

ORDINANCE

Ordinance No. 5227

TITLE: 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)

Meeting Date (1st) 07/17/2024
Meeting Date (2nd) 08/07/2024

07/19/2024 Proposed Published
In Pamphlet Form

08/09/2024 Final Published
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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

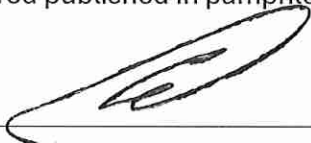
remainder of the information and policies included within the plans are superfluous or have otherwise been superseded by the adoption of the 2020 Comprehensive Plan and amendments thereto such that the Neighborhood and Area Plans are hereby repealed and no longer of effect.

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 17th day of July 2024 and ordered published in pamphlet form.

ADOPTED on second reading the 7th day of August 2024 and ordered published in pamphlet form.



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 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 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

Recently adopted plan studies and reports completed by or for the City of Grand Junction are important to the current comprehensive planning process. The 2019 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 Grand Junction Plan. Where this consistency occurs, policies and recommendations from the previous plan have been incorporated into the Grand Junction Plan.

Other plans such as neighborhood or "sub-area plan," downtown plans, and other community plans also remain important for ongoing form planning and provide for a more granular assessment and recommendations for specific areas (e.g. [Arts and Area Plan \(approved by City Council on 11/27/2019\)](#), [Pine Park Neighborhood Plan \(approved by City Council on 1/17/2019\)](#), 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 the Grand Junction Comprehensive Plan and updated periodically.

Relationship to Three-Mile Plan

Colorado law (CRS §11-12-101, et seq.) prohibits, 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 or all years. The law also requires that, before completion of any extension 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 well 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 three-mile boundary area or just the area of the extension is to be planned by the three-mile plan. However, and as a rule in Grand Junction, because the City's master planning includes consideration of extension policies, the extension of a three-mile plan will be incorporated in the City's Comprehensive Plan. As such and pursuant to CRS §11-12-101, et seq. the City recognizes this Comprehensive Plan as its Urban Development Boundary as the City's Three-Mile Plan.

Exhibit A-2

EXHIBIT A-2

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 related to connectivity gaps or missing infrastructure within 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 transit, walking, and bicycling, to meet the particular and unique needs of neighborhoods 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. Partner closely with Neighborhood Association to identify specific needs, develop and implement program projects, identify infrastructure deficiencies, and coordinate with building capacity in individual neighborhoods.

B. CONNECTIVENESS. Continue to implement programs and events that connect 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 conditions and that promote an engaged community and facilitate walk and heavy play (e.g., tool housing, community garden, and recreational services).

Neighborhood and Subarea Plans

The **Greater Downtown Plan (2011)** includes three sub-areas: Downtown, Hill, and Park, and provides goals and policies for each district. Each was developed 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 in the plan, including proposed zoning, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

The **Orchard Mesa Neighborhood Plan (2014)** (<http://www.ci.chico.ca.us/2014/08/06/orchard-mesa-neighborhood-plan/>) focuses on managing growth in the Orchard Mesa neighborhood with specific emphasis on community trails, rural resources, housing trends, economic development, public services, form-based, future land use and zoning, and open space and parks. The plan implements a form-based residential land use map to provide additional housing opportunities within the Orchard Mesa Plan area.

The **Pear Park Neighborhood Plan (2014)** (<http://www.ci.chico.ca.us/2014/08/06/pear-park-neighborhood-plan/>) focuses on managing and directing growth and development as this highly unyielding area on the southeast side of the City becomes involved into Grand Junction. Establishing a transportation, education, and access plan providing bicycle facilities 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)** (<http://www.ci.chico.ca.us/2002/08/06/redlands-neighborhood-plan/>) creates a land 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 trailhead access. The goals for the plan include transit services provision, maintaining the Vista 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 historic 20 Business Loop to 29 Road. Components include a Student and Performance District, a Mid-use Neighborhood, high-density residential neighborhood, designating plazas throughout, and a regional retail center 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 200 to 630+ corridor on the H Road in Hill Road intersection. It includes the revitalization of vacant lands to commercial and industry. 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)** policy goal to state standards for the Horizon Drive District improve the District area. These policies include allowing high-quality development and diverse uses for the area.

Exhibit A-3

EXHIBIT A-3

Appendix A: Issues and Opportunities Report

Issues and Opportunities Report

The report reviewed existing Grand Junction issues, plans, and reports to recognize the amount of time and resources invested in these plans and to discern the information that remains useful as a starting point to the planning process. The information was organized into categories 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 needs to address that would be maintained, the OJG is to remain relevant within the planning process, coordinating information and analysis conducted in the early stages of the project. The link is located on the City website at www.gj.org.

The OJG issues information about past planning efforts and adopted plans and policies was essential for understanding the community and a list 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 future growth and development in the community and surrounding planning areas to coordinate and give direction to public and private development, to protect the public interest. The Plan is founded on the Guiding Principles that influence all goals, policies, and recommendations. They are Concentrated Centers, Sustainable Growth Patterns, Healthy Variety, A Grand Core, and a System of Connected Recreation Opportunities. Based on Transportation and a Regional Center. To further implement the Guiding Principles, the plan includes six key concepts focusing on land use and development, growth, density, transportation, and addressing public facilities, parks and open space amenities, water management, public transit, community design, and recreation. The Comprehensive Plan also incorporated components of several related plans which are summarized in this section.

Future Land Use and the Blended Map

Many of the subsequent reports from recent planning efforts which were developed and referenced in the One Grand Junction Comprehensive Plan. The 2010 Plan incorporated a concept of future growth projections around concentrated centers. Centers of various sizes and various densities around the region are envisioned as mixed use, containing housing, working, and shopping. The plan also identified centers to make planning for housing and other accommodating proposed growth. City edges and high corridor centers were included. The plan also included an opportunity corridor 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 will be updated and incorporated into the new Comprehensive Plan. It is a high priority of the 2019 Plan. Much of the future growth is focused inward with an emphasis on the relationship between land use and transportation. Forward cities existing streets, reduce sprawl, and increase and enhance the City Center which includes downtown.

Greater Downtown Plan

The Greater Downtown Plan (2011) includes three subareas: Downtown, Park and River, and provides goals and policies for each district. Each was analyzed separately due to unique characteristics, and each includes specific recommendations and implementation actions. The Plan incorporates an ongoing strategy as part of the recommendations, and guides zoning and recreation design for primary corridors in the downtown area. Recommendations and implementation strategies include: including proposed zoning, future land use recommendations, policies around transit 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 amenities, resources, housing, transit, economic development, public services, stormwater, future land use and zoning, and open space and trails. The plan implemented a forward-looking future land use design map to provide additional housing opportunities within the Orchard Mesa Plan area.

Park Park Neighborhood Plan

The Park Park Neighborhood Plan focused on managing and directing growth and development in a highly unincorporated area on the southeast side of the city becomes annexed into Grand Junction. Establishing a transportation corridor, and access park, providing quality schools and other community facilities and services, and creating high-density residential and employment commercial uses are a goal of this Plan.

EXHIBIT A-3

Redlands Neighborhood Plan

Completed in 2002, the Redlands Neighborhood Plan outlined a growth management plan to remove residential uses in the future and develop a park for the Redlands. The plan also outlined the future and development of parks, open space, and environmental features, and growth areas.

Horizon Drive District Plan

Horizon Drive District Plan was completed in 2010 and incorporated a strategy for the Horizon Drive Business District area through development of high quality development and diverse character within an important gateway to Grand Junction. The zoning strategy was established within the Horizon Drive District Plan.

North Avenue Corridor Plan

The North Avenue Corridor Plan was completed from 2010 to 2012 and from 2012 to 2014. The plan provides the revitalization of the main North Avenue through the City of Grand Junction. The plan outlines the vision, goals, and strategies for the corridor. The plan also includes a list of recommendations for the corridor. The plan also includes a list of recommendations for the corridor.

H Road/Northwest Area Plan

The H Road/Northwest Area Plan was completed in 2010 and incorporated a strategy for the H Road area through development of high quality development and diverse character within an important gateway to Grand Junction. The zoning strategy was established within the H Road/Northwest Area Plan.

Location Assessment Report

The Location Assessment Report was developed in 2015 by Chain Concepts and OSG 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 findings include:

- Product Improvement - Improving the product that is Grand Junction and Mesa County.
- Packaging - creating a marketing plan to sell the product.
- Operational Efficiency - creating a business strategy for success and creating a consistent brand.
- Tactical Targeting - creating campaigns across marketing strategies.
- Brand Identity - creating consistent branding.

The report also analyzes economic development issues, challenges, and opportunities with an overall goal of finding economic prosperity 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 2015 for the Grand Junction Downtown Development Authority (DDA). The study was conducted in response to ongoing discussions and indications of the need for market rate housing in the downtown. The report concluded that downtown housing potential is high and that mixed use development would be a good fit for the downtown. The report also identified several key factors that would be necessary to increase the first projects in order to catalyze future investment. The recommendations and assessment contained in the report are consistent with the first observations and policy components by the planning team for the Comprehensive Plan update. There is an emphasis on mixed use development in the City and the Downtown would be a prime location. Opportunities for Downtown housing and mixed use development will be specifically addressed in the Comprehensive Plan.

Grand Junction Strategic Plan

The Strategic Plan, completed in 2014, is a near-term guide for City of Grand Junction to prioritize resources over the course of two years. It includes two working projects: Park and River and government responsibility and Fiscal Responsibility. Each project includes four strategic directives. Public Safety, Planning and Infrastructure, Transportation, and Economic, Social and Communication, and each and Engagement. Each directive includes its own set of initiatives to implement and success metrics to track progress. The Strategic Plan is consistent with the observations and recommendations of the Strategic Plan and will address many of the same tasks.

Park Inventory and Future Needs Assessment

The Park Inventory and Future Needs Assessment was developed in 2017 as an addendum and update to the 2014 Master Plan. The assessment is intended to address the current and future needs of the City and the Parks and Recreation Department. The Assessment's findings are included in the Parks and Recreation Facilities section of the OJG.

Vibrant Together: A Downtown

This document recognizes that Grand Junction's Downtown is a hub for the region, a center of culture, commerce, and activity. All needed in other plans that include an assessment of the Downtown, this study is consistent with that assessment of the potential for Downtown development. While the Comprehensive Plan is working in the first planning and development, the important role that Downtown will play during the next 10 years will be an important focus.

2019 Grand Junction Municipal 3-Mile Plan

Under Colorado statutes, municipalities have the authority to create an additional jurisdiction, or urban growth area, and boundary. The jurisdiction created by the 2019 3-Mile Plan is described in the Growth Area section of the OJG.

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 I-70 and portions of the floodplain, have the lowest broadband coverage in the city, with many areas having less than 10 Mbps maximum download speeds. 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, health care, government, and other industries.

Wildfire Risk Map

All communities within the urban wildland interface and nearby low population Grand Junction faces wildfire risk. Wildfire risk is generally more acute in the west of the city and is very low in most of the city's low density residential and industrial areas. Risk is generally highest in proximity to public lands, particularly in a line of the floodplain region along Colorado National Monument. Other areas of wildfire risk are concentrated along the Colorado and Gunnison Rivers where high areas are occupied by forest and/or areas of high wildfire risk are outside of the city, such as the Colorado National Monument and Blackfoot, where fires are more likely to threaten properties in the city but may generate other wildfire impacts including wildfire displacement and smoke.

Grand Junction Fire Map

Included here are maps providing information from the Fire Department. One map shows fire zones using a minute and a mile scale. The other map displays current conditions with fire zones and a second map projects fire zones along with the proposed fire 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 increase the ability of public transit in the city. BRT is characterized by the use of dedicated bus lanes along major transportation corridors, as well as short (50 to 100) wait times, on both a fare collector and speed intersection. To assist in determining BRT routes, this map identifies four primary candidate corridors for BRT in Grand Junction: the north-south 14th Street corridor, and the east-west corridors of North Avenue, East, and Peterson Avenue. Further study will be required to evaluate and implement BRT on one or all of these corridors.

Neighborhood Connections Map

Grand Junction has natural assets such as the Colorado River and mountains views, and maintaining existing landscape features that connect the community along quiet between neighborhoods. Blending these quiet corridors with multimodal transportation corridors utilizing both bicycles and pedestrians is needed to connect neighborhoods and provide better multimodal transportation options throughout the city.

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 main stem, operated by the Union Pacific Railroad Company, runs east to west across the city at a height that crosses the Colorado River, with an additional main stem along the Gunnison River. A number of loops, or branch lines, join the main stem and serve properties in the city's industrial area. While rail facilities are important to the city's economic base, they may create conflicts with other transportation modes in some locations. This map identifies the locations of rail facilities in the city and should remain in use whenever possible.

Bike and Pedestrian Transportation Priorities Map

The City has invested heavily in multimodal transportation improvements in recent decades and now faces a network of bicycle and pedestrian facilities. This network is comprised of multi-use paths, trails, and paths on 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, transit connectors with transit corridors, and existing facilities that require capital investment.

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 use charge course in Grand Junction, accessing Highway 50 to Delta Mountain or vice versa. Many freight vehicles also make stops in Grand Junction for groceries and pickup, 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 26 Road. 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 identifies some 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 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 25 square mile Airport Area of Influence, there are 18 designated hazard zones, 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 injury to airplanes, Clear Zones in the vicinity of a landing runway are permitted to be built or occupied within a Clear Zone. Areas beyond the Clear Zones are designated as Critical Zones. Very low density residential development may occur in Clear Zones, as can some non-residential uses subject to Conditional Use Permitting.

Ridgeline Development Map

Map and text with City of Grand Junction. The map shows ridgeline development potential in Grand Junction, Colorado. The map includes a legend for Ridgeline Development Potential, Context (City Limits, Proposed BRT Boundary, Urban Development Boundary), and a scale bar. The map shows the Colorado River and surrounding areas, with ridgeline development potential indicated by red lines. The map also shows the location of the Grand Junction Regional Airport and the Grand Junction City Limits.

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, there are 18 designated hazard zones, 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 injury to airplanes, Clear Zones in the vicinity of a landing runway are permitted to be built or occupied within a Clear Zone. Areas beyond the Clear Zones are designated as Critical Zones. Very low density residential development may occur in Clear Zones, as can some non-residential uses subject to Conditional Use Permitting.

Mineral Resources Map

Grand Junction is a major 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 26 Road. Secondary routes include many of the city's arterial and other state highways within City limits.

Ridgeline Development Map

Map and text with City of Grand Junction. The map shows ridgeline development potential in Grand Junction, Colorado. The map includes a legend for Ridgeline Development Potential, Context (City Limits, Proposed BRT Boundary, Urban Development Boundary), and a scale bar. The map shows the Colorado River and surrounding areas, with ridgeline development potential indicated by red lines. The map also shows the location of the Grand Junction Regional Airport and the Grand Junction City Limits.

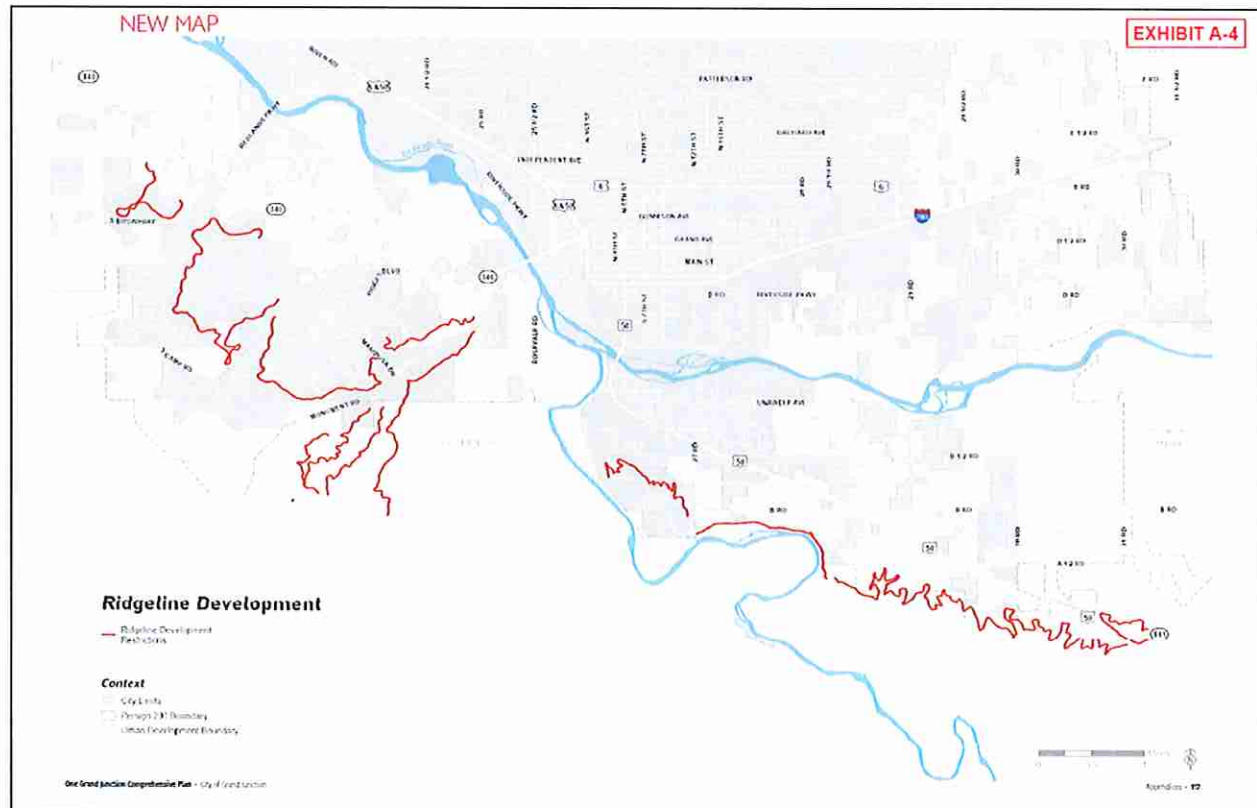


Exhibit A-4 (Continued)

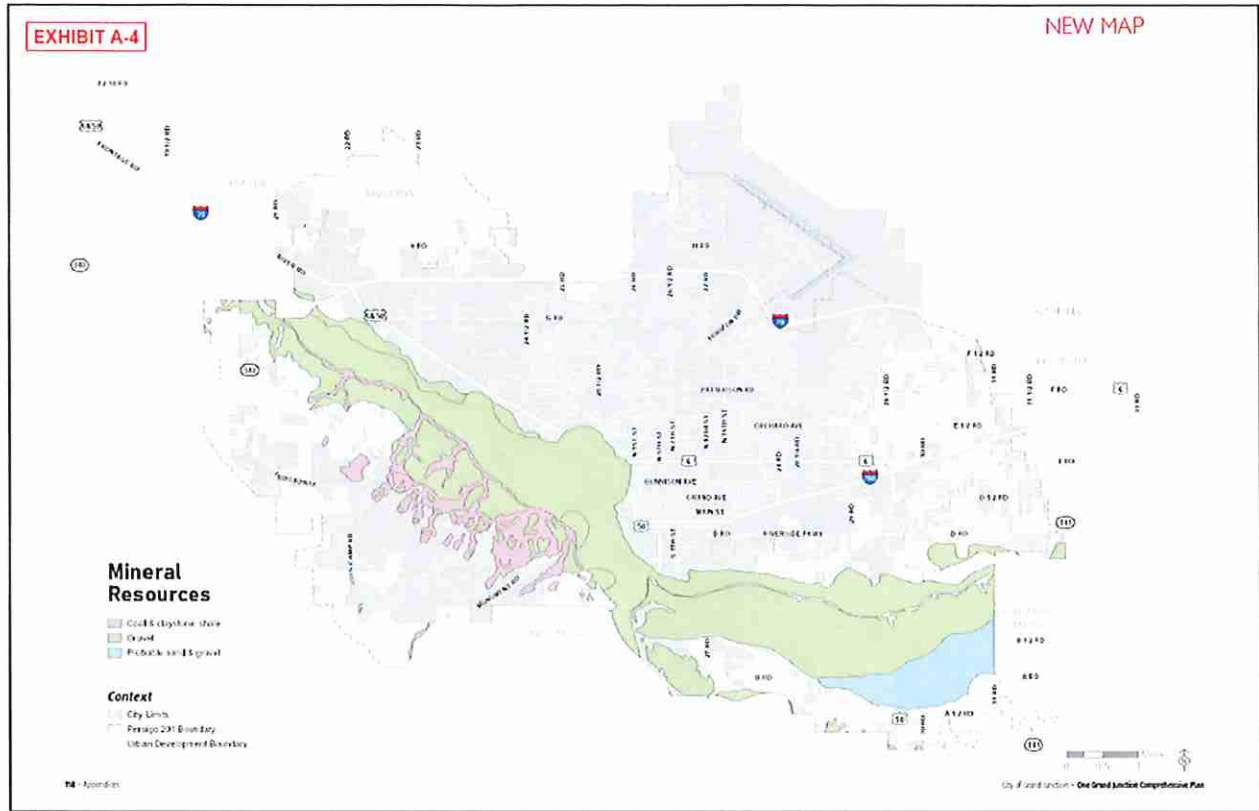


Exhibit B-1

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 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).

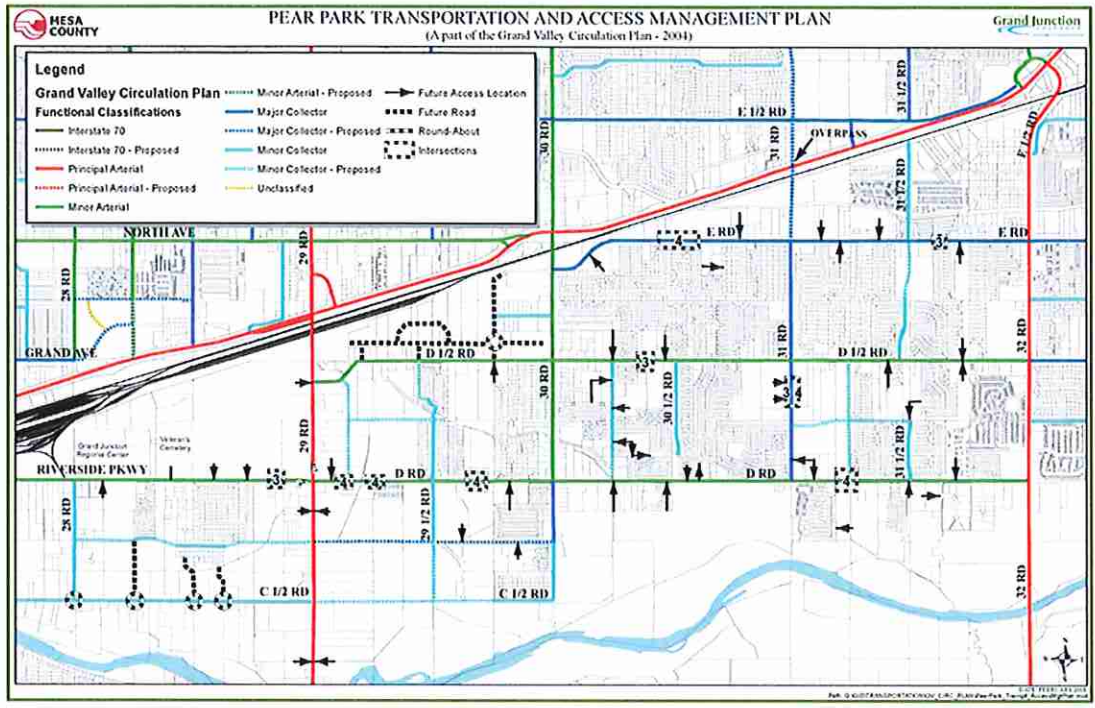
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Exhibit B-3

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

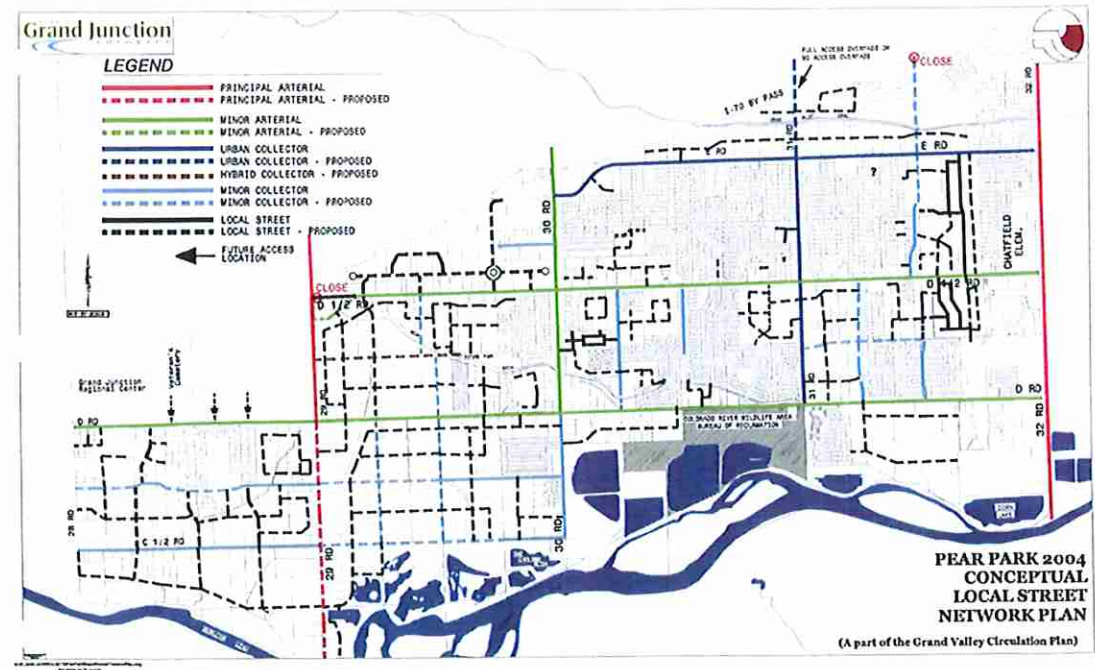


Exhibit B-4

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 17th 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 7th 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 9th day of August 2024.



Deputy City Clerk

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

