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**PLANNING COMMISSION WORKSHOP AGENDA  
HUMAN RESOURCES TRAINING ROOM  
CITY HALL, 250 N 5<sup>TH</sup> STREET  
THURSDAY, FEBRUARY 22, 2024 - 12:00 PM  
*Attend virtually:* [bit.ly/GJ-PCW-2024](http://bit.ly/GJ-PCW-2024)**

**Call to Order - 12:00 PM**

**Other Business**

1. Neighborhood, Subarea, and Corridor Plans and Overlays Review
2. Discussion Regarding 2024 Revisions to the Zoning & Development Code
3. Introduction to Interim Housing

**Adjournment**



## Grand Junction Planning Commission

### Workshop Session

Item #1.

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**Meeting Date:** February 22, 2024  
**Presented By:** David Thornton, Principal Planner  
**Department:** Community Development  
**Submitted By:** David Thornton, Principal Planner

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### Information

#### **SUBJECT:**

Neighborhood, Subarea, and Corridor Plans and Overlays Review

#### **RECOMMENDATION:**

#### **EXECUTIVE SUMMARY:**

Staff has reviewed the existing neighborhood, subarea, and corridor plans and requests direction from the Planning Commission concerning potential amendments to various sections of the 2020 One Grand Junction Comprehensive Plan (Comprehensive Plan) and the subsequent retirement and repeal of the majority of the existing plan documents.

#### **BACKGROUND OR DETAILED INFORMATION:**

##### **BACKGROUND**

Over the past several decades, the City, and in some instances partnering with Mesa County, has completed several neighborhood, subarea, and corridor (collectively, subareas hereafter) planning efforts. Results of the work were to adopt either a plan for the subarea as an element of the comprehensive plan or a zoning overlay for the subarea, or in some cases both a plan and a zoning overlay.

In order of adoption, planning efforts were completed in the following subareas. These areas are depicted on the attached map.

SUBAREA	SUBAREA PLAN ADOPTED/UPDATED	ZONING OVERLAY ADOPTED/UPDATED
Orchard Mesa	1995/1999/2014	-
24 Road	2000	2000/2016
Redlands	2002	-
Pear Park	2005	-
H Road/Northwest	2007	2007
North Avenue	2007	2013
North Avenue West	2011	2013
Greater Downtown	2013	2013
Horizon Drive	-	2020

### ANALYSIS AND METHODOLOGY

The One Grand Junction Comprehensive Plan adopted in 2020 was an update to, and superseded and replaced, the plan previously adopted in 2010. The 2020 plan is much more comprehensive than previous plans, addressing a wide variety of citywide issues, providing the policy framework for tools beyond zoning and land use, and establishing a framework for fiscally responsible and well-managed growth. It is a guidance document that describes what the community would like to become and what steps, actions, partnerships, and policies will move the City forward to achieving its vision.

Plan Principle 5 of the Comprehensive Plan provides for “Strong Neighborhoods and Housing Choices”. Goal 3 of Plan Principle 5 states “Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods.” Strategy e. of this goal gives direction to “Update Neighborhood and Subarea Plans.”

In order to begin a process to implement this principle and strategy, staff is reviewing the subarea plans, particularly studying whether the policies and guidance adopted in the subarea plans have since been adequately addressed in the One Grand Junction Comprehensive Plan. For any elements which are not already addressed in the Comprehensive Plan, staff is further analyzing whether such elements need to be preserved and/or updated as standalone subarea plans, or whether such elements of those documents should be incorporated in the Comprehensive Plan.

Staff began by creating a matrix for each plan document, listing the policies within the plan. Each policy was then analyzed in the context of existing content in the Comprehensive Plan or potential refinements that could be made to the Comprehensive Plan to address elements of the subarea policies. When redundant content was identified in the Comprehensive Plan or another planning-related document, a citation is included in the matrix. As examples of the methodology, the Pear Park Neighborhood Plan and the North Avenue Corridor Plan policy-by-policy analysis matrices are attached. A summary of findings is included in the Analysis

Results section below.

An important premise of this exercise is that staff proposes no new policies for any of the subareas. Rather, this is an attempt at ensuring agreement between the subarea plans and the Comprehensive Plan, eliminating obsolescence, redundancies, or contradictions wherever they occur, and reducing the need to consult multiple policy documents (plans) to understand citywide or area-specific policies within the City. Any change to existing policy or introduction of new policy is a matter for City Council consideration following a thorough public engagement process. Such a process is proposed to be undertaken as a “five-year refresh” of the One Grand Junction Comprehensive Plan.

Because this process assumes no creation of new policy, the question raised recently by the City Council concerning drive-throughs in the 24 Road Corridor Subarea is not addressed by staff at this time. The City Council directed that the question be taken up by reopening the 24 Road Corridor Subarea Plan to public input and City Council deliberation. Staff’s recommendation is that this and any other questions concerning new or revised policies be reserved for the anticipated refresh process and the public engagement that such process will entail prior to consideration for any action. Accordingly, the 24 Road Corridor Subarea Plan has been analyzed alongside the other plans, but no action concerning it is proposed with this process.

## **ANALYSIS RESULTS**

Initial review and analysis of the subarea plans have yielded the following general findings:

- The City has accomplished most of the policies, goals, and strategies and implemented most of the recommended actions in the subarea plans.
- Some of the policies have been incorporated in other planning efforts, including the adoption of citywide development regulations and the area-specific overlay zones.
- Many of the subarea plans and/or the content within them are obsolete and/or outdated due to the age of the document(s) and having been superseded by citywide or area-specific policies in the One Grand Junction Comprehensive Plan.
- For some subarea plans much of the content is not pertinent to the City due to the plan having been completed in conjunction with Mesa County Planning and inclusive of areas beyond the Urban Development Boundary.
- The majority of the subarea plans include descriptive information and policies that are redundant with information now contained in the Comprehensive Plan or other planning documents.
- Minor amendments to the Comprehensive Plan to incorporate existing relevant policy framework and vision from the subarea plans will sufficiently account for and

replace any such relevant content remaining in the plans.

- Provided these amendments are adopted, all subarea plans (except the 24 Road Corridor Subarea Plan) can be retired and repealed as elements of the Comprehensive Plan.
- All zoning overlays should remain intact, as they are elements of the Zoning and Development Code, and they remain important for implementing the Comprehensive Plan (as amended to include further subarea policies).

**Pear Park Neighborhood Plan Summary of Analysis**

The analysis for the Pear Park Neighborhood Plan resulted in the following findings:

- A majority of the goals and implementation strategies are included in various sections of the Comprehensive Plan or in other implementation documents such as the Zoning and Development Code.
- There is an Access Management Plan in the Pear Park Plan that should be incorporated into the Circulation Plan and then referenced in the Comprehensive Plan.
- The Pear Park Plan included a Mineral Resources Map that should be included in the map appendices in the Comprehensive Plan.

**North Avenue Corridor Plan Summary of Analysis**

The analysis for the North Avenue Corridor Plan resulted in the following findings:

- A majority of the goals and implementation strategies are included in various sections of the Comprehensive Plan or in other implementation documents such as the Zoning and Development Code and North Avenue Overlay Zone District.
- A description of the desired character areas and land uses should be included in the Comprehensive Plan to preserve the intent of this plan for the corridor and support the continued implementation of the North Avenue Overlay Zone District.
- Street and pedestrian design principles should be included in the Comprehensive Plan, and the North Avenue street section should be included as an amendment to the Transportation Engineering Design Standards Manual.
- The unified, pedestrian-scale street edge called for in the plan should be referenced in the Comprehensive Plan or specified in the Commercial Corridor and University District Area-Specific Policies.
- Sign consolidation and design principles should be included in the Comprehensive Plan to preserve the intent of this plan for the corridor.

**NEXT STEPS**

Upon Planning Commission’s direction to move forward and/or revise methodology, staff would prepare documents and ordinances/resolutions needed to implement the proposed actions that would include the following:

- Complete analysis matrices for all plan documents.
- Complete written summaries for each subarea to be included in Chapter 4, Area-Specific Policies of the Comprehensive Plan.
- Amend and/or append maps within the Comprehensive Plan as needed to support subarea overlay policies.
- Provide addendums to the Grand Junction Circulation Plan and other plans as needed to support policies in the various planning documents.
- Provide revisions and addendums to the Comprehensive Plan and ordinances/resolutions to approve revisions.

**SUGGESTED MOTION:**

This item is for discussion only.

**Attachments**

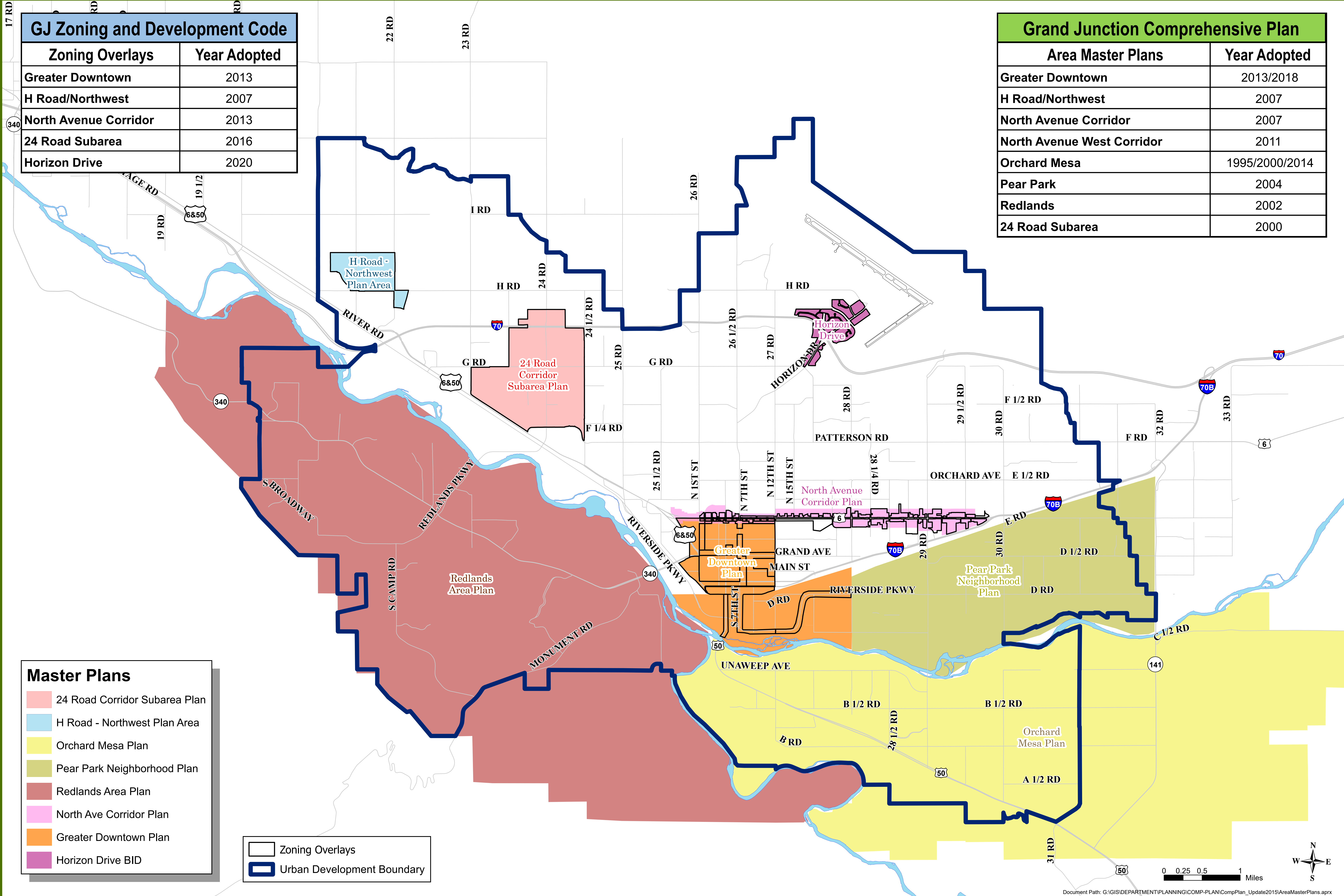
1. Subareas Location Map
2. Sample Analysis Matrix for Pear Park Neighborhood Plan
3. Sample Analysis Matrix for North Avenue Corridor Plan

### GJ Zoning and Development Code

Zoning Overlays	Year Adopted
Greater Downtown	2013
H Road/Northwest	2007
North Avenue Corridor	2013
24 Road Subarea	2016
Horizon Drive	2020

### Grand Junction Comprehensive Plan

Area Master Plans	Year Adopted
Greater Downtown	2013/2018
H Road/Northwest	2007
North Avenue Corridor	2007
North Avenue West Corridor	2011
Orchard Mesa	1995/2000/2014
Pear Park	2004
Redlands	2002
24 Road Subarea	2000

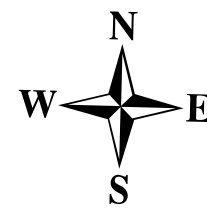


### Master Plans

- 24 Road Corridor Subarea Plan
- H Road - Northwest Plan Area
- Orchard Mesa Plan
- Pear Park Neighborhood Plan
- Redlands Area Plan
- North Ave Corridor Plan
- Greater Downtown Plan
- Horizon Drive BID

- Zoning Overlays
- Urban Development Boundary

0 0.25 0.5 1 Miles



Pear Park Neighborhood Plan Historic Landmarks/Cultural Landscapes		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
GOALS	1	Protected and maintain the unique features and characteristics of Pear Park which are significant links to the past, present and future.	No	PP 1 1. p. 15 Preserve, promote and celebrate Grand Junction's identity, diversity and history.	
	2	Establish and promote the historical pride and heritage of Pear Park.	No	PP 1 1. p. 15 Preserve, promote and celebrate Grand Junction's identity, diversity and history.	
	3	Document potential historic sites and structures as a means for designating properties on local, state, and/or national registers.	No	PP 1 1. p. 15 Preserve, promote and celebrate Grand Junction's identity, diversity and history.	
	4	Work with property owners to pursue official designation, preservation, adaptive reuse restoration, or relocation of eligible, significant historic structures and sites.	No	PP 1 1. p. 15 Preserve, promote and celebrate Grand Junction's identity, diversity and history.	
IMPLEMENTATION STRATEGIES	1	In cooperation with appropriate local, state and national organizations, complete both reconnaissance and intensive level surveys of the Pear Park area to inventory historic sites, structures and districts and identify those that could potentially be designated on local, state and/or national historic registers.	No	PP 1 1. p. 15 Preserve, promote and celebrate Grand Junction's identity, diversity and history.	
	2	Whenever possible, new development should not remove or disrupt significant historic or traditional uses, landscapes, structures, fences or architectural features. Consultation with the Colorado Historical Society, Bureau of Land Management, National Park Service, City of Grand Junction Historic Preservation Board, Mesa County Historical Society and the Museum of Western Colorado is valuable in this effort and should be done as early as possible in the development process.	No	PP 1 1. p. 15 Preserve, promote and celebrate Grand Junction's identity, diversity and history.	
	3	Adopt compatibility requirements for new development to protect the historic use of existing and adjacent properties.	No	PP 1 1. p. 15 Preserve, promote and celebrate Grand Junction's identity, diversity and history.	
	4	Adopt a resolution to establish a local Mesa County historic register.	No	Completed and PP 1 1. p. 15 Preserve, promote and celebrate Grand Junction's identity, diversity and history.	
	5	The City and County will encourage the placement of an historical marker at the Old Spanish Trail crossing of Colorado River on the north side of the river to match the existing historical marker at 28 ¼ Road and Unaweep Avenue on the south side of the River.	No	Completed and PP 1 1. p. 15 Preserve, promote and celebrate Grand Junction's identity, diversity and history.	Add to PROS Plan; Dave will initiate with Urban Trails Committee and Historic Preservation Board



Pear Park Neighborhood Plan Transportation/Access Management		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
GOALS	1	Provide a well-balanced transportation and access management plan meeting the needs of all users including pedestrians, bicyclists, vehicles and transit. meeting the needs of all users including pedestrians, bicyclists, vehicles and transit.	Yes	PP 6 1. p. 32 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. Circulation Plan	Need to amend Circulation Plan for Access Management; adopt Resolution prior to retiring plan; preserve language and maps
	2	Provide good access to schools, shopping, recreation and residential areas.	No	PP 6 1. p. 32 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. Circulation Plan	
	3	Provide efficient circulation for emergency vehicles.	No	PP 6 1. p. 32 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. Circulation Plan	
	4	Plan for future street cross-sections, sidewalks, bike lanes and trails.	No	PP 6 1. p. 32 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. Circulation Plan	
	5	Recommend capital improvement projects that will help implement this plan.	No	PP 6 1. p. 32 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. Circulation Plan	
IMPLEMENTATION STRATEGIES	1	Adoption of this Pear Park Neighborhood Plan amends the Grand Valley Circulation Plan to include the Pear Park Neighborhood Transportation and Access Management Plan map, Conceptual Local Street Network Plan Map and the Pear Park 2004 Street Cross Sections Map.	Yes	PP 6 1. p. 32 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. Circulation Plan	Need to amend Circulation Plan for Access Management; adopt Resolution prior to retiring plan; preserve language and maps; update p. 33 f to include Access Management Plans and overlays
	2	Adoption of this Pear Park Neighborhood Plan amends the Urban Trails Master Plan to include changes in the Pear Park area as adopted in this Plan as shown on the Pear Park 2004 Urban Trails Plan map.	No	PP 6 1. p. 32 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. Circulation Plan	
	3	Amend the Urban Trails Master Plan (UTMP) as needed when school and park sites are identified and developed.	No	PP 6 1. p. 32 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. Circulation Plan	
	4	Implement the priority list of CIP projects for Pear Park.	No	PP 6 1. p. 32 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. Circulation Plan	

Pear Park Neighborhood Plan Schools-Parks-Trails		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes	
GOALS	1	Provide adequate public school and park sites to serve the Pear Park residents as identified on the Pear Park Neighborhood Parks and Schools Map. meeting the needs of all users including pedestrians, bicyclists, vehicles and transit. meeting the needs of all users including pedestrians, bicyclists, vehicles and transit.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		
	2	Schools and parks sites should be co-located and parks jointly developed by the city, county and school district for the benefit of all residents. areas.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		With declining enrollment, identification of school sites is presently not needed.
	3	Provide off-street trail connections between residential areas, parks and schools.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans. PROS Objective 5.1 (p. 112)		
	4	Complete the Colorado River State Park Parks trail system through Pear Park.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans. PROS Objective 5.1 (p. 112)		

Pear Park Neighborhood Plan Schools-Parks-Trails			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
	5	Increase recreational opportunities in the Colorado River corridor.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		
IMPLEMENTATION STRATEGIES	1	The City and County will work with School District 51 to identify and purchase land for future school sites using the Pear Park Neighborhood Parks and Schools Map in this plan and school site selection criteria. Options to purchase and/or rights of first refusal should be negotiated as soon as possible.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		
	2	The School District will establish the priority of which area (Flintridge Pear Park or Central Pear Park) should have the next elementary school constructed.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		
	3	Update the School Land Dedication fee collected by the City and County in lieu of land dedication and tie the fee to the Consumer Price Index.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		
	4	New trail linkages will be planned and built to provide access to future park and school sites to implement the Urban Trails Master Plan.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		

Pear Park Neighborhood Plan Schools-Parks-Trails		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
5	The City of Grand Junction, Mesa County and/or State Parks should construct additional recreational facilities in the Colorado River Corridor.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		
6	The Colorado River State Parks trail system will be extended from 30 Road to 27 ½ Road.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		
7	Construct trails as identified on the Urban Trails Plan to link the Colorado River Trail to residential areas within Pear Park.	No	PP 6,7 and 9 p. 30, 36 and 43 6.1 Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. 7.1 Provide a safe and accessible network of parks, recreational amenities, open space, and trails. 9 Quality Education and Facilities, Academic Achievement and Circulation, Bike/Ped and PROS Plans.		

Pear Park Neighborhood Plan Community Image/Character		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes	
GOALS	1	Establish drainage facilities to be a special feature/amenity of the neighborhood and to improve the quality of storm water runoff.	No	PP 8 p. 42 4. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.		
	2	Achieve high quality development in Pear Park in terms of public improvements, site planning and architectural design.	No			Addressed in ZDC
	3	Minimize visual clutter along corridors.	No			Addressed in ZDC
	4	Celebrate the heritage of the Pear Park area with the use of historic design elements.	No	PP 1 p. 15 Preserve, promote, and celebrate Grand Junction's identity, diversity, and history.		
	5	Create an identity for the Pear Park neighborhood through the use of gateway treatments.	No			Completed. Some gateways created with Riverside Parkway project.
IMPLEMENTATION STRATEGIES	1	Adopt an overlay zone district for the business and commercial zone districts that minimizes the number and size of signs and includes architectural and site design standards that heighten the requirements for quality and compatibility.	No			Addressed in ZDC
	2	Adopt design standards for residential development that encourage mixed densities and innovative designs that minimize "garage-scape" streets.	No			Addressed in ZDC
	3	Identify key architectural and landscape elements that define the historic aspects of Pear Park and integrate those elements into the design standards and guidelines for residential, business/commercial and institutional uses.	No	PP 8 p. 42 4. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.		
	4	Encourage the preservation and adaptive re-use of historic structures.	No	PP 8 p. 42 4. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.		
	5	Prohibit billboards (off-premise signs) in the Pear Park neighborhood.	No			Addressed in ZDC
	6	Adopt street sections that provide safe access for all modes of transportation and incorporate medians and tree lawns where ever possible.	No	PP 6 p.32 1. Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.		
	7	Maintain and enhance ditches, canals and drainage facilities to be special features and amenities of the neighborhood and to improve the quality of storm water runoff.	No	PP 8 p. 42 4. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.		
	8	Design and install "gateway" features at D Road and 28 Road, 29 Road and the River, 29 Road and the proposed viaduct, 30 Road and the underpass, and 32 Road and D, D ½ and E Roads.	No			Completed. Some gateways created with Riverside Parkway project.
	9	Reduce the height of the existing cell tower, located C ½ Road east of 28 Road, in accordance with the requirements of the existing Mesa County Conditional Use Permit.	No	Wireless Master Plan		This specific tower will likely remain as is since it is not in City limits. Any new towers constructed within City limits need to meet ZDC for wireless facilities.

Pear Park Neighborhood Plan Land Use and Growth		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
GOALS	1	Eliminate split land use categories on individual properties along the north side of D ½ Road.	No		Completed
	2	Provide for adequate neighborhood commercial areas that will serve the Pear Park Neighborhood.	No	Chapter 3 Land Use and Growth, description of Land Use Plan	
	3	Establish areas of higher density to allow for a mix in housing options.	No	Chapter 3 Land Use and Growth, description of Land Use Plan. Comp Plan density increase to Res High and MU.	
IMPLEMENTATION STRATEGIES	1	Adopt the recommended Future Land Use Map changes as shown on the Future Land Use Study Area Map.	No	Completed with Comp Plan	
	2	Adoption of this Pear Park Neighborhood Plan amends the Future Land Use Map land use designation from "Park" to "Conservation" for the Bureau of Reclamation property preserved for the Colorado River Wildlife Area and the Orchard Mesa Wildlife Area.	No	Completed with Comp Plan	
	3	Based on the adoption of the Pear Park Neighborhood Plan by the Mesa County Planning Commission and the recommendation for adoption by the City Planning Commission, future study of two areas for potential changes to the Future Land Use Map shall be conducted in the first quarter of 2005 and brought back to both Planning Commissions by April/May 2005. The areas to be furthered studied are: a. Teller Court Area – located west of 30 Road. b. D Road Area – located south of D Road to the River, between 30 Road and 32 Road.	No	Completed with Comp Plan	

Pear Park Neighborhood Plan Public Safety		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
GOALS	1	Provide excellent emergency services within acceptable response times.	No	PP 10 p. 47. 1 Provide excellence in public safety and emergency response.	
	2	Provide for public safety in the design of parks and trails and other public facilities.	No	PP 10 p. 47. 1 Provide excellence in public safety and emergency response.	
IMPLEMENTATION STRATEGIES	1	The City and County will improve night lighting of pedestrian trails and trail connections to subdivisions and in parks to provide a better deterrent to crime and illegal activities.	No		ZDC and TEDS
	2	The City and County will establish appropriate measures to ensure emergency services access during construction of the Riverside Parkway and the 29 Road corridors (bridge and viaduct) projects.	No		Completed
	3	The City will identify preferred site(s) for a law enforcement substation and/or fire station/training facility.	No		Current model is to operate from single HQ rather than multiple substations.
	4	Develop a plan to resolve the double taxation in annexed areas within Clifton Fire District.	No		Completed. Resolution to resolve executed.
	5	Public safety agencies, through the coordination of the Mesa County Emergency Management Department, will develop a plan for "wall to wall" coverage for fire and EMS.	No	PP 10 p. 47. 1 Provide excellence in public safety and emergency response.	

Pear Park Neighborhood Plan Environmental Resources/River Corridor		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes	
GOALS	1	Protect the river corridor from adverse impacts of development and land use activities in Pear Park.	No	PP 8 p. 42 1. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.		
	2	Maintain a multi-use corridor in which the river and surrounding lands are carefully managed to protect and enhance a diverse set of public values while allowing appropriate private uses within the corridor.	No	PP 8 p. 42 1. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.		
IMPLEMENTATION STRATEGIES	1	The City, County, and 5-2-1 Drainage Authority will work together to develop stormwater best management practices for the Colorado River floodplain.	No			Completed. ZDC includes and enforces FEMA floodplain regulations.
	2	The City, County, Federal, State, private agencies and organizations with an interest in the Colorado River will work together to protect and enhance the Colorado River Corridor and promote environmental education opportunities.	No	PP 8 p. 42 1. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.		
	3	Develop and adopt code language (Mesa County Land Development Code and City of Grand Junction's Zoning and Development Code) that establishes a Pear Park Colorado River Corridor overlay zone district addressing: <ul style="list-style-type: none"> <li>• Channel stability to assure adequate setbacks are provided to account for the inherent instability of the channel and recognize that river movement across the landscape is a natural process that may be accelerated by development.</li> <li>• Scenic views of the river, its natural setting and features, Grand Mesa, Mt. Garfield, the Bookcliffs, and the Uncompahgre Plateau.</li> <li>• The CNHP report as a guiding document for the protection of sensitive species.</li> <li>• Recreational features located and designed to avoid or minimize impacts to unique vegetation, wildlife habitats, water quality and other environmental values.</li> <li>• Multiple implementation tools such as conservation easements, land acquisition, enforcement of existing floodplain regulations and other conservation techniques, to protect the Colorado River 100-year floodplain.</li> <li>• Best management practices for resource protection that considers both on- and off-site impacts from development.</li> <li>• Specific, identified high-priority resources and long-term plans for management and protection.</li> </ul>	No	PP 8 p. 42 1. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.		
	4	Gravel extraction areas along the Colorado River floodplain shall be reclaimed for agricultural, residential, recreational or other permitted uses.	Yes		Preserve language; add map to Comp Plan Appendices if not on other maps.	ZDC and CRS. CRS states no governing body shall take action that will permit the use of any area known to contain a commercial mineral deposit which would interfere with the extraction of the deposit.



Pear Park Neighborhood Plan Environmental Resources/River Corridor		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
5	Gravel extraction shall occur as shown on the Pear Park Neighborhood Plan Mineral Resources Map.	Yes		Preserve language; add map to Comp Plan Appendices if not on other maps.	ZDC and CRS. CRS states no governing body shall take action that will permit the use of any area known to contain a commercial mineral deposit which would interfere with the extraction of the deposit.
6	Revise the "no shoot" boundary along the Colorado River. Specifically: move the existing west boundary which is just west of Indian Road east to 29 Road. Move the existing north boundary (D Road) south to C ½ Road.	No			Completed by Mesa County

North Avenue Preferred Alternative		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
The predominant elements of the preferred alternative are:					
a	A student and entertainment district in proximity to Mesa College would also provide student housing, after 5:00 p.m. activities and the opportunity for a quality hotel to serve the area.	Yes	This section west of 27 1/2 Road is in the Mixed Use Area-Specific Policies as part of the University District Area and much of it also in the Mixed Use area on the map.	Update map on p. 76; combine these in a series of statements supporting multi-family housing, hotels, mixed-use centers, regional retail and services along the frontage of North Avenue between 1st Street and 30 Road	
b	A neighborhood center where senior housing is located in proximity to a quality grocer, neighborhood retail, and the potential for a hotel to serve the hospital and surrounding neighborhood.	Yes			
c	A multifamily and attached residential district connecting to the neighborhoods to the north, and potential for office space to the south.	Yes			
d	A mixed use area with residential over retail incorporated with the governmental functions and public plazas to create a gateway for the 29 Road intersection.	Yes			
e	Regional retail to anchor the east end of the corridor.	Yes			

North Avenue Key Projects		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
a	<p>A civic plaza where the intersection treatments would provide for clear and safe pedestrian traffic movement. The civic space would serve as a gathering space and as an entry marker giving the North Avenue Corridor an identity. Existing restaurant spaces could be maintained while new residential development would be tucked around existing building pads. Such projects could be realized at the intersection of North Avenue and 12th Street, where a student and entertainment district would create a marker and gathering space for students as well as the surrounding community. This potential project could serve the needs for higher quality restaurants, entertainment, and a student housing district. This key project ultimately could serve as the catalyst to entice development and the further revitalization of the greater North Avenue Corridor.</p>	No	<p>Commercial Areas: Commercial Corridor - Mix and Relationship of Uses, Building Form and Character (p. 68) and Mixed Use Areas: University District - Mix and Relationship of Uses, Streetscape (p. 71)</p>		<p>Civic space/infrastructure enhancements already in place at 12th/North.</p>
b	<p>Improvements to the streetscape are another key project that would further promote the revitalization of this corridor. A pedestrian-friendly environment using native, xeric plant materials that are easily maintained while yet providing an appealing and beautiful streetscape are important to attract pedestrian traffic. Median cuts and numerous parking lot accesses will be consolidated. Traffic level of service and access will not be impacted. Intersections and medians would be improved while a cohesive kit-of-parts would bring character to the corridor. Improved sidewalks, lighting, street furniture and signage will improve the pedestrian, bike and vehicular access, allowing for retail and commercial to thrive in a safe environment.</p>	Yes	<p>North Avenue from 27 1/2 Road east is part of the Commercial Areas "Commercial Land Use" designation in Chapter 4 Area-Specific Policies.. This chapter supports increasing sidewalk width and designation of an appropriate and safe space for bicycles. Also supports Streetscape improvements including ped signage, benches and street trees, wayfinding and connectivity to enhance streetscape functionality and safety. Implemented through North Avenue Overlay Zone and the 2023 Zoning and Development Code. Much has been accomplished though recent CDOT and City infrastructure improvements.</p>	<p>Preserve or summarize this language; amend TEDS to adopt North Avenue street section</p>	
c	<p>Assembly of parcels of land where a large development can build momentum and entice greater investment would bring the vitality back to North Avenue. The illustration presents retail and commercial uses with residential above combined with a plaza and patios. Senior housing, a grocer and neighborhood retail provide an environment to attract individuals interested in living within a vibrant community. Surrounding neighborhoods would further sustain the community node. Infill development such as this will assist in a neighborhood center as well as a regional destination promoting activity beyond 5:00 p.m. and on weekends.</p>	No	<p>Mixed Use Areas: Neighborhood Center - Mix and Relationship of Uses, Building Form and Character (p. 70)</p>		

<p><b>North Avenue Phasing Concept</b></p>	<p><i>Add to Area-Specific Policies?</i></p>	<p><i>Current Comp Plan or Area-Specific Policy Reference and Text</i></p>	<p><i>Potential Next Steps</i></p>	<p><i>Notes</i></p>
<p>The phasing of development would allow for existing buildings and uses to slowly become integrated into the larger vision of the North Avenue Corridor. Illustrated below is an example of how such phasing could occur:</p>	<p>No</p>	<p>Commercial Areas: Commercial Corridor - Building Form and Character (p. 68)</p>		

North Avenue Transportation		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
a	<p>There are 25 intersections within the North Avenue study area, not including driveways to abutting property. Sixty percent are T-intersections (a three-leg intersection) and 40 percent are cross-intersections (a four-leg intersection). Intersections, by their very nature, create numerous conflicts between vehicles, bicycles, and pedestrians. For instance, there are 32 vehicle/vehicle conflict points and 16 vehicle/pedestrian conflict points at every four-leg intersection.</p>	No	Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)		
b	<p>The design of an intersection requires a balance between the needs of vehicles, pedestrians, bicyclists, freight and transit. The following are attributes of good intersection design for pedestrians, as documented in AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities (2004). (1) Clarity – Making it clear to drivers that pedestrians use the intersections and indicating to pedestrians where the best place is to cross; (2) Predictability – Drivers know where to expect pedestrians; (3) Visibility – Good sight distance and lighting so that pedestrians can clearly view oncoming traffic and be seen by approaching motorists; (4) Short Wait – Providing reasonable wait times to cross the street at both unsignalized and signalized intersections; (5) Adequate Crossing Time – The appropriate signal timing for all types of users to cross the street; (6) Limited Exposure – Reducing conflict points where possible, reducing crossing distance and providing refuge islands when necessary; and (7) Clear Crossing – Eliminating barriers and ensuring accessibility for all users.</p>	No	Pedestrian and Bicycle Plan (FIND REFERENCES)		
c	<p>Signalized intersections typically have marked crosswalks, Walk/Don't Walk indications, and regulatory signing. Motorists expect pedestrians and pedestrians are reasonably well protected when crossing at these locations. The study corridor currently has nine signalized intersections. Most of these signals are located at one-quarter-mile intervals. The most notable exception is between 12th Street and 23rd Street, where there is no signalized intersection for approximately three-quarters of a mile. In urban areas, pedestrians must be able to cross streets at regular intervals. They rarely will go more than 300 to 400 feet out of their way to take advantage of a controlled intersection. Consequently, the crossings at uncontrolled locations deserve serious consideration as urban arterial corridors redevelop. Treatments commonly used on higher-volume multilane streets throughout the United States include: high-visibility markings with double-posted pedestrian crossing signs; refuge islands; flags; and flashing beacons. Signals that are used just for pedestrian crossings are used primarily at midblock crossings.</p>	Yes		Call for additional protected crossings	

North Avenue Streetscape Kit-of-parts	Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
<p>The following illustration and images serve as a guide of how the streetscape character using amenities can create a cohesive and unified streetscape.</p>	<p>No</p>	<p>Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)</p>	<p>Consider adding different amenities/treatments to p.68 Commercial Corridor - Access and Streetscape (2025 refresh?)</p>	

North Avenue Streetscape		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
<p>The creation of a more unified street edge condition along North Avenue will improve the overall character of the corridor. This can be accomplished by consolidating existing curb cuts and parking lots, providing more definition to vehicular entry ways, and adding walks and plantings. The addition of pedestrian-scale street lights, trees, benches and other amenities will create a more pedestrian-friendly environment, and encourage local residents to walk or bike along the corridor. Most of these improvements can be made within the existing street right-of-way. Suggested improvements outside of the right-of-way can be made without the removal of existing structures.</p>		Yes	Commercial Areas: Commercial Corridor - Transportation Modes, Access and Streetscape, Building Form and Character (p. 68); Mixed Use Areas: Mixed Use Corridor - Circulation and Access, Building Form and Character, Streetscape (p. 70)	Summarize with reference to Commercial Corridor and University District	
a	<p>Drainage Way Adjacent to Street. In areas where there are open concrete channels adjacent to the street, suggested improvements include the creation of a generous vegetated swale to collect, filter, and distribute stormwater, as well as provide an irrigation source for planted trees. The addition of an attached walk, defined curb cut entrances, and pedestrian light fixtures will also enhance and define the street edge. An alternative would be to provide a covered pipe to convey this drainage. This proves less advantageous relative to cost, construction caused delays to traffic and the loss of utilizing this runoff for future plantings.</p>	No			2024-2025 CIP sidewalk/streetscape installation will complete implementation
b	<p>Building Adjacent to Street. In areas where buildings front the street, suggested improvements include sidewalks that connect building entrances to walks along North Avenue, defined curb cut entrances, and the relocation of parking between buildings. These improvements will enhance the street edge by reducing the number of parked cars in front of building entrances, provide space for street tree plantings, and reduce the expanse of asphalt. This makes the buildings easier to see and identify from North Avenue. Additional sidewalks provide a clear, safe pedestrian path between parking lots to building entrances, and provide pedestrian connections to North Avenue.</p>	No	Mixed Use Areas: University District - Building Form and Character	Include description of overlay standards in write-up	Implemented in 2023 ZDC
c	<p>Parking Lot Adjacent to Street. In areas where parking lots front the street, suggested improvements include defined curb cut entrances, added sidewalks, and additional plantings to define parking lot circulation and enhance way finding. Tree plantings can be added to existing parking lots by removing asphalt at the end of the parking bays, defining an entrance into the lot (Option B). Another option is to include planted islands between parking bays, which is especially effective in reducing the expanse of paved areas and urban heat islands often found in large parking lots (Option A). Attached or detached sidewalks can be added adjacent to North Avenue, depending on the specific condition and width of the right-of-way. Fencing, 42 inches tall, can also add positive streetscape character. The fencing should be steel and open, and may be an opportunity to incorporate art, static or kinetic, and color.</p>	No		Include description of overlay standards in write-up	
d	<p>Curb Cut Consolidation. Reducing the quantity of curb cuts along North Avenue will greatly enhance the overall character of the corridor, and improve vehicular and pedestrian circulation. Curb cuts can be consolidated in areas where parking lots can be linked and shared by adjacent uses. Consolidating curb cuts also provides additional space for plantings and sidewalks adjacent to North Avenue within the right-of-way and less discontinuity of the sidewalk.</p>	No	Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)		Implemented in TEDS and Access Control Plan; much consolidation already completed

North Avenue Streetscape New Development		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
<p>Areas identified for redevelopment along the corridor provide an opportunity to greatly enhance the character of the corridor, by creating pockets of redevelopment that will stimulate further improvements. As shown on the land use plans, these areas of redevelopment will consist primarily of additional residential, office, retail/commercial areas, or new regional store developments. In all cases, each undertaken project should provide connectivity to the pedestrian network and include public open space.</p>		Yes		<p>Include brief intent statement in write-up with reference to Commercial Corridor, Neighborhood Center, and University District policies.</p>	
a	<p>Residential. Clustered townhome developments adjacent to North Avenue will provide a distinct living option for residents along the corridor that is currently unavailable in the region. Located within walking distance of shopping, restaurants, bus service, and employment opportunities, townhomes offer a very desirable alternative to single-family housing. A green corridor in a walking environment creates a pedestrian connection between the existing neighborhoods and North Avenue, providing convenient access to the street for existing residents. On-street parking provides parking for visitors.</p>	No	<p>Mixed Use Areas: Neighborhood Center - Mix and Relationship of Uses, Circulation and Access, Building Form and Character, Parking and Services, Streetscape (p. 70); Mixed Use Areas: University District - Mix and Relationships of Uses, Circulation and Access, Building Form and Character, Parking and Services, Streetscape (p. 71)</p>	<p>"Green corridor" to be implemented through adoption of North Avenue street section in TEDS</p>	<p>"Green corridor" concept has been improved through implementation of the North Avenue street section and the ZDC update. Previous C-1 and current MU-2 zoning allows and promotes higher-density residential than townhomes.</p>
b	<p>Commercial/Retail. New commercial/retail uses along North Avenue are located close to the street, which helps to activate the street edge. Generous sidewalks with spaces for outdoor seating, active open space, pedestrian lights, and street trees enhance the character of the corridor. Building signage can be located directly on the face of the buildings, which can be readily identified from passersby on North Avenue. Front door access to retail/commercial uses is provided on the interior side, providing easy access from nearby parking, with back door service access provided along North Avenue. Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses.</p>	No	<p>Commercial Areas: Commercial Corridor - Mix and Relationship of Uses, Access and Streetscape, Building Form and Character (p. 68); also, new ZDC</p>	<p>Include "Civic spaces such as plazas, corridors, or pocket parks create a permeable frontage along North Avenue that provides easy pedestrian flow between the street and commercial or retail uses" in write-up</p>	<p>Infrastructure implemented through adoption of North Avenue street section in TEDS</p>
c	<p>Regional Store. New regional store developments, proposed as infill projects, along North Avenue can be designed to minimize the impacts of large expanses of asphalt parking. This can be accomplished by locating retail stores at the edge of North Avenue, which activates the street edge, and screens the expansive parking lots from view from North Avenue. Interior parking lots can be shared between the super store and retail uses. Architectural elements such as canopies, columns, and articulated roof forms help to define the building entries of the super store, and reduce the scale of large facades. This approach will provide a more pedestrian-scaled environment for merchants, and create a more inviting facade. Entrances to the super store should be located from a side street, which will prevent excessive traffic build up along North Avenue.</p>	No	<p>Commercial Areas: Commercial Corridor - Mix and Relationship of Uses, Access and Streetscape, Building Form and Character (p. 68); also, new ZDC</p>		<p>Addressed in ZDC for big box development</p>



<p style="text-align: center;"><b>North Avenue Signage</b></p>	<p style="text-align: center;"><i>Add to Area-Specific Policies?</i></p>	<p style="text-align: center;"><i>Current Comp Plan or Area-Specific Policy Reference and Text</i></p>	<p style="text-align: center;"><i>Potential Next Steps</i></p>	<p style="text-align: center;"><i>Notes</i></p>
<p>Improvements to signage along North Avenue can be accomplished by minimizing the quantity of pole-mounted signs and replacing them with monument signs. This will aid in reducing the visual clutter of the pole-mounted signs, and also provide an opportunity for street trees to be planted. Because monument signs are low, they are not in conflict with the larger canopy of the street trees, and can be readily seen from passing traffic. Further detail on signage and recommended adjustments to the Grand Junction sign code are provided. This philosophy supports the neighborhood or district concept, in that distinctions are to areas and not individual pad development. This encourages the walking environment and provides for a group of retailers to engage the property as a whole.</p>	<p style="text-align: center;">Yes</p>		<p>Brief statement supporting (future?) overlay standards; see "Summary of Sign Code Strategies" tab</p>	

North Avenue Sign Code Strategies and Recommended Improvements			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
<p>Summaries of particular sections from the Grand Junction sign code are provided below, indicating where the current Grand Junction sign regulations could be strengthened or amended to improve the overall visual quality and pedestrian scale of North Avenue. Currently, the majority of signs along North Avenue fall within these existing regulations:</p>						
<b>a Sign Location (GJMC 21.36.070(c)(3)).</b>						
	1	Code Summary. Grand Junction's current sign regulation allows signs most anywhere on the property being advertised, and the total square footage allowed for a single sign is not to exceed 300 square feet.				
	2	Recommended Improvements.				
		i No signs permitted at the right-of-way.				
		ii Establish setbacks from the right-of-way.				
		iii Limit square footage of signs based upon to-be-established criteria.				
<b>b Building Mounted Signage (GJMC 21.36.070(c)(5)).</b>						
	1	Code Summary. There is no overall maximum square footage for wall-mounted signs, although the formula is similar to other sign code regulations. Each building will have its own maximum square footage, rather than a universal not-to-exceed size. The language also allows for wall-mounted signs on any side of the building facing a street, thus a corner lot could have two signs, each with a different sign allowance. The regulation allows for roof signs, up to 40 feet above grade in height. In addition, the regulation permits more than one building-mounted sign (wall-mounted, roof sign, or projecting) per structure as long as the maximum square footage is not exceeded.				
	2	Recommended Improvements.				
		i Limit square footage for building-mounted signs based upon to-be-established criteria.				
		ii Limit number of signs to one per building or tenant.				
		iii Prohibit roof signs.				
<b>c Projecting Signage (GJMC 21.36.070(c)(6)).</b>						
	1	Code Summary. A minimum size (12 square feet) is given for projecting signs rather than a maximum, if the projecting sign is the only sign on the building.				
	2	Recommended Improvement.				
		i Limit square footage of projecting signs based upon to-be-established criteria.				
<b>d Freestanding Signage (GJMC 21.36.070(c)(7)).</b>						
	1	Code Summary. The square footage and height limitations are calculated similar to other sign code regulations, but allow for greater height (25 feet for two traffic lanes and 40 feet for four traffic lanes) and maximum square footage than other regulations. The sign square footage is also calculated based upon property frontage rather than building face frontage. Signs are allowed to be installed at the right-of-way, with no setback requirements.				
	2	Recommended Improvements.				
		i Limit square footages and heights of signs based upon to-be-established criteria based upon building linear feet rather than property linear feet.				
		ii Lower heights of signs from what is now permitted.				
		iii No signs permitted at the right-of-way.				
		iv Sign design reflects the associated building architecture.				
		v Signs shall be attached to the ground or with minimal space between the sign and the ground.				
<b>e Off-Premises Signage (GJMC 21.36.070(d)).</b>						
	1	Code Summary. Off-premises signage (building-mounted, freestanding, or roof signs) is allowed in C-2 (General Commercial) and I-1 and I-2 (Industrial) zones. Maximum height is 40 feet, and square footage must be between 15 square feet and 300 square feet. Some municipalities are not allowing any off-premises signs within the City limits.				
	2	Recommended Improvement.				
		i Prohibit off-premises signage.				
<p>Recommended Sign Implementation Measures from Other Municipal Sign Codes. The following are representative regulations found within the sign codes from Denver, Fort Collins, Longmont, Greeley, and Loveland. Typically, it was found that heights and square footages were regulated, often based on a formula determined by the setback distance from the face of curb or edge of pavement and/or the linear feet of building facing the street. This summary does not provide that level of detail, but rather an overview of suggested strategies.</p>						
	1	General				
		i Existing on-premises signs which have become nonconforming because of subsequent Code amendments shall be brought into conformance within 15 years of the date of amendment.				
		ii All features of the sign, including illumination, sign cabinet, base, color, lettering, and materials shall match the primary finishes and colors of the associated building(s) which it serves.				

North Avenue Sign Code Strategies and Recommended Improvements			Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
		iii All signs which are greater than four square feet in area, except ground signs or signs that replicate a business logo, must be comprised only of individual letters or cabinets where only the letters are illuminated.	No.		Do not carry forward 2007 analysis; future sign code analysis should be citywide	Incentive program successfully reduced sign clutter and improved appearance of existing development
		iv Signs shall be professionally designed and fabricated from quality, durable materials.				
		v No roof signs.				
		vi Lighting shall be indirect.				
	2	Maximum Size of Letters.				
	3	Sign Location.				
		i Signs will be set back from the right-of-way based upon the sight distance triangle requirements, zoning district, or size of sign.				
		ii No signs allowed within the right-of-way, with the exception of projecting signs which meet all requirements set forth in the regulations.				
		iii No off-premises signs.				
		iv All freestanding signs shall be located to be compatible with required landscaping, including street trees at maturity, so that the public views of the sign will not be obstructed.				
	4	Freestanding/Ground Signage.				
		i Freestanding or ground signs comply with the following requirements:				
		ii Freestanding signs only permitted with a supporting sign structure, the width of which exceeds 70 percent of the width of the sign face.				
		iii Freestanding or ground signs shall have no more than two faces.				
		iv Maximum height for freestanding signs shall be 18 feet above grade; and for ground signs shall be 12 feet above grade. (Another code said maximum six-foot height for freestanding.)				
		v All freestanding signs shall be of a monument design including a monument base attached to the ground with no or minimal space between the sign cabinet and the monument base (no pole signs).				
		vi Monument bases shall be equal or greater (up to 20 percent greater) in width and length than the sign cabinet. Sign cabinets for freestanding signs shall not exceed 24 inches in width.				
		vii Multi-tenant buildings or developments are allowed one sign per lot or development parcel (no individual freestanding or ground signs).				
	5	Projecting Signage.				
		i Not allowed to be located on the same street frontage as a freestanding sign.				
		ii Shall not exceed 30 square feet for all faces.				
		iii Shall not extend more than five feet from the building face nor extend beyond the curbline of any street or parking area.				
		iv Minimum of eight feet of clearance from the ground, and a maximum of 25 feet, and shall not extend beyond the roofline or parapet wall.				
		v Only one per building or tenant.				
		vi Not allowed on a wall that already has a wall-mounted sign.				
	6	Building-Mounted Signage.				
		i No building-mounted sign shall exceed 100 square feet.				
		ii Multi-tenant buildings allowed one wall sign per street frontage of business.				
		iii Only one building mounted sign per building (single tenant). Shall not project above the roofline.				
	7	Awning Signage.				
		i Signs on canopies or awnings are limited to the name of the building, business and/or address of the premises.				
		ii Shall not exceed 50 square feet per face in area.				
		iii Only allowed on first story of a building.				
		iv Minimum clearance shall be eight feet.				

North Avenue Sign Code Strategies and Recommended Improvements		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
g	Suggested Steps to Implementing New Signage Approach Along North Avenue. The following steps are suggestions for implementing a new signage strategy along the North Avenue Corridor. This strategy will require amending the existing sign code to incorporate the appropriate level of restrictions within the corridor.				
1	Determine Desired Signage Aesthetic. Determine the appropriate level of regulations for signage based upon other similar Colorado communities, as well as the desired aesthetic and scale of the signs within the corridor.				
2	Determine How to Approach Existing Nonconforming Signs. Decide whether to require existing nonconforming signs to be improved within an appropriate time frame, and/or require compliance to new sign code amendments at time of business transition or sale. For example, Fort Collins requires all existing signs to be in compliance with the updated sign code within 15 years.				
3	Amend the Sign Code Appropriately. Determine if this is a City-wide amendment, or limited to a special zoning district for North Avenue. Amend the City sign code with the desired adjustments, and begin transitioning out the old signs.				

North Avenue Implementation Strategies		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
MARKET	a	Capitalize on proximity to college and downtown through marketing efforts, product mix and positioning (West)	No	Plan Principle 4: Downtown and University Districts - A Maturing University (p. 22) and How We Will Get There 1.v. University District (p. 23)	
	b	Educate Council about this market reality and prepare them for filling the gap of catalyst projects resulting from inflated land prices and other factors (West)	No		No identified catalyst projects to fill funding gaps.
	c	Consider an urban renewal district to assist with on-site and off-site costs for qualifying elements (West)	No		City approached North Ave. businesses to form a taxing district to help revitalize North Avenue and it was not receptive.
	d	Capitalize on proximity to hospital and park through marketing, product mix and positioning (including actual physical connectivity) (Central)	No		Will be incorporated in write-up
	e	Encourage hospital, or unrelated clinics, to explore partnership opportunities (Central)	No		Existing services within and beyond corridor have built upon such partnerships
	f	Encourage mixed uses including affordable residential and multifamily (Central)	No		Commercial Corridor does not account for this. See also "Streetscape New Development" tab.
	g	Capitalize on substantial infrastructure investment in north-south connection (along with presumably softer land assembly costs) to pursue regional retail opportunity (East)	No		29 Road intersection already completed
FINANCIAL	a	Work with private and nonprofit interests to assemble and hold opportunity sites (West/Central)	No		North Avenue Owners Association, formed for these purposes, no longer exists, along with no creation of taxing district, make these difficult to accomplish
	b	Share market opportunities with various audiences to encourage investment (West/Central)	No		
	c	Use range of mechanisms – land swaps, low-interest loans, acquisition/write-down (West/Central)	No		
	d	Consider establishing appropriate districts as holding entities (West/Central)	No		

North Avenue Implementation Strategies		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
	e Problem is less severe near logical development node – probably can use traditional land assembly (East)	No			
PHYSICAL	a Maintain (City) flexible position on the use and width of alleys (if relevant) in select locations	No			Citywide policy, context-sensitive
	b Create street standards for building setbacks, sidewalk width, signage, awnings, etc. sensitive to the feasibility of the remaining building envelope	No	Commercial Areas: Commercial Corridor - Building Form and Character (p. 68); ZDC and adopted North Avenue Overlay		
	c For stores that require surface parking in front, require heightened landscaping or pad site development with interior parking – remaining sensitive to sight-lines	No	Mixed Use Areas: Neighborhood Center - Parking and Services (p. 70); Mixed Use Areas: University District - Parking and Services (p. 71); ZDC and adopted North Avenue Overlay		
	d Establish street standards – define the street’s role by district based on the vision and desired character	No			Completed by adoption of North Avenue street section and Overlay
	e Update any transportation plans relative to desired district functions, including encouraging public transportation through increased comfort and security of stops	No			GVT responsible for stops; City secures location with development
	f Link parking lots, minimize curb cuts and consolidate driveways – selectively – where feasible	No	Commercial Areas: Commercial Corridor - Access and Streetscape (p. 68)		Included in Adopted Zoning Overlay District; City secures cross-access easements with development
	g Redesign intersections and access points within the nodes to simplify and coordinate signal sequences	No			Ongoing coordination between City and CDOT

North Avenue Implementation Strategies		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
REGULATORY	a	Consider overlay district that is more supportive/encouraging of mixed use	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses (p. 68); Mixed Use Areas: Neighborhood Center and University District - Mix and Relationship of Uses (p. 70-71)	Completed by adoption of North Avenue Overlay
	b	Revise regulations to eliminate barriers to investment in neighborhoods on the corridor; promote density and greater variety of residential products (i.e., density bonuses)	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses (p. 68); Mixed Use Areas: Neighborhood Center and University District - Mix and Relationship of Uses (p. 70-71)	Commercial Zoning Allows high density
	c	Encourage the introduction of residential development within nodes and at key locations; fill financial gaps, and support demonstration projects (look for institutional partners)	No	Commercial Areas: Commercial Corridor - Mix and Relationship of Uses (p. 68); Mixed Use Areas: Neighborhood Center and University District - Mix and Relationship of Uses (p. 70-71)	Also, not feasible without taxing district
	d	Where necessary, assist with assembling properties to accommodate a range of product types (workforce, student, senior, etc.)	No		
	e	Eliminate regulatory barriers which preclude or delay redevelopment buildings for residential use (building codes, limits on adjacency among uses, etc.)	No		Completed; ZDC nonconforming and compatibility standards

North Avenue Implementation Strategies		Add to Area-Specific Policies?	Current Comp Plan or Area-Specific Policy Reference and Text	Potential Next Steps	Notes
	f Work with private and nonprofit interests to provide opportunity sites for residential development	No	Plan Principle 5: Strong Neighborhoods and Housing Choices - How We Will Get There c. Regional Housing Initiatives (p. 28)		
POLITICAL	a Request Council support for participation in at least two demonstration projects – enlisting the participation of existing property owners (if feasible), identifying partners, soliciting lender support, and committing a range of tools to assist with filling the gap	No			Council established and funded matching grant program, resulting in sign modifications and façade renovations
	b Once a “tool box” of incentives has been assembled, publish a request for development, nonparcel specific to encourage investment	No			
	c Through this corridor plan process, identify individuals and organizations which have the desire and resources to continue this effort and ensure the implementation strategy is implemented	No			North Avenue Owners Association, formed for these purposes, no longer exists
	d Develop a range of “stories” which speak to the interests of different audiences – physical, fiscal, market, financial, etc. – educating about the opportunities and commitment to overcome barriers	No			
	e Encourage transitional programs (e.g., job training, adult education) that provide positive daytime activities for homeless shelter population	No			Completed by HomewardBound





**Grand Junction Planning Commission**

**Workshop Session**

**Item #2.**

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<b><u>Meeting Date:</u></b>	February 22, 2024
<b><u>Presented By:</u></b>	Niki Galehouse, Planning Supervisor
<b><u>Department:</u></b>	Community Development
<b><u>Submitted By:</u></b>	Niki Galehouse, Planning Supervisor

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**Information**

**SUBJECT:**

Discussion Regarding 2024 Revisions to the Zoning & Development Code

**RECOMMENDATION:**

**EXECUTIVE SUMMARY:**

Discussion Regarding 2024 Revisions to the Zoning & Development Code

**BACKGROUND OR DETAILED INFORMATION:**

In preparing the Zoning & Development Code (ZDC) update for adoption, as well as in initial training with staff and meetings with applicants on implementation of the new code, staff identified some items that were amended which inadvertently conflict with standard practice or could use additional clarification. Staff is committed to ensuring that these items are handled diligently to minimize disruption to the development workflow as the new code is implemented.

This discussion item will discuss adding a single-family detached home as an allowed use in the P-1 (Public Parks & Open Space) zone district, similar to what was allowed formerly allowed in the CSR (Community Services & Recreation) zone district. While the general intent is to preserve open spaces, there are some circumstances where

placement of a single home may be appropriate. This use was eliminated with the adoption of the 2023 ZDC as the CSR district was split in two, with one district focused on strictly open space and the other on public and institutional properties.

**SUGGESTED MOTION:**

This item is for discussion purposes only.

**Attachments**

None



Grand Junction Planning Commission

Workshop Session

Item #3.

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<b><u>Meeting Date:</u></b>	February 22, 2024
<b><u>Presented By:</u></b>	Ashley Chambers, Housing Manager
<b><u>Department:</u></b>	Community Development
<b><u>Submitted By:</u></b>	Ashley Chambers, Housing Manager

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**Information**

**SUBJECT:**

Introduction to Interim Housing

**RECOMMENDATION:**

**EXECUTIVE SUMMARY:**

Interim Housing is a term currently embraced by numerous organizations, the housing sector, and government agencies to categorize shelter types such as sanctioned camping, safe parking, and interim shelters. These facilities are not intended to be permanent structures and may not be mandated to comply with building codes. The emergence of Interim Housing models is a response to the escalating issue of homelessness in many communities, offering temporary solutions to shelter needs. This agenda item will provide a brief overview of Interim Housing and how it relates to the Housing Continuum.

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emergence of Interim Housing models is a response to the escalating issue of homelessness in many communities, offering temporary solutions to shelter needs. This agenda item will provide a brief overview of Interim Housing and how it relates to the Housing Continuum.

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**Attachments**

None