

**CITY OF GRAND JUNCTION, COLORADO**

**ORDINANCE NO. 5227**

**AN ORDINANCE AMENDING THE *ONE GRAND JUNCTION COMPREHENSIVE PLAN (COMPREHENSIVE PLAN)* BY RELOCATING MAPS, POLICIES, AND/OR INFORMATION FROM THE *REDLANDS AREA PLAN*, *PEAR PARK NEIGHBORHOOD PLAN*, AND *ORCHARD MESA NEIGHBORHOOD PLAN* TO THE *COMPREHENSIVE PLAN*, TITLE 31 OF THE *GRAND JUNCTION MUNICIPAL CODE (GJMC)* AND REPEALING GJMC TITLE 34 *REDLANDS AREA PLAN (RESOLUTION NO. 62-02)*, GJMC TITLE 37 *PEAR PARK NEIGHBORHOOD PLAN (RESOLUTION NO. 13-05)*, AND GJMC TITLE 39 *ORCHARD MESA NEIGHBORHOOD PLAN (ORDINANCE NO. 4629)***

**RECITALS:**

On June 26, 2002, the Grand Junction City Council adopted Resolution 62-02. That Resolution approved the *Redlands Area Plan* and adopted the plan as part of the *Grand Junction Growth Plan*. It was later incorporated into the 2010 *Grand Junction Comprehensive Plan* and then into the 2020 *One Grand Junction Comprehensive Plan*.

On January 5, 2005, the Grand Junction City Council adopted Resolution 13-05. That Resolution approved the *Pear Park Neighborhood Plan* and adopted the plan as part of the *Grand Junction Growth Plan*. It was later incorporated into the 2010 *Grand Junction Comprehensive Plan* and then into the 2020 *One Grand Junction Comprehensive Plan*.

On May 7, 2014, the Grand Junction City Council adopted Ordinance 4629. That Ordinance approved the *Orchard Mesa Neighborhood Plan* and adopted the plan as part of the 2010 *Grand Junction Comprehensive Plan* and was later incorporated into the 2020 *One Grand Junction Comprehensive Plan*.

On July 18, 2018, the Grand Junction City Council adopted Ordinance 4808. That Ordinance approved the *Grand Junction Circulation Plan* and adopted the plan as part of the 2010 *Grand Junction Comprehensive Plan* and was later incorporated into the 2020 *One Grand Junction Comprehensive Plan*.

On December 16, 2020, the Grand Junction City Council adopted Ordinance 4971. That Ordinance approved the 2020 *One Grand Junction Comprehensive Plan (Comprehensive Plan)*. By and with Ordinance 4971 the City council specified that the *Comprehensive Plan* “will control when area plans, adopted prior to the *Comprehensive Plan*, are inconsistent with the *Comprehensive Plan* (e.g., the 2002 Redlands Neighborhood Plan, 2004 Pear Park Neighborhood Plan and 2014 Orchard Mesa Neighborhood Plan.)” Because the *Comprehensive Plan* is intended to serve as a guide to public and private growth decisions through the year 2040 and provide direction to achieve the City’s vision of its future and the *Comprehensive Plan* is shaped by the community’s values, ideals, and aspirations about the management of the community’s resources it is proper that it should fully reflect and define the community’s view of its future. The *Comprehensive Plan* includes Plan Principles, states goals and strategies, and maps intended uses, boundaries, opportunities, and constraints to help the community implement and achieve the desired future.

Furthermore, the *Comprehensive Plan* contemplates and provides that the existing neighborhood and subarea plans, as well as the *Circulation Plan*, are elements of the *Comprehensive Plan* and are reviewed with the *Comprehensive Plan* for vision and policy direction for development within the Urban Development Boundary (UDB) planning area.

As well, the *Comprehensive Plan* provides that subarea plans are to be reviewed and updated to ensure that continuing investment and maintenance of infrastructure and amenities are supportive of established neighborhoods and promote more opportunity for additional neighborhoods.

In 2023 the City began the review process of the subarea plans and is preparing amendments for adoption in 2024. During this first update, the 2002 *Redlands Area Plan*, the 2004 *Pear Park Neighborhood Plan*, and 2014 *Orchard Mesa Neighborhood Plan*, have been reviewed and determined that they may be retired as elements of the *Comprehensive Plan* with the following elements from those plans retained and relocated within the *Comprehensive Plan*.

1. Incorporating narrative summary language regarding ridgeline development and attaching the “Ridgeline Development” map into Appendix B following the Soils Map.
2. Incorporating narrative summary language regarding mineral resources and attaching the “Mineral Resources Map” into Appendix B following the Ridgeline Development map.

As a result, it is necessary that Appendix B: Technical Maps be updated to maintain and preserve these elements from the three retired neighborhood and subarea plans to remain a part of the *Comprehensive Plan*.

With the repeal of the specified neighborhood and subarea plans, it is further necessary to retain and incorporate the following elements from the Pear Park Neighborhood Plan within the *Circulation Plan*.

1. Add the Pear Park Transportation Access Management Plan map with the amendment from Ordinance 4160 as Figure 7, and
2. Add the Pear Park 2004 Conceptual Local Street Network Plan as Figure 8.

Additional amendments will occur throughout the *Comprehensive Plan* to indicate where necessary to clarify that the three neighborhood subarea plans have been repealed.

After due consideration the City Planning Commission and City staff recommend that the City Council amend the *One Grand Junction Comprehensive Plan* to relocate, summarize and clarify elements of the Orchard Mesa Neighborhood Plan, Pear Park Neighborhood Plan, and Redlands Area Plan, within the *Comprehensive Plan* and retire the plans by repealing Ordinance 4629, Resolution 13-05, and Resolution 62-02.

**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 amendments are made to the *Comprehensive Plan* (with additions underlined and deletions appearing with strikethroughs):



GJMC TITLE 31, *Comprehensive Plan* of the City of Grand Junction, Colorado is hereby amended as follows:

A. Chapter 31.04.010

Exhibit A-1 attached hereto and incorporated herein including language of the plans being repealed to Chapter 1 Introduction page 10.

Exhibit A-2 attached hereto and incorporated herein including language of the plans being repealed to Chapter 2 Plan Principle 5: Strong Neighborhoods and Housing Choices page 29.

Exhibit A-3 attached hereto and incorporated herein including language of the plans being repealed to Appendices, Appendix A pages 92 and 93.

Exhibit A-4 attached hereto and incorporated herein including additional language explaining the Ridgeline Development Map and the Mineral Resources Map in Appendix B page on 95 with the Ridgeline Development Map added after the "Soils Map" page 117 and the Mineral Resource Map following the Ridgeline Development Map page 118. The Ridgeline Development Map and the Mineral Resource Map are added as additional Technical Maps.

B. Chapter 31.08

Exhibit B-1 attached hereto and incorporated herein includes changes to Background 31.08.070(d)(4), (5), and (6) replacing the references in parenthesis for each title of the repealed plans with language indicating the plans were repealed by this Ord. 5227, August 2024.

Exhibit B – 2 attached hereto and incorporated herein includes changes to Section B: Strategies/ Policies 31.08.110(a)(3), (4), and (6) by inserting immediately after reference to a plan that is repealed by this Ordinance the following: (repealed by this Ord. 5227, August 2024).

Exhibit B-3 attached hereto and incorporated herein includes additions to ) Appendix A – Maps 31.08.150(g) Figure 7 – Pear Park Transportation Access Management Plan and amendment thereto by Ord. 4690 and (h) Figure 8 - Pear Park 2004 Conceptual Local Street Network Plan.

Exhibit B-4 attached hereto and incorporated herein includes changes to 31.08.160(d), (e), and (f) by inserting immediately after reference to a plan that is repealed by this Ordinance the following: (repealed by this Ord. 5227, August 2024).

With the relocation of information/policies/maps from the Redlands Area Plan, the Orchard Mesa Neighborhood Plan and the Pear Park Neighborhood Plan to the Chapters referenced above, the


remainder of the information and policies included within the plans are superfluous or have otherwise been superseded by the adoption of the 2020 Comprehensive Plan and amendments thereto such that the Neighborhood and Area Plans are hereby repealed and no longer of effect.

1. Resolution No. 62-02, GJMC Title 34 is hereby repealed - *Redlands Area Plan* is retired and removed as an element of the *Comprehensive Plan*.
2. Resolution No. 13-05, GJMC Title 37 is hereby repealed - the *Pear Park Neighborhood Plan* is retired and removed as an element of the *Comprehensive Plan*.
3. Ordinance No. 4629, GJMC Title 39 is hereby repealed - the *Orchard Mesa Neighborhood Plan* is retired and removed as an element of the *Comprehensive Plan*.

The full text of this Ordinance, including the amended One Grand Junction Comprehensive Plan, including the Grand Junction Circulation 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 and ordinances of the City.

**INTRODUCED** on first reading the 17<sup>th</sup> day of July 2024 and ordered published in pamphlet form.

**ADOPTED** on second reading the 7<sup>th</sup> day of August 2024 and ordered published in pamphlet form.

  
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Abram Herman  
President of the City Council

ATTEST:

  
Selestina Sandoval  
City Clerk



# Exhibit A-1

## EXHIBIT A-1



### Comprehensive Plan in Context

#### Relationship between the Comprehensive Plan and Zoning

The Zoning and Development Code (ZDC), Title 23 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 Zoning District Map, should be reviewed to ensure that it effectively implements the vision of the Comprehensive Plan or be amended to do so. Action taken 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 2009 Comprehensive Plan is one of these. It contains many guiding principles and information that have remained relevant to the City's vision a decade later. In addition, many of the 2009 Comprehensive Plan policies and recommendations remain consistent with the One Grand Junction Plan. Where a consistency occurs, policies 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., [Rustic Area Plan \(updated by Rustic Area Plan Advisory Committee in August 2016\)](#), [Pine Park Neighborhood Plan \(updated in October 2017\)](#), [A-100 plan](#), or specific services (e.g., [Parks and Recreation Master Plan](#), [Circulation Plan](#), and [Wildlife Master Plan](#)). These plans remain guiding documents to the City and should be reviewed for consistency with the One Grand Junction Comprehensive Plan and updated periodically.

#### Relationship to Three-Mile Plan

Colorado law (CRS §11-12-101, et seq.) provides, among other things, that no municipal action 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, as to more particularly described in the statute. According to law, such a plan shall be updated at least once annually.

The law does not expressly require 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 a time 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 CRS §11-12-101, et seq., the City recognizes this Comprehensive Plan and its Urban Development Boundary as the City's Three-Mile Plan.

## Exhibit A-2

### EXHIBIT A-2

#### A. Promote the integration of transportation mode choices into existing and new neighborhoods.

**4. 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 Promote walking and bicycling infrastructure improvements needed to complete gaps or missing street features.

Identify neighborhoods and other community destinations such as schools, transit stops, neighborhood centers, parks, public open space, and trails.

**D. INFRASTRUCTURE IMPROVEMENTS** Prioritize infrastructure improvements, such as traffic calming, bike lanes, sidewalks, repairs, and ways to reduce parking, and working sharing of overhead utilities to improve safety and quality of life for neighborhood residents based on documented deficiencies.

#### B. Foster the development of neighborhoods where people of all ages, incomes, and backgrounds live together and share a feeling of community.

**3. NEIGHBORHOOD PARTNERSHIPS** Foster partnerships with Neighborhood Association to identify specific needs, develop and implement program projects, identify infrastructure deficiencies, and develop, build in building capacity in individual neighborhoods.

**B. CONNECTIVENESS** Continue to implement programs and services that connect neighborhoods, help build neighborhood identity, 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 conditions and that promote an engaged community and facilitate active and healthy lifestyles (e.g., co-working, community gardens, and recreational services).

### Neighborhood and Subarea Plans

The **Greater Downtown Plan (2013)** includes three subdistricts: Downtown, Mid, and River, and provides goals and policies for each district. Each was adopted 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 implementation strategies to provide a framework for guiding future land use recommendations, policies around traffic safety, and identification of major street corridors.

The **Orchard Mesa Neighborhood Plan (2014)** [developed by City of Grand Junction August 2014](#) focuses on managing growth in the Orchard Mesa neighborhood with specific emphasis on community, public resources, housing, transit, economic development, public services, recreation, future land use and zoning, and open space and trails. The plan implements a land use and zoning map to provide additional housing opportunities within the Orchard Mesa Plan area.

The **Pear Park Neighborhood Plan (2014)** [developed by City of Grand Junction August 2014](#) 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, education, and access plan, providing bicycle, school 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)** [developed by City of Grand Junction August 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 geographic features, mineral resources, potential impacts to wildlife, and open space and trail access. The goal for the plan is to provide a framework for future development, maintaining the Redlands Planning Area's role and natural area conservation.

The **North Avenue Corridor Plan (2007, 2011)** promotes the revitalization of the North Avenue thoroughfare from the historic 20th Street Loop to 29th Street. Components include a Student and Internment District, a Mixed-Use Neighborhood Center, higher density residential neighborhood, five gathering spaces throughout, and a regional retail center on the east end of the corridor. In 2011 a corresponding parking overlay district was established.

The **W Road/Northwest Area Plan (2006)** addresses the development of a new area to be located on the west side of W Road in Grand Junction. It includes the revitalization of historic and existing commercial and industrial, the plan provides for performance standards and impacts on residential neighborhoods and establish a street network to accommodate potential growth.

The **Horizon Drive District (2020)** incorporates design standards for the Horizon Drive district and improve the District area. These standards include achieving high-quality development and diverse opportunities for the area.



# Exhibit A-3

## EXHIBIT A-3

### Appendix A: Issues and Opportunities Report

#### Issues and Opportunities Report

The Issues and Opportunities Report (OIR) provides a synthesis of existing conditions in Grand Junction in 2014 as the basis of the planning process. It established a understanding of the current characteristics, challenges, and aspirations of the City and its residents. The OIR presented existing conditions, and when relevant, identified issues and opportunities relating to the community on each process, zoning and development controls, existing land use and development, community facilities and infrastructure, future transportation and mobility, parks, open space, and environmental features, and growth trends.

The report reviewed existing Grand Junction issues, parks, and regions to recognize the amount of time and resources invested in these plans and to discern the information that remained useful as a resource to the planning process. The OIR provided a synthesis of existing conditions for purposes of exploration and information. It laid the foundation for the vision, goals, and strategies within the One Grand Junction Comprehensive Plan by identifying issues that the plan would address and opportunities that should be maintained. The OIR was an interim deliverable within the planning process, containing information and analysis conducted in the early steps of the project.

The OIR is a public document, available at [www.gj-tying.org](http://www.gj-tying.org).

The OIR includes information about past planning efforts and adopted plans. A review of these adopted plans and policies was essential for understanding the community and to help of future 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 guide development, and to protect the public interest. The Plan is founded on the Guiding Principles that influence all goals, policies, and recommendations. They are: Concentrated Growth, Sustainable Growth Patterns, Housing Variety, A Good Green System of Connected Recreation Opportunities, Accessible Transportation, and a Regional Center. To further implement the Guiding Principles, the plan includes six key concepts focusing on land use and development, growth, safety, transportation and access, public facilities, parks and open space, water management, public transit, community character, and recreation. The Comprehensive Plan also incorporated components of several adopted plans which are summarized in this section.

Many of the subsequent reports from recent planning efforts which were developed and referenced in the One Grand Junction Comprehensive Plan. The 2010 Plan introduced the concept of future growth, proposed land use and zoning and density. Growth of various sizes and various densities around the region are envisioned as mixed use, containing housing, working, and shopping. The plan also directed the community to make decisions for housing while accommodating proposed growth, City-wide, and neighborhood levels. While included, the plan also established mixed use opportunity corridors along 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 maintained. If appropriate, certain centers may be updated and incorporated into the new Comprehensive Plan. The plan also included the 2010 Plan. Much of the future growth is focused around with an emphasis on transit and development of land use and development. Growth of various sizes and densities around the City Center which includes downtown.

#### Future Land Use and the Blended Map

The 2010 Comprehensive Plan outlined a dual approach to addressing future land use, including both a future land use map and a blended map. The blended map is a 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 2008 and revised in 2014 to include various land use and development recommendations, 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 these developments.

#### Greater Downtown Plan

The Greater Downtown Plan (2011) includes three subareas: Downtown, Park, and River, and provides guidelines for each district. Each was developed separately due to its unique characteristics, and each includes specific recommendations and implementation actions. The Plan incorporates an identity, direction, and guidelines for each district as part of the recommendations, and implementation strategies for primary corridors in the downtown area. Recommendations and implementation strategies are provided, including proposed zoning, future land use recommendations, policies around transit, analysis, and identification of major street corridors.

#### Orchard Mesa Neighborhood Plan

[www.gj-tying.org/OrchardMesaNeighborhoodPlan](http://www.gj-tying.org/OrchardMesaNeighborhoodPlan)

The Orchard Mesa Neighborhood Plan was adopted in 2014 and focused on managing growth in the Orchard Mesa neighborhood with specific focus on community, transit, natural resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The plan is implemented as a blended map for future land use and development map to provide additional housing opportunities within the Orchard Mesa Plan area.

#### Park Neighborhood Plan

[www.gj-tying.org/ParkNeighborhoodPlan](http://www.gj-tying.org/ParkNeighborhoodPlan)

The Park Neighborhood Plan focused on managing and directing growth and development in a largely unincorporated area on the southeast side of the city. The plan is implemented as a blended map for future land use and development map to provide additional housing opportunities within the Park Plan area.

#### Redlands Neighborhood Plan

[www.gj-tying.org/RedlandsNeighborhoodPlan](http://www.gj-tying.org/RedlandsNeighborhoodPlan)

Completed in 2008, the Redlands Neighborhood Plan is a growth management plan to manage development in the future and to provide a framework for the Redlands Neighborhood on the west side of the city. The plan includes an analysis of existing conditions, future land use and development, transit, natural resources, potential impacts to wildlife, and open space and trail head access. The plan for this Plan includes character preservation, maintaining the rural Grand Junction, buffer zones, and natural area conservation.

#### Horizon Drive District Plan

Horizon Drive District Plan was completed in 2010 and provides a vision and strategy for the Horizon Drive Business District. The plan includes an analysis of existing conditions, future land use and development, transit, natural resources, potential impacts to wildlife, and open space and trail head access. The plan for this Plan includes character preservation, maintaining the rural Grand Junction, buffer zones, and natural area conservation.

#### North Avenue Corridor Plan

The North Avenue Corridor Plan was completed in 2010 and provides a vision and strategy for the North Avenue Corridor. The plan includes an analysis of existing conditions, future land use and development, transit, natural resources, potential impacts to wildlife, and open space and trail head access. The plan for this Plan includes character preservation, maintaining the rural Grand Junction, buffer zones, and natural area conservation.

#### H Road/Northwest Area Plan

The H Road/Northwest Area Plan was completed in 2010 and provides a vision and strategy for the H Road/Northwest Area. The plan includes an analysis of existing conditions, future land use and development, transit, natural resources, potential impacts to wildlife, and open space and trail head access. The plan for this Plan includes character preservation, maintaining the rural Grand Junction, buffer zones, and natural area conservation.

#### Location Assessment Report

The Location Assessment Report was developed in 2013 by Chain Concepts and OSA Advisors as a marketing tool for the City of Grand Junction and Mesa County to attract new business. It summarizes the community's 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 efficiency - doing things in a more efficient way for business and creating a consistent brand.
- Tactical targeting - creating conversations across marketing strategies.
- Brand identity - creating a consistent brand identity.

The report also discusses economic development trends, challenges, and opportunities, with an overall goal of finding economic opportunity in the development of various industries and sectors. This report has been reviewed in relation to the demographic and market components of the existing conditions analysis.

#### Downtown Grand Junction Housing Study

A study of Downtown housing potential was conducted in 2013 for the Grand Junction Downtown Development Authority (DDA). The study was conducted in response to community discussions and requests for the need for market rate housing in the downtown. The report concluded that downtown had a strong potential for housing and that a mix of housing types and densities would be needed to address the market demand for housing. It also identified a need for a mix of housing types and densities to address the market demand for housing. It also identified a need for a mix of housing types and densities to address the market demand for housing.

#### Grand Junction Strategic Plan

The Strategic Plan, completed in 2014, 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 Accountability. The plan is supported by four strategic directives: Public Safety, Planning and Infrastructure, Development, 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 considered an initial observation and report received in focus groups and meetings. The final implementation section of the plan will address many of the same tasks.

#### Park Inventory and Future Needs Assessment

The Park Inventory and Future Needs Assessment was developed in 2014 as an addendum and update to the 2010 Park Master Plan. The assessment is intended to address the current and future needs of the City and the Park and Recreation Department. The Assessment is further supported in the Park and Recreation Facilities section of the OIR.

#### Vibrant Together: A Downtown

This 2014 plan was adopted in 2014 by the Downtown Development Authority (DDA) and the City of Grand Junction. The plan reflects the 2010 Greater Downtown Plan and provides the updated goals for the plan, including:

- Goal 1: Vibrant - Downtown is the "heart of the city" center of activity 16 hours a day, 7 days a week for all ages and income levels.
- Goal 2: Downtown Living - Downtown offers a diversity of quality housing options for all price points to bring more people to live, work and play downtown.
- Goal 3: Vibrant - 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.

#### 2019 Grand Junction Municipal 3-Mile Plan

Under Colorado statutes, municipalities have the authority to develop a plan for jurisdiction, or urban growth area and boundary. The 2019 Grand Junction Municipal 3-Mile Plan is required in the Growth Area section of the OIR.

# Exhibit A-4

EXHIBIT A-4

Relocated Text

## Broadband Wireline and Fixed Wireless Maps

A large majority of the City is served by high-speed broadband coverage, with speeds between 100 Mbps and 1 Gbps. Portions of Northwest Grand Junction, especially agricultural areas near the VOTC, and portions of the Rodadero with topographic 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 economic development and to fostering business development in these sectors, given increasing reliance on high-speed internet for technology manufacturing, healthcare, government, and other industries.

## Wildfire Risk Map

All communities with significant urban wildland interface and moderate to high precipitation. Grand Junction faces wildfire risk concentrated in several areas. Wildfire risk is moderate within urban and rural 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 in areas of public lands, particularly in a lot of the Rodadero region, including Colorado National Monument. Other areas of wildfire risk are concentrated along the Colorado and Gunnison Rivers where high-risk areas are occupied by forest and urban areas. Areas of high wildfire risk are outside of the city, such as the Colorado National Monument and Blackfoot, where fires are relatively unlikely to threaten properties in the city, but may generate other wildfire impacts including wildlife displacement and threat.

## Grand Junction Fire Map

Included here are maps providing information from the Fire Department's fire analysis using a minute and a half drive times. One map displays fire conditions with fire-fighting stations and a second map projects drive times along the existing road network with the proposed drive new fire stations.

## Proposed BRT Corridors Map

BRT 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 address the mobility 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 (5 to 10 minute) wait times, on-board fare collection, and frequent intersection bypasses to decrease travel times. This map identifies four primary corridor corridors for BRT in Grand Junction: the north-south I-70 corridor, and the east-west corridors of North Avenue, I-70, and Highway 63. Further study will be required to evaluate and implement BRT on one or all of these corridors.

## Neighborhood Connections Map

Grand Junction has a rich history, such as the Colorado River and main transportation corridors. In addition to that, Grand Junction is a community of diverse people and neighborhoods. Bridging these gaps and barriers with multimodal transportation encourages utilizing both existing and new transportation modes to connect neighborhoods and provide better multimodal transportation options throughout the city.

## Rail Lines and Spurs Map

Grand Junction is served by several 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 primary main line, operated by the Union Pacific Railroad Company, runs east to west across the city at a right 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 main stem and serve properties in the city's industrial core. While railroads are a dispatch may create conflicts with other transportation modes in some locations, they are vital to the economic success of industry in the city and to its urban form in its wider region.

## Bike and Pedestrian Transportation Priorities Map

The City has invested increasingly in multimodal transportation improvements in recent decades and now seeks to review its bicycle and pedestrian facilities. This network is comprised of multi-use paths, trails, 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 infrastructure connections with neighborhood, and existing facilities that require upgrades or replacement.

## Truck and Hauling Routes Map

This is a major freight corridor that accommodates a large daily volume of semi-trucks. Many of these freight vehicles also change course in Grand Junction, accessing Highway 50 to Delta, Montrose or other areas. Many freight vehicles also make stops in Grand Junction for services and pick-up, given Grand Junction's role as a regional center and manufacturing hub. To minimize negative impacts of freight traffic on local traffic, the City designs a set of dedicated truck and hauling routes in and around the city. These primary truck routes are not I-70, Highway 50 and portions of I-70. Secondary routes include many of the city's arterial and other state highways within City limits.

## 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 lists the names of the most prominent historic resources in the city, including National, State, and local historic districts and sites on the National Register of Historic Places. 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.

## 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 square mile Airport Area of Influence, certain areas are designated as particularly hazardous due to the flight paths of airplanes at takeoff and landing. Clear Zones are located nearest to the runways. Due to the relatively high risk of aircraft to fly 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 Obstacle Free Zones. Very low density residential or commercial development in Obstacle Free Zones, as can some non-residential uses subject to Conditional Use Permitting.

## Ridgeline Development Map

Map and text with key locations and descriptions of ridgeline development. The map shows the location of the ridgeline and the surrounding areas. The text describes the ridgeline and the surrounding areas, including the location of the ridgeline and the surrounding areas. The map shows the location of the ridgeline and the surrounding areas. The text describes the ridgeline and the surrounding areas, including the location of the ridgeline and the surrounding areas.

One Grand Junction Comprehensive Plan - City of Grand Junction

Appendix - 95

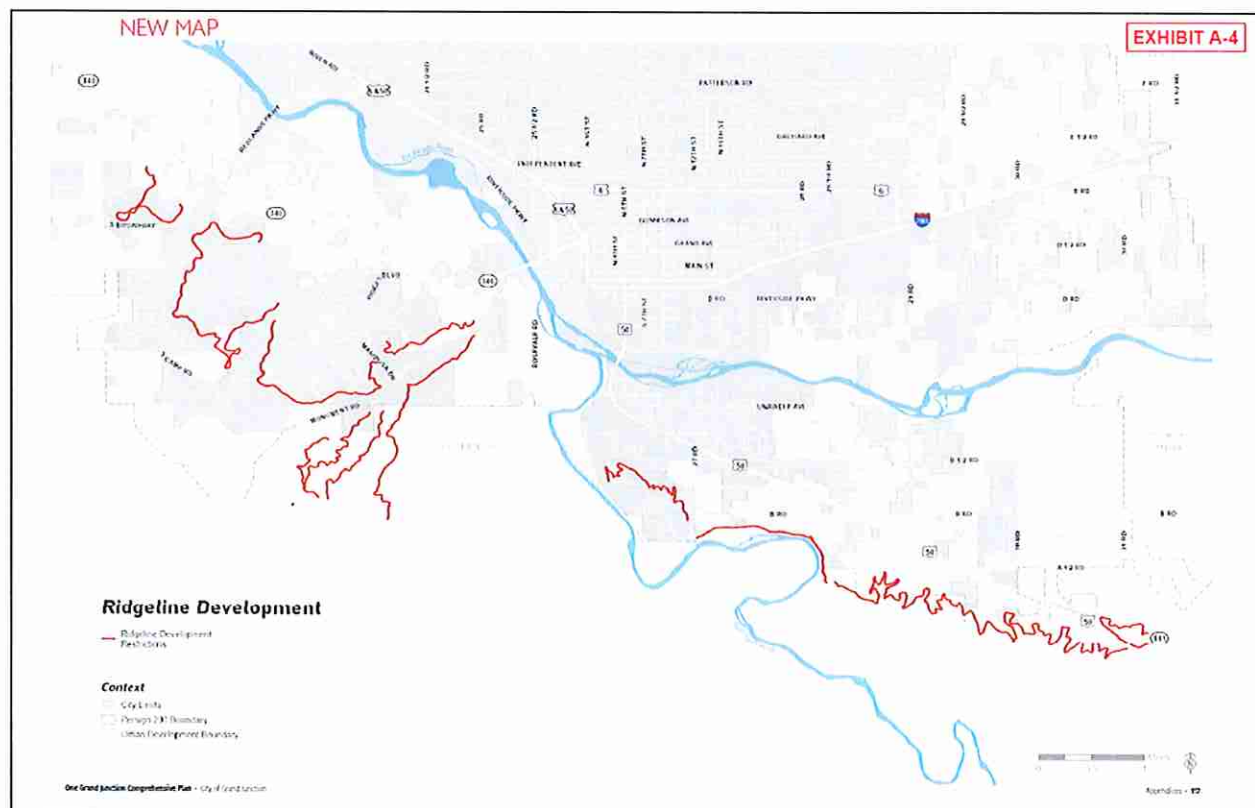
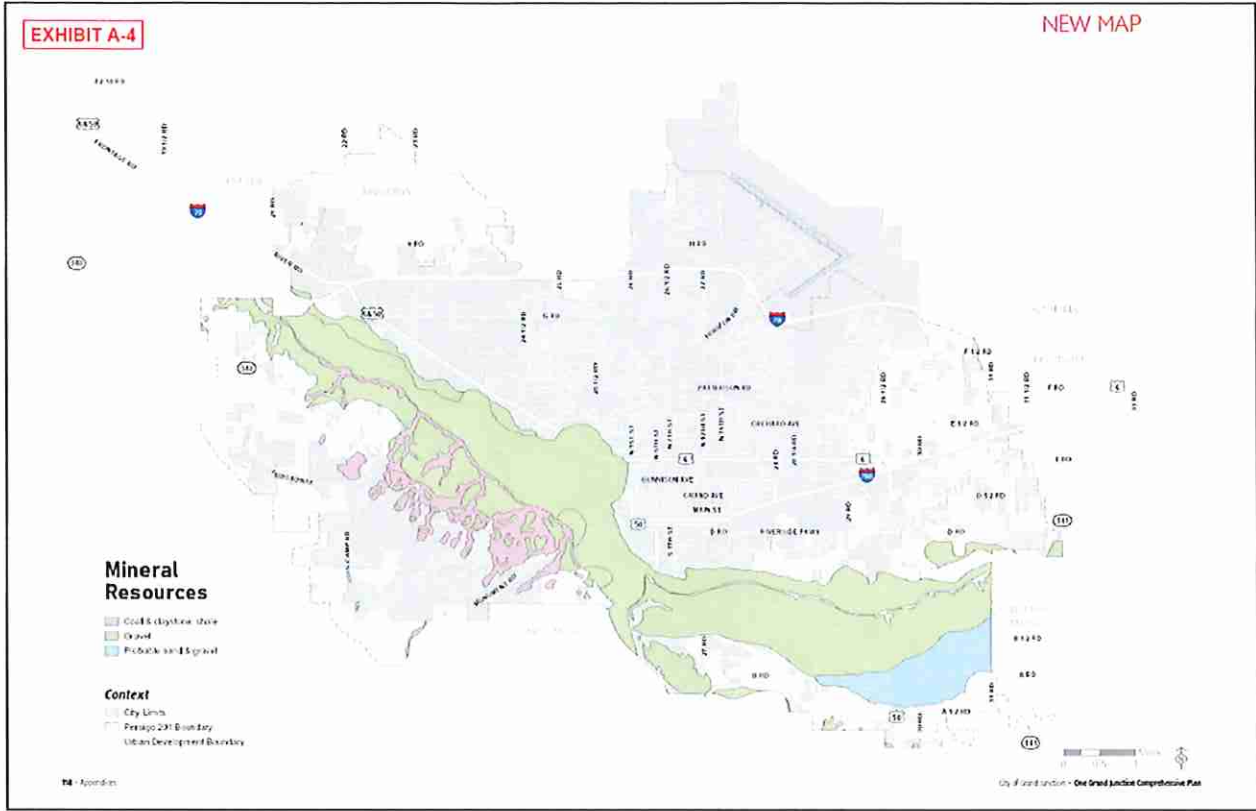




Exhibit A-4 (Continued)



## Exhibit B-1

### Section 31.08.070 Background

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

- (1) 2010 Grand Junction Comprehensive Plan (GJMC Title 31);
- (2) Grand Valley 2040 Regional Transportation Plan;
- (3) 2001 Urban Trails Master Plan;
- (4) 2002 Redlands Area Transportation Plan (~~Chapter 34.28 GJMC repealed by Ordinance 5227, August 2024~~);
- (5) 2004 Pear Park Neighborhood Plan (~~GJMC Title 37 repealed by Ordinance 5227, August 2024~~);
- (6) 2014 Orchard Mesa Neighborhood Plan (~~GJMC Title 39 repealed by Ordinance 5227, August 2024~~);
- (7) 2011 Clifton/Fruitvale Community Plan;
- (8) 2007/2011 North Avenue Corridor Plans and Zoning Overlay (GJMC Title 32);
- (9) 24 Road Subarea Plan and Overlay (GJMC Title 33).

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## Exhibit B-2

### Section 31.08.070 **Section B: Strategies/Policies – Incorporate sub-area maps (Strategy).**

- (a) Various plans have been developed for some areas (sub-areas) within the urban development boundary while many other areas still need specific plans. The following list recognizes planning efforts to date that are incorporated into this Circulation Plan.
- (1) Safe Routes to Schools. Studies to improve safety for children between existing neighborhoods and schools continue with projects planned, funded and constructed for Nisley Elementary, Clifton Elementary and West Middle School. Other planning has occurred and will continue to occur for all schools in School District 51.
  - (2) Clifton Pedestrian Plan – refer to Clifton/Fruitvale Community Plan.
  - (3) Orchard Mesa Pedestrian Plan at the Fairgrounds/Meridian Park Neighborhood Center – refer to Orchard Mesa Neighborhood Plan (~~GJMC Title 39 repealed by Ordinance 5227, August 2024~~);).
  - (4) Redlands area – refer to the Redlands Area Plan (~~GJMC Title 34 repealed by Ordinance 5227, August 2024~~).
  - (5) North Avenue Corridor Plans (GJMC Title 32).
  - (6) Pear Park – refer to the Pear Park Neighborhood Plan (~~GJMC Title 37 repealed by Ordinance 5227, August 2024~~).
  - (7) Horizon Business District – refer to (future) Horizon Business District Overlay.
  - (8) Mesa Mall Environs – (future).
  - (9) Safe Routes to Parks and Open Space – (future).

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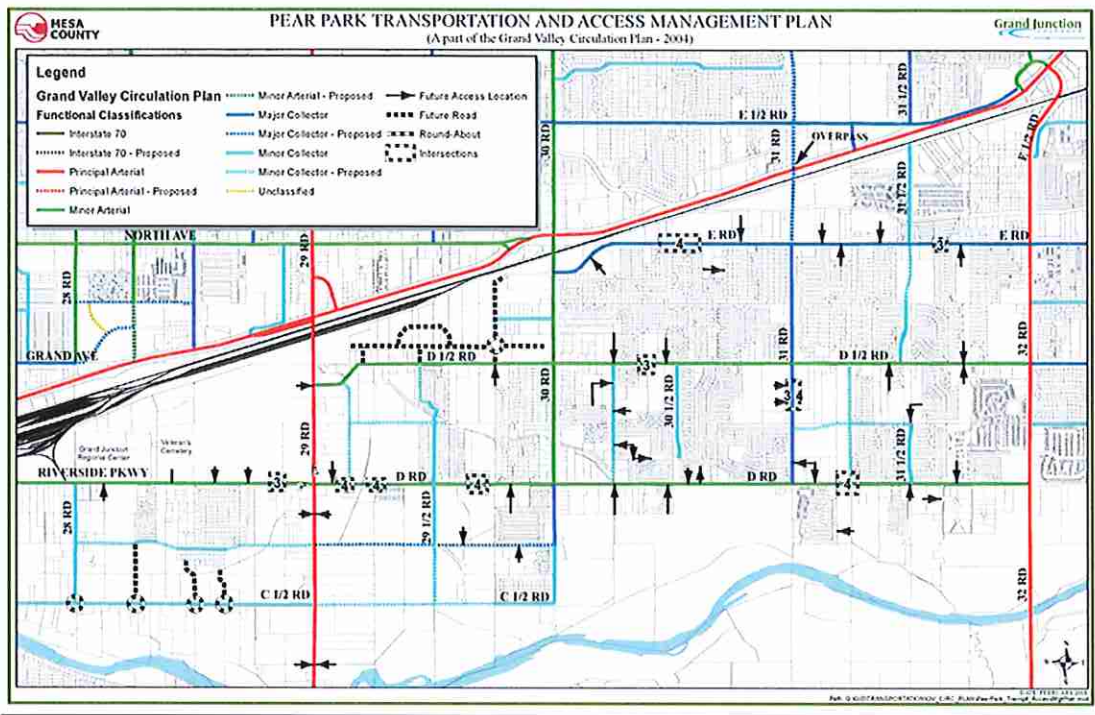


Exhibit B-3

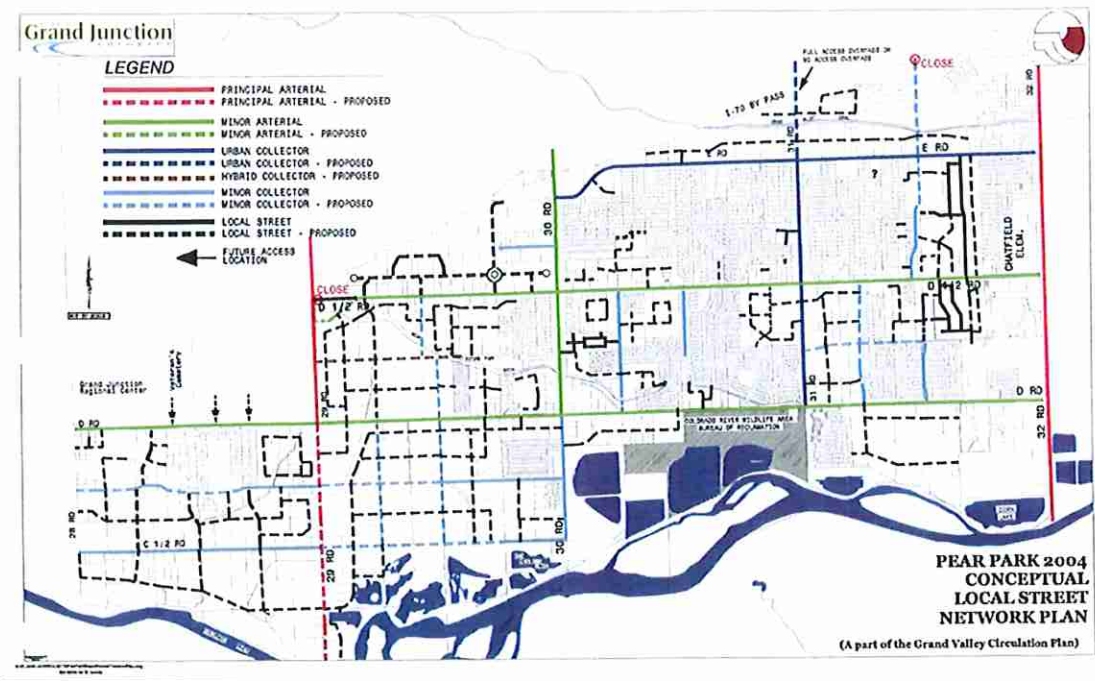
Section 31.08.150 Appendix A – Maps

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(g) Figure 7 – Pear Park Transportation Access Management Plan



(h) Figure 8 – Pear Park 2004 Conceptual Local Street Network Plan



## Exhibit B-4

Section 31.08.160 **Appendix B: Background on previous adopted transportation plans.**

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- (d) **2002 Redlands Area Transportation Plan** (repealed by Ordinance 5227, August 2024).  
Includes a transportation section that was adopted as part of the Circulation Plan in 2002. There were four key elements of the planning effort: (1) State Highway 340 Access Control Plan; (2) capacity improvements on existing routes; (3) new roadways and neighborhood connections; and (4) multi-modal accommodations.
- (e) **2004 Pear Park Neighborhood Plan** (repealed by Ordinance 5227, August 2024).  
Includes a Transportation and Access Management Plan for the Pear Park neighborhood and was adopted as part of the Circulation Plan in 2004. It remains a part of the Circulation Plan today and its detail at a neighborhood level guides development access and street cross sections for major corridors in Pear Park.
- (f) **2014 Orchard Mesa Neighborhood Plan** (repealed by Ordinance 5227, August 2024).  
Includes a transportation planning section supporting complete street improvements, multi-modal enhancements for all major corridors on Orchard Mesa including US Highway 50, establishing nonmotorized crossings of U.S. Highway 50 (including the eastbound conversion of the B ½ Road overpass to a pedestrian/bicycle path), and creating safe nonmotorized routes to area attractions, schools, the riverfront, and centers.

...

I HEREBY CERTIFY THAT the foregoing Ordinance, being Ordinance No. 5227 was introduced by the City Council of the City of Grand Junction, Colorado at a regular meeting of said body held on the 17<sup>th</sup> day of July 2024 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 7<sup>th</sup> day of August 2024, at which Ordinance No. 5227 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 9<sup>th</sup> day of August 2024.

  
Deputy City Clerk

Published: July 19, 2024  
Published: August 9, 2024  
Effective: September 8, 2024

