythm and Brews- 4,900 each night.
- Car Show- 7,500 visitors, 130+ cars.
- Art Festival (Saturday only)- 7,700 visitors.
- Spooktacular & TL expected to have 5,000 visitors each.
- Parade of Lights- Expected 27,000+ visitors, 100+ floats.

GRAND

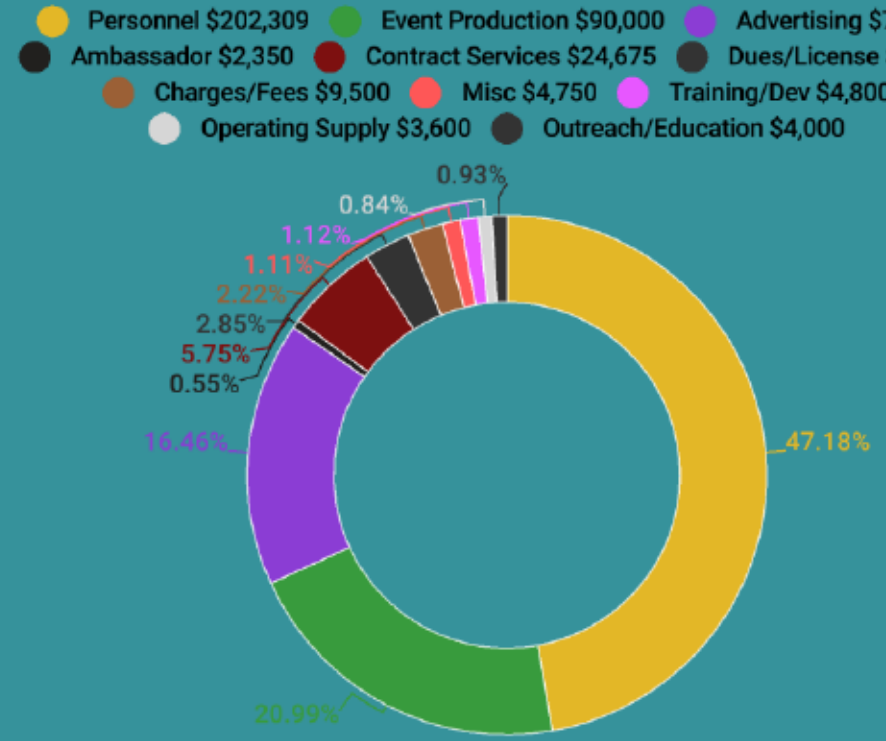


2024 Proposed Budget

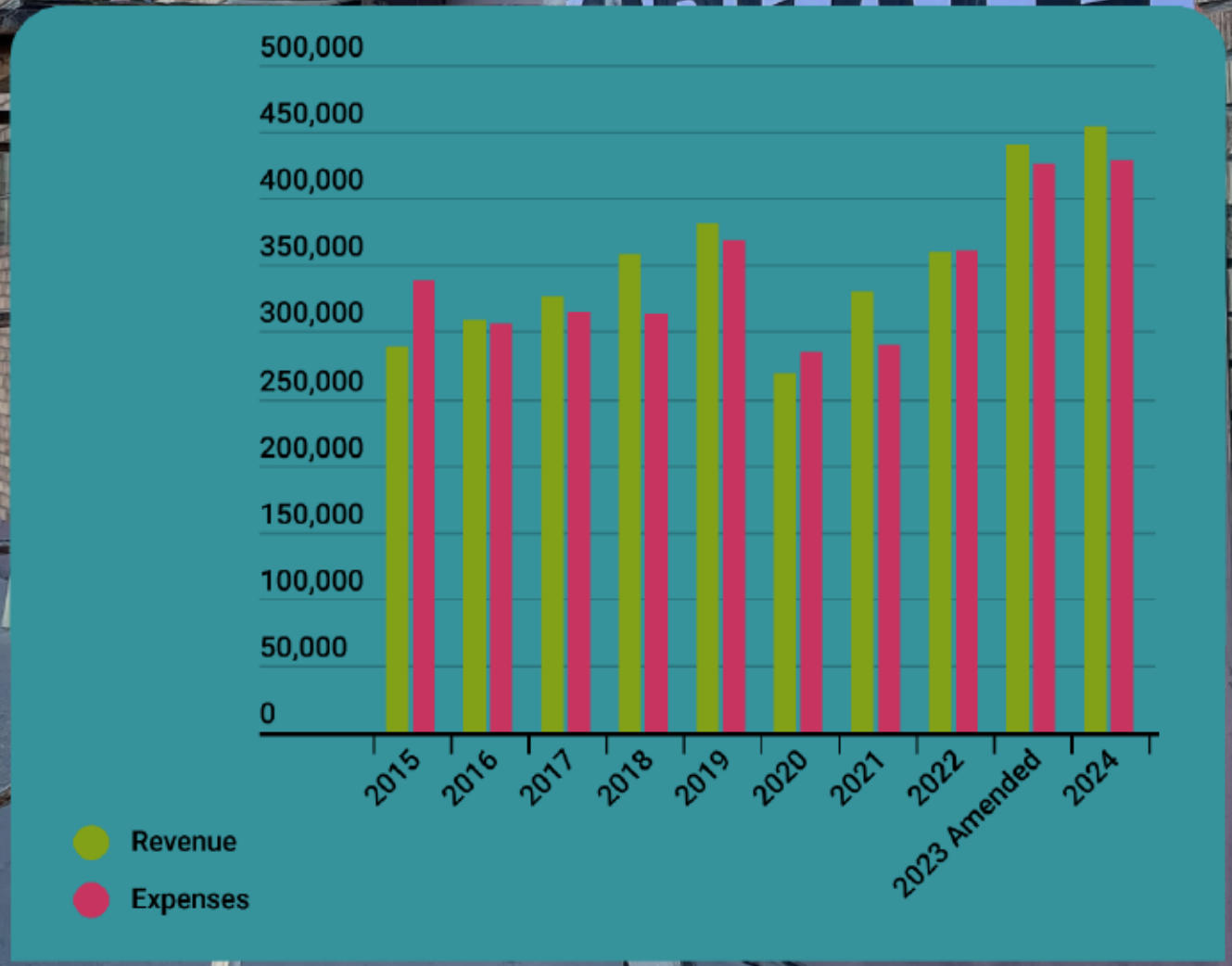
Revenue $453,819



Expenses $428,794



2018 - 2024 Revenue & Expense Chart



Fund Balance Summary



Questions?

CITY OF Grand Junction COLORADO

2024 Recommended Operating Budget
By Department, By Fund, By Account Classification
December 6, 2023

Line Item Ref #	By Department By Fund By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Year End Estimated	2024 Recommended
1	**711 Downtown BID Fund**					
2	**Revenue**	**$ 330,599**	**$ 360,145**	**$ 438,240**	**$ 439,570**	**$ 453,819**
3	Licenses and Permits	8,309	10,864	8,000	8,000	20,000
4	Charges for Service	98,785	133,626	150,800	150,800	145,300
5	Intergovernmental	6,400	-	-	-	-
6	Interest	900	1,206	2,951	3,508	999
7	Other	216,205	214,449	276,489	277,262	287,520
8	**Expenses**	**$ 290,250**	**$ 361,177**	**$ 421,318**	**$ 421,318**	**$ 428,524**
9	**Labor and Benefits**	**$ 125,320**	**$ 124,226**	**$ 187,724**	**$ 187,724**	**$ 202,039**
10	Full Time	84,542	93,510	106,552	106,552	127,418
11	Seasonal	13,352	7,709	51,595	51,595	40,800
12	Benefits	25,513	20,988	26,493	26,493	29,588
13	Insurance	678	547	3,084	3,084	2,733
14	Other Compensation	1,236	1,473	-	-	1,500
15	**Operating**	**$ 164,910**	**$ 236,952**	**$ 233,594**	**$ 233,594**	**$ 226,485**
16	Charges and Fees	(5,719)	5,415	6,100	6,100	6,100
17	Contract Services	151,742	204,693	197,800	197,486	189,275
18	Grants and Contributions	3,000	1,135	1,000	1,000	1,000
19	Operating Supplies	11,161	16,955	8,800	8,800	9,550
20	Professional Development	2,319	6,609	15,744	15,744	17,010
21	Repairs	684	90	450	450	450
22	Utilities	1,724	1,715	1,800	1,800	1,800
23	Uniforms and Gear	-	340	1,900	2,214	1,300
24	**Interfund Charges**	**$ 20**	**$ -**	**$ -**	**$ -**	**$ -**
25	Fuel	20	-	-	-	-
26	**Total Downtown BID Fund**	**$ 290,250**	**$ 361,177**	**$ 421,318**	**$ 421,318**	**$ 428,524**

Grand Junction City Council

Regular Session

Item #5.b.

Meeting Date: December 6, 2023

Presented By: Jonathan Purdy

Department: Horizon Drive Association Business Improvement District

Submitted By: Jonathan Purdy

Information

SUBJECT:

Horizon Drive Business Improvement District's 2024 Operating Plan and Budget

RECOMMENDATION:

The HDBID Board has reviewed and approved the 2024 Operating Plan and Budget and recommends City Council approval.

EXECUTIVE SUMMARY:

Annually, the Horizon Drive Business Improvement District (HDBID) is required to file an operating plan and budget with the City Clerk by September 30. The City Council then approves or disapproves the plan and budget. The City Council reviewed the Operating Plan and 2024 Budget at the October 16, 2023 workshop. The total HDBID budget for 2024 is $227,258.

BACKGROUND OR DETAILED INFORMATION:

In 2004, the City Council created the Horizon Drive Association Business Improvement District, approved the 2005 Operating Plan and Budget and appointed the board. State Statutes require business improvement districts to annually submit an operating plan and budget. The municipality shall approve or disapprove the operating plan and budget.

FISCAL IMPACT:

There is no direct fiscal impact to the City. In the past, the City has partnered with the HDBID on improvement projects within the district as approved in the City's annual capital budget. There are no partner projects planned for 2024.

SUGGESTED MOTION:

I move to (approve/not approve) the Horizon Drive Business Improvement District's 2024 Operating Plan and Budget.

Attachments

1. HDBID 2024 Budget and Operating Plan

HORIZON DRIVE
District
Gateway to Grand Junction®

Service & Operating Plan 2024

INTRODUCTION

The Horizon Drive District (the "District") is comprised of commercial properties within the general geographic areas of Horizon Drive between G Road and H Road. The District was formed in 2004 under Colorado Revised Statute 31-25-1201, which allows Business Improvement Districts to be formed within municipalities of Colorado, and to levy and collect ad valorem taxes on commercial property within the boundaries of the District. The City of Grand Junction oversees the District and appoints the Board of Directors.

As the "Gateway to Grand Junction", the District is often the first and lasting impression people have of the City of Grand Junction. As such, City government also takes an active role and fiscal partnership in the maintenance and improvements to the District.

The Horizon Drive District is home to more than 200 businesses, including 68% of the City's lodging, and most recent studies reveal an overall economic impact of $300 million annually. The District sees 7 million cars annually and connects the community and travelers to the Regional Airport, Downtown, Colorado Mesa University and points between.

The mission of the Horizon Drive District is to build community, enhance the beauty and advocate the economic vitality of the Horizon Drive District.

In 2023, the District paid its final debt obligation to the City of Grand Junction. It also partnered with the city of Grand Junction to complete a much needed crosswalk in front of the Clarion.

The District also began to hold events on Horizon Drive. With our limited budget and staff it has been the goal of the District to find other event driven groups to partner with. To this end we, in 2023, partnered with GVT, the Cesar Chavez Celebration, the GJCAC, Optimist International, Mesa County workforce, and the Geek Parties of the Grand Valley. Each with events we coordinated in bringing to the District.

In accordance with the Board's stated objectives, the District adopts the following general Service & Operating Plan for 2024:

2024 GOALS

2024 represents a very exciting time for the Horizon Drive District. Our budget is freed up in a way it has not been for 7 years. This has given us the opportunity to discuss new directions for our budget. The three items we are primarily focusing on in 2024 are: events, advertising, and grant opportunities (offered to our HD BID businesses). It is our hope to grow the activity on Horizon Drive, from keeping our guests here, to reminding the Grand Valley we are here and you should be too!

SERVICES AND IMPROVEMENTS OFFERED BY THE DISTRICT

- Plan for future growth and enhance the District with long range planning of improvements.
- Represent the District in decisions that may impact the area.
- The District is allowed to make and contemplate a broad range of public improvements including, but not limited to: streets, sidewalks, curbs, gutters, pedestrian malls, streetlights, drainage facilities, landscaping, decorative structures, statuaries, fountains, identification signs, traffic safety devices, bicycle paths, off street parking facilities, benches, restrooms, information booths, public meeting facilities, and all incidentals, including relocation of utility lines.

GOVERNANCE OF THE DISTRICT

- The Board of Directors is appointed by the Grand Junction City Council.
- The Board of Directors appoints management staff in accordance with District Bylaws.

POWERS OF THE DISTRICT

- The power to levy taxes against taxable commercial property.

- To consider and, if deemed necessary, provide services within the District including but not limited to:

1. Management and planning
2. Maintenance of improvements, by contract if necessary
3. Promotion or marketing
4. Organization, promotion and marketing of public events
5. Activities in support of business recruitment, management and development
6. Snow removal or refuse collection / recycling
7. Design assistance

- To acquire, construct, finance, install and operate public improvements and to acquire and dispose of real and personal property.

- To have management, control and supervision of business affairs of the district.

- To construct and install improvements across or along any public street, alley or highway and to construct work across any stream or watercourse.

- To fix, and from time to time increase or decrease, rates, tolls, or charges for any services or improvements. Until paid, such charges become a lien on commercial property in the District, and such liens can be foreclosed like any other lien on real or personal commercial property.
- The power to sue and to be sued, to enter into contracts and incur indebtedness, to issue bonds subject to statutory authority.

2024 BUDGET

Please see the attached 2024 Budget (including actual from 2022, and actual through Aug 2023):

General Fund	2022 Actuals	2023 Budget Current	2023 Budget End of Year	2024 Budget
FUND BALANCE - Beg. Year	**274,000**	**318,552**	**318,552**	**369,749**
ESTIMATED REVENUE				
BID's Mil Levy	244,389	208,152	225,398	232,160
Interest	45	3247	3380	3482
Pass-Through Grant Funds	29,618	1350	1350	0
TOTAL REVENUES	**274,052**	**212,749**	**230,128**	**235,642**
BUDGETED EXPENDITURES				
GENERAL Operating Expenses:				
Administration				
Financial	3,250	3,070	4,500	3,162
Audit	2,660	2,875	2,875	2,875
Insurance	2,703	2,912	2,912	2,999
Legal	6,213	1,482	1,482	1,526
Executive Director Search	10,400	0	0	0
Payroll	73,414	37,338	56,338	62,000
Payroll tax expense	6,124	3,177	4,732	6,200
Payroll Insurance	13,096	0	0	0
Permits/Fees/Training	0	80	80	2000
Operations				
Rent & other	13,683	5,833	8,733	8,995
Marketing & Comm.	3,010	2,437	3,000	29,000
DASH (through 2023) transportation cost (2024 on)	5,000	1,100	1,100	1,000
Ballot Issue	883	0	0	0
Maintenance/repair	2,298	1,735	2,500	2,500
TOTAL GENERAL Operating Expense:	**142,734**	**62,039**	**88,252**	**122,258**
DISTRICT Services:				
Horizon Drive Corridor				
Crosswalk LED lights @ Clarion	0	20,000	20,000	0
Art on Horizon	1,640	1,954	1,954	65,000
Public safety (absorbed into façade grant 2024 on)	2,378	0	2000	0
CDOT Grant Street Furniture Project	24,270	8,046	8,046	0
Events				5,000
Façade Grant				25,000
Lease Grant		5000	5000	10,000
TOTAL DISTRICT Services	**28,288**	**30,000**	**32,000**	**105,000**
CAPITAL Outlay:				
Debt Service	58,679	58,679	58,679	0
TOTAL CAPITAL Expense:	**58,679**	**58,679**	**58,679**	**0**
TOTAL EXPENSES	**229,701**	**150,718**	**178,931**	**227,258**
Net Income	**44,351**	**62,031**	**51,197**	**8,384**
FUND BALANCE - End Year	**318,351**	**380,583**	**369,749**	**378,133**
Reserve Balance (Years of General Operating Expense in Fund Balance - 1.03 MIN)	2.2	6.1	4.2	3.1

ADOPTED this 20 th day of September, 2023.
HORIZON DRIVE BUSINESS IMPROVEMENT DISTRICT
PRESIDENT
NAME: Cameron Reece
SIGNATURE: Cameron Reece
ATTEST: SECRETARY/TREASURER
NAME: Sharah Russel
SIGNATURE: Sharah Russell (Sep 21, 2023 13:00 MDT)

Grand Junction City Council

Regular Session

Item #6.a.i.

Meeting Date: December 6, 2023

Presented By: Greg Caton, City Manager

Department: City Manager's Office

Submitted By: Jodi Welch, Finance Director Emeritus

Information

SUBJECT:

2024 Budget Presentation, Second Public Hearing, and an Ordinance Appropriating Certain Sums of Money to Defray the Necessary Expenses and Liabilities of the City of Grand Junction, Colorado and the Downtown Development Authority for the Year Beginning January 1, 2024 and Ending December 31, 2024

RECOMMENDATION:

Staff recommends the adoption of the Appropriation Ordinance approving the 2024 Budget for the City of Grand Junction and the Downtown Development Authority.

EXECUTIVE SUMMARY:

The budget is the highest expression of the City Council's policies and decision-making. It articulates the initiatives, investments, and services provided by and through elected officials and staff. The budget represents the allocation of resources to achieve the goals identified by the City's Comprehensive Plan and the City Council's Strategic Outcomes of Placemaking, Safe and Healthy, Thriving and Vibrant, Resource Stewardship, and Welcoming, Livable, and Engaging. The City Council authorizes the Annual Budget through the appropriation of spending at the fund level.

The 2024 Recommended Budget totals $322.5 million ($322,532,371), a $87.4 million or 37.2 percent increase from the 2023 Adopted Budget of $235.1 million. This significant increase is primarily due to the initiation of two legacy projects, including Phase 1 of the expansion and improvement of the Persigo Wastewater Treatment Plant and the construction of the new Community Recreation Center. Other important increases include investment in housing and sustainability initiatives, as well as the implementation of wage and benefit increases to continue to attract and retain employees.

The 2024 Recommended Budget is balanced and the General Fund has a surplus of

$253,816. The 2024 ending General Fund balance is projected at $39.5 million; minimum reserve of $25.9 million; internal loans of $1.9 million; with the remaining amount available of $11.7 million.

The budget is developed over the course of several months and includes the projection of revenues as well as planned expenses. The 2024 Recommended Budget has been discussed with the City Council during three main budget workshops on October 2, October 16, and October 30. Economic Development funding discussions occurred at the October 16 and October 30 workshops. On October 16, there was also a budget work session of the Persigo Joint Sewer Board for presentation, review, and discussion of the 2024 Recommended Budget for the Sewer Fund. The first public presentation and hearing was at the City Council meeting on November 1, 2023.

The City organization proudly continues to serve this community within the traditional lines of public safety, engineering, transportation, parks, recreation, community development, and utilities. Beginning in 2022 and now continuing into 2024, the City's service delivery model has been significantly enhanced in the areas of affordable housing, unhoused needs, sustainability, and community engagement. The City's financial position remains strong and the 2024 budget as the annual financial plan for the City is reflective of the strategic and long-term vision of the City Council to serve the community in 2024.

BACKGROUND OR DETAILED INFORMATION:

The development of the 2024 Recommended Budget includes all city departments and involves over 30 employees for a total of over 3,000 hours of staff time. The process begins when staff engages with key partners in the community to develop a sense of the local economy and current market conditions and trends. This information is used to develop revenue forecast models that aid in the development of the budget. Although City Council and staff receive input from the community year-round, the staff also hosts community budget discussions which provides another opportunity for input during the budget development process.

Through the budget process, staff develops labor, operating, and capital budgets, resulting in a detailed line-item review of each department budget by the City Manager and an internal review team. There have been three workshops with City Council and supporting detailed budget documents were provided for each workshop and are available to the public online. The budget documents attached to this staff report represent the culmination of the budget process for the City's 2024 Recommended Budget of $322.5 million.

The October 2 workshop was the presentation of the total 2024 Recommended Budget as well as the detailed presentation of budgets for the major operating departments of the City; including Police, General Services, Community Development, Human Resources, Water Utility, and Visit Grand Junction.

At the October 16 workshop, the following was presented, reviewed, and discussed:

Economic Development partners regarding City funding and 2024 budget requests; Grand Junction Economic Partnership, Business Incubator, and Greater Grand Junction Sports Commission. Non-profit and total economic development funding. Presentation of the operating plan and 2024 budget for the Horizon Drive Business Improvement District. Total capital budget presentation with detailed capital project presentations from Fire (also including operating), Parks & Recreation (also including operating), Engineering and Transportation (also included operating), Water (also included operating), and Community Development.

October 16 was the Joint Persigo Sewer Budget workshop where the joint board comprised of all City Council members and all County Commissioners heard a detailed presentation of the operating and capital budgets for the Sewer Fund. The Board of County Commissioners and the City Council will then adopt the Persigo budget formally through their respective processes.

At the October 30 budget workshop, the following was presented, reviewed, and discussed: Economic Development partners regarding City funding and 2024 budget requests; Grand Junciton Area Chamber of Commerce, Industrial Development Inc., Grand Junction Regional Air Service Alliance, and the Western Colorado Latino Chamber of Commerce. Presentation of 2024 budgets from the Downtown Development Authority and the Downtown Business Improvement District (BID). The BID and DDA Budgets were reviewed and approved by the DDA/BID Board on October 13, 2023.

Additionally, the workshop on the October 30 was used for follow-up questions and discussions on the 2024 Recommended Budget.

The changes since the presentation of the 2024 Budget on November 1 decrease the total budget by $3,420,292 and include:

<u>Reduction of the capital budget by $3,592,536</u>

- Compost Site project reduced to $475,000 for feasibility, site selection, and preliminary design
- Housing budget reduced to $6,491,758 due to spending $912,400 of ARPA funds in 2023 for Resource Center
- Emerson Skate Park GOCO grant application denial and increase in project cost ($781,520 impact)
    - Not invited to apply for GOCO grant, reduce revenue by $250,000
    - Project bid came in $531,520 higher than budgeted, increase project to $3,046,559
    - Reallocated funds from the Whitman Park project leaving $150,000 for planning and design
    - Reallocated budget from playground repair leaving $38,344
    - Use of Capital Fund balance $94,864

Increase Operating Budget by $172,244 for water conservation incentive program funded by increase in highest usage tier of water rates

- $150,000 for incentive program
- $22,244 for increased water charges in Parks & Recreation Department

The 2024 Appropriation Ordinance is the legal adoption of the City's budget (and the DDA's budget) by the City Council for the upcoming fiscal year. In accordance with the Charter, the City Manager shall prepare the annual budget and, upon approval of it and the appropriation ordinance, expend sums of money to pay salaries and other expenses for the operation of the City. The documentation of the proposed revenue and expenses prepared and maintained by the Finance Director in support of the budget and ordinance, including and pursuant to Article VII, Paragraph 57 of the City Charter regarding the setting of the City Manager's salary, are incorporated by and made part of this ordinance by this reference as fully set forth, and accordingly, this request is to appropriate certain sums of money to defray the necessary expenses and liabilities of the accounting funds of the City of Grand Junction based on the 2024 recommended budget.

Please see the attachment listing for all the supporting budget documents.

FISCAL IMPACT:

The 2024 appropriation ordinance and budget are presented in order to ensure sufficient appropriation by fund to defray the necessary expenses of the City and the Downtown Development Authority. The appropriation ordinances are consistent with, and as proposed for adoption, reflective of lawful and proper governmental accounting practices and are supported by the supplementary documents incorporated by reference.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 5186, an ordinance appropriating certain sums of money to defray the necessary expenses and liabilities of the City of Grand Junction pursuant to Article VII of the City Charter, and to defray the necessary expenses and liabilities of the Downtown Development Authority for the year beginning January 1, 2024, and ending December 31, 2024. Together with the documentation of the proposed revenue and expenses prepared in support of the budget and appropriation ordinance, including and pursuant to Article VII, Paragraph 57 regarding the setting of the City Manager's salary with Ordinance No. 5142 are incorporated by and made part of this ordinance by this reference as if fully set forth. Furthermore, Ordinance 5142 setting the salaries of the Municipal Judge and the City Attorney is incorporated by and made part of this ordinance by reference as if fully set forth.

Attachments

1. 01 2024 Appropriation Ordinance Second Reading and Adoption December 6, 2023
2. 02 2024 Budget Reconciliation to Appropriation Ordinance
3. 03 2024 Budget Fund Balance Worksheet
4. 04 2024 Economic Development Funding
5. 05 2024 Non-Profit Funding
6. 06 2024 Capital Listing
7. 07 2024 Capital Descriptions
8. 08 2024 Ten Year Capital Plan by Department
9. 09 2024 Line Item Budget By Department
10. 10 2024 Line Item Budget By Fund
11. 11 2024 Certificate of Participation Supplemental Budget Information
12. 12 2024 DDA Budget Fund Balance Worksheet
13. 13 2024 DDA Line Item Budget by Fund

ORDINANCE NO. ____

AN ORDINANCE APPROPRIATING CERTAIN SUMS OF MONEY TO DEFRAY THE NECESSARY EXPENSES AND LIABILITIES OF THE CITY OF GRAND JUNCTION, COLORADO AND THE DOWNTOWN DEVELOPMENT AUTHORITY FOR THE YEAR BEGINNING JANUARY 1, 2024, AND ENDING DECEMBER 31, 2024

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

SECTION 1. That the following sums of money, or so much therefore as may be necessary, be and the same are hereby appropriated for the purpose of defraying the necessary expenses and liabilities, and for the purpose of establishing emergency reserves of the City of Grand Junction, for the fiscal year beginning January 1, 2024, and ending December 31, 2024, said sums to be derived from the various funds as indicated for the expenditures of:

Fund Name	Fund #	Appropriation
General Fund	100	$ 109,909,601
Enhanced 911 Fund	101	$ 2,830,498
Visit Grand Junction Fund	102	$ 5,578,170
D.D.A. Operations	103	$ 1,217,490
CDBG Fund	104	$ 482,428
Parkland Expansion Fund	105	$ 2,364,792
Lodgers Tax Increase Fund	106	$ 2,519,186
First Responder Tax Fund	107	$ 23,235,357
Conservation Trust Fund	110	$ 1,097,982
Cannabis Sales Tax Fund	111	$ 132,767
American Rescue Plan Fund	114	$ 3,718,483
Community Recreation Center Tax Fund	116	$ 122,990
Sales Tax CIP Fund	201	$ 54,998,439
Storm Drainage Fund	202	$ 320,000
Major Projects Capital Fund	204	$ 24,115,217
Transportation Capacity Fund	207	$ 17,404,094
Water Fund	301	$ 13,664,310
Solid Waste Removal Fund	302	$ 8,658,026
Golf Courses Fund	305	$ 2,950,310
Parking Authority Fund	308	$ 1,686,216
Ridges Irrigation Fund	309	$ 385,963
Information Technology Fund	401	$ 12,618,091
Fleet and Equipment Fund	402	$ 9,507,146
Insurance Fund	404	$ 25,448,134
Communication Center Fund	405	$ 9,204,225
Facilities Management Fund	406	$ 4,046,489
General Debt Service Fund	610	$ 5,874,342
D.D.A. T.I.F. Debt Service	611	$ 2,879,672
GJ Public Finance Corp Fund	614	$ 699,000
Cemetery Perpetual Care Fund	704	$ 33,544
Joint Sewer Operations Fund	900	$ 63,482,999

SECTION 2. The documentation of the proposed revenue and expenses prepared and maintained by the Finance Director in support of the budget and appropriation ordinance, including and pursuant to Article VII, Paragraph 57 regarding the setting of the City Manager's salary with Ordinance 5142 are incorporated by and made part of this ordinance by this reference as if fully set forth. Furthermore, Ordinance 5142 setting the salaries of the Municipal Judge and the City Attorney are incorporated by and made part of this ordinance by this reference as if fully set forth.

SECTION 3. The documentation of the proposed revenue and expenses prepared and maintained by the Finance Director in support of the budget and appropriation ordinance, includes, subject to an election by the members, amending the member and employer contribution rates to the Hybrid Component of the Fire and Police Pension Association Retirement Plan for active members enrolled in the Hybrid Plan as of September 19, 2019.

SECTION 4. The documentation of the proposed revenue and expenses prepared and maintained by the Finance Director in support of the budget and appropriation ordinance includes certain fees and charges which are authorized to be imposed and collected by Resolution(s) of the City Council.

INTRODUCED AND ORDERED PUBLISHED IN PAMPHLET FORM this 6th Day of December 2023.

TO BE PASSED AND ADOPTED AND ORDERED PUBLISHED IN PAMPHLET FORM this _____ day of _____, 2023

_____
President of the Council

Attest:

_____
City Clerk

CITY OF Grand Junction COLORADO

2024 Budget-Reconcilation of Fund Balance Worksheets to Appropriations
December 6, 2023

		Per Fund Balance Worksheets			
Fund #	Fund Name	Total Expense	Transfers Out	Contingency Funds	Total 2024 Appropriations
100	General Fund	105,509,666	4,099,935	300,000	109,909,601
101	Enhanced 911 Fund	-	2,830,498	-	2,830,498
102	Visit Grand Junction	5,358,170	220,000	-	5,578,170
103	D.D.A. Operations*	1,217,490	-	-	1,217,490
104	Community Development Block Grant Fund	189,748	292,680	-	482,428
105	Parkland Expansion Fund	-	2,364,792	-	2,364,792
106	Lodgers Tax Increase Fund	1,469,525	1,049,661	-	2,519,186
107	First Responder Tax Fund	12,553,473	10,681,884	-	23,235,357
110	Conservation Trust Fund	-	1,097,982	-	1,097,982
111	Cannabis Sales Tax Fund	-	132,767	-	132,767
114	American Rescue Plan Fund	-	3,718,483	-	3,718,483
116	Community Recreation Center Tax Fund	122,990	-	-	122,990
201	Sales Tax Capital Improvements Fund	49,304,097	5,694,342	-	54,998,439
202	Storm Drainage Fund	320,000	-	-	320,000
204	Major Projects Capital Fund	23,615,217	500,000	-	24,115,217
207	Transportation Capacity Fund	17,404,094	-	-	17,404,094
301	Water Fund	13,664,310	-	-	13,664,310
302	Solid Waste Removal Fund	8,438,026	220,000	-	8,658,026
305	Golf Courses Fund	2,850,310	-	100,000	2,950,310
308	Parking Fund	1,686,216	-	-	1,686,216
309	Ridges Irrigation Fund	385,963	-	-	385,963
401	Information Technology Fund	12,618,091	-	-	12,618,091
402	Fleet and Equipment Fund	9,507,146	-	-	9,507,146
404	Insurance Fund	25,448,134	-	-	25,448,134
405	Communicatins Center Fund	9,204,225	-	-	9,204,225
406	Facilities Management Fund	4,046,489	-	-	4,046,489
610	General Deb Service Fund	5,874,342	-	-	5,874,342
611	*DDA TIF Debt Service Fund	2,879,672	-	-	2,879,672
614	GJ Public Finance Debt Service Fund	699,000	-	-	699,000
704	Cemetery Perpetual Care Fund	-	33,544	-	33,544
900	Joint Sewer System Fund	63,482,999	-	-	63,482,999
*per DDA Fund Balance Worksheet					

CITY OF Grand Junction COLORADO

Calendar 2024 Recommended Budget

December 6, 2023

	PROJECTED BEGINNING FUND BALANCES	TOTAL REVENUE	LABOR	NON PERSONNEL OPERATING	TOTAL OPERATING EXPENSE	DEBT SERVICE	MAJOR CAPITAL	TOTAL EXPENSE	TRANSFERS IN	TRANSFERS OUT	NET SOURCE (USE) OF FUNDS	Contingency Funds	Net Change in Fund Balance	PROJECTED ENDING FUND BALANCE
General Government														
100 General Fund	$ 41,700,360	$ 105,284,000	$ 67,290,300	$ 38,099,444	$ 105,389,744	$ -	$ 119,922	$ 105,509,666	$ 2,435,211	$ 4,099,935	$ (1,890,390)	$ 300,000	$ (2,190,390)	$ 39,509,970
101 Enhanced 911 Fund	4,741,251	4,531,049	-	-	-	-	-	-	-	2,830,498	1,700,551	-	1,700,551	6,441,802
102 Visit Grand Junction	1,277,896	3,537,121	675,735	4,682,435	5,358,170	-	-	5,358,170	1,049,661	220,000	(991,388)	-	(991,388)	286,508
104 CDBG Fund	-	482,428	-	189,748	189,748	-	-	189,748	-	292,680	-	-	-	-
105 Parkland Expansion Fund	1,139,148	1,272,594	-	-	-	-	-	-	-	2,364,792	(1,092,198)	-	(1,092,198)	46,950
106 Lodgers Tax Increase Fund	3,138	2,516,048	-	1,469,525	1,469,525	-	-	1,469,525	-	1,049,661	(3,138)	-	(3,138)	-
107 First Responder Tax Fund	10,114,133	14,898,839	10,426,277	2,127,196	12,553,473	-	-	12,553,473	-	10,681,884	(8,336,518)	-	(8,336,518)	1,777,615
110 Conservation Trust Fund	117,038	1,013,033	-	-	-	-	-	-	-	1,097,982	(84,949)	-	(84,949)	32,089
111 Cannabis Sales Tax Fund	63,487	2,561,382	-	-	-	-	-	-	-	132,767	2,428,615	-	2,428,615	2,492,102
114 American Rescue Plan Fund	3,718,483	-	-	-	-	-	-	-	-	3,718,483	(3,718,483)	-	(3,718,483)	-
115 Public Safety Impact Fee Fund	753,822	398,160	-	-	-	-	-	-	-	-	398,160	-	398,160	1,151,982
116 Community Recreation Center Tax	-	3,429,311	101,390	21,600	122,990	-	-	122,990	-	-	3,306,321	-	3,306,321	3,306,321
201 Sales Tax CIP Fund	10,032,251	25,963,315	-	6,900,059	6,900,059	-	42,404,038	49,304,097	19,002,873	5,694,342	(10,032,251)	-	(10,032,251)	-
202 Storm Drainage Fund	535,922	215,000	-	-	-	-	320,000	320,000	100,000	-	(5,000)	-	(5,000)	530,922
204 Major Projects Capital Fund	-	72,000,000	-	-	-	-	23,615,217	23,615,217	694,206	500,000	48,578,989	-	48,578,989	48,578,989
207 Transportation Capacity Fund	21,504,428	5,788,507	-	-	-	-	17,404,094	17,404,094	-	-	(11,615,587)	-	(11,615,587)	9,888,841
405 Comm Center Fund	1,071,436	5,999,098	6,428,043	2,626,182	9,054,225	-	150,000	9,204,225	2,361,275	-	(843,852)	-	(843,852)	227,584
610 General Debt Service Fund	-	-	-	4,500	4,500	5,869,842	-	5,874,342	5,874,342	-	-	-	-	-
614 GJ Public Finance Corp Fund	-	400,000	-	2,500	2,500	696,500	-	699,000	299,000	-	-	-	-	-
Subtotal	$ 96,772,793	$ 250,289,885	$ 84,921,745	$ 56,123,189	$ 141,044,934	$ 6,566,342	$ 84,013,271	$ 231,624,547	$ 31,816,568	$ 32,683,024	$ 17,798,882	$ 300,000	$ 17,498,882	$ 114,271,675
Enterprise Operations														
301 Water Fund	$ 4,167,177	$ 11,586,628	$ 4,516,935	$ 3,917,068	$ 8,434,003	$ 1,260,307	$ 3,970,000	$ 13,664,310	$ -	$ -	$ (2,077,682)	$ -	$ (2,077,682)	$ 2,089,495
302 Solid Waste Removal Fund	2,152,626	7,100,737	2,839,817	4,373,209	7,213,026	-	1,225,000	8,438,026	-	220,000	(1,557,289)	-	(1,557,289)	595,337
305 Golf Courses Fund	532,814	2,657,625	1,020,501	1,692,011	2,712,512	87,798	50,000	2,850,310	120,000	-	(72,685)	100,000	(172,685)	360,129
308 Parking Authority Fund	622,736	1,323,865	610,348	402,100	1,012,448	243,768	430,000	1,686,216	-	-	(362,351)	-	(362,351)	260,385
309 Ridges Irrigation Fund	159,469	390,733	128,593	181,208	309,801	16,162	60,000	385,963	-	-	4,770	-	4,770	164,239
900 Joint Sewer System Fund	31,168,829	82,812,704	4,802,223	6,323,875	11,126,098	620,105	51,736,796	63,482,999	-	-	19,329,705	-	19,329,705	50,498,534
Subtotal	$ 38,803,652	$ 105,872,292	$ 13,918,417	$ 16,889,471	$ 30,807,888	$ 2,228,140	$ 57,471,796	$ 90,507,824	$ 120,000	$ 220,000	$ 15,264,468	$ 100,000	$ 15,164,468	$ 53,968,120
TOTAL	**$ 135,576,445**	**$ 356,162,177**	**$ 98,840,162**	**$ 73,012,660**	**$ 171,852,822**	**$ 8,794,482**	**$ 141,485,067**	**$ 322,132,371**	**$ 31,936,568**	**$ 32,903,024**	**$ 33,063,350**	**$ 400,000**	**$ 32,663,350**	**$ 168,239,795**
							Contingency	**$ 400,000**						
							CITY OF GRAND JUNCTION 2024 RECOMMENDED BUDGET	**$ 322,532,371**						

***General Fund Balance**	**$**	**39.5 million**
Internal Loans (including new $475K for Recycling)	**$**	**1.9 million**
Minimum Reserve	**$**	**25.9 million**

Internal Service Operations														
401 Information Technology Fund	1,559,455	12,536,389	$ 3,668,797	$ 8,449,294	$ 12,118,091	$ -	$ 500,000	$ 12,618,091	$ -	$ -	$ (81,702)	$ -	$ (81,702)	1,477,753
402 Fleet and Equipment Fund	3,547,864	9,352,721	1,725,270	3,455,476	5,180,746	-	4,326,400	9,507,146	-	-	(154,425)	-	(154,425)	3,393,439
404 Insurance Fund	3,312,231	24,867,478	1,331,538	24,116,596	25,448,134	-	-	25,448,134	1,000,000	-	419,344	-	419,344	3,731,575
406 Facilities Management Fund	4,215	4,226,773	905,183	3,141,306	4,046,489	-	-	4,046,489	-	-	180,283	-	180,283	184,498
Subtotal	$ 8,423,765	$ 50,983,361	$ 7,630,788	$ 39,162,672	$ 46,793,460	$ -	$ 4,826,400	$ 51,619,860	$ 1,000,000	$ -	$ 363,501	$ -	$ 363,500	$ 8,787,265
704 Cemetery Perpetual Care Fund	$ 1,612,762	$ 33,544	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 33,544	$ -	$ -	$ -	$ 1,612,762
							Total Appropriated City Funds	**$ 407,088,799**						

CITY OF Grand Junction COLORADO

2024 Economic Development Funding to Partners
Funded by .75% Sales Tax Fund and Vendors Fee Cap
December 6, 2023

PARTNER/AGENCY	USE OF FUNDS		2024 RECOMMENDED
ECONOMIC DEVELOPMENT			
Business Incubator	Sponsorship for Incubator Program	$	53,600
CMU - Classroom Building (ending 2026)	Building Commitment		500,000
CMU - Scholarships	Scholarship for Local SD51 Youth		550,000
Downtown Business Improvement District	Marketing Downtown GJ		15,269
Grand Junction Economic Partnership (GJEP)	Operational funding		40,000
Grand Valley Transit	Operations		643,957
	ECONOMIC DEVELOPMENT FUNDING (From .75% Sales Tax)	**$**	**1,802,826**
ED PARTNERSHIP			
Business Incubator	Maker Space/Incubator Kitchen	$	96,000
Grand Junction Chamber of Commerce	Business Retention/Job Creation		40,000
Grand Junction Economic Partnership (GJEP)	Business Expansion/Job Creation		158,000
Grand Junction Economic Partnership (GJEP)	Incentives for Job Creation Attraction		79,000
Grand Junction Economic Partnership (GJEP)	Las Colonias Development Corp.		25,000
Industrial Development Inc. (IDI)	Incentives for Job Creation Expansion		79,000
Western CO Latino Chamber of Commerce	Business Retention/Start Up Support		23,000
	ECONOMIC PARTNERSHIP FUNDING (From Vendor Fee Cap)	**$**	**500,000**
	TOTAL ECONOMIC DEVELOPMENT FUNDING	**$**	**2,302,826**

CITY OF Grand Junction COLORADO

2024 Non-Profit Funding Budget
Funded by General Fund
December 6, 2023

ITEM REF #	SUPPORT DOC. PAGE #	EXISTING/ NEW	PARTNER/AGENCY	2024 REQUEST DESCRIPTION	Strategic Priority Alignment (from agency viewpoint)	2024 USE OF FUNDS	2024 MAXIMUM REQUESTED	2024 MINIMUM REQUESTED	2024 RECOMMENDED FUNDING
	Tier 1 Application Requests - Attachment E								
1	2	Existing	Black Citizens & Friends	Funds will be used to host several culturally educational, community engagement and entertainments events (Martin Luther King Celebration and black history month)	Quality of Life,	Event/Program	$ 5,000	$ 3,000	$ 3,000
2	6	New	Bloom Where You Are Planted/SD51	Provide grants to SD51 students for tuition, uniforms, activity fees, etc.	Quality of Life	Services	12,000	6,000	-
3	10	New	Cats League and Assistance of Western Colorado (CLAWS)	Remodel of Adoption Center Complex for addition of kitten nursery and mother cat room, surgical suite	Quality of Life	Capital	50,000	-	-
4	14	CDBG	Centro de la Familia (Utah)	Riverside Community Center Building Improvements		Facility Rehab	21,821	21,821	21,821
5	22	Existing	Colorado Discover Ability	A Handicap Accessible Van ($30K); Staff Computers ($10K); Landscaping ($10K)	Quality of Life	Operations Event/Program	50,000	40,000	40,000
6	27	New	Colorado Health Network (dba, Western Colorado Health Network)	General Operating Support ($10K) and Capital for Wellington Ave Office ($30K)	Public Safety and Housing	Capital Operations	40,000	10,000	-
7	31	Existing	Colorado West Land Trust	CWLT requests support to forward open space trail connectivity initiatives: *Next phase of the Monument Trail *Monument Trail to Jurassic Flats Trailhead *Ensure access to lunch loop trails through the Mira Monte Neighborhood	Economic Development, Mobility, and Quality of Life	Operations	25,000	20,000	-
8	35	Existing	Counseling & Education Center	Funding will support efforts to provide access to counseling services and workforce training and development. $10K increase represents loss of CDBG Funding.	Public Safety	Operations	30,000	10,000	-
9	39	New	Diabetes Counts Network	Seeding funding to leverage existing funds for our 2024 family camp (educational camp for Type 1 diabetic families)	Quality of Life	Event/Program	20,000	10,000	-
10	43	Existing	Diaper Depot (Mission of First United Methodist Church)	The funds will be used and allocated to the overall operations of the Diaper Depot for the next year	Economic Development	Operations Even/Program	50,000	10,000	-
11	47	New	Doors 2 Success	Establish a Service-Care Coordination Flexible fund to help approx. 60-76 people.	Quality of Life Housing	Program	15,000	5,000	15,000
12	51	New	Dyslexia Foundation of West Co	We are seeking funding to leverage funds made through private donations to support operating expenses.	Quality of Life Economic Development	Operations	10,000	5,000	-

CITY OF Grand Junction COLORADO

2024 Non-Profit Funding Budget
Funded by General Fund
December 6, 2023

ITEM REF #	SUPPORT DOC. PAGE #	EXISTING/ NEW	PARTNER/AGENCY	2024 REQUEST DESCRIPTION	Strategic Priority Alignment (from agency viewpoint)	2024 USE OF FUNDS	2024 MAXIMUM REQUESTED	2024 MINIMUM REQUESTED	2024 RECOMMENDED FUNDING
13	55	New	Foster Alumni Mentors	Funds will be utilized to ensure our members are assisted with understanding, obtaining, and maintaining stable housing	Housing	Operations	15,000	10,000.00	-
14	59	Existing	Friends of Youth and Nature	Fees associated with hands-on outdoor field experiences for Grand Junction youth	Listed how it lines with all five strategic priorities	Operations	15,000	-	10,000
15	63	Existing	Grand Junction Area Chamber of Commerce	Funding for YEA Program	Operations	Program	5,000	5,000	5,000
16	65	Existing	Grand Junction Centennial Band	Use funds to pay for summer concert venues, advertising of concerts, new music and folder, etc.	Quality of Life	Events/ Operations	5,000	-	5,000
17	69	New	Grand Junction Symphony Orchestra	2024 Evening Under the Stars concert at Las Colonias AMP	Quality of Life	Events	25,000	15,000	-
18	73		Grand Mesa Nordic Council	Funding for New Grooming Implement		Capital	5,000	5,000	-
19	75	Existing	Grand Rivers Humane Society	Funding will be used to ensure the continuation of services provided by organization	Public Safety and Quality of Life	Operations	15,000	2,500	2,500
20	79	Existing	Grand Rivers Humane Society	City Park Shelter Rental Fees for Events (waiver of fees)	Quality of Life	In Lieu of City Fees	500	500	500
21	83	New	Grand Valley Disc Golf Club	Funding for improvements to local disc golf courses: *Public Education and Introduction *New set of baskets for Matchett Park *New set of baskets for temporary courses, special events *Signage for courses *Installation of baskets and signs	Quality of Life	Capital Event/Programs	40,000	2,000	-
22	87	New	Grand Valley Pets Alive	Provide financial assistance for spay/neuter and immunizations for Pet	Public Safety and Quality of Life	Operations Event/Program	5,000	4,000	-
23	91	New	Hi Five Robotics	Competition Entry Fees ($9-$14K), Cost to build robot ($12K) travel, outreach, tools, and expenses	Not specifically stated	Event/Program	10,000	500	-
24	95	CDBG	Hilltop Community Resources Inc.	Resource Center Security System		Facility Rehab	32,000	21,000	32,000
25	103	CDBG	HomewardBound of the Grand Valley	Pathways Family Shelter Plumbing Improvements		Facility Rehab	42,500	39,000	42,500
26	111	Existing	HopeWest	2024 Annual Gala ($6,250) And Calcutta for a Cause Golf Tournament ($6,250)	Economic Development	Event/Program	12,500	10,000	10,000
27	115	New	Horizon Drive Optimists	The funds will go towards the creation of our non-profit Gallery and Youth Center (leased space)	Economic Development and Quality of Life	Operations	20,000	15,000	-

CITY OF Grand Junction COLORADO

2024 Non-Profit Funding Budget
Funded by General Fund
December 6, 2023

ITEM REF #	SUPPORT DOC. PAGE #	EXISTING/ NEW	PARTNER/AGENCY	2024 REQUEST DESCRIPTION	Strategic Priority Alignment (from agency viewpoint)	2024 USE OF FUNDS	2024 MAXIMUM REQUESTED	2024 MINIMUM REQUESTED	2024 RECOMMENDED FUNDING
28	119	CDBG	Housing Resources of Western CO	Housing Counseling and Support		Services	15,000	15,000	15,000
29	127	CDBG	Karis, Inc.	Zoe House Security and Landscaping Improvements		Housing Rehab	13,200	5,000	13,200
30	135	New	Marillac Clinic, Inc.	Examination chairs for newly acquired clinic at CMU Campus	Not specifically stated	Services	24,279	16,186	-
31	139	New	Meals on Wheels	Funds will be used for the purchase of food for nutritious meals	Quality of Life; Public Safety; Economic Development	Operations	50,000	10,000	-
32	143	Existing	Mesa County RSVP	Funds will be used to increase availability of ramps and handicap accessible conveniences; advertising to increase number of people gaining information on Medicare, and return tutoring program to pre-Covid Levels		Operations	50,000	7,500	-
33	147	Existing	Mesa Developmental Services, STRiVE	General Operational Funding Support		Operations	50,000	20,000	50,000
34	151	CDBG	Mesa Developmental Services, STRiVE	Drainage, Safety and Accessibility Improvements	Listed how it lines with all five strategic priorities	Facility Rehab	38,981	19,491	38,981
35	159	New	Mosaic	Funds will be used for mission events, market Mosaic to the community.	Not specifically stated	Event/Program	15,000	7,500	-
36	163	Existing	Museums of West Colorado	Funds are requested for general operating expenses for exhibitions, school tours, educational programs, etc.	Quality of Life	Operations	25,000	-	-
37	167	Existing	Mutual Aid Partners	Requesting operational and programmatic funding that will help us leverage existing grant funding sources (several listed on application)	Comp Plan Principal 1: Collective Identity Comp Plan Principal 5: Strong Neighborhoods and Housing Choices	Operations Event/Program	50,000	35,000	50,000
38	171	New	New Dimensions Lifelong Learning Initiative LTD	Funding will be used to increase awareness and allow seniors to join a community where they are learning, mankind friends and being active.	Quality of Life	Operations	10,000	5,000	-
39	175	Existing	One Riverfront	Operational Funding	Operations		17,977	17,977	17,977
40	179	Existing	Special Olympics Colorado	Program Funding for Special Olympics Event in GJ		In Lieu of City Fees	6,000	6,000	6,000
41	181	CDBG	St. Mary's Hospital Foundation	Purchase food for Meals on Wheels		Services	17,000	10,000	12,090
42	189	New	Toilet Equity	provide a safe, clean, gender equitable toilet access for the unhoused community in the Grand Valley regardless of mobility needs	Housing, public safety, and quality of li	Capital Operations	15,000	10,000	-

CITY OF Grand Junction COLORADO

2024 Non-Profit Funding Budget
Funded by General Fund
December 6, 2023

ITEM REF #	SUPPORT DOC. PAGE #	EXISTING/ NEW	PARTNER/AGENCY	2024 REQUEST DESCRIPTION	Strategic Priority Alignment (from agency viewpoint)	2024 USE OF FUNDS	2024 MAXIMUM REQUESTED	2024 MINIMUM REQUESTED	2024 RECOMMENDED FUNDING
43	193	New	United Way of Mesa CO	Purchase 26 AED machines, comprehensive first aid kits and Training for 25 child care/non-profit agencies	Economic Development and Public Safety	Event/Program	50,000	37,500	-
44	197	Existing	Western Colorado Alliance	Event Sponsorship for Mountainfilm on Tour; Telluride Mountainfilm Festival on Tour in Grand Junction	Quality of Life and Economic Development	Event/Program	10,000	5,000	-
45					**Total Tier 1 Applications**	**Total Tier 1**	**$ 1,033,758**	**$ 497,475**	**$ 390,569**
46	**Tier 2 Application Requests - Attachment F**								
47	2	Existing	Center for Children (West Slope Center for Children)	SANE Nurse ($7,500) and General Operating ($50,000)	Public Safety	Operations	$ 57,500	$ 50,000	$ 57,500
48	8	New	Colorado West Performing Arts Company	Defray costs for performances and cover expenses of the dancers, artistic, and production staff	Economic Development and Quality of Life	Operations Event/Program	76,500	25,000	-
49	12	Existing	Diaper Depot (Mission of First United Methodist Church)	Funds will be used and allocated to the overall operations of the Diaper Depot	Economic Development	Operations Event/Program	100,000	50,000	-
50	17	Existing	Foodbank of the Rockies	Purchase of food-sourcing efforts	Quality of Life, Public Safety	Operations	125,000	50,000	-
51	22	Existing	GJ Blackout	Cover Impact Fees for capital campaign to build a 40,000 Sq Ft Youth Multi-sport complex	Economic Development	Capital/In-Lieu	64,310	-	-
52	29	Existing	Grand Junction Commission on Arts and Culture	Operational Funding to provide GJCAC Regranting Program	Quality of Life,	Operations	70,000	70,000	70,000
53	35	Existing	Grand Valley Catholic Outreach	Waiver of Impact Fees for Mother Teresa Place	Housing	In Lieu of City Fees	457,700	457,700	-
54	40	New	Grand Valley Creative Alliance	Capital funding for site assessment and remodeling of a makerspace sponsored by GVCA (Wells Fargo Building on Main)	List how aligns with all priority	Capital	300,000	250,000	-
55	46	Existing	Habitat for Humanity	Cover Impact Fees for 8 Homes being built July 2023-June 2024 which average $11K/home.	Housing	In Lieu of City Fees	99,014	99,014	99,014
56	51	Existing	HomewardBound of the Grand Valley	General Operational Funding Support	Housing, Economic Development, Public Safety	Operations	400,000	225,000	225,000
57	57	Existing	Housing Resources of Western CO	Capital improvements to Linden Apartments	Housing	Capital	72,000	62,000	72,000
58	62	Existing	Mesa County Partners; Mesa County Youth Services	Purchase of 2-3 vehicles to transport youth workers (17-28 YO) to West. Co Conservation Corps (WCCC) Work Areas.	Economic Development	Capital	100,000	50,000	-
59	68	New	Riverside Educational Center	Capital Improvements to 1199 Winters Ave		Capital	480,550	240,275	-
60	72	New	The Art Center of West Co	Upgrades to landscaping ($68,127) and lighting ($51,006) on the exterior of the art center	Quality of Life	Capital	119,133	-	-

CITY OF Grand Junction COLORADO

2024 Non-Profit Funding Budget
Funded by General Fund
December 6, 2023

ITEM REF #	SUPPORT DOC. PAGE #	EXISTING/ NEW	PARTNER/AGENCY	2024 REQUEST DESCRIPTION	Strategic Priority Alignment (from agency viewpoint)	2024 USE OF FUNDS	2024 MAXIMUM REQUESTED	2024 MINIMUM REQUESTED	2024 RECOMMENDED FUNDING
61	77	New	The Joseph Center	Funds will go towards the costs of providing services to our clients (housing assistance, food & clothing, etc.) and General Operations.	Housing and Economic Development	Programs/ Operation	100,000	50,000	-
62	81	New	The Movement	Purchase of a 15 Seat Ford Transit Van	Mobility	Capital	60,000	30,000	-
63	86	New	United Way of West CO	Provide training and educational opportunities to nonprofit leaders	Economic Development and Quality of Life	Event/Program	70,000	-	70,000
64					**Total Tier 2 Applications**	**Total Tier 2**	**$ 2,751,707**	**$ 1,708,989**	**$ 593,514**
65						**TOTAL NON-PROFIT FUNDING REQUESTS**	**$ 3,785,465**	**$ 2,206,464**	**$ 984,083**

CITY OF Grand Junction COLORADO

2024 Capital Projects Listing
City Council Meeting, Second Reading
December 6, 2023

Ref #	Department	New Project/ Maintenance	Project Title		2024 Recommended Budget
1	City Manager-Housing and Unhoused Projects and Services	New	Housing Projects and Services (Includes up to $200,000 for Grand Valley Catholic Outreach-Mother Teresa Impact Fees and $356,000 for operating costs of temporary resource center.	$	6,491,758
			Total City Manager-Housing	**$**	**6,491,758**
2	Community Development	New	Charging and Fueling Infrastructure	$	1,350,000
3	Community Development	New	Electric Vehicle Charging Stations		518,360
			Total Community Development	**$**	**1,868,360**
4	Engineering & Transportation	New	D 1/2 Road, 29 to 30 Road	$	5,000,000
5	Engineering & Transportation	New	Horizon Drive at G Road and 27 1/2 Road		4,000,000
6	Engineering & Transportation	New	26 1/2 Road, Horizon Drive to Summerhill Way		2,750,000
7	Engineering & Transportation	New	Crosby Avenue, 25 1/2 Road to Main Street		2,450,000
8	Engineering & Transportation	New	4th and 5th Street Design and Improvements		1,200,000
9	Engineering & Transportation	New	Downtown Main to Trains Connector - 2nd Street Promenade		1,000,000
10	Engineering & Transportation	New	North Avenue Enhanced Transit Corridor		900,000
11	Engineering & Transportation	New	Ranchman's Ditch Trail		700,000
12	Engineering & Transportation	New	24 1/2 Road, Patterson to G 1/4 Road		500,000
13	Engineering & Transportation	New	B 1/2 Road, 29 Road to 29 1/2 Road		500,000
14	Engineering & Transportation	New	F 1/2 Parkway, Market to Patterson		500,000
15	Engineering & Transportation	New	Highway 50 at Palmer Street Intersection Improvements		484,094
16	Engineering & Transportation	New	Broadway at Reed Mesa Left Hand Turn Lane		450,000
17	Engineering & Transportation	New	22 1/2 Road Path Construction at Broadway Elementary		300,000
18	Engineering & Transportation	New	Riverside Parkway at 7th Street Drainage Improvements		250,000
19	Engineering & Transportation	New	Alley Improvement Districts		200,000
20	Engineering & Transportation	New	F 1/2 Parkway, 23 3/4 to 24 Road (Mesa Trails)		200,000
21	Engineering & Transportation	New	24 Road and G Road Capacity Improvements		200,000
22	Engineering & Transportation	New	24 Road and Riverside Parkway Interchange		200,000
23	Engineering & Transportation	New	Safe Routes to Schools - Palmer Street from Highway 50 North to Unaweep Avenue		174,883
24	Engineering & Transportation	New	Riverside Parkway at 9th Street Turn Lane		120,000
25	Engineering & Transportation	New	Safe Routes to Schools - Rocket Park Crosswalk		40,000
26	Engineering & Transportation	New	30 Road South of D Road Pedestrian Improvements		35,000
27	Engineering & Transportation	Maintenance	Contract Street Maintenance		3,625,000
28	Engineering & Transportation	Maintenance	Riverside Parkway at Highway 50 Retaining Wall		900,000
29	Engineering & Transportation	Maintenance	Curb, Gutter, and Sidewalk Safety Repairs		400,000
30	Engineering & Transportation	Maintenance	Traffic Signal Upgrades		279,130
31	Engineering & Transportation	Maintenance	Colorado River Levee Renovations		100,000
32	Engineering & Transportation	Maintenance	Mill Tailing Repository Removal		100,000
33	Engineering & Transportation	Maintenance	Hale Avenue (Dos Rios) Storm Outfall Repair		50,000
34	Engineering & Transportation	Maintenance	Patterson Road Access Control Plan Implementation		50,000
35	Engineering & Transportation	Maintenance	Drainage System Improvements		20,000
			Total Engineering & Transportation	**$**	**27,678,107**

CITY OF Grand Junction COLORADO

2024 Capital Projects Listing
City Council Meeting, Second Reading
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Ref #	Department	New Project/ Maintenance	Project Title		2024 Recommended Budget
36	Fire	New	Fire Station No. 7 Construction	$	7,500,000
37	Fire	New	Fire Station No. 7 Aerial Truck (Ladder)		1,578,563
38	Fire	New	Fire Station No. 7 Ambulance		260,273
39	Fire	New	Fire Station No. 7 Ambulance Equipment		181,168
40	Fire	New	Rescue Boat		100,000
			Total Fire	**$**	**9,620,004**
41	General Services	New	Composting Site Feasibility, Site Selection, and Preliminary Design	$	475,000
42	General Services	New	Material Recycling Facility (MRF) Design		750,000
43	General Services	New	Property Acquisition for Employee Housing		750,000
44	General Services	New	Parking System Infrastructure Upgrades		430,000
45	General Services	New	Addition of Pooled Vehicles		119,922
46	General Services	Maintenance	City Facility and Security Improvements		950,000
47	General Services	Maintenance	Berm at Lincoln Park Driving Range		50,000
			Total General Services	**$**	**3,524,922**
48	Information Technology	New	Enterprise Resource Management/Human Capital Management (ERP/HCM) Software System Implementation	$	5,000,000
49	Information Technology	New	Carrier Neutral Location for Broadband		250,000
			Total Information Technology	**$**	**5,250,000**
50	Parks and Recreation	New	Community Recreation Center Construction	$	23,615,217
51	Parks and Recreation	New	Emerson Park Destination Skate Park Construction		3,046,559
52	Parks and Recreation	New	Monument Connect Phase II		1,670,000
53	Parks and Recreation	New	River Trail Expansion, C 1/2 Road Gap		1,100,000
54	Parks and Recreation	New	Whitman Park Improvements Planning & Design		150,000
55	Parks and Recreation	New	Riverfront Trail Widening Broadway & Colorado River		275,000
56	Parks and Recreation	New	Hawthorne Park Improvements		340,000
57	Parks and Recreation	Maintenance	Trails - Asphalt Trail Replacements		400,000
58	Parks and Recreation	Maintenance	Stadium Improvements		225,000
59	Parks and Recreation	Maintenance	Conversion of Downtown Fountains to Recirculation		150,000
60	Parks and Recreation	Maintenance	Water Conservation Projects - Turf to Native		125,000
61	Parks and Recreation	Maintenance	Playground Repair		38,344
			Total Parks and Recreation	**$**	**31,135,120**
62	Police	Maintenance	Fire Alerting Hardware/Software Upgrades	$	80,000
63	Police	Maintenance	800MHz Capital Improvements		70,000
			Total Police	**$**	**150,000**
64	Utilities - Water	New	Gunnison River Infrastructure		600,000
65	Utilities - Water	New	Excavator		100,000
66	Utilities - Water	Maintenance	Water Line Replacements		2,500,000
67	Utilities - Water	Maintenance	Water Treatment Plant Modifications		150,000
68	Utilities - Water	Maintenance	Kannah Creek Water System Improvements		120,000
69	Utilities - Water	Maintenance	Historic Water Treatment Plant Preservation		100,000
70	Utilities - Water	Maintenance	Lead Water Line Replacements		100,000
71	Utilities - Water	Maintenance	Ranch Improvements/Sustainable Agriculture		100,000
72	Utilities - Water	Maintenance	Water Rights Infrastructure Development		100,000
73	Utilities - Water	Maintenance	Grand Mesa Reservoir Improvements		50,000

CITY OF Grand Junction COLORADO

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Ref #	Department	New Project/ Maintenance	Project Title		2024 Recommended Budget
74	Utilities - Water	Maintenance	Water Meter Replacements		50,000
75	Utilities - Water	Maintenance	Ridges Distribution System Replacement		30,000
76	Utilities - Water	Maintenance	Roof Replacement at Shadow Lake Pump Station		30,000
			Total Water Projects	**$**	**4,030,000**
77	Utilities - Sewer	New	Wastewater Treatment Plant Rehabilitation/Expansion Projects	$	40,300,000
78	Utilities - Sewer	New	Jetter Truck		311,796
79	Utilities - Sewer	New	Off-Road Forklift		75,000
80	Utilities - Sewer	Maintenance	Lift Station Elimination/Rehabilitation		7,250,000
81	Utilities - Sewer	Maintenance	Sewer Line Replacements/Rehabilitation		1,750,000
82	Utilities - Sewer	Maintenance	Sewer Improvement Districts		800,000
83	Utilities - Sewer	Maintenance	Wastewater Treatment Plant Improvements and Asset Replacements		700,000
84	Utilities - Sewer	Maintenance	Sewer Capacity Projects		500,000
85	Utilities - Sewer	Maintenance	Collection System Equipment		50,000
			Total Sewer	**$**	**51,736,796**
			TOTAL CAPITAL	**$**	**141,485,067**

2024 Capital
Project Descriptions By Department
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Note: Please reference the acronym table on page 15

CITY MANAGER

1. **Housing and Unhoused Projects and Services – $6,491,758**

   Funding is comprised of the $3,073,337 remaining in the Land and Building Acquisition Program, $2,117,546 from the 2024 sale of remaining Dos Rios properties, $645,146 remaining in ARPA funds (including earned interest), $655,729 from 2% sales tax on Cannabis.

   a) **$5,935,158** – This includes funding for land and building acquisition, hotel acquisition/conversion, and other strategic acquisitions that preserve or add affordable housing units in the community. This would also include the production of units that may meet the needs of the city's unhoused or housing insecure, as well as the continuation of the Accessory Dwelling Unit (ADU) production program.

   b) **$200,000** – Up to $200,000 to pay for impact fees for the Grand Valley Catholic Outreach Mother Teresa Place project.

   c) **$356,600** – Annual operating costs for the United Way of Mesa County and Homeward Bound of the Grand Valley's resource center for unhoused and other vulnerable persons.

COMMUNITY DEVELOPMENT

2. **Charging and Fueling Infrastructure – $1,350,000** –This project would fund a minimum of ten Direct Current Fast Charging (DCFC) Dual Port charging stations at publicly available sites. The City plans to request $1,080,000 from the U.S. Dept. of Transportation's Federal Highway Administration Charging and Fueling Infrastructure Grant and the $270,000 match will come from 0.75% sales tax.

3. **Electric Vehicle Charging Stations – $518,360** – This project is expected to fund a total of 17 charging stations; nine stations including one DCFC Dual port station and eight Level 2 dual port chargers. The chargers will be installed at publicly accessible sites including parks. It is expected that this project is funded with $263,766 through grant funding from the Colorado Energy Office's Charge Ahead Colorado program as well as contribution from Xcel Energy. The remaining $254,594 is from the 0.75% sales tax.

ENGINEERING & TRANSPORTATION

4. **D 1/2 Road, 29 to 30 Road, $5,000,000** – D 1/2 Road will be widened to a three-lane collector including a center turn lane, curb, gutter, sidewalk, bike lanes, and streetlights from 29 1/4 Road to 30 Road providing safer routes for kids to get to school at Pear Park Elementary. This project is funded by the Transportation Capacity Payment (TCP) Fund.

5. **Horizon Drive at G Road and 27 1/2 Road, $4,000,000** – The Horizon Drive and G Road Intersection will be reconstructed, and the existing signalized intersection will be replaced with a two-lane roundabout as a safety improvement. Roundabouts have been proven nationally, across the state,

and locally to provide significant safety improvements. The roundabout will help set the context for the corridor as the transition from a more rural Horizon Drive into a dense commercial space. The City has received a $1,500,000 grant from CDOT's Highway Safety Improvement Program. TCP will fund the remaining $2,500,000.

6. **26 1/2 Road, Horizon Drive to Summerhill Way, $2,750,000** – 26 1/2 Road will be widened to a three-lane collector road including turn lanes, curb, gutter, sidewalks, bike lanes, and streetlights from Horizon Drive to Summerhill Way including a new pedestrian bridge over I-70. The design will be finalized in 2024 along with the ROW acquisition. Two phases of construction are proposed in 2025 and 2026. This total project is estimated at $12.75 million and is funded by TCP.

7. **Crosby Avenue, 25 1/2 Road to Main Street, $2,450,000** – Crosby Avenue serves as an extension of Main Street to significant retail shopping and both existing and burgeoning residential areas. The high-return, timely project will substantially improve safety, economic opportunity, and active transportation access in the heart of the community. Crosby Avenue would transform from a narrow local street with no bicycle or pedestrian facilities to a robust multimodal corridor with safer facilities, landscaping, and lighting tying into the existing bicycle-pedestrian bridge over the Union Pacific Railroad tracks between the Riverside neighborhood and the rest of Downtown. The City received a CDOT Revitalizing Main Street grant in the amount of $1,000,000 for the project and the remaining $1,450,000 will be funded by TCP.

8. **4th and 5th Street Design and Improvements, $1,200,000** – The 4th and 5th Street one-way to two-way feasibility study included alternatives for both an enhanced one-way design as well as a two-way configuration. City Council and the DDA concurred with moving forward with improvements that will maintain the one-way configuration but will enhance safety, improve walkability and bike-ability, activate economic development, and optimize traffic circulation. Originally proposed for 2023 construction with two lanes in each direction, per property owner and business owner request, City staff reevaluated the corridors and now proposes a single lane in each direction. This project will have pop-up elements such as bollards and striping that will "set" both corridors into the final configuration and allow the community to "test drive" the improvements. For 2025 through 2028, permanent improvements are proposed to approximately two blocks each year. This total project is estimated at $4,775,000 and is funded with a $150,000 CDOT Grant with the remaining $4,625,000 from the 0.75% sales tax.

9. **Downtown – Main to Trains Connector – 2nd Street Promenade, $1,000,000** – The Downtown Development Authority's Plan of Development identified 2nd Street as a key connection between the Entertainment and Hotels District on Main Street, train depot, and ultimately to Dos Rios. The vision of the corridor still allows for vehicles but emphasizes wide pedestrian-friendly spaces. CDOT is slated to construct the portion between just north of Ute to south of Pitkin as part of the I-70B corridor improvements. The $1,000,000 is the City's match to the CDOT project and is funded from the 0.75% sales tax.

10. **North Avenue Enhanced Transit Corridor, $900,000** – In 2022, the City provided the matching funds for the Grand Valley Regional Transportation Planning Office's North Avenue Enhanced Transit corridor study. The study evaluated pedestrian access analysis, traffic safety analysis, bus stop

amenities analysis, transit speed, and reliability analysis, a detailed review of transit signal prioritization, and multimodal path analysis. The study helped identify and prioritize a series of projects. This project will construct detached multi-modal sidewalks along the north side of North Avenue between 28 1/2 Road and I-70B as well as on the south side from 29 Road to I-70B between 2024 and 2026. Mesa County secured transit funds through CDOT subject to the City providing the matching funds as confirmed by the City Council on September 1, 2021, Memorandum of Understanding. Additionally, the City was successful in securing a CDOT Multi-Modal Options Fund grant and a Transportation Alternative Program grant. The total project is estimated at $4,950,000 with $4,612,500 in grant funding, the remaining $337,500 is funded from the 0.75% sales tax.

11. **Ranchman's Ditch Trail, $700,000** – The City has been working with Grand Valley Irrigation Company on a section of the canal that could be used as a pilot project for trails on the canals. The selected reach is on Ranchman's Ditch which runs in large pipes along the south side of Patterson between 24 1/2 Road and 25 1/2 Road. Design in late 2023 through early 2024 with construction of 24 1/2 to 25 Road slated for 2024 with 25 Road to 25 1/2 Road in 2025. The total project is estimated at $1,400,000 and funded from the 0.75% sales tax.

12. **24 1/2 Road, Patterson to G 1/4 Road, $500,000** – 24 1/2 Road will be widened to a three-lane collector including a center turn lane, curb, gutter, sidewalks, bike lanes, and streetlights from Patterson Road to G 1/4 Road. Design in 2024, ROW acquisition in 2025, and construction in 2026. The total project is estimated at $6,775,000 and is funded by TCP.

13. **B 1/2 Road, 29 Road to 29 1/2 Road, $500,000** – B 1/2 Road will be widened to a three-lane collector road including turn lanes, curb, gutter, sidewalk, bike lanes, and streetlights from 29 Road to 29 3/4 Road providing safer routes for kids to get to and from school at Lincoln Orchard Mesa Elementary. The total project is estimated at $5,000,000 is funded by TCP and will be completed in 2025.

14. **F 1/2 Parkway, Market to Patterson, $500,000** – The creation of the F 1/2 Parkway from 24 Road to Patterson Road. This 5-lane, multimodal arterial will provide an alternative route around congested Patterson Road and serve a rapidly developing area. The project is split into two construction phases; the first from 24 Road to 24 1/2 Road is scheduled to be awarded in late 2023 and constructed in 2024, and the second from 24 1/2 to Patteson in 2025. The total project is estimated at $14,000,000 and is funded by TCP.

15. **Highway 50 at Palmer Street Intersection Improvements, $484,094** – As part of Tracy Village Subdivision development, per TCP policy, the City will fund intersection improvements at Highway 50 and Palmer Street, Highway 50 at Linden Avenue for completion of CDOT subdivision requirements. The project was designed and reviewed by CDOT in 2023 with construction slated for 2024 following right-of-way acquisition. This project is funded by TCP.

16. **Broadway at Reed Mesa Left Turn Lane, $450,000** – As part of the Magnus Court Subdivision State Highway 340 (Broadway) access approval from CDOT, a left turn lane is needed at Reed Mesa. This project will widen Broadway to accommodate a westbound left turn lane as well as relocate the existing pedestrian signal west of the intersection. The work is proposed in the summer of 2024 to avoid school. As the turn lane benefits existing subdivisions, Mesa County is contributing $75,000 for

the project. The developer is participating in $75,000 in addition to payment of transportation impact fees. Originally budgeted for 2022 construction, the development was postponed until 2024 and therefore the City similarly postponed the turn lane construction. Funding is $150,000 from contributions described above and the remaining $300,000 is from TCP.

17. **22 1/2 Road Path Construction at Broadway Elementary, $300,000** – The City is working with Mesa County and School District 51 on improving sidewalk/path infrastructure on 22 1/2 Road on the east side of Broadway Elementary after a recent ADA incident/complaint. The existing asphalt path has deteriorated with large cracks and the adjacent drainage channel provides less than ideal condition. The project would replace the existing path with 800 feet of 10-foot wide curb, gutter, and sidewalk. Other improvements are also included on Greenbelt and Foy Drives which will enable County participation in the project. This project is funded in part by contributions from Mesa County and School District 51 for $100,000 each and the remaining $100,000 is funded by the 0.75% sales tax.

18. **Riverside Parkway at 7th Street Drainage Improvements, $250,000** – The area of 7th Street and Riverside Parkway historically floods a couple of times per year. While flood waters have not entered adjacent structures yet, property and business owners are concerned with the potential. For each large storm, City crews close the road down for a few hours to ensure waves from vehicles do not push water into the structures. Additional inlets are proposed on the north side of the intersection along with 1020 feet of 24-inch storm drain line to add capacity to the system. The project is proposed to be paid for in part by $200,000 from Grand Valley Drainage District with the remaining $50,000 paid for by the 0.75% sales tax.

19. **Alley Improvement Districts, $200,000** – The proposed funding in 2024 will replace one alley. This program is a partnership with adjacent property owners where residential properties pay 10% of the cost, multifamily 15%, and commercial 50%. Pinyon Avenue and Walnut Avenue from 13th Street to 15th Street. This project is funded through assessment fees of $40,000 and the remaining $160,000 from the 0.75% sales tax.

20. **F 1/2 Parkway, 23 3/4 to 24 Road (Mesa Trails), $200,000** – The metro district for the Mesa Trails development will be constructing F 1/2 Parkway from I-70B to 23 3/4 Road. This project will design and build the balance of the quarter-mile section of Parkway to connect to 24 Road. This 5-lane, multimodal arterial will provide an alternative route around congested Patterson Road and serve the developing area. This project would only be constructed if the Mesa Trails Development moves forward with construction. The total project cost is estimated at $3,200,000 to be completed in 2025 and is funded by TCP.

21. **24 Road and G Road Capacity Improvements, $200,000** – The City's 1% for the art policy requires 1% of the cost of all vertical construction including roundabouts to be used for art. This budget is for $150,000 for procurement and installation of art as well as $50,000 for landscaping if needed. The main project is being completed in 2023 for $13.2 million which is the final portion funded by TCP.

22. **24 Road and Riverside Parkway Interchange, $200,000** – Intersection improvements are proposed to improve circulation and make the interchange more intuitive. This project also constructs a bike path connecting the Riverfront Trail to Mesa Mall and onto Canyon View Park. The 3/8 mile section

to Canyon View was completed in 2023. For 2024, the funding will design the bike/pedestrian facility connecting the Riverfront Trail to Mesa Mall. The City has submitted for a federal Reconnecting Communities Planning Grant. If selected, the grant would fund the design and position the City for construction grant dollars for the same program. The total cost of this project is estimated at $6,612,385 (including 2023) and will be completed in 2026. Funded by TCP.

23. **Safe Routes to Schools – Palmer Street from Highway 50 North to Unaweep Avenue, $174,883 –** With the proposed signal construction at Highway 50 and Palmer this corridor will become the primary bike/ped route from Unaweep to Dos Rios Elementary. This project is funded by CDBG.

24. **Riverside Parkway at 9th Street Turn Lane, $120,000 –** The Residences at Kimball is at 1101 Kimball Avenue, also known as the Sugar Beet property, and proposes 164 multi-family units along with commercial development. With projected traffic growth both regionally and including this development, a new turn lane is warranted. This project will construct a right-turn lane for westbound Riverside Parkway onto northbound 9th Street. This project is funded by TCP.

25. **Safe Routes to Schools – Rocket Park Crosswalk, $40,000 –** Orchard Avenue is a busy east-west collector road. This project will construct ramps and crosswalks across Orchard Avenue at Rocket Park near North 26th Street. This project was recommended by the Urban Trails Committee to provide a safer crossing of Orchard for residents north of Orchard to Rocket Park. This project is funded by CDBG.

26. **30 Road South of D Road Pedestrian Improvements, $35,000 –** 30 Road south of D Road is classified as a collector road and therefore improvements are the City's responsibility. This project would add 270 feet of curb, gutter, and sidewalk on the west side of 30 Road from D Road to Debra Street. This project will provide pedestrian infrastructure from the Monarch Ridge subdivision and tie into multi-modal infrastructure north of D Road. This project is funded by the 0.75% sales tax.

27. **Contract Street Maintenance, Chip Seal, Crackfill $3,625,000 –** Street Maintenance requires an ongoing annual commitment to maintain the City's $266 million worth of street assets. A pavement management system is used to evaluate pavement quality and prioritize street maintenance needs. Parameters used to determine the pavement condition for major streets include ride quality, structural adequacy, and surface distress. The City is divided into 12 Street Maintenance Areas (SMAs) with an area scheduled to receive a chip seal each year. However, each of the streets in an SMA is analyzed for the proper treatment, whether that be a fog seal, chip seal, micro surface, overlay, or total reconstruction. This project is funded by the 0.75% sales tax. In 2024, the City's street maintenance efforts will include:

    a) **Contract Street Maintenance $2,325,000 –** The annual program includes contracting for street maintenance using treatments such as hot mix asphalt overlays, asphalt patching, high-density mineral bond (HA5), and street reconstructions. This work is bid and contracted out.

    b) ***Self-Performance Maintenance* Chip Seal/Crackfill $1,300,000 –** The City's crackfill program aims to fill cracks in all the road surfaces that are planned for chip seal, microsurface, or other light maintenance activity. Chipseal also enhances safety by providing good skid

resistance. These programs provide an effective moisture barrier for the underlying pavement against water intrusion and prevent deterioration of the asphalt surface from the effects of aging and oxidation due to water and sun. This work has historically been completed with City staff and is recommended again to be ***self-performed***.

28. **Riverside Parkway at Highway 50 Retaining Wall, $900,000** – The Riverside Parkway interchange was constructed with tall mechanically stabilized earth (MSE) walls. These walls have settled and moved over the last 15 years since it was constructed. While the walls are still currently safe, this project will stabilize the walls with geotechnical soil nails in 2024 ensuring longevity of the structures. In 2025, reconstruction of much of the curb, gutter, sidewalks, medians, and road surface is proposed to repair the infrastructure damaged by the differential settlement. This project is funded by the 0.75% sales tax.

29. **Curb, Gutter, and Sidewalk Safety Repairs, $400,000** – This program includes the replacement or repair of deteriorated or hazardous curbs, gutters, and sidewalks on City streets annually. It also includes replacement of curbs and gutters that do not properly drain. Tripping hazards on sidewalks are given the highest priority. Concrete replacement locations are determined from field surveys and citizen complaints. Each location is rated and prioritized according to the type of problem and degree of hazard. The benefits include keeping curb, gutter, and sidewalks in a state of good repair providing a reliable surface for non-motorized users, and conveyance of stormwater without standing water. This project is funded by the 0.75% sales tax.

30. **Traffic Signal Upgrades, $279,130** – The City currently owns 52 traffic signals with electronic controllers of varying age and functionality and operates the 46 state highway signals inside the City limits under a maintenance contract. Upgrades to signal equipment are required for safety and compliance with Federal requirements. This is an ongoing replacement/upgrade program for traffic signal controllers and other equipment. Maintaining a replacement cycle for signal controllers and equipment is necessary, primarily because of the limited service life of the equipment which is exposed to in-the-field conditions. It is also necessary to keep pace with current technology supporting traffic signal coordination, vehicle detection, and emergency pre-emption systems; all of which contribute to safer and less congested roadways. This project is funded by the 0.75% sales tax.

31. **Colorado River Levee Renovations, $100,000** – The City of Grand Junction's levee was constructed in 1996 by the Army Corp of Engineers. It extends from the Union Pacific Railroad (UPRR) Railroad Bridge to the Las Colonias Amphitheater and protects most of the lower downtown. The Army Corp of Engineers deactivated the levee until several encroachments and culverts/discharge pipes could be corrected to meet current standards. This project is funded by the 0.75% sales tax.

32. **Mill Tailing Repository Removal, $100,000** – The City receives uranium mill tailings encountered throughout western Colorado and stores them in an interim repository at City Shops per an agreement with the Department of Local Affairs from the late 1990s when the remediation of the Grand Junction mill site was deemed complete. Approximately every three years, the City works with the Department of Energy in opening the permanent repository at the Cheney Reservoir site southeast of Kannah Creek and transfers the tailings at the City Interim site to the permanent repository. DOLA reimburses the City for costs incurred up to $100,000.

33. **Hale Avenue (Dos Rios) Storm Outfall Repair, $50,000** – High runoff undermined the integrity of the end of the outfall causing the flap gate and structure to settle and pull away from the end of the pipe. This project is funded by the 0.75% sales tax.

34. **Patterson Road Access Control Plan Implementation, $50,000** – Implementation of the Patterson Road Access Control Plan will require that adjacent properties, as they develop, construct median improvements to limit the access to that proposed in the plan to maintain corridor volumes and increase safety. The City agreed to partner on these improvements for 50%. One project, Subway at 28 3/4 Road, is currently working through Community Development that will require median improvements. This project is funded by TCP.

35. **Drainage System Improvements, $20,000** – Many small drainage improvements are needed each year and they are funded with drainage fees and the 0.75% sales tax.

FIRE

36. **Fire Station No. 7 Construction, $7,500,000** – This is the third of three new fire stations funded by the First Responder Tax. This station will provide fire and emergency medical service to the northwest area of the community, including both the City of Grand Junction and Grand Junction Rural Fire Protection District service areas. The design will be consistent with Fire Stations 3, 6, and 8, consisting of approximately 10,000 square feet, three drive-through apparatus bays housing a fire engine, ambulance, and sleeping quarters for eight personnel. Land for Fire Station 7 was purchased in 2023 at 2351 H Road. This project is funded by the first responder tax.

37. **Fire Station No. 7 Aerial Truck (Ladder) $1,578,563** – In anticipation of the construction of Fire Station 7, the aerial ladder truck was ordered in 2022 due to the length of time necessary to build the unit, and the arrival of the truck is anticipated to be in early to mid-2024. The equipment for this truck which includes fire hoses, self-contained breathing apparatus, and medical equipment, has been purchased in 2023. This project is funded by the first responder tax.

38. **Fire Station No. 7 Ambulance, $260,273** - This ambulance is a new purchase that is part of the Fire Station 7 project. This apparatus is a medical response and transport vehicle identical to the other ambulances in the fleet. This project is funded by the first responder tax.

39. **Fire Station No. 7 Ambulance Equipment, $181,168** – With the purchase of the ambulance for the Fire Station 7 project, all equipment will need to be purchased in 2024 to equip this ambulance similar to all other ambulances in the department. This includes specialized equipment such as a cardiac monitor, powered patient gurney, computer, and radios. This project is funded by the first responder tax.

40. **Rescue Boat, $100,000** – This boat was ordered in 2023 and is a replacement for an older boat that is no longer safe to operate on the river. This new boat will be a jet-powered boat with the capabilities to operate in shallow water, deploy rapidly, and transport up to 6 personnel. The expected delivery is in the 4th quarter of 2024. This project is funded by the first responder tax.

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GENERAL SERVICES

41. **Composting Site Feasibility, Site Selection, and Preliminary Design, $475,000** – This phase of the project will focus on assessing feasibility, selecting an appropriate site, evaluating potential partners, and creating preliminary design plans. This will be funded by an advance from the General Fund to be repaid by proceeds from a future debt Issuance in the Solid Waste enterprise fund that will also serve to fund the construction of a materials recovery facility. This project aims to create a sustainable composting site that not only addresses the growing need for green waste disposal but also includes food waste and biosolids, all of which contribute to environmental conservation and the production of valuable organic compost.

42. **Material Recycling Facility Design, $750,000** – A Materials Recovery Facility (MRF) is a facility that uses both machines and people to remove and sort recyclables from the waste stream. In anticipation of building a MRF for the expanding recycling program, a site evaluation will be conducted to ensure that the structure is located on a property that will accommodate the building as well as parking, loading docks, and future building expansion. A conceptual design will also be completed that will broadly establish the framework of the building before engaging in a final design phase. This project is funded in the Solid Waste enterprise fund.

43. **Property Acquisition for Employee Housing, $750,000** – These funds are being proposed for the acquisition of employee housing units that will assist newly hired employees who are moving from outside the area. This project is funded by the 0.75% sales tax.

44. **Parking System Infrastructure Upgrades, $430,000** – This initiative will replace traditional parking meters with cutting-edge smart meters, capable of processing credit card transactions, and transition many downtown parking lots to user-friendly kiosk pay stations. This project represents a significant step forward in enhancing the parking experience for both residents and visitors while embracing the digital age. This project is funded in the Parking enterprise fund.

45. **Addition of Pooled Vehicles, $119,922** – Additional pooled vehicles in Engineering and Transportation and Parks and Recreation. This project is funded in the General Fund.

46. **City Facility and Security Improvements, $950,000** – Based on analysis of condition of City facilities, the City is planning to make significant improvements. These improvements include the replacement of HVAC units and roofs that have reached the end of their effective lifespan. Additionally, the City will enhance security by upgrading the facility-wide access control system which will significantly improve security and access control. Lastly, the City plans to expand the installation of bollards at locations that are most susceptible to security risks. This project is funded by the 0.75% sales tax.

47. **Berm Upgrade at Lincoln Park Driving Range, $50,000** – The Golf Division will implement key enhancements at the Lincoln Park driving range, with a strong emphasis on both safety and elevating the overall golfing experience. A significant portion of this budget has been designated for the construction of a protective berm adjoining hole #5. This strategic measure is designed to address safety concerns by mitigating the risk of accidents caused by stray golf balls originating from the driving range. This initiative underscores our commitment to safeguarding the well-being of golfers who frequent Lincoln Park. This project will also include the installation of raised berms within the

driving range itself. These berms will serve a dual purpose: firstly, enhancing the visual aesthetics of the landscape by introducing natural contours, and secondly, providing a platform for targets for golfers looking to refine their skills. This multifaceted improvement not only promises to beautify our facility but also promises to elevate the golfing experience, rendering the driving range more engaging and challenging for our customers. This project is funded in the Golf enterprise fund.

INFORMATION TECHNOLOGY

48. **Enterprise Resource Management/Human Capital Management (ERP/HCM) Software System Implementation, $5,000,000** – This transformative project will move the organization into the present and future with an Enterprise Resource Planning (ERP) and Human Capital Management (HCM) software system. This strategic move replaces an aging financial system that has served the City for over 15 years (approaching the end of its useful life) and a human resources system plagued by manual interventions and repetitive tasks.

    These new systems are designed to elevate the organization's operational efficiency and overall effectiveness by providing a unified platform for managing core business processes and data. In the fall of 2022, preparation for this project was initiated in partnership with the Government Finance Officers Association, who has provided consulting services for a comprehensive business process review and readiness assessment for the request for proposal (RFP) phase, which will be completed in 2023. This strategic approach ensures that the City will implement industry best practices when adopting the new ERP/HCM software.

    The resulting comprehensive system will empower the staff with robust data analysis tools, enabling the City to make well-informed decisions in support of strategic planning efforts. Beyond that, this project is set to create a synergistic software environment, streamlining business processes, enhancing data accuracy, and significantly boosting the efficiency of our human resources operations. As a thriving and evolving organization serving a community that is also growing in complexity, this ERP and HCM system will support the City now and well into the future. This project is funded by the 0.75% sales tax.

49. **Carrier Neutral Location for Broadband, $250,000** – The State of Colorado Broadband Office and Grand Valley regional governments are collaborating to bring more high-quality, resilient, cost-effective broadband to our region via middle-mile fiber networks and strategically located Carrier Neutral Location (CNL) Broadband Facilities. The Grand Valley regional broadband plan calls for a CNL in Grand Junction. Working with Corey Bryndal, Colorado Regional Broadband Director, the IT team has identified appropriate facility space in City Hall to construct and implement a CNL at approximately $500,000. The CNL will provide the City of Grand Junction with abundant high-quality, resilient, cost-effective broadband for City operations and will facilitate local Internet Service Providers (ISPs) in delivering better broadband to our community and region. Mesa County summarizes: "The goals of these middle-mile upgrades would be to increase capacity, reduce cost, and improve the reliability of Internet and data services for all homes, businesses, and government entities within the County." This project is funded by a $125,000 DOLA Grant and the remaining $125,000 from the 0.75% sales tax.

2024 Capital
Project Descriptions By Department
December 6, 2023

PARKS AND RECREATION

50. **Community Recreation Center Construction, $23,615,217** – After decades of effort and a successful ballot question where voters authorized a dedicated sales tax and the issuance of debt, the Grand Junction community will soon have its own Community Recreation Center. Design will be finished, and the facility is set to break ground in mid-2024 with completion by the end of 2025. The total project cost is currently estimated at $75.2 million (including $2 million in design in 2023) because of additional components funded by outside resources. The cost will be finalized once the design is complete in 2024. This project will be funded primarily by the authorized debt issuance (not to exceed $70 million) as well as partner contribution and grant funding.

51. **Emerson Park Destination Skate Park, $3,046,559** – In 2022, working in close conjunction with consultants, the City led a concept design process to plan for the renovation of Emerson Park and the installation of a destination-level, high-end skate park. The skate community, along with the broader community, was engaged through public meetings, a survey, and focus groups. This is a priority project in the 2021 Parks, Recreation, and Open Space (PROS) Master Plan. The plan identifies that the existing skate parks are not meeting the needs of the skating community and that Emerson Park needs activating. This project is funded by the 0.75% sales tax, $1,034,903; Parkland, $1,650,000; and CTF, $361,656.

52. **Monument Connect Phase II, $1,670,000** – The Monument Connect Trail Phase I opened in February 2020. It connects downtown with the world-class and extensive 80+ mile trail system at Lunch Loops. Phase II picks up that alignment from the Lunch Loop trailhead and continues the 10' concrete trail to South Camp Road. National Environment Policy Act permitting is currently being completed. When Phase II is complete, the Redlands Loop will be forged and bikes, joggers, and walkers will be connected not only in the beautiful area surrounding the Phase II Trail alignment but along the entire expanse of the 13+ mile Redlands Loop. This project is funded by the 0.75% sales tax, $940,000; Parkland, $130,000; GOCO Grant, $500,000, and contributions from Colorado West Land Trust (CWLT) and One Riverfront $50,000 each.

53. **River Trail Expansion, C 1/2 Road Gap, $1,100,000 ($2.5M planned 2025)** – The Riverfront Trail gap between 27 1/2 and 29 Road has required bicyclists and pedestrians to use the narrow, farm-to-market C 1/2 Road. This key link has been on hold for over 25 years with easements needed from two remaining properties. One property was recently secured with a conditional use permit for gravel pit operations. This project is to secure the last remaining property with Mesa County, Colorado Parks and Wildlife (CPW), and the City each paying a third of the purchase price. Closing on property proposed for 1st quarter 2024. CPW is currently under design on the project with construction slated for 2025. This project is funded by the 0.75% sales tax, $366,666, and contributions from Mesa County, $366,667, and CPW $366,667.

54. **Whitman Park Improvements Planning & Design, $150,000** – Consistent with the general objective of activating and renovating older parks as described in the PROS Plan, Whitman Park is scheduled for renovation. These funds will include planning and design for improvements to reactivate this park. The planning will include opportunities for community engagement, identified improvements, and cost estimates for construction. This Project is funded by the 0.75% sales tax.

55. **Riverfront Trail Widening at Broadway & Colorado River, $275,000** – The Riverfront Trail segment over the Broadway Bridge is very narrow at only 5 1/2 feet between the concrete barrier and the 6-foot chain link fence. This makes it very difficult for two bikes to pass going opposite directions without slowing down significantly or stopping. The popularity of bike trailers for kids/dogs as well as recumbent tricycles also makes it difficult to use this long narrow corridor. This project proposes to reconstruct the concrete barrier 24 inches to the south and then reconstruct the chain link fence to attach to the side of the bridge deck instead of the top of the bridge deck gaining 6-8 inches more. CDOT has agreed in concept to the proposed work, however still working through the specific scope of the project and the level of engineering documentation required. This project is funded by the 0.75% sales tax.

56. **Hawthorne Park Improvements, $340,000** – Hawthorne Park is another older park facility in need of renovation and further activation. These funds are planned to bring in modern amenities to draw usage from the neighborhood and beyond. This project is funded by CTF, $200,000, and the 0.75% sales tax, $140,000.

57. ***Self-Performance*** **Trails-Asphalt Trail Replacements, $400,000** – The City still has over 8.7 miles of asphalt trails over 25 years old and in various states of disrepair. This includes various trail locations along the Ridges, South Camp, Redlands Parkway, Junior Service League, Riverfront, and the South Rim Access to State Park. This program will utilize Project Team staff to replace trails with concrete and began in 2022 for an average of $400,000 per year. A total of 9.2 miles will be replaced when completed in 2028. Performing in-house provides an estimated 60% savings on the project compared to contracting out. This project is funded by Parkland. For 2022 and 2023 has been completed by City Staff and is recommended again to be ***self-performed.***

58. **Stadium Improvements, $225,000** – These smaller-scale improvements complement the major renovations recently completed. Elements include various furniture, fixtures, and equipment to improve the Stadium operation that enables the Junior College World Series, football and baseball for Colorado Mesa University, football, baseball, track and band for School District #51, the Grand Junction Jackalopes, and a wide variety of other community events. This project is funded by the 0.75% sales tax.

59. **Conversion of Downtown Fountains to Recirculation, $150,000** – With the increasing importance of water conservation, the City is actively converting fountains to other uses including planters and other reinvented space. While the water savings are not significant, these conversions are important to show the need to conserve water community-wide. The City should be a leader for sustainability and these conversions are a part of that effort. This project is funded by the 0.75% sales tax.

60. **Water Conservation Projects – Turf to Native, $125,000** – Several areas in the parks system have turf that has a very low level of utilization. To conserve water and save on maintenance resources while still preserving an attractive aesthetic, the parks department uses this funding to covert manicured turf to native areas. The native areas employ local florae including shrubs and trees, along with other attractive landscaping elements. This budget also supports the installation of infrastructure to achieve water-wise landscaping and to design larger conversions for future consideration. This is an ongoing effort for $125,000 annually. This project is funded by Parkland.

61. **Playground Repair, $38,344** – This is an annual effort to repair and replace needed components of the 25 playgrounds in the system. This project is funded by CTF.

POLICE

62. **Fire Alerting Hardware/Software Upgrades, $80,000** – The money for this project is to modernize the Westnet (Parent Company) First-In Station Alerting (Program) hardware and software that is over 10 years old. Fire alerting systems are notification delivery tools that advise geographically diverse fire stations of any emergency calls for service within the community. On the hardware side, this will upgrade the server that is housed in the police department building. This will modernize the software version of the First-In system to make it consistent with the version utilized in the communications center and tied directly to Computer Aided Dispatch (CAD). This project is funded by E911 surcharge revenue.

63. **800MHz Capital Improvements, $70,000 (annually)** – This item is budgeted annually and covers emergency repairs for the 800MHz radio infrastructure that is unanticipated in the budgeting cycle (such as a lightning strike to a tower.) This project is funded by E911 surcharge revenue.

UTILITIES - WATER

64. **Gunnison River Infrastructure, $600,000** – Engineering design for the conversion of two gravel pits along the Gunnison River into water storage impoundments to supplement the City's water supply. In addition to the gravel pit conversion, work will also involve the rehabilitation of the existing Gunnison River Pump station and ancillary piping. This is a multiple-year project with $6.9 million planned through 2028. The 2024 project is funded by a Bureau of Recreation grant, $300,000, a Water Plan grant, $150,000, and the Water enterprise fund, $150,000.

65. **Excavator, $100,000** – Purchase of an excavator for maintenance of reservoir dams, irrigation ditches, and supply lines on the City's watershed. This project is funded by the Water enterprise fund.

66. **Water Line Replacements, $2,500,000** – This project is ongoing annually for water Line replacements in the distribution system. Most of the lines to be replaced are 4" to 12" cast iron lines that have been in service for more than 50 years and have a recent history of breaks or are in areas targeted to increase flow capacity to meet fire protection requirements. All lines will be replaced with Polyvinyl Chloride (PVC) pipe, thereby eliminating the possibility of external corrosion. The existing cast iron pipe materials are highly susceptible to external corrosion. The selection of project areas is based on pipe condition as well as street overlay and reconstruction schedules. The 2024 project area will include lines in Linden Avenue, Santa Clara and Clymer Way, Crosby Avenue. In addition, waterlines will be replaced in coordination with the CDOT project along Ute and Pitkin between 1st and 3rd Streets. This project is funded by the Water enterprise fund.

67. **Water Treatment Plant Modifications, $150,000** – This project is ongoing annually and is for replacement of equipment and upgrades at the water treatment plant. In 2024, expenditures will also address recommendations from the Risk and Resilience Assessment in areas of improving security. This project is funded by the Water enterprise fund.

68. **Kannah Creek Water System Improvements, $120,000** – Improvements to the Kannah Creek water distribution system including additional isolation valves and master meters to expedite leak detection. This project is funded by the Water enterprise fund.

69. **Historic Water Treatment Plant Preservation, $100,000** – Phase 1 preservation of the historic water treatment plant building including roof restoration, window replacement, and minor repairs. $450,000 is planned for 2025. The 2024 project is funded by a State Historical Fund Grant, $75,000, and the Water enterprise fund, $25,000.

70. **Lead Water Line Replacements, $100,000** – This is an annual ongoing project is to replace lead service lines and is funded by the Water enterprise fund.

71. **Ranch Improvements/Sustainable Agriculture, $100,000** – City Lessee plans to install gated pipe on the Anderson Ranch to improve irrigation for cattle ranching. This project is funded by a Natural Resource Conservation Service Grant.

72. **Water Rights Infrastructure Development, $100,000** – This is an annual ongoing project to facilitate the acquisition of agricultural irrigation water rights as they become available. This project is funded by the Water enterprise fund.

73. **Grand Mesa Reservoir Improvements, $50,000** – This is an annual ongoing project and is for minor improvements at the City's reservoirs on the Grand Mesa recommended by the State Dam Safety Engineer based on annual inspections. This project is funded by the Water enterprise fund.

74. **Water Meter Replacements, $50,000** – This is an annual ongoing project and is for the upgrade of meter pits and to replace previously retrofitted meters that have connectivity issues with our advanced metering infrastructure (AMI) system. This project is funded by the Water enterprise fund.

75. **Ridges Distribution System Replacement, $30,000** – This is an annual ongoing project and is for the replacement plan for the distribution system at the Ridges Subdivision. This project is funded by the Irrigation enterprise fund.

76. **Roof Replacement at Shadow Lake Pump Station, $30,000** – Replacement of the roof on the pump station building at Shadow Lake in the Ridges subdivision that has exceeded its useful life and is in poor condition. This project is funded by the Irrigation enterprise fund.

UTILITIES - SEWER

77. **Wastewater Treatment Plant Rehabilitation/Expansion Projects, $40,300,000** – Construction of the Phase 1 Wastewater Treatment Plant Rehabilitation and Expansion will begin in 2024 and continue in 2025 for an estimated total of $76.3 million. Phase II is planned for an estimated $33.5 million in 2027- 2029. The project will include rehabilitation of existing process units and expansion of capacity from 12.5 to 15.0 million gallons per day. Process units include the headworks, aeration basins, UV disinfection, and dewatering. This project will be funded by cash reserves of an estimated $15,000,000 and a debt issuance in the Sewer enterprise fund.

78. **Jetter Truck, $311,796 –** The Jetter Truck will be used for sewer cleaning maintenance and will be an addition to the existing sewer cleaning truck fleet. It will be operated by a new two-person crew. The combination of the new equipment and personnel will improve the frequency of sewer system cleaning to align with the targeted maintenance frequency. This project is funded by the Sewer enterprise fund.

79. **Off-Road Forklift, $75,000 –** The off-road forklift will be utilized by maintenance crews to access biogas skids to perform regular media change outs as well as perform other regular maintenance activities at other process units that are not easily accessible. The purchase of this equipment will eliminate the need to rent equipment. This project is funded by the Sewer Enterprise Fund, $75,000.

80. **Lift Station Elimination/Rehabilitation, $7,250,000 –** The 2024 requested funds will be used to replace the Ridges #1 Lift Station. This lift station has surpassed its design life and it is recommended to be replaced due to existing deficiencies regarding their condition, capacity, and long-term reliability. Design and easement acquisition for the new Lake Road Lift station and associated sewer pipelines will be completed in 2023 and construction will be completed in 2024. Funding planned for 2024 also includes the rehabilitation of lift stations that were identified in poor condition during condition inspections. This project is funded by the Sewer enterprise fund.

81. **Sewer Line Replacements/Rehabilitation, $1,750,000 –** This project is ongoing annually to replace/rehabilitate existing sewer mains within the Persigo 201 service area collection system. The collection system is comprised of approximately 577 miles of pipe of which approximately 200 miles are scheduled for replacement over the next 30 years. Since 2015, 30 miles of pipe have been replaced and 170 miles of pipe have been identified for replacement based on pipe materials. Annual condition assessments are conducted to prioritize replacements based on condition. The funds planned for 2024 will be used for the rehabilitation of 1,450 feet of 8-inch pipe in Bahamas Way, and 654 feet of 15-inch pipe at Base Rock and Crosby Avenue, force main downstream of Redlands Village Lift Station. In addition, the following segments will be designed in 2024 for 2025 construction: 1,154 feet of 8-inch pipe on 1st St between Elm and North Avenue, 2,876 feet of 12-inch pipe on 12th Street between Gunnison and South Avenue, 2,438 feet of 15-inch pipe under railroad to Hale and Rockaway, 1.2 miles in Paradise Hills side streets, and 1,663 feet of 6- and 8-inch pipe at Teller Arms and Teller Avenue. This project is funded by the Sewer enterprise fund.

82. **Sewer Improvement Districts, $800,000 –** In 2000, the City and the County passed a joint resolution establishing the septic system elimination program to provide incentives to property owners to eliminate septic systems. There are still approximately 1,550 properties that remain on septic systems within the Persigo 201 sewer boundary. Recommended funding for 2024 and $1 million per year in future years is to complete existing and new sewer improvement districts (SIDs) as recommended in the 2020 Wastewater Basin Master Plan. Bookcliffs Ranch SID, Skyline Drive SID, and Rosevale SID are identified to initiate the sewer improvement process in 2024. This project is funded by the Sewer enterprise fund.

83. **Wastewater Treatment Plant Improvements and Asset Replacements, $700,000 –** This project is ongoing annually for wastewater treatment plant improvements and replacement of aging infrastructure. The funds planned for 2024 will be used for the replacement of the plant-wide control

system. This project is funded by the Sewer enterprise fund.

84. **Sewer Capacity Projects – $500,000** – The Wastewater Basin Masterplan identified several capacity deficiencies in the sewer collection system under current and future flows. Funds budgeted in 2024 are to construct a flow balance structure on the Riverside interceptors. This is a multiple year project estimated at $6.5 million and is funded by the Sewer enterprise fund.

85. **Collection System Equipment, $50,000** – These funds are recommended to purchase specialty equipment needed to efficiently operate and maintain the sewer collection system. Funds in 2024 are planned for upgrading to cellular telemetry across all 26 lift stations. This project is funded by the Sewer enterprise fund.

Acronym	Meaning
CDBG	Community Development Block Grant
CDOT	Colorado Department of Transportation
CPW	Colorado Parks and Wildlife
CTF	Conservation Trust Funds
CWLT	Colorado West Land Trust
DCFC	Direct Current Fast Charging
DOLA	Department of Local Affairs
FHA	Federal Highway Administration
GOCO	Great Outdoors Colorado
PARKLAND	Parkland Fees
ROW	Right of Way
SD51	School District 51
SHF	State Historical Fund
TCP	Transportation Capacity Payment/Fund

City of Grand Junction COLORADO

10 Year Capital Plan by Department
December 6, 2023

Line #	Description Ref #	Title	Year 1 2024	Year 2 2025	Year 3 2026	Year 4 2027	Year 5 2028	Year 6 2029	Year 7 2030	Year 8 2031	Year 9 2032	Year 10 2033	Five Year TOTAL 2024-2028	Ten Year TOTAL 2024-2033
CITY MANAGER-HOUSING														
1	1	Housing and Unhoused Projects and Services (Includes up to $200,000 for Grand Valley Catholic Outreach Impact Fees and $356,000 for operating costs of temporary resource center)	6,491,758	-	-	-	-	-	-	-	-	-	$ 6,491,758	$ 6,491,758
COMMUNITY DEVELOPMENT														
2	2	Charging and Fueling Infrastructure	$ 1,350,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,350,000	$ 1,350,000
3	3	Electrical Vehicle Charging Stations	518,360	-	-	-	-	-	-	-	-	-	518,360	518,360
ENGINEERING AND TRANSPORTATION														
4	17	22 1/2 Road Path Construction at Broadway Elementary	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ 300,000
5		23 Road I-70 Bike/Pedestrian Bridge	-	-	-	-	-	-	-	-	-	3,000,000	-	3,000,000
6		23 Road	-	-	-	-	-	-	-	-	-	4,771,000	-	4,771,000
7		23 Road Sidewalk (Highway 340 to South Rim)	-	-	-	-	-	300,000	-	-	-	-	-	300,000
8	12	24 1/2 Road, Patterson to G 1/4 Road	500,000	1,000,000	5,275,000	-	-	-	-	-	-	-	6,775,000	6,775,000
9	21	24 Road and G Road Capacity Improvements	200,000	-	-	-	-	-	-	-	-	-	200,000	200,000
10	22	24 Road and Riverside Parkway Interchange	200,000	200,000	5,390,000	-	-	-	-	-	-	-	5,790,000	5,790,000
11		24 Road I-70 Bike/Pedestrian Bridge	-	-	-	-	-	-	-	-	-	3,000,000	-	3,000,000
12		25 1/2 Road Reconstruction F to G	-	-	-	-	-	95,000	900,000	-	-	-	-	995,000
13		25 1/2 Road Right Turn Lane	-	300,000	-	-	-	-	-	-	-	-	300,000	300,000
14		25 Road F 1/2 to G 3/8	-	-	-	-	-	-	-	-	-	3,115,000	-	3,115,000
15		25 Road Widening I-70 B to Patterson	-	-	-	-	-	-	-	-	-	10,000,000	-	10,000,000
16	6	26 1/2 Road, Horizon Drive to Summerhill Way	2,750,000	5,000,000	-	5,000,000	-	-	-	-	-	-	12,750,000	12,750,000
17		26 Road from Patterson to H Road	-	-	-	-	-	-	-	-	-	8,366,000	-	8,366,000
18		27 1/2 Road, Highway 50 to Unaweep	-	-	-	-	-	-	-	-	-	1,807,000	-	1,807,000
19		27 1/2, B 1/2, Unaweep Intersections	-	-	-	-	-	-	-	-	-	900,000	-	900,000
20		27 Road I-70 Bike/Pedestrian Bridge	-	-	-	-	-	-	-	-	-	3,000,000	-	3,000,000
21		27 Road, Horizon to H Road	-	-	-	-	-	-	-	-	-	4,720,000	-	4,720,000
22		28 1/4 Road Extension from North Avenue to I70B	-	-	-	-	-	500,000	4,000,000	-	-	-	-	4,500,000
23		28 Road and Orchard Ave Intersection Improvements	-	-	-	-	-	750,000	-	-	-	-	-	750,000
24		29 1/2 Road from F Road to G Road	-	-	-	-	-	-	5,000,000	-	-	-	-	5,000,000
25	26	30 Road South of D Road Pedestrian Improvements	35,000	-	-	-	-	-	-	-	-	-	35,000	35,000
26		31 Road N/O Orchard along Lewis Wash	-	200,000	-	-	-	-	-	-	-	-	200,000	200,000
27	8	4th & 5th Street Design and Improvements	1,200,000	770,000	825,000	990,000	990,000	-	-	-	-	-	4,775,000	4,775,000
28		6th & Rood Pedestrian Improvements	-	70,000	-	-	-	-	-	-	-	-	70,000	70,000
29	19	Alley Improvement Districts	200,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	1,200,000	2,450,000
30		B 1/2 Road, Highway 50 to 29 1/4 Road	-	-	-	-	-	-	-	-	-	3,920,000	-	3,920,000
31	13	B 1/2 Road, 29 Road to 29 1/2 Road	500,000	4,500,000	-	-	-	-	-	-	-	-	5,000,000	5,000,000
32		Bridge Repair (guardrails, lighting, paint, etc.)	-	115,500	80,000	-	-	-	-	-	-	-	195,500	195,500
33		Bridge Replacement GRJM-21.25-D.7- South Broadway over Limekiln Gulch	-	-	-	100,000	750,000	-	-	-	-	-	850,000	850,000
34		Bridge Replacement, GRJM 21.7-G.4 - River Road at Persigo Wash	-	-	-	700,000	-	-	-	-	-	-	700,000	700,000
35		Bridge Replacement, Horizon Dr. GRJ-F.4-26.7	-	-	-	-	-	116,000	2,009,000	-	-	-	-	2,125,000
36		Broadway and Redlands Parkway Roundabout Capacity Expansion	-	-	-	-	-	-	2,500,000	-	-	-	-	2,500,000
37		Broadway and Ridges Blvd Intersection Improvements	-	-	-	-	-	-	4,500,000	-	-	-	-	4,500,000
38	16	Broadway at Reed Mesa Left Turn Lane	450,000	-	-	-	-	-	-	-	-	-	450,000	450,000
39		Broadway Capacity Improvements - Redlands	-	-	-	-	-	-	-	-	15,600,000	-	-	15,600,000
40	31	Colorado River Levee Renovations	100,000	-	-	-	-	-	-	-	-	-	100,000	100,000
41		Community Lane Project (Vanover Property)	-	-	-	-	-	2,000,000	-	-	-	-	-	2,000,000
42	27	Contract Street Maintenance, Chip Seal, Crackfill ($1.3M ***Self-Performed***)	3,625,000	4,160,000	4,560,000	4,960,000	5,360,000	5,760,000	6,160,000	6,560,000	6,960,000	7,360,000	22,665,000	55,465,000
43	7	Crosby Avenue, 25 1/2 Road to Main Street	2,450,000	-	-	-	-	-	-	-	-	-	2,450,000	2,450,000
44	29	Curb, Gutter, and Sidewalk Safety Repairs	400,000	420,000	441,000	463,050	486,203	510,513	536,038	562,840	590,982	620,531	2,210,253	5,031,157
45		D 1/2 Road and 30 Road Intersection	-	-	-	-	-	-	-	-	-	760,000	-	760,000
46	4	D 1/2 Road, 29 to 30 Road	5,000,000	-	-	-	-	-	-	-	-	-	5,000,000	5,000,000

City of Grand Junction COLORADO

10 Year Capital Plan by Department
December 6, 2023

Line #	Description Ref #	Title	Year 1 2024	Year 2 2025	Year 3 2026	Year 4 2027	Year 5 2028	Year 6 2029	Year 7 2030	Year 8 2031	Year 9 2032	Year 10 2033	Five Year TOTAL 2024-2028	Ten Year TOTAL 2024-2033
47		D Road & 30 Road Intersection	-	-	-	-	-	-	-	-	-	760,000	-	760,000
48		D Road & 31 Road Intersection	-	-	-	-	-	-	-	-	-	760,000	-	760,000
49		D Road, 29 Road to 32 Road	-	-	-	-	-	-	-	-	-	9,589,000	-	9,589,000
50		D Road Bridge at Lewis Wash	-	-	-	-	-	1,840,000	-	-	-	-	-	1,840,000
51	9	Downtown - Main to Trains Connector - 2nd Street Promenade	1,000,000	-	-	-	-	-	-	-	-	-	1,000,000	1,000,000
52		Downtown - Spruce to 1st reconstruction/Roundabout	-	-	-	-	-	-	-	2,300,000	-	-	-	2,300,000
53		Downtown to Dos Rios Bike/Pedestrian Bridge	-	-	-	-	900,000	-	-	-	7,500,000	-	900,000	8,400,000
54		Downtown to Riverfront Connection - 9th Street Reconstruction	-	-	-	-	-	-	3,000,000	-	-	-	-	3,000,000
55		Downtown to Riverfront Connection - 12th St Bike/Pedestrian Path	-	-	-	-	-	-	-	3,000,000	-	-	-	3,000,000
56	35	Drainage System Improvements	20,000	10,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	75,000	150,000
57		E Road, 29 Road to 30 Road	-	-	-	-	-	-	-	-	-	2,560,000	-	2,560,000
58		Expansion Projects	-	-	500,000	500,000	500,000	-	-	-	-	-	1,500,000	1,500,000
59		Expansion Projects: 23 3/4 Road Mosaic Factory Development	-	80,000	-	-	-	-	-	-	-	-	80,000	80,000
60	20	F 1/2 Parkway, 23 3/4 to 24 Road (Mesa Trails)	200,000	3,000,000	-	-	-	-	-	-	-	-	3,200,000	3,200,000
61	14	F 1/2 Parkway, Market to Patterson	500,000	13,500,000	-	-	-	-	-	-	-	-	14,000,000	14,000,000
62		F 1/2 Road and 30 Road Intersection	-	-	-	-	-	-	-	-	-	450,000	-	450,000
63		F 1/2 Road Matchett	-	-	-	-	-	4,383,000	-	-	-	-	-	4,383,000
64		F 1/2 Road, 30 Road to Persigo Boundary	-	-	-	-	-	5,200,000	-	-	-	-	-	5,200,000
65		F 1/2 Road, Connect 29 1/2 to Broken Spoke	-	-	-	-	-	-	1,200,000	-	-	-	-	1,200,000
66		F 1/4 Road 24 1/2 to 25 Road	-	-	-	-	-	-	-	-	-	1,300,000	-	1,300,000
67		G Road at 23 1/2 Road Intersection Improvements	-	1,400,000	-	-	-	-	-	-	-	-	1,400,000	1,400,000
68		G Road and 27 Road Intersection	-	-	-	-	-	-	-	-	-	1,400,000	-	1,400,000
69		G Road at 26 Road Intersection Improvements	-	352,000	1,785,300	-	-	-	-	-	-	-	2,137,300	2,137,300
70		G Road Bridge at Leach Creek	-	-	-	-	-	-	-	-	-	-	-	-
71		G Road Improvements 23 to 23 1/2; 24 1/2 to Horizon Drive	-	-	-	-	-	-	-	-	-	11,464,000	-	11,464,000
72		GVWUA/BOR Trail-Visitors Way to 28 Road	-	-	-	-	-	500,000	-	-	-	-	-	500,000
73	33	Hale Avenue (Dos Rios) - Storm Outfall Repair	50,000	-	-	-	-	-	-	-	-	-	50,000	50,000
74		Heritage Estates	-	-	-	-	-	600,000	-	-	-	-	-	600,000
75		Hermosa from 12th-13th Sidewalk Improvements	-	55,000	-	-	-	-	-	-	-	-	55,000	55,000
76	5	Horizon Drive at G Road and 27 1/2 Road	4,000,000	-	-	-	-	-	-	-	-	-	4,000,000	4,000,000
77		Horizon Drive Improvements G Road to I-70 Phase II	-	-	-	-	-	300,000	3,000,000	1,000,000	-	-	-	4,300,000
78		Horizon Drive Improvements Phase III	-	-	-	-	-	-	200,000	7,000,000	-	-	-	7,200,000
79		Horizon Drive Trail-G Road to I-70	-	-	-	-	-	1,500,000	-	-	-	-	-	1,500,000
80		Horizon Trail-South	-	-	-	-	-	2,100,000	-	-	-	-	-	2,100,000
81	15	Highway 50 at Palmer Street Intersection Improvements	484,094	-	-	-	-	-	-	-	-	-	484,094	484,094
82		I-70 Interchange at 29 Road, 29 Road Widening	-	80,000,000	-	-	-	-	-	-	-	-	80,000,000	80,000,000
83	32	Mill Tailing Repository Removal	100,000	-	-	-	100,000	-	-	-	-	-	200,000	200,000
84	10	North Avenue Enhanced Transit Corridor	900,000	200,000	3,850,000	-	-	-	-	-	-	-	4,950,000	4,950,000
85		North Avenue Storm Drain Replacements & Repairs	-	560,000	-	-	-	-	-	-	-	-	560,000	560,000
86		North Avenue Streetscape Improve	-	-	-	-	-	100,000	1,820,000	1,950,000	2,070,000	4,500,000	-	10,440,000
87	34	Patterson Road Access Control Plan Implementation	50,000	50,000	50,000	50,000	50,000	-	-	-	-	-	250,000	250,000
88	11	Ranchman's Ditch Trail	700,000	700,000	-	-	-	-	-	-	-	-	1,400,000	1,400,000
89		Rapid Flash Beacon Crosswalk Equipment (3 crosswalks)	-	-	-	-	-	-	-	-	-	-	-	-
90		Redlands 360 Development Redlands Parkway/South Camp Road Intersection Improvements	-	-	-	-	-	2,500,000	-	-	-	-	-	2,500,000
91		Redlands Parkway Capacity Expansion - Broadway to 24 Road	-	-	-	-	-	-	-	-	12,000,000	-	-	12,000,000
92		Riverfront Trail Bank Stabilization-Ice Rink Phase II	-	400,000	-	-	-	-	-	-	-	-	400,000	400,000

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93	18	Riverside Parkway at 7th Street Drainage Improvements	250,000	-	-	-	-	-	-	-	-	-	250,000	250,000
94	24	Riverside Parkway at 9th Street Turn Lane	120,000	120,000	-	-	-	-	-	-	-	-	240,000	240,000
95		Riverside Parkway at Deseo Drive (Dos Rios) Intersection Improvements	-	550,000	-	-	-	-	-	-	-	-	550,000	550,000
96	28	Riverside Parkway at Highway 50 Retaining Wall	900,000	-	1,000,000	-	-	-	-	-	-	-	1,900,000	1,900,000
97		Sherwood Park Storm Drain	-	200,000	-	-	-	-	-	-	-	-	200,000	200,000
98		South Broadway	-	-	-	-	-	-	-	-	-	3,975,000	-	3,975,000
99	23	Safe Routes to School - Palmer Street from Highway 50 North to Unaweep Avenue	174,883	-	-	-	-	-	-	-	-	-	174,883	174,883
100	25	Safe Routes to School - Rocket Park Crosswalk	40,000	-	-	-	-	-	-	-	-	-	40,000	40,000
101		Mesa Trails	-	1,775,000	-	-	-	-	-	-	-	-	1,775,000	1,775,000
102	30	Traffic Signal Upgrades	279,130	287,504	296,129	305,013	314,163	323,588	333,296	343,295	353,594	-	1,481,939	2,835,711
103		Union Pacific Railroad Downtown Quiet Zone	-	520,000	-	-	-	-	-	-	-	-	520,000	520,000
104		Westside Industrial - 22 Road Railroad Crossing	-	-	-	-	-	180,000	960,000	3,860,000	-	-	-	5,000,000
FIRE														
105		Fire Training Center Public Safety Classroom Building	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,000,000	$ -	$ -	$ -	$ -	$ 3,000,000
106		Fire Station No 10 Ambulance	-	-	-	-	-	-	-	-	-	300,000	-	300,000
107		Fire Station No 10 Ambulance Equipment	-	-	-	-	-	-	-	-	-	225,000	-	225,000
108		Fire Station No 10 Construction	-	-	-	-	-	-	-	-	-	10,000,000	-	10,000,000
109		Fire Station No 10 Engine	-	-	-	-	-	-	-	-	-	900,000	-	900,000
110		Fire Station No 10 Engine Equipment	-	-	-	-	-	-	-	-	-	250,000	-	250,000
111		Fire Station No 10 Land Acquisition	-	-	-	-	-	-	-	500,000	-	-	-	500,000
112		Fire Station No 2 - Ladder Truck Equipment	-	-	-	-	-	200,000	-	-	-	-	-	200,000
113		Fire Station No 2 - Ladder Truck Equipment	-	-	-	-	-	1,100,000	-	-	-	-	-	1,100,000
114		Fire Station No 2 - Remodel and Addition	-	-	-	-	300,000	3,000,000	-	-	-	-	300,000	3,300,000
115		Fire Station No 9 Ambulance	-	-	-	-	-	-	275,000	-	-	-	-	275,000
116		Fire Station No 9 Ambulance Equipment	-	-	-	-	-	-	200,000	-	-	-	-	200,000
117		Fire Station No 9 Construction	-	-	-	-	-	-	8,500,000	-	-	-	-	8,500,000
118		Fire Station No 9 Engine	-	-	-	-	-	-	800,000	-	-	-	-	800,000
119		Fire Station No 9 Engine Equipment	-	-	-	-	-	-	225,000	-	-	-	-	225,000
120		Fire Station No 9 Land Acquisition	-	-	-	-	-	500,000	-	-	-	-	-	500,000
121	36	Fire Station No. 7 Construction	7,500,000	-	-	-	-	-	-	-	-	-	7,500,000	7,500,000
122	37	Fire Station No. 7 Aerial Truck (Ladder)	1,578,563	-	-	-	-	-	-	-	-	-	1,578,563	1,578,563
123	38	Fire Station No. 7 Ambulance	260,273	-	-	-	-	-	-	-	-	-	260,273	260,273
124	39	Fire Station No. 7 Ambulance Equipment	181,168	-	-	-	-	-	-	-	-	-	181,168	181,168
125		Fire Training Center Asphalt Driving	-	-	-	-	-	-	500,000	-	-	-	-	500,000
126	40	Rescue Boat	100,000	-	-	-	-	-	-	-	-	-	100,000	100,000
GENERAL SERVICES														
127	45	Addition of Pooled Vehicles	$ 119,922	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 119,922	$ 119,922
128	47	Berm Upgrade at Lincoln Park Driving Range	50,000	-	-	-	-	-	-	-	-	-	50,000	50,000
129	46	City Facility and Security Improvements	950,000	950,000	950,000	950,000	950,000	750,000	750,000	750,000	750,000	750,000	4,750,000	8,500,000
130	41	Composting Site Feasibility, Site Selection, and Preliminary Design	475,000	-	-	-	-	-	-	-	-	-	475,000	475,000
131		Hopper Refuse Truck for Dual Stream Pickup	-	410,000	-	410,000	-	-	-	-	-	-	820,000	820,000
132		Lighting for the Lincoln Park Driving Range	-	-	-	500,000	-	-	-	-	-	-	500,000	500,000
133		Maintenance Facility at Tiara Rado	-	-	-	-	-	-	-	-	-	10,000,000	-	10,000,000
134	42	Material Recycling Facility Design	750,000	-	-	-	-	-	-	-	-	-	750,000	750,000
135		Nets for the Lincoln Park Driving Range	-	-	500,000	-	-	-	-	-	-	-	500,000	500,000
136		New Parking Garage Construction	-	-	13,000,000	-	-	-	-	-	-	-	13,000,000	13,000,000
137		New Parking Garage design	-	300,000	-	-	-	-	-	-	-	-	300,000	300,000
138	44	Parking System Infrastructure Upgrades	430,000	-	-	-	-	-	-	-	-	-	430,000	430,000

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139	43	Property Acquisition for Employee Housing	750,000	-	-	-	-	-	-	-	-	-	750,000	750,000
140		Teeing Ground Upgrades	-	250,000	-	-	-	-	-	-	-	-	250,000	250,000
INFORMATION TECHNOLOGY														
141	49	Carrier Neutral Location for Broadband	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 250,000	$ 250,000
142	48	Enterprise Resource Management/Human Capital Management (ERP/HCM) Software System Implementation	5,000,000	-	-	-	-	-	-	-	-	-	5,000,000	5,000,000
PARKS AND RECREATION														
143		Blue Heron Boat Ramp and River Trail Replacement	$ -	$ -	$ -	$ -	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000	$ 200,000
144		Botanical Gardens Master Plan	-	125,000	-	-	-	-	-	-	-	-	125,000	125,000
145		Botanical Gardens Renovation and Greenhouses	-	-	-	-	-	600,000	600,000	-	-	-	-	1,200,000
146		Canyon View Baseball Field Lights.	-	-	-	-	-	-	400,000	-	-	-	-	400,000
147		Canyon View Field Lighting	-	-	-	-	-	400,000	-	-	-	-	-	400,000
148		Canyon View Park Baseball Field Uplift	-	-	-	-	-	-	500,000	-	-	-	-	500,000
149		Canyon View Park Playground Repair/Replacement	-	-	-	-	-	-	300,000	-	-	-	-	300,000
150		Canyon View Pour in Place Playground Surfacing Replacement	-	-	-	-	-	300,000	-	-	-	-	-	300,000
151		Canyon View Tennis Court Improvements, (2 more courts and Paving of Parking Lot)	-	-	-	-	-	2,500,000	-	-	-	-	-	2,500,000
152		Cemetery Irrigation Full Replacement	-	-	-	-	-	3,300,000	-	-	-	-	-	3,300,000
153		Chipeta Playground Renovations	-	245,000	-	-	-	-	-	-	-	-	245,000	245,000
154		Columbine Park Renovation	-	-	100,000	1,600,000	-	-	-	-	-	-	1,700,000	1,700,000
155	50	Community Recreation Center Construction	23,615,217	49,578,989	-	-	-	-	-	-	-	-	73,194,206	73,194,206
156	59	Conversion of Downtown Fountains to Recirculation	150,000	-	-	-	-	-	-	-	-	-	150,000	150,000
157		Crown Point Cemetery Columbarium	-	-	-	-	55,000	-	-	-	-	-	55,000	55,000
158		Dog Park at Jr. Service League	-	50,000	-	-	-	-	-	-	-	-	50,000	50,000
159	51	Emerson Park Destination Skate Park	3,046,559	-	-	-	-	-	-	-	-	-	3,046,559	3,046,559
160		Fiber Acquisition	-	-	-	-	-	250,000	-	-	-	-	-	250,000
161		Flint Park Construction	-	-	-	-	-	-	-	1,752,000	-	-	-	1,752,000
162		Flint Park Master Plan	-	-	-	-	-	-	-	50,000	-	-	-	50,000
163		Founder's Colony Design and Construction	-	-	-	-	-	-	-	-	150,000	560,000	-	710,000
164	56	Hawthorne Park Improvements	340,000	-	-	-	-	-	-	-	-	-	340,000	340,000
165		Horizon park Construction	-	-	-	-	-	5,531,235	-	-	-	-	-	5,531,235
166		Kronkright Batting Cage/Pitching Lanes	-	-	-	-	65,000	-	-	-	-	-	65,000	65,000
167		Lincoln Park Playground Pour in Place Replacement	-	-	-	-	-	350,000	-	-	-	-	-	350,000
168		Lincoln Park Office Improvements	-	-	-	-	-	100,000	-	-	-	-	-	100,000
169		Lincoln Par Pool Circulation Pump	-	25,000	-	-	-	-	-	-	-	-	25,000	25,000
170		Lincoln Park Pool Deck Furniture Replacement	-	35,000	-	-	-	-	-	-	-	-	35,000	35,000
171		Lincoln Park Pool Diving Boards	-	27,000	-	-	-	-	-	-	50,000	180,000	27,000	257,000
172		Matchett Park Infrastructure	-	-	-	-	-	1,000,000	-	-	-	-	-	1,000,000
173		Matchett Park Backbone Infrastructure	-	-	-	-	-	12,816,250	-	-	-	-	-	12,816,250
174		Matchett Park Central Phase	-	-	-	-	-	24,808,385	-	-	-	-	-	24,808,385
175		Matchett Park Eastern Edge	-	-	-	-	-	3,349,195	-	-	-	-	-	3,349,195
176		Matchett Park Southern Phase	-	-	-	-	-	10,387,105	-	-	-	-	-	10,387,105
177		Miramonte Parking Lot	-	-	-	-	-	-	-	200,000	-	-	-	200,000
178	52	Monument Connect Phase II	1,670,000	-	-	-	-	-	-	-	-	-	1,670,000	1,670,000
179		Monument Road/Parking Area for Climbers-Painted Bowl Bouldering Area	-	-	-	-	-	75,000	-	-	-	-	-	75,000
180		Pine Ridge Park Renovation	-	-	-	-	-	250,000	-	-	-	-	-	250,000
181	61	Playground Repair	38,344	100,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	288,344	488,344
182		Playground Replacement	-	-	-	-	-	275,625	-	289,406	-	303,877	-	868,908
183		Redlands Tailrace River Park	-	-	-	260,000	1,800,000	-	-	-	-	-	2,060,000	2,060,000
184		River Park Phase II Las Colonias to Dos Rios	-	-	-	-	500,000	-	-	-	-	-	500,000	500,000
185	53	River Trail Expansion, C 1/2 Road Gap	1,100,000	2,500,000	-	-	-	-	-	-	-	-	3,600,000	3,600,000
186	55	Riverfront Trail Widening at Broadway & Colorado River	275,000	-	-	-	-	-	-	-	-	-	275,000	275,000

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187		Riverside Parkway Improvements (Landscaping)	-	-	400,000	-	-	-	-	-	-	-	400,000	400,000
188		Rocket Park and Duck Pond Pour in Place Replacement	-	-	-	-	-	400,000	-	-	-	-	-	400,000
189		Saccomonno Park Construction	-	-	-	-	-	-	-	-	-	6,000,000	-	6,000,000
190		Saccomonno Park Master Plan	-	-	-	-	-	-	-	-	-	50,000	-	50,000
191	58	Stadium Improvements	225,000	-	-	-	-	-	-	-	-	-	225,000	225,000
192		Stadium Master Plan Improvements	-	-	-	-	-	17,800,000	-	5,800,000	-	-	-	23,600,000
193		Stadium Suplizio Field Artificial Turf	-	-	2,300,000	-	-	-	-	-	-	-	2,300,000	2,300,000
194		Trail Repair	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	400,000	800,000
195	57	***Self-Performance*** Trails - Asphalt Trail Replacements	400,000	400,000	400,000	400,000	400,000	-	-	-	-	-	2,000,000	2,000,000
196		Turf Replacement Stocker - 8 Year replacement	-	-	1,000,000	-	-	-	-	-	-	-	1,000,000	1,000,000
197	60	Water Conservation Projects - Turf to Native	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	625,000	1,250,000
198		Wayfinding and Signage	-	-	-	-	-	300,000	-	-	-	-	-	300,000
199		Westlake Skate Park Renovations	-	240,000	-	-	-	-	-	-	-	-	240,000	240,000
200	54	Whitman Park Improvements Planning & Design	150,000	-	-	-	-	750,000	-	-	-	-	150,000	900,000
POLICE DEPARTMENT														
201	63	800MHz Capital Improvements	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 350,000	$ 700,000
202		9-1-1 Telephone Upgrade	-	1,200,000	-	-	-	-	-	-	-	-	1,200,000	1,200,000
203		Back Up Comm Center / Training Center	-	-	-	-	-	-	1,000,000	-	-	-	-	1,000,000
204		Black Ridge- Tower & Building replacement/Site work (25 Years old)	-	-	-	-	-	1,000,000	-	-	-	-	-	1,000,000
205		Comm Center workstation replacement	-	-	-	1,000,000	-	-	-	-	-	-	1,000,000	1,000,000
206		Computer-Aided Dispatch (CAD) system upgrade	-	-	-	-	-	-	400,000	-	-	-	-	400,000
207		DTR Radio System Site Equipment Upgrade	-	-	150,000	-	-	-	-	-	-	-	150,000	150,000
208		Far Pond Radio Tower	-	-	-	-	1,200,000	-	-	-	-	-	1,200,000	1,200,000
209	62	Fire Alerting Hardware/Software Upgrade	80,000	-	-	-	-	-	-	-	-	-	80,000	80,000
210		IDT Truck/Van Technology Upgrade	-	-	-	-	150,000	-	-	-	-	-	150,000	150,000
211		Lee's Point Tower & Building replacement/Site work (25 Years old)	-	-	-	-	-	-	-	-	500,000	-	-	500,000
212		Lenna Peak Radio Tower	-	-	-	-	-	-	1,200,000	-	-	-	-	1,200,000
213		Logging Recorder	-	-	350,000	-	-	-	-	-	-	-	350,000	350,000
214		MCC 7500 Dispatch Console Replacements	-	-	750,000	-	-	-	100,000	-	-	-	750,000	850,000
215		Mesa Point-Tower & Building Replacement/Site Work	-	-	-	250,000	-	-	-	-	-	-	250,000	250,000
216		Microwave Replacement at radio sites	-	-	-	-	-	-	1,000,000	-	-	-	-	1,000,000
217		Motorola GTR 8000 Radio Site Transmitters Replacements Project	-	-	-	-	500,000	500,000	500,000	500,000	500,000	-	500,000	2,500,000
218		Planned Radio Site Upgrades (Gateway, switches, etc.)	-	-	-	-	150,000	-	-	-	-	-	150,000	150,000
219		Plateau Creek Tower	-	-	-	-	1,200,000	-	-	-	-	-	1,200,000	1,200,000
220		Police Department Annex/Evidence Storage	-	-	-	-	-	22,600,000	-	-	-	-	-	22,600,000
221		Radio Analyst Service Monitor Replacement	-	-	-	-	65,000	-	-	-	-	-	65,000	65,000
222		Uncompahgre radio site solar panel replacement	-	-	-	-	-	200,000	-	-	-	-	-	200,000
UTILITIES - WATER														
223		Condition Inspection of Lower Kannah Creek Line (7 miles)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000,000	$ -	$ -	$ -	$ 10,000,000
224	65	Excavator	100,000	-	-	-	-	-	-	-	-	-	100,000	100,000
225	73	Grand Mesa Reservoir Improvements	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000	500,000
226	64	Gunnison River Infrastructure	600,000	600,000	5,000,000	100,000	600,000	600,000	13,000,000	-	-	-	6,900,000	20,500,000
227	69	Historic Water Treatment Plant Preservation	100,000	450,000	-	-	-	-	-	-	-	-	550,000	550,000
228		Juniata Enlarged Ditch Piping	-	1,800,000	-	-	-	-	-	-	-	-	1,800,000	1,800,000
229	68	Kannah Creek Water System Improvements	120,000	-	-	1,500,000	-	-	1,000,000	-	-	-	1,620,000	2,620,000
230		Kannah Creek Flowline - Reeder Mesa to White Water Creek	-	2,750,000	-	-	-	-	-	-	-	-	2,750,000	2,750,000
231		Kannah Creek Flowline - Upper (1.8M) & White Water Creek to White Water Hill (1.2)	-	-	1,500,000	-	-	-	-	-	-	-	1,500,000	1,500,000
232	70	Lead Water Line Replacements	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	-	500,000	800,000
233	71	Ranch Improvements/Sustainable Agriculture	100,000	100,000	100,000	25,000	25,750	26,523	27,318	28,138	28,982	29,851	350,750	491,562

10 Year Capital Plan by Department
December 6, 2023

Line #	Description Ref #	Title	Year 1 2024	Year 2 2025	Year 3 2026	Year 4 2027	Year 5 2028	Year 6 2029	Year 7 2030	Year 8 2031	Year 9 2032	Year 10 2033	Five Year TOTAL 2024-2028	Ten Year TOTAL 2024-2033
234	75	Ridges Distribution System Replacement	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	150,000	300,000
235	76	Roof Replacement at Shadow Lake Pump Station	30,000	-	-	-	-	-	-	-	-	-	30,000	30,000
236	66	Water Line Replacements	2,500,000	1,350,000	1,390,500	1,432,215	1,475,181	1,519,437	1,565,020	1,611,971	1,660,330	1,710,140	8,147,896	16,214,794
237	74	Water Meter Replacements	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000	500,000
238	72	Water Rights Infrastructure Development	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	1,000,000
239	67	Water Treatment Plant Modifications	150,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	550,000	1,050,000
UTILITIES - SEWER														
240		Biosolids Land Application Program	$ -	$ -	$ -	$ -	$ -	$ 802,040	$ -	$ -	$ -	$ -	$ -	$ 802,040
241	85	Collection System Equipment	50,000	-	-	-	-	-	-	-	-	-	50,000	50,000
242	78	Jetter Truck	311,796	-	-	-	-	-	-	-	-	-	311,796	311,796
243	80	Lift Station Elimination/Rehabilitation	7,250,000	92,000	92,000	92,000	92,000	92,000	92,000	92,000	92,000	92,000	7,618,000	8,078,000
244		Odor Control Improvements	-	600,000	150,000	-	-	-	-	-	-	-	750,000	750,000
245	79	Off-Road Forklift	75,000	-	-	-	-	-	-	-	-	-	75,000	75,000
246		Persigo Plant Studies	-	125,000	665,000	100,000	-	200,000	200,000	-	-	-	890,000	1,290,000
247	84	Sewer Capacity Projects	500,000	2,984,000	2,984,000	-	-	-	-	-	-	-	6,468,000	6,468,000
248		Sewer Capacity Projects - Goat Wash Sewer Basin (GW-1)	-	-	-	-	-	-	160,000	1,411,000	-	-	-	1,571,000
249		Sewer Capacity Projects - Orchard Mesa Sewer Basin (OM-1)	-	2,047,640	7,625,090	-	-	-	-	-	-	-	9,672,730	9,672,730
250		Sewer Capacity Projects - Orchard Mesa Sewer Basin (OM-2)	-	-	-	424,360	3,716,333	-	-	-	-	-	4,140,693	4,140,693
251		Sewer Capacity Projects - Orchard Mesa Sewer Basin (OM-3)	-	-	-	-	-	-	-	243,448	2,195,665	-	-	2,439,113
252		Sewer Capacity Projects - Orchard Mesa Sewer Basin (OM-4)	-	-	-	-	-	-	-	-	-	724,546	-	724,546
253		Sewer Capacity Projects - Orchard Mesa Sewer Basin (OM-5)	-	-	-	-	-	-	-	-	-	629,486	-	629,486
254		Sewer Capacity Projects - River Road North Sewer Basin	-	-	-	-	175,000	1,539,000	-	-	-	-	175,000	1,714,000
255	82	Sewer Improvement Districts	800,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	4,800,000	9,800,000
256	81	Sewer Line Replacements/Rehabilitation	1,750,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	19,750,000	42,250,000
257	77	Wastewater Treatment Plant Expansion Projects	40,300,000	36,000,000	-	3,504,772	18,851,764	11,176,977	-	2,620,185	9,650,692	9,650,692	98,656,536	131,755,082
258	83	Wastewater Treatment Plant Improvements and Asset Replacements	700,000	736,000	773,000	812,000	852,000	895,000	940,000	1,000,000	1,050,000	1,102,500	3,873,000	8,860,500
259			$ 141,485,067	$ 233,040,633	$ 70,772,019	$ 32,968,410	$ 49,313,394	$ 168,341,873	$ 79,892,672	$ 59,964,283	$ 68,142,245	$ 141,845,623	$ 527,579,523	$ 1,045,766,218

CITY OF Grand Junction COLORADO

2024 Budget
By Department, By Fund, By Account Classification
December 6, 2023

Line Item Ref #	By Department / By Fund / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
1	**City Council**						
2	**100 General Fund**	$ 2,885,631	$ 2,115,358	$ 265,621	$ 241,446	$ 292,254	$ 271,111
3	**Revenue**	$ 200,003	$ 19,997	$ -	$ -	$ -	$ -
4	Intergovernmental	200,003	19,997	-	-	-	-
5	**Expenses**	$ 3,085,634	$ 2,135,355	$ 265,621	$ 241,446	$ 292,254	$ 271,111
6	**Labor and Benefits**	$ 54,971	$ 52,870	$ 53,899	$ 40,221	$ 53,899	$ 53,884
7	Seasonal	45,938	43,988	45,000	33,530	45,000	45,000
8	Benefits	3,908	3,743	3,829	2,852	3,770	3,829
9	Insurance	86	100	30	89	89	15
10	Other Compensation	5,040	5,040	5,040	3,750	5,040	5,040
11	**Operating**	$ 2,735,015	$ 2,024,076	$ 146,426	$ 151,829	$ 173,059	$ 136,543
12	Contract Services	21,795	88,608	13,678	40,311	40,311	2,000
13	Equipment	-	-	-	102	102	-
14	Grants and Contributions	2,618,436	1,823,443	10,355	5,329	10,253	9,320
15	Operating Supplies	13,951	8,686	11,900	11,235	11,900	11,730
16	Professional Development	80,834	103,339	110,493	94,852	110,493	113,493
17	**Interfund Charges**	$ 42,359	$ 58,409	$ 65,296	$ 49,396	$ 65,296	$ 80,684
18	Information Technology	42,359	58,409	65,296	49,396	65,296	80,684
19	**Capital Outlay**	$ 253,289	$ -	$ -	$ -	$ -	$ -
20	Land	253,289	-	-	-	-	-
21	**201 Sales Tax CIP Fund**	$ 2,238,441	$ 2,553,118	$ -	$ -	$ -	$ -
22	**Revenue**	$ 39,769	$ 45,000	$ -	$ -	$ -	$ -
23	Intergovernmental	39,769	45,000	-	-	-	-
24	**Expenses**	$ 2,278,210	$ 2,598,118	$ -	$ -	$ -	$ -
25	**Operating**	$ 2,277,254	$ 2,598,118	$ -	$ -	-	$ -
26	Grants and Contributions	2,277,254	2,598,118	-	-	-	-
27	**Capital Outlay**	$ 956	$ -	$ -	$ -	-	$ -
28	Land	956	-	-	-	-	-
29	**Total City Council Expenditures**	$ 5,363,845	$ 4,733,473	$ 265,621	$ 241,446	$ 292,254	$ 271,111
30	**City Manager's Office**						
31	**100 General Fund**	$ 859,011	$ 794,413	$ 3,224,270	$ 1,590,886	$ 3,567,691	$ 3,319,701
32	**Revenue**	$ -	$ 15,223	$ 23,000	$ 18,219	$ 23,000	$ 12,000
33	Intergovernmental	-	15,223	23,000	18,219	23,000	12,000
34	**Expenses**	$ 859,011	$ 809,636	$ 3,247,270	$ 1,609,105	$ 3,590,691	$ 3,331,701
35	**Labor and Benefits**	$ 626,127	$ 520,988	$ 500,021	$ 391,815	$ 500,021	$ 573,389
36	Full Time	476,753	399,744	399,493	299,388	399,493	433,038
37	Benefits	135,324	107,459	93,567	87,055	93,567	126,232
38	Insurance	829	830	960	757	960	1,118
39	Other Compensation	13,221	12,956	6,001	4,615	6,001	13,001
40	**Operating**	$ 95,038	$ 104,954	$ 2,291,826	$ 1,113,024	$ 2,635,247	$ 2,249,024
41	Charges and Fees	1,939	2,054	-	1,104	1,104	-
42	Contract Services	73,324	82,308	1,248	7,274	7,274	6,248
43	Equipment	3,826	8,995	-	50	50	3,900
44	Grants and Contributions	-	-	2,268,478	1,093,369	2,603,665	2,216,236
45	Operating Supplies	7,328	5,744	6,600	3,124	6,600	5,940
46	Professional Development	8,620	5,853	15,500	8,103	16,554	16,700
47	**Interfund Charges**	$ 137,846	$ 183,694	$ 155,423	$ 104,265	$ 155,423	$ 209,288
48	Facility	37,818	45,922	29,542	19,695	29,542	26,792
49	Information Technology	46,341	57,242	29,245	20,147	29,245	47,206
50	Liability Insurance	53,687	80,530	96,636	64,424	96,636	135,290
51	**Contingency**	$ -	$ -	$ 300,000	$ -	$ 300,000	$ 300,000
52	Contingency	-	-	300,000	-	300,000	300,000
53	**201 Sales Tax CIP Fund**	$ -	$ -	$ 5,056,158	$ 1,981,219	$ 2,653,102	$ 13,391,817
54	**Revenue**	$ -	$ -	$ 48,380	$ -	$ -	$ -
55	Intergovernmental	-	-	48,380	-	-	-
56	**Expenses**	$ -	$ -	$ 5,104,538	$ 1,981,219	$ 2,653,102	$ 13,391,817

CITY OF Grand Junction COLORADO

2024 Budget
By Department, By Fund, By Account Classification
December 6, 2023

Line Item Ref #	By Department / By Fund / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
57	**Operating**	$ -	$ -	$ 5,104,538	$ 1,981,219	$ 2,653,102	$ 6,900,059
58	Grants and Contributions	-	-	5,104,538	1,981,219	2,653,102	6,900,059
59	**Capital Outlay**	$ -	$ -	$ -	$ -	$ -	$ 6,491,758
60	Other Projects	-	-	-	-	-	6,491,758
61	**Total City Manager's Office Expenditures**	$ 859,011	$ 809,636	$ 8,351,808	$ 3,590,323	$ 6,243,793	$ 16,723,518
62	**City Attorney**						
63	**100 General Fund**	$ 958,439	$ 1,104,532	$ 1,321,549	$ 806,853	$ 1,321,549	$ 1,358,230
64	**Revenue**	$ 3,520	$ 4,840	$ 6,300	$ 1,145	$ 6,300	$ 2,825
65	Charges for Service	3,520	4,840	6,300	1,145	6,300	2,825
66	**Expenses**	$ 961,959	$ 1,109,372	$ 1,327,849	$ 807,998	$ 1,327,849	$ 1,361,055
67	**Labor and Benefits**	$ 882,130	$ 950,789	$ 1,100,522	$ 701,972	$ 1,100,522	$ 1,136,086
68	Full Time	695,841	735,548	840,669	541,808	840,669	858,421
69	Benefits	176,655	205,196	253,041	155,095	253,041	262,899
70	Insurance	1,189	1,488	2,010	1,363	2,010	2,182
71	Other Compensation	8,445	8,557	4,802	3,706	4,802	12,584
72	**Operating**	$ 32,061	$ 95,606	$ 124,315	$ 36,999	$ 124,315	$ 84,011
73	Charges and Fees	510	2,347	893	55	893	804
74	Contract Services	19,862	16,633	18,479	13,670	18,479	17,390
75	Equipment	-	-	33,480	12,232	33,480	-
76	Operating Supplies	1,623	4,144	2,245	911	2,245	2,021
77	Professional Development	7,279	7,588	19,218	10,188	19,218	18,796
78	Insurance and Claims	2,787	64,894	50,000	(57)	50,000	45,000
79	**Interfund Charges**	$ 47,768	$ 62,977	$ 103,012	$ 69,027	$ 103,012	$ 140,958
80	Facility	-	-	29,542	19,695	29,542	26,792
81	Information Technology	47,768	62,977	73,470	49,332	73,470	108,560
82	Liability Insurance	-	-	-	-	-	5,606
83	**Total City Attorney Expenditures**	$ 961,959	$ 1,109,372	$ 1,327,849	$ 807,998	$ 1,327,849	$ 1,361,055
84	**City Clerk**						
85	**100 General Fund**	$ 547,603	$ 614,677	$ 674,790	$ 495,751	$ 670,770	$ 746,571
86	**Revenue**	$ 108,799	$ 87,647	$ 98,500	$ 71,029	$ 102,520	$ 101,580
87	Taxes	53,543	43,374	53,000	27,689	53,000	53,000
88	Licenses and Permits	30,275	32,676	30,500	24,319	30,500	32,680
89	Charges for Service	24,981	11,597	15,000	19,020	19,020	15,900
90	**Expenses**	$ 656,401	$ 702,323	$ 773,290	$ 566,780	$ 773,290	$ 848,151
91	**Labor and Benefits**	$ 376,832	$ 340,504	$ 447,134	$ 288,695	$ 447,134	$ 486,591
92	Full Time	287,014	260,857	347,679	218,168	347,679	329,639
93	Seasonal	-	-	-	-	-	31,705
94	Overtime	47	104	-	320	320	-
95	Benefits	86,915	78,640	98,031	69,179	97,711	110,240
96	Insurance	490	523	823	552	823	941
97	Other Compensation	2,367	381	601	475	601	14,066
98	**Operating**	$ 122,113	$ 197,055	$ 200,734	$ 194,470	$ 200,734	$ 208,271
99	Charges and Fees	357	362	300	1,288	1,288	270
100	Contract Services	102,870	179,208	166,955	149,715	149,041	173,490
101	Equipment	5,717	8,251	-	-	-	10,000
102	Grants and Contributions	-	507	-	88	88	-
103	Operating Supplies	5,425	3,943	16,695	33,533	33,533	5,211
104	Professional Development	7,744	4,783	16,784	9,846	16,784	19,300
105	**Interfund Charges**	$ 157,456	$ 164,765	$ 125,422	$ 83,615	$ 125,422	$ 153,289
106	Facility	14,545	17,662	21,101	14,067	21,101	26,166
107	Information Technology	142,911	147,103	104,321	69,547	104,321	121,517
108	Liability Insurance	-	-	-	-	-	5,606
109	**Total City Clerk Expenditures**	$ 656,401	$ 702,323	$ 773,290	$ 566,780	$ 773,290	$ 848,151
110	**Communications & Engagement**						
111	**100 General Fund**	$ -	$ 203,104	$ 723,284	$ 503,475	$ 723,284	$ 828,068
112	**Expenses**	$ -	$ 203,104	$ 723,284	$ 503,475	$ 723,284	$ 828,068

CITY OF Grand Junction COLORADO

2024 Budget
By Department, By Fund, By Account Classification
December 6, 2023

Line Item Ref #	By Department / By Fund / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
113	**Labor and Benefits**	$ -	$ 181,322	$ 434,292	$ 314,493	$ 434,292	$ 447,462
114	Full Time	-	146,902	335,910	248,138	335,910	347,865
115	Seasonal	-	-	-	55	-	-
116	Benefits	-	33,506	96,381	64,747	96,381	93,547
117	Insurance	-	283	801	630	801	885
118	Other Compensation	-	631	1,200	923	1,200	5,165
119	**Operating**	$ -	$ 20,519	$ 160,600	$ 98,163	$ 160,600	$ 198,342
120	Charges and Fees	-	-	-	2,322	2,322	-
121	Contract Services	-	5,143	126,100	78,794	122,142	160,000
122	Equipment	-	10,241	1,000	1,042	1,042	3,000
123	Grants and Contributions	-	2,721	20,000	4,999	20,000	20,000
124	Operating Supplies	-	2,216	1,000	2,432	2,432	2,500
125	Cost of Goods Sold	-	-	-	162	162	-
126	Professional Development	-	198	12,500	8,412	12,500	12,842
127	**Interfund Charges**	$ -	$ 1,263	$ 128,392	$ 90,819	$ 128,392	$ 182,264
128	Facility	-	-	29,542	19,695	29,542	19,067
129	Information Technology	-	1,263	98,850	71,124	98,850	157,591
130	Liability Insurance	-	-	-	-	-	5,606
131	**Total Communications & Engagement Expenditures**	$ -	$ 203,104	$ 723,284	$ 503,475	$ 723,284	$ 828,068
132	**Community Development**						
133	**100 General Fund**	$ 1,421,823	$ 2,364,339	$ 5,008,757	$ 1,949,050	$ 4,231,257	$ 3,817,344
134	**Revenue**	$ 315,351	$ 282,519	$ 135,050	$ 266,545	$ 2,539,250	$ 363,195
135	Charges for Service	285,351	282,519	135,050	116,481	135,050	107,000
136	Intergovernmental	-	-	-	150,063	2,404,200	256,195
137	Other	30,000	-	-	-	-	-
138	**Expenses**	$ 1,737,174	$ 2,646,858	$ 5,143,807	$ 2,215,595	$ 6,770,507	$ 4,180,539
139	**Labor and Benefits**	$ 1,085,583	$ 1,635,761	$ 2,287,150	$ 1,416,933	$ 2,287,150	$ 2,411,272
140	Full Time	790,216	1,208,459	1,623,121	1,048,898	1,623,121	1,689,878
141	Seasonal	45,756	44,356	54,080	39,382	54,080	49,421
142	Overtime	1,263	8,849	10,893	594	10,893	5,837
143	Benefits	236,894	358,448	577,998	310,117	577,998	599,928
144	Insurance	1,419	2,790	4,053	2,792	4,053	4,528
145	Other Compensation	10,036	12,860	17,005	15,150	17,005	61,680
146	**Operating**	$ 227,584	$ 607,510	$ 2,485,501	$ 548,248	$ 4,112,201	$ 1,269,484
147	Charges and Fees	9,490	7,785	8,000	6,610	8,000	7,950
148	Contract Services	187,833	472,943	590,500	453,951	2,869,700	565,000
149	Equipment	299	26,518	191,699	15,084	41,699	35,140
150	Grants and Contributions	2,555	11,490	1,536,350	27,182	1,033,850	428,128
151	Operating Supplies	13,267	31,619	33,600	17,775	33,600	31,050
152	Professional Development	14,140	57,156	123,852	27,646	123,852	200,716
153	Rent	-	-	1,500	-	1,500	1,500
154	**Interfund Charges**	$ 424,007	$ 403,587	$ 371,156	$ 250,413	$ 371,156	$ 499,783
155	Facility	46,545	56,519	71,743	47,829	71,743	74,764
156	Information Technology	341,657	309,161	250,730	169,920	250,730	359,411
157	Liability Insurance	35,805	37,595	45,114	30,076	45,114	63,160
158	Fleet	-	-	3,569	2,379	3,360	2,448
159	Fuel Charges	-	312	-	209	209	-
160	**104 CDBG Fund**	$ -	$ -	$ -	$ (2,979)	$ -	$ -
161	**Revenue**	$ 642,223	$ 458,509	$ 441,451	$ 283,968	$ 751,451	$ 482,428
162	Intergovernmental	642,223	458,509	441,451	283,968	751,451	482,428
163	**Expenses**	$ 642,223	$ 458,509	$ 441,451	$ 280,989	$ 751,451	$ 482,428
164	**Operating**	$ 577,792	$ 435,321	$ 276,950	$ 280,989	$ 393,730	$ 189,748
165	Contract Services	44,750	-	-	-	-	-
166	Grants and Contributions	533,042	435,321	276,950	279,784	392,525	189,748
167	Professional Development	-	-	-	1,205	1,205	-
168	**Transfers Out**	$ 64,431	$ 23,189	$ 164,501	$ -	$ 357,721	$ 292,680

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Line Item Ref #	By Department / By Fund / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
169	Transfers Out	64,431	23,189	164,501	-	357,721	292,680
170	**201 Sales Tax CIP Fund**	$ 10,665	$ 51,237	$ 70,000	$ 59,738	$ 59,738	$ 524,594
171	**Revenue**	$ (10,665)	$ 95,085	$ 70,000	$ 10,784	$ 10,784	$ 1,343,766
172	Intergovernmental	(10,665)	95,085	70,000	10,784	10,784	1,292,000
173	Other	-	-	-	-	-	51,766
174	**Expenses**	$ -	$ 146,322	$ 140,000	$ 70,522	$ 70,522	$ 1,868,360
175	**Operating**	$ -	$ 146,322	$ 140,000	$ 70,522	$ 70,522	$ -
176	Contract Services	-	146,322	-	70,522	70,522	-
177	Equipment	-		140,000	-	-	-
178	**Capital Outlay**	$ -	$ -	$ -	$ -	$ -	$ 1,868,360
179	Capital Equipment	-		-	-	-	1,868,360
180	**Total Community Development Expenditures**	$ 2,379,397	$ 3,251,690	$ 5,725,258	$ 2,567,105	$ 7,592,480	$ 6,531,327
181	**Engineering and Transportation**						
182	**100 General Fund**	$ 5,132,280	$ 5,583,020	$ 7,420,479	$ 4,724,001	$ 7,182,768	$ 7,003,975
183	**Revenue**	$ 458,441	$ 558,197	$ 331,726	$ 327,297	$ 333,462	$ 552,763
184	Licenses and Permits	25,214	29,220	25,000	22,620	25,000	25,000
185	Charges for Service	433,228	479,448	306,726	302,941	306,726	527,763
186	Other	-	49,529	-	1,736	1,736	-
187	**Expenses**	$ 5,590,721	$ 6,141,217	$ 7,752,205	$ 5,051,298	$ 7,516,230	$ 7,556,738
188	**Labor and Benefits**	$ 2,767,562	$ 3,114,187	$ 3,656,712	$ 2,676,526	$ 3,656,712	$ 4,017,086
189	Full Time	1,965,210	2,242,171	2,644,943	1,953,764	2,644,943	2,809,032
190	Seasonal	61,959	70,248	65,288	18,255	65,288	108,764
191	Overtime	33,842	32,194	37,186	27,051	37,186	38,184
192	Benefits	644,014	708,504	849,105	621,412	839,409	947,970
193	Insurance	28,238	38,279	48,781	34,940	48,781	56,698
194	Other Compensation	34,298	22,791	11,409	21,105	21,105	56,438
195	**Operating**	$ 2,026,171	$ 2,119,914	$ 3,068,321	$ 1,681,525	$ 2,832,346	$ 2,448,065
196	Charges and Fees	6,959	1,487	4,480	3,724	4,480	1,512
197	Contract Services	1,988	13,812	196,100	94,657	217,254	160,390
198	Equipment	52,892	44,038	586,252	56,246	337,446	19,700
199	Operating Supplies	11,521	11,485	11,212	23,751	23,751	11,640
200	Cost of Goods Sold	-	-	-	292	292	-
201	Professional Development	15,596	35,699	46,400	28,061	46,400	53,262
202	Repairs	266,522	278,886	293,400	177,668	293,400	257,210
203	Utilities	1,534,798	1,550,843	1,637,000	1,065,488	1,615,846	1,640,000
204	System Maintenance	134,534	181,594	291,000	230,806	291,000	301,000
205	Uniforms and Gear	1,362	2,072	2,477	830	2,477	3,351
206	**Interfund Charges**	$ 796,988	$ 907,115	$ 1,027,172	$ 693,247	$ 1,027,172	$ 1,023,059
207	Facility	77,516	78,142	188,362	125,575	188,362	102,983
208	Information Technology	392,057	438,274	400,367	273,675	400,367	459,772
209	Liability Insurance	110,122	148,664	178,396	118,931	178,396	249,756
210	Fleet	175,012	187,670	209,605	139,737	209,605	171,234
211	Fuel Charges	42,282	54,365	50,442	35,330	50,442	39,314
212	**Capital Outlay**	$ -	$ -	$ -	$ -	$ -	$ 68,528
213	Capital Equipment	-	-	-	-	-	68,528
214	**201 Sales Tax CIP Fund**	$ 5,327,104	$ 4,608,734	$ 8,787,821	$ 3,758,308	$ 7,383,641	$ 8,415,679
215	**Revenue**	$ 5,206,075	$ 457,549	$ 2,073,679	$ 123,410	$ 626,623	$ 3,208,334
216	Charges for Service	168,893	109,268	85,000	63,816	137,944	185,000
217	Intergovernmental	121,465	318,382	1,558,679	58,679	58,679	2,983,334
218	Other	4,915,717	29,899	430,000	915	430,000	40,000
219	**Expenses**	$ 10,533,179	$ 5,066,283	$ 10,861,500	$ 3,881,718	$ 8,010,264	$ 11,624,013
220	**Labor and Benefits**	$ 1,217	$ -	$ -	$ -	$ -	$ -
221	Full Time	951	-	-	-	-	-
222	Benefits	263	-	-	-	-	-
223	Insurance	4	-	-	-	-	-
224	**Operating**	$ 329,982	$ 76,625	$ -	$ -	$ -	$ -

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225	Contract Services	100,285	11,823	-	-	-	-
226	Equipment	219,364	64,802	-	-	-	-
227	Operating Supplies	553	-	-	-	-	-
228	Repairs	9,780	-	-	-	-	-
229	**Capital Outlay**	**$ 10,201,979**	**$ 4,989,658**	**$ 10,861,500**	**$ 3,881,718**	**$ 8,010,264**	**$ 11,624,013**
230	Land	5,017,526	170,763	-	438	438	-
231	Other Projects	-	362,869	790,000	336,433	733,248	200,000
232	Street Infrastructure	5,138,659	4,160,214	9,571,500	3,463,859	7,146,578	9,054,013
233	Utility Systems	71	302	-	219	-	-
234	Parks	45,724	295,511	500,000	80,769	130,000	2,370,000
235	**202 Storm Drainage Fund**	**$ 427,967**	**$ 1,708**	**$ 1,515,000**	**$ 35,258**	**$ 48,000**	**$ 105,000**
236	**Revenue**	**$ 18,259**	**$ 10,339**	**$ 315,000**	**$ 4,939**	**$ 15,000**	**$ 215,000**
237	Charges for Service	18,259	10,339	15,000	4,939	15,000	15,000
238	Other	-	-	300,000	-	-	200,000
239	**Expenses**	**$ 446,226**	**$ 12,046**	**$ 1,830,000**	**$ 40,197**	**$ 63,000**	**$ 320,000**
240	**Labor and Benefits**	**$ 136**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
241	Full Time	106	-	-	-	-	-
242	Benefits	31	-	-	-	-	-
243	**Operating**	**$ 16,037**	**$ 12,046**	**$ -**	**$ -**	**$ -**	**$ -**
244	Contract Services	16,008	12,046	-	-	-	-
245	Operating Supplies	29	-	-	-	-	-
246	**Capital Outlay**	**$ 430,053**	**$ -**	**$ 1,830,000**	**$ 40,197**	**$ 63,000**	**$ 320,000**
247	Utility Systems	430,053	-	1,830,000	40,197	63,000	320,000
248	**207 Transportation Capacity Fund**	**$ (83,497)**	**$ 2,827,254**	**$ 19,833,718**	**$ 13,218,013**	**$ 31,623,627**	**$ 12,135,894**
249	**Revenue**	**$ 3,946,288**	**$ 2,564,680**	**$ 5,255,901**	**$ 1,602,923**	**$ 3,000,000**	**$ 5,268,200**
250	Charges for Service	3,946,288	2,564,680	3,805,901	1,602,923	2,600,000	2,618,200
251	Intergovernmental	-	-	1,300,000	-	400,000	2,500,000
252	Other	-	-	150,000	-	-	150,000
253	**Expenses**	**$ 3,862,790**	**$ 5,391,934**	**$ 25,089,619**	**$ 14,820,936**	**$ 34,623,627**	**$ 17,404,094**
254	**Operating**	**$ 38,358**	**$ 30,307**	**$ -**	**$ 9,825**	**$ 9,825**	**$ -**
255	Contract Services	38,358	30,307	-	9,825	9,825	-
256	**Capital Outlay**	**$ 3,824,433**	**$ 5,361,627**	**$ 25,089,619**	**$ 14,811,111**	**$ 34,613,802**	**$ 17,404,094**
257	Street Infrastructure	3,824,433	5,361,627	25,089,619	14,811,111	34,613,802	17,404,094
258	**301 Water Fund**	**$ 239,959**	**$ 184,997**	**$ 356,641**	**$ 163,280**	**$ 356,641**	**$ 373,251**
259	**Expenses**	**$ 239,959**	**$ 184,997**	**$ 356,641**	**$ 163,280**	**$ 356,641**	**$ 373,251**
260	**Labor and Benefits**	**$ 112,535**	**$ 161,768**	**$ 356,641**	**$ 163,280**	**$ 356,641**	**$ 373,251**
261	Full Time	85,535	124,973	253,252	128,562	253,252	263,606
262	Seasonal	-	-	20,802	-	20,802	10,982
263	Benefits	25,509	35,437	80,177	33,345	80,177	95,403
264	Insurance	283	502	1,444	637	1,444	1,359
265	Other Compensation	1,207	856	966	736	966	1,901
266	**Capital Outlay**	**$ 127,424**	**$ 23,229**	**$ -**	**$ -**	**$ -**	**$ -**
267	Utility Systems	127,424	23,229	-	-	-	-
268	**902 Joint Sewer Operations Fund**	**$ 127,358**	**$ 235,256**	**$ 426,549**	**$ 199,159**	**$ 426,549**	**$ 418,995**
269	**Expenses**	**$ 127,358**	**$ 235,256**	**$ 426,549**	**$ 199,159**	**$ 426,549**	**$ 418,995**
270	**Labor and Benefits**	**$ 123,440**	**$ 230,962**	**$ 426,549**	**$ 195,557**	**$ 422,948**	**$ 418,995**
271	Full Time	97,658	185,415	301,061	154,826	301,061	305,518
272	Seasonal	-	-	20,802	-	20,802	10,982
273	Overtime	-	-	5,360	-	5,360	5,520
274	Benefits	23,994	42,217	96,141	38,974	92,540	91,748
275	Insurance	357	746	2,190	706	2,190	1,841
276	Other Compensation	1,432	2,584	995	1,051	995	3,386
277	**Operating**	**$ 3,918**	**$ 4,294**	**$ -**	**$ 3,251**	**$ 3,251**	**$ -**
278	Contract Services	3,918	4,294	-	3,251	3,251	-
279	**Capital Outlay**	**$ -**	**$ -**	**$ -**	**$ 350**	**$ 350**	**$ -**
280	Utility Systems	-	-	-	350	350	-
281	**Total Engineering & Transportation Expenditures**	**$ 20,800,234**	**$ 17,031,732**	**$ 46,316,514**	**$ 24,156,588**	**$ 50,996,311**	**$ 37,697,091**

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282	**Finance**						
283	**100 General Fund**	$ 1,591,623	$ 2,820,089	$ 2,781,801	$ 2,150,100	$ 3,317,979	$ 3,394,582
284	**Revenue**	$ 322,606	$ 270,502	$ 330,550	$ 198,688	$ 280,900	$ 334,550
285	Charges for Service	39,613	24,996	42,250	20,056	26,700	39,050
286	Intergovernmental	495	-	-	-	-	-
287	Fines and Forfeitures	282,497	245,506	288,300	178,633	254,200	295,500
288	**Expenses**	$ 1,914,229	$ 3,090,591	$ 3,112,351	$ 2,348,789	$ 3,598,879	$ 3,729,132
289	**Labor and Benefits**	$ 1,241,160	$ 1,609,837	$ 2,028,652	$ 1,500,961	$ 2,030,701	$ 2,610,555
290	Full Time	872,907	1,147,889	1,441,581	1,069,516	1,441,581	1,809,934
291	Seasonal	74,741	76,369	79,950	70,415	79,950	86,050
292	Overtime	-	459	2,500	-	2,500	1,000
293	Benefits	287,151	369,952	496,193	351,302	496,193	661,987
294	Insurance	1,601	2,480	3,626	2,876	3,626	4,870
295	Other Compensation	4,760	12,689	4,802	6,851	6,851	46,714
296	**Operating**	$ 119,379	$ 200,822	$ 246,670	$ 289,273	$ 731,149	$ 191,849
297	Charges and Fees	3,304	13,894	5,815	21,088	21,088	22,734
298	Contract Services	80,153	114,157	173,040	213,294	213,294	89,887
299	Equipment	11,327	20,428	7,000	10,114	436,413	-
300	Operating Supplies	15,896	29,117	20,790	19,945	22,329	27,718
301	Professional Development	8,573	23,226	39,525	24,831	38,025	51,060
302	Repairs	125	-	500	-	-	450
303	**Interfund Charges**	$ 510,205	$ 748,978	$ 837,029	$ 558,555	$ 837,029	$ 926,728
304	Facility	81,461	89,325	140,438	93,625	140,438	118,358
305	Information Technology	428,744	659,653	696,591	464,930	696,591	808,370
306	**Capital Outlay**	$ 43,485	$ 530,954	$ -	$ -	$ -	$ -
307	Computer Systems	43,485	530,954	-	-	-	-
308	**106 Lodgers Tax Increase Fund**	$ (412,407)	$ 499,076	$ (315,612)	$ (687,990)	$ (239,593)	$ 1,318,269
309	**Revenue**	$ 1,888,839	$ 2,126,136	$ 2,412,969	$ 1,746,828	$ 2,384,212	$ 2,516,048
310	Taxes	1,886,959	2,124,160	2,412,969	1,742,537	2,379,921	2,487,017
311	Interest	1,881	1,975	-	4,291	4,291	29,031
312	**Expenses**	$ 1,476,432	$ 2,625,212	$ 2,097,357	$ 1,058,838	$ 2,144,619	$ 3,834,317
313	**Operating**	$ 1,026,665	$ 1,260,420	$ 1,407,565	$ 704,769	$ 1,454,827	$ 1,469,525
314	Grants and Contributions	1,026,665	1,260,420	1,407,565	704,769	1,454,827	1,469,525
315	**Transfers Out**	$ 449,767	$ 1,364,792	$ 689,792	$ 354,069	$ 689,792	$ 2,364,792
316	Transfers Out	449,767	1,364,792	689,792	354,069	689,792	2,364,792
317	**Total Finance Expenditures**	$ 3,390,661	$ 5,715,803	$ 5,209,708	$ 3,407,627	$ 5,743,498	$ 7,563,449
318	**Fire**						
319	**100 General Fund**	$ 9,731,206	$ 11,249,125	$ 11,295,205	$ 10,224,547	$ 10,955,437	$ 12,116,812
320	**Revenue**	$ 10,009,041	$ 9,505,396	$ 10,441,059	$ 5,336,535	$ 11,014,227	$ 11,343,054
321	Licenses and Permits	140,975	176,730	131,000	108,513	131,000	139,044
322	Charges for Service	8,749,831	8,740,351	9,682,351	4,468,221	9,824,018	10,345,394
323	Intergovernmental	1,113,697	580,614	626,708	759,189	1,057,647	857,616
324	Interest	1,919	1,249	-	562	562	-
325	Other	2,620	3,122	1,000	50	1,000	1,000
326	Capital Proceeds	-	3,330	-	-	-	-
327	**Expenses**	$ 19,740,248	$ 20,754,521	$ 21,736,264	$ 15,561,083	$ 21,969,664	$ 23,459,866
328	**Labor and Benefits**	$ 14,838,505	$ 15,559,150	$ 16,230,391	$ 11,982,309	$ 16,222,541	$ 17,145,686
329	Full Time	9,470,337	9,581,368	10,592,921	7,370,221	10,190,325	10,867,998
330	Seasonal	18,101	31,992	80,954	26,118	80,954	97,396
331	Overtime	1,195,817	1,583,009	810,751	1,213,347	1,213,347	899,668
332	Benefits	3,196,076	3,268,015	3,563,400	2,497,349	3,563,400	3,830,419
333	Insurance	474,789	605,483	722,532	552,071	722,532	800,831
334	Other Compensation	85,051	57,103	34,833	18,363	34,833	232,224
335	Pensions	398,335	432,179	425,000	304,840	417,150	417,150
336	**Operating**	$ 1,261,498	$ 1,673,220	$ 1,975,564	$ 1,179,144	$ 2,216,814	$ 1,530,851
337	Charges and Fees	141,158	151,601	154,720	76,943	154,720	159,286

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338	Contract Services	386,735	412,864	467,780	290,969	699,396	400,463
339	Equipment	29,325	273,013	283,621	108,798	283,621	-
340	Grants and Contributions	-	2,100	-	-	-	2,300
341	Operating Supplies	352,075	404,280	469,072	410,003	469,072	403,964
342	Professional Development	96,114	196,204	348,685	110,626	348,685	348,316
343	Repairs	46,389	96,450	43,740	41,633	43,740	64,255
344	Utilities	17,894	18,545	16,188	17,202	17,202	19,146
345	Rent	-	-	2,812	-	2,812	2,531
346	Fuel	9,013	4,045	1,600	6,682	6,682	1,440
347	System Maintenance	7,452	6,178	8,000	11,538	11,538	16,224
348	Uniforms and Gear	175,343	107,940	179,346	104,751	179,346	112,926
349	**Interfund Charges**	**$ 2,835,836**	**$ 3,427,576**	**$ 3,530,309**	**$ 2,399,630**	**$ 3,530,309**	**$ 4,783,329**
350	Facility	266,499	268,082	306,681	218,649	306,681	421,858
351	Information Technology	783,344	949,200	1,235,627	864,820	1,235,627	1,560,408
352	Liability Insurance	142,351	199,291	239,149	159,433	239,149	334,809
353	Fleet	984,999	1,263,728	945,987	630,658	945,987	1,583,694
354	Fuel Charges	156,062	196,901	184,750	113,993	184,750	164,070
355	Comm Center	497,452	550,374	618,115	412,077	618,115	718,490
356	Departmental Services	5,129	-	-	-	-	-
357	**Capital Outlay**	**$ 804,408**	**$ 94,575**	**$ -**	**$ -**	**$ -**	**$ -**
358	Capital Equipment	804,408	94,575	-	-	-	-
359	**107 First Responder Tax Fund**	**$ 2,442,131**	**$ 4,112,296**	**$ 6,528,147**	**$ 5,465,837**	**$ 6,758,147**	**$ 7,976,992**
360	**Revenue**	**$ -**	**$ 1,437,426**	**$ 2,306,610**	**$ 957,547**	**$ 2,196,610**	**$ 2,091,941**
361	Intergovernmental	-	1,437,426	2,306,610	957,547	2,196,610	2,091,941
362	**Expenses**	**$ 2,442,131**	**$ 5,549,722**	**$ 8,834,757**	**$ 6,423,384**	**$ 8,954,757**	**$ 10,068,933**
363	**Labor and Benefits**	**$ 2,251,488**	**$ 4,355,383**	**$ 6,796,299**	**$ 5,030,174**	**$ 6,796,299**	**$ 8,584,130**
364	Full Time	1,436,465	3,116,249	4,657,220	3,536,853	4,644,821	5,172,457
365	Seasonal	-	1,476	-	-	-	-
366	Overtime	165,358	106,371	200,615	116,234	200,615	863,361
367	Benefits	481,661	954,759	1,629,795	1,125,628	1,629,795	2,094,721
368	Insurance	72,207	169,315	301,718	232,108	301,718	400,274
369	Other Compensation	95,796	7,213	6,951	19,350	19,350	53,317
370	**Operating**	**$ 60,726**	**$ 858,899**	**$ 1,396,598**	**$ 949,503**	**$ 1,516,598**	**$ 545,985**
371	Contract Services	5,099	64,034	26,438	12,997	26,438	31,638
372	Equipment	13,669	322,907	1,251,047	570,983	1,121,028	181,168
373	Operating Supplies	13,047	65,500	12,766	17,329	17,329	38,128
374	Professional Development	4,547	19,598	7,966	10,953	10,953	11,230
375	Repairs	10,519	1,091	3,407	2,243	3,407	3,068
376	Utilities	4,673	3,746	9,324	6,879	9,324	9,552
377	Uniforms and Gear	9,172	382,024	85,650	328,119	328,119	271,201
378	**Interfund Charges**	**$ 129,918**	**$ 213,070**	**$ 641,860**	**$ 443,708**	**$ 641,860**	**$ 938,818**
379	Facility	26,110	30,710	30,146	25,489	30,146	116,367
380	Information Technology	1,002	24,255	471,379	315,845	471,379	583,622
381	Fleet	102,806	133,187	122,936	81,957	119,918	212,972
382	Fuel Charges	-	24,918	17,399	20,417	20,417	25,857
383	**Capital Outlay**	**$ -**	**$ 122,369**	**$ -**	**$ -**	**$ -**	**$ -**
384	Capital Equipment	-	122,369	-	-	-	-
385	**115 Public Safety Impact Fee Fund**	**$ -**	**$ 246,620**	**$ 265,857**	**$ 230,444**	**$ 265,857**	**$ 265,857**
386	**Revenue**	**$ -**	**$ 246,620**	**$ 265,857**	**$ 230,444**	**$ 265,857**	**$ 265,857**
387	Charges for Service	-	246,620	265,857	230,444	265,857	265,857
388	**201 Sales Tax CIP Fund**	**$ 2,604,861**	**$ 9,173,094**	**$ 1,203,646**	**$ 1,508,303**	**$ 2,147,150**	**$ 9,620,004**
389	**Revenue**	**$ 78,184**	**$ 191,114**	**$ -**	**$ (4,013)**	**$ -**	**$ -**
390	Intergovernmental	78,184	191,114	-	(4,013)	-	-
391	**Expenses**	**$ 2,683,045**	**$ 9,364,208**	**$ 1,203,646**	**$ 1,504,291**	**$ 2,147,150**	**$ 9,620,004**
392	**Operating**	**$ 4,564**	**$ 127,345**	**$ -**	**$ -**	**$ -**	**$ -**
393	Contract Services	2,087	-	-	-	-	-
394	Equipment	2,477	87,576	-	-	-	-

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395	Operating Supplies	-	39,769	-	-	-	-
396	**Capital Outlay**	$ 2,678,481	$ 9,236,863	$ 1,203,646	$ 1,504,291	$ 2,147,150	$ 9,620,004
397	Capital Equipment	690,486	153,421	588,646	463,868	464,269	2,120,004
398	Facilities	1,987,995	9,083,442	115,000	1,035,911	1,182,881	7,500,000
399	Land	-	-	500,000	4,512	500,000	-
400	**Total Fire Expenditures**	$ 24,865,423	$ 35,668,450	$ 31,774,667	$ 23,488,757	$ 33,071,571	$ 43,148,803
401	**General Services**						
402	**100 General Fund**	$ 6,259,426	$ 7,738,354	$ 8,750,461	$ 6,503,208	$ 9,358,031	$ 8,655,284
403	**Revenue**	$ 549,370	$ 416,902	$ 427,884	$ 357,690	$ 563,981	$ 816,457
404	Charges for Service	434,247	241,338	198,500	170,031	322,291	289,500
405	Intergovernmental	111,699	153,420	227,884	173,853	227,884	299,957
406	Other	-	10,788	-	6,900	6,900	-
407	Capital Proceeds	3,424	11,356	1,500	6,906	6,906	7,000
408	Transfers In	-	-	-	-	-	220,000
409	**Expenses**	$ 6,808,796	$ 8,155,256	$ 9,178,345	$ 6,860,899	$ 9,922,012	$ 9,471,741
410	**Labor and Benefits**	$ 2,900,457	$ 3,731,103	$ 4,400,298	$ 3,159,836	$ 4,550,298	$ 4,778,373
411	Full Time	2,015,925	2,426,091	2,781,555	1,969,371	2,774,166	2,879,328
412	Seasonal	40,499	177,144	277,393	238,299	427,393	392,600
413	Overtime	43,793	75,184	80,323	65,086	80,323	81,445
414	Benefits	634,666	824,699	988,576	679,339	988,576	1,056,906
415	Insurance	124,216	185,458	258,827	186,729	258,827	295,557
416	Other Compensation	41,359	42,528	13,624	21,013	21,013	72,537
417	**Operating**	$ 1,292,731	$ 1,958,923	$ 2,424,418	$ 2,075,012	$ 2,993,085	$ 1,968,666
418	Charges and Fees	84,688	107,885	107,000	116,963	116,963	119,906
419	Contract Services	851,256	968,065	1,145,488	987,243	1,145,488	1,191,492
420	Equipment	40,988	376,880	767,150	568,957	1,275,879	208,275
421	Equipment Maintenance	1,016	3,469	5,670	748	5,670	5,103
422	Operating Supplies	141,787	164,206	147,260	126,684	147,260	154,171
423	Cost of Goods Sold	3,267	5,503	6,150	7,763	6,150	5,535
424	Professional Development	25,984	30,401	52,800	25,738	52,800	63,870
425	Repairs	6,570	139,272	18,220	28,860	28,860	20,106
426	Utilities	6,849	4,553	7,100	5,587	7,100	6,638
427	System Maintenance	85,558	112,646	98,700	138,035	138,035	126,502
428	Uniforms and Gear	7,905	10,664	13,880	5,427	10,873	14,030
429	Grants and Contributions	-	-	12,500	17,500	12,500	-
430	Rent	36,865	35,380	42,500	45,507	45,507	53,038
431	**Interfund Charges**	$ 1,609,581	$ 2,149,406	$ 2,234,379	$ 1,566,607	$ 2,234,379	$ 2,724,702
432	Facility	233,105	377,748	385,478	307,460	385,478	342,755
433	Information Technology	210,052	242,922	451,212	303,876	451,212	516,668
434	Liability Insurance	124,058	159,814	174,067	116,045	174,067	243,694
435	Fleet	878,900	1,135,778	1,034,351	689,567	1,034,351	1,401,071
436	Fuel Charges	131,180	200,373	166,321	138,534	166,321	187,514
437	Utility Services	32,286	32,771	22,950	11,124	22,950	33,000
438	**Capital Outlay**	$ 1,006,027	$ 315,823	$ 119,250	$ 59,444	$ 144,250	$ -
439	Capital Equipment	-	-	119,250	59,444	144,250	-
440	Facilities	1,006,027	315,823	-	-	-	-
441	**201 Sales Tax CIP Fund**	$ (50,000)	$ 1,279,741	$ 1,500,000	$ 1,749,788	$ 1,621,708	$ 1,700,000
442	**Revenue**	$ 50,000	$ 825,000	$ -	$ 5	$ 200,000	$ -
443	Charges for Service	-	-	-	5	-	-
444	Intergovernmental	-	800,000	-	-	200,000	-
445	Other	50,000	25,000	-	-	-	-
446	**Expenses**	$ 0	$ 2,104,741	$ 1,500,000	$ 1,749,793	$ 1,821,708	$ 1,700,000
447	**Operating**	$ 0	$ 1,335	$ -	$ (0)	$ -	$ -
448	Charges and Fees	-	1,334	-	-	-	-
449	**Capital Outlay**	$ -	$ 2,103,405	$ 1,500,000	$ 1,749,794	$ 1,821,708	$ 1,700,000
450	Facilities	-	2,103,405	1,500,000	1,749,794	1,821,708	1,700,000

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451	**302 Solid Waste Removal Fund**	**$ (785,511)**	**$ (530,765)**	**$ 693,886**	**$ (691,288)**	**$ 206,375**	**$ 1,337,289**
452	**Revenue**	**$ 5,087,750**	**$ 5,304,762**	**$ 5,445,868**	**$ 4,564,962**	**$ 6,418,489**	**$ 7,100,737**
453	Charges for Service	5,076,318	5,255,878	5,321,862	4,495,425	5,770,081	6,559,317
454	Intergovernmental	-	33,721	89,600	42,677	578,241	40,000
455	Interest	11,432	15,163	34,406	26,860	70,167	26,420
456	Capital Proceeds	-	-	-	-	-	475,000
457	**Expenses**	**$ 4,302,239**	**$ 4,773,997**	**$ 6,139,754**	**$ 3,873,674**	**$ 6,624,864**	**$ 8,438,026**
458	**Labor and Benefits**	**$ 1,104,722**	**$ 1,714,583**	**$ 2,286,694**	**$ 1,618,920**	**$ 2,287,173**	**$ 2,839,817**
459	Full Time	729,157	1,185,616	1,541,572	1,051,404	1,526,896	1,802,446
460	Seasonal	-	14,943	3,400	1,152	3,400	-
461	Overtime	11,630	8,264	13,377	28,053	28,053	13,964
462	Benefits	275,139	395,844	554,199	411,832	554,199	794,724
463	Insurance	60,518	109,803	174,146	125,999	174,146	215,983
464	Other Compensation	28,278	113	-	479	479	12,700
465	**Operating**	**$ 1,672,686**	**$ 1,129,193**	**$ 1,906,183**	**$ 1,021,469**	**$ 1,827,173**	**$ 2,024,768**
466	Charges and Fees	775,431	787,453	911,726	543,522	832,715	932,391
467	Contract Services	802,677	124,082	113,584	45,661	113,584	74,600
468	Equipment	72,580	111,685	488,700	362,913	742,750	913,300
469	Equipment Maintenance	-	641	10,500	1,378	10,500	-
470	Operating Supplies	5,457	63,543	316,408	39,724	62,358	36,060
471	Professional Development	-	6,347	12,500	5,014	12,500	14,375
472	Repairs	13,972	28,093	43,250	19,068	43,250	40,880
473	Uniforms and Gear	2,568	7,348	9,515	4,188	9,515	13,162
474	**Interfund Charges**	**$ 1,425,222**	**$ 1,540,584**	**$ 1,846,877**	**$ 1,232,686**	**$ 1,846,877**	**$ 2,348,441**
475	Administrative Overhead	352,005	365,505	401,720	267,813	401,720	475,885
476	Facility	10,713	19,435	22,706	17,375	22,706	41,930
477	Information Technology	27,237	29,325	244,446	163,860	244,446	302,480
478	Liability Insurance	36,921	38,767	46,520	31,013	46,520	97,693
479	Fleet	649,234	710,821	751,776	501,184	751,776	974,433
480	Fuel Charges	104,113	124,086	127,335	83,190	127,335	154,006
481	Utility Services	244,999	252,645	252,374	168,249	252,374	302,014
482	**Capital Outlay**	**$ -**	**$ 389,637**	**$ 100,000**	**$ 600**	**$ 663,641**	**$ 1,225,000**
483	Facilities	-	389,637	100,000	600	663,641	1,225,000
484	**Debt Service**	**$ 99,610**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
485	Principal	99,610	-	-	-	-	-
486	**305 Golf Courses Fund**	**$ (151,636)**	**$ 61,786**	**$ 160,968**	**$ 63,793**	**$ 153,221**	**$ 292,685**
487	**Revenue**	**$ 2,292,861**	**$ 2,291,049**	**$ 2,508,728**	**$ 1,949,791**	**$ 2,516,475**	**$ 2,657,625**
488	Charges for Service	2,274,395	2,272,616	2,483,710	1,934,975	2,483,710	2,633,240
489	Interest	3,490	4,449	10,618	3,584	18,365	9,985
490	Other	14,976	13,983	14,400	11,232	14,400	14,400
491	**Expenses**	**$ 2,141,225**	**$ 2,352,835**	**$ 2,669,696**	**$ 2,013,584**	**$ 2,669,696**	**$ 2,950,310**
492	**Labor and Benefits**	**$ 877,861**	**$ 887,745**	**$ 974,596**	**$ 769,545**	**$ 974,596**	**$ 1,020,501**
493	Full Time	407,811	402,916	469,600	331,889	468,379	474,154
494	Seasonal	280,755	294,972	292,207	280,667	292,207	308,620
495	Overtime	447	459	1,999	1,050	1,999	1,999
496	Benefits	167,775	168,520	194,055	140,712	194,055	198,689
497	Insurance	13,238	12,268	15,682	12,954	15,682	17,172
498	Other Compensation	7,836	8,611	1,053	2,274	2,274	19,867
499	**Operating**	**$ 693,552**	**$ 843,735**	**$ 876,106**	**$ 692,945**	**$ 876,106**	**$ 945,053**
500	Charges and Fees	71,166	77,494	88,100	70,578	88,100	79,220
501	Contract Services	16,817	23,644	21,541	27,802	27,802	17,895
502	Equipment	115,071	144,757	176,775	195,497	195,497	218,825
503	Operating Supplies	39,106	47,433	31,925	36,922	36,922	39,248
504	Cost of Goods Sold	304,162	393,950	343,100	221,932	313,120	356,720
505	Professional Development	3,954	4,831	6,650	2,208	6,650	8,200
506	Repairs	34,198	21,198	31,750	1,785	31,750	31,500
507	Utilities	50,357	45,090	50,390	43,783	50,390	55,475

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508	Rent	-	-	250	114	250	(225)
509	Equipment Maintenance	9,001	7,021	12,625	5,169	12,625	10,070
510	System Maintenance	49,720	77,508	111,750	87,009	111,750	127,000
511	Uniforms and Gear	-	808	1,250	146	1,250	1,125
512	**Interfund Charges**	**$ 482,015**	**$ 533,558**	**$ 731,196**	**$ 551,093**	**$ 731,196**	**$ 746,958**
513	Administrative Overhead	146,554	110,240	188,154	185,436	188,154	198,574
514	Facility	47,943	78,760	100,707	73,900	100,707	129,971
515	Information Technology	77,679	77,595	120,518	81,451	120,518	93,042
516	Liability Insurance	22,353	23,470	28,164	18,776	28,164	39,429
517	Fleet	172,908	229,743	269,032	179,355	269,032	254,057
518	Fuel Charges	14,577	13,750	24,621	12,175	24,621	31,885
519	**Capital Outlay**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 50,000**
520	Land	-	-	-	-	-	50,000
521	**Debt Service**	**$ 87,797**	**$ 87,797**	**$ 87,798**	**$ -**	**$ 87,798**	**$ 87,798**
522	Interest Expense	11,010	9,859	8,690	-	8,690	7,503
523	Principal	76,787	77,939	79,108	-	79,108	80,295
524	**Contingency**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**
525	Contingency	-	-	-	-	-	100,000
526	**308 Parking Authority Fund**	**$ (185,645)**	**$ (128,067)**	**$ (154,786)**	**$ (249,874)**	**$ (189,878)**	**$ (91,075)**
527	**Revenue**	**$ 723,316**	**$ 704,792**	**$ 789,195**	**$ 515,006**	**$ 824,286**	**$ 1,323,865**
528	Charges for Service	466,252	486,430	479,635	364,804	479,635	581,294
529	Fines and Forfeitures	190,558	131,474	220,000	85,838	220,000	578,655
530	Interest	4,990	6,398	13,220	9,456	20,811	10,596
531	Other	61,515	80,490	76,340	54,908	103,840	153,320
532	**Expenses**	**$ 537,670**	**$ 576,725**	**$ 634,409**	**$ 265,132**	**$ 634,408**	**$ 1,232,790**
533	**Labor and Benefits**	**$ 98,244**	**$ 87,209**	**$ 156,227**	**$ 114,376**	156,227	**$ 214,116**
534	Full Time	63,578	54,700	102,060	76,326	102,060	140,115
535	Benefits	31,284	28,796	51,368	35,765	51,368	68,823
536	Insurance	1,654	1,999	2,498	1,917	2,431	2,839
537	Other Compensation	1,729	1,714	301	368	-	2,339
538	**Operating**	**$ 115,765**	**$ 157,148**	**$ 159,500**	**$ 88,772**	**$ 159,500**	**$ 247,773**
539	Charges and Fees	78,405	74,544	80,000	51,380	79,019	85,000
540	Contract Services	7,686	49,598	17,500	10,147	17,500	34,528
541	Equipment	3,325	19,274	40,000	7,767	40,000	106,725
542	Operating Supplies	1,578	246	5,800	3,930	5,800	1,920
543	Professional Development	-	-	1,500	-	1,500	1,900
544	Repairs	17,701	13,486	14,500	15,481	15,481	17,500
545	Uniforms and Gear	42	-	200	67	200	200
546	Rent	7,029	-	-	-	-	-
547	**Interfund Charges**	**$ 79,893**	**$ 88,601**	**$ 74,914**	**$ 61,984**	**$ 74,913**	**$ 97,133**
548	Administrative Overhead	53,996	55,658	58,878	39,252	47,159	66,496
549	Facility	10,649	12,567	9,954	6,636	9,954	8,661
550	Information Technology	9,609	3,092	-	-	-	-
551	Liability Insurance	432	10,940	544	12,263	12,263	17,422
552	Fleet	4,508	5,904	4,928	3,285	4,928	3,954
553	Fuel Charges	699	440	610	548	610	600
554	**Capital Outlay**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 430,000**
555	Capital Equipment	-	-	-	-	-	430,000
556	**Debt Service**	**$ 243,767**	**$ 243,767**	**$ 243,768**	**$ -**	**$ 243,768**	**$ 243,768**
557	Interest Expense	27,372	24,126	20,832	-	20,832	17,488
558	Principal	216,395	219,641	222,936	-	222,936	226,280
559	**402 Fleet and Equipment Fund**	**$ 301,730**	**$ (2,320,228)**	**$ 1,347,296**	**$ 96,126**	**$ 3,150,718**	**$ 154,425**
560	**Revenue**	**$ 6,803,057**	**$ 8,892,741**	**$ 7,735,732**	**$ 5,484,195**	**$ 7,884,354**	**$ 9,352,721**
561	Charges for Service	1,028,231	1,085,340	950,606	820,090	950,606	1,205,958
562	Interfund Revenue	5,620,574	7,503,223	6,634,340	4,507,093	6,706,507	8,080,991
563	Interest	28,632	51,466	50,786	90,714	123,173	15,772
564	Other	-	19,885	-	4,068	4,068	-

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565	Capital Proceeds	125,620	232,826	100,000	62,230	100,000	50,000
566	**Expenses**	**$ 7,104,787**	**$ 6,572,512**	**$ 9,083,028**	**$ 5,580,321**	**$ 11,035,072**	**$ 9,507,146**
567	**Labor and Benefits**	**$ 1,322,137**	**$ 1,417,756**	**$ 1,654,505**	**$ 1,043,402**	1,654,505	**$ 1,725,270**
568	Full Time	932,650	984,226	1,128,737	702,600	1,128,737	1,132,820
569	Overtime	2,590	11,550	20,058	4,866	20,058	17,110
570	Benefits	355,375	381,697	450,624	305,469	450,624	514,470
571	Insurance	27,804	34,310	46,206	29,636	46,206	49,429
572	Other Compensation	3,718	5,972	8,880	831	8,880	11,441
573	**Operating**	**$ 2,475,684**	**$ 3,103,966**	**$ 2,810,916**	**$ 2,287,180**	**$ 2,810,916**	**$ 2,963,160**
574	Charges and Fees	410	410	750	170	750	675
575	Contract Services	45,754	28,073	28,800	70,980	70,980	30,782
576	Equipment	68,068	68,427	3,200	8,508	8,508	31,900
577	Equipment Maintenance	1,127,541	1,350,628	1,137,000	1,093,041	1,094,820	1,214,558
578	Operating Supplies	26,723	40,395	39,000	8,119	39,000	36,530
579	Professional Development	10,283	23,254	18,428	16,844	18,428	18,386
580	Repairs	257,760	244,774	225,500	190,958	220,192	210,750
581	Utilities	781	839	852	317	852	775
582	Uniforms and Gear	397	538	1,000	294	1,000	900
583	Fuel	937,967	1,346,627	1,356,386	897,949	1,356,386	1,417,904
584	**Interfund Charges**	**$ 265,271**	**$ 399,337**	**$ 323,620**	**$ 507,447**	**$ 323,620**	**$ 492,316**
585	Facility	77,229	82,094	53,913	196,971	53,913	118,896
586	Information Technology	78,548	99,770	187,597	125,417	187,597	266,265
587	Liability Insurance	50,439	52,960	63,552	42,368	63,552	88,973
588	Fleet	18,562	27,646	15,009	10,006	15,009	14,390
589	Fuel Charges	3,125	3,683	3,549	2,771	3,549	3,792
590	Departmental Services	37,369	133,183	-	129,914	-	-
591	**Capital Outlay**	**$ 3,041,695**	**$ 1,651,454**	**$ 4,293,987**	**$ 1,742,293**	**$ 6,246,031**	**$ 4,326,400**
592	Capital Equipment	3,041,695	1,651,454	4,293,987	1,742,293	6,246,031	4,326,400
593	**406 Facilities Management Fund**	**$ 108,409**	**$ (3,662)**	**$ (1)**	**$ 266,970**	**$ (3,398)**	**$ (180,284)**
594	**Revenue**	**$ 2,838,540**	**$ 3,114,346**	**$ 3,736,807**	**$ 2,893,312**	**$ 4,139,063**	**$ 4,226,773**
595	Charges for Service	6,346	3,384	-	2,256	2,256	1,719
596	Interfund Revenue	2,813,621	3,091,847	3,718,698	2,879,132	4,118,698	4,202,469
597	Interest	578	(745)	349	(2,015)	349	1,653
598	Other	17,996	19,860	17,760	13,940	17,760	20,932
599	**Expenses**	**$ 2,946,949**	**$ 3,110,683**	**$ 3,736,806**	**$ 3,160,282**	**$ 4,135,665**	**$ 4,046,489**
600	**Labor and Benefits**	**$ 596,870**	**$ 651,288**	**$ 874,390**	**$ 605,054**	873,249	**$ 905,183**
601	Full Time	402,516	468,860	617,883	431,581	614,449	644,706
602	Seasonal	-	553	-	-	-	-
603	Overtime	4,864	2,560	4,942	7,235	7,235	4,942
604	Benefits	161,982	155,937	221,135	142,537	221,135	211,083
605	Insurance	24,320	20,164	30,430	22,561	30,430	37,411
606	Other Compensation	3,188	3,213	-	1,141	-	7,041
607	**Operating**	**$ 2,111,186**	**$ 2,254,925**	**$ 2,554,249**	**$ 2,349,443**	**$ 2,954,249**	**$ 2,789,624**
608	Contract Services	210,650	325,220	264,355	314,287	314,287	280,530
609	Equipment	841	869	1,750	4,762	4,762	22,400
610	Operating Supplies	27,000	29,742	31,700	25,207	31,700	33,294
611	Professional Development	267	666	2,500	5,109	5,109	4,500
612	Repairs	22,047	20,835	29,486	17,766	29,486	37,340
613	Utilities	1,849,915	1,876,271	2,223,808	1,978,883	2,565,476	2,410,910
614	Uniforms and Gear	466	553	650	3,429	3,429	650
615	Rent	-	769	-	-	-	-
616	**Interfund Charges**	**$ 238,893**	**$ 204,470**	**$ 308,167**	**$ 205,785**	**$ 308,167**	**$ 351,682**
617	Facility	22,808	29,692	46,351	30,901	46,351	22,389
618	Information Technology	59,221	67,389	136,230	91,276	136,230	163,028
619	Liability Insurance	85,679	89,962	107,954	71,969	107,954	151,136
620	Fleet	15,198	13,811	13,911	9,274	13,911	12,358
621	Fuel Charges	3,539	3,616	3,721	2,365	3,721	2,771

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622	Departmental Services	52,448	-	-	-	-	-
623	**Total General Services Expenditures**	**$ 23,841,666**	**$ 27,646,750**	**$ 32,942,038**	**$ 23,503,684**	**$ 36,843,425**	**$ 37,346,502**
624	**Human Resources**						
625	**100 General Fund**	**$ 1,657,740**	**$ 2,094,458**	**$ 3,020,228**	**$ 1,641,388**	**$ 3,010,946**	**$ 3,042,735**
626	**Revenue**	**$ -**	**$ 216**	**$ -**	**$ 332**	**$ 332**	**$ -**
627	Charges for Service	-	216	-	332	332	-
628	**Expenses**	**$ 1,657,740**	**$ 2,094,674**	**$ 3,020,228**	**$ 1,641,720**	**$ 3,011,278**	**$ 3,042,735**
629	**Labor and Benefits**	**$ 942,928**	**$ 1,247,161**	**$ 2,042,088**	**$ 1,032,331**	**$ 2,033,138**	**$ 1,953,372**
630	Full Time	631,180	785,514	850,282	581,614	849,697	930,053
631	Seasonal	98,880	165,635	357,000	164,123	357,000	478,800
632	Overtime	353	977	-	585	585	-
633	Benefits	187,854	248,468	303,972	203,108	303,972	374,114
634	Insurance	1,972	23,365	127,873	49,589	127,873	128,590
635	Other Compensation	20,778	21,354	400,855	32,186	391,905	39,815
636	Pensions	1,911	1,848	2,106	1,127	2,106	2,000
637	**Operating**	**$ 382,692**	**$ 509,555**	**$ 644,278**	**$ 385,254**	**$ 644,278**	**$ 650,002**
638	Contract Services	151,209	297,674	234,414	208,003	234,414	264,040
639	Equipment	18,910	29,057	51,644	22,596	51,644	35,300
640	Operating Supplies	100,325	134,371	166,150	103,237	166,150	167,000
641	Professional Development	52,999	48,453	192,070	51,419	192,070	183,662
642	Insurance and Claims	59,250	-	-	-	-	-
643	**Interfund Charges**	**$ 332,120**	**$ 337,958**	**$ 333,862**	**$ 224,135**	**$ 333,862**	**$ 439,361**
644	Facility	32,000	39,486	47,177	31,451	47,177	74,702
645	Information Technology	296,328	294,301	281,680	189,347	281,680	357,652
646	Liability Insurance	3,792	4,171	5,005	3,337	5,005	7,007
647	**404 Insurance Fund**	**$ 371,230**	**$ (541,770)**	**$ 772,029**	**$ (1,049,753)**	**$ 392,516**	**$ (419,344)**
648	**Revenue**	**$ 15,049,864**	**$ 16,813,372**	**$ 17,883,445**	**$ 14,695,566**	**$ 18,262,958**	**$ 25,867,478**
649	Charges for Service	4,507	5,914	2,500	6,602	6,602	6,000
650	Intergovernmental	-	-	175,000	-	175,000	175,000
651	Interfund Revenue	14,468,713	16,309,758	17,251,218	13,949,935	17,226,724	24,139,588
652	Interest	23,634	31,192	58,534	64,559	146,342	84,220
653	Other	553,010	466,508	396,193	674,469	708,290	462,670
654	Transfers In	-	-	-	-	-	1,000,000
655	Expenses	**$ 15,421,094**	**$ 16,271,602**	**$ 18,655,474**	**$ 13,645,813**	**$ 18,655,474**	**$ 25,448,134**
656	**Labor and Benefits**	**$ 1,416,924**	**$ 1,564,429**	**$ 1,548,599**	**$ 1,327,141**	**$ 1,548,599**	**$ 1,331,538**
657	Benefits	1,276,908	1,320,314	1,204,004	1,032,019	1,201,479	746,042
658	Full Time	130,356	214,272	243,112	243,026	243,112	482,895
659	Insurance	530	433	581	2,006	2,006	1,217
660	Other Compensation	1,492	28,420	100,902	48,989	100,902	101,384
661	Seasonal	7,639	990	-	1,100	1,100	-
662	**Operating**	**$ 13,994,011**	**$ 14,677,313**	**$ 16,582,248**	**$ 12,115,316**	**$ 16,596,748**	**$ 24,050,575**
663	Contract Services	682,662	627,257	798,175	572,151	812,675	981,150
664	Charges and Fees	4,954	-	4,954	-	4,954	4,954
665	Equipment	-	2,517	-	407	407	-
666	Insurance and Claims	13,296,870	14,082,817	15,627,199	11,542,968	15,627,199	22,904,656
667	Operating Supplies	(3,963)	(41,948)	143,320	(8,327)	142,913	146,370
668	Professional Development	7,487	6,670	8,600	8,116	8,600	13,445
669	Repairs	6,000	-	-	-	-	-
670	**Interfund Charges**	**$ 10,160**	**$ 29,860**	**$ 24,627**	**$ 17,590**	**$ 24,627**	**$ 66,021**
671	Information Technology	10,160	29,860	24,627	17,590	24,627	66,021
672	**Capital Outlay**	**$ -**	**$ -**	**$ -**	**$ 185,766**	**$ 185,766**	**$ -**
673	Facilities	-	-	-	185,766	185,766	-
674	**Contingency**	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ 299,734**	**$ -**
675	Contingency	-	-	500,000	-	299,734	-
676	**Total Human Resources Expenditures**	**$ 17,078,834**	**$ 18,366,276**	**$ 21,675,702**	**$ 15,287,533**	**$ 21,666,752**	**$ 28,490,869**

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677	**Information Technology**						
678	**401 Information Technology Fund**	$ (128,071)	$ 568,231	$ 931,928	$ 1,235,936	$ 667,935	$ 81,702
679	**Revenue**	$ 7,642,721	$ 8,895,096	$ 10,460,519	$ 7,194,167	$ 10,496,546	$ 12,536,389
680	Charges for Service	111,077	110,105	110,105	-	110,105	-
681	Interfund Revenue	7,514,835	8,767,643	10,323,210	7,182,735	10,323,210	12,512,707
682	Interest	16,809	17,348	27,204	11,432	63,231	23,682
683	**Expenses**	$ 7,514,650	$ 9,463,327	$ 11,392,447	$ 8,430,103	$ 11,164,481	$ 12,618,091
684	**Labor and Benefits**	$ 2,682,634	$ 2,970,809	$ 3,198,767	$ 2,373,450	$ 3,200,801	$ 3,668,797
685	Full Time	1,998,268	2,152,056	2,351,498	1,758,631	2,351,498	2,628,437
686	Benefits	649,376	705,540	773,167	566,031	773,167	940,278
687	Insurance	3,423	4,528	5,727	4,526	5,727	6,817
688	Other Compensation	31,567	108,685	68,375	44,262	70,409	93,265
689	**Operating**	$ 4,203,662	$ 5,966,933	$ 6,755,369	$ 4,639,173	$ 6,506,708	$ 8,221,424
690	Contract Services	2,860,479	3,971,701	4,756,335	3,662,120	4,756,335	6,271,093
691	Equipment	684,844	1,392,645	1,325,882	519,408	1,077,221	1,193,294
692	Operating Supplies	19,257	43,257	35,000	31,816	34,845	35,000
693	Professional Development	53,268	67,500	87,000	80,086	87,000	87,000
694	Repairs	488	-	-	155	155	-
695	Utilities	585,216	491,831	551,152	345,588	551,152	635,037
696	System Maintenance	109	-	-	-	-	-
697	**Interfund Charges**	$ 261,930	$ 316,491	$ 188,311	$ 148,819	$ 188,311	$ 227,870
698	Facility	66,909	81,247	52,968	35,312	52,968	92,221
699	Information Technology	190,590	230,507	129,800	109,761	129,800	129,800
700	Liability Insurance	1,328	2,656	3,187	2,125	3,187	4,462
701	Fleet	2,929	1,593	2,054	1,369	2,054	1,114
702	Fuel Charges	174	488	302	252	302	273
703	**Capital Outlay**	$ 366,424	209,093	1,250,000	1,268,661	1,268,661	500,000
704	Computer Systems	332,304	-	-	-	-	-
705	Capital Equipment	34,120	209,093	1,250,000	1,268,661	1,268,661	500,000
706	**201 Sales Tax CIP Fund**	$ -	$ -	$ 250,000	$ 105,729	$ 125,000	$ 5,125,000
707	**Revenue**	$ -	$ -	$ 250,000	$ 1,853	$ 125,000	$ 125,000
708	Intergovernmental	-	-	250,000	1,853	125,000	125,000
709	**Expenses**	$ -	$ -	$ 500,000	$ 107,582	$ 250,000	$ 5,250,000
710	**Capital Outlay**	$ -	$ -	$ 500,000	$ 107,582	$ 250,000	$ 5,250,000
711	Capital Equipment	-	-	500,000	107,582	250,000	5,250,000
712	**Total Information Technology Expenditures**	$ 7,514,650	$ 9,463,327	$ 11,892,447	$ 8,537,685	$ 11,414,481	$ 17,868,091
713	**Parks and Recreation**						
714	**100 General Fund**	$ 7,587,608	$ 9,253,382	$ 10,082,228	$ 7,412,761	$ 10,585,161	$ 11,346,447
715	**Revenue**	$ 2,352,604	$ 2,627,393	$ 3,162,311	$ 2,302,378	$ 2,753,402	$ 2,848,650
716	Licenses and Permits	1,500	1,125	1,200	1,500	1,500	1,200
717	Charges for Service	1,849,213	2,204,528	2,863,243	1,942,065	2,393,089	2,573,261
718	Intergovernmental	354,201	398,233	271,743	325,228	325,228	244,495
719	Other	147,690	23,508	26,125	33,585	33,585	29,694
720	**Expenses**	$ 9,940,212	$ 11,880,776	$ 13,244,539	$ 9,715,138	$ 13,338,563	$ 14,195,097
721	**Labor and Benefits**	$ 5,796,412	$ 6,742,155	$ 7,826,468	$ 5,774,937	$ 7,826,468	$ 8,459,675
722	Full Time	2,878,182	3,336,328	3,857,337	2,599,812	3,826,256	4,220,124
723	Seasonal	1,375,840	1,666,348	2,046,590	1,703,755	2,046,590	1,829,210
724	Overtime	62,590	89,248	59,444	79,076	79,076	60,102
725	Benefits	1,183,615	1,335,652	1,509,723	1,104,066	1,509,723	1,941,188
726	Insurance	217,333	238,005	313,711	237,115	313,711	342,668
727	Other Compensation	78,851	76,574	39,663	51,112	51,112	66,383
728	**Operating**	$ 2,189,747	$ 2,784,553	$ 2,994,501	$ 2,173,991	$ 3,030,489	$ 3,279,227
729	Charges and Fees	4,381	11,101	6,979	9,784	9,784	59,004
730	Contract Services	466,924	745,406	666,334	493,154	670,416	875,480
731	Equipment	98,652	180,125	788,928	169,479	763,928	362,739

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732	Equipment Maintenance	12,153	10,466	10,134	12,774	12,774	9,196
733	Grants and Contributions	128,627	69,910	10,680	26,101	26,101	20,830
734	Operating Supplies	232,907	388,533	284,452	203,735	245,441	266,386
735	Cost of Goods Sold	28,664	44,163	30,145	91,097	91,097	33,070
736	Professional Development	26,614	41,764	46,381	60,481	60,481	46,683
737	Insurance and Claims	-	-	5,700	-	5,700	5,130
738	Repairs	93,615	134,629	96,288	95,554	96,288	103,226
739	Utilities	775,904	820,003	662,777	651,419	662,777	850,502
740	System Maintenance	295,378	308,676	354,552	333,006	354,552	615,190
741	Uniforms and Gear	25,927	29,777	31,151	27,407	31,151	31,791
742	**Interfund Charges**	**$ 1,829,861**	**$ 2,280,252**	**$ 2,423,570**	**$ 1,708,175**	**$ 2,423,570**	**$ 2,404,801**
743	Facility	522,886	663,397	589,832	453,893	589,832	560,346
744	Information Technology	501,158	649,041	943,685	652,344	943,685	836,383
745	Liability Insurance	102,665	107,796	129,354	86,236	129,354	195,702
746	Fleet	583,635	744,806	653,604	435,736	653,604	699,903
747	Fuel Charges	95,000	115,212	107,095	79,965	107,095	112,467
748	Departmental Services	24,517	-	-	-	-	-
749	**Capital Outlay**	**$ 124,193**	**$ 73,816**	**$ -**	**$ 58,036**	**$ 58,036**	**$ 51,394**
750	Capital Equipment	124,193	73,816	-	-	-	51,394
751	Facilities	-	-	-	58,036	58,036	-
752	**116 Community Recreation Center Tax**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 122,990**
753	**Expenses**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 122,990**
754	**Labor and Benefits**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 101,390**
755	Full Time	-	-	-	-	-	68,911
756	Benefits	-	-	-	-	-	28,536
757	Insurance	-	-	-	-	-	3,943
758	**Operating**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 21,600**
759	Equipment	-	-	-	-	-	21,600
760	**201 Sales Tax CIP Fund**	**$ 4,144,101**	**$ 10,056,062**	**$ 3,560,000**	**$ 4,544,012**	**$ 7,099,988**	**$ 5,849,903**
761	**Revenue**	**$ -**	**$ 2,157**	**$ 210,000**	**$ 39,442**	**$ 775,471**	**$ -**
762	Charges for Service	-	2,157	-	6,471	6,471	-
763	Intergovernmental	-	-	-	32,971	559,000	-
764	Other	-	-	210,000	-	210,000	-
765	**Expenses**	**$ 4,144,101**	**$ 10,058,219**	**$ 3,770,000**	**$ 4,583,454**	**$ 7,875,459**	**$ 5,849,903**
766	**Operating**	**$ 106,552**	**$ 60,771**	**$ -**	**$ -**	**$ -**	**$ -**
767	Contract Services	87,300	48,102	-	-	-	-
768	Repairs	19,251	12,669	-	-	-	-
769	**Capital Outlay**	**$ 4,037,550**	**$ 9,997,448**	**$ 3,770,000**	**$ 4,583,454**	**$ 7,875,459**	**$ 5,849,903**
770	Facilities	10,514	43,052	375,000	512,672	538,000	225,000
771	Land	5,079	2,766	-	80,000	80,000	-
772	Other Projects	-	-	555,000	161,494	161,494	300,000
773	Parks	4,021,957	9,951,631	2,840,000	3,829,289	7,095,965	5,324,903
774	**204 Major Projects Capital Fund**	**$ -**	**$ -**	**$ -**	**$ 291,032**	**$ 2,000,000**	**$ (48,384,783)**
775	**Revenue**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 72,000,000**
776	Intergovernmental	-	-	-	-	-	3,000,000
777	Other	-	-	-	-	-	3,000,000
778	Capital Proceeds	-	-	-	-	-	66,000,000
779	**Expenses**	**$ -**	**$ -**	**$ -**	**$ 291,032**	**$ 2,000,000**	**$ 23,615,217**
780	**Capital Outlay**	**$ -**	**$ -**	**$ -**	**$ 291,032**	**$ 2,000,000**	**$ 23,615,217**
781	Facilities	-	-	-	291,032	2,000,000	23,615,217
782	**Total Parks and Recreation Expenditures**	**$ 14,084,314**	**$ 21,938,995**	**$ 17,014,539**	**$ 14,589,625**	**$ 23,214,022**	**$ 43,783,207**
783	**Police**						
784	**100 General Fund**	**$ 25,026,787**	**$ 26,803,477**	**$ 29,921,988**	**$ 21,044,473**	**$ 30,025,236**	**$ 31,593,715**
785	**Revenue**	**$ 1,189,880**	**$ 1,487,539**	**$ 1,721,981**	**$ 1,169,099**	**$ 1,956,503**	**$ 1,869,778**
786	Licenses and Permits	525	1,225	957	325	957	1,000
787	Charges for Service	747,980	875,450	905,302	702,094	805,302	809,081

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788	Intergovernmental	416,331	591,895	787,281	427,191	1,088,064	1,040,197
789	Fines and Forfeitures	18,766	8,938	28,441	35,974	58,665	19,500
790	Other	6,279	9,398	-	3,515	3,515	-
791	Capital Proceeds	-	633	-	-	-	-
792	**Expenses**	**$ 26,216,667**	**$ 28,291,016**	**$ 31,643,969**	**$ 22,213,572**	**$ 31,981,739**	**$ 33,463,493**
793	**Labor and Benefits**	**$ 17,873,725**	**$ 18,575,139**	**$ 22,142,766**	**$ 15,458,474**	**$ 22,095,403**	**$ 23,316,869**
794	Full Time	11,843,506	12,171,074	14,801,933	10,088,295	14,793,707	15,027,125
795	Seasonal	51,703	8,100	-	8,226	8,226	-
796	Overtime	1,386,427	1,503,582	1,499,999	1,390,146	1,499,999	1,706,689
797	Benefits	3,950,590	4,029,682	4,873,222	3,256,820	4,823,222	5,225,818
798	Insurance	453,284	599,098	809,847	619,994	809,847	932,655
799	Other Compensation	188,215	263,604	157,765	94,992	160,402	424,582
800	**Operating**	**$ 2,339,642**	**$ 2,620,659**	**$ 2,919,947**	**$ 2,155,734**	**$ 3,193,104**	**$ 2,675,265**
801	Charges and Fees	1,285	1,847	700	1,192	1,192	630
802	Contract Services	660,537	999,954	818,433	707,092	918,433	969,769
803	Equipment	659,172	450,538	1,014,110	502,854	1,187,267	560,850
804	Fuel	92	-	-	40	40	-
805	Grants and Contributions	6,408	23,963	24,654	16,857	24,654	30,120
806	Operating Supplies	248,486	297,746	286,491	265,508	285,959	284,510
807	Professional Development	487,741	531,029	440,835	414,763	440,835	506,891
808	Insurance and Claims	1,000	1,553	-	-	-	-
809	Repairs	(2,859)	23,232	22,016	5,109	22,016	19,855
810	Rent	90,339	108,392	112,058	100,643	112,058	106,200
811	Equipment Maintenance	1,413	3,555	2,550	758	2,550	-
812	Uniforms and Gear	186,029	178,850	198,100	140,918	198,100	196,440
813	**Interfund Charges**	**$ 6,000,281**	**$ 6,899,874**	**$ 6,581,256**	**$ 4,571,162**	**$ 6,581,256**	**$ 7,471,359**
814	Facility	424,375	559,643	644,237	466,756	644,237	715,524
815	Information Technology	2,167,165	2,453,583	2,098,639	1,553,184	2,098,639	2,636,012
816	Liability Insurance	271,251	305,157	366,188	244,125	366,188	512,664
817	Fleet	647,372	925,567	779,833	519,889	779,833	842,981
818	Fuel Charges	184,040	202,260	206,154	129,737	206,154	173,472
819	Comm Center	2,306,079	2,453,665	2,486,205	1,657,470	2,486,205	2,590,706
820	**Capital Outlay**	**$ 3,019**	**$ 195,344**	**$ -**	**$ 28,203**	**$ 111,976**	**$ -**
821	Capital Equipment	3,019	154,209	-	-	83,773	-
822	Computer Systems	-	8,000	-	-	-	-
823	Facilities	-	33,135	-	28,203	28,203	-
824	**107 First Responder Tax Fund**	**$ 335,450**	**$ 648,757**	**$ 1,867,584**	**$ 975,544**	**$ 1,823,184**	**$ 2,484,540**
825	**Expenses**	**$ 335,450**	**$ 648,757**	**$ 1,867,584**	**$ 975,544**	**$ 1,823,184**	**$ 2,484,540**
826	**Labor and Benefits**	**$ 319,924**	**$ 371,211**	**$ 1,117,595**	**$ 520,663**	**$ 1,117,595**	**$ 1,842,147**
827	Full Time	261,292	290,685	816,771	377,371	805,541	1,253,116
828	Overtime	3,351	4,208	-	11,230	11,230	-
829	Benefits	52,123	69,989	272,820	123,164	272,820	525,678
830	Insurance	2,707	5,888	27,553	8,542	27,553	55,753
831	Other Compensation	450	441	451	356	451	7,600
832	**Operating**	**$ 13,461**	**$ 36,590**	**$ 470,496**	**$ 196,711**	**$ 270,496**	**$ 283,100**
833	Contract Services	-	-	200,000	-	-	-
834	Equipment	13,461	25,028	200,954	196,711	200,954	217,700
835	Operating Supplies	-	380	18,960	-	18,960	17,000
836	Professional Development	-	-	29,000	-	29,000	29,000
837	Uniforms and Gear	-	11,181	21,582	-	21,582	19,400
838	**Interfund Charges**	**$ 5,451**	**$ 240,956**	**$ 279,493**	**$ 213,100**	**$ 279,493**	**$ 359,293**
839	Information Technology	5,451	70,173	126,335	88,655	126,335	147,737
840	Fleet	-	129,850	138,606	92,404	121,117	165,822
841	Fuel Charges	-	40,933	14,552	32,041	32,041	45,734
842	**Capital Outlay**	**$ (3,386)**	**$ -**	**$ -**	**$ 45,070**	**$ 155,600**	**$ -**
843	Capital Equipment	(3,386)	-	-	45,070	155,600	-
844	**115 Public Safety Impact Fee Fund**	**$ -**	**$ 107,170**	**$ 114,051**	**$ 98,815**	**$ 114,051**	**$ 114,051**

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Line Item Ref #	By Department / By Fund / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
845	**Revenue**	$ -	$ 107,170	$ 114,051	$ 98,815	$ 114,051	$ 114,051
846	Charges for Service	-	107,170	114,051	98,815	114,051	114,051
847	**201 Sales Tax CIP Fund**	$ 940,163	$ (658)	$ -	$ -	$ -	$ -
848	**Revenue**	$ 150,000	$ -	$ -	$ -	$ -	$ -
849	Intergovernmental	150,000	-	-	-	-	-
850	**Expenses**	$ 1,090,163	$ (658)	$ -	$ -	$ -	$ -
851	**Operating**	$ -	$ (658)	$ -	$ -	$ -	$ -
852	Contract Services	-	(658)	-	-	-	-
853	**Capital Outlay**	$ 1,090,163	$ -	$ -	$ -	$ -	$ -
854	Facilities	1,090,163	-	-	-	-	-
855	**308 Parking Authority Fund**	$ 62,221	$ 110,625	$ 215,911	$ 93,166	$ 215,911	$ 453,426
856	**Expenses**	$ 62,221	$ 110,625	$ 215,911	$ 93,166	$ 215,911	$ 453,426
857	**Labor and Benefits**	$ 52,629	$ 80,638	$ 172,157	$ 60,805	$ 172,157	$ 396,232
858	Full Time	42,792	60,348	108,174	42,811	106,867	245,616
859	Overtime	511	2,359	-	1,307	1,307	-
860	Benefits	7,640	14,664	57,595	13,907	57,595	133,660
861	Insurance	1,686	3,266	6,388	2,780	6,388	15,866
862	Other Compensation	-	-	-	-	-	1,090
863	**Interfund Charges**	$ 9,592	$ 29,987	$ 43,754	$ 32,361	$ 43,754	$ 57,194
864	Information Technology	4,790	23,454	43,754	32,361	43,754	57,194
865	Fleet	4,802	6,533	-	-	-	-
866	**405 Comm Center Fund**	$ 1,746,439	$ 2,079,881	$ 2,860,508	$ 1,443,401	$ 3,243,115	$ 3,205,127
867	**Revenue**	$ 5,118,962	$ 5,337,990	$ 5,578,443	$ 3,881,737	$ 5,597,141	$ 5,999,098
868	Charges for Service	2,148,548	2,232,652	2,359,646	1,727,452	2,359,646	2,578,897
869	Intergovernmental	65,898	-	-	-	-	-
870	Interfund Revenue	2,803,531	3,004,039	3,104,320	2,069,547	3,104,320	3,309,532
871	Interest	10,175	10,099	23,877	16,189	42,575	20,069
872	Other	90,810	91,200	90,600	68,550	90,600	90,600
873	**Expenses**	$ 6,865,401	$ 7,417,871	$ 8,438,951	$ 5,325,138	$ 8,840,256	$ 9,204,225
874	**Labor and Benefits**	$ 4,547,809	$ 4,867,082	$ 5,755,425	$ 3,770,477	$ 5,756,730	$ 6,428,043
875	Full Time	2,875,163	2,866,350	3,647,509	2,146,329	3,555,995	3,976,674
876	Overtime	599,892	925,404	742,353	786,635	786,635	810,807
877	Benefits	1,022,199	1,029,040	1,355,172	777,574	1,354,161	1,565,647
878	Insurance	5,955	24,710	10,391	11,402	11,402	24,611
879	Other Compensation	44,600	21,578	-	48,537	48,537	50,304
880	**Operating**	$ 437,662	$ 537,221	$ 507,521	$ 258,431	$ 507,521	$ 480,488
881	Contract Services	100,211	66,149	79,343	60,071	79,343	71,126
882	Equipment	49,161	166,453	125,293	38,655	125,293	112,764
883	Grants and Contributions	1,196	1,384	1,470	-	1,470	1,323
884	Operating Supplies	39,429	65,332	34,888	15,752	34,888	31,494
885	Professional Development	82,731	96,579	101,600	16,028	101,600	101,600
886	Repairs	14,057	30,873	27,460	11,720	27,460	24,714
887	Utilities	123,211	63,977	91,267	79,331	91,267	91,267
888	Rent	27,665	46,474	46,200	36,875	46,200	46,200
889	**Interfund Charges**	$ 1,483,397	$ 1,500,251	$ 1,646,005	$ 1,108,738	$ 1,646,005	$ 2,145,694
890	Administrative Overhead	350,130	356,168	394,026	262,684	394,026	474,127
891	Facility	40,529	27,096	62,039	41,359	62,039	96,581
892	Information Technology	1,043,918	1,054,515	1,121,520	760,020	1,121,520	1,479,966
893	Liability Insurance	8,356	8,773	10,528	7,019	10,528	14,739
894	Fleet	38,710	51,804	55,320	36,880	55,320	79,267
895	Fuel Charges	1,754	1,895	2,572	776	2,572	1,014
896	**Capital Outlay**	$ 396,532	$ 513,318	$ 530,000	$ 187,492	$ 930,000	$ 150,000
897	Capital Equipment	-	-	-	307	307	-
898	Communication Systems	396,532	513,318	530,000	187,185	929,693	150,000
899	**Total Police Expenditures**	$ 34,569,902	$ 36,467,611	$ 42,166,415	$ 28,607,420	$ 42,861,090	$ 45,605,684

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Line Item Ref #	By Department / By Fund / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
900	**Water Utilities**						
901	**301 Water Fund**	$ 851,678	$ 6,895,350	$ 517,709	$ (344,590)	$ 2,834,027	$ 1,704,431
902	**Revenue**	$ 11,000,012	$ 10,191,129	$ 11,070,767	$ 8,504,562	$ 15,233,023	$ 11,586,628
903	Charges for Service	8,583,342	8,813,730	9,130,969	7,342,457	9,130,969	9,419,500
904	Intergovernmental	1,041,999	109,676	646,449	318,148	946,449	826,740
905	Interfund Revenue	862,307	864,481	860,628	542,098	860,628	994,458
906	Interest	40,606	42,861	153,259	62,598	183,616	46,840
907	Other	62,561	88,858	65,462	31,860	65,462	59,090
908	Capital Proceeds	409,197	271,523	214,000	207,401	4,045,899	240,000
909	**Expenses**	$ 11,851,690	$ 17,086,479	$ 11,588,476	$ 8,159,972	$ 18,067,050	$ 13,291,059
910	**Labor and Benefits**	$ 3,157,257	$ 3,184,034	$ 3,733,904	$ 2,522,957	$ 3,736,399	$ 4,143,684
911	Full Time	2,125,728	2,138,353	2,499,016	1,683,742	2,499,016	2,695,205
912	Seasonal	-	-	-	-	-	-
913	Overtime	105,849	111,651	122,362	94,757	122,362	119,387
914	Benefits	827,356	823,155	965,296	649,818	965,296	1,117,785
915	Insurance	77,660	91,169	125,413	88,922	125,413	143,940
916	Other Compensation	20,663	19,707	21,817	5,717	24,312	67,367
917	**Operating**	$ 1,055,928	$ 1,362,360	$ 1,485,487	$ 869,579	$ 1,485,487	$ 1,944,349
918	Charges and Fees	350	2,326	770	700	770	2,500
919	Contract Services	293,156	177,741	266,928	53,801	266,928	276,918
920	Equipment	90,695	107,141	111,835	58,645	111,835	90,200
921	Grants and Contributions	18,100	31,567	22,800	7,581	22,800	432,940
922	Operating Supplies	262,585	329,037	374,107	238,243	374,107	361,431
923	Professional Development	22,991	40,273	42,607	22,046	42,607	57,860
924	Repairs	60,637	69,727	79,935	57,514	79,935	79,450
925	Utilities	17,276	16,912	18,840	15,870	18,840	19,600
926	Rent	13,751	32,680	32,180	22,212	32,180	32,180
927	System Maintenance	273,334	550,275	528,300	389,864	528,300	583,180
928	Uniforms and Gear	3,054	4,680	7,185	3,103	7,185	8,090
929	**Interfund Charges**	$ 1,558,843	$ 1,724,867	$ 1,814,708	$ 1,221,317	$ 1,814,708	$ 1,972,719
930	Administrative Overhead	662,578	670,447	717,277	478,185	717,277	724,544
931	Facility	112,754	158,160	82,636	60,803	82,636	99,993
932	Information Technology	392,820	431,309	554,276	380,022	554,276	654,194
933	Liability Insurance	91,118	95,673	114,808	76,539	114,808	160,731
934	Fleet	224,266	276,447	255,355	170,237	255,355	256,457
935	Fuel Charges	75,306	92,830	90,356	55,533	90,356	76,800
936	**Capital Outlay**	$ 5,444,409	$ 9,948,232	$ 3,710,000	$ 3,328,333	$ 10,644,622	$ 3,970,000
937	Capital Equipment	6,049	-	-	-	-	100,000
938	Utility Systems	5,438,360	9,948,232	3,710,000	3,328,333	10,644,622	3,870,000
939	**Debt Service**	$ 635,254	$ 866,985	$ 844,377	$ 217,785	$ 385,834	$ 1,260,307
940	Interest Expense	114,521	92,521	121,795	48,053	78,365	226,427
941	Principal	520,733	774,465	722,582	169,732	307,469	1,033,880
942	**309 Ridges Irrigation Fund**	$ (385)	$ (83,616)	$ 4,537	$ (5,920)	$ 68,742	$ (4,770)
943	**Revenue**	$ 334,120	$ 572,495	$ 365,403	$ 311,063	$ 370,758	$ 390,733
944	Charges for Service	330,755	353,547	362,398	308,216	362,398	386,000
945	Interest	764	959	1,705	2,311	7,060	3,433
946	Capital Proceeds	2,600	217,989	1,300	536	1,300	1,300
947	**Expenses**	$ 333,735	$ 488,879	$ 369,940	$ 305,142	$ 439,500	$ 385,963
948	**Labor and Benefits**	$ 109,639	$ 116,611	$ 123,339	$ 94,724	$ 123,339	$ 128,593
949	Full Time	74,587	85,795	90,899	65,959	87,986	90,778
950	Overtime	3,082	3,236	3,216	6,129	6,129	3,294
951	Benefits	28,659	23,405	24,140	18,491	24,140	26,032
952	Insurance	3,099	3,975	4,881	3,988	4,881	5,400
953	Other Compensation	212	200	203	157	203	3,089
954	**Operating**	$ 47,222	$ 27,807	$ 59,970	$ 12,830	$ 50,223	$ 36,570
955	Contract Services	2,583	977	21,700	-	21,700	2,000
956	Equipment	-	-	2,500	-	2,500	1,000

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957	Operating Supplies	393	947	1,000	552	1,000	1,200
958	Repairs	38,837	19,837	26,300	11,758	16,553	24,300
959	Utilities	713	550	570	400	570	570
960	System Maintenance	4,696	5,497	7,900	120	7,900	7,500
961	**Interfund Charges**	**$ 147,619**	**$ 170,981**	**$ 160,469**	**$ 108,281**	**$ 160,469**	**$ 144,638**
962	Administrative Overhead	23,592	24,887	27,436	18,291	27,436	29,206
963	Facility	106,069	127,965	114,474	76,316	114,474	94,344
964	Liability Insurance	1,109	1,164	1,397	931	1,397	1,956
965	Fleet	4,663	3,960	3,484	2,323	3,484	4,534
966	Fuel Charges	1,913	2,299	2,738	3,127	2,738	2,196
967	Utility Services	10,274	10,706	10,940	7,293	10,940	12,402
968	**Capital Outlay**	**$ 29,254**	**$ 173,480**	**$ 10,000**	**$ 89,307**	**$ 89,307**	**$ 60,000**
969	Utility Systems	29,254	173,480	10,000	89,307	89,307	60,000
970	**Debt Service**	**$ -**	**$ -**	**$ 16,162**	**$ -**	**$ 16,162**	**$ 16,162**
971	Interest Expense	-	-	3,235	-	3,235	3,041
972	Principal	-	-	12,927	-	12,927	13,121
973	**Total Water Utilities Expenditures**	**$ 12,185,425**	**$ 17,575,358**	**$ 11,958,416**	**$ 8,465,114**	**$ 18,506,550**	**$ 13,677,022**
974	**900 Joint Sewer Operations Fund**	**$ (6,761,062)**	**$ (2,691,474)**	**$ 7,570,741**	**$ (479,342)**	**$ 12,071,220**	**$ (19,748,700)**
975	**Revenue**	**$ 20,899,813**	**$ 19,674,817**	**$ 20,322,234**	**$ 15,118,105**	**$ 21,052,992**	**$ 82,812,704**
976	Capital Proceeds	5,809,126	4,207,319	3,570,336	2,267,140	3,570,336	64,570,960
977	Charges for Service	14,620,353	14,959,255	16,031,547	12,235,519	16,031,547	17,191,264
978	Intergovernmental	-	(36,392)	-	798	798	-
979	Fines and Forfeitures	-	2,500	1,000	9,000	9,000	1,000
980	Interfund Revenue	162,777	150,893	179,686	6,819	179,686	185,000
981	Interest	279,435	389,956	539,665	597,542	1,260,338	864,480
982	Other	28,122	1,287	-	1,287	1,287	-
983	**Expenses**	**$ 14,138,750**	**$ 16,983,343**	**$ 27,892,975**	**$ 14,638,763**	**$ 33,124,212**	**$ 63,064,004**
984	**Labor and Benefits**	**$ 3,555,436**	**$ 3,667,588**	**$ 4,264,737**	**$ 2,846,213**	**$ 4,264,737**	**$ 4,383,228**
985	Full Time	2,539,377	2,600,854	2,987,991	2,008,393	2,987,991	2,981,699
986	Overtime	42,979	73,622	76,019	51,579	76,019	87,640
987	Benefits	885,426	910,765	1,072,826	712,884	1,072,826	1,172,391
988	Insurance	61,188	73,828	99,038	69,147	99,038	106,202
989	Other Compensation	26,466	8,519	28,863	4,211	28,863	35,296
990	**Operating**	**$ 1,580,011**	**$ 1,715,635**	**$ 2,153,052**	**$ 1,345,678**	**$ 2,153,052**	**$ 2,986,164**
991	Charges and Fees	370,156	342,156	386,934	221,800	386,934	424,510
992	Contract Services	107,470	66,707	360,406	154,778	360,406	1,223,555
993	Equipment	57,606	24,284	37,000	6,847	37,000	23,000
994	Grants and Contributions	1,207	1,994	3,400	1,331	3,400	3,200
995	Operating Supplies	88,009	103,458	110,439	97,095	110,439	111,709
996	Repairs	660,257	548,162	443,750	387,527	443,750	462,000
997	Uniforms and Gear	5,704	11,669	12,015	11,351	12,015	12,000
998	Cost of Goods Sold	-	42	-	-	-	-
999	Equipment Maintenance	2,239	303	-	-	-	-
1000	Professional Development	30,607	51,654	61,110	39,220	61,110	75,435
1001	Rent	-	110,367	131,787	126,357	131,787	131,787
1002	System Maintenance	240,599	444,014	590,010	295,127	590,010	505,890
1003	Utilities	16,157	10,825	16,201	4,243	16,201	13,078
1004	**Interfund Charges**	**$ 2,557,296**	**$ 2,888,643**	**$ 3,017,581**	**$ 2,059,614**	**$ 3,017,581**	**$ 3,337,711**
1005	Administrative Overhead	713,809	746,644	780,990	520,660	780,990	812,229
1006	Facility	555,115	714,327	651,284	489,581	651,284	865,169
1007	Fleet	245,974	330,560	381,422	254,281	381,422	309,780
1008	Fuel Charges	46,242	59,161	55,886	30,915	55,886	50,514
1009	Information Technology	309,075	360,789	469,826	328,504	469,826	543,775
1010	Liability Insurance	80,047	84,049	100,859	67,239	100,859	141,202
1011	Utility Services	607,034	593,113	577,314	368,432	577,314	615,042
1012	**Capital Outlay**	**$ 5,848,205**	**$ 8,109,405**	**$ 17,855,520**	**$ 7,767,168**	**$ 23,068,750**	**$ 51,736,796**
1013	Capital Equipment	32,281	55,953	508,520	145,428	308,520	386,796

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1014	Utility Systems	5,815,923	8,053,452	17,347,000	7,621,740	22,760,230	51,350,000
1015	**Debt Service**	**$ 597,802**	**$ 602,071**	**$ 602,085**	**$ 620,091**	**$ 620,092**	**$ 620,105**
1016	Interest Expense	117,802	82,071	37,085	55,091	55,092	15,105
1017	Principal	480,000	520,000	565,000	565,000	565,000	605,000
1018	**Total Joint Sewer Utilities Expenditures**	**$ 14,138,750**	**$ 16,983,343**	**$ 27,892,975**	**$ 14,638,763**	**$ 33,124,212**	**$ 63,064,004**
1019	**Visit Grand Junction**						
1020	**102 Visit Grand Junction**	**$ (1,083,946)**	**$ 331,661**	**$ 1,350,485**	**$ (1,046,006)**	**$ 390,133**	**$ 991,388**
1021	**Revenue**	**$ 3,549,453**	**$ 5,022,371**	**$ 4,514,508**	**$ 3,219,419**	**$ 4,474,859**	**$ 4,586,782**
1022	Taxes	2,797,322	3,113,570	3,476,525	2,389,390	3,401,312	3,527,060
1023	Charges for Service	6,397	6,275	11,500	157	157	5,000
1024	Interest	12,401	25,566	21,079	20,749	34,227	5,061
1025	Transfers In	733,332	1,876,961	1,005,404	809,123	1,039,163	1,049,661
1026	**Expenses**	**$ 2,465,506**	**$ 5,354,032**	**$ 5,864,993**	**$ 2,173,413**	**$ 4,864,992**	**$ 5,578,170**
1027	**Labor and Benefits**	**$ 276,705**	**$ 368,468**	**$ 954,886**	**$ 363,362**	**$ 507,792**	**$ 675,735**
1028	Full Time	193,881	262,759	680,126	272,308	355,438	480,101
1029	Seasonal	16,726	28,538	27,300	12,177	27,300	27,900
1030	Benefits	59,119	67,622	242,608	74,959	120,382	156,591
1031	Insurance	2,869	600	1,699	721	944	1,298
1032	Other Compensation	4,110	8,949	3,153	3,197	3,728	9,845
1033	**Operating**	**$ 1,793,772**	**$ 4,624,845**	**$ 4,481,230**	**$ 1,492,983**	**$ 3,904,387**	**$ 4,414,117**
1034	Contract Services	1,579,901	4,399,837	4,255,703	1,278,197	3,614,806	4,240,790
1035	Equipment	96,702	93,025	87,921	149,356	163,315	80,421
1036	Grants and Contributions	181	821	850	667	850	850
1037	Operating Supplies	60,802	61,120	70,042	24,321	73,702	25,342
1038	Professional Development	25,703	37,577	54,724	31,762	39,724	54,724
1039	Repairs	26,425	28,702	7,100	5,579	7,100	7,100
1040	Utilities	4,059	3,764	4,890	3,101	4,890	4,890
1041	**Interfund Charges**	**$ 195,029**	**$ 160,718**	**$ 228,877**	**$ 217,069**	**$ 252,813**	**$ 268,318**
1042	Administrative Overhead	88,391	52,160	118,310	142,246	142,246	132,745
1043	Facility	8,250	10,506	7,845	6,098	7,845	5,840
1044	Information Technology	91,306	90,889	92,991	61,994	92,991	108,120
1045	Liability Insurance	1,911	2,006	2,407	1,605	2,407	3,370
1046	Fleet	2,929	4,645	6,988	4,659	6,856	17,857
1047	Fuel Charges	169	512	336	468	468	386
1048	Departmental Services	2,074	-	-	-	-	-
1049	**Transfers Out**	**$ 200,000**	**$ 200,000**	**$ 200,000**	**$ 100,000**	**$ 200,000**	**$ 220,000**
1050	Transfers Out	200,000	200,000	200,000	100,000	200,000	220,000
1051	**Total Visit Grand Junction Expenditures**	**$ 2,465,506**	**$ 5,354,032**	**$ 5,864,993**	**$ 2,173,413**	**$ 4,864,992**	**$ 5,578,170**

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Line Item Ref #	By Fund / By Department / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
1	**100 General Fund**						
2	**Revenue**						
3	Taxes	$ 70,346,017	$ 77,915,625	$ 79,157,530	$ 64,757,530	$ 78,488,335	$ 82,892,397
4	Licenses and Permits	205,488	253,184	195,912	167,026	195,912	206,924
5	Charges for Service	12,532,908	12,909,200	14,218,022	8,643,821	13,897,776	14,798,074
6	Intergovernmental	2,263,283	1,605,962	1,708,732	1,666,961	4,869,679	2,710,460
7	Fines and Forfeitures	301,263	253,124	316,741	227,194	312,865	315,000
8	Interfund Revenue	2,421,669	2,417,046	2,717,776	2,045,667	2,717,776	2,955,415
9	Interest	198,463	994,063	672,307	902,477	1,799,774	1,368,036
10	Other	186,589	96,344	27,125	49,967	27,125	30,694
11	Capital Proceeds	697,630	15,319	1,500	6,906	1,500	7,000
12	Transfers In	715,190	887,613	2,115,040	1,915,557	2,265,040	2,435,211
13	**Total Fund 100 Revenues**	$ 89,868,501	$ 97,347,481	$ 101,130,685	$ 80,383,106	$ 104,575,782	$ 107,719,211
14	**Expenses**						
15	Labor and Benefits	$ 49,394,940	$ 55,653,663	$ 63,050,393	$ 47,949,470	$ 63,133,358	$ 67,290,300
16	Operating	13,868,224	15,027,631	19,627,740	12,800,889	23,006,231	17,059,839
17	Interfund Charges	14,560,267	17,478,775	17,688,994	13,795,783	17,734,726	21,039,605
18	Capital Outlay	2,234,421	1,275,186	119,250	208,995	271,251	119,922
19	Contingency and Reserves	-	-	300,000	-	300,000	300,000
20	Transfers Out	7,565,087	2,605,102	-	-	500,000	4,099,935
21	**Total Fund 100 Expenditures**	$ 87,622,938	$ 92,040,358	$ 100,786,377	$ 74,755,137	$ 104,945,566	$ 109,909,601
22	**101 Enhanced 911 Fund**						
23	**Revenue**						
24	Charges for Service	3,210,134	3,556,719	3,600,000	2,690,656	3,600,000	4,421,773
25	Interest	19,780	35,323	66,172	65,750	157,259	109,276
26	**Total Fund 101 Revenues**	$ 3,229,914	$ 3,592,041	$ 3,666,172	$ 2,756,406	$ 3,757,259	$ 4,531,049
27	**Expenses**						
28	Transfers Out	$ 2,194,167	$ 2,517,830	$ 2,908,700	$ 1,300,922	$ 3,308,700	$ 2,830,498
29	**Total Fund 101 Expenditures**	$ 2,194,167	$ 2,517,830	$ 2,908,700	$ 1,300,922	$ 3,308,700	$ 2,830,498
30	**102 Visit Grand Junction**						
31	**Revenue**						
32	Taxes	$ 2,797,322	$ 3,113,570	$ 3,476,525	$ 2,639,918	$ 3,401,312	$ 3,527,060
33	Charges for Service	6,397	6,275	11,500	157	-	5,000
34	Interest	12,401	25,566	21,079	20,749	34,227	5,061
35	Transfers In	733,332	1,876,961	1,005,404	916,942	1,039,163	1,049,661
36	**Total Fund 102 Revenues**	$ 3,549,453	$ 5,022,371	$ 4,514,508	$ 3,577,766	$ 4,474,702	$ 4,586,782
37	**Expenses**						
38	Labor and Benefits	$ 276,705	$ 368,468	$ 954,886	$ 378,378	$ 507,792	$ 675,735
39	Operating	1,793,772	4,624,845	4,481,230	1,541,913	3,928,323	4,414,117
40	Interfund Charges	195,029	160,718	228,877	238,920	228,877	268,318
41	Contingency and Reserves	-	-	-	-	-	-
42	Transfers Out	200,000	200,000	200,000	100,000	200,000	220,000
43	**Total Fund 102 Expenditures**	$ 2,465,506	$ 5,354,032	$ 5,864,993	$ 2,259,211	$ 4,864,992	$ 5,578,170
44	**104 CDBG Fund**						
45	**Revenue**						
46	Intergovernmental	$ 642,223	$ 458,509	$ 441,451	$ 283,968	751,451	$ 482,428
47	**Total Fund 104 Revenues**	$ 642,223	$ 458,509	$ 441,451	$ 283,968	$ 751,451	$ 482,428
48	**Expenses**						
49	Operating	$ 577,792	$ 435,321	$ 276,950	$ 280,989	$ 393,730	$ 189,748
50	Transfers Out	64,431	23,189	164,501	-	357,721	292,680
51	**Total Fund 104 Expenditures**	$ 642,223	$ 458,509	$ 441,451	$ 280,989	$ 751,451	$ 482,428
52	**105 Parkland Expansion Fund**						
53	**Revenue**						
54	Charges for Service	$ 804,741	$ 1,190,026	$ 991,467	$ 845,430	$ 1,291,467	$ 1,260,499

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Line Item Ref #	By Fund / By Department / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
55	Fines and Forfeitures	2,258	1,473	2,500	1,724	2,500	2,500
56	Interest	4,659	9,101	11,349	11,173	22,854	9,595
57	**Total Fund 105 Revenues**	$ 811,658	$ 1,200,600	$ 1,005,316	$ 858,327	$ 1,316,821	$ 1,272,594
58	Expenses						
59	Transfers Out	$ 449,767	$ 1,364,792	$ 689,792	$ 354,069	$ 689,792	$ 2,364,792
60	**Total Fund 105 Expenditures**	$ 449,767	$ 1,364,792	$ 689,792	$ 354,069	$ 689,792	$ 2,364,792
61	**106 Lodgers Tax Increase Fund**						
62	Revenue						
63	Taxes	$ 1,886,959	$ 2,124,160	$ 2,412,969	$ 2,001,301	$ 2,379,921	$ 2,487,017
64	Interest	1,881	1,975	-	4,291	1,960	29,031
65	**Total Fund 106 Revenues**	$ 1,888,839	$ 2,126,136	$ 2,412,969	$ 2,005,593	$ 2,381,881	$ 2,516,048
66	Expenses						
67	Operating	$ 1,026,665	$ 1,260,420	$ 1,407,565	$ 1,149,564	$ 1,454,827	$ 1,469,525
68	Transfers Out	733,332	900,300	1,005,404	916,942	1,039,163	1,049,661
69	**Total Fund 106 Expenditures**	$ 1,759,997	$ 2,160,719	$ 2,412,969	$ 2,066,506	$ 2,493,990	$ 2,519,186
70	**107 First Responder Tax Fund**						
71	Revenue						
72	Taxes	$ 10,850,494	$ 12,000,708	$ 12,339,235	$ 10,015,531	$ 12,213,610	$ 12,641,120
73	Intergovernmental	-	1,437,426	2,306,610	957,547	2,196,610	2,091,941
74	Interest	42,299	52,426	79,953	126,181	316,909	165,778
75	**Total Fund 107 Revenues**	$ 10,892,793	$ 13,490,560	$ 14,725,798	$ 11,099,259	$ 14,727,129	$ 14,898,839
76	Expenses						
77	Labor and Benefits	$ 2,571,412	$ 4,723,191	$ 7,913,894	$ 5,836,218	$ 7,913,894	$ 10,426,277
78	Operating	74,187	895,489	1,867,094	1,167,613	1,787,094	829,085
79	Interfund Charges	135,369	454,026	921,353	744,836	921,353	1,298,111
80	Capital Outlay	(3,386)	122,369	-	79,989	155,600	-
81	Transfers Out	6,852,083	1,703,067	2,639,692	1,275,717	2,279,419	10,681,884
82	**Total Fund 107 Expenditures**	$ 9,629,664	$ 7,898,142	$ 13,342,033	$ 9,104,373	$ 13,057,360	$ 23,235,357
83	**110 Conservation Trust Fund**						
84	Revenue						
85	Intergovernmental	$ 788,497	$ 841,372	$ 906,400	$ 666,771	$ 980,000	$ 1,009,400
86	Interest	2,155	2,320	1,649	2,241	3,330	3,633
87	**Total Fund 110 Revenues**	$ 790,652	$ 843,692	$ 908,049	$ 669,012	$ 983,330	$ 1,013,033
88	Expenses						
89	Transfers Out	$ 777,985	$ 868,194	$ 942,564	$ 610,773	$ 948,782	$ 1,097,982
90	**Total Fund 110 Expenditures**	$ 777,985	$ 868,194	$ 942,564	$ 610,773	$ 948,782	$ 1,097,982
91	**111 Cannabis Sales Tax Fund**						
92	Revenue						
93	Taxes	$ -	$ -	$ 1,884,375	$ 15	$ -	$ 2,469,687
94	Licenses and Permits	-	120,000	75,000	73,072	75,000	50,000
95	Charges for Service	-	6,800	-	-	-	-
96	Interest	-	616	18,094	1,192	33,672	41,695
97	**Total Fund 111 Revenues**	$ -	$ 127,416	$ 1,977,469	$ 74,279	$ 108,672	$ 2,561,382
98	Expenses						
99	Operating	$ -	$ 9,237	$ -	$ 1,373	$ -	$ -
100	Transfers Out	-	50,000	113,364	56,682	113,364	132,767
101	**Total Fund 111 Expenditures**	$ -	$ 59,237	$ 113,364	$ 58,055	$ 113,364	$ 132,767
102	**114 American Rescue Plan Fund**						
103	Revenue						
104	Intergovernmental	$ 5,242,304	$ 5,242,304	$ -	$ -	$ -	$ -
105	Interest	21,402	40,608	167,617	114,265	212,398	-
106	**Total Fund 114 Revenues**	$ 5,263,706	$ 5,282,912	$ 167,617	$ 114,265	$ 212,398	$ -
107	Expenses						
108	Operating	$ -	$ 410,469	$ -	$ 2,500,000	$ 5,656,104	$ -

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109	Transfers Out	-	976,661	-	-	-	3,718,483
110	**Total Fund 114 Expenditures**	$ -	$ 1,387,130	$ -	$ 2,500,000	$ 5,656,104	$ 3,718,483
111	**115 Public Safety Impact Fee Fund**						
112	Revenue						
113	Charges for Service	$ -	$ 353,790	$ 379,908	$ 349,122	$ 379,908	$ 379,908
114	Interest	-	1,760	-	6,950	18,364	18,252
115	**Total Fund 115 Revenues**	$ -	$ 355,550	$ 379,908	$ 356,072	$ 398,272	$ 398,160
116	**116 Community Recreation Center Tax Fund**						
117	Revenue						
118	Taxes	$ -	$ -	$ -	$ 767,123	$ 1,565,290	$ 3,429,311
119	**Total Fund 116 Revenues**	$ -	$ -	$ -	$ 767,123	$ 1,565,290	$ 3,429,311
120	Expenses						
121	Labor and Benefits	$ -	$ -	$ -	$ -	$ -	$ 101,390
122	Operating	-	-	-	-	-	21,600
123	Transfers Out	-	-	-	-	1,500,000	-
124	**Total Fund 116 Expenditures**	$ -	$ -	$ -	$ -	$ 1,500,000	$ 122,990
125	**201 Sales Tax CIP Fund**						
126	Revenue						
127	Taxes	$ 16,093,214	$ 17,780,946	$ 18,330,203	$ 14,838,767	$ 18,141,765	$ 18,668,669
128	Charges for Service	168,893	111,425	85,000	71,011	137,944	185,000
129	Intergovernmental	378,752	1,449,581	1,927,059	100,275	942,679	4,400,334
130	Interest	3,222	108,727	65,712	262,905	-	-
131	Other	4,965,717	254,899	840,000	200,915	840,000	291,766
132	Capital Proceeds	9,887,641	99,400	550,000	-	250,000	2,417,546
133	Transfers In	17,550,088	6,898,808	2,561,921	815,208	2,394,868	19,002,873
134	**Total Fund 201 Revenues**	$ 49,047,527	$ 26,703,786	$ 24,359,895	$ 16,289,080	$ 22,707,256	$ 44,966,188
135	Expenses						
136	Labor and Benefits	1,217	-	-	-	-	-
137	Operating	3,578,427	4,192,855	5,244,538	3,081,108	2,653,102	6,900,059
138	Capital Outlay	17,241,505	25,144,379	17,835,146	11,243,855	20,104,581	42,404,038
139	Transfers Out	8,480,402	7,019,688	7,514,386	3,267,193	6,164,386	5,694,342
140	**Total Fund 201 Expenditures**	$ 29,301,551	$ 36,356,921	$ 30,594,070	$ 17,592,156	$ 28,922,069	$ 54,998,439
141	**202 Storm Drainage Fund**						
142	Revenue						
143	Charges for Service	$ 18,259	$ 10,339	$ 15,000	$ 4,939	$ 15,000	$ 15,000
144	Interest	-	-	1,138	-	1,138	-
145	Other	-	-	300,000	-	-	200,000
146	Transfers In	430,082	500,000	1,500,000	-	-	100,000
147	**Total Fund 202 Revenues**	$ 448,341	$ 510,338	$ 1,816,138	$ 4,939	$ 16,138	$ 315,000
148	Expenses						
149	Operating	$ 16,174	$ 12,046	$ -	$ -	$ -	$ -
150	Capital Outlay	430,053	-	1,830,000	40,197	63,000	320,000
151	**Total Fund 202 Expenditures**	$ 446,227	$ 12,046	$ 1,830,000	$ 40,197	$ 63,000	$ 320,000
152	**204 Major Projects Capital Fund**						
153	Revenue						
154	Intergovernmental	$ -	$ -	$ -	$ -	$ -	$ 3,000,000
155	Other	-	-	-	-	-	3,000,000
156	Capital Proceeds	-	-	-	-	-	66,000,000
157	Transfers In	-	-	-	-	2,000,000	694,206
158	**Total Fund 204 Revenues**	$ -	$ -	$ -	$ -	$ 2,000,000	$ 72,694,206
159	Expenses						
160	Capital Outlay	$ -	$ -	$ -	$ 294,185	$ 2,000,000	$ 23,615,217
161	Transfers Out	-	-	-	-	-	500,000
162	**Total Fund 204 Expenditures**	$ -	$ -	$ -	$ 294,185	$ 2,000,000	$ 24,115,217

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163	**207 Transportation Capacity Fund**						
164	**Revenue**						
165	Charges for Service	$ 3,946,288	$ 2,564,680	$ 3,805,901	$ 1,715,749	$ 2,600,000	$ 2,618,200
166	Intergovernmental	-	-	1,300,000	-	400,000	2,500,000
167	Interest	90,445	808,722	457,336	1,334,113	1,278,693	520,307
168	Other	-	-	150,000	-	-	150,000
169	Transfers In	23,285	-	-	-	-	-
170	**Total Fund 207 Revenues**	**$ 4,060,018**	**$ 3,373,402**	**$ 5,713,237**	**$ 3,049,862**	**$ 4,278,693**	**$ 5,788,507**
171	**Expenses**						
172	Operating	$ 38,358	$ 30,307	$ -	$ 9,825	$ -	$ -
173	Capital Outlay	3,824,433	5,361,627	25,089,619	14,842,352	34,623,627	17,404,094
174	Transfers Out	200,000	200,000	200,000	100,000	-	-
175	**Total Fund 207 Expenditures**	**$ 4,062,790**	**$ 5,591,934**	**$ 25,289,619**	**$ 14,952,177**	**$ 34,623,627**	**$ 17,404,094**
176	**301 Water Fund**						
177	**Revenue**						
178	Charges for Service	$ 8,583,342	$ 8,813,730	$ 9,130,969	$ 7,885,529	$ 9,130,969	$ 9,419,500
179	Intergovernmental	1,041,999	109,676	646,449	320,782	946,449	826,740
180	Interfund Revenue	862,307	864,481	860,628	576,734	860,628	994,458
181	Interest	40,606	42,861	153,259	62,598	183,616	46,840
182	Other	62,561	88,858	65,462	32,807	65,462	59,090
183	Capital Proceeds	2,521,754	8,611,190	214,000	207,401	4,045,899	240,000
184	Transfers In	252,815	-	-	-	-	-
185	**Total Fund 301 Revenues**	**$ 13,365,384**	**$ 18,530,796**	**$ 11,070,767**	**$ 9,085,851**	**$ 15,233,023**	**$ 11,586,628**
186	**Expenses**						
187	Labor and Benefits	$ 3,269,792	$ 3,345,802	$ 4,090,545	$ 2,828,644	$ 4,093,040	$ 4,516,935
188	Operating	1,055,928	1,362,360	1,485,487	912,363	1,485,487	1,944,349
189	Interfund Charges	1,558,843	1,724,867	1,814,708	1,318,822	1,814,708	1,972,719
190	Capital Outlay	5,571,834	9,971,461	3,710,000	3,632,989	10,644,622	3,970,000
191	Debt Service	635,254	866,985	844,377	217,785	385,834	1,260,307
192	**Total Fund 301 Expenditures**	**$ 12,091,649**	**$ 17,271,476**	**$ 11,945,117**	**$ 8,910,603**	**$ 18,423,691**	**$ 13,664,310**
193	**302 Solid Waste Removal Fund**						
194	**Revenue**						
195	Charges for Service	$ 5,076,318	$ 5,255,878	$ 5,321,862	$ 4,706,589	$ 5,770,081	$ 6,559,317
196	Intergovernmental	-	33,721	89,600	42,677	578,241	40,000
197	Interest	11,432	15,163	34,406	26,860	70,167	26,420
198	Capital Proceeds	-	-	-	-	-	475,000
199	**Total Fund 302 Revenues**	**$ 5,087,750**	**$ 5,304,762**	**$ 5,445,868**	**$ 4,776,126**	**$ 6,418,489**	**$ 7,100,737**
200	**Expenses**						
201	Labor and Benefits	$ 1,104,722	$ 1,714,583	$ 2,286,694	$ 1,707,870	$ 2,287,173	$ 2,839,817
202	Operating	1,672,686	1,129,193	1,906,183	1,094,733	1,827,172	2,024,768
203	Interfund Charges	1,425,222	1,540,584	1,846,877	1,347,053	1,846,877	2,348,441
204	Capital Outlay	-	389,637	100,000	17,595	663,641	1,225,000
205	Debt Service	99,610	-	-	-	-	-
206	Transfers Out	200,000	220,000	220,000	220,000	220,000	220,000
207	**Total Fund 302 Expenditures**	**$ 4,502,239**	**$ 4,993,997**	**$ 6,359,754**	**$ 4,387,251**	**$ 6,844,863**	**$ 8,658,026**
208	**305 Golf Courses Fund**						
209	**Revenue**						
210	Charges for Service	$ 2,274,395	$ 2,272,616	$ 2,483,710	$ 2,096,481	$ 2,483,710	$ 2,633,240
211	Interest	3,490	4,449	10,618	3,584	18,365	9,985
212	Other	14,976	13,983	14,400	12,480	14,400	14,400
213	Transfers In	120,000	120,000	120,000	60,000	120,000	120,000
214	**Total Fund 305 Revenues**	**$ 2,412,861**	**$ 2,411,049**	**$ 2,628,728**	**$ 2,172,545**	**$ 2,636,475**	**$ 2,777,625**
215	**Expenses**						
216	Labor and Benefits	$ 877,861	$ 887,745	$ 974,596	$ 809,061	$ 974,596	$ 1,020,501

CITY OF Grand Junction COLORADO

2024 Budget
By Fund, By Classification
December 6, 2023

Line Item Ref #	By Fund / By Department / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
217	Operating	693,552	843,735	876,106	755,007	876,106	945,053
218	Interfund Charges	482,015	533,558	731,196	610,387	731,196	746,958
219	Capital Outlay	-	-	-	-	-	50,000
220	Debt Service	87,797	87,797	87,798	-	87,798	87,798
221	Contingency and Reserves	-	-	-	-	-	100,000
222	**Total Fund 305 Expenditures**	$ 2,141,225	$ 2,352,835	$ 2,669,696	$ 2,174,455	$ 2,669,696	$ 2,950,310
223	**308 Parking Authority Fund**						
224	**Revenue**						
225	Charges for Service	$ 466,252	$ 486,430	$ 479,635	$ 392,600	$ 479,635	$ 581,294
226	Fines and Forfeitures	190,558	131,474	220,000	98,308	220,000	578,655
227	Interest	4,990	6,398	13,220	9,456	20,811	10,596
228	Other	61,515	80,490	76,340	58,068	103,840	153,320
229	**Total Fund 308 Revenues**	$ 723,316	$ 704,792	$ 789,195	$ 558,433	$ 824,286	$ 1,323,865
230	**Expenses**						
231	Labor and Benefits	$ 150,873	$ 167,846	$ 328,384	$ 188,673	$ 328,384	$ 610,348
232	Operating	115,765	157,148	159,500	95,940	159,500	247,773
233	Interfund Charges	89,485	118,588	118,668	99,423	118,668	154,327
234	Capital Outlay	-	-	-	-	-	430,000
235	Debt Service	243,767	243,767	243,768	-	243,768	243,768
236	**Total Fund 308 Expenditures**	$ 599,890	$ 687,350	$ 850,320	$ 384,036	$ 850,320	$ 1,686,216
237	**309 Ridges Irrigation Fund**						
238	**Revenue**						
239	Charges for Service	$ 330,755	$ 353,547	$ 362,398	$ 308,318	$ 362,398	$ 386,000
240	Interest	764	959	1,705	2,311	7,060	3,433
241	Capital Proceeds	2,600	217,989	1,300	536	1,300	1,300
242	Transfers In	-	-	-	-	-	-
243	**Total Fund 309 Revenues**	$ 334,120	$ 572,495	$ 365,403	$ 311,164	$ 370,758	$ 390,733
244	**Expenses**						
245	Labor and Benefits	$ 109,639	$ 116,611	$ 123,339	$ 99,785	$ 123,339	$ 128,593
246	Operating	47,222	27,807	59,970	12,855	59,970	36,570
247	Interfund Charges	147,619	170,981	160,469	119,598	160,469	144,638
248	Capital Outlay	29,254	173,480	10,000	89,307	79,560	60,000
249	Debt Service	-	-	16,162	-	16,162	16,162
250	**Total Fund 309 Expenditures**	$ 333,735	$ 488,879	$ 369,940	$ 321,545	$ 439,500	$ 385,963
251	**401 Information Technology Fund**						
252	**Revenue**						
253	Charges for Service	$ 111,077	$ 110,105	$ 110,105	$ -	$ 110,105	$ -
254	Interfund Revenue	7,514,835	8,767,643	10,323,210	8,043,002	10,323,210	12,512,707
255	Interest	16,809	17,348	27,204	11,432	63,231	23,682
256	**Total Fund 401 Revenues**	$ 7,642,721	$ 8,895,096	$ 10,460,519	$ 8,054,435	$ 10,496,546	$ 12,536,389
257	**Expenses**						
258	Labor and Benefits	$ 2,682,634	$ 2,970,809	$ 3,198,767	$ 2,495,716	$ 3,203,673	$ 3,668,797
259	Operating	4,203,662	5,966,933	6,755,369	4,719,999	6,525,369	8,221,424
260	Interfund Charges	261,930	316,491	188,311	154,235	188,311	227,870
261	Capital Outlay	366,424	209,093	1,250,000	1,268,661	1,250,000	500,000
262	Contingency and Reserves	-	-	-	-	-	-
263	**Total Fund 401 Expenditures**	$ 7,514,650	$ 9,463,327	$ 11,392,447	$ 8,638,612	$ 11,167,353	$ 12,618,091
264	**402 Fleet and Equipment Fund**						
265	**Revenue**						
266	Charges for Service	$ 1,028,231	$ 1,085,340	$ 950,606	$ 820,090	$ 950,606	$ 1,205,958
267	Interfund Revenue	5,620,574	7,503,223	6,634,340	5,190,478	6,706,507	8,080,991
268	Interest	28,632	51,466	50,786	90,714	123,173	15,772
269	Other	-	19,885	-	4,068	-	-
270	Capital Proceeds	125,620	232,826	100,000	62,230	100,000	50,000

CITY OF Grand Junction COLORADO

2024 Budget
By Fund, By Classification
December 6, 2023

Line Item Ref #	By Fund / By Department / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
271	Transfers In	54,535	70,564	81,581	40,791	81,581	-
272	**Total Fund 402 Revenues**	$ 6,857,592	$ 8,963,304	$ 7,817,313	$ 6,208,371	$ 7,961,867	$ 9,352,721
273	**Expenses**						
274	Labor and Benefits	$ 1,322,137	$ 1,417,756	$ 1,654,505	$ 1,102,109	$ 1,654,505	$ 1,725,270
275	Operating	2,475,684	3,103,966	2,810,916	2,343,743	2,810,916	2,963,160
276	Interfund Charges	265,271	399,337	323,620	539,550	323,620	492,316
277	Capital Outlay	3,041,695	1,651,454	4,293,987	1,919,798	6,246,031	4,326,400
278	**Total Fund 402 Expenditures**	$ 7,104,787	$ 6,572,512	$ 9,083,028	$ 5,905,200	$ 11,035,072	$ 9,507,146
279	**404 Insurance fund**						
280	**Revenue**						
281	Charges for Service	$ 4,507	$ 5,914	$ 2,500	$ 6,602	$ 2,500	$ 6,000
282	Intergovernmental	-	-	175,000	-	175,000	175,000
283	Interfund Revenue	14,468,713	16,309,758	17,251,218	14,785,943	17,226,724	24,139,588
284	Interest	23,634	31,192	58,534	64,559	146,342	84,220
285	Other	553,010	466,508	396,193	700,495	708,290	462,670
286	Transfers In	-	-	-	-	-	1,000,000
287	**Total Fund 404 Revenues**	$ 15,049,864	$ 16,813,372	$ 17,883,445	$ 15,557,599	$ 18,258,856	$ 25,867,478
288	**Expenses**						
289	Labor and Benefits	$ 1,416,924	$ 1,564,429	$ 1,548,599	$ 1,364,349	$ 1,548,599	$ 1,331,538
290	Operating	13,994,011	14,677,313	16,582,248	12,737,414	16,596,748	24,050,575
291	Interfund Charges	10,160	29,860	24,627	19,773	24,627	66,021
292	Capital Outlay	-	-	-	185,766	-	-
293	Contingency and Reserves	-	-	500,000	-	485,500	-
294	**Total Fund 404 Expenditures**	$ 15,421,095	$ 16,271,602	$ 18,655,474	$ 14,307,301	$ 18,655,474	$ 25,448,134
295	**405 Comm Center Fund**						
296	**Revenue**						
297	Charges for Service	$ 2,148,548	$ 2,232,652	$ 2,359,646	$ 1,920,424	$ 2,359,646	$ 2,578,897
298	Intergovernmental	65,898	-	-	-	-	-
299	Interfund Revenue	2,803,531	3,004,039	3,104,320	2,328,240	3,104,320	3,309,532
300	Interest	10,175	10,099	23,877	16,189	42,575	20,069
301	Other	90,810	91,200	90,600	76,100	90,600	90,600
302	Transfers In	1,694,167	2,017,830	2,437,898	1,065,521	2,837,898	2,361,275
303	**Total Fund 405 Revenues**	$ 6,813,129	$ 7,355,820	$ 8,016,341	$ 5,406,474	$ 8,435,039	$ 8,360,373
304	**Expenses**						
305	Labor and Benefits	$ 4,547,809	$ 4,867,082	$ 5,755,425	$ 3,962,145	$ 5,756,730	$ 6,428,043
306	Operating	437,662	537,221	507,521	266,940	507,521	480,488
307	Interfund Charges	1,483,397	1,500,251	1,646,005	1,246,314	1,646,005	2,145,694
308	Capital Outlay	396,532	513,318	530,000	187,832	930,000	150,000
309	**Total Fund 405 Expenditures**	$ 6,865,401	$ 7,417,871	$ 8,438,951	$ 5,663,231	$ 8,840,256	$ 9,204,225
310	**406 Facilities Management Fund**						
311	**Revenue**						
312	Charges for Service	$ 6,346	$ 3,384	$ -	$ 2,650	$ 2,650	$ 1,719
313	Interfund Revenue	2,813,621	3,091,847	3,718,698	3,189,023	4,118,698	4,202,469
314	Interest	578	(745)	349	(2,015)	349	1,653
315	Other	17,996	19,860	17,760	19,040	17,760	20,932
316	**Total Fund 406 Revenues**	$ 2,838,540	$ 3,114,346	$ 3,736,807	$ 3,208,697	$ 4,139,457	$ 4,226,773
317	**Expenses**						
318	Labor and Benefits	$ 596,870	$ 651,288	$ 874,390	$ 639,323	$ 874,390	$ 905,183
319	Operating	2,111,186	2,254,925	2,554,249	2,397,668	2,954,249	2,789,624
320	Interfund Charges	238,893	204,470	308,167	231,956	308,167	351,682
321	**Total Fund 406 Expenditures**	$ 2,946,949	$ 3,110,683	$ 3,736,806	$ 3,268,948	$ 4,136,806	$ 4,046,489
322	**610 General Debt Service Fund**						
323	**Revenue**						
324	Interest	$ -	$ -	$ -	$ 1,207	$ -	$ -

CITY OF Grand Junction COLORADO

2024 Budget
By Fund, By Classification
December 6, 2023

Line Item Ref #	By Fund / By Department / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
325	Transfers In	6,794,876	6,799,688	6,294,386	3,147,193	6,294,386	5,874,342
326	**Total Fund 610 Revenues**	$ 6,794,876	$ 6,799,688	$ 6,294,386	$ 3,148,400	$ 6,294,386	$ 5,874,342
327	**Expenses**						
328	Operating	$ 3,500	$ 4,500	$ 4,000	$ 3,000	$ 4,000	$ 4,500
329	Debt Service	6,790,376	6,795,188	6,291,928	4,829,202	6,291,928	5,869,842
330	**Total Fund 610 Expenditures**	$ 6,793,876	$ 6,799,688	$ 6,295,928	$ 4,832,202	$ 6,295,928	$ 5,874,342
331	**614 GJ Public Finance Corp Fund**						
332	**Revenue**						
333	Interest	$ -	$ -	$ -	$ 502	$ -	$ -
334	Other	400,000	400,000	400,000	400,000	400,000	400,000
335	Capital Proceeds	5,086,873	-	-	-	-	-
336	Transfers In	848,430	300,879	293,582	146,791	299,800	299,000
337	**Total Fund 614 Revenues**	$ 6,335,303	$ 700,879	$ 693,582	$ 547,293	$ 699,800	$ 699,000
338	**Expenses**						
339	Operating	$ 67,393	$ -	$ 1,500	$ 2,500	$ 1,500	$ 2,500
340	Debt Service	6,261,691	699,700	698,300	201,650	698,300	696,500
341	**Total Fund 614 Expenditures**	$ 6,329,084	$ 699,700	$ 699,800	$ 204,150	$ 699,800	$ 699,000
342	**704 Cemetery Perpetual Care Fund**						
343	**Revenue**						
344	Charges for Service	$ 36,959	$ 37,386	$ -	$ 32,590	$ 32,590	$ -
345	Interest	11,409	14,035	11,409	21,495	52,896	33,544
346	**Total Fund 704 Revenues**	$ 48,367	$ 51,421	$ 11,409	$ 54,085	$ 85,486	$ 33,544
347	**Expenses**						
348	Transfers Out	$ 10,240	$ 10,239	$ 11,409	$ 5,705	$ 11,409	$ 33,544
349	**Total Fund 704 Expenditures**	$ 10,240	$ 10,239	$ 11,409	$ 5,705	$ 11,409	$ 33,544
350	**900 Joint Sewer Fund**						
351	**Revenue**						
352	Charges for Service	$ 14,629,231	$ 14,959,255	$ 16,031,547	$ 12,662,340	$ 16,031,547	$ 17,191,264
353	Intergovernmental	-	(36,392)	-	798	-	-
354	Fines and Forfeitures	-	2,500	1,000	9,000	1,000	1,000
355	Interfund Revenue	162,777	150,893	179,686	6,819	179,686	185,000
356	Interest	279,435	389,956	539,665	597,542	1,260,338	864,480
357	Other	28,122	1,287	-	1,287	1,287	-
358	Capital Proceeds	5,809,126	4,207,319	3,570,336	2,377,983	3,570,336	64,570,960
359	**Total Fund 900 Revenues**	$ 20,908,691	$ 19,674,817	$ 20,322,234	$ 15,655,770	$ 21,044,194	$ 82,812,704
360	**Expenses**						
361	Labor and Benefits	$ 3,755,434	$ 3,982,768	$ 4,770,243	$ 3,281,764	$ 4,770,243	$ 4,802,223
362	Operating	1,583,929	1,721,016	2,153,052	1,495,318	2,153,052	2,986,164
363	Interfund Charges	2,557,296	2,888,643	3,017,581	2,303,321	-	3,337,711
364	Capital Outlay	5,848,205	8,109,405	17,855,520	7,902,306	23,068,750	51,736,796
365	Debt Service	597,802	602,071	602,085	620,091	620,092	620,105
366	**Total Fund 900 Expenditures**	$ 14,342,667	$ 17,303,903	$ 28,398,481	$ 15,602,800	$ 30,612,137	$ 63,482,999
367	**Total Revenues**	$ 265,706,138	$ 260,327,429	$ 258,755,209	$ 197,034,300	$ 267,153,735	$ 440,115,650
368	**Total Expenditures**	$ 226,350,303	$ 249,513,907	$ 294,123,083	$ 200,774,790	$ 324,621,102	$ 407,088,799

Certificate of Participation ("COP")-Lease Purchase Supplemental Information

The City of Grand Junction has two COP issuances. One for the improvements of the stadium at Lincoln Park/Suplizio Field ("Stadium COP") and the other for public safety facilities ("Public Safety COP") located primarily at 6th and Ute. The useful life of the assets that were improved by the COPs extends past the term of the lease agreements.

The Stadium COP is through the Grand Junction Public Finance Corporation with an original issuance of $7.77 million in COPs in 2010. In the early part of 2021, they were refinanced increasing the principal to $11.03 million, generating proceeds for Stadium improvements, and extending the term to 2045. The lease payment budgeted in Fund 614 for 2024 is $696,500. Grand Junction Baseball Inc. partnered in the project and participates in the payment of the lease at $300,000 per year, and Mesa County School District No. 51 participates in the payment of the lease at $100,000 per year beginning in 2021. The lease term is through 2045, and the total remaining lease obligations including the 2024 payment referenced above is $15,343,400.

The Public Safety COP is through Zions First National Bank with an original issuance of $34.9 million in COPs in 2010. In 2019, the outstanding COPs were re-financed at a lower interest rate with no change in the lease term resulting in significant savings in future total lease obligations. The lease payment budgeted in Fund 610 for 2024 is $2,022,550. The E911 Regional Communication Center participates in the payment of the lease at $500,000 per year through the Enhanced 911 Fund. The lease term is through 2040 and the total remaining lease obligation including the 2024 payment referenced above is $33,971,300.

Downtown Development Authority

Calendar 2024 Recommended Budget	December 6, 2023													
Row Labels	*PROJECTED* BEGINNING FUND BALANCES	TOTAL REVENUE	LABOR	NON PERSONNEL OPERATING	TOTAL OPERATING EXPENSE	DEBT SERVICE	MAJOR CAPITAL	TOTAL EXPENSE	TRANSFERS IN	TRANSFERS OUT	NET SOURCE (USE) OF FUNDS	Contingency Funds	Net Change in Fund Balance	ENDING FUND BALANCE
103 Downtown Development Authority	$ 2,505,848	$ 1,565,643	$ 285,118	$ 932,372	$ 1,217,490	$ -	$ -	$ 1,217,490	$ -	$ -	$ 348,153	$ -	$ 348,153	$ 2,854,001
611 DDA TIF Debt Service Fund	1,989,450	3,453,701	-	629,010	629,010	2,250,662	-	2,879,672	-	-	574,029	-	574,029	2,563,479
Total All DDA Funds	$ 4,495,298	$ 5,019,344	$ 285,118	$ 1,561,382	$ 1,846,500	$ 2,250,662	$ -	$ 4,097,162	$ -	$ -	$ 922,182	$ -	$ 922,182	$ 5,417,480

Total Appropriated DDA Funds	$ 4,097,162

CITY OF Grand Junction COLORADO

2024 Operating Budget
By Department, By Fund, By Account Classification
December 6, 2023

Line Item Ref #	By Department / By Fund / By Classification	2021 Actual	2022 Actual	2023 Adopted	2023 Actual YTD	2023 Year End Estimated	2024 Recommended
1	**Downtown Development Authority**						
2	**103 Downtown Development Authority**	$ 778,918	$ (750,020)	$ 140,482	$ (505,573)	$ (317,665)	$ (348,153)
3	**Revenue**	$ 1,335,750	$ 2,033,488	$ 1,329,440	$ 1,219,261	$ 1,562,587	$ 1,565,643
4	Taxes	289,368	290,365	295,534	269,701	295,534	353,056
5	Charges for Service	5,038	2,785	10,000	-	10,000	5,000
6	Intergovernmental	2,000	36,000	-	178,000	178,000	107,000
7	Interest	14,279	13,758	22,985	28,005	78,132	109,666
8	Other	1,025,065	988,291	1,000,921	743,556	1,000,921	990,921
9	Transfers In	-	702,289	-	-	-	-
10	**Expenses**	$ 2,114,668	$ 1,283,468	$ 1,469,922	$ 713,688	$ 1,244,922	$ 1,217,490
11	**Labor and Benefits**	$ 138,466	$ 265,133	$ 249,557	$ 192,398	$ 249,557	$ 285,118
12	Full Time	69,532	185,662	193,840	147,538	193,840	217,328
13	Seasonal	14,111	17,651	-	-	-	-
14	Benefits	49,928	56,089	55,286	44,497	55,286	62,487
15	Insurance	839	1,188	431	363	431	803
16	Other Compensation	4,056	4,544	-	-	-	4,500
17	**Operating**	$ 1,234,031	$ 973,267	$ 927,703	$ 491,876	$ 952,703	$ 882,290
18	Charges and Fees	7,008	11,265	6,400	-	6,400	7,130
19	Contract Services	116,946	170,386	181,780	229,600	420,180	107,900
20	Equipment	17,115	1,570	1,500	4,557	4,557	1,500
21	Grants and Contributions	681,612	546,725	544,075	143,225	319,075	509,075
22	Operating Supplies	322,983	188,280	127,700	48,690	127,700	177,700
23	Cost of Goods Sold	4,529	-	-	-	-	-
24	Professional Development	19,222	14,741	32,528	35,602	35,602	35,235
25	Repairs	2,676	1,811	5,500	665	5,500	5,500
26	Utilities	41,917	13,313	3,220	8,689	8,689	12,250
27	Rent	19,075	24,360	25,000	20,848	25,000	26,000
28	Uniforms and Gear	948	816	-	-	-	-
29	**Interfund Charges**	$ 39,882	$ 45,068	$ 42,662	$ 29,414	$ 42,662	$ 50,082
30	Administrative Overhead	30,614	35,337	30,985	20,657	30,985	33,734
31	Liability Insurance	9,268	9,731	11,677	8,758	11,677	16,348
32	**Capital Outlay**	$ 702,289	$ -	$ -	$ -	$ -	$ -
33	Land	702,289	-	-	-	-	-
34	**Contingency and Reserves**	$ -	$ -	$ 250,000	$ -	$ -	$ -
35	**611 DDA TIF Debt Service Fund**	$ (73,239)	$ 515,777	$ (65,795)	$ (386,951)	$ (177,230)	$ (574,029)
36	**Revenue**	$ 1,735,738	$ 3,022,197	$ 2,850,737	$ 2,140,749	$ 2,962,172	$ 3,453,701
37	Taxes	1,465,159	1,512,106	1,387,948	1,578,161	1,677,880	2,135,548
38	Intergovernmental	261,087	569,643	876,257	-	697,760	718,153
39	Interest	9,492	13,160	36,532	12,589	36,532	-
40	Capital Proceeds	-	927,289	550,000	550,000	550,000	600,000
41	**Expenses**	$ 1,662,499	$ 3,537,974	$ 2,784,942	$ 1,753,798	$ 2,784,942	$ 2,879,672
42	**Operating**	$ 11,089	$ 256,804	$ 581,650	$ 379,012	$ 581,650	$ 629,010
43	Charges and Fees	7,413	5,250	5,250	-	5,250	5,250
44	Contract Services	3,676	26,554	26,400	29,012	29,012	23,760
45	Grants and Contributions	-	225,000	550,000	350,000	547,388	600,000
46	**Debt Service**	$ 1,651,410	$ 2,578,881	$ 2,203,292	$ 1,374,787	$ 2,203,292	$ 2,250,662
47	Interest Expense	539,910	502,092	465,292	235,787	465,292	422,662
48	Principal	1,111,500	2,076,789	1,738,000	1,139,000	1,738,000	1,828,000
49	**Transfers Out**	$ -	$ 702,289	$ -	$ -	$ -	$ -
50	Transfers Out	-	702,289	-	-	-	-
51	**Total DDA Expenditures**	$ 3,777,167	$ 4,821,442	$ 4,254,864	$ 2,467,487	$ 4,029,864	$ 4,097,162

Grand Junction City Council

Regular Session

Item #6.a.ii.

Meeting Date:	December 6, 2023
Presented By:	Trent Prall, Engineering and Transportation Director, Rick Dorris, Development Engineer, Henry Brown, Mobility Planner, David Thornton, Principal Planner
Department:	Community Development
Submitted By:	David Thornton, Principal Planner

Information

SUBJECT:

An Ordinance Amending Title 29 of the Grand Junction Municipal Code to Repeal and Readopt the Transportation Engineering Design Standards (TEDS) - ***Continued from November 15, 2023***

RECOMMENDATION:

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

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

EXECUTIVE SUMMARY:

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

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

BACKGROUND OR DETAILED INFORMATION:

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

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

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

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

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

The 2023 TEDS Manual establishes requirements and provides guidance to the City and developers on how streets and multimodal transportation infrastructure are to be designed within the City. It includes guidance and requirements for preparing a transportation impact study (TIS), street design standards, access control, traffic signal

design, street lighting, pavement, and pedestrian, bicycle, and transit facility design standards.

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

The process for updating the 2023 TEDS Manual involved two major phases:

1. TEDS Manual Assessment: In fall 2022, the team conducted a thorough assessment of the existing TEDS Manual to identify needed updates to achieve the project goals. This included guidance from the TAC and a survey that was sent to stakeholder agencies, departments, and the broader development and transportation engineering community in Grand Junction.

2. TEDS Manual Draft Updates: Based on the outcomes of the assessment, the project team updated the TEDS Manual. The updates were made using an iterative process with city staff and the TAC and included two drafts prior to the final updates. The second draft was developed in May 2023 and stakeholder comment was solicited on this draft in early summer. Following feedback from meetings with stakeholders in June and July, it was updated to a final draft in August.

Project Schedule

- Sept 19, 2022 - TAC meeting #1
- October - November 2022 – Fehr & Peers TEDS Assessment
- Dec 19 - TAC meeting #2 - shared TEDS Assessment
- January – February 2023 – TAC Review and Comment on TEDS Assessment
- March 6 – TEDS Draft #1 to City and TAC from Fehr & Peers
- Mar 15 – TAC meeting #3
- May 3 - TEDS Draft #2 from Fehr & Peers
- May 4 – Planning Commission Workshop
- May 10 – TEDS draft #2 Sent to TAC
- May 18 – TAC meeting #4
- May 22 through July 31 – Public Review – Listening Tour
- May 24 – WCCA
- June 1 – AMGD
- June 5 City Council Workshop
- June 7 – Development Roundtable Group Discussion
- June 8 - Planning Commission Workshop
- June 15 - GJ Realtors Association
- June 29 – TAC meeting #5

- July 12 – Urban Trails Committee (UTC)
- July 20 - Planning Commission Workshop
- July 31 – Development Roundtable Group Workshop/Discussion
- Aug 3 – TAC Meeting #6
- August 17 – Planning Commission Workshop
- Aug 18 – Final Draft due to City from Fehr & Peers
- Aug 24 through Sept 25 – Public Review of Final TEDS document
- Aug 28 – City Council Workshop
- Sept 7 – Planning Commission Workshop
- Oct 5 – Planning Commission Workshop
- Oct 10 - Planning Commission hearing
- Oct 17 - City Council first reading
- Nov 15 - City Council - continued to Dec 6

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

Summary of Major Changes to TEDS Manual Chapters

- Reflect current design guidance from state and national sources such as the Colorado Department of Transportation (CDOT), American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), which incorporate and promote industry best practices and standards for multi-modal public infrastructure and other state and national sources.
- Update the standard street cross sections primarily to:
  - Incorporate low-stress bicycle and pedestrian facilities in alignment with the Pedestrian and Bicycle Plan,
  - To reflect current City design practices, and
  - To be consistent with the current Fire Department Access standards.
- Include new requirements for Transportation Impact Studies (TIS) to:
  - Document bicycle and pedestrian impacts (does not need to be completed by a transportation engineer), and
  - A Traffic Assessment for mid-size developments (generating 10 to 99 peak-hour trips) in alignment with current CDOT practice may be required to assess need for turn lanes, sight distance, and pedestrian and bicycle impacts.
- Add requirements for inter-parcel connectivity between developments to:
  - Mitigate traffic impacts on streets,
  - Improve mobility and access for people walking and biking to and through developments, and
  - To provide access to transit through more direct connections between developments and transit stops on the adjacent street network.

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

Summary of Major Changes to the Standard Street Sections:

- Lane widths were updated to 11' on arterial and collector streets.
- Sidewalk widths were updated to 6' on local and collector streets with posted speeds less than 35 mph, and to 8' on arterial and collector streets with posted speed greater than or equal to 35 mph.
  - An Exception Request can be considered for sidewalks under 6' within a constrained environment or with very low volumes of vehicle traffic.
- Detached sidewalks are standard on all arterial and major collector streets and options for detached sidewalks are included on local and minor collector street standards.

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

Changes to the TEDS Final Draft

The Final Draft TEDS was modified on October 5, 2023, with the following changes. Other than No. 3 regarding the storage length table, all the other changes are minor with many corrections or verbiage being made consistent throughout the document. The Storage Length Table changes were requested by the engineering community. Changes include:

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

4. Section 29.36.080(b), 29.48.040 (a)(6) change “paths” to “pathways.”
5. Trail/path detail
a. column A should be “width,” not “path.”
b. Column B should be titled “subgrade/base width.” Or something similar.
c. For a trail, column a should say “varies” instead of 10.
d. Change the first note to read “A Trail/Pathway shall be designed in accordance with the AASHTO “Guide for the Development of Bicycle Facilities” current edition.” Delete “Off Street paths.
6. Residential and Industrial Local Street, change the first note to say “A sidewalk…only if a sidewalk, trail, or pathway…sidewalk.” This adds the word trail and changes path to pathway.

ANALYSIS

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

Compliance with the Comprehensive Plan

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

NOTIFICATION REQUIREMENTS

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

FISCAL IMPACT:

The adoption of the updated Transportation Engineering Design Standards does not have direct fiscal impact. Future projects (city or private) would be designed and

constructed to the requirements in the standards. The standards for road design may increase the cost depending on the type (local, arterial, collector) and design of the roadway.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 5185, an ordinance approving the Transportation Engineering Design Standards (TEDS) Manual update on final passage and order final publication in pamphlet form.

Attachments

1. CityCouncil Letter II
2. TEDS_Manual_101223
3. TEDS Comments on draft July 2023
4. City Response to Public Comments on draft July 2023
5. TEDS Comments - GJSpeaks + other Public Comment - October 9, 2023
6. TEDS Comments - Chamber of Commerce October 10, 2023
7. TEDS Comments - GJARA and HBA to Planning Commission October 10, 2023
8. Text Changes since PC Hearing
9. Planning Commission Minutes - 2023 - October 10 - Draft
10. Comments received since Planning Commission Hearing
11. November 2023 - UTC Letter To Council - TEDS letter of support
12. ORD-2023 TEDS 20231012

Steve Carter
727 Woodridge Ct.
Grand Junction, CO 81505
steve@steveandgeorgia.net
November 9, 2023

TO: Members of the Grand Junction City Council

Please consider my public comments about the proposal on your November 15 agenda to approve the TEDS (Transportation and Engineering Design Standards) Manual. I fit into several categories: senior citizen, retiree, medium term (9 year) resident and homeowner, occasional bicycle rider.

I strongly believe that the Council should approve the proposed City's design standards without substantial modification.

One of the things that distinguish prosperous, growing cities in this state, such as Colorado Springs, Fort Collins, Boulder and even Denver from some of the less appealing and more desperate cities is the visual attractiveness and friendliness of its street infrastructure and how well it accommodates the needs of everyone, not just automobile and truck drivers.

Would you want to move to or establish a business if your most vivid impression of Grand Junction was:

- the monstrosity that is the multi-million dollar road between the Amtrak station and Mesa Mall, or
- Patterson, or
- 24-1/2 and 25 Road between Patterson and G,

These are only a few of many examples of roads which were designed solely to funnel as much car and truck traffic into a right of way without regard to the needs of anyone else, and at a minimum cost. Or, in the case of 24-1/2 and 25 road, are farm-to-market county roads overwhelmed with car traffic.

Contrast these examples with the more recent City projects: The recently completed improvements to 24 and G Road; First Street south of North Avenue, 25-1/2 Road between Independent and G Road, Orchard Avenue, and many others. These are far less intimidating to drivers, pedestrians and bicyclists, and are still useful for truckers, but they also look good; they would and will appeal to people thinking of

relocating their homes or businesses here. It is clear to me that if given the proper direction, the city public works staff is more than capable of designing streets for what we want to be a first class city we can be proud of and are glad to live in.

The arguments which claim that the proposals are too expensive are, to be generous, disingenuous. The added cost of preparing for the future and insisting that development be done right instead of passing the cost of fixing our mistakes on to our children and grandchildren is infinitesimal. The voters have already approved at least one tax increase I'm aware of to fix roads which should have been paid for when the last boom hit the city; our current steady growth is more predictable than the last oil shale boom, and is no excuse saddle our kids with the cost of repairing lack of foresight.

Again, I strongly urge the Council to approve the plan as submitted.

Steve Carter



TRANSPORTATION ENGINEERING DESIGN STANDARDS MANUAL

October 2023

Updated by:

FEHR PEERS

With support from:

Kimley»Horn

CITY OF GRAND JUNCTION

TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS)

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Pedestrian & Bicycle Analysis Worksheet

TEDS Exception Request Application

TEDS Exception Request Application Instructions

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29.01 INTRODUCTION

29.01.010 Forward

Applicability

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

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

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

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

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

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

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

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

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

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

Publications

City:

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

County:

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

State:

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

Federal:

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

Professional Organizations:

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

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

Software

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

29.04 STREET CLASSIFICATION AND STANDARDS

29.04.010 Street Classifications and Standards

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

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

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

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

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

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

29.08 TRANSPORTATION IMPACT STUDIES

29.08.010 Transportation Impact Study

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

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

(b) Mesa County Functional Classification Map

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

(d) Pedestrian & Bicycle Plan

(e) Mesa County Transit Design Standards and Guidelines

(f) Corridor Guidelines

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

(a) CDOT State Highway Access Code

(b) CDOT Roadway Design Manual

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

29.08.020 Procedure

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

(a) General Meeting or Pre-Application Meeting

(b) Determination of Base Assumptions

(c) Submittal

(d) Review Agency Comments and Recommendations

29.08.030 General Meeting or Pre-Application Meeting

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

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

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

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

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

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

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

(c) Anticipated project completion date and project phasing.

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

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

29.08.040 Determination of Base Assumptions

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

A Base Assumptions Form shall specify:

(a) Study Area Boundaries

(b) Study Years

(c) Future Traffic Growth Rates

(d) Study Intersections

(e) Time Period for Study

(f) Trip Generation Rates

(g) Trip Adjustment Factors

(h) Overall Trip Distribution

(i) Mode Split Assumptions

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

(k) Other Relevant Transportation Impact Studies

(l) Areas Requiring Special Study

29.08.050 Pedestrian & Bicycle Analysis

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

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

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

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

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

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

For pedestrian infrastructure:

(a) Pavement width

(b) Pavement condition

(c) Pavement material

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

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

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

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

(h) ADA compliance of pedestrian ramps at crossings.

(i) Number of conflicting driveways and lengths.

For bicycle infrastructure:

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

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

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

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

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

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

29.08.060 Submittal

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

(a) Necessary to have a complete TIS; or

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

29.08.070 Review Agency Comments and Recommendations

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

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

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

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

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

29.08.080 Transportation Impact Study Report Contents

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

(a) Project Description

(b) Existing Conditions

(c) Future Background Traffic Projections

(d) Project Traffic

(e) Total Traffic Projections

(f) Future Total Traffic Projections

(g) Site Circulation and Design Evaluation

(h) Transportation Impact Analysis

(i) Mitigation Measures

(j) Neighborhood Transportation Impact Analysis

(k) Conclusions

(l) Recommendations

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

29.08.090 Project Description

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

29.08.100 Existing Conditions

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

29.08.110 Description of Existing Transportation System

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

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

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

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

29.08.120 Capacity Analysis and Level of Service

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

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

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

29.08.130 Future Traffic Projections

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

(a) Planned System Improvements – Capital Projects

(b) Planned or in Process Development Projects

(c) Background Traffic Growth

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

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

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

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

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

29.08.140 Project Traffic

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

(1) Determination of Trip Generation

(2) Determination of Trip Distribution

(3) Assignment of Project Traffic

(b) Trip Generation.

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

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

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

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

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

(c) Trip Distribution.

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

(d) Trip Assignment.

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

29.08.150 Total Traffic Projections

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

29.08.160 Site Design and Circulation Evaluation

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

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

29.08.170 Transportation Impact Analysis

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

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

(b) Total Existing Traffic Conditions; and

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

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

29.08.180 Calculations for Capacity and Level of Service

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

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

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

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

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

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

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

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

29.08.190 Mitigation Measures

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

(a) Transportation Demand Management Measures

(b) Traffic Signal Operation Improvements

(c) Street Widening and Other Physical Improvements

29.08.200 Transportation Demand Management (TDM) Measures

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

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

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

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

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

29.08.220 Traffic Signal Operational Improvements

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

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

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

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

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

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

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

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

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

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

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

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

29.08.230 Street Widening and Other Physical Improvements

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

29.08.250 Conclusions

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

29.08.260 Recommendations

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

29.12 ACCESS MANAGEMENT

29.12.010 Access Management

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

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

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

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

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

29.12.020 State Highways

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

29.12.030 City or County Streets

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

29.12.040 Backing Into the Right-of-Way

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

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

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

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

29.12.050 Provision of Access

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

29.12.060 Restriction of Turning Movements

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

29.12.070 Number of Access Points and Joint Access

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

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

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

29.12.080 Cross-Access Corridors

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

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

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

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

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

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

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

29.12.090 Stub Streets

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

29.12.100 Abandoned Accesses

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

29.12.110 Exclusive Turn Lanes

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

29.12.120 Field Access

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

29.12.130 Access Exceptions

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

29.16 ACCESS DESIGN AND SITE CIRCULATION

29.16.010 Access and Site Design

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

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

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

29.16.020 Access Locations

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

29.16.030 Spacing and Offsets

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

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

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

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

29.16.050 Corner Clearance

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

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

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

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

29.16.060 Access Design - Types of Access

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

29.16.070 Design Vehicles

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

29.16.080 Curb Cut Width

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

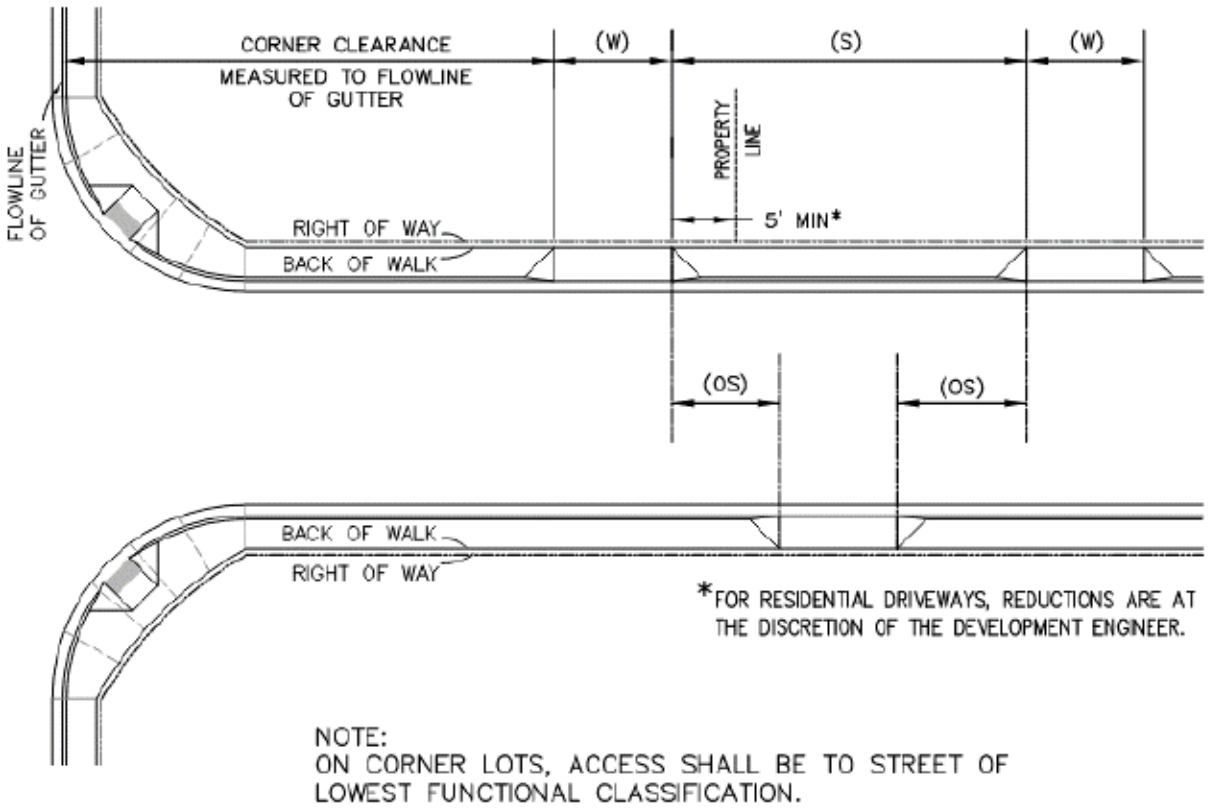
29.16.090 Driveway Width

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

Driveway Spacing, Width, and Offset Requirements by Street Classification

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

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



29.16.100 Throat Lengths and Vehicle Storage

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

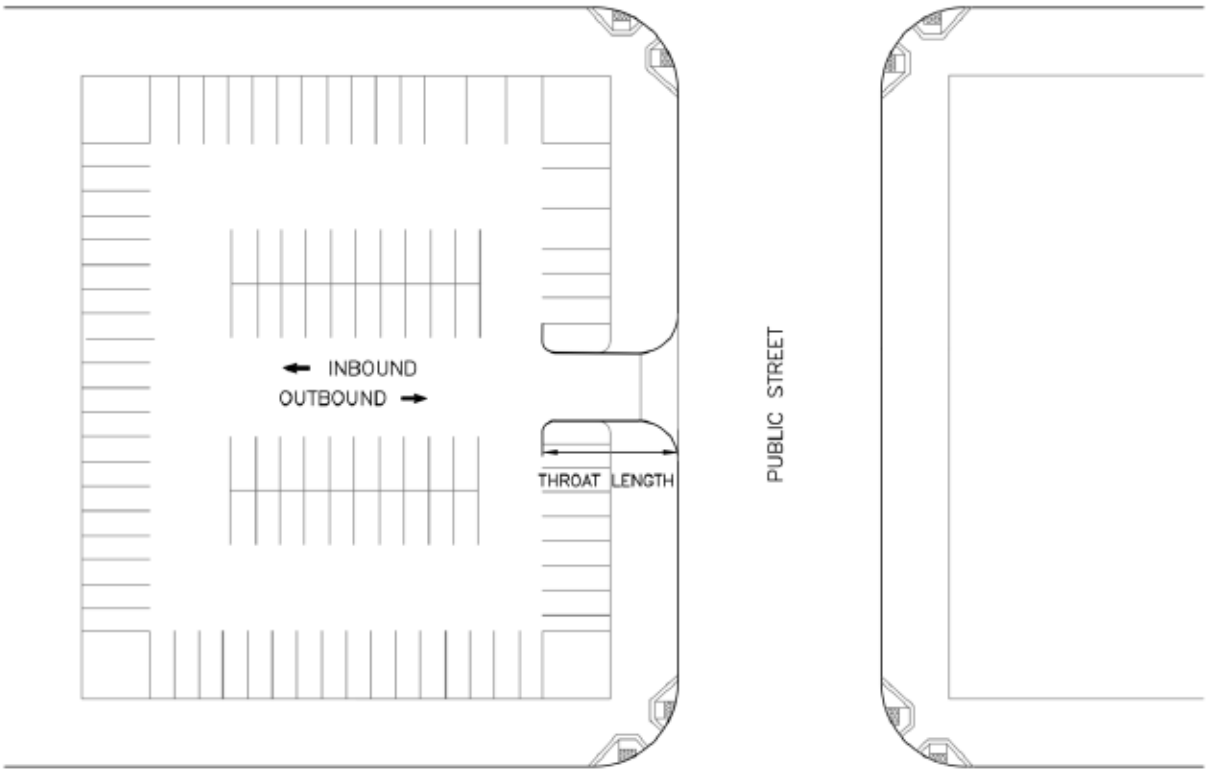
The access throat shall be of sufficient length to prevent vehicles from spilling onto the public street system. Inbound vehicle storage areas shall be of sufficient size to ensure that vehicles will not obstruct the adjacent street, sidewalk, or circulation within the facility. The throat shall be of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

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

29.16.110 Accesses Serving Off-Street Parking Lots

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

Throat Length Extents



On-Site Driveway Vehicle Storage Lengths (feet)

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

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

Vehicle Storage Requirements for Drive-Up Facilities

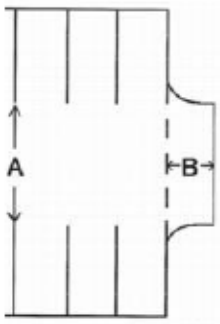
Type of Facility	Vehicle Storage
Automated Tellers	4 spaces per machine
Drive-In Bank	3 spaces per 1,000 sf
Drive-In Restaurant	Identified through TIS
Automatic Car Wash	7 spaces per wash line
Self-Service Car Wash	2 spaces per wash line
Drive-In Theater	15% of the total parking capacity
Service Stations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

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

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

29.16.115 Dead-End Parking Aisles

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



Depth of Dead-End Parking Aisles

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

29.16.120 Commercial Uses

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

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

(b) Separated from normal parking circulation aisles.

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

29.16.130 Grades

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

29.16.140 Sight Distance

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

29.16.150 Channelization Islands

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

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

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

29.16.160 Pedestrians and Bicycles

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

29.16.170 Transit

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

29.16.180 Emergency Vehicles

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

29.16.190 Utilities and Lighting

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

29.16.210 Delivery and Service

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

29.16.220 Transit and Pedestrians

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

29.16.230 Inter-parcel Circulation

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

29.16.240 Landscaping

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

29.20 LOCAL & MINOR COLLECTOR STREETS, LANDSCAPING & TRAFFIC CALMING

29.20.010 Street Standards

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

29.20.020 Local and Minor Collector Streets

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

29.20.030 Block and Lot Dimensions

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

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

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

29.20.050 Cul-de-Sacs and Dead End Streets

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

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

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

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

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

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

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

29.20.060 Alignments

(a) Horizontal Alignment

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

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

(b) Curve Radii

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

Horizontal Curve Design Criteria

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

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

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

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

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

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

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

Minimum Effective Turn Radii at Public Street Intersections

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

1 Radii at intersections with industrial streets shall be designed on a case by case basis considering the turning requirements for the type of truck that will most commonly use the street.
2 At signalized intersections where right turn channelization islands are provided or high truck and bus volumes may use the access, a larger flowline radius may be required.
3 When bike lanes or parking are present consider a reduced flowline radii to match the effective flowline of the intersection, with a minimum flowline of 15'.

(c) Bulb-Outs

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

(d) Tangent Distance Between Curve

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

(e) Superelevation

Superelevation is not allowed on residential street curves.

29.20.070 Vertical Alignment - Grades

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

29.20.080 Cross Section

(a) Street Cross Slopes

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

(b) Roadside Barrier and Bridge Rails

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

29.20.090 Stopping Sight Distance

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

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

29.20.100 Bicycle Treatments

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

29.20.110 Intersections

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

29.20.120 Unsignalized Intersections

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

(a) Two-way Stop Controlled Intersections

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

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

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

(b) All-way Stop Controlled Intersections

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

`29.20.130 Signalized Intersections

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

29.20.140 Angles

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

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

29.20.150 Grades At Intersections

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

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

29.20.160 Spacing and Offsets

(a) Commercial Streets

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

(b) Local Residential Streets

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

29.20.170 Intersection Sight Distance

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

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

29.20.180 Sight Zones

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

29.20.190 Pedestrian Treatments

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

29.20.200 Landscaping – Site Distance at Intersections

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

29.20.210 Traffic Calming

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

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

29.20.220 Methods to Divert Traffic from Residential Streets

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

(a) Street Closure

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



Permanent Partial Closure

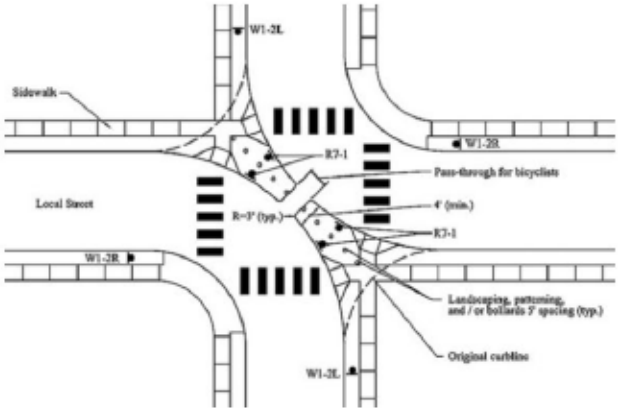


Retrofit Partial Closure

(b) Diagonal Street Diverters

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





Source (drawing): Delaware Department of Transportation

(c) One-Way Streets

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

29.20.230 Methods to Slow Traffic on Residential Streets

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

(a) Chokers

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



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



Retrofit Choker
(source: City of Denver, Colorado)

(b) Medians

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



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



Retrofit Median
(source: City of Denver, Colorado)

(c) Chicanes

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



Permanent Chicane
(source: City of Denver, Colorado)



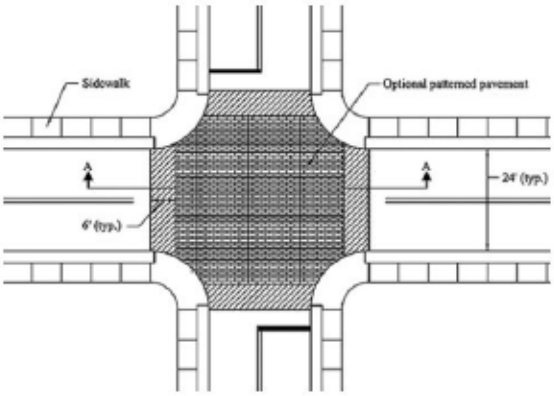
Retrofit Chicane

29.20.240 Methods to Slow Traffic at Intersections

(a) Raised Intersections

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

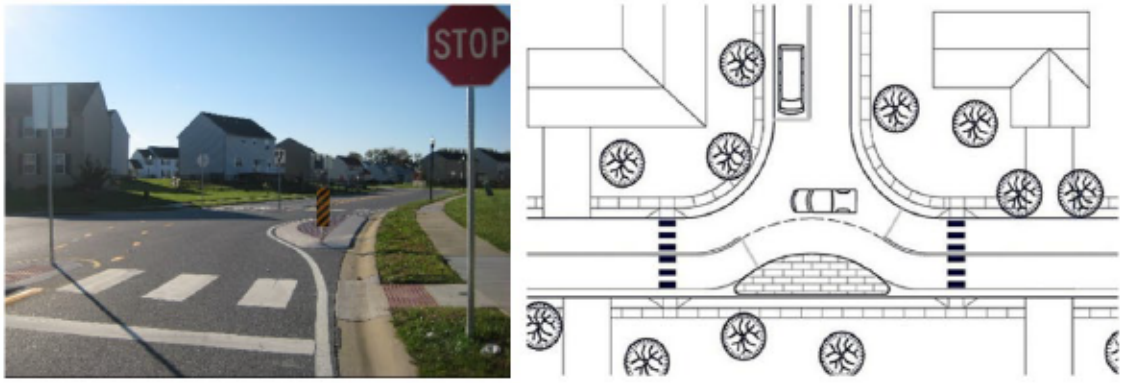




Source: (photo) Chuck Huffine, Phoenix AZ; (drawing) Delaware Department of Transportation

(b) Realigned Intersections

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



Source: Delaware Department of Transportation

(c) Traffic Circles

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



Example of a mini traffic circle

(d) Bulb-Out/Corner Extension

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



Permanent Bulb-Out



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

(e) Other Methods

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

29.20.250 Traffic Calming in New Developments

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

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

29.24 FIRE DEPARTMENT ACCESS

29.24.010 Fire Department Access

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

29.28 ARTERIAL AND MAJOR COLLECTOR DESIGN, INCLUDING ROUNDABOUTS

29.28.010 Geometric Standards

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

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

29.28.020 Arterial and Collector Streets

(a) Arterial Streets

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

(b) Collector Streets

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

(c) Pedestrians and Bicyclists

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

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

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

29.28.040 Alignments - Horizontal Alignment

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

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

Horizontal Curve Design Criteria

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

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

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

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

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

29.28.050 Alignment - Vertical Alignment - Grades

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

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

Design Controls for Vertical Curves

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

From Table 5-3, AASHTO A Policy on Geometric Design of Highways and Streets, 2018
1 All minimum stopping sight distances for vertical curves with crests must be shown on the construction plans. Sight distances are based on design speeds.

29.28.060 Clearance of Structures

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

29.28.070 Stopping Sight Distance

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

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

Minimum Stopping Sight Distance

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

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

Effect of Grade on Stopping Sight Distance

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

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

29.28.080 Cross Section

(a) Cross Slopes

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

(b) Super-elevation

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

(c) Clear Zones

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

(d) Roadside Barrier and Bridge Rails

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

29.28.090 Tapers and Transitions- Road Width Transition Tapers

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

Minimum Road Width Transition Tapers

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

Table based on Section 3B-8, MUTCD.

29.28.100 Bicycle Treatments

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

29.28.110 Intersections

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

29.28.120 Unsignalized Intersections

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

(a) Yield Controlled Intersections

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

(b) Two-way Stop Controlled Intersections

Stop signs shall be used in accordance with the MUTCD.

(c) All-way Stop Controlled Intersections

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

29.28.130 Signalized Intersections

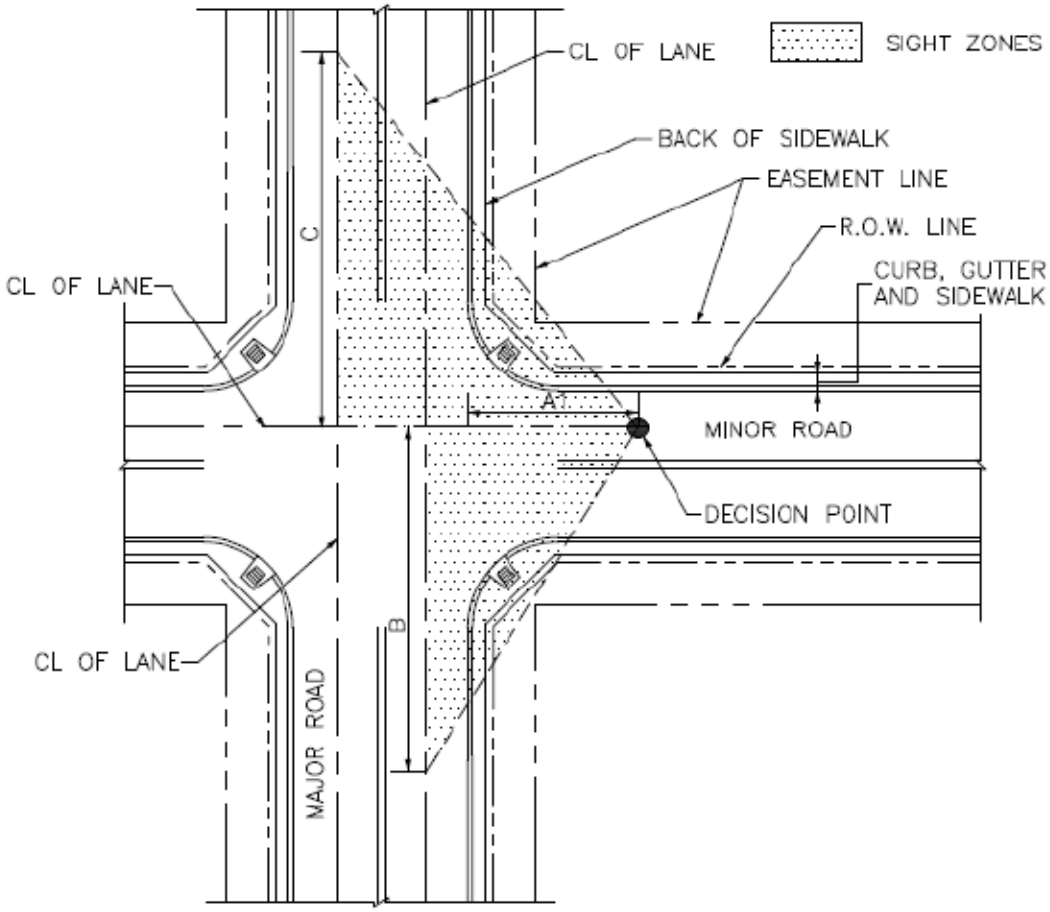
A signalized intersection shall only be installed after a careful analysis and engineering study of the roadway and traffic conditions at the intersection and on the corridor. When a signal is proposed on a corridor where signals are coordinated, the TIS (see Chapter 29.08) shall analyze the impacts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

29.28.140 Sight Distance

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

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

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



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

*BASED ON AASHTO FIGURE 9–15

NOTES:

SIGHT ZONE SHOULD BE EVALUATED FOR ALL APPROACHES.

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

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

Factors for the Effect of Grade on Sight Distance

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

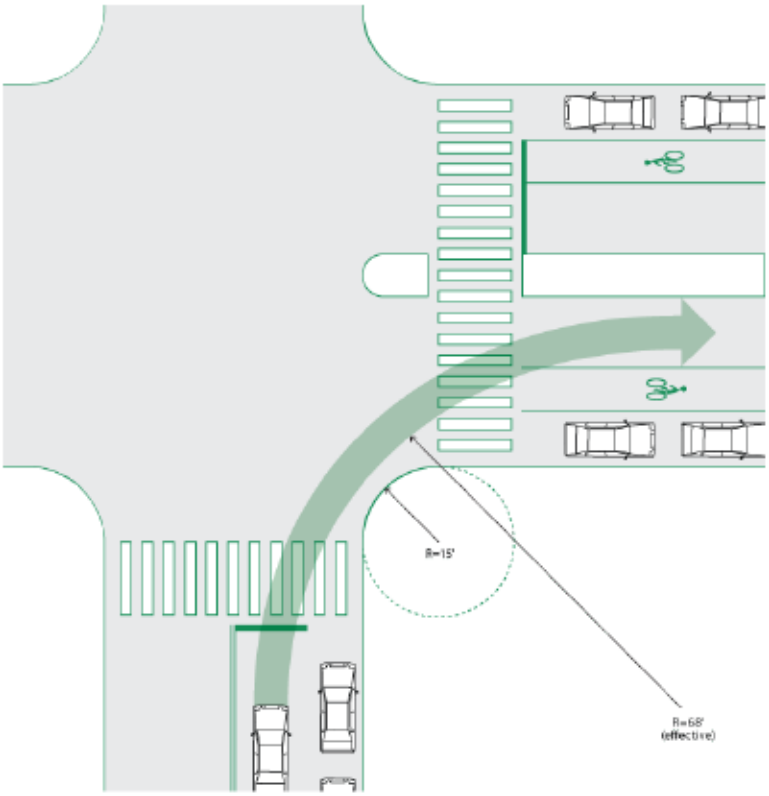
Based on Table 9-5, AASHTO A Policy on Geometric Design for Highways and Streets, 2018.

29.28.150 Sight Zones

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

29.28.160 Intersection Radii

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



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

Minimum Intersection Effective Radii

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

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

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

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

29.28.165 Bulb-Outs

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

29.28.170 Lane Requirements

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

(a) Lane Widths

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

(b) Exclusive Turn Lanes.

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

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

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

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

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

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

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

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

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

Warrants for Left Turn Lanes
Number of Peak Hour Turning Vehicles

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

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

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

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

(c) Left and Right Turn Lane Design

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

Minimum Left-Turn Tapers for Redirecting Through Lanes

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

Based on Table 4-9 CDOT Access Code

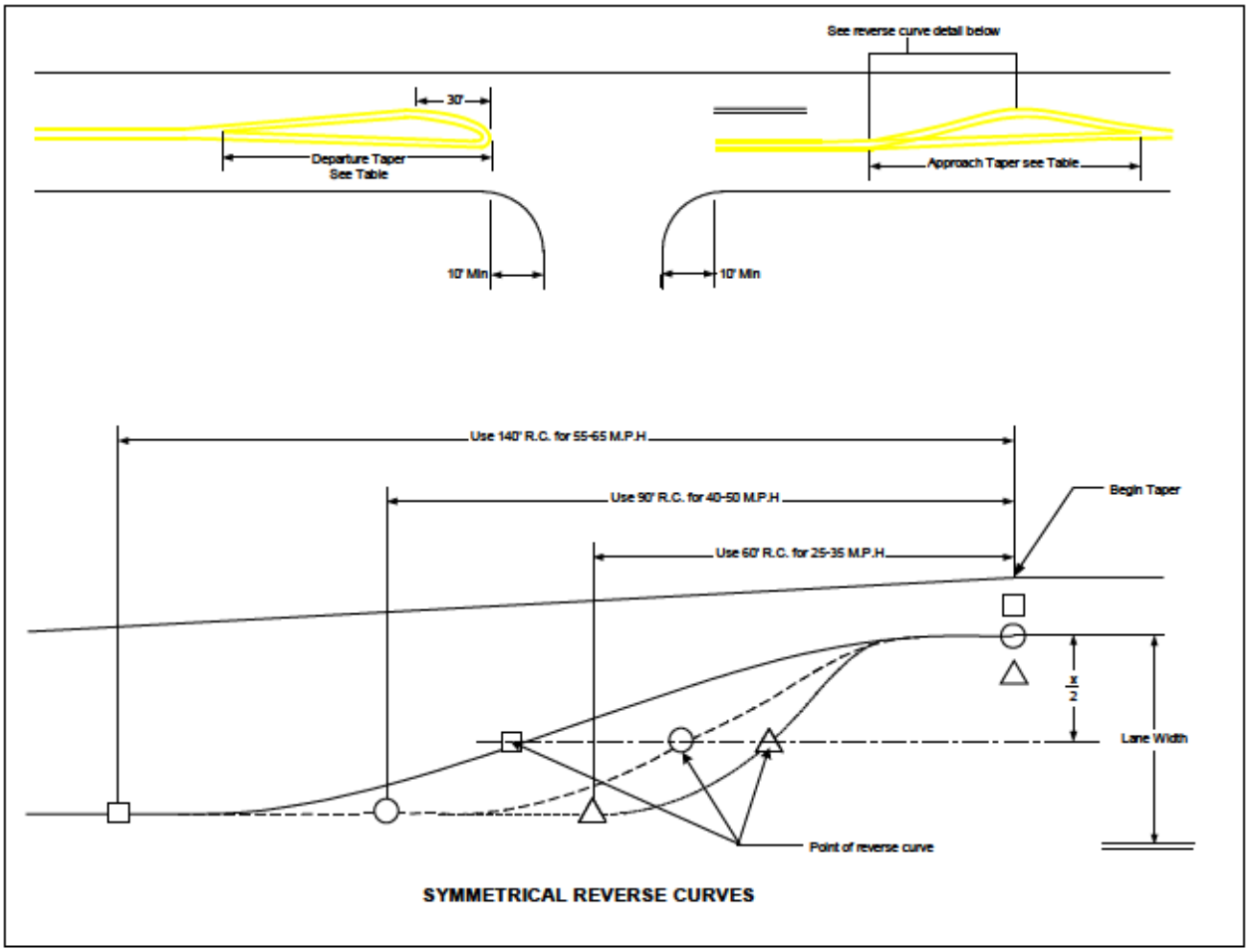
(2) Use the same ratio for both approach and departure tapers.

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

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

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

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



SYMMETRICAL REVERSE CURVES

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

Minimum Storage Lengths for Unsignalized Turn Lanes

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

Based on Table 9-7 CDOT Design Guide

Minimum Right-Turn Tapers

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

Excerpted from Table 4-6, CDOT Access Code

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

29.28.180 Angles

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

29.28.190 Grades at Intersections

See GJMC 29.20.150 for design requirements for grades at intersections.

29.28.200 Spacing and Offsets of Intersections

(a) Principal Arterials

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

(b) Minor Arterials and Major Collectors

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

29.28.210 Pedestrian Treatments

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

(a) Crosswalks

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

(b) Pedestrian Refuge Islands

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

29.28.220 Roundabouts

(a) Design Criteria

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

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

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

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

(b) Signing, Striping, and Pavement Markings

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

(c) Lighting

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

(d) Landscaping

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

(1) Make the central island more conspicuous;

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

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

(4) Maintain adequate sight distances;

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

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

29.28.230 Landscaping – General Requirements

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

29.32 PAVEMENTS & TRUCK ROUTES

29.32.010 Design Methods and Procedures

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

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

29.32.010 Pavement Types

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

29.32.020 Design Input Variables

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

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

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

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

29.32.040 Pavement Design Procedures

(a) Flexible Pavement Design Procedure

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

(b) Rigid Pavement Design Procedure

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

29.32.050 Truck Routes

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

29.36 STREET LIGHTING, UTILITIES, AND MAILBOXES

29.36.010 Requirements

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

29.36.015 Telecommunication Facilities

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

29.36.020 Street Lighting

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

29.36.030 Luminance Requirements

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

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

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

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

29.36.040 Acceptable Poles and Luminaires

The standard streetlights are shown in Table 29.36-2.

Table 29.36-2 Standard Street Lights

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

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

29.36.050 Pedestrian and Bikeway Lighting

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

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

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

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

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

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

Based on Section 2.2.8 of the CDOT Light Design Guidelines.

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

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

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

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

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

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

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

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

29.36.060 Breakaway Structures and Lateral Clearances

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

29.36.070 Utilities

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

29.36.080 Mailboxes - Location

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

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

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

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

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

29.36.090 Mailbox Construction Standards

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

29.36.100 Mailbox Support Standards

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

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

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

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

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

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

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

29.40 STRIPING AND SIGNING

29.40.010 Signs and Markings

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

29.40.020 Signing and Striping Plan

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

29.40.030 Signing Specifications.

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

29.40.040 Materials Specifications:

(a) All Signs

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

(b) All Other Signs:

(1) Shall conform to MUTCD standard sign sizes

(2) Shall be High Prismatic grade materials

(c) Posts:

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

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

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

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

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

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

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

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

i. End of road markers

ii. Object markers

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

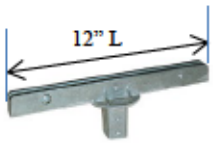
(d) Fasteners:

(1) Street Name Signs:

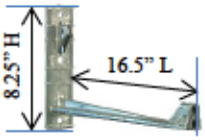
i. 180-degree or 90-degree U-Channel Post Cap: cast aluminum 12" length & 5/16" set screws, attached to channel post with 1"x 5/16" bolts

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

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







(2) All other Signs:

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

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

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

(2) Color & Font:

i. Sign blank is White High Prismatic Sheeting

ii. Background is 3M Blue 1175 C.

iii. Border is White, ½" thickness.

iv. Font is White FHWA Series C2000EX.

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

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

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

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

(3) Sign Blank Size:

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

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

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

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

(4) Abbreviations:

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

29.40.050 Installation Specifications

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

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

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

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

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

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

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

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

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

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

D3-1-D1-2 Examples

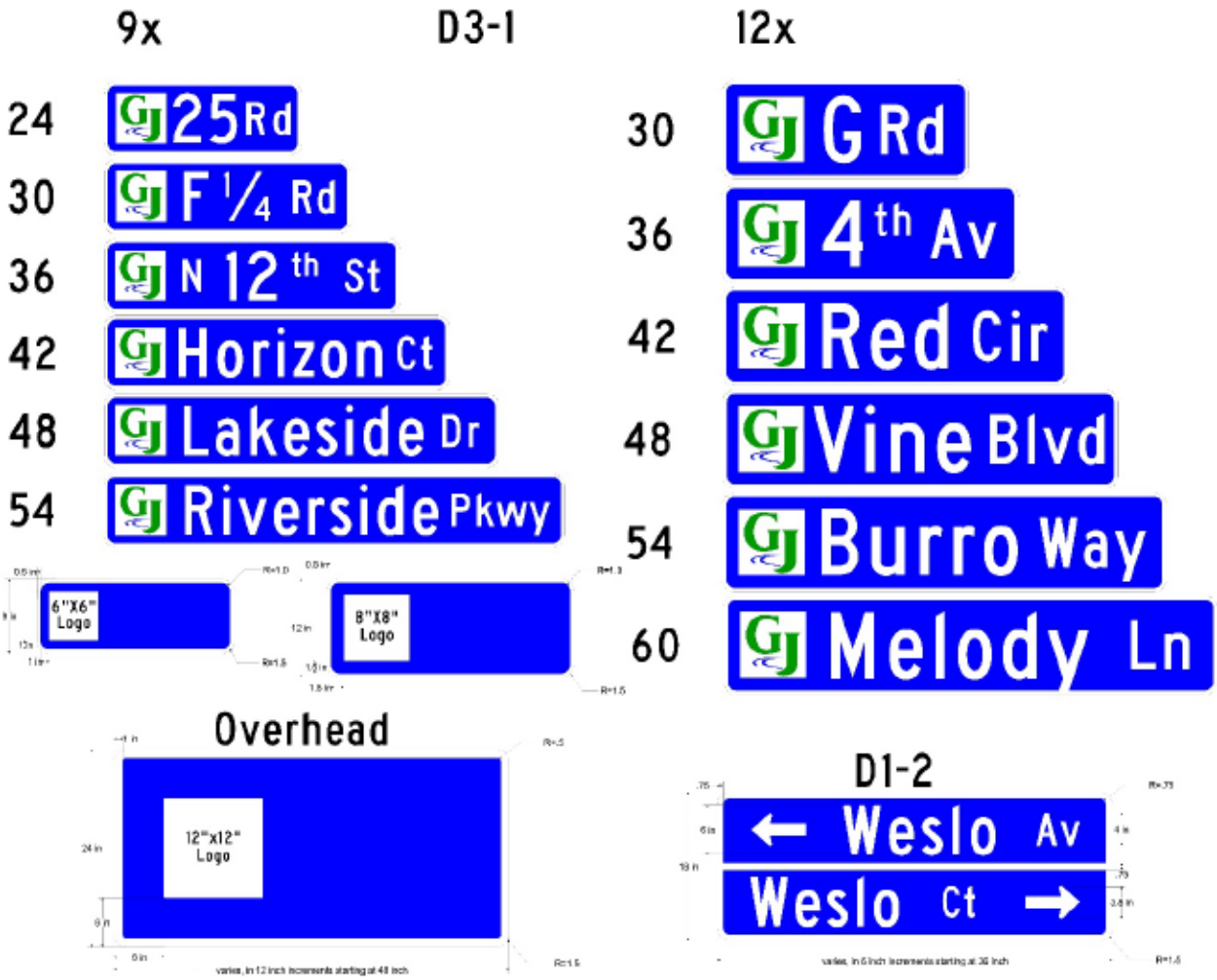
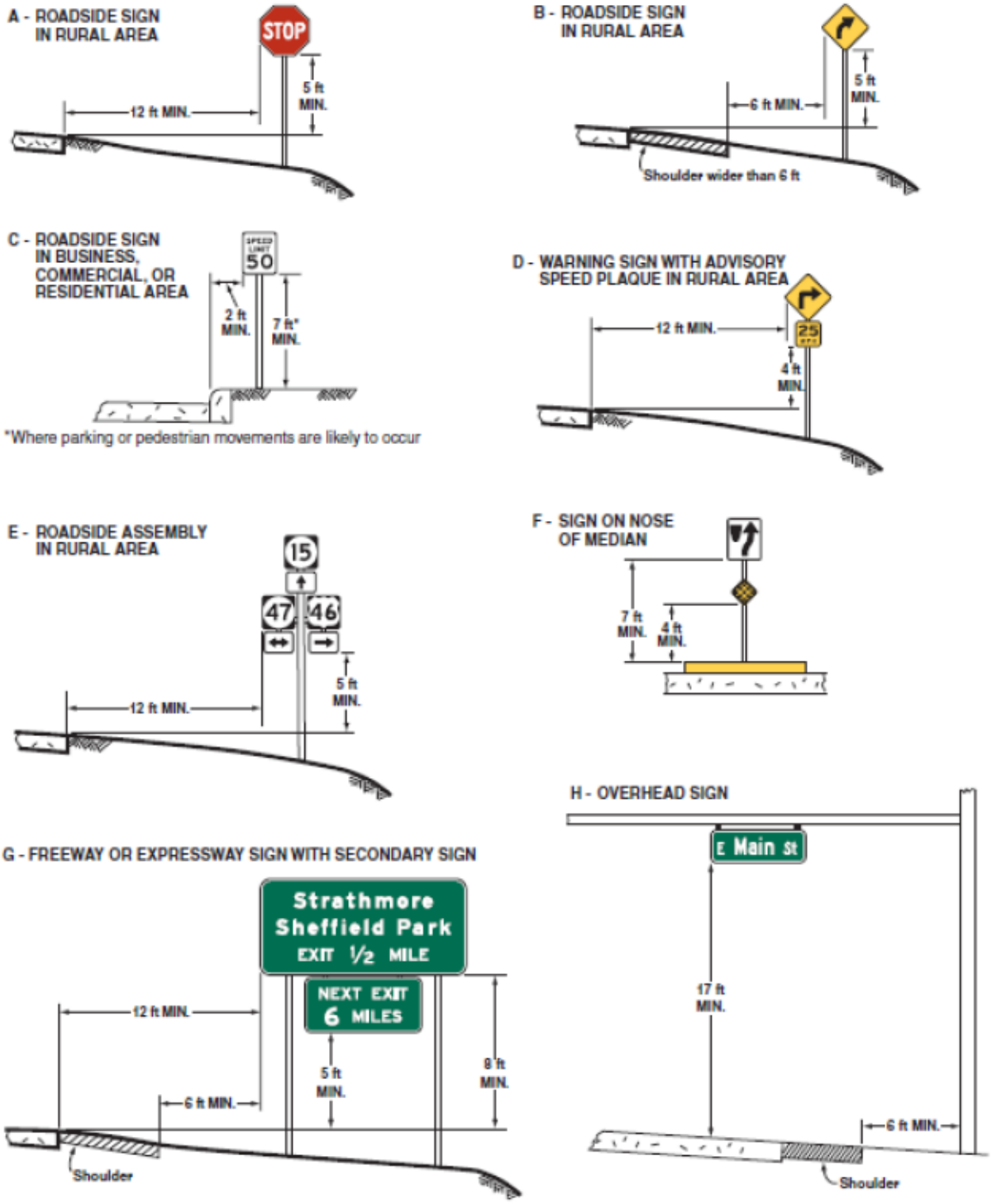
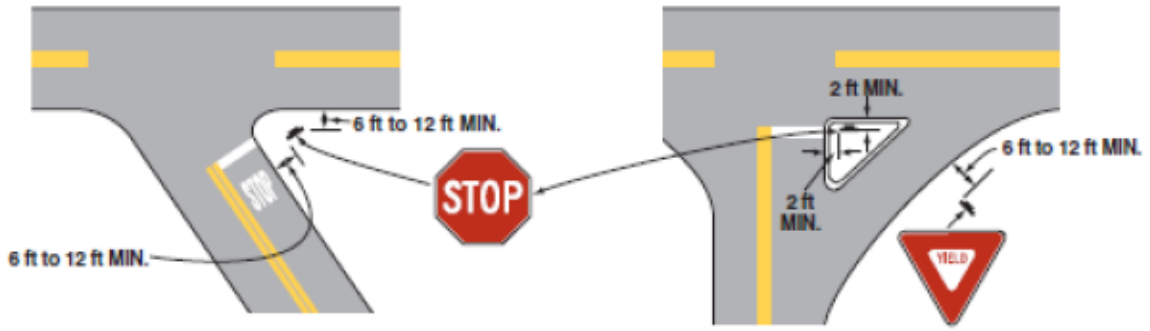


Figure 2A-2. Examples of Heights and Lateral Locations of Sign Installations



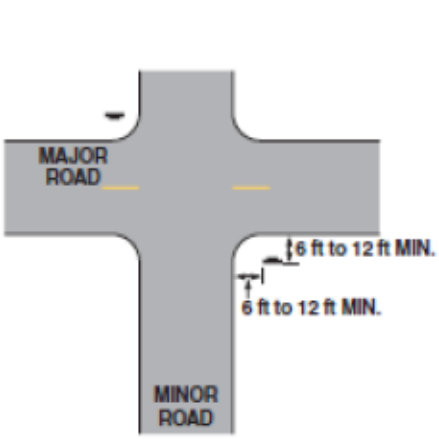
Note:
See Section 2A.19 for reduced lateral offset distances that may be used in areas where lateral offsets are limited, and in business, commercial, or residential areas where sidewalk width is limited or where existing poles are close to the curb.

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

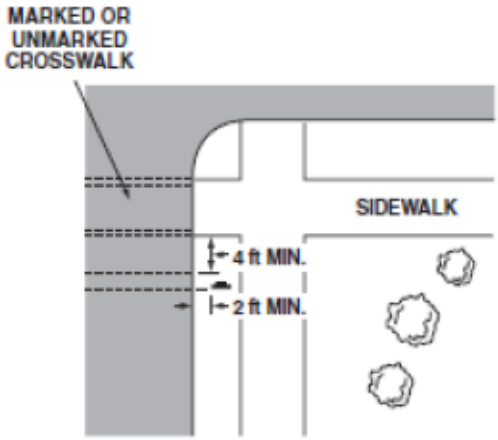


A - ACUTE ANGLE INTERSECTION

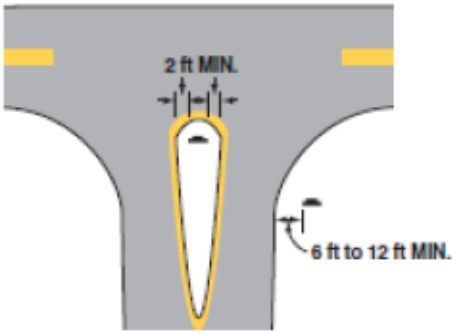
B - CHANNELIZED INTERSECTION



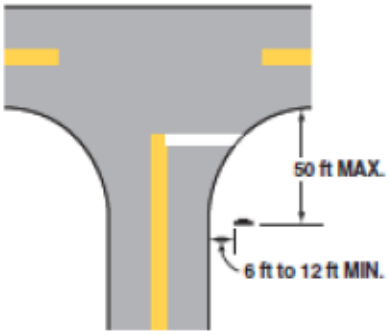
C - MINOR CROSSROAD



D - URBAN INTERSECTION



E - DIVISIONAL ISLAND



F - WIDE THROAT INTERSECTION

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

29.40.060 Striping Specifications

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

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

(a) Striping and Marking Materials

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

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

(b) Colors

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

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

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

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

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

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

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

GREEN: Interim approval for bike lanes.

(c) Re-Striping

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

29.44 TRAFFIC SIGNALS AND CONSTRUCTION ZONES

29.44.010 Installation/Relocation of Traffic Signals

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

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

29.44.020 Signal Design Plans

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

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

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

29.44.030 Traffic Control Plans for Construction Zones

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

29.48 TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES

29.48.010 Planning and Implementation

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

29.48.020 Transit Facilities

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

29.48.030 Planning and Design Standards for Bicycles

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

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

29.48.040 Facility Type

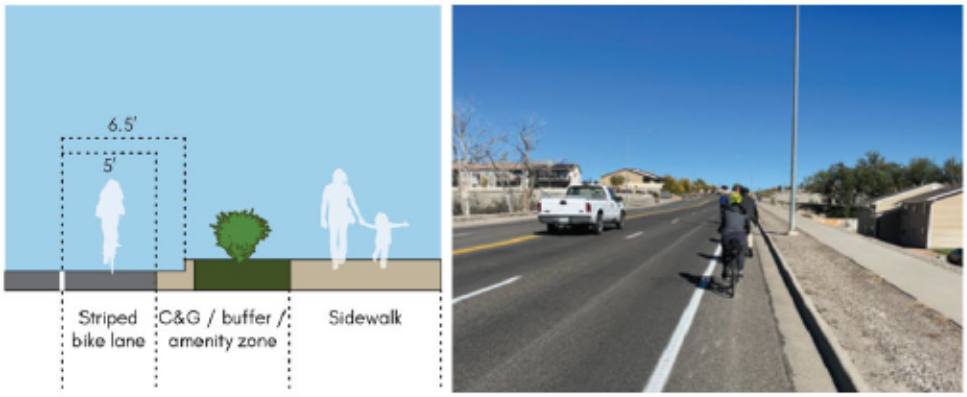
(a) The Pedestrian and Bicycle Plan identifies six bicycle facility types. They are:

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

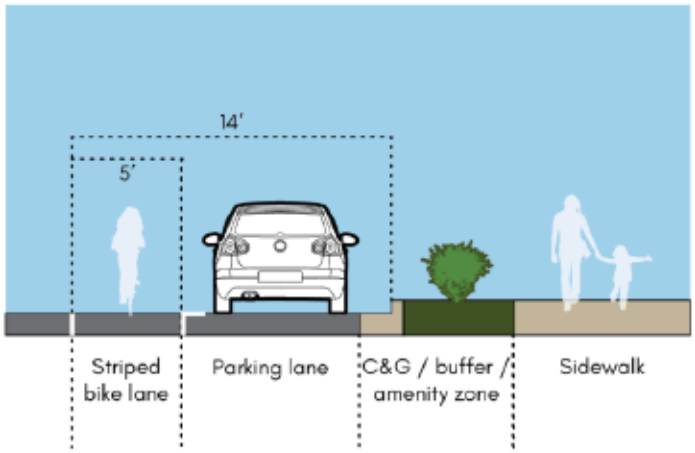


Mini roundabout on a Bicycle Boulevard

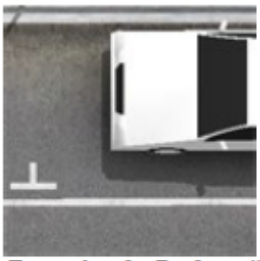
(2) **Bike Lane.** A portion of street, which has been designated (by pavement markings and signage) for use by bicyclists. The bike lane is typically 5 feet wide, measured from the lip of gutter pan when adjacent to the curb and is 6.5 feet wide when measured from the face of the curb. When adjacent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



Bike lane adjacent to a curb

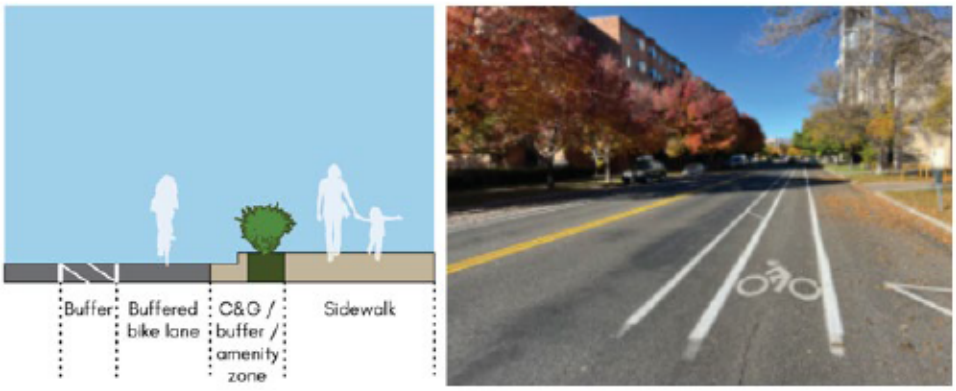


Bike lane adjacent to a parking lane



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

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



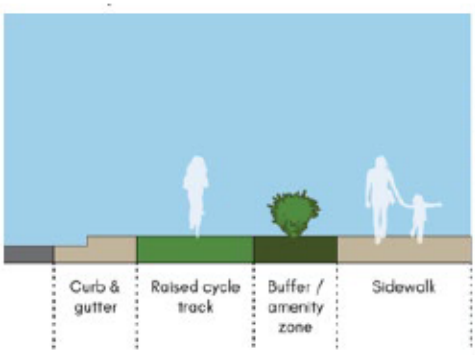
(4) **Protected Bike Lane.** A portion of street, which has been designated (by paint stripe, pavement markings, and signage) for use by bicyclists with a physical buffer between the general purpose travel lanes and the bike lane. The physical buffer may be delineator posts, planters, rigid bollards,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



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



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





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

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

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

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

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

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

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

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

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

29.48.045 Bicycle Intersection Treatments

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

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

29.48.050 Pedestrian Facilities

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

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

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

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

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

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

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

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

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

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

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

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

29.48.060 Pedestrian Intersection Treatments

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

Potential pedestrian treatments at uncontrolled crossings may include:

(a) Advance Warning Signing and Striping

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



(b) High Visibility Marked Crosswalks

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

(c) Raised Crossings

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

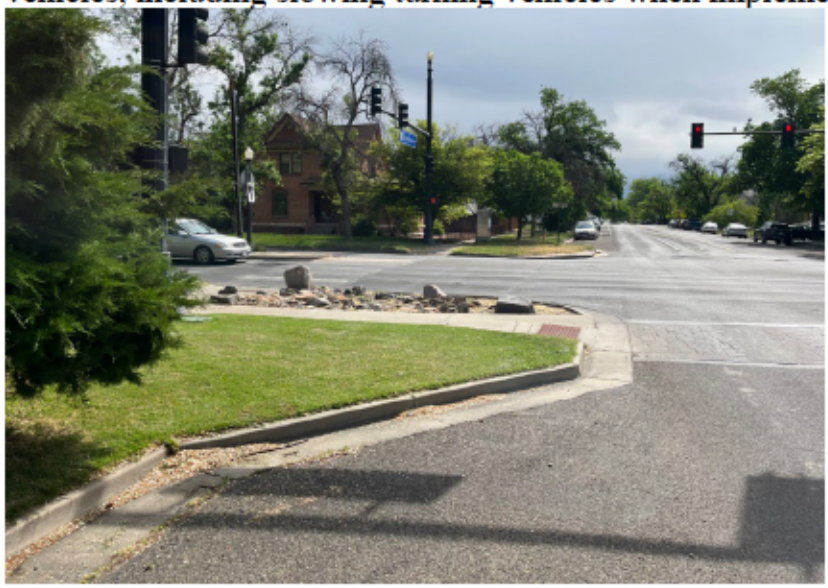
(d) Pedestrian Refuge Medians

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



(e) Bulb-Outs

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



(f) Rapid Rectangular Flashing Beacons (RRFB)

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

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



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

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



(h) Traffic Signals

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

29.56 ALLEY STANDARDS

29.56.010 Alley Construction

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

29.64 DESIGN EXCEPTIONS

29.64.010 Design Exceptions

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

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

The flowchart depicts the design exception process.

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

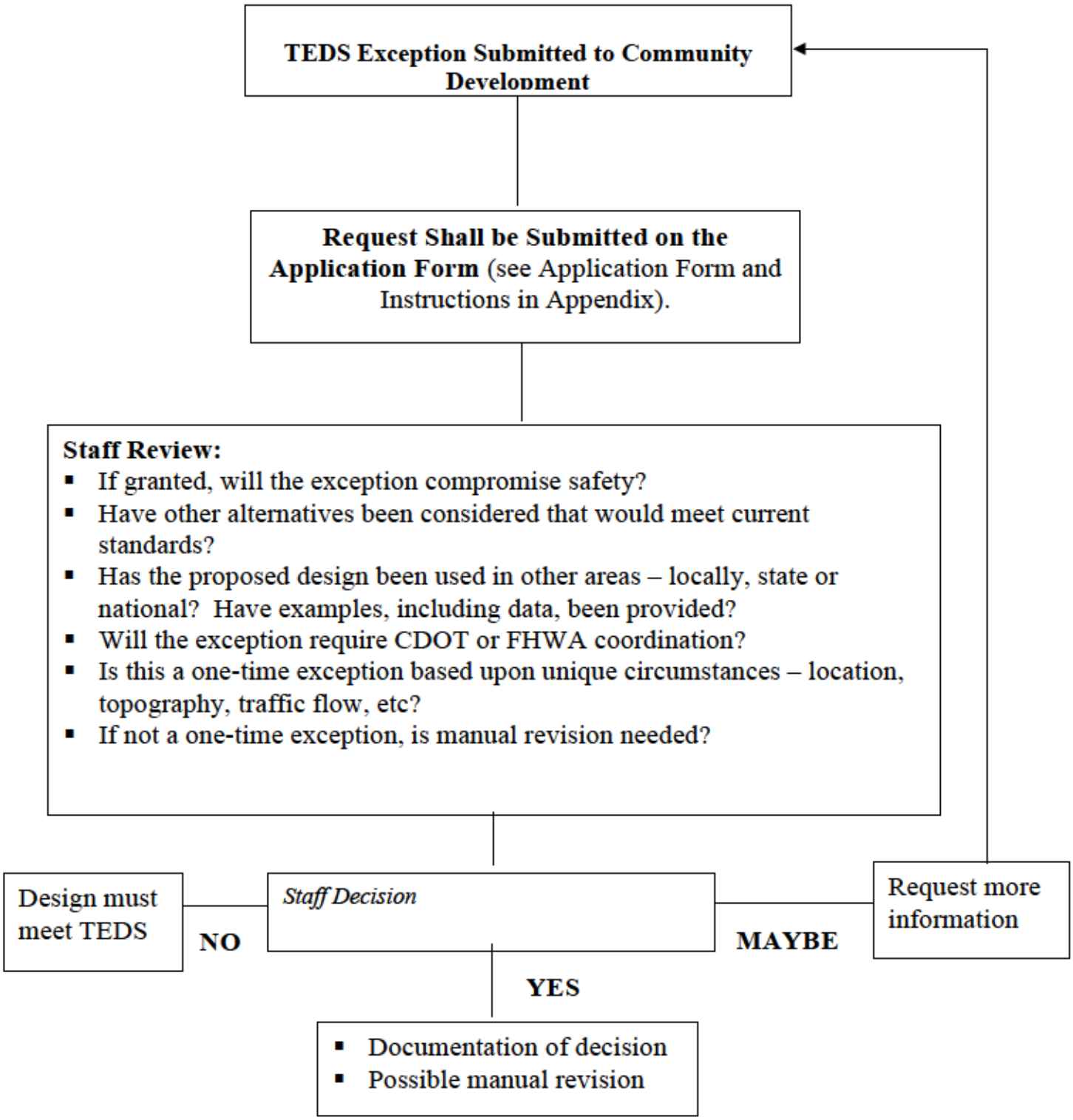
Any exceptions to the TEDS manual should be clearly proposed as early as possible in the project development and review process. Exceptions to TEDS should be identified no later than preliminary plan submittal.

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

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

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

Design Exception Process



29.68 ALTERNATE STREET STANDARDS

29.68.010 Intent of Provisions

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

29.68.020 Performance Criteria

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

(a) Horizontal Geometry

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

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

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

(4) Intersection geometry is as required elsewhere herein.

(b) Vertical Geometry

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

(c) Sight Distance

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

(d) Connectivity

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

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

(e) Parking

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

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

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

(f) Pedestrian Facilities

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

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

(g) Drainage

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

(2) Surface drainage at bulb-outs and chicanes is preferred along a continuous gutter without drain troughs or otherwise inaccessible sections of gutter.

(3) Narrower street sections will not carry the same amount of water as the standard street sections. Analysis of the street stormwater carrying capacity by use of the SWMM nomographs will not be permitted.

(h) Surfacing and Construction Requirements

Hard surfacing (Portland cement concrete or asphalt pavement) is required and shall meet the structural design requirements contained in Chapter 29.32 GJMC. Gravel surfacing is not allowed. Construction requirements are contained in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

(i) Right-of-Way and Multi-Purpose Easements

(1) Right-of-way and infrastructure dimension and configuration must provide adequate room for all necessary public facilities including, but not limited to, storm drainage; water lines and meters; sanitary sewer lines; electrical, natural gas, cable, telephone supply lines, service lines, pedestals and appurtenances; traffic control signage; irrigation supply and drainage; cut or fill slopes; and other public utility lines and appurtenances.

(2) The standard 14-foot multi-purpose easement may be reduced in width if adequate space is shown to exist within the right-of-way. The standard multi-purpose easement width on streets with a buffer between the sidewalk and the curb is 10-feet.

(3) Right-of-way configuration must provide adequate access to public utilities. Fencing of easement areas is discouraged as it reduces access to utilities and improvements.

(j) Private Streets, Shared Drives and Alleys.

(1) Nothing in this section shall expressly prohibit the use of private streets and shared drives, as allowed elsewhere herein, to be used in conjunction with alternate standard streets.

(2) The use of alleys is likewise permitted and may be used in conjunction with alternate standard streets to achieve utility service delivery, alternate access to off-street parking or enhance connectivity.

(k) Traffic Calming

Traffic calming requirements are the same as required elsewhere herein. Elements of narrowed streets may be considered part of the traffic calming system.

(l) Other Right-of-Way Elements

All elements of the function of the right-of-way must be considered in the design process.

(1) **Mail Receptacles.** Streets shall include design elements necessary to meet USPS requirements for access to mail receptacles. Mail receptacles will not be permitted within sight distance triangles at intersections or located such that they interfere with the safe and normal function of the street. Parking shall be provided adjacent to the mail receptacle.

(2) **Urban Trails.** Where urban trails, primary school walk routes, bike lanes, or other non-motorized transportation routes are indicated on adopted City, school district, or other plans, these elements must be incorporated into the design. The design must meet all requirements of City, State and federal standards, including ADA.

29.68.030 Application

The process for an alternative street request is similar to the Design Exception Process depicted on the flowchart in Chapter 29.64. The applicant shall submit a written report requesting alteration of the standard as a part of a pre-application conference, preliminary plan or other application process. The applicant is encouraged to make this application as early in the process as feasible. The report and plan shall contain the following:

(a) A specific request for alteration of the standard, detailing elements of the standard that are altered and the proposed alternative.

(b) A narrative explaining the reasons for requesting the alteration and proposed benefits.

(c) A narrative, individually addressing each criterion in the performance criteria above.

(d) A site plan showing limits and extents of proposed alterations.

(e) A site plan indicating proposed density, approximate lot size and frontage, access locations, street network, and other pertinent elements. Approximate horizontal and vertical geometry may be required, dependent on topography or other site constraints.

(f) A parking plan demonstrating on-street and off-street parking to demonstrate conformance with parking standards listed above.

(g) A fire site plan demonstrating that a fire truck can negotiate the development with the proposed on-street parking from both directions.

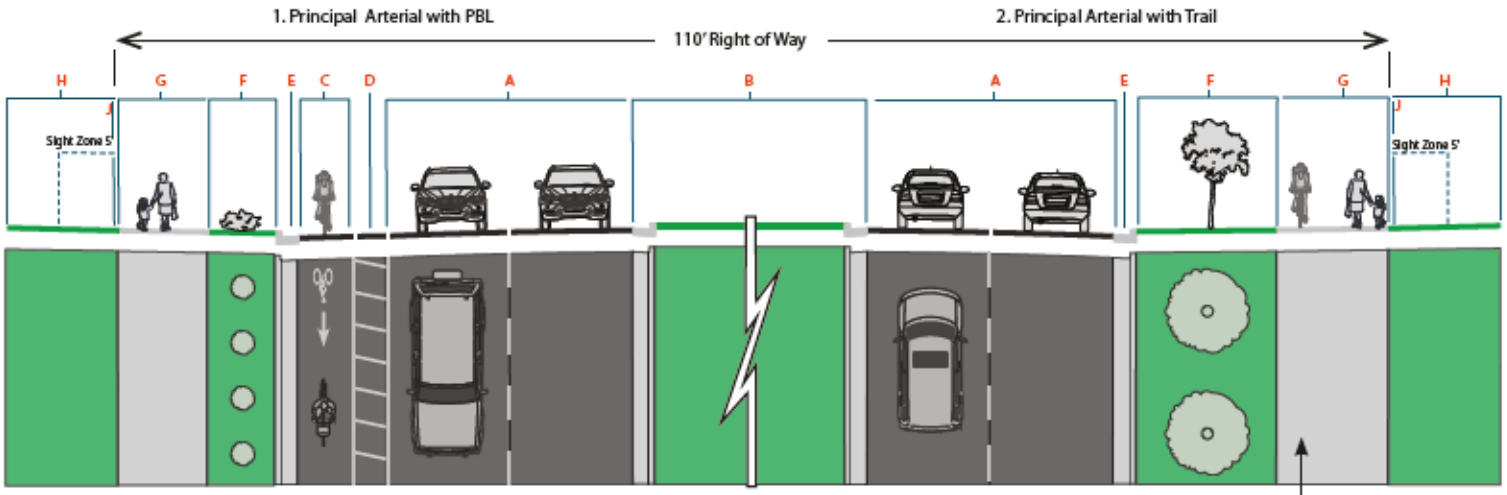
29.68.040 Approval

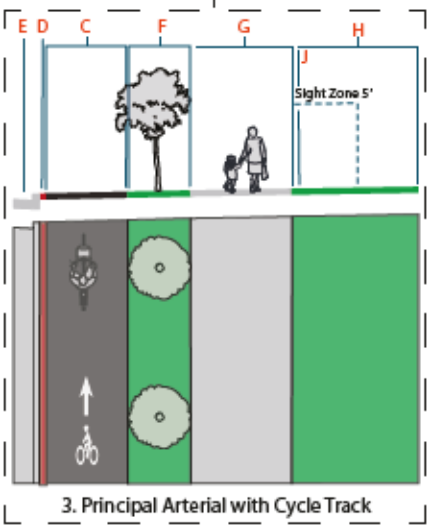
The Director or his/her assigned representative(s) shall make a final determination of adequate conformance to these criteria and have the authority to approve or reject each proposed alternative. Staff or agency members may provide comment or modification to the proposal. The Director may consult with or delegate review and approval authority to City Staff, outside review agencies, or outside consultants.

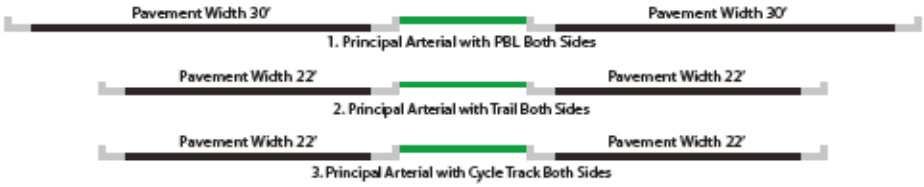
Where the proposed alternate may affect utility placement, approval of the Utility Coordinating Committee is required prior to the consideration by the Director or his designee.

Deviation from the standard street cross-sections may continue to be accomplished through a variance or a planned development procedure as permitted in the zoning and development code.

Principal Arterial







Principal Arterial ROW 110'										
	A	B	C		D	E	F	G	H	J
Type	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer*	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
1. Principal Arterial with PBL	11	17	5		3	2	6	8	10	.5
2. Principal Arterial with Trail	11	17			0	2	12	10	10	.5
3. Principal Arterial with Cycle Track	11	17		6.5	.5	2	7	8	10	.5

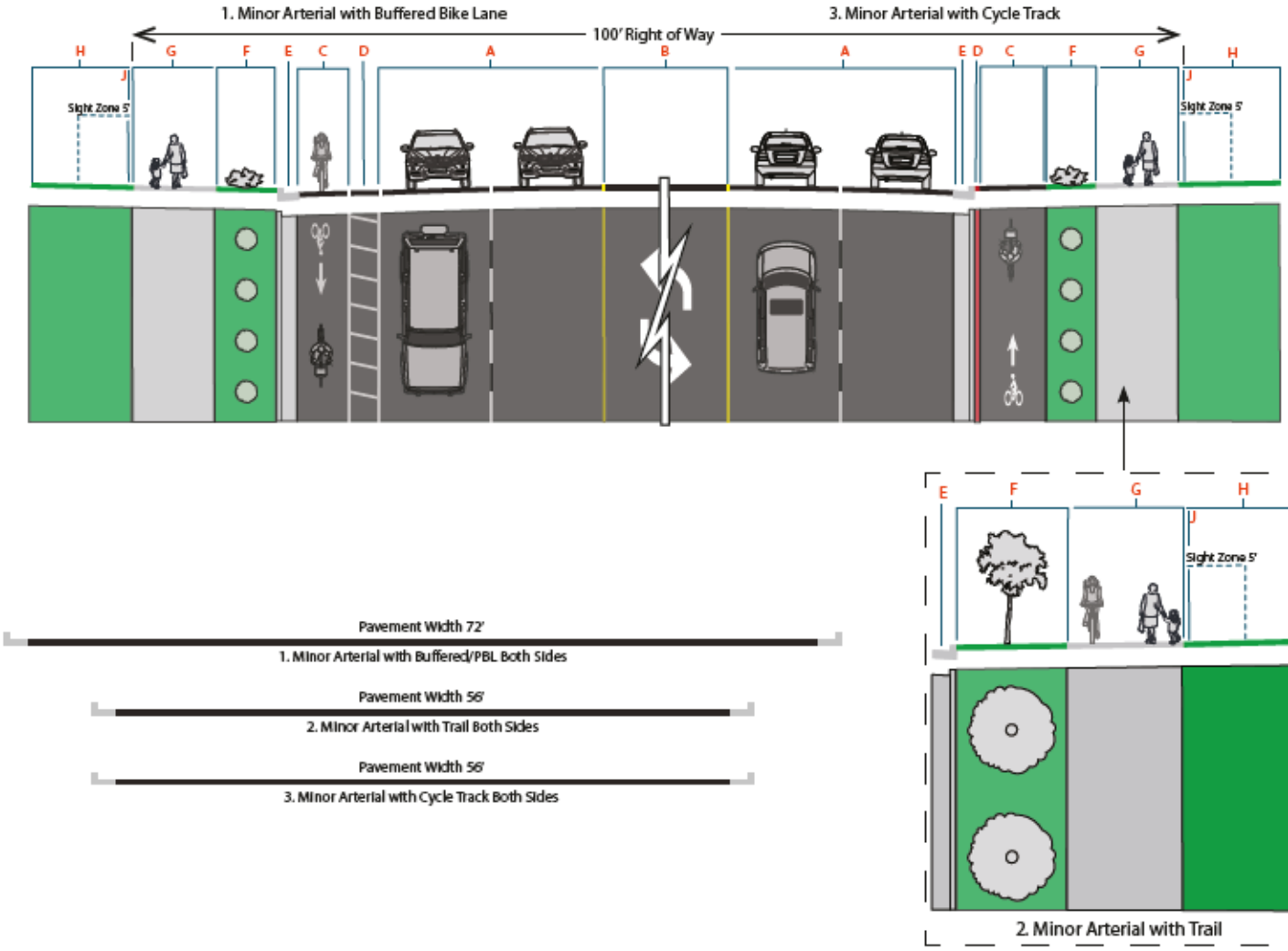
*The Sidewalk Buffer allows space for landscaping, street furniture (benches, bike, racks), and utility polls

Principal Arterial

Notes

- See Grand Junction Urbanized Area Functional Classification Map for principal arterial street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all arterial streets.
- Attached sidewalks may be approved where existing development precludes construction of detached sidewalks.
- All arterial streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph.
- Vertical separators would only be used between intersections.
- The standard design for a street with a trail includes a 10' trail on both sides of the street. In situations where there are ROW constraints, higher bicycle demand on one side, or differing land uses on one side, an 8' sidewalk can be provided on one side with a 12' or 14' trail on the other side.
- The standard design for a street with buffered bike lanes or a cycle track includes a one-way bikeway on both sides of the street. In some contexts where land use or other constraints dictate a two-way bikeway on one side of the street can be implemented. Refer to the NACTO Urban Bikeway Design Guide and the FHWA Separated Bike Lane Planning and Design Guide for special design considerations, particularly at driveways and intersections, when designing two-way protected bikeways.
- A trail is considered multi-use for wheeled traffic and pedestrians.
- The minimum sidewalk buffer width is 7 feet for planting trees.

Minor Arterial



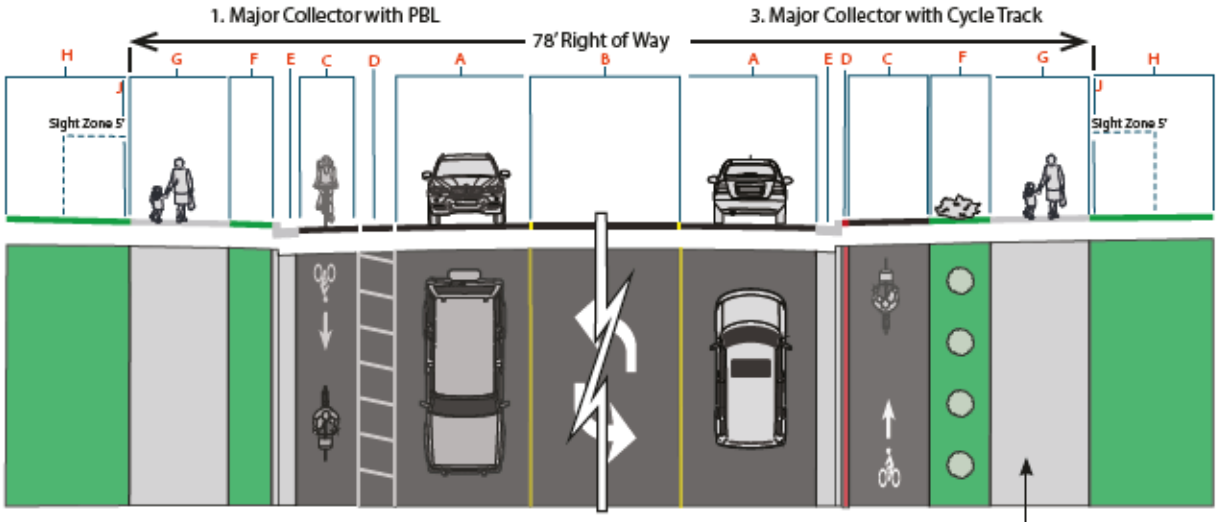
Minor Arterial ROW 100'											
		A	B	C		D	E	F	G	H	J
Type	# of Travel Lanes	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
1. Minor Arterial with Buffered Bike Lane/ PBL	4	11	12	5		3	2	3.5	8	10	.5
2. Minor Arterial with Trail	4	11	12			0	2	9.5	10	10	.5
3. Minor Arterial with Cycle Track	4	11	12		6.5	.5	2	4.5	8	10	.5

Minor Arterial

Notes

- See Grand Junction Urbanized Area Functional Classification Map for minor arterial street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all arterial streets.
- All arterial streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Vertical separators can be added to a buffered bike lane where additional cyclist protection is deemed necessary to achieve Level of Traffic Stress standards.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph.
- Vertical separators would only be used between intersections.
- The standard design for a street with a trail includes a 10' trail on both sides of the street. In situations where there are ROW constraints, higher bicycle demand on one side, or differing land uses on one side, an 8' sidewalk can be provided on one side with a 12' or 14' trail on the other side.
- The standard design for a street with buffered bike lanes or a cycle track includes a one-way bikeway on both sides of the street. In some contexts where land use or other constraints dictate a two-way bikeway on one side of the street can be implemented. Refer to the NACTO Urban Bikeway Design Guide and the FHWA Separated Bike Lane Planning and Design Guide for special design considerations, particularly at driveways and intersections, when designing two-way protected bikeways.
- When necessary, the two way left tun lane can be a raised median.
- The minimum sidewalk buffer width is 7 feet for planting trees.
- A trail is considered multi-use for wheeled traffic and pedestrians.

Major Collector 78' ROW ≥35 MPH



Pavement Width 50'

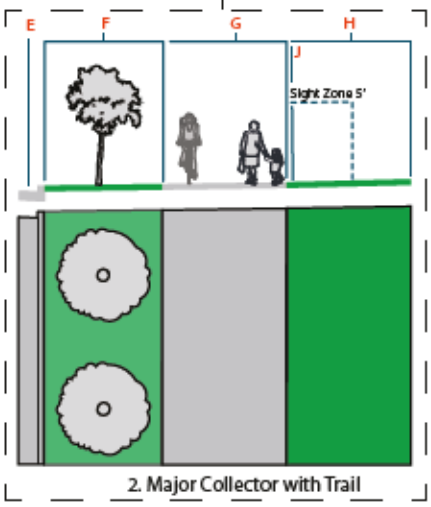
1. Major Collector with Buffered Bike Lane/PBL Both Sides

Pavement Width 34'

2. Major Collector with Trail

Pavement Width 34'

3. Major Collector with Cycle Track Both Sides



2. Major Collector with Trail

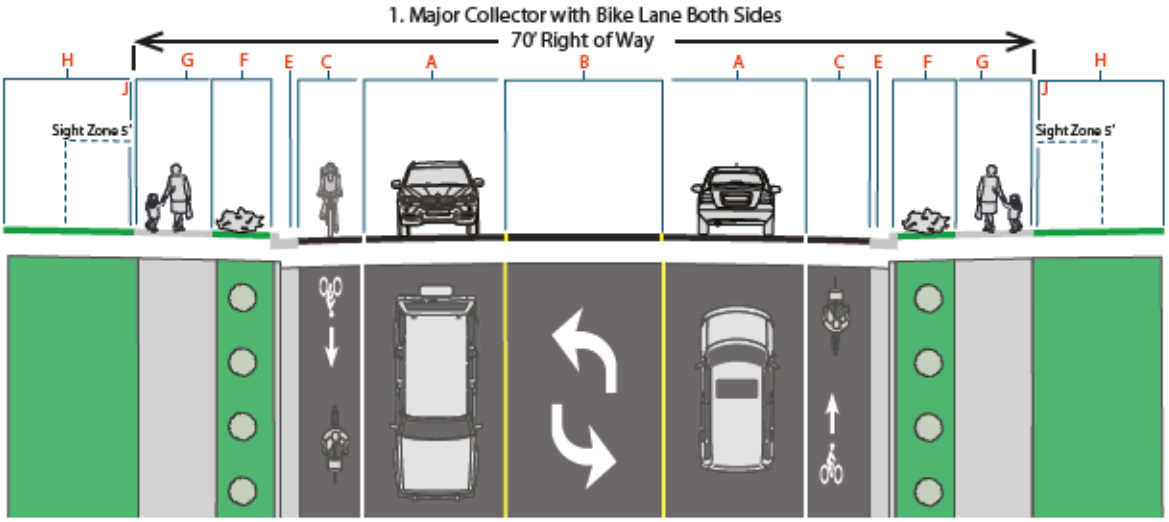
Major Collector ROW 78' ≥35MPH										
	A	B	C		D	E	F	G	H	J
Type	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk/ Trail	Multi-Purpose Easement	Frontage
1. Major Collector with Buffered Bike Lane/ PBL	11	12	5		3	2	3.5	8	10	.5
2. Major Collector with Trail	11	12	0		0	2	9.5	10	10	.5
3. Major Collector with Cycle Track	11	12		6.5	.5	2	4.5	8	10	.5

Major Collector 78’ ROW ≥35 MPH

Notes

- See Grand Junction Urbanized Area Functional Classification Map for collector street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all collector streets.
- Attached sidewalks may be approved where existing development precludes construction of detached sidewalks.
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City’s Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Vertical separators can be added to a buffered bike lane where additional cyclist protection is deemed necessary to achieve Level of Traffic Stress standards.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph.
- Vertical separators would only be used between intersections.
- The standard design for a street with a trail includes a 10’ trail on both sides of the street. In situations where there are ROW constraints, higher bicycle demand on one side, or differing land uses on one side, an 8’ sidewalk can be provided on one side with a 12’ or 14’ trail on the other side.
- The standard design for a street with buffered bike lanes or a cycle track includes a one-way bikeway on both sides of the street. In some contexts where land use or other constraints dictate a two-way bikeway on one side of the street can be implemented. Refer to the NACTO Urban Bikeway Design Guide and the FHWA Separated Bike Lane Planning and Design Guide for special design considerations, particularly at driveways and intersections, when designing two-way protected bikeways.
- In segments of the street where there is lower left turn demand (at low volume intersections, low volume driveways, or where there are no driveways) the center turn lane can be removed and replaced with a painted buffer between the bike lane and the travel lane to provide additional comfort to bicyclists and/or the pavement width can be narrowed and the buffer between the sidewalk and curb widened.
- The minimum sidewalk buffer width is 7 feet for planting trees.
- A trail is considered multi-use for wheeled traffic and pedestrians.

Low Speed Major Collector 70’ ROW < 35MPH



Major Collector ROW 70’ < 35 MPH											
		A	B	C		D	E	F	G	H	J
Type	Criteria	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Frontage
1. Major Collector with Bike Lane Both Sides	<35 MPH	11	12	5		0	2	4.5	6	10	.5

Pavement Width 44’

1. Major Collector with Bike Lane Both Sides

Low Speed Major Collector 70’ ROW < 35MPH

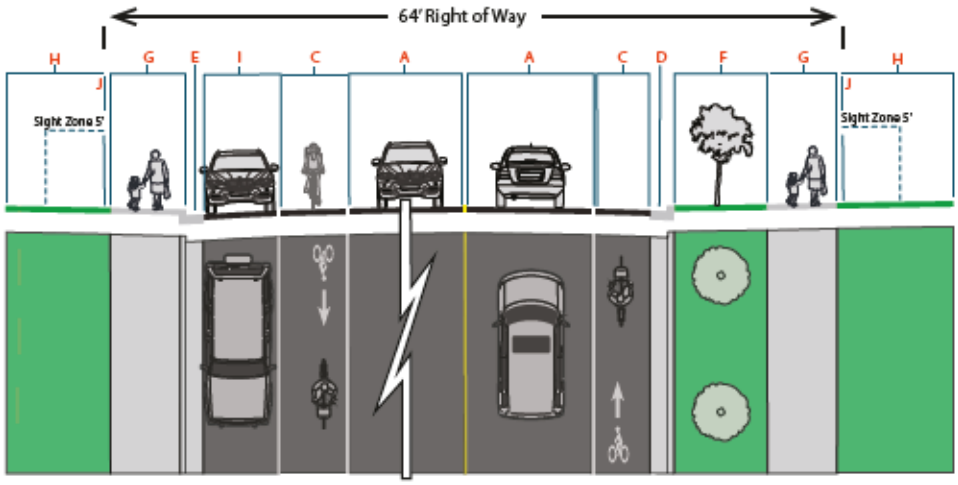
Notes

- See Grand Junction Urbanized Area Functional Classification Map for collector street designation.
- Vertical curbs, gutters and sidewalks are required on both sides of all collector streets.
- Attached sidewalks may be approved where existing development precludes construction of detached sidewalks.
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City’s Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- In segments of the street where there is lower left turn demand (at low volume intersections, low volume driveways, or where there are no driveways) the center turn lane can be removed and replaced with a painted buffer between the bike lane and the travel lane to provide additional comfort to bicyclists and/or the pavement width can be narrowed and the buffer between the sidewalk and curb widened.
- If the Major Collector street corridor has a posted speed of 35 mph or higher within a mile of a particular location design may need to meet the standards of the Major Collector 78’ ROW.
- The minimum sidewalk buffer width is 7 feet for planting trees.

Minor Collector

1. Minor Collector with Bike Lane and Parking and Attached Sidewalk

2. Minor Collector with Bike Lane and No Parking and Detached Sidewalk



Minor Collector ROW 64'												
		A	B	C		D	E	F	G	H	I	J
Type	Criteria	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Parking	Frontage
1. Minor Collector with Bike Lane with Parking and Attached Sidewalk	≤30 MPH	11	0	5		0	2	0	6	14	7.5	.5
2. Minor Collector with Bike Lane No Parking and Detached Sidewalk	≤30 MPH	11	0	5		0	2	7.5	6	10	0	.5

Pavement Width 47'

1. Minor Collector with Bike Lane and Parking on Both Sides

Pavement Width 32'

2. Minor Collector with Bike Lane Both Sides (No Parking)

Minor Collector

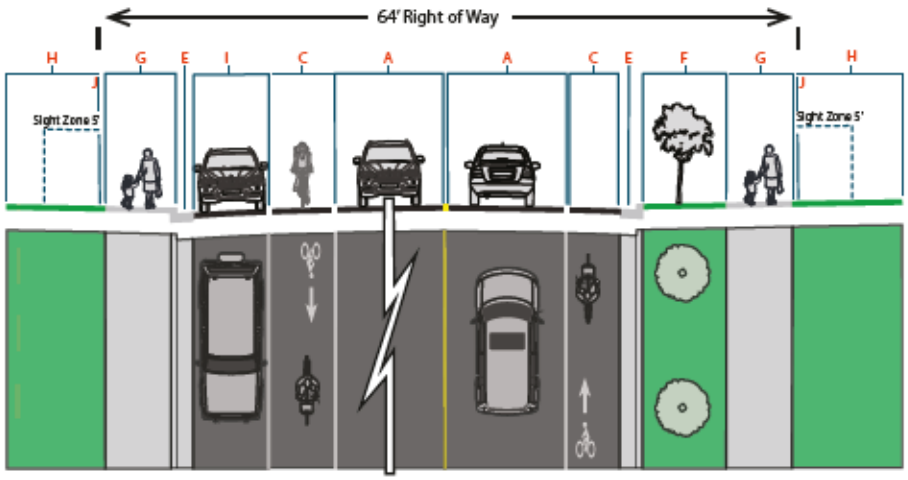
Notes

- If the street classification changes, efforts should be made maintain the facility type for the entire length of the corridor.
- See Grand Junction Urbanized Area Functional Classification Map for collector street designation.
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- When a bike lane is adjacent to a parking lane, separation may be provided between the bike lane striping and parking boundary by marking the parking spaces to mitigate conflicts by bikers with the "door zone" of parked cars.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- On Street parking may be prohibited as required to provide left turn lanes at intersections.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.

Local Commercial

1. Local Commercial with Bike Lane and Parking and Detached Sidewalk

2. Local Commercial with Bike Lane and No Parking and Attached Sidewalk



Local Commercial ROW 64'											
	A	B	C		D	E	F	G	H	I	J
Type	Travel Lanes	Median/ Turn Lane	Bike Lane (On Street)	Bike Lane (Off Street)	Bike Buffer	Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Parking	Frontage
1. Local Commercial with Bike Lane with Parking and Attached Sidewalk	11	See note	5		0	2	0	6	14	7.5	.5
2. Local Commercial with Bike Lane No Parking and Detached Sidewalk	11	See note	5		0	2	7.5	6	10	0	.5

Pavement Width 47'

1. Local Commercial with Bike Lane and Parking on Both Sides

Pavement Width 32'

2. Local Commercial with Bike Lane Both Sides (No Parking)

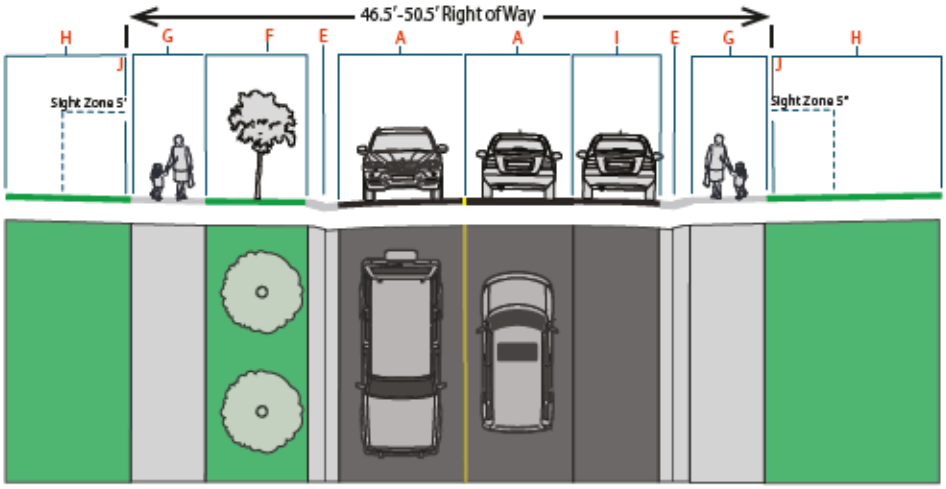
Local Commercial

Notes

- See Grand Junction Urbanized Area Functional Classification Map for collector street designation
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC. All pavement shall be designed in accordance with the AASHTO Guide for Design of Pavement Structures.
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- (On Street) parking may be prohibited as required to provide left turn lanes at intersections.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- Parking may be prohibited on streets with high traffic volumes, or based on other contextual factors.
- If turn lanes are warranted, they will be 11 feet in width for right turn lanes (exclusive of the gutter pan) and 12 feet for left turn lanes.

Residential and Industrial Local Street

4. Residential with Parking One Side Attached Sidewalk



Residential Street ROW 38'- 63'										
			A	E	F	G	H	I	J	
Type	Criteria	# of Travel Lanes	Travel Lanes	Drive Over Curb and Gutter	Sidewalk Buffer	Sidewalk	Multi-Purpose Easement	Parking	Frontage	ROW
1. Residential No Parking Attached Sidewalk	<1000 ADT, ≤ 20 MPH	2	10	2.5	0	6	14	0	.5	38
2. Residential with Parking One Side Attached Sidewalk	<1000 ADT, ≤ 20 MPH	2	8.5	2.5	0	6	14	7	.5	42
3. Residential Attached Sidewalk	<1000 ADT, ≤ 20 MPH	2	7	2.5	0	6	14	7	.5	46
4. Residential Attached Sidewalk 1 Side Detached Sidewalk 1 Side	<1000 ADT, ≤ 20 MPH	2	8	3	4-8 One Side	6	10 and 14	7 One Side	.5	45.5-49.5
5. Residential Detached Sidewalk	<1000 ADT, ≤ 20 MPH	2	7	3	4-8	6	10	7	.5	55-63
Local Industrial ROW 53'										
6. Local Industrial Attached Sidewalk		2	12	Vertical Curb 2	0	6	10	7	.5	55

ROW Width 38', Pavement Width 20'
1. Residential No Parking

ROW Width 42', Pavement Width 24'
2. Residential Parking On One Side

ROW Width 46', Pavement Width 28'
3. Residential Attached Sidewalk

ROW Width 45.5-49.5', Pavement Width 23'
4. Residential Attached Sidewalk 1 Side Detached Sidewalk 1 Side

ROW Width 55'-63', Pavement Width 28'
5. Residential Detached Sidewalk

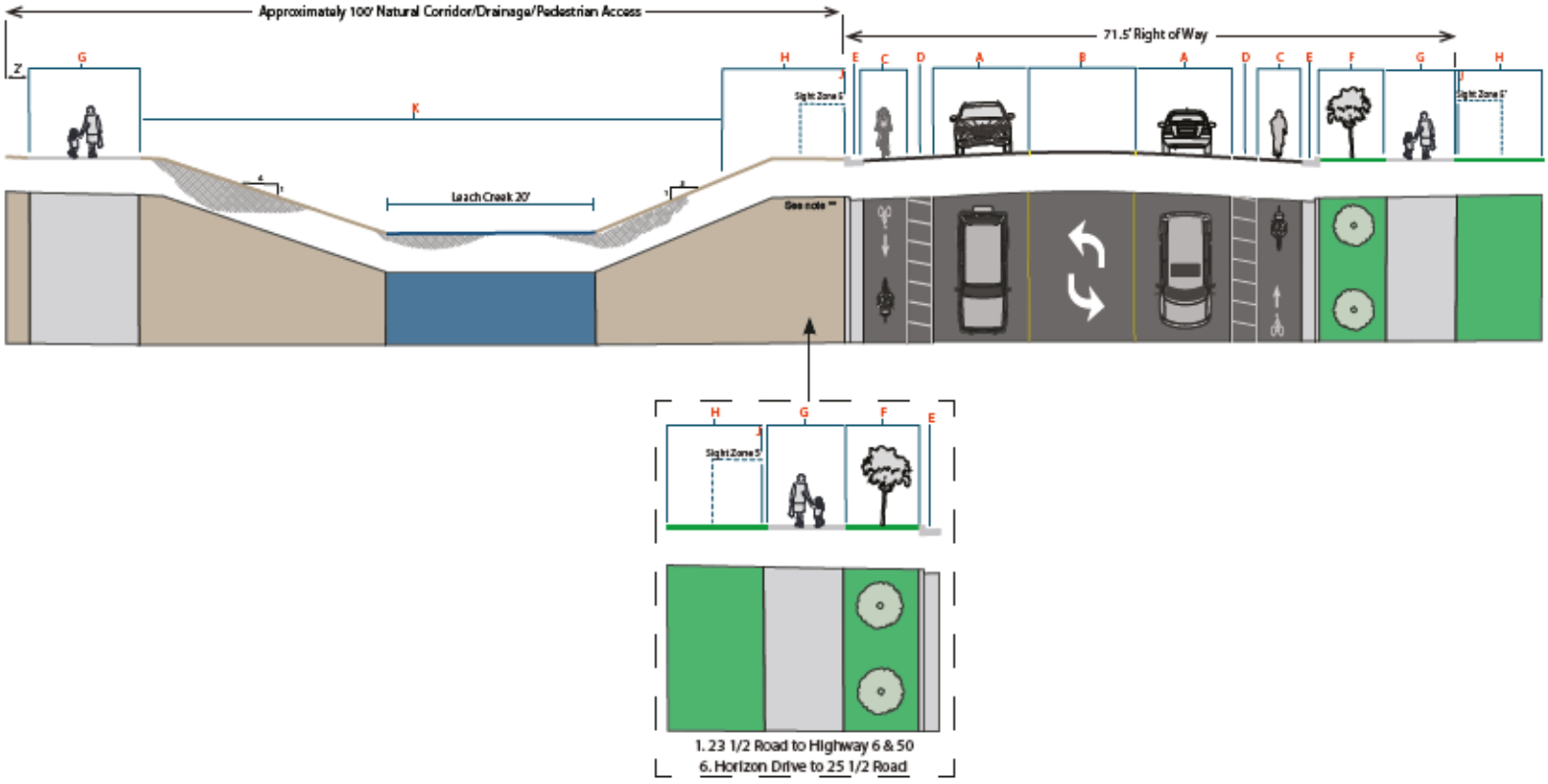
ROW Width 55', Pavement Width 38'
6. Local Industrial Street

Residential and Industrial Local Street

Notes

- A sidewalk can be provided on only one side of the street only if a sidewalk, trail, or pathway is located behind the houses/businesses on the side of the street without a sidewalk.
- If an attached sidewalk is included on a side of the street with no on-street parking the street must be designed for speeds of 20 mph or less and have less than 1,000 average vehicles per day.
- When parking is restricted, an off-lot parking plan (showing on-street and parking pods) is required. When density is R-4, 0.5 off lot parking spaces are required per unit, R-5 requires 1.0 space per unit, and R-8 requires 1.5 spaces per unit.
- When asphalt width is narrower than 28', a fire site plan is required demonstrating designated GJFD design apparatus can maneuver the site with on-street parking.
- Drive over curb, gutter and sidewalk shall be installed only on urban residential streets with less than 1,000 A.D.T.
- Vertical curb and gutter can be used instead of drive over, but driveway cuts must be built with the subdivision and efforts should be made to maintain grade at sidewalks.
- Street sections can be changed to include detached sidewalks using the buffer in street section 5. Right of way width will change accordingly.
- The minimum sidewalk buffer width is 7 feet for planting trees.
- An Exception Request can be considered for sidewalks under 6 ft. width within a constrained environment and/or where low volume of 10 peak hour (vehicular) trips or less can be shown and no through access is provided or planned.
- Where driveways cross detached sidewalks, sidewalks shall be 6" thick concrete for residential and 8" thick concrete for industrial.

G Road



Pavement Width 50', ROW Width 85'
1. 23 1/2 to Highway 6 & 50

Pavement Width Existing, ROW Width Existing
2. 24 Road to 23 1/2 Road

Pavement Width Existing ROW Width 85'
3. 24 1/2 Road to 24 Road

Pavement Width 50', ROW Width 70'
4. 25 Road to 24 1/2 Road

Pavement Width 50', ROW Width 70'
5. 25 1/2 Road to 25 Road

Pavement Width 50', ROW Width 85'*
6. Horizon Drive to 25 1/2 Road

G Road ROW 70' - 85'										
	A	B	C	D	E	F	G	H	J	K
Type	**Travel Lanes**	**Median/ Turn Lane**	**Bike Lane**	**Bike Buffer**	**Curb and Gutter**	**Sidewalk Buffer**	**Trail/ Sidewalk**	**Muli-Purpose Easement**	**Frontage**	**Stream Channel/ Drainage**
1. 23 1/2 Road to Highway 6 & 50	11	12	5	3	2	7 minimum both sides	8 both sides	10	0.5	0
2. 24 Road to 23 1/2 Road	24 road to 23 1/2 road is newly constructed. Only requirement is to install meandering sidewalk, along the North side of 24 road to 23 3/4 road mimicking the sidewalk to the west.									
3. 24 1/2 Road to 24 Road	Newly Constructed						Existing on North,12 on South side of Leach Creek ***see note****	14 South 10 North	0.5	20' stream channel with 4:1 slope on non-roadway side and 3:1 on roadway side

G Road

G Road ROW 70' - 85'										
	A	B	C	D	E	F	G	H	J	K
Type	**Travel Lanes**	**Median/ Turn Lane**	**Bike Lane**	**Bike Buffer**	**Curb and Gutter**	**Sidewalk Buffer**	**Trail/ Sidewalk**	**Muli-Purpose Easement**	**Frontage**	**Stream Channel/ Drainage**
4. 25 Road to 24 1/2 Road	11	12	5	3	2	7 minimum North side	8 on North side, 12 on the South side,of Leach Creek.	14 South 10 North	0.5	20' stream channel with 4:1 slope on non-roadway side and 3:1 on roadway side
5. 25 1/2 Road to 25 Road	11	12	5	3	2	7 minimum North side	8 on North side, 12 along Leach Creek	14 South 10 North	0.5	Developable land
6. Horizon Drive to 25 1/2 Road	11	12	5	3	2	7 minimum both sides	8 both sides	10	0.5	0

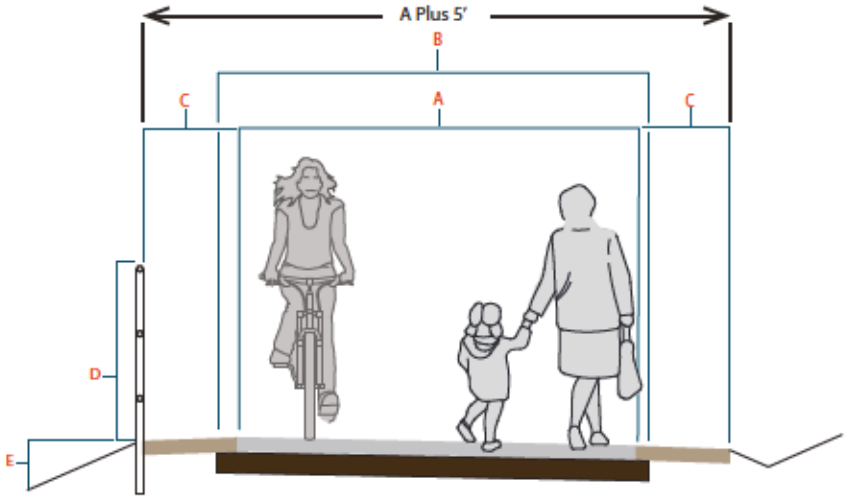
Notes

- G Road is classified as a minor arterial but will be built to a modified major collector section as depicted herein.
- Vertical curbs, gutters and sidewalks are required on both sides of all collector streets
- All collector streets shall be surfaced with Hot Bituminous Pavement (HBP) or Portland Cement Concrete (PCC).
- Additional right-of-way width will be required for construction of dedicated right-turn lanes. See chapters of the City's Transportation Engineering Design Standards for Speed Change Lane Dimensions.
- See details of Multi-purpose Easement Adjacent to Right-of-Way in the standard contract documents.
- For Sight Zone requirements refer to 29.28.150 of the TEDS Manual.
- From 23 1/2 road to Highway 6 & 50, the ditch along the North side will need to be piped.
- 24 road to 23 1/2 road is existing. Only requirement is to install meandering sidewalks, along the North side of 24 road to 23 3/4 road mimicking the sidewalk to the west.
- 25 1/2 to 25 has developable ground in place of the channel.
- As ROW varies in G road segments so does the width of the vegetated buffer.
- The trail on the South side of Leach Creek is part of the active transportation corridor.
- Vertical elements required in the buffer zone between the travel lane and bike lane to satisfy the condition of a protected bike lane (PBL) when speed is => 40 mph. Buffered bike lane (without vertical elements) may be acceptable when <40 mph or a parallel trail with a width of 10 feet or more is provided.

* At approximately 24 1/4 road Leach Creek moves South, the detached sidewalk is required on the South side of G road.

** Where Leach Creek is adjacent to G Road, the south right of right-of-way line shall be established 6" north of the top of the bank.

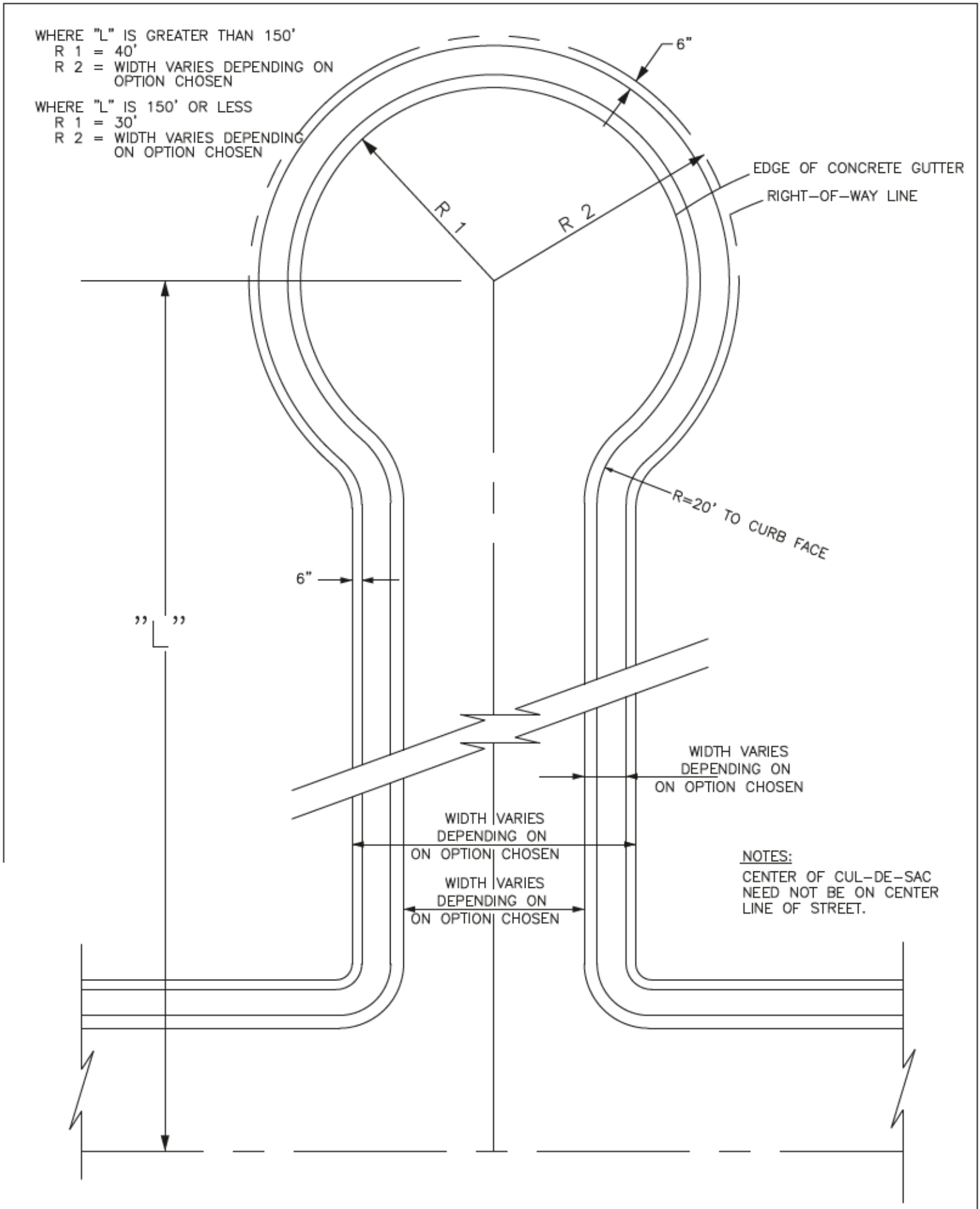
Trail/Pathway



Trail/Pathway					
		A	B	C	D
Type	**Ownership**	**Width**	**Subgrade/Base Width**	**Shoulder**	**Railing**
Trail	Right of Way, Tract, or Public Easement	Varies	Width of Trail + 12"	2.5 Base Course or Landscaping	42" High
Pathway	HOA Tract with Public Easement	6	7	2.5 Base Course or Landscaping	42" High

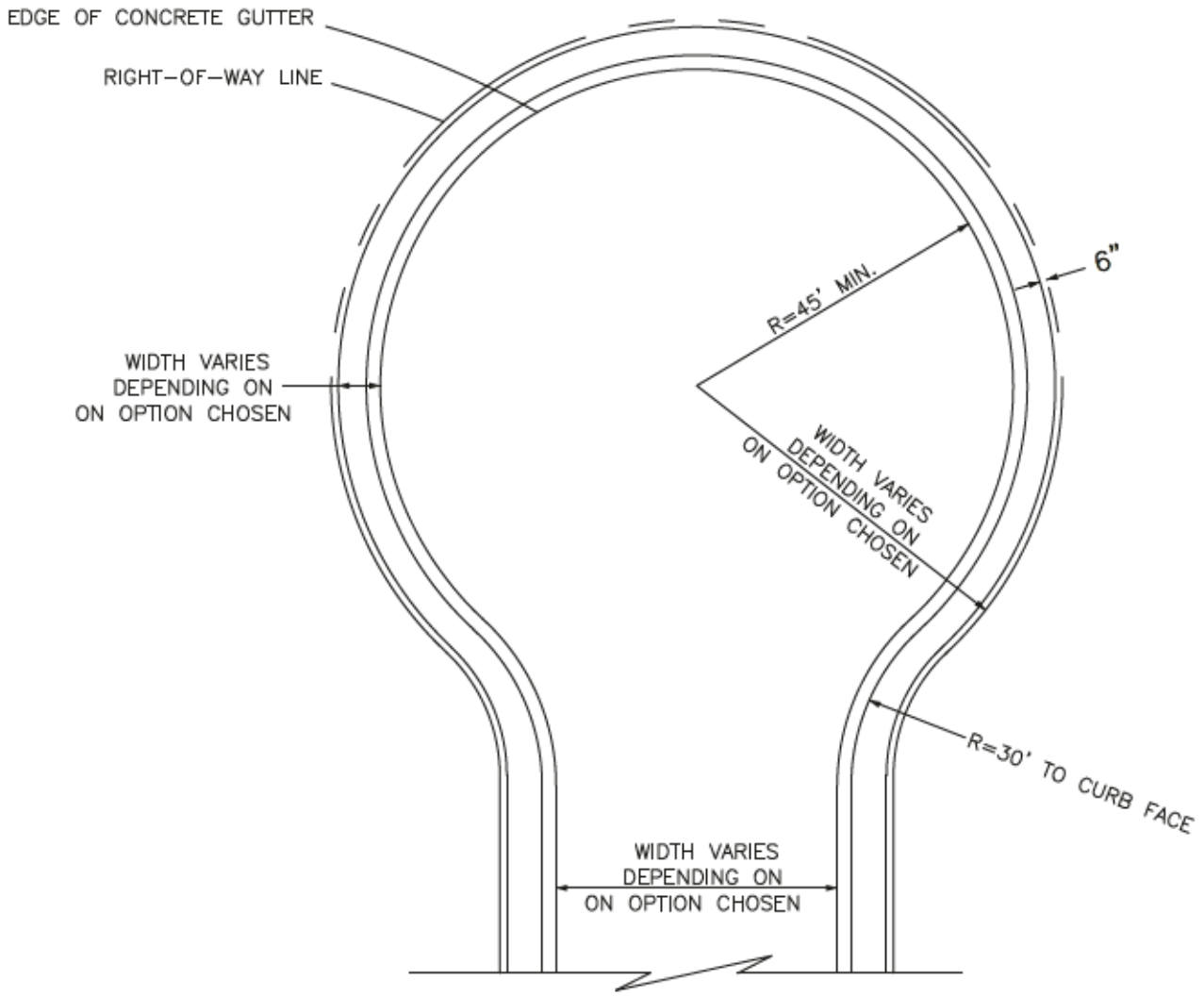
Notes

- A Trail/Pathway shall be designed in accordance with the AASHTO "Guide for the Development of Bicycle Facilities" current edition.
- A minimum width of 8' may be allowed were physical constraints preclude the standard width.
- Trail/pathway has a maximum slope of 2%.
- Shoulder has a max slope of 6:1.
- Where slopes exceed 3:1 and E>2' a railing is required.
- Drainage should be designed for 2 year storm.
- If the trail/pathway is along an Active Transportation Corridor or is near a high volume destination like a school or hospital, a 12 foot width may be required to meet demand and mitigate conflicts between bicyclists and pedestrians..
- Refer to Zoning and Development Code for fencing requirements.
- Trails/pathway shall be a minimum of 4" of concrete on 6" of class 6 base course on 6" of reconditioned subgrade.

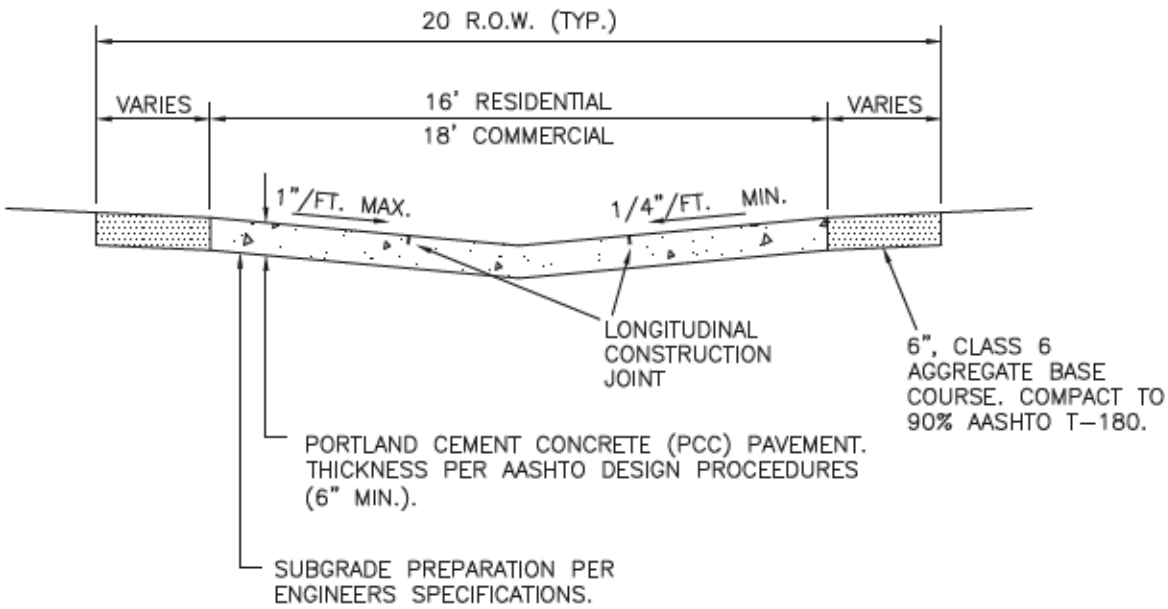


CUL-DE-SAC TURN AROUND - RESIDENTIAL COURT

NOTES:
CENTER OF CUL-DE-SAC NEED NOT BE ON CENTER LINE OF STREET.



CUL-DE-SAC TURN AROUND - MIN. DIMENSIONS - COMMERCIAL/INDUSTRIAL COURT



THE NOTES BELOW PERTAIN TO THE STANDARD CONTRACT DOCUMENTS FOR CAPITAL IMPROVEMENTS CONSTRUCTION:

1. SAW CUT LONGITUDINAL CONTRACTION JOINTS SPACED AT 1/3 PAVEMENT WIDTH. (SEE DETAIL ON PAGE C-29)
2. SAW CUT TRANSVERSE CONTRACTION JOINTS AT 10' SPACING (SEE DETAIL ON PAGE C-29)
3. SEE PAGE C-06 FOR EXPANSION JOINT SPACING.
4. ALL EXPANSION AND CONTRACTION JOINTS SHALL BE SEALED IN ACCORDANCE WITH DETAILS ON PAGE C-28.
5. PCC PAVEMENT SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES.

ALLEY

PEDESTRIAN & BICYCLE ANALYSIS WORKSHEET

IMPACTED PEDESTRIAN & BICYCLE FACILITIES

Question	Yes/No	If answered YES, please describe.	Identify mitigations (where applicable)
Does the proposed land use change existing pedestrian or bicycle facilities?			
Is the land use on or adjacent to a proposed bicycle facility identified in the Pedestrian & Bicycle Plan?			
Does the project conflict with a proposed bicycle facility identified in the Pedestrian & Bicycle Plan?			
Is the site within an existing or proposed shared micromobility zone? If so, does the site plan include dedicated space for storage of shared bicycles and scooters?			
Is the project within an overlay zone? If so does it comply with pedestrian and bicycle elements of the overlay zone?			

DATE:
TRANSPORTATION PLANNER/ENGINEER:

APPLICATION

Transportation Engineering Design Standards (TEDS) Exception Request

City File No.: TED-_____ (To be filled in by City Staff)

Project: _____

Site Address: _____

Applicant: _____

Representative: _____

Date: _____

Parent Project:

Project Name: _____

City File No.: _____

1. *Referenced chapter in TEDS and a brief description of the request(s)*

Request #1 -

Request #2 -

Request #3 -

2. Site Description

REQUEST #1 -

A. Description:

B. Exception Considerations

1. How will the exception affect safety?

2. Have other alternatives been considered that would meet the standard?

3. Has the proposed design been used in other areas?

4. Will the exception require CDOT or FHWA coordination?

5. Is this a one-time exception or a request to change the TEDS manual?

REQUEST #2 -

A. Description:

B. Exception Considerations

1. How will the exception affect safety?

2. Have other alternatives been considered that would meet the standard?

3. Has the proposed design been used in other areas?

4. Will the exception require CDOT or FHWA coordination?

5. Is this a one-time exception or a request to change the TEDS manual?

REQUEST #3 -

A. Description:

B. Exception Considerations

1. How will the exception affect safety?

2. Have other alternatives been considered that would meet the standard?

3. Has the proposed design been used in other areas?

4. Will the exception require CDOT or FHWA coordination?

5. Is this a one-time exception or a request to change the TEDS manual?

APPLICATION INSTRUCTIONS

Transportation Engineering Design Standards (TEDS) Exception Request

Submit the application and associated drawings, in electronic format, using the following instructions.

City File No.: _____ (To be filled in by City Staff)

Project: _____ Fill in all lines in this section unless otherwise noted

Site Address: _____

Applicant: _____

Representative: _____

Date: _____

Parent Project:

Project Name: _____

City File No.: _____

1. *Referenced chapter in TEDS and a brief description of the request(s)*

Cite the section of TEDS for which the exception is being sought and briefly state what the request is. Examples are shown below:

Request #1 - Chapter 29.12.040 - Allow backing into the right of way

Request #2 - Chapter 29.20.060(b)- Reduce the centerline radius of a street

Request #3 - Chapter -.

2. Site Description

Describe the site in detail as necessary to explain the project and the TEDS exception request(s). Include a description of surrounding properties and access points when necessary. There should be plenty of detail in this section. Better to include too much than not enough.

Include pictures and drawings as necessary. NOTE: aerial pictures from the City's GIS system, including contours, can be copied and pasted into the document. www.gjcity.org

For each TEDS exception request, please complete A and B below

REQUEST #1

A. Description

Describe the request in detail using the applicable section(s) of the TEDS. Why should this request be granted? What does it do for the project? Describe problems created by not granting the TEDS exception; Why can't the TEDS requirement be met? Describe benefits created by granting the TEDS exception.

B. Exception Considerations

1. How will the exception affect safety?
   Do you believe the exception will compromise safety? If not, explain why and be specific.

2. Have other alternatives been considered that would meet the standard?
   Show as many alternatives as possible including those that meet TEDS. This is critical. Think out of the box. The committee will ask questions like "Can they buy an adjoining parcel and design it to meet TEDS requirements?"

   Include pictures and drawings.
   Any applications submitted without examples will be returned. Only in rare instances are there requests that don't have alternatives.

3. Has the proposed design been used in other areas?
   Describe how this request has been used in other areas; here or in other locales. Be sure to describe the advantages or disadvantages seen in these areas. Pictures and drawings would be helpful.

4. Will the exception require CDOT or FHWA coordination?
   "No" or "Yes" and a description of what the agency will be looking for.

5. Is this a one-time exception or a request to change the TEDS manual?
   Explain if this is a one-time exception or if you think the TEDS manual should be modified to allow this request permanently.

REQUEST #2 –**Provide complete information for each request as shown for REQUEST #1 above.**

TRANSPORTATION IMPACT STUDY
BASE ASSUMPTIONS

Project Information				
Project Name				
Project Location				
TIS Assumptions				
Study Area Boundaries	North:		South:	
	East:		West:	
Study Years				
Future Traffic Growth Rate				
Study Intersections	1.All Access Drives		2.	
	3.		4.	
	5.		6.	
	7.		8.	
Time Period For Study	AM PM Sat Noon			
Trip Generation Rates				
Trip Adjustment Factors	Pass by:		Captive Market:	
Overall Trip Distribution	North	South	East	West
Mode Split Assumptions				
Committed Roadway Improvements				
Other Traffic Studies				
Areas Requiring Special Study				

DATE:
TRANSPORTATION ENGINEER:

Grand Junction Area
REALTOR® ASSOCIATION

HBA
WESTERN COLORADO

City of Grand Junction Community Development Department,

Thank you for the opportunity to comment on the proposed TEDS revision. We greatly appreciate the extension of the original public comment period, which provided valuable time to formulate constructive feedback in support of the highest quality outcome for the public.

We commend the department's efforts to create increased flexibility in the plan, modernize standards, and implement the bike and pedestrian plan.

As representatives of the Grand Junction Area Realtors Association and Housing and Building Association of Western Colorado, we represent a coalition of over 300 design, engineering, and development professionals and over 900 real estate professionals collectively employing thousands of local citizens.

We're confident that the inclusion of technical expertise informed by this depth of experience will help guide adoption of a plan that functions as intended in fully implementing the core values identified through the planning process. It is our shared vision to facilitate the enactment of standards consistent with the spirit of those guiding principles.

After our initial review, we've prepared comments on a number of items in the current TEDS draft as practical considerations that would fortify the plan, protect against the potential for unforeseen consequences, and ultimately ensure successful implementation for the benefit of our present and future community.

We place particular emphasis on three elements of the draft TEDS plan:

- Right of Way Size Regulations, Parameters, and Variances
- Minimum Access Standards
- Traffic Study Requirements

Two additional elements also warrant consideration:

- Pathway Illumination Standards
- Sidewalk Specification Requirements

The proposed form of each of these elements reflects efforts to achieve commendable goals, but also presents concerns of technical feasibility, outcomes counter to the identified values, and negative impacts on housing affordability.

In each instance, our comments identify alternatives or the need for further clarity to address these concerns while preserving the original ambition of the goals.

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970.243.3322

Housing and Building Association of Western Colorado
569 S. Westgate Dr, Unit 3 Grand Junction Colorado81505
970.852.5707

Grand Junction Area REALTOR® ASSOCIATION

HBA WESTERN COLORADO

Public Comments

Right of Way Size Regulations, Parameters, and Variances

Concerns

- Reduces quantity of land available for the creation of housing inventory, which will increase costs, decrease density, and contribute to sprawl with traffic and commuter impacts.
- Although we appreciate the flexibility provided by the several potential variances, their use would essentially shift interior boundaries.
- Implementing this standard is impractical in scope and lacks technical feasibility. Implementation in existing, developed corridors would require substantial and costly land acquisitions, particularly for infill, and will reduce existing housing inventory.

Comment

- We would like to see further review of the right of way requirements in consideration of emerging trends, as this proposal would benefit from clarity and data benchmarked to standards, impacts, and outcomes adopted by comparable communities.

Minimum Access Standards

Concerns

- These standards need general clarification regarding the definition of minimum access and what specifications are required to meet the stated goal of connectivity.

Comment

- Additional technical clarity is required, and references to similar levels of required access in comparable jurisdictions would serve as a useful point of reference.
- For most infrastructure development, there is a tier based system to determine the size of streets, waterlines, etc. A tier based system should also be established for pathways based on the size of the development, particularly in areas where connectivity is already achieved and secondary access has been established for fire vehicles.

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Grand Junction Area REALTOR® ASSOCIATION

HBA WESTERN COLORADO

Public Comments (continued)

Traffic Study Requirements

Concerns

- The proposed requirement for traffic impact studies (TIS) of developments that generate between 10 and 99 ADUs is needlessly low, and the lower threshold of 10 peak hour trips could easily be achieved by a single home with one house multiple drivers or bicyclists, which will increase development costs and decrease affordability.

Comment

- The current traffic study requirements in the existing TEDS should be maintained, but with an addendum for estimating impacts to bicycle and pedestrian traffic. This would incorporate bike and pedestrian considerations while mitigating higher costs.

Pathway Illumination Standards

Concerns

- The draft proposes an uncommon management structure in which responsibilities are assigned to HOAs, private development, or not defined clearly.
- HOAs are unlikely to reliably manage illumination, while assigning responsibility to development in perpetuity is unusual and exceeds the role of private development.
- This structure is likely to create an inconsistent variety of lighting types and specifications.

Comment

- Apply the current system for local street lighting to pathway illumination to ensure reliability, simplicity, and consistency in type of lighting.

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Grand Junction Area REALTOR® ASSOCIATION

HBA WESTERN COLORADO

Public Comments (continued)

Sidewalk Specifications

Concerns

- The proposed standard requiring sidewalks 6 feet in width and on both sides of the street will remove excessive amounts of already limited land available for the creation of housing inventory, with minimal additional utility for multimodal usage.

Comment

- The six foot sidewalk requirement should be modified to be required only at higher vehicular volumes and on only one side of the street, with an emphasis on connectivity. This will lower costs in the creation of housing and also the City's long-term maintenance costs, leading to the creation of more affordable housing stock while still accommodating multimodal usage.

Additional Feedback

The incorporation of this professional feedback will meaningfully improve the quality of the plan thanks to your gracious extension. That said, TEDS is a complex document that has not undergone a revision for many years, and the outcome would benefit from further review and refinement. We understand it may be challenging but with a plan of this magnitude, it's worth taking the extra time to get it right. We appreciate your collaboration to date, but respectfully request that you consider additional time for review.

If this additional time is granted, it will allow our professional community to provide several and more thorough contributions.. For example, we would:

- Explore how the new proposed standards complement or conflict with the latest trends in context-based development.
- Investigate experimentations and comparative models underway in front range communities that have already or previously incorporated multimodal uses and other additional values into their roadways and systems, so as for our Grand Junction to benefit from the best available data and practices as we tailor the right variables for our own community.

Additionally, we suggest that it would be mutually beneficial to convene a workshop between city staff and industry practitioners to further discuss our comments and opportunities to refine these standards.

Thank you again for offering these feedback opportunities to date. Please don't hesitate to contact our team with any questions, and we would be happy to serve as a resource throughout the remainder of the process.

We look forward to your response, and thank you for your consideration.

Submitted on behalf of the Grand Junction Area Realtors Association and Housing and Building Association of Western Colorado

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The following are comments compiled and received by the City via email from the development community and interested parties.

From Keith Ehlers on 6-29-23 via email

I've shared this with a few of you in conversation recently, but I hadn't done so in writing yet so here it is. The top two items at this stage that I'd like to see further vetting for in regards to the draft TEDs manual are:

1. Current development impact fees were influenced by the calculated cost of the existing cross sections and improvement requirements for roads, BUT if the new TEDS manual gets adopted before any responsible vetting of the additional cost implications of the expanded improvements being required is completed the TIF fees will automatically be out of alignment with every calculation that went into the 2019 nexus study and ultimately guided the impact fee implementation schedule that was approved by council and is utilized by the city manager and public works for budgetary planning. There are repeated comments about concern that the impact fees are currently only 75% of what is needed (based on the cost assessment of existing road cross sections), but the adoption of this TEDS policy would amplify the related budget shortfall. Can someone discuss this issue with me in detail please to help me understand what the thinking is and educate me on anything I may be missing?

2. If the new cross sections are consuming more right of way and requiring a detachment of sidewalks away from the vehicular activity then do we still need the same level of expensive landscape strips, buffers, and screening requirements that we currently require in our code? Perhaps there is a trade-off to be found here in which the private property owner may have to give up more land for ROW, but gets that's developable ground back through the relief of required landscape strips wherever detached walks are required since they inherently create a landscape strip between the roadway and the sidewalk. Does this question get addressed in the code update project or the TEDS project?

Thanks for your time on this.

-Keith

From Kevin Bray on 6-14-23

Rick, Trent, and Dave,

I like the idea of a drive lane that accommodates 2 way traffic. Its traffic calming and also keeps the space available for the fire trucks. I'm not sure I totally understand Fire's need for a second access. I thought we designed streets to have two firetrucks drive by each other at the same time. In that case one can be dropping a hose while the other is passing to drop the next. The 2nd access, if it was a path, would not need to be 20' width because there is not a hydrant or a home to service from that so whatever emergency vehicle would use it would then dump onto the residential road that had the proper width for the above scenario to unfold. Maybe you have a better explanation but I thought it would be a good trade-off if we are going to do a path(700' block rule) connection this should allow us to have some flexibility on longer cul-de-sacs and meeting second access requirements. In the example below, you can see that the drive lane is intended for two way traffic but I think it would/may require queuing. The presentation also brings up some good points about reducing the amount of asphalt/concrete that must be maintained.

For a good example of context-based multimodal street design I think the section of Mariposa that goes through residential neighborhood is a good example. A joint drive lane that does not have a middle stripe, allows for parking on the sides, and when pedestrians are in the street there is no psychological resistance to crossing the centerline and giving peds and bikers a wide space. I don't think that design is necessarily the best for mariposa as it serves very few residential homes and has a high design speed and more of a collector context, however, this was a practical and cost-effective approach to providing some traffic calming and mitigating uncomfortable ped/bike/car relationship. Notice the local residential Pleateau drive is 35' wide and has many private signs up and down the street "Kids at play" "please slow down". I think we have an opportunity to explore whether sidewalks in residential neighborhoods create safety or if they create a contextual assumption that people are on the side, and the drivelane is a speedway for cars. We all grew up on streets with no sidewalks or narrow sidewalks. We played football and basketball in them, we rode our bikes in them, we walk in them comfortably. Is it possible that the separation is the problem? The street I live on is full 44' with sidewalk on both sides, its over 1,000' long with more lots than are currently allowed in a dead-end cul-de-sac. There is very little traffic but the cars that come through there are usually doing mach 10. It's a design issue. We should build neighborhoods that people drive through like campgrounds.

Also, see his email with embedded photos and a powerpoint presentation.

From Kevin Bray on 7-17-23

Thanks Rick, I did hear Steve address the fire truck need in a roundtable I attended. Steve did a pretty thorough job and articulated well the need for the two lanes which I understand. I think the path would qualify as its not intended or needed to

provide the ability for two trucks to pass. I think you can come to the same conclusion or get with Steve if you need to. My comment is only to provide flexibility where it makes sense and can save the City and the consumer unnecessary costs.

From Mark Austin on 7-13-23

TEDS Plan Comments from ACG:

1. This is just a general comment, but the Ped and Bike Plan is now significantly impacting the cost for projects. The concern I have is the vast majority of "input" and involvement on this plan was provided from the bicycle community and was it really a representation of the entire community? The bicycle community just scored a huge win because they really aren't having to pay for any of these improvements. It would seem to me that before fully embracing this Bike and Ped Plan, there needs to be a cost analysis study to determine the cost to implement this plan and method that funds the construction and maintenance of the plan. The reality is the City is the agency that is ultimately going to have to pay for these improvements because the vast majority are on collector-type streets. If the community really wants to fully embrace this plan, they must also provide the funding to do it. This is really no different than what the City just did for the Rec Center. All of the planning documents and "surveys" from the community said they wanted a Rec Center. However, the City didn't move forward with this until there was a way to pay for it. Why isn't this same approach being taken for the Bike and Ped plan?

2. Section 29.08.030 – 1st Paragraph, last sentence and Paragraph 2. This should state 100 PEAK HOUR trips, not 100 trips (this would be 10 houses).

3. Section 29.12.040, part B. A maximum of 4 parking spaces without an island is unrealistic, or even 8 spaces. Why is a landscape island needed in an alley? This is not the place for a landscape island. Please look at the Catholic Outreach projects along alleys in the 200 and 300 blocks south of Ute. Also look at 951 Main Street.

4. I'm concerned all of the new street sections and various ROW widths will be difficult to determine when and how much additional ROW a site plan approval project must dedicate. For the most part, most of the existing commercial lots already have curb and gutter along them and are generally located along a street that is a collector street and above. When the site wants to develop, is the City now going to require additional ROW dedication along these streets and then require the sidewalks for instance to be detached? Maybe this isn't an

issue for the sidewalk because it's a collector street, but which ROW section for a collector street will the developer have to follow? If it's up to them, it will be the one that has to give up the least amount of ROW.

5. The TIS requirement to do for Bike and Ped analysis is silly. Most of the streets and sidewalks don't have much ped or bike traffic, so why are we trying to measure this? It isn't going to tell anyone anything and what is going to be the basis to project future bike and ped usage? All this does is cost projects another $2,000 for traffic study consultants that provides no real useful information. Every question on this checklist can be answered by the City's development engineer.

6. I can assure you the general public will use the Ped and Bike Analysis Worksheet to oppose every project that has a ped or bike facility along a collector roadway. A good example is the C-1/2 Road Gravel Pit. This project is currently pushed out by the Planning Commission because of the neighbors' complaints about inadequate bike and ped routes on C-1/2 Road. I can assure you the public will use the "stress" table maps to push their point once they understand how much this bike and ped plan drives the level of improvements required for a project approval.

7. Every project that has opposition will always raise the concerns that their roadways are too congested and can't handle the additional traffic, and the kids playing in the streets will be killed from the additional traffic generated by the proposed development. At least with a Traffic Study you can use ADT numbers to show the street has additional capacity to handle the development, but even with a Stamped Traffic Report, Planning Commission members will cave on this with enough public opposition at a hearing. Now you are going to have to say that it's ok that the kids playing in the street can't walk safely without a sidewalk and a bicycle can't travel down the road safely without having more pavement. We are setting ourselves up to get killed in public hearings, and the City will be the one getting yelled at because the streets are collectors.

8. Requiring individual lighting plans for all streets is another $1,500 burden on EVERY SINGLE PROJECT. All that needs to be done is do the lighting analysis for the various street sections and you should be able to determine a "typical" light pole spacing to provide the lighting levels needed. This is even more ridiculous because Xcel Energy is the one providing and installing the light types and I seriously doubt they check to make sure the lighting analysis light fixture details and deflectors match the equipment they install and maintain. This is just not a realistic expectation.

9. Section 29.20.030 Providing pedestrian lighting on all ped paths and trails is extremely expensive for all projects.

10. Expecting HOA's to maintain pedestrian level lighting in subdivision projects is unrealistic. They can barely handle getting irrigation water to their homeowners, now you want to have them maintain and operate pedestrian level lights for the entire public to use on their property and they are the ones that have to pay for them? This makes no sense. If the lights are provided, they need to be turned over to the City to maintain and operate, just like the lights along the street. Pedestrian and Bike trails are now considered "multi-model" and therefore they should be treated just like a public street lighting system for vehicles.

11. It would seem to me the street options need to include the low stress vs high stress design requirements from the ped and bike plan. I still don't know what that means, but from what I understand, we have to now assess the Bike and Ped plan to determine the stress level, which then drives the required sections required.

12. I was not part of the ped and bike plan, but how did the low stress vs high street analysis in the bike and ped plan get developed? This level of stress analysis is now significantly impacting the cost to develop street sections, and most of these street sections are paid for by the City through taxes. Has anyone thought about how this is really going to be paid for?

13. Section 29.20.060 (c)– Bulb outs. Just about every local street section has street parking. Does this now mean that bulb outs are now required at every intersection on local streets?

14. Section 29.20.070 (B)– Why can't this be a 2% to 2%? Requiring vertical curves at Stop Control intersections is ridiculous. Anyone driving across a typical crowned street drives up and down a 2% crown all the time without a safety issue. All the vertical curve does is create complexities in construction that aren't needed.

15. Private driveway access locations should not be restricted to a maximum 4% grade.

16. Section 29.20.210/ 29.28.250 – Traffic Calming. The City enforced this in the mid 2000 with
chokers and tabletops in subdivisions. The reality is these really didn't do anything and so over time, this "requirement" went away. Is it now back? Did we not learn anything from the last time this was required?

17. G Road Section – 70-ft ROW. Why is it acceptable for G Road to have a narrower Bike Lane but it's not acceptable for a Low-Speed Collector road, or

even a local commercial street or lower volume local streets?

18. Two Way Shared Use off Street Path – I'm not seeing where dimension E, slope information, is defined?

19. Two Way Shared Use Paths – Canyonview park has multiple 8-ft paths and is highly used in the community. These paths typically don't have 2-ft gravel shoulders, but some paths have a 3-ft soft surface path for people who don't' want to walk on hard surfaces. Several of the paths have no shoulder and transition into the adjacent grass. Why isn't this an acceptable section for everyone else?

20. What is driving the requirement that all paths have to be concrete? Again, Canyonview has several soft surface paths and in many locations, such as Redlands 360, concrete paths are not practical in open space areas.

From Ron Abeloe on 7-14-23

To: Trent Prall

Rick Doris

Thank you for the presentations of the proposed update of the TEDS along with the opportunity to provide comments from a Land Development and Housing Provider perspective.

My comments are mostly focused around the multimodal, Bike and Ped portions of the update. These portions of the update will add thousands of dollars of additional cost to each new housing unit that is produced under these proposed standards. That alone is not a reason to not propose them if the proposal eliminates a serious safety issue that is resulting in high numbers of injury or death.

It is however a reason to gather the information and statistics to support not only the new standards but also where they are warranted based on the significantly negative impact they will have on all new housing types.

Increasing new housing costs drives additional inflationary pressure on new home prices to the consumer. More troubling than this is the fact that new home price inflation is tied directly to increased prices on lower cost housing units as well. New home prices move in tandem with all other housing groups as a rule. These lower priced housing units are what the lower income level buyers and renters are using for shelter. These units are our work force housing stock.

Based on these facts it seems very important to take the time to identify where these new standards will have a safety impact large enough to warrant the significant negative impacts on housing prices, and where they will only serve to increase costs without much benefit.

In addition, adding concrete and asphalt in places where it is not necessary seems environmentally irresponsible and inefficient for future City Maintenance as well as the development itself. Considering the amount of carbon needed to produce concrete and asphalt along with the significant heat generated year after year for every additional square foot of these surfaces that are required to be installed, it seems prudent to make sure that it is truly needed.

I have heard the term quality of life or a more comfortable experience when referring to these improvements, I would ask you to keep in mind that there are few quality-of-life issues that are more important than being able to provide housing for yourself and your loved ones, and it is quite an uncomfortable experience when you can't afford to do that.

From Ron Abeloe on 7-17-23

Rick I wanted to backup our conversation on the costs associated with the TEDS update, specifically the requirement for 6 foot wide sidewalks in new residential subdivisions. I am estimating that on a 60 foot wide lot this will add approximately $2,000.00 of cost to each lot. This cost is being proposed without any compelling reason to do so. The pedestrian traffic inside of most subdivisions is so extremely low and a significant part of that traffic is single user which will receive almost no benefit from a wider walk. This cost may be warranted on high volume higher speed streets but inside of new residential subdivisions what we are currently required to provide seems more than adequate. I say this because in the 30 years I have been developing residential subdivisions of various densities along with the hundreds of homes I have built and sold I have yet to have heard a single complaint or even a comment regarding the width of the City Sidewalks inside the subdivision. As a matter of fact, the standard entry walk to the front door of our homes is 4 feet wide, and again, I have never received a comment or complaint about this standard either. Now I know that this is not a scientific study but it does lead me to believe that if a 4 foot wide sidewalk width was an issue of concern, I certainly would have heard about it by now. I would simply request that if the City truly believes that this is worth the additional burden on the home buying public that you should work with our industry to determine where this burden is truly warranted based on real data and where it is unnecessary. I would remind you that the cost of new homes is directly related to the market price of new homes and more importantly that as new home prices rise, that all other housing prices follow including rents. This is a well-documented market reaction, therefore additional cost should be very carefully and thoroughly investigated prior to any requirement that ends in that additional cost. I realize the City has no control over market forced but that in no way relieves the City from the those additional cost items that it does have direct control over

unless there is a truly compelling reason that has been proven out through thoughtful and thorough research.

Thank You for your consideration,
Ron Abeloe
Chaparral West Inc.

From Andy Gingerich on 7-14-23

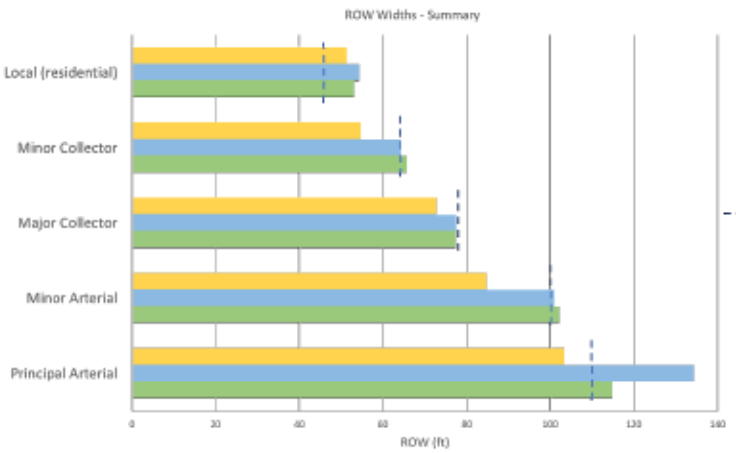
I agree with the basic concept, Rick, that gov't agencies would build them on the main roadways, and developers would build them on the others. In reality that's what would happen. I just don't know if roadway classification is the best guideline. From the examples I gave, North Ave is a minor arterial, Rimrock is a major collector, 24 3/4 Rd and Market St are local roads. I suspect that North Ave is covered by the North Ave Overlay. But in the other examples it looks like it's based more on a traffic flow issue, trying to prevent traffic back up at intersections, etc. These were decisions made before my time, so I am making some assumptions.

How is it determined which roadways TCP funds will be used for vs which roadways developers will build? Maybe that's a decent guideline to determine areas where developers would and wouldn't be required to build a pullout. I'm just thinking that if a developer is building a roadway and sidewalks, and it's determined that a pullout is needed, they should build it along with everything else. In reality, bus pullouts are unlikely to be needed in local and lower classified roads in most situations.

There is a decision tree in the current Transit Design Standards and Guidelines that determines stop locations and whether or not a bus pullout is needed. I don't think this decision tree has been closely followed over the years, and should be updated to reflect more recent practices. But I think it's the right place for these standards to be located.

Response to Public Comments received on the Draft Transportation Engineering Design Standards (TEDS) Update Manual

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
1	Sidewalk specification requirement – proposed 6' versus current 4' on local streets. • Pedestrian volume is low and the public doesn't complain to builders about 4' wide sidewalks. • Require only at higher volume locations. This lowers cost in housing and city long term maintenance costs. • Perhaps only require the wider width on one side of the street. • Proposal exceeds CDOT minimum 5' sidewalk standard. • What is the additional benefit of the 6' sidewalk and is it worth the added home cost? • Continued interest in narrower sidewalk widths, even with 200' passing area. • Want more options based on volumes. Create a hierarchy of standards.	The Pedestrian and Bicycle Plan establishes that local streets should provide a 6' wide sidewalk to provide for an acceptable (LOS) level of traffic stress of 2 or less on all local streets and low speed collector streets.	• Level of acceptable traffic stress was key in the Pedestrian and Bicycle Plan (PBP) study. This was determined through public engagement and industry standards. • It is difficult for two people side by side, a pedestrian to pass a wheelchair or baby stroller, etc. on a 4' sidewalk. • Sidewalk encroachments such as landscaping and side mirrors on vehicles often reduce the effective area of the sidewalk width. • In addition, the PBP proposes 6' based on NACTO to meet the LOS 2 criterium. • The TEDS update proposes multiple street options that provide the ability for narrower streets. • Constructing different Sidewalk widths will be troublesome during construction. • Pedestrian volume will remain low as long as the facilities are substandard (a width where citizens choose to not use them due to the level of stress). • The expected minimum standard is 6', however a developer can request an exception and narrow to 5' sidewalks in a constrained environment if justified. • A note has been added to the residential street section saying an exception request can be considered for sidewalks under 6' width within a constrained environment and/or where low volume of 10 peak hour vehicular trips or less can be shown and no through access is provided or planned.
2	Issue: Right-of-Way size regulations and parameters. • Want further review and benchmark comparable cities. • Concern this reduces available land contributing to sprawl and decreases density.	Most street sections will see a wider roadway. However, for local streets, many options are available. • Local Street (currently 44') – options vary between 38' to 63' in total ROW width.	• City researched peer cities. Proposed Sections are now benchmarked to peer Cities, see graph below:

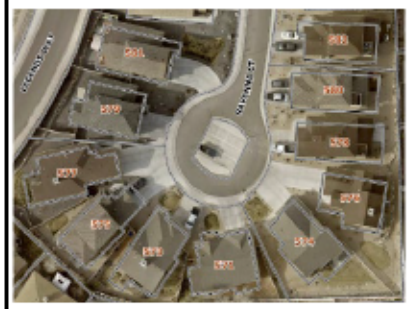
Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
	• How do we know which ROW to give on Maj. Collector? Speed criteria +/- 35MPH • Current Impact Fee structure does not reflect these sections.	• Minor Collector (currently 52')/ Local Commercial (currently 52') – change to 64' ROW width. • Industrial Street (currently 48') – change to 55'. • Collector (currently 60') – change to 70'-78' ROW width. • Minor Arterial (currently 80') – change to 100' ROW width. • Principal Arterial (currently 110') – no change, continues to be 110' ROW width.	 • At General Meeting staff will determine Major vs Minor Street section for proposed development. • The current impact fee structure does not reflect these sections, however the City will study impact fees in 2024. • Flexibility of zoning code requirements will minimize the reduction of any density limitations for new development.
3	Concern with what is required for Minimum Access to new development and what those standards will be. • Can paths be used for fire access. • Concern about ownership of these paths. • Will fencing be restricted along path corridors?	Requirement for a 6' path between subdivisions when existing or proposed street connections are greater than 750' apart. Path connections may occur off the end of cul-de-sacs.	• The path will be called "pathway" and has been reduced in width from 10' to 6', and the easement width has been reduced from 15' to 11'. • Fencing along pathways will be regulated by the Zoning and Development Code. • Pathways will be constructed in tracts owned by the HOA. This is already established practice. • The new 11' easement width will accommodate the ability to replace concrete in the future, a concern raised by the Technical Advisory Committee. • The Block length and pedestrian block length are being removed from TEDS and will become part of the ZDC.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
4	Traffic Study Requirements • Knowing the information upfront is most helpful – add as an agenda item on General Mtg. • Clearly identify what level of effort is required on each question so the checklist does not become subject to interpretation. • Incorporate ped/bike analysis only and clarify that the pedestrian/bike evaluation does not need to be completed by a traffic engineer.	New traffic assessment for between 10 and 100 peak hour trips.	• The assessment is for peak hour trips which is a minimum of 10 houses. • The language has been changed from "shall" to "may require" the assessment. Approach is not to require a study if it won't tell anything new. • The proposed checklists have been revised for clarification. • Staff will identify what is required and the level of effort with the applicant at the general meeting. • The pedestrian/bike evaluation does not need to be performed by a traffic engineer.
5	Pathway illumination Standards • Handle like normal streetlights. • What are the spacing requirements between lights? Need a standard. • In practice, this likely creates an inconsistent variety of lighting types. • HOA's are often unreliable for maintenance, and this exceeds the role of private development. • Make solar lighting an option. • Request dedicating tract to City for city to maintain pedestrian lighting.	HOA to install and maintain bollard type lights for pathways.	• City pays for regional trail facilities. • It is not uncommon for an HOA to be responsible for lighting within their subdivisions. Note, Mesa County requires the HOA to pay for street lighting. • The installation of commercial grade Solar lights is permissible and may be a good option. • Strategically orienting streetlights to illuminate pathways or portions of pathways can help reduce costs. • Establishing a citywide standard for light spacing may actually cost more for a proposed development than creating a site-specific lighting plan for a that development.
6	Increase the current Cul-de-sac length from 750 feet to 1000 feet.	The TEDS update proposes keeping the maximum Cul-de-sac length at 750'.	This standard has been left at 750'. The developer can always request a TEDS exception. This allows context evaluation. After discussing with the development community, they are okay with keeping this as it has been.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
7	Can the number of dwelling units on a Shared Drive be expanded from 5 to 7?	Not in TEDS, include in Zoning and Development Code Update.	The number of dwelling units accessing a shared driveway is set forth in the Zoning and Development Code (ZDC). Staff is now proposing as part of the ZDC update to eliminate the number of units but keep the length of the shared drive at 150'. Parking pods may be required as part of the development of homes on a shared drive.
8	What is the expected width of Paths and Trails, 10' or 12', 8' if constrained?	Pathways and trails are pedestrian and bicycle facilities for connections between subdivisions, the end of cul-de-sacs and neighboring streets, etc. and for Active Transportation Corridors (ATC).	The pathway has been separated out from trails and therefore the TEDS Update is now establishing trails at 10', except 12' in high volume areas. The minimum width is 8' in constrained areas. The 10' width standard is needed to accommodate the multi-use of bikes, rollers and pedestrians sharing the trail. These standards apply to all ATC's. Pathways connect subdivisions to surrounding streets and in some cases from the end of a cul-de-sac, they are now proposed to be 6' in width.
9	What is the policy for upgrading existing infrastructure? TEDS does not address this. • Will new developments have to remove attached sidewalk and install detached sidewalk when developing a new a site along an existing street when the street section requires it? • Or have to expand sidewalk width of an existing sidewalk when the street section calls for it?	This is specifically addressed in the introduction of TEDS, Section 29.01.010 Forward under Applicability.	Generally recent street construction within new development would be expected to remain as it was constructed prior to the adoption of this revised TEDS. To formalize these conditions the TEDS manual has established language permitting the City to issue a deviation. TEDS Section 29.01.010 Forward under Applicability states "Infill development within the City of Grand Junction Urban Development Boundary may be constrained by existing improvements. If such a condition exists an affirmative waiver of TEDS shall be required in accordance with Chapter 29.64.010. The City and County may approve a deviation from these standards only when and if the deviation is shown to be warranted and safe."
10	Allow for the construction of streets in new development without sidewalks on local streets.	The TEDS update requires sidewalk along all local streets within new development.	• The Pedestrian and Bicycle Plan recommends a minimum of 6 feet for sidewalk infrastructure for all new local streets constructed. • Sidewalks provide accessibility and greater safety for all users. • The level of traffic stress is reduced when sidewalks are constructed at 6' widths permitting all users including pedestrians, rollers and bicycles to use them.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
11	Lighting plans for public streets, need to provide spacing criteria on all streets.	TEDS provides spacing of streetlights on local residential streets and provides standards for illuminance on other street classifications.	Variation in street widths and fixtures (over time) requires an illuminance plan. The City is currently performing a study to determine if it makes sense for the City to take over street lights from Xcel and GVP.
12	Pedestrian Bicycle Plan (PBP) didn't survey non-biking public	Not in TEDS.	• Nationally, FHWA estimates 65% of the population is underserved by existing conditions.  The pedestrian and Bicycle Plan (PBP) surveyed both biking public and non-biking public. • Of 669 Surveys, 23% of the survey respondents listed Bikes as the mode they typically take, 72% use a personal vehicle. • 95% said they would like to walk or roll or bike more often or for more types of trips than they currently do. • Biggest walking challenges identified – 1) nonexistent or insufficient sidewalks and 2) streets are uncomfortable or unsafe to walk along. • Biggest biking challenges identified include streets are uncomfortable or unsafe, there are not enough paths or trails and don't feel safe crossing major streets on bike. • For walking/rolling/biking to school 34% said they did, 51% take a personal vehicle. School bus only 9%. • Study findings: Total 347 ped (125) /bike (222) crashes between 2016 and 2020. 42 crashes led to severe injury or death. That's one crash every 5 to 6 days.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
13	Increased cost and impact on affordable/attainable housing, shouldn't a cost/benefit analysis be conducted?	TEDS doesn't address the cost/benefit of development infrastructure with the cost of housing.	• The Pedestrian and Bicycle Plan (PBP) provided the analysis of community need for safe/low stress pedestrian and bicycle facility needs in the community. Participants in the planning process provided input on what they saw as the important needed infrastructure that would permit them to utilize nonmotorized transportation, thus reducing their personal transportation costs. • Reduce the number of cars a household has to maintain can reduce transportation costs if other nonmotorized modes of travel are available, safe and doable. • Typically, a person spends approx. ¼ of personal income on Transportation. • Providing citizens with transportation options helps lower personal transportation costs which helps them in meeting their housing costs. • See discussion from local survey, (next row).
14	Traffic Calming, previous implementation of this in new development was not effective.	Required if a straight street is longer than 600'.	• Narrower street options will help limit speed without specific measures. • Bulb outs, chokers, and mini roundabouts are effective if done well. Local examples (Spanish Trail subdivision) bear this out. • Curvilinear streets can be used to help slow traffic. • Recommend densely parking on only one side of street for narrower street section to lower speeds and costs. This can be accomplished using some of the local street sections permitted.
15	Why require landscaping islands in parking pods located off alleys?	A parking lot endcap landscape island has been required.	The TEDS update proposes to remove the requirement of an endcap for parking along alleys.
16	All paths have to be concrete	All Active Transportation Corridors (ATCs), sidewalks, and pathways shall be constructed with concrete.	A development can propose paths within their own HOA open space system that are not concrete. It is only ATCs, sidewalks within the public ROW, and pathways connecting between streets and from cul-de-sacs, for public use, that are required to be concrete. Other treatment types on surfaces areas such as asphalt have not fared as well with buckling and general maintenance is a larger issue.

Comment No.	Listening Tour/Developers Roundtable/Public Comments ITEM/ISSUE/CONCERN	TEDS UPDATE PROPOSAL	CITY PROPOSED RESOLUTION/RESPONSE
17	Landscaping in cul-de-sacs/parking pods	Not in TEDS, include in Zoning and Development Code Update.	  Example 1 (The Legends) Example 2 (Summerhill) Two general sizes have occurred in the city with Example 1 (The Legends subdivision example) fitting within a standard cul-de-sac and Example 2 (Summerhill Subdivision example) needing a larger area for the parking area. Proposed to not require landscaping for Example 1 and to require landscaping for Example 2. These options will be proposed with the Zoning and Development Code Update.

David Thornton

From: Grand Junction Speaks <no-reply@gjspeaks.org>
Sent: Monday, October 9, 2023 3:03 PM
To: David Thornton
Cc: Jacob Kaplan
Subject: [Grand Junction Speaks] Comment submitted for: TEDS Manual Update

**** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - ****

The following comment has been submitted for TEDS Manual Update by Maeve Goodbody:

Hello, I am a downtown Grand Junction resident writing in support of the updates to the TEDS manual. In adopting the Pedestrian and Bicycle Plan the City advanced values that are integral to our community. Grand Junction residents want to live in a community that is safe, welcoming, and enjoyable for people using all modes of transportation. From my review of the public materials, updating the TEDS manual seems like the imperative next step, after adopting the Ped and Bike Plan. I recently finished reading The Architecture of Happiness by Alain de Botton. The book examines architecture, and urban planning as a whole, through the human lens of how structures make us feel. In the book, de Botton wrote extensively about Le Corbusier, the visionary Swiss-French architect and designer. At one point Le Corbusier drew plans for a massive overhaul of Paris, and proposed eighteen uniform high rise towers to house most of the population in the French capital. He proposed eliminating roads in the city, and envisioned only high-speed thoroughfares bypassing the city-center. De Botton commented on this illogical vision saying "In his haste to distinguish cars from pedestrians, Le Corbusier also lost sight of the curious codependence of these two apparently antithetical forces. He forgot that without pedestrians to slow them down, cars are apt to go too fast and kill their drivers, and that without the eyes of cars on them, pedestrians can feel vulnerable and isolated." He went on to comment on the joys of living in a walkable community, "But whereas we may leave the house with the ostensible object of consulting a book in the library, we may nevertheless be delighted on the way by the sight of the fishmonger laying out his startled, bug-eyed catch on sheets of ice, by workmen hoisting patterned sofas into apartment blocks, by leaves opening their tender green palms to the spring sunshine, or by a girl with chestnut hair and glasses reading a book at the bus stop. De Botton's language may be flowery, but his beautiful prose can be easily distilled: life is simply better when you don't go everywhere in a car. My toddler shrieks with joy every time he

sees a bus. My older children love the days when I have time to walk them to school, and are thrilled by the prospect of being old enough to bike to a friend's or the park on their own. Afternoon walks home from my office in the spring and fall are some of my most cherished quiet moments that break up work chaos from home chaos. Our community should support all modes of transportation, which it already has by approving the Pedestrian and Bicycle Plan. Updating the TEDS manual is the logical next step and I appreciate Planning's time and attention to this important issue.

You can approve or reject the comment here.

This email was delivered by gjspeaks.org

Teds comments:

I was an initial member of the TEDS committee, but unfortunately was not able to dedicate the time and participate at a consistent level. I was present as some community discussions and there are two particular issues regarding the pedestrian amenities I am commenting on today.

The first issue is the proposed increase of sidewalk width on all local roads from 4 feet to 6 feet, and sidewalk widths in general. We have been presented arguments that increasing sidewalk widths everywhere will reduce the "level of stress" and increase pedestrian activity by allowing multiple people to pass on sidewalks without as much inconvenience. This may be true, but scant technical evidence was presented to support this case, and zero engineering evidence was presented at all. I would suggest before increasing the initial cost, long term cost and associated environmental impacts of increased C02 and heatsink based on subjective evidence, this width bump and similar pedestrian amenity increases be subject to engineering practice such as trip generation and peak hour capacity analysis. Smaller paths and sidewalks should feed into larger based on engineering practices similar to local roads feeding to collector roads that feed into arterial roads as trips increase. This lack of engineering and a one-size-fits all to increasing sidewalk widths justified a pause on this particular issue.

The other issue that is broader, is the priority of building disconnected and disparate large side pedestrian facilities on future collector upgrades while old roads like Patterson from 1st to 7th have inadequate pedestrian alternatives. In other greater communities like Salt Lake, Denver, Pheonix, there has been an emphasis on connectivity that has resulted in the ability to get to places off the heavily traveled roads. If you traverse these areas, you will find that trail widths vary, likely based on the available land and constraints as projects developed. Back our TEDS proposals, these facilities in TEDS will large and wide but will be ***highly*** unlikely to create connectivity, which essentially to lowering the stress and increasing multi-modal transportation. Rather than spend massive amounts of funding on the new TEDS standards, I would prefer to see pedestrian connect from 7th to 1st street via Horizon Place, Community Lane, right-of-way acquisition from Juniper Ridge School, and bumping out on Northridge. This also connects to the trail on Horizon on a narrower sidewalk with a stoplight. This connectivity would not be the ideal path everywhere as it would vary in width and detached vs attached, but it would provider a safer, lower stress option now. And this project could be engineered and built by the end of next year if prioritized. I would suggest a pause in prioritizing future perfection over near term connectivity.

Thanks!

Ivan Geer
Principal

Grand Junction Area
CHAMBER
OF COMMERCE

October 9, 2023

City of Grand Junction Planning Commission
CC: Diane Schwenke, Schwenke Solutions
Andrew Golike, GJACC Chair of the Board
Tamra Allen, Director of Community Development
Trent Prall, Director of Public Works

Good afternoon City of Grand Junction Planning Commission,

I am writing on behalf of the Grand Junction Chamber of Commerce to express our concerns regarding the proposed Transportation and Engineering Design Standards (TEDS) update which is before you for review. While we understand the need for prudent development standards, we are deeply concerned about the potential adverse impact that certain requirements may have on the cost of development in our city. This, in turn, could exacerbate the challenges in attaining affordable workforce housing, a pressing issue for our community.

The Grand Junction Chamber of Commerce is committed to promoting economic growth and prosperity in our city. We recognize that responsible planning and infrastructure standards are crucial to achieving this goal. However, it is equally important to strike a balance between maintaining high-quality standards and ensuring that the cost of development remains reasonable.

We believe that the proposed TEDS update, as currently presented, will place an undue burden on developers and, by extension, potential homebuyers and renters. In particular, we are concerned about the impact of these proposed standards on affordable workforce housing projects, which are already facing significant challenges in our area. By increasing the cost of development, we risk making it even more difficult for our workforce to access housing that is both safe and affordable.

We kindly request that the Planning Commission consider conducting additional work and analysis on the proposed TEDS update to assess its potential impact on the cost of development and, by extension, its implications for affordable housing. We believe that a more thorough examination of these standards, their necessity, and their potential alternatives will be instrumental in striking a balance between growth and affordability in our city.

We are eager to collaborate with the Planning Commission, share our insights, and work together to find practical solutions that benefit our community as a whole. We understand that the TEDS update aims to enhance the quality of our city's infrastructure, and we share that objective. However, it is vital that we also consider the broader economic and social implications of these standards to ensure that Grand Junction remains a place where both businesses and residents can thrive.

Thank you for your attention to this matter. We look forward to the opportunity to engage in constructive dialogue and contribute to the development of transportation and engineering design standards that serve the best interests of our city.

With regards,

President & CEO
Grand Junction Area Chamber of Commerce
candace@gjchamber.org | 970-263-2919

TEDS Comments

Below are some of the comments that will be contained in our presentation before the Planning Commission on Tuesday, October 10th. These cover major speaking points but do not include all of the comments that will be made as individual speakers are still working on their part of the presentation.

We applaud the City for undertaking the task of updating these standards which have been used for the past eighteen years and we appreciate the greater flexibility that has been incorporated into some of the street design elements along with extending the comment period to allow us to provide more feedback during the process.

However, incorporating the bicycle and pedestrian plan into TEDS has created significant cost burdens on potential home owners and city taxpayers. Recent estimates are that this will result in a 32% increase in construction costs for the City and will add thousands of dollars to the price of a home at a time when 64% of Grand Junction Area households are already priced out of purchasing a median priced home of $399,000 (2022). Contrary to the supposition that more multimodal options will drive down household transportation costs so families can take on more debt, the lending community will still only prequalify individuals for home loans of up to 30% of their gross income. And the City has its own budget issues to deal with. Our city manager was quoted in the October 4th edition of the Grand Junction Daily Sentinel saying, "There are more needs than we have resources," Caton said. "And it is a matter of preference."

Most residents would prefer to own their own home, followed by having pedestrian and bicycle amenities but it is not our intent to pit the goal of affordable housing against the goal of more multimodal opportunities, as both were identified in the comprehensive plan as important. There is a way to incorporate elements of the bicycle and pedestrian plan in the TEDS without breaking the bank.

As it is currently written the TEDS is overbuilt and overpriced. By working together with stakeholders there are ways to bring down costs while still maintaining safe streets, sidewalks and trails. More time is needed to examine these alternatives and provide a cost analysis of the potential savings as only the document in front of you has been given a price tag.

One example of where there may be cost savings without sacrificing safety has to do with the sidewalk requirements. The requirement for six-foot sidewalks in all areas including residential neighborhoods is not needed. We submitted a suggestion for five-foot sidewalks early during the comment stage. This was based on the ADA minimum requirements are for three-foot sidewalks with turnouts every 200 feet. And the following information from CDOT:

"CDOT Roadway Design Guide
Chapter 12, page 9-10

Pedestrian Access Route Technical Requirements A pedestrian access route (PAR) is a continuous and unobstructed path of travel intended to provide accessibility for pedestrians with disabilities. A pedestrian access route shall be provided where a prepared surface has been constructed for pedestrian travel within the right-of-way. Examples of areas that may be considered a PAR include:

- Crosswalks at intersections
- Curb ramps
- Pedestrian overpasses and underpasses
- Sidewalks
- Shared-use paths
- Elevators
- Doorways

• Parking access aisles.
The following describes the common requirements of the PAR. Continuous Width (R302.3) - The continuous width of the PAR shall be 4 feet minimum, exclusive of the curb. Where a pedestrian access route makes a 90 degree turn, it should be widened to 5 feet to accommodate the continuous passage of a wheelchair (i.e. pedestrian design vehicle). CDOT projects should provide 5-foot sidewalks unless unique constraints are present. If the clear width of the PAR is less than 5 feet, passing spaces shall be provided at a maximum of 200-foot intervals. If passing spaces are 10 provided they shall be 5 feet by 5 feet minimum. The clear width of a pedestrian refuge island shall be 5 ft."

Since that time, we have also discovered another resource, **A Checklist for Accessible Sidewalks and Street Crossings**, produced by the Bicycle Pedestrian Information Center which is supported by the Federal Highway Administration. In that document they state,

"SIDEWALKS U A new sidewalk should be wider than the minimum accessible travel width of 36 inches (915 mm). Additional maneuvering space is necessary for a pedestrian using a wheelchair to turn, to pass by other pedestrians, to operate and pass through an entrance door, to use a sidewalk telephone or to activate a pedestrian crossing button. A 60-inch (1525-mm) minimum width can accommodate turns and passing space and is recommended for sidewalks adjacent to curbs in order to provide travel width away from the drop-off at street edge; a 48-inch width can accommodate side-by-side travel with a service animal. "

The Bicycle and Pedestrian Plan itself did not advocate for a one size fits all approach and did not advocate for sidewalks at all in subdivisions of less than ten home or 100 average daily trips. That plan also identified priorities for where sidewalks and trails were constructed to improve connectivity. TEDS mandates these elements for every new street constructed.

Other ways to bring down costs could include reducing the instances of requiring illuminance of bike/ped plans to only those facilities with high anticipated usage at night. This change would better align with our dark skies goals held by the community. We might also consider eliminating tree requirements that are driving the landscape strip width and in as many street classifications or non-vital corridors as possible to reduce the costs associated with right of way width, landscaping, irrigation, and unintended future access conflicts with trees. This change would be in alignment with the "water management" goals held by the community.

There may also be some good alternatives regarding the COLLECTOR AND ARTERIAL CROSS SECTION Many Collector and Arterial streets will require a landscape buffer in addition to the ROW between any developed use on the adjacent property and there are Landscaping requirements within the LDC to provide a aesthetic landscaping corridor, so that should make pedestrian separation from fast moving vehicles the priority factor of design since landscaping will still be provided outside of the right of way. Knowing that the following should be considered:

- Reduce landscape strip to as little as 2' when a bike lane+bike buffer+curb/gutter will provide as much as 9' of separation from the vehicles (and reduce right of way width accordingly).
- Reduce sidewalk to 5' width on Minor Collectors (and some Major Collectors), and reduce to 6' width on Arterial roads when there is a bikelane+bike buffer+curb/gutter that will provide a minimum of 11' of separation from the vehicles if the landscape reduction contemplated above is implemented (and reduce right of way width accordingly).
- If the proposed landscape buffer and sidewalk widths remain as proposed the multipurpose easement should be within the right of way under the bike/ped facilities instead of being an additional encumbrance on the private property beyond the right of way (this may mean removing trees from within the right of way to accommodate utilities).

The bottom line is that the cost estimates for the TEDS plan before you only recently were determined. Now that we know what they are it is prudent to begin looking at ways to lower costs while still meeting our goals rather than adopting a standard that has been shown to be expensive and exceeds what is truly needed.

We ask that you delay adopting TEDS as presented and work with a stakeholder group to look at less expensive options and alternatives. We can do better!

Proposed changes After Planning Commission Hearing
10-11-23

Below is the language that was changed to remove any codification references to the Pedestrian and Bicycle Plan. Prior to these changes and in the previous draft these sections read to imply that the Pedestrian and Bicycle Plan was being codified, which it is not. The TEDS Manual will be codified. The Pedestrian and Bicycle Plan continues as a reference document, as a long range plan.

29.04.010 Street Classifications and Standards - Paragraph 3

Staff recommend deleting this section.

29.08.050 Pedestrian & Bicycle Analysis (paragraph after list "*For bicycle infrastructure*")
For bicycle infrastructure:

(a) Presence of a bicycle facility and type of facility as shown and defined in the Pedestrian and Bicycle Plan) (Bicycle facilities are defined by the Pedestrian and Bicycle Plan and described in section 29.48 Transit, Bicycle, and Pedestrian Facilities of the TEDS Manual.)

(b) Width of the bicycle facility and width of the buffer if applicable

Pedestrian and bicycle standard widths and buffers by street type or context can be found in Chapter 29.20 for Local, Industrial, and Commercial Streets, and 29.28 for Collector and Arterial Streets, and Trails.

29.08.110 Description of Existing Transportation System - Paragraph 3
The TIS shall describe the existing bicycle and pedestrian facilities as defined in Section 29.48 (Transit, Bicycle and Pedestrian Facilities) and shall include any facilities described in Section 29.08.050.

Section 29.08.160 Site Design and Circulation Evaluation.
The project shall be analyzed to determine if the proposed circulation serves pedestrians, bicyclists and vehicles. The site design shall be evaluated to determine if facilities for vehicles, pedestrians and bicycles are consistent with the location and facility type as shown in the Pedestrian and Bicycle Plan.

Section 29.08.160 Site Design and Circulation Evaluation - the last sentence of the first paragraph
The project shall be analyzed to determine if the proposed circulation serves pedestrians, bicyclists and vehicles and if traffic flows are properly designed. Proper design shall minimize areas where motorists would tend to speed, minimize potential conflict areas between vehicles and pedestrians/bicyclists, and to establish circulation patterns that avoid unnecessary traffic congestion, cut-through traffic, and conflict points. Adequate throat lengths for on-site stacking at exit points is required (see 29.16.100). At signalized driveways, the HCM 90th percentile worst lane queue model shall determine the necessary storage. Businesses with drive-thrus must conduct a queuing analysis for the drive-thru to demonstrate that the queue will not extend back onto the public street.

29.20.030 Block and Lot Dimensions.

Refer to the Zoning and Development Code for block and lot dimension requirements.

29.20.100 Bicycle Treatments

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of the bicycle facilities shall comply Section 29.48.

29.20.190 Pedestrian Treatments

In order to provide pedestrian safety, comfort, and access, accommodations for pedestrians shall be designed into all intersections per Section 29.28.110; including sidewalks, crosswalks, pedestrian refuge islands and accessible ramps. The design shall conform to the standards set forth by the Americans with Disabilities Act and meet the details specified in the Grand Junction Standard Contract Documents for Capital Improvements Construction.

29.48.010 Planning and Implementation

Transit, bicycle, and pedestrian facilities are an integral part of the transportation system. This chapter establishes how to plan and implement these facilities.

29.48.030 Planning and Design Standards for Bicycles

Refer to the current versions of bicycle facility design guides from AASHTO , NACTO , and FHWA to address planning and design of bike facilities. (Presently, that includes the AASHTO Guide for the Development of Bicycle Facilities, the NACTO Urban Bikeway Design Guide, FHWA Separated Bike Lane Planning and Design Guide, as well as NACTO's Designing for All Ages and Abilities, and Don't Give Up At The Intersection, which provide guidance on low-stress corridor and intersection design, and may be applicable when implementing bike facilities in Grand Junction.)

The location and type of bicycle facilities shall be consistent with the Pedestrian and Bicycle Plan. The design of the bicycle facilities shall comply with Section 29.48.

GRAND JUNCTION PLANNING COMMISSION
October 10, 2023, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:30 p.m. by Commissioner Teske.

Those present were Planning Commissioners; Shanon Secrest, Kim Herek, Melanie Duyvejonck, and Keith Ehlers.

Also present were Jamie Beard (City Attorney), Niki Galehouse (Planning Supervisor), Dave Thornton (Principal Planner), Tim Lehrbach (Senior Planner), Rick Dorris (Development Engineer), Trent Prall (Engineering and Transportation Director), Henry Brown (Mobility Planner), Madeline Robinson (Planning Technician), and Jacob Kaplan (Planning Technician).

There were 10 members of the public in attendance, and 2 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from August 22, 2023, and September 12, 2023.

REGULAR AGENDA

1. **Brookwillow Village Filing 6 Rezone** **RZN-2023-160**
   Consider a request by Senergy Builders, LLC to zone 0.23 acres from PD (Planned Development) to R-12 (Residential – 12 du/ac) located at the intersection of Brookwillow Loop and Orion Way, Parcel #2945-041-25-002 – WITHDRAWN

2. **PERS Investments Annexation** **ANX-2023-439**
   Consider a request from PERS Investments, LLC to zone 1.49 acres of property within the PERS Investments Annexation to C-2 (General Commercial) located at 3175 D Road.

Staff Presentation
Tim Lehrbach, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Tracy States with River City Consultants was present on behalf of the applicant.

Questions for staff

Commissioner Teske asked Staff why they felt Criteria 1 had not been met. Tim responded that because there was not currently a city zoning, there were not subsequent events to invalidate the original findings.

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Public Hearing
The public comment period was opened at 5:00 p.m. on Tuesday, October 3, 2023, via www.GJSpeaks.org.

There were no comments from the public or from online attendees.

The public comment period was closed at 5:44 p.m. on October 10, 2023.

Discussion

No discussion occurred between the commissioners.

Motion and Vote
Commissioner Secrest made the following motion "Consider a request from PERS Investments, LLC to zone 1.49 acres of property within the PERS Investments Annexation to C-2 (General Commercial) located at 3175 D Road."

Commissioner Herek seconded; motion passed 5-0.

3. TEDS Manual Update **TEDS-M-2023-461**

Consider a Request by the City of Grand Junction (City) to Amend Title 29 of the Grand Junction Municipal Code to modify and clarify various provisions of the Transportation Engineering Design Standards (TEDS).

Staff Presentation
Dave Thornton, Principal Planner, introduced exhibits into the record and the team behind the TEDS Manual update.

Director Trent Prall provided context for the TEDS Manual update in relation to the 2020 Comprehensive Plan and the Ped Bike Plan. He elaborated on the costs associated with road improvements in the past and what to expect in the future.

Development Engineer Rick Dorris presented a history of the TEDS Manual Update.

Mobility Planner Henry Brown presented on the summary of an analysis of cities and their street sections and right-of-way widths.

Questions for staff

Commissioner Ehlers asked about the variables used when comparing Grand Junction to the peer cities Henry mentioned. He asked what would happen if the width of sidewalks was reduced to five feet instead of six. He asked how much of the Ped Bike Plan's high priority connections would be created via the proposed road improvements per the TEDS Manual update. He asked

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about the requirements for landscape strips and if the detached walks would trigger additional landscaping requirements. He expressed concerns that the increased infrastructure costs to accommodate multimodal transport would impact housing affordability. Lastly, he asked why there weren't more members from private sectors on the Technical Advisory Committee (TAC) for the TEDS rewrite.

Commissioner Secrest clarified that the TEDS Manual and the Zoning and Development Code served as the implementation of the Regional Transportation Plan, the Ped and Bike Plan, and the 2020 Comprehensive Plan. He asked why a section of the TEDS Manual pertaining to the City's GIS Map had been removed from the draft. He expressed concerns that elements of the Ped and Bike Plan would be codified through adoption of the new TEDS Manual. He asked what the increased cost per year would be to implement the proposed road improvements.

Commissioner Herek asked what alternatives were considered pertaining to pedestrian connectivity when drafting the TEDS Manual.

Commissioner Duyvejonck asked about the potential benefits to public health with the TEDS update. She shared some statistics from the Mesa County Community Health Needs Assessment.

Commissioner Ehlers further asked about the difference in health benefits between a five-foot and a six-foot sidewalk.

Public Hearing

The public comment period was opened at 5:00 p.m. on Tuesday, October 3, 2023, via www.GJSpeaks.org.

Tom McClousky made comment about the issue between the five-foot versus a six-foot sidewalk and it's clear that the six-foot sidewalk width is more beneficial. Commissioner Ehlers then asked the citizen what he would prioritize more with affordable housing or transportation functionality.

Members of the WCCA requested denial of the TEDS Manual update because it is not ready. They elaborated that the major concerns were the increased cost to homeowners due to development requiring increased infrastructure. They stated that not enough alternatives had been considered and that the plan just needed a bit more time before it was ready.

Ron Abeloe stated that there were variables that were not considered when evaluating the costs associated with the road improvements. He noted that housing costs would increase too because additional infrastructure would be needed during development.

David Niemen is an avid cyclist and drives a vehicle, is in favor of the TEDS update to pass.

Andy Gingerich made comment that he is proof that owning a vehicle would be more detrimental to his finances than having better connectivity in the city where he didn't need a vehicle.

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Garret Davis commented that people were moving to the Grand Valley because of the lower cost of living and that the increased infrastructure costs proposed in the TEDS Manual would prevent that.

Jane Quimby agreed that the plan is not ready.

The public comment period was closed at 8:11 p.m. on October 10, 2023.

Trent Prall made a response to the public's comments that they utilized several different entities to comprise the TEDS update and reached out to members of the public for several months.

Commissioner Secrest asked Trent what changes could be made to the plan if it did not pass tonight. Trent responded that the alternative was to reduce the buffer between pedestrians and traffic but then the plan would be unnecessary and would not represent the goals outlined in the 2020 Comp Plan.

Commissioner Herek asked if the Ped Bike Plan had specific language about transitioning to a Stress Level 2 per Trent's presentation. She clarified that if the TEDS Manual were to be changed based on the preceding comments and discussion, it would no longer meet the goals of the recently adopted Ped and Bike Plan.

Commissioner Ehlers argued that the Ped Bike Plan is broad in its definitions of how to meet the outlined goals and that the draft TEDS Manual could be modified to reduce costs while still meeting the expectations as outlined. He further questioned how many stakeholders were involved during the draft period and what alternatives were proposed. He questioned the quality of the plan if it is going to take 100 years for the plan to be paid for.

Commissioner Teske asked for clarification on what effort had been made to evaluate the differences between a 5 ft and a 6 ft sidewalk. Additionally, he wanted clarification about context sensitivity in regards to lighting for pedestrians using pathways.

Discussion

Commissioner Secrest commented that the TEDS update will eventually pass, but right now may not be the time.

Commissioner Duyvejonck made comment that she is in full favor of passing the plan tonight as is.

Commissioner Herek agreed with Commissioner Duyvejonck and that a lot of research has gone into making this update.

Commissioner Ehlers stated seeking balance is still needed before passing the TEDS update.

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Commissioner Teske emphasized that it is the responsibility of the Planning Commission to determine whether the plan as presented is adequate to accomplish the goals outlined, not to arbitrate on the fiscal aspects of accomplishing the plan. He stated he has a concern that everyone has stated the plan could be better, but not stating how it could be better.

Motion and Vote

Commissioner Ehlers made the following motion "On this topic of the TEDS Manual update we remand it back to Staff for a maximum of 8 weeks in which time they should receive all proposed alternatives and give it due diligence to understand what those impacts are and if the visions of the Bike and Ped Plan and all of the principles or as many principles as possible of the Comp Plan can be achieved with various alternatives and understanding those costs."

Commissioner Secrest seconded; motion failed 1-4.

Commissioner Herek made the following motion "Mr. Chairman, on the adoption of the updated Transportation Engineering Design Standards (TEDS), TEDS-M-2023-461, I move that the Planning Commission forward a conditional recommendation of approval to include the proposed changes related to the Pedestrian and Bicycle Plan references with the findings as listed in the staff report."

Commissioner Duyvejonck seconded; motion failed 3-2.

Commissioner Ehlers made the following motion "Chair Teske, on the adoption of the updated Transportation Engineering Design Standards (TEDS), TEDS-M-2023-461, I move that the Planning Commission forward a recommendation of approval with the findings as listed in the staff report."

Commissioner Duyvejonck seconded; motion failed 0-5.

The plan will move forward to City Council. The conclusion of this hearing is the Planning Commission did not recommend that the City Council adopt the 2023 TEDS Manual.

OTHER BUSINESS

ADJOURNMENT

Commissioner Ehlers moved to adjourn the meeting.
The vote to adjourn was 5-0.

The meeting adjourned at 9:45 p.m.

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Citizen Comment Form

City Clerk's Office

Submitted On:
Oct 17, 2023, 03:30PM MDT

Full Name	**First Name:** Orin **Last Name:** Zyvan
Phone Number - Please include if you would like to receive a call back regarding your comments.	
Citizen Comments (please include meeting date and agenda number if applicable)	Regarding City Council meeting on October 18th, Consent Agenda 2-a. City Council, It is with much appreciation that I see the updated Transportation Engineering and Design Standards (TEDS) before you this week. As a six year member and two term chair of the Grand Junction Urban Trails Committee, volunteer focus group member of the latest Safe Routes To School branding and smartphone app rollout, Chipeta Elementary Parent Teacher Organization Chair, Downtown GJ resident, parent of two 6 and 8 year old children, and 12 year resident of Grand Junction, I feel well situated in expressing my support for approving the TEDS update. Grand Junction has bolstered its staff in the multimodal realm and this excellent team with the assistance of an outside expert and extensive public input created our first pedestrian and bicycle plan. As you know, the plan reflects the community needs and desire for effective and well executed improvements to our communities multimodal and vehicular infrastructure. After looking through the proposed updated TEDS, attending a Planning Commission workshop and watching the latest Planning Commission meeting, it is abundantly clear to me that staff and consultant did an excellent job of blending our community needs and the guidance of our Pedestrian and Bicycle Plan with national standards and best practices of comparable communities. As mentioned at both the workshop and meeting, this current TEDS revision certainly improves the City's level of service for vehicles, pedestrians, and cyclists, but it doesn't yet us bring us to the forefront of similar peer communities. As this is our first post pedestrian/bike plan revision, I can see the benefit in implementing the plan in phased TEDS rollouts. Let's revisit TEDS in the years to come and ask if there is a way to bring our TEDS up to a "Tier 1 level of service" for all transportation types. I write this letter while out of town and I apologize that my tardiness makes it a little late in getting to you. However, being away from town has allowed me perspective on the comments against a TEDS update, namely that added expense will just push up the burden on

tax payers and increase housing costs without any benefit. I feel compelled to say that this is quite near sighted, and completely overlooks the value a well built, thoughtfully designed and accessible urban landscape can bring to a community. The life our community asked for happens on wide sidewalks and slow streets with dynamic landscaping and active multimodal users. All streets must necessarily be inviting and accessible to multiple modalities traveling in different directions. Wide, preferably detached sidewalks and paths, and narrower traffic lanes are key to accomplishing this. Not to mention they increase safety for all, including vehicles. I very much applaud the process that compared GJ to and learned from our peers across the USA whom have already had successes in their urban designs. Let's borrow from them as appropriate and better their ideas where we can. Adopting these revised TEDS will be a step towards implementing the desires of the community, bring up the quality of life for everyone, and reflect highly on the values of our community.

Sincerely,

Orin Zyvan

City of Grand Junction Urban Trails Committee
250 N. 5th St
Grand Junction, CO 81501

November 9, 2023

Mayor Stout and Members of Council,

The Urban Trails Committee (UTC) is fortunate to focus its attention on multimodal transportation in our community, which is the passion of its members. Over its history, UTC has advised City Staff and Council on infrastructure, policy, and program recommendations, which culminated in the adoption of the Grand Junction's first Pedestrian and Bicycle Plan (PBP) earlier this calendar year. This plan compiles the desires of our community, as gathered in one of the most extensive, comprehensive, and successful community outreach campaigns led by the City in recent history.

After over 2,000 touch points with community members, the PBP establishes five specific goals towards realizing the vision that Grand Junction can be "a city where people of all ages and abilities can safely and conveniently walk, roll, and bike on a connected network of well-maintained facilities for transportation or recreation." The common theme between these five goals is that each of the streets in our network should be designed to conveniently serve all road users, instead of just serving those traveling in automobiles. Much like a traditional "level of service" quantifies how well a road functions for automobile throughput, the PBP categorizes how well a corridor meets these goals by their "Level of Stress" on the user.

On the 4-point scale of Level of Stress, a corridor like the Riverfront Trail earns a "1" for being a very safe and comfortable facility which invites community members of all ages and abilities to travel at human-scale. At the other end of the spectrum, roads like Patterson Road, North Avenue, and 24 Road bridge over I-70 Business Loop earn a "4" for making even the boldest pedestrians and cyclists question their choices. Our existing Traffic and Engineering Design Standards (TEDS) establish standard designs for collector and arterial roads which would typically earn a level 3 for pedestrian stress and level 4 for bicyclist stress.

Is Patterson Road the vision of user experience we want on new roads built in this City? All road users have benefitted from Staff decisions to stray away from these standards in recent decades by striping bicycle lanes and buffering those when feasible, detaching sidewalks where space allows, and narrowing driving lanes to reduce the prevalence of unsafe speeding.

In addition to codifying these recent conventions, we are pleased that the proposed TEDS document also incorporates and standardizes the "minimum facilities needed to create a high-comfort environment" for all road users (per PBP), via updated standard street sections. This is a commendable attempt to rectify the FHWA observation that existing infrastructure underserves ½-⅔ of our population (see Attachment 1).

We support elements such as more pedestrian connectors between cul-de-sac areas to let people move around their neighborhood. We encourage the proposed changes that codify and standardize previously granted exceptions, which leaves flexibility and creativity to reduce the Right of Way below today's minimum standards, while providing a lower level of stress for its users. These improvements could reduce the cost and environmental impact of future development by increasing the minimum street spacing to offset the added road widths needed. And most importantly, they will reduce tax burden and city budgets needed for Staff investment in retrofitting these roads after they've been built.

In summary, on behalf of the Urban Trails Committee, it is our pleasure to endorse and recommend adoption of the proposed TEDS update.

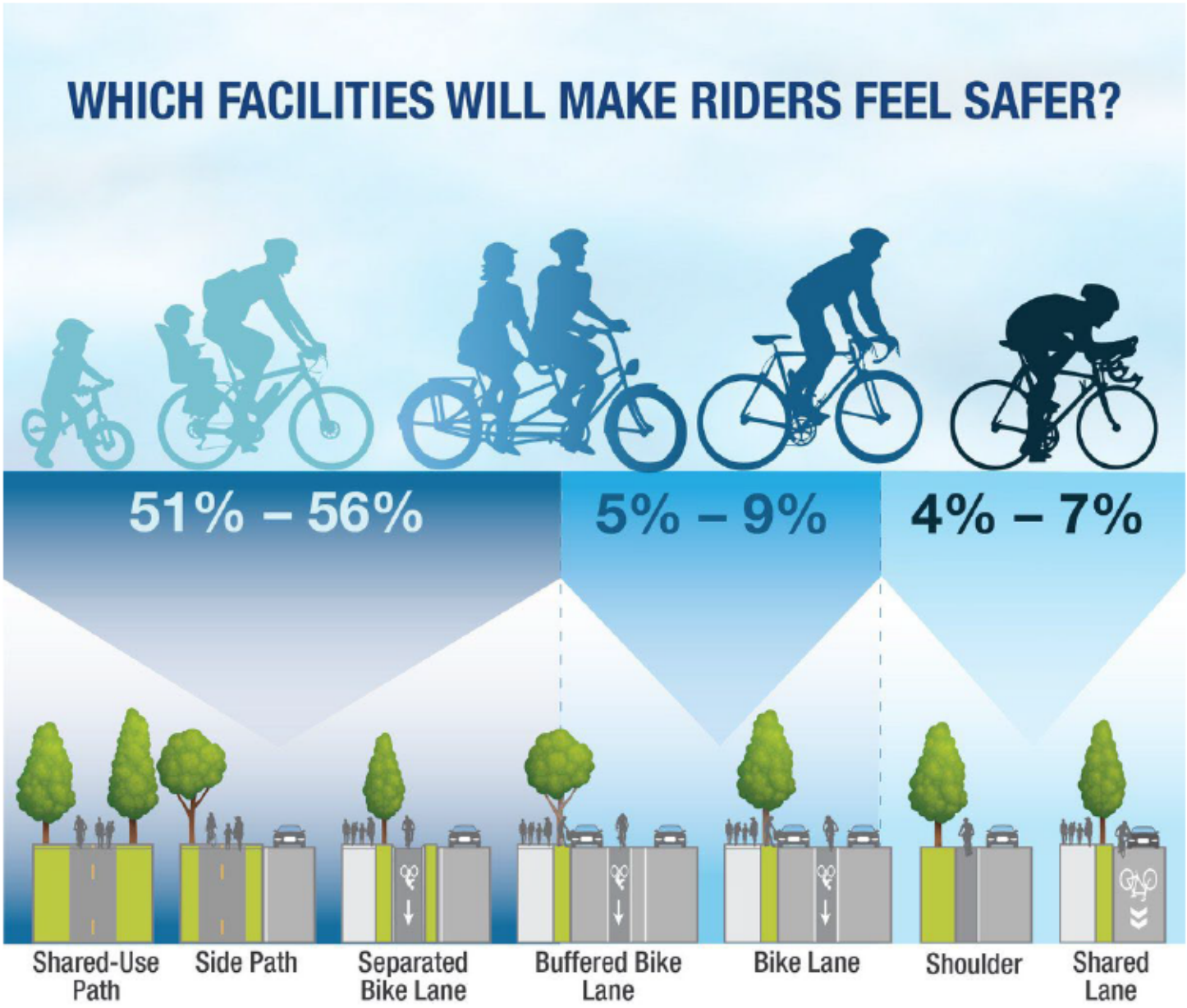
Sincerely,

City of Grand Junction Urban Trails Committee

Athena Fouts Chair Elect	Diana L Rooney Chair Emeritus	Stephen Meyer Vice Chair

City of Grand Junction Urban Trails Committee
250 N. 5th St
Grand Junction, CO 81501

Attachment 1: Who is served by our infrastructure?



Note: Percentages represent the level of comfort that people feel bicycling, according to peer-reviewed surveys as recently as 2016.
Source: FHWA Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
For more information, please visit FHWA's Bicycle and Pedestrian Program webpage: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE REPEALING AND REPLACING THE 2010 TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS) MANUAL WITH THE 2023 TRANSPORTATION ENGINEERING DESIGN STANDARDS (TEDS) MANUAL FOR USE IN THE CITY'S URBAN DEVELOPMENT BOUNDARY (UDB) LOCATED GENERALLY BETWEEN 21 ROAD ON THE WEST, J ROAD ON THE NORTH, 32 ROAD ON THE EAST AND A SOUTH BOUNDARY APPROXIMATELY ONE-QUARTER OF A MILE NORTH OF THE MESA COUNTY LANDFILL, AND AS THE UDB MAY CHANGE, IN THE CITY OF GRAND JUNCTION, COLORADO AND AUTHORIZING THE 2023 TEDS MANUAL TO BE PUBLISHED IN PAMPHLET FORM

Recitals

The City Public Works Department Traffic Engineering Division and Community Development Department have completed a comprehensive update to the Transportation Engineering Design Standards (TEDS) Manual.

The TEDS Manual was first adopted by reference in Chapter 6 of the Zoning and Development Code on March 7, 2000. The Manual was amended in November 2001, September 2003, and April 2010.

Over the past year, City staff have worked with Fehr & Peers, a consultant firm, and a selected technical advisory committee (TAC) to review and improve the TEDS Manual. That work, and the changes proposed in the 2023 TEDS Manual consider best practices in the industry, will when adopted promote and support the City's Pedestrian and Bicycle Plan, and implement the vision of the community resulting from that planning effort. Some aspects of the current TEDS Manual are out of date and not reflective of current community values and/or current design practices being applied within the City.

The 2023 TEDS Manual has been referred to various public and private agencies and design consultation and engineering firms for review and comment. Many of the comments have been incorporated and the Manual revised as appropriate.

The 2023 TEDS Manual reflects current community values for multimodal transportation including for pedestrians, bicyclists, and transit users; incorporates current state and national design standards; is more useable because of the many graphics, diagrams, tables, and descriptions included in manual which help to clarity the required engineering standards; supports implementation of the vision of the recently adopted Pedestrian and Bicycle Plan. Importantly, the 2023 TEDS Manual supports and implements the Pedestrian and Bicycle Plan by making changes to City transportation

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infrastructure, which include but are not limited to increasing sidewalk and roadway width to improve and increase bicycle and pedestrian safety.

Furthermore, the 2023 TEDS Manual implements the 2020 One Grand Junction Comprehensive Plan by promoting the integration of transportation mode choices into existing and new neighborhoods, providing opportunities for interaction, and strengthening a sense of community.

The Planning Commission is charged with the legal duty to prepare and recommend for adoption to City Council master plans for the City and consistent with that authority the the Planning Commission held a public hearing to consider the 2023 TEDS Manual. At the conclusion of that hearing the Planning Commission did not recommend that the City Council adopt the 2023 TEDS Manual.

With approval of this Ordinance by the City Council the 2023 TEDS Manual will repeal and replace the 2010 TEDS, and the 2023 TEDS Manual and the policies, rules, and regulations thereof, all of which are for the purposes of protecting the public interest shall be in effect.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

1. The foregoing Recitals are incorporated and adopted, and in accordance with and pursuant to this Ordinance, the City Council of the City of Grand Junction repeals and replaces the 2010 Transportation Engineering Design Standards (TEDS) Manual with the 2023 Transportation Engineering Design Standards (TEDS) Manual, attached hereto, and incorporated by this reference as if fully set forth.

2. The 2023 Transportation Engineering Design Standards (TEDS) Manual shall become effective and be applied when and after this Ordinance becomes effective as provided by the City Charter.

3. This Ordinance and the 2023 Transportation Engineering Design Standards (TEDS) Manual adopted hereby and herewith is necessary to protect the public health, safety, and welfare of the residents of the City and covers matters of local concern. If any provision is found to be unconstitutional or illegal, such finding shall only invalidate that part or portion found to violate the law. All other provisions shall be deemed severed or severable and shall continue in full force and effect.

4. In accordance with paragraph 51 of the Charter of the City of Grand Junction, the full text of this Ordinance, including the text of the 2023 Transportation Engineering Design Standards (TEDS) Manual shall be published in pamphlet form with notice published in accordance with the Charter.

5. Following the effective date of this Ordinance the City Clerk is directed to amend Title 29 of the Grand Junction Municipal Code to codify the 2023 Transportation

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Engineering Design Standards (TEDS) Manual in an appropriate and customary manner as determined in her discretion.

INTRODUCED on first reading the 18th day of October 2023 and ordered published in pamphlet form.

ADOPTED on second reading the _____ day of _____, 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

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